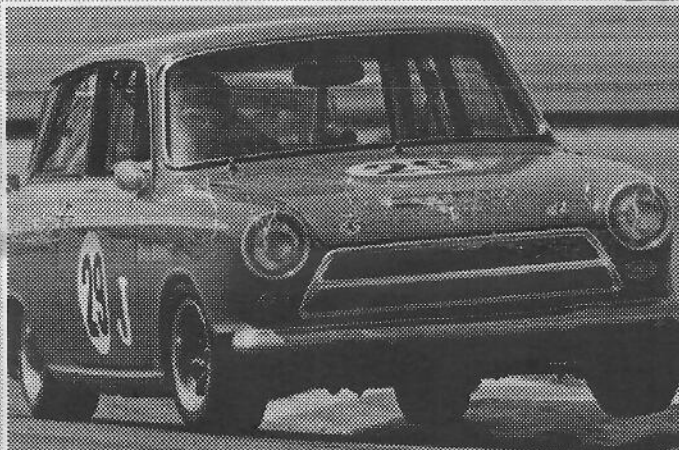
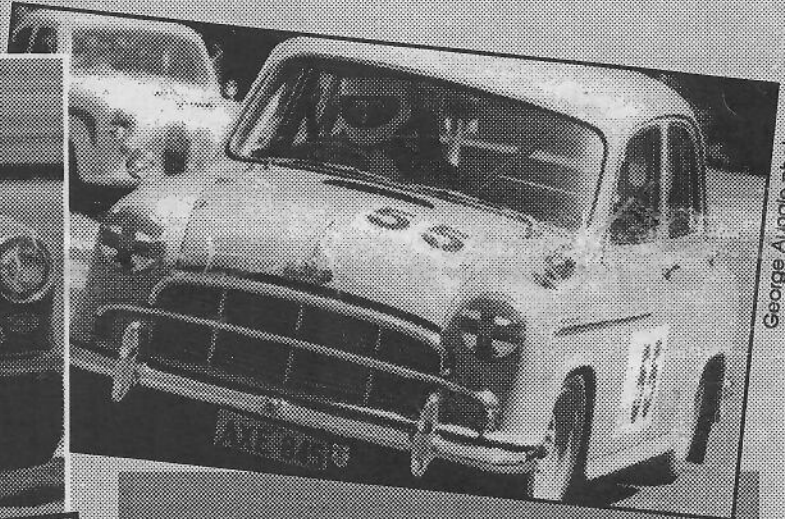


Action-Line

Newsletter of the Appendix J Association of NSW Inc



Alan McConnell photograph



George Aunge photograph



inside this issue

The latest on the news front
Wakefield Park

Presentation night in pictures

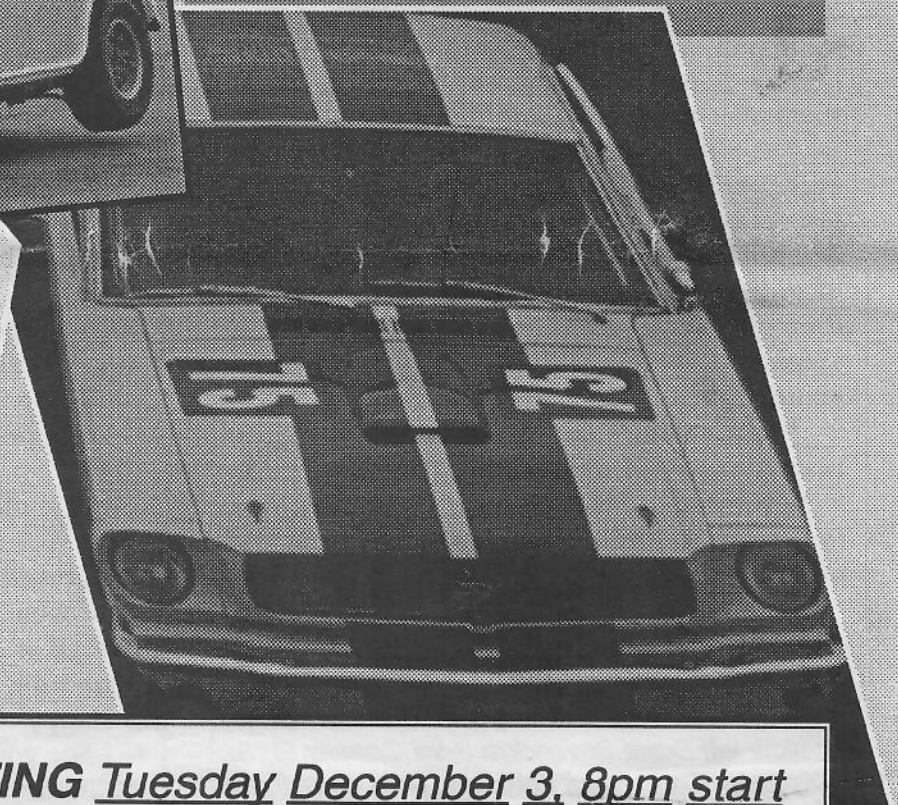
the regulars

President's Report

Pointscore and race details

Minutes from General Meeting
of November

The latest happenings from
Na, Nb and Nc



Next GENERAL MEETING Tuesday December 3, 8pm start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

