

Action-Line

Newsletter of the Appendix J Association of NSW Inc



1995 Appendix J Club Champion - Bob Asher - Morris Mini Cooper S

inside this issue

win

with our new competition
- be at the presentation
night . . . on us!

CAMS technical report on tyres

On and off track news

plus the regulars

President's Report

Pointscore and race details

*Minutes from General Meeting
of July*

*The latest happenings from
Na, Nb and Nc*

Next GENERAL MEETING Tuesday August 6, 8pm start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

SPECIAL GUEST SPEAKER: JOHN DAWSON-DAMER

Just when I thought we had it all under control and I could take a holiday, the Victorian Club informed us we had a chance at the AGP in Melbourne next March and the AGP Board wanted a list of potential competitors.

One General meeting and two Committee assemblies in the space of less than three weeks, and the completed list, photographs, and CV's were dispatched in the hope of a favourable outcome. I must thank the members of the Committee for their devotion to the task, and the applicants for your swift response. The quality of the applications is indeed very satisfying.

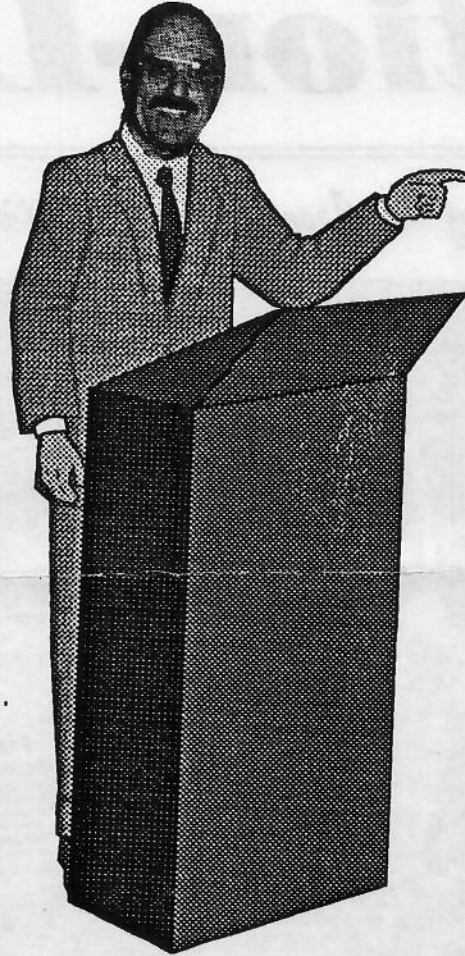
Interest was very high and unfortunately (as is usually the case) not everyone who applied was successful. My condolences to those who missed out and my congratulations to those who were successful. It is now to be hoped that the myriad of things which now have to fall into place can come to fruition. Here's hoping!

Another piece of good news I have to report this month is that we have filled the Editors position. You can probably ascertain that by the changed format and more informative magazine this month. The lucky man is Garry O'Brien who some of you will know is a long time supporter of our class and the same journalist whose name appears on many motor sport articles in a popular motor racing tabloid.

Welcome aboard Garry, I hope the association is a long and happy one and we can move the club magazine along in line with the progress of Group N and the Appendix J Association.

Both Garry and I have some ideas on how we want to project the magazine and it is to be hoped that you all will approve. To that end we would appreciate input from members to make the maga-

PRESIDENT'S REPORT



zine more informative and relative.

Elsewhere in the magazine is a discussion paper from CAMS Historic, and, for members, a voting slip and stamped addressed envelope. This is to enable the Committee to gauge the true feelings of matters in this regard and formulate a group response. Could you all please read and consider the article, fill out the voting paper and post it as soon as possible.

The least said about emotional issues such as Tyres, the better. Lets just gather the information as quickly and accurately as we can and deal with the issue properly.

Later on this month we get back to racing in earnest with the second of the Truck series rounds at Oran Park. Incidentally the circuit people have not yet approved our plans for improvements, which is why we haven't needed your voluntary services. We'll let you know when!

The dust will have only just settled when the Eastern Creek Historic will be upon us and we are expecting a big turn up, so get your entry in early! Lakeside was a great success and reciprocal hospitality for the northerners is required. More about plans next month when we get closer to the date and have the Truck Round behind us.

Closer to home during the month, meetings were held at Wakefield Park and Oran Park. Reports on these are to be found elsewhere in the magazine. We have also had several enquiries from prospective members threatening new cars and the return of old ones which suggests our popularity is not waning.

That's about it for now, looking forward to seeing you all at the General Meeting at Burwood on Tuesday night.

Regards,

- Bob

BOOK NOW FOR THE APPENDIX J 1996 PRESENTATION NIGHT

COMMITTEE

	Business Phone	After hours
PRESIDENT Bob Asher	9874 9164	9874 4144
VICE PRESIDENT Tom Amos	9264 9640	9580 4877
SECRETARY Fred Burley		9644 6381
TREASURER Allan Wick	9522 5654	9522 8658
CAMS DELEGATES		
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GROUP Na LIAISON Andrew Pursey	9290 5229	9680 3137
GROUP Nb LIAISON Phil Powell		9913 8771
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LIFE MEMBERS Mike Dyer Max Stahl		

Editorial contributions are welcomed but may be edited for readability 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.