Well this will be my last report for the year. The years

seem to go by quicker the older I get and I find it hard to believe it is coming up to Christmas once again.

After just returning from a very eventful Wakefield Park meeting where on both Friday and Saturday it really was hard to believe it was Spring. Sunday however dawned with cloudless skies and it was nearing the end of Spring once more.

Hard place to fathom that Goulburn! On Friday people were arriving with reports of driving through sleet and snow, strong winds and rain, then Saturday cleared slightly to give us strong winds, rain and broken short periods of sunshine followed by the perfection of Sunday.

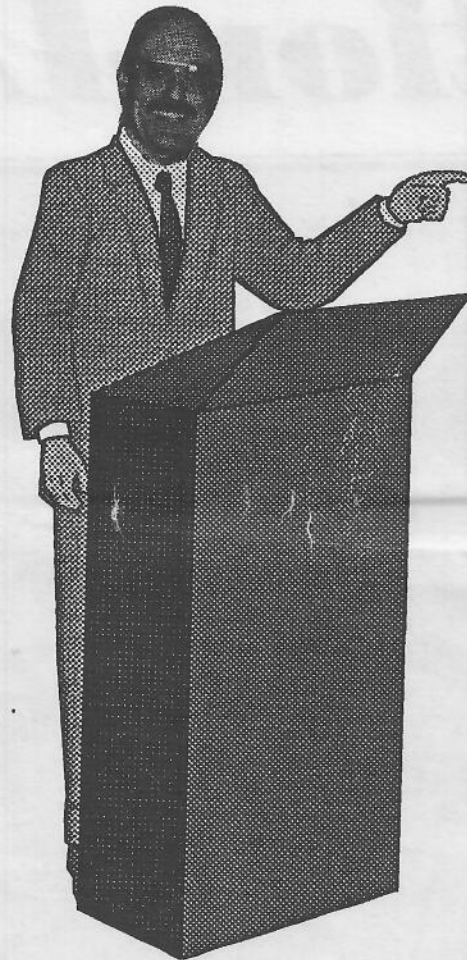
The spirits of the strong contingent of Group N competitors were not dampened and there was some good on track fun had in both fields.

My own exploits of the weekend though have gone down as "the weekend from hell". After damaging my race engine on Friday I changed to my spare only to have a clutch failure whilst on my second lap of practice, culminating in three rear of grid starts over the two days of racing.

Just after passing the last lap board in the final event my spare engine let me know my troubles are not yet over and I suspect the crank is broken. I had hoped to give more support to Greg Neal during the weekend, who was running his Lotus Elan for the first time, which, although not as troublesome as my Mini, didn't give a trouble free performance.

We departed Wakefield agreeing that it had not been the greatest weekend we could remember and were pleased to head for home. Poor Greg rang me four hours later to tell me he was still in Goulburn awaiting the arrival of a flatbed to transport his rig

PRESIDENT'S REPORT



home after a tow-car failure. Some weekends it just doesn't pay to go

motor racing!

The Presentation Cruise was a great event although not as well attended as in recent years. A big "Thank You" to Sue and Ray Humphreys for attending, and presenting the "Auto Fever" awards.

It was a pity not more of the prize winners were there in person to collect their awards, but a great night was had by all and some of the acceptance speeches given on their behalf were very entertaining.

The next social event, advertised elsewhere in the magazine is on December the 8th at Lane Cove National Park, so hope to see you there.

I have had some discussions recently with several members who suggest that not everybody is happy about the pointscore or eligibility.

If you have concerns about these matters, or any other club related matter, please speak to a

member of the committee to ascertain the facts.


After all, that is why we are there. So often, as I have discovered recently, the wrong information can lead to dissatisfaction.

This is unwarranted as in the eligibility field where many things which have been ratified over the years are not common knowledge to anyone but the eligibility officers and those directly affected.

Self-appointed experts are rarely part of the committee and are rarely in a position to correct a matter which warrants change or clarification so please, speak to the relevant committee member or, if you wish, raise the matter with me so that I may look into it.