FROM THE DESK

Even at first glance it obvious that changes have been made with Action-Line. I hope they meet with your approval. To stay in keeping with the progress of Group N and the Appendix J Association of NSW, a brighter , more informative newsletter, aka Magazine, becomes a priority.

The aim here is to be the communication link for all members whether they can or cannot get to the General Meetings or race outings. For those who cannot, Action-Line will endeavour to fill the void.

News and feature contributions will be welcomed, as will letters and comments. If there is something you do not like, or feel strongly about, please let the committee or myself know.

Meanwhile on the racing front the Oran Park Truck meeting looms. Will it be another Ford V8 showdown, or will the new Toranas be a threat? Its one clash I will sadly have to miss but the Historic in September Eastern Creek is not a bad alternative! All the best to those who go - plenty of good hard, but safe, racing.

- Garry O'Brien

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LAST MONTH'S COMMITTEE MEETING

Minutes of General Meeting 2/7/96

Meeting opened at 8.35 pm.

Apologies

R.Asher, A.Bailey, R.Bailey, T.Amos, G.Neale, R. McKenzie, J.Dowsett, A.Huxley, L.Donaher.

Minutes of the previous meeting as published in the magazine were accepted as a true record.

Secretary's Report

Correspondence received from:

1. Group N Australia
2. Minutes of State Council.
3. Advice from CAMS re passengers in cars.

Competition

Next events are Lakeside and Wakefield Park. So far 8 entrants for Lakeside and 18

for Wakefield. Next open event is the second Truck round at Oran Park. We need at least 25 cars.

We have been requested by the AGP Board to put a submission forward for inclusion in the next AGP in March '97. This was contrary to previous advice given that all support categories were locked in place.

The HTCAA have lodged an initial submission for Group N and require urgently expressions of interest from each state. It will be 45-46 car grid and requires a diverse range of cars and members should submit applications together with a deposit of \$100 to reach the committee by 8th July.

Members were asked to communicate with others who may wish to be included.

Treasurers Report

Balance of account \$12286.51 which includes \$7000 IBD.

General Business

Members were asked if they would appreciate an address from John Dawson-Damer, Chairman of the HCC. It was agreed that John would be invited to a meeting for that purpose.

Terry Thompson advised that a Regularity Day was being organised by the HSRCA on the 25th August 1996 and that he had entry forms for anyone interested.

Mick Donaher raised the issue that he had experienced in obtaining approval for an entrants sign on his car

Instead of the normal raffle, a game of manual Two-up was organised, won by Terry Thompson.

Meeting Closed at 9:40 pm.

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WHERE-WHO-WHAT



TELL US AND WIN A TICKET TO THE PRESENTATION NIGHT HARBOUR CRUISE

Here is an good chance to test your knowledge. What we need to know is were this unusual Le Mans start occurred, the names of those driving the various cars and any other details about the event. The most informative answer recieved by August 20 will be declared the winner and the judges' decision will be final.

SEND ENTRY DETAILS TO: **Photo Competition, PO Box 789, Burwood NSW 2134**

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TECHNICAL

CAMS HISTORIC DISCUSSION PAPER

The Approved Tyre List for Group N & S has been in operation for some five years now and because recently a number of competitors have raised questions about some of the tyres that are included in the list, the Historic Eligibility Committee is seeking comment from competitors in those groups about the use of the list and any recommendations they may have for change.

BACKGROUND

The Approved Tyre List came into being as a response to competitors who wanted better definition of what tyres they could use than was provided by the wording in the then current CAMS manual. The feeling was that the rule wording was too open to disputed interpretation and a list that detailed a range of specific tyres was preferable.

There was also a lot of discussion about excessive suspension loading and breakages caused by the use of high adhesion, R type tyres and the feeling was that the list should only include road tyres and historic bias ply racing tyres.

After the initial disturbance caused when any rule is changed, the situation settled down, until the advent of Hoosier Street TD tyres. These were originally approved by the Historic Committee in a 70% configuration, when that was the aspect ratio applying to Group S. These were a tall, stiff sidewall tyre with a quite hard compound reading, which appeared ideal for the suspension characteristics of historic cars.

By the time Hoosiers became available in Australia the rules had changed to 60% aspect ratio for both Group N and S and the Hoosiers that were supplied in 60% a/r were quite a different tyre from an adhesion point of view. Competitors quickly realised the advantage and their usage proliferated.

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TECHNICAL

GROUP N and S TYRE LIST

SITUATION

Most competitors agree that the lap times they can achieve on Street TD tyres are similar to those they would get on R type tyres and as Hoosiers are not available in a range of sizes that cover the entire Group N or S grids, it means there will be some competitors who will have a lap time advantage over competitors who cannot use these tyres.

There is nothing new about this form of inequality, it will always exist to some extent in historic racing, as no tyre manufacturer will ever cover the engine range of cars in our part of motor sport.