I hope to see you all at the Burwood RSL for the last General Meeting of the year. We are in the process of putting an exciting calendar together for next year and to that end I hope to report on progress thus far.

I would also like to take this opportunity to extend to all the members and friends of the Appendix J Association a very Merry Christmas and a Happy and prosperous new Year for 1997.

See you at Burwood, and hopefully on Sunday at the Xmas Get-together at Lane Cove. 

- Regards Bob

FRONT COVER: The 1996 champions.
Top left Garry Smart (Ford Cortina) Nb Division II,
top right Andrew Pursey (Morris Oxford) Na,
below left Dave Beveridge (Mini Cooper S) Nb
Division I, and below right Ross Donnelley (Ford
Mustang) Nc.

COMMITTEE

	Business Phone	After hours
PRESIDENT Bob Asher	9874 9164	9874 4144
VICE PRESIDENT Chris Dubois	9724 4541	9602 9884
SECRETARY Fred Burley		9644 6381
TREASURER Don Titcume		9521 5409
CAMS DELEGATES Bob Asher Chris Dubois	9874 9164 9724 4541	9874 4144 9823 3264
CAMS ELIGIBILITY Lloyd Cleaver	(042) 68 3191 (fax also)	
EDITOR Garry O'Brien	9282 8184	9521 5893
TROPHIES & POINTSCORE Daniel Sugden		(042)674483
SOCIAL Ross McKenzie	9938 3343	0412 212792
COMPETITION Lionel Walker	9476 6777	9482 1855
CHIEF SCRUTINEER Lloyd Cleaver	(042) 68 3191 (fax also)	
PUBLIC RELATIONS Chris Wilson	(046)772559	(046)289911 018 670753
GROUP Na LIAISON Andrew Pursey	9290 5229	9680 3137
GROUP Nb LIAISON Phil Powell		9913 8771
GROUP Nc LIAISON Mick Donaher	9525 5368	9520 3159
CORRESPONDENCE PO Box 789 Burwood NSW 2134		
CONTRIBUTIONS Bob Asher, 4 Tramway St, West Densitone 2114		
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.

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FROM THE DESK

Christmas and the New Year are descending on us at a rapid rate. As well as gearing up for the Festive Season, it is also time for many to trek off on annual holidays. Well alas and unfortunately, *Action-Line* will not be one of them.

In or around the second week of January, *Action-Line* will be sent out in the usual manner, bringing you up to date on any developments over the Yule Tide period. The January issue will particularly feature cars that are set to debut in the new year.


It will also reflect on the happenings over the past twelve months, basically giving an overview of the racing with an obvious slant towards the emergence of Na and Nc while not forgetting Nb.

This is all part of maintaining the communications links to the members. *Action-Line* is the one tool within the Association that allows news, results and grievances to be aired and is open to members to utilise.

For instance Andrew Pursey's thoughts on a Web site from our last issue are worthy of comment. I for one, as an occasional browser, can see the benefits. The sound files, pictures and mpegs of Formula One have to be heard and seen to fully comprehend.

Secondly Graham Howard's letter of this issue is bound to bring comment. His notations are remarkably perceptive, for they broach a subject that could very well alienate the movement itself.

In twenty to thirty years' time openwheelers could very well be extinct, even in Historic. One could not imagine Formula Brabham stirring the same heart-felt urges as the F5000s and their predecessors.

Action-Line in its new guise, has received favourable comment from a broad spectrum. It will be a better production with the input of more of its members, and are we not, all working for the same cause - Group N. 

- Garry O'Brien

AROUND THE TRAPS - news

Cavalier approach to Supertourers means end of jay Sprint

Armed with two Vauxhall Cavaliers, Robert Tweedie will have his most intense motor racing year ever as he tackles the BOC Gases Supertouring Car Championship. Apart from Appendix J, Tweedie has also dabbled in Sports Sedans but will desist from both as he swithes his focus to a big third year in the two litre series.

The Vauxhalls were built at Ray Mallock Limited in England and were raced by John Cleland and James Thompson in the 1995 BTCC. The former won the championship and his Cavalier was raced by Jim Richards in Australia this year. Thompson's car was destined for Graham Moore who put Brooke Tatnell in the driver's seat before funds were not forthcoming. Russell Ingal took over the car for the final rounds under the Fostel banner.

At this stage Rob plans either one or two cars at the Melbourne Grand Prix and Indy Car Carnival meetings with both then doing the championship. He will drive the Richards car while the second will be campaigned by (hopefully) an up and coming young driver.