However, to continue to allow the use of Street TD tyres in Group N & S racing means we have to accept that there will be some competitors who will have a tyre advantage and that the list includes an R type performance tyre. Logic could suggest that if we include all the R type tyres and in that case we would not need an Approved List, just the details of tyre dimensions and tread patterns in the CAMS manual Group N and S rules, as it was five years ago.

A further point is the need to have tyres on the Approved List that can be checked for correct specification. Limited batch tyre manufacturers can produce small runs of tyres to suit a particular competitor's needs. Where this possibility exists, the tyres must have some guaranteed form of marking to identify the compound, construction, etc so that eligibility officers and scrutineers can readily identify that a particular tyre is the one nominated on the Approved list. Not all specialised tyre manufacturers do this.

OPTIONS

The range of options would seem to be:

1. No change, retain the list as it is today.
2. Retain the list as it is today, but add a limited range of R type tyres.
3. Retain the list as it is today, but delete Hoosier Street TD tyres.
4. Scrap the list altogether. Include a tyre specification in the CAMS manual.

RESPONSE

While the Historic Commission is happy to receive individual submissions on this subject, from competitors, it is very keen to get submissions from the various Group N and S registers or clubs in each state.

No one is contemplating an overnight decision here. This is an important subject that effects the performance of many cars and their owners' pocketbooks and there will need to be a very reasonable period of grace if there are to be any changes.

The Commission would like to have submissions sent in time for consideration at the next Commission meeting in September. Please address your submission to:

The Chairman,
Historic Eligibility Committee,
CAMS,
PO Box 414, Camberwell, Victoria 2124

HEC 8/7/96
N&Styres/16
*reprinted in full

SIR JACK BRABHAM ANNIVERSARY LUNCHEON at the ANA Hotel on September 12

The Appendix J Association has reserved a table and seats are available at **\$95 each**.

Interested persons can contact Bob Asher on 9874 91 to reserve a place. *First in, best dressed, so don't delay!*

AROUND THE TRAPS

Group Na

Andrew "Axeman" Pursey

AT Last - it happened - the first Na race.

A huge thank you to Paul Samuels, John Carter and Rob Colgan at Wakefield Park for making time in the Tin Top Day race program to give Na its first race. Also, thank you to Bob Harris in his 1953 Holden FX Nb car for joining us to add to the effect.

The Na cars entering the fray were Aaron "first Race" Gabriel's Morris Minor 1000, Michael "Mountain Rally" St John Cox's Jaguar MkVIIM (Moby Dick - The White Whale), "Axeman's" Morris Oxford, Terry "Dak Dak" Thompson's Volkswagen Beetle and Don "Ticko" Titcume's Morris Minor.

Aaron's performance in the Minor, in his first ever race, was so electrifying that he has now been awarded the nickname of "MinorMo Dynamo". He romped away from the rest of the Na cars, although "Mountain Rally" put in a very spirited showing until he spun out, albeit retaining second place. The Oxford was a lonely third, whilst "Dak Dak" and "Ticko" were running together all the time. SBS were there, but goodness knows if they will be game enough to astound their viewing public with such an event.

Anyway, a good time was had by all and the other two races saw Na combined with Nb and Nc to present a good mixed Group N grid.

The Minor failed to front for Races 2 and 3, whilst in Race 2 the Major wrecked the rear axle and the Jag destroyed a wheel and tyre. Only the Oxford and the Beetle ran to finish all three races - a tribute to English accentricity and Teutonic engineering!

The second race was straightforward and the mix of Na, Nb and Nc seemed to work well as slower cars made room and faster cars left room during the passing manoeuvres.

The third race was reverse a grid affair - not a great deal of fun for such a diverse bunch of cars. We were fortunate that the Beetle was on the right front of the grid with the Oxford behind. With the

other Na cars not starting it meant that there was room for the faster cars to charge through on the left (I would like to see that on SpeedWeek, how hairy it was from the outside) with out being blocked.

I believe that reverse grids are in appropriate for a mixed grid of Na, Nb and Nc. If we had a had a full grid I believe that there would have been significant safety issues to address. Hopefully we can, in future, persuade promoters that out speed differentials are so great that this concept should be discontinued for mixed Group N races.

Group N is out again at NSWRRRC Oran Park on 21 July (history by the time you read this - lies to be told at the next Club Night), but we only have "Ticko" and me entered in Na.

No new cars to report this month, but if everybody completes the cars they have in build we might get a good Na showing at the HSRCA all Historic race meeting at Eastern Creek on 14/15 September. Current entries include the Oxford, 2 Majors, 2 Ford Zephyr MkIIs and the Beetle, you still have time, particularly as a huge Group N entry guarantees us a split grid, like last year.

Finally, just in case you thought I'd forgotten, no, we still haven't heard from CAMS about our submission on Na rule changes, particularly that concerning old steel wheels.

- "Axeman"

Group Nb

Phil Powell

LAKESIDE- What a class event. Plenty of good racing and socialising. The racing became a local derby with Lloyd Bax setting a new lap record in his very quick GTHO Falcon showing the way to John English in his very smart looking newly painted Mustang and Gary Brown in the ex-Grice XU1 Torana.

Rob Tweedie tried to keep up the NSW challenge but to no avail. He spun out in the opening laps of the feature race, the Jack Lacey Memorial Cup, but, determined to make his presence felt he steamrolled through the field, doggedly determined not to lose a second more as he passed Lloyd Cleaver and myself at the fastest part of the track.

Expect no mercy when the Victorians come visiting, for John Mann says he is currently gearing up to go Group Nc. Speaking from Amaroo Park recently the Victorian grandfather has confirmed he has a Mach 1 under construction which is presently having a roll cage fitted to the body shell.

At the same time John has also expressed interest in going to Wakefield Park in November for the Historic meeting. There he will run his almost famous Nb 289 Mustang.

The announcement has pleased one Ross Donnelley who is also 289 cubic inch powered at the moment. Ross recently knocked off the lap record at the Goulburn circuit and is anticipating a good scrap with the popular southerner.

I opted for the dirt rather than the long rear guard of the Falcon Sprint. Tweedie gave his all for NSW but the locals led the way all weekend. Lloyd Cleaver and I had a great battle in the feature race with Lloyd the victor, but what fun.

It was also a thrill to see Allan Moffat's Mach 1 Coca Cola Mustang and Bathurst Winning GTHO lead us around on the warm-up. A wonderful weekend-well organised yet providing a relaxed welcome atmosphere, not to mention a cold beer after each day's racing.

There was some discussion at Lakeside about future classification in Group Nb and Nc. The proposed changes involved the inclusion of Mustangs and Falcon Sprints into Group Nc as they were never actually racing in Australia at the time of manufacture.

This would leave Group Nb to race as it authentically did with Jaguar, EH Holden, Lotus Cortina and Minis leading the races followed by the GT Cortinas and FJ Holdens. Would this be good for Group N in the long run? I'm not sure!

Also in this edition of Action Line there is a questionnaire about our favourite topic of discussion in Appendix J tyres. Please take the time to read the issue and fill out the questionnaire!

Don't forget to get your entry for Eastern Creek, we need a large one to ensure a split grid as last year. Entries close shortly.

Hope to see you at the Truck Meeting.

- Phil

AROUND THE TRAPS

Group Nc

Mick Donaher

Hi there again!

Well it seems now that Group Nc are well and truly off and running with new cars due to appear at almost every meeting between now and the end of the year.

At Amaroo I debued my new car. At Wakefield Park we saw the emergence of a new LC XU1 by Brian Jessop and with the Oran Park Truck round on the 18th August we should see the first run for Steve Mason's LJ XU1 and Bruce Stewart's XU1.

Then we head towards the Eastern Creek Historic in September where Mike Dyer hopes to debut his Torana. My father, Laurie will be returning to Eastern Creek for the first time in his Mach 1 Mustang.

It was the same circuit which last year

saw the end of the well known No.17 Mustang in a huge Turn One accident (Getting back on the horse after falling off seems like an appropriate line at this point) which anyone who was there would remember well.

In line with my request for anyone commencing a new car for Nc I must thank Graham Hill for sending me some info on his latest venture which is a VG Valiant Pacer (10 points for not building a Torana) which should hit the track towards the end of the year., Good luck mate.

Finally just a word about the coming

Melbourne Grand Prix. It would seem that the Nc group are not a certain starter should the Association get the nod, as the Grand Prix Board have indicated they reserve the right to have Nb only.

We have submitted a list of willing Nc competitors in the hope that we are able to compete should the Association be successful but there will no doubt be more about that at the General meeting Anyway that's all for now. See you at the meeting.

Mick



LAKESIDE (JULY 6/7)

by Chris Wilson in Pit Lane..... (and at the bar)

NSW was well represented with a quality field of cars for the main attraction that was the Jack Lacey Memorial 10-lap race. The NSW turn-out included Bob Tweedie, Trevor Hutchins, Robert Tebb, Phil Powell, Rod Brincat, Alan Wick and Lloyd Cleaver. Greg Toepfer had entered but was a scratching.

We also had our cheer squad arrive on cue to cheer on the travellers and help hold up the bar at the local pub on Friday night. Helpers included Ross McKenzie and crew, Laurie and Noelene Donaher and Bob and Jenny Adams.

We arrived Friday lunch time to get in some private practice recording times around the 64 sec mark. We were quite happy to find that Greg Burrowes has the lap record for his class at 63sec. But then came Qualifying and he did a 62.95 and later in the race a 62.40, not bad for a Torana!

Lloyd Bax was off pole in the Falcon GT with 61.08, second John English at 62.34 and Tweedie the first of the visitors at 62.5. Lloyd Cleaver raced his car and his son, Raymond entered the it in the regularity run. But the highlight of the weekend was that Raymond recorded the faster time! A great effort for his first time. Congratulations Raymond, well done.

Saturday featured Qualifying and two races before backing up for Sunday's three races, the last being the Jack Lacey Memorial Race over 10 laps. It was won in grand fashion by Bax from the Mustang of English with Brown third, then followed Burrowes, Tweedie, Gibbons, Hutchins, Tebb, Lynton, Scott and Cleaver. Powell was thirteenth, Brincat next and Wicksy sixteenth. Capped off a great weekend with a presentation BBQ that was enjoyed by all.

Even Laurie had a few laps around Lakeside in an XU1, after the Queenslanders organised a raffle. First prize was a passenger ride with Laurie. He was later heard to say that he preferred his Mustang!

Saturday night was also a great event! We met at the local for dinner and had two birthdays to celebrate, Wicksy's fiftieth and Noelene's twenty fifth.....well that's her story!! Who am I to argue?

Even Tino Leo and his family joined us to help celebrate the birthdays. It was a long night.

For those who couldn't make it up this year, you should put it down for next year because it really is a great weekend. The Queenslanders really know how to make a good weekend of motor racing!! Cheers!

AROUND THE TRAPS

WAKEFIELD PARK (JULY 14)

Whilst the sun did shine, the persistent icy westerly put an uncomfortable edge on the Tin Tops meeting at Wakefield Park. The entry was sufficient enough to necessitate the first ever Na race as Nb and Nc combined to see Ross Donnelley break the track record before an entertaining feature race that was open to all.

The pre-62 brigade were lined up first, and Aaron Gabriel got the slingshot to head Michael St John Cox in the tyre smoking Mk VII Jag and Bob Harris' long mileage early Holden. It took the latter until lap four to get to second and he grabbed the lead off the front running Morris Minor on the last lap. Andrew Pursey was fourth and Terry Thompson downed the Morris Major of Don Titcume after a race-long dice.

Donnelly's major objective at the Goulburn circuit was to beat the anticipated Victorian influx. Since that failed to materialise, a new track record was the next best option. On the way to a comprehensive win over Robert Butt, Graham Smith, Vaughan Stibbard etc, the Mustang knocked 0.98 secs off Peter O'Brien's former benchmark.

In the combined feature over eight laps there was none

of the intensity of the earlier race. In fact Donnelley had very little over Brian Jessop's XU1 in the early going. Hot on their heels came Barrie Peters, Butt, Smith, and the Alfas of Stibbard and Wes Anderson. Behind the group of six Chris Strode and John Dunning were scraping fiercely.

Peters ultimately displaced Jessop but would not pass the Mustang as Donnelley did just enough to ensure victory. After a minor slip, that saw Butt in an Alfa sandwich (together with Smith), the Cortina driver came back to trail Jessop across the line. Sometime after Stibbard, Smith and Anderson came Dunning having bettered Strode.



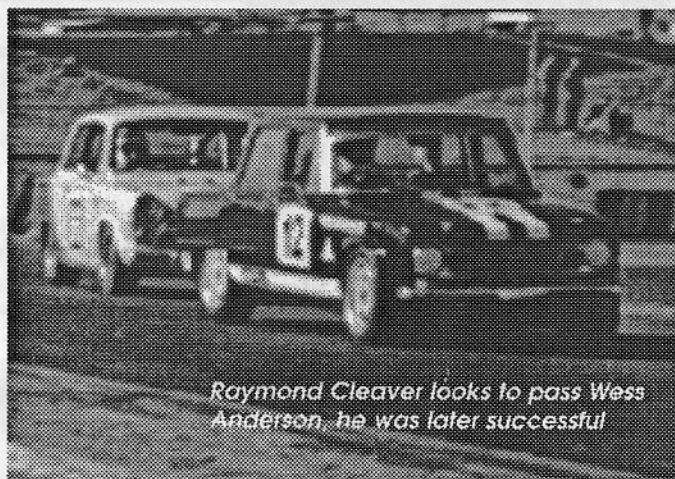
Seen here at Oran Park, Ross' Wakefield record breaker

ORAN PARK (JULY 21)

The Division Two round honours for Nb were going to be a tight affair from the moment qualifying times were posted. Tim Bradley had his Cooper S on pole with a time of 54.76 seconds. But Glenn Smith and Garry Smart were a fifth of a second, and 1.01 slower respectively ensuing a big challenge.

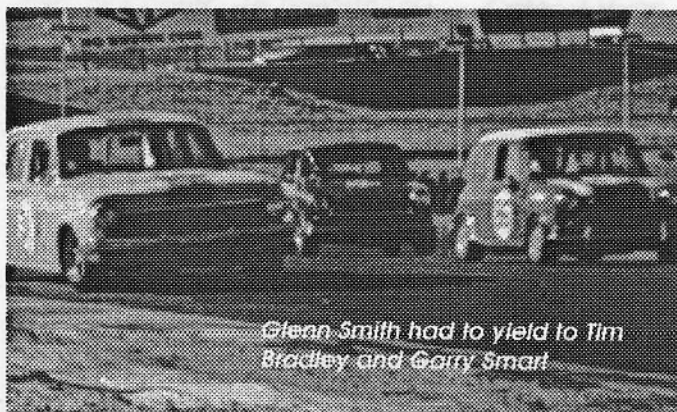
After taking the preliminary Bradley was somewhat slower than his adversaries getting off the line for the 10-lap points gainer. So too Smart, for Smith bolted to a handy lead while Geoff Pallister held third briefly until the Cortina slipped past in the esses.

Raymond Cleaver held fifth just ahead of Wes Anderson while Peter Ward, in his Holden EH, headed the next bunch consisting of John Tight and John Dunning who had already opened a handy margin on the Na Morris



Raymond Cleaver looks to pass Wes Anderson, he was later successful

Oxford and Major of Andrew Pursey and Don Titcume.



Glenn Smith had to yield to Tim Bradley and Garry Smart

Smith's opening margin remained consistent over the ensuing laps. But with just a couple to go, oil pressure slipped considerably in the powerplant of the EH Holden. With a suspected rear main bearing about to let go, he buttoned off and Bradley and Smart were able to go through on the second last lap for a close one-two.

Behind Pallister, Anderson ascended to fifth on the second lap but shaking the new boy in the Cortina was not going to happen. The latter continued to pressure the Alfa and was rewarded with a final lap passing move. Ward was next as Dunning's Jag won out over the Tight Ford Zepher.

AROUND THE TRAPS



Eastern Creek Historic 1995. This years' entries close soon. So don't miss out!

CLASSIFIEDS

Nb MINI COOPER S

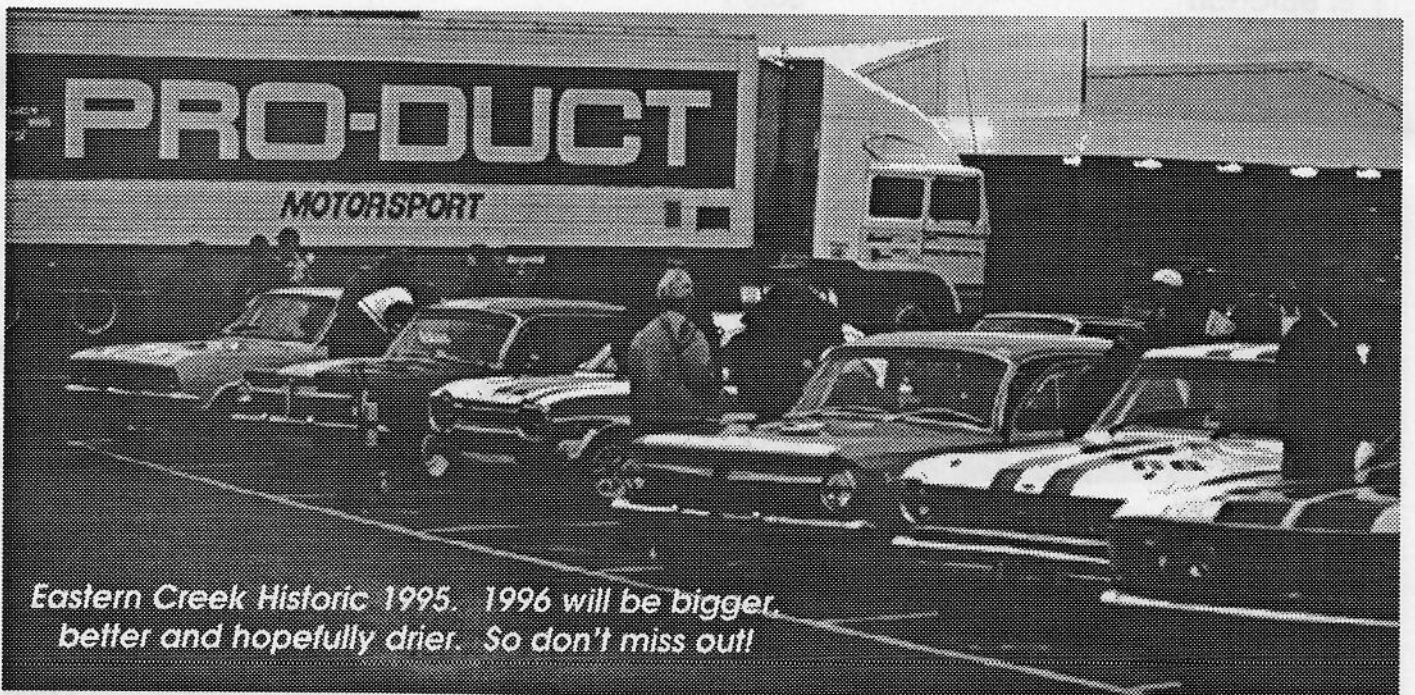
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Eastern Creek Historic 1995. 1996 will be bigger, better and hopefully drier. So don't miss out!

1996 POINTSCORES

AUTO FEVER Oran Park Series

Ross Donnelley	26.33	Greg Toepfer	14.00	John Lyle	7.00
Robert Asher	21.00	Andrew Smyrnis	14.00	Barrie Brown	7.00
Peter O'Brien	20.66	Val Vujadinovich	12.33	Barry Peters	6.66
Ross McKenzie	18.66	Tim Bradley	12.33	Fred Burley	6.33
Gary Smart	17.33	Cameron Tilley	11.33	Allan Wick	3.30
Dave Beveridge	16.66	R. Brincat	11.00	Robert Tebb	3.00
Mick Glover	16.00	Allan Barrow	11.00	Steve Butchart	1.00
Brad Tilley	15.00	Ken Ballantyne	9.00		
Peter Ward	14.33	Bob Harris	8.00		

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GROUP Nb Division 1

B. Asher	78.32	B. Tilley	22.66
D. Beveridge	74.82	R. Tweedie	14.66
R. McKenzie	59.16	G. Toepfer	14.66
C. Tilley	46.65	M. Ducquet	7.66
B. Pearson	43.33	J. Lyle	5.00
V. Vujadinovich	40.50	R. Muller	1.00
S. Butchart	30.83		

GROUP Nb Division 2

T. Bradley	128.99	R. Brincat	48.66	L. Cowan	17.00
G. Smart	109.83	B Brown	48.50	G. Pallister	16.00
B. Peters	92.49	J. Dunning	47.66	L. Cleaver	15.50
A. Wick	89.49	C. Dubois	46.33	W. Anderson	15.00
A. Smyrnis	83.49	G. Smith	43.00	R. Owers	15.00
J. Tight	58.99	B. Harris	41.33	B. Callan	13.33
F. Burley	51.32	K. Ballantyne	31.33	K. Brigden	6.66
P. Powell	52.49	G. Hill	29.66	C. Strode	5.66
P. Ward	51.83	A. Barrow	24.66		

GROUP Nc

R. Donnelley	65.66
R Tebb	43.83
M. Glover	35.66
P. O'Brien	35.33
M. Donaher	22.50
W Bossie	15.00
A. Puckett	11.00
R. Hogarty	1.00

GROUP Na

A. Pursey	86.66
D. Titcume	63.33
T. Thompson	37.00
M. St-john Cox	18.66
S. Edwards	13.00
B. Priddle	11.33
A. Huxley	1.66

NSW APPENDIX J 1996 RACING CALENDAR

Pointscore Rd 2	February 3/4	Amaroo (HSRCA)	All Categories
Pointscore Rd 3	March 17	Oran Park (NSWRRC)	Nb Div 2 "J" Cup, Na Rd1
Non pointscore	March 16/17	Phillip Island (VHRR)	All Categories
Pointscore Rd 4	April 21	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Non pointscore	May 25/26	Winton (Austin 7)	All Categories
Pointscore Rd 5	June 2	Oran Park (NSWRRC)	"J" Cup for all Categories
Pointscore Rd 6	June 23	Amaroo (ARDC)	"J" Cup for all Categories
Non pointscore	July 6/7	Lakeside (ARCCQ)	All Categories
Non pointscore	July 7	Wakefield Park	All Categories
Pointscore Rd 7	July 21	Oran Park (NSWRRC)	Nb Div 2 "J" Cup, Na Rd3
Pointscore Rd 8	August 17/18	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Pointscore Rd 9	September 14/15	Eastern Creek (HSRCA)	All Categories
Pointscore Rd 10	October 19 D/N	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Non Pointscore	November 23/24	Wakefield Park (HSRCA)	All Categories

RECENT RACING DETAILS

WAKEFIELD PARK

Qualifying: Ross Donnelley (Mustang) 73.54, Robert Butt (Ford Cortina) 79.25, Brian Jessop (Torana) 79.86, Vaughan Stibbard (Alfa) 79.97, Glenn Smith (Holden EH) 80.52, Barrie Peters (Jaguar) 80.69, Wes Anderson (Alfa) 81.78, John Dunning (Jaguar) 85.03, Alan Barrow (Holden FJ) 86.34, Chris Strode (Ford Cortina) 86.67, Bob Harris (Holden 215-48) 86.89, Aaron Gabriel (Morris Minor) 88.97, Michael St John Cox (Jaguar Mk VII) 89.29, Andrew Pursey (Morris Oxford) 95.79, Don Titcume (Morris Major) 100.07, Terry Thompson (VW) 100.34.

Race One (Na 6 laps): Harris (8:59.03) 1, Gabriel (9:00.41) 2, St John Cox (9:16.94) 3, Pursey 4, Thompson 5, Titcume 6. Fastest lap: Harris (87.16).

Race Two (Nb 6 laps): Donnelley (7:40.60) 1, Butt (8:09.99) 2, Smith (8:10.81) 3, Stibbard 4, Peters 5, Anderson 6, Dunning 7, Strode 8, Jessop (1 lap) 9. Fastest lap: Donnelley (71.57).

Race Three (Combined 8 laps): Donnelley (10:56.74) 1, Peters (10:57.07) 2, Jessop (10:57.40) 3, Butt 4, Stibbard 5, Smith 6, Anderson 7, Dunning 8, Strode 9, Harris 10, Pursey (1 lap) 11, Thompson 12, St John Cox dnf, Titcume dnf. Fastest lap: Jessop, Stibbard (79.86).

ORAN PARK

Qualifying: Tim Bradley (Cooper S) 54.76, Glenn Smith (Holden EH) 54.81, Garry Smart (Ford Cortina) 54.87, Wes Anderson (Alfa) 55.97, Geoff Pallister (Cooper S) 56.25, Raymond Cleaver (Ford Cortina) 56.35, Peter Ward (Holden EH) 57.40, John Dunning (Jaguar Mk II) 59.65, John Tight (Zepher Mk II) 60.15, Andrew Pursey (Morris Oxford) 66.96, Don Titcume (Morris Major) 71.68.

Race One (5 laps): Bradley (4:38.85) 1, Smart (4:41.00) 2, Pallister (4:42.31) 3, Anderson 4, Ward 5, Dunning 6, Tight 7, Pursey 8, Titcume (1 lap) 9. Fastest lap: Bradley (54.53).

Race Two (10 laps): Bradley (9:17.16) 1, Smart (9:17.44) 2, Smith (9:20.46) 3, Pallister 4, Cleaver 5, Anderson 6, Ward 7, Dunning 8, Tight 9, Pursey (1 lap) 10, Titcume (2 laps) 11. Fastest lap: Bradley, Smith (54.32).

LAKESIDE

Qualifying: Lloyd Bax (Falcon GT) 61.08, John English (Mustang) 62.34, Rob Tweedie (Falcon Rallye Sprint) 62.60, Greg Burrowes (Torana XU1)

62.72, Garry Brown (Torana XU1) 62.83, Tino Leo (Mustang) 64.15, Guy Gibbons (Torana XU1) 65.03, Bob Paige (Cooper S) 65.58, Trevor Hutchins (Holden EH) 65.64, Bruce Lynton (Lotus Cortina) 66.02, John McKeon (Torana XU1) 66.74, Robert Tebb (Torana XU1) 66.79, John Stratton (Cooper S) 67.34, Doug Scott (Holden EH) 68.60, Phil Powell (Ford Cortina) 69.15, Lloyd Cleaver (Ford Cortina) 69.53, Kevin Woolich (Fiat) 69.76, Rob Brincat (Cortina GT) 70.41, Rhonda Burrowes (Cooper S) 72.45, Allan Wick (Ford Cortina) 72.62, Bill Russell (Ford Anglia) 73.92, David Paterson (Datsun) 74.98, John Sorraghan (Cortina GT) 75.02, Tim Miller (Cooper S) 75.74.

Race One (5 laps): Bax (5:18.23) 1, English (5:19.72) 2, Tweedie (5:20.22) 3, G. Burrowes 4, Leo 5, Brown 6, Gibbons 7, Hutchins 8, Paige 9, Lynton 10, McKeon 11, Tebb 12, Stratton 13, Scott 14, Powell 15, Woolich 16, Brincat 17, Wick 18, R. Burrowes 19, Russell 20, Sorraghan (4 laps) 21, Miller 22, Paterson 23, Cleaver (1 lap) dnf. Fastest: Bax (61.46) record.

Race Two (Handicap 5 laps): Brown (6:14.37) 1, Hutchins (6:19.42) 2, McKeon (6:22.39) 3, Tebb 4, Lynton 5, Sorraghan 6, Miller 7, Tweedie 8, R. Burrowes 9, Gibbons 10, Powell 11, Russell 12, Stratton 13, Woolich 14, Brincat 15, Paterson 16. Fastest: Tweedie (63.16).

Race Three (5 laps): Bax (5:17.47) 1, English (5:17.69) 2, Tweedie (5:18.85) 3, G. Burrowes 4, Brown 5, Leo 6, Gibbons 7, Paige 8, Hutchins 9, Lynton 10, Scott 11, Tebb 12, Stratton 13, Scott 14, Powell 15, Woolich 16, Brincat 16, Cleaver 17, Wick 18, Russell 19, R. Burrowes 20, Sorraghan 21, Paterson 22, Miller 23, McKeon (4 laps) 24. Fastest (Bax (61.79)).

Race Four (Jack Lacey Memorial Trophy 10 laps): Bax (10:32.63) 1, English (10:36.47) 2, Brown (10:40.98) 3, G. Burrowes 4, Tweedie 5, Gibbons 6, Hutchins 7, Tebb 8, Lynton 9, Scott (9 laps) 10, Cleaver 11, McKeon 12, Powell 13, Brincat 14, Woolich 15, Wick 16, R. Burrowes 17, Russell 18, Sorraghan 19, Miller 20, Paterson (8 laps) 21, Leo (7 laps) dnf, McGee (6 laps) dnf, Stratton (5 laps). Fastest: Bax (61.35) record.

Race Five (Handicap 5 laps): McKeon (6:10.86) 1, Brown (6:11.63) 2, Scott (6:13.77), Brincat 4, Tebb 5, Hutchins 6, Gibbons 7, G. Burrows 8, Sorraghan 9, Miller 10, Baige 11, Stratton 12, Russell 13, Woolich 14, Powell 15, Wick 16, Paterson 17, McGee 18, Tweedie (1 lap) dnf. Fastest: G. Burrowes (62.73).

GROUP N

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