"Basically he will have to bring sponsorship that will cover the cost of running that car whilst I will fund my own," he told *Action-Line*. He also confirming that Peter Molloy and John Masala would engineer the cars

out of his Hornsby workshop, Bruce Partington and two new recruits would look after preparation and Moore's transporter joins the team to move the cars around.

Rob has put both his Fords, the Falcon Rallye Sprint and the sports sedan Cosworth Sierra turbo, on the market which would suggest his Appendix J days are over. "Oh no, it is not the end of Appendix J. The Falcon is for sale, not for any antagonistic reason, but simply because I'm tired of it. I really loved the BMW I raced this year and I would say I have another good year before my use-by-date is up," he retorted, then added ominously, "But then I will be back."

His plans past 1997 at this stage appear to be a scaling down to one Cavalier and a re-emergence in Appendix J in a yet-to-be-decided car. J



The Cavaliers in their last English season

Rolling nostalgia

A rare "J" race video has been unearthed recently. Whilst accumulating footage for another film night Syd Grevett uncovered the gem which is circa 1981 from Calder Park.

His previous film nights held in conjunction with the monthly general meetings have been extremely popular and he is hoping to be able to stage another in the first couple of months of the new year.

With the invaluable assistance of daughter Georgie who works in the Channel Seven film department, Syd is the final stages of putting together what should be an outstanding package.

Together with the Calder piece the Grevetts hope to have a package that will also include collection of the best moments of Bathurst from 1960 through to 1994. This is a fast moving pictorial that demands total attention - one blink and you'll miss a year!

Of particular interest to the Mini supporters will be seventeen minutes of the 1966 Bathurst where Cooper S's filled the top nine placings. "The cameras were there but it was disjointed, I mean there was no race sequence," Syd said "but it shows plenty of action."

Keep abreast of *Action-Line* and we will advise when the film night is on. J

Special treat of tales and film

Great name of the original Appendix J era, Max Stahl, was a special guest of at the November General Meeting held at the Burwood RSL. The motor identity entertained the larger-than-normal gathering with a selection of anecdotes, and rare Catalina race footage. Also attending were John Cummings, Ken Britton, Ray Eldershaw, Ken Ibbotson and Barry Jackson, the latter three previously worked for Brian Muir.

Max drove a very quick 48/215 Holden in the early sixties, taking on all comers in both Appendix J and many all- Holden races that were quite common at the time. Bathurst was the subject of numerous tales with some startling speeds on Conrod Straight related.

Speeds of around 120 miles per hour were not uncommon for the 'humpies' which were airborne over the infamous humps, even more so than the Morris Majors but not nearly as much as the Jaguars. One flaggie told Max he observed one of each make side-by-side there as they squeezed past each other.


But perhaps Max's greatest tale was when he crashed at Catalina in fairly dramatic style. Stormin' Norman Beechey walked up to him after the race and consoled him with the adage "If you can't be a winner, be a crowd pleaser!" J

AROUND THE TRAPS - news


No N on the go for Melbourne

The combined effort of the states in their bid to gain entry as a support race for the 1997 Qantas Australian Grand Prix has failed. A brief fax from the AGP Corporation thanked the Historic Touring Car Association of Australia but regreted that the application was not successful in this instance.

Group N was one of six support categories that missed the boat but the Corporation will review its program for 1998, once next year's event is completed, and again Group N will be considered.


It also said the standard of the Association's presentation package was extremely high and that it will suffice for the next year's submission. 

Victorian visitor


Seen at Wakefield Park engaged in deep discussion with NSW President, Bob Asher was Ken Zinner, long time member of the Victorian Historic Touring Car Association who was visiting Wakefield to help his son Gary in running his Formula Ford. 

Promising switch


Club member Greg Neal was out in his new mount in Sb, an S4 Lotus Elan at Wakefield with an ex-Nb engine in the bay. The outing was less successful than hoped with a few niggling teething problems but perusal of

the Handicap results sheet shows Greg was the fastest car on the circuit with a time faster than the lap record in the program. That would suggest promise! 


Needs lifting

Seems that Victorian Mini exponent, and "almost famous" Ted Brewster is still looking for his lost jack handle from Adelaide '95. Anybody seen it? 

In training

Another member doing well in Sb is David Stone (ex-rapid Cortina GT) who is currently the man to beat in that category with his Datsun 2000. Honing your skills for the Nc Monaro David?? We'd be pleased to see you back in our fields anytime! 

Lotus flavour

Approximately thirty-five keen and enthusiastic people took advantage of John Dawson-Damer's kind invitation to view his unique collection of Lotus cars on Sunday November 18. John was in great form, imparting all the information we wished to gather about the cars. Highlight of the day was a visit to the engine room where members were seen drooling over the many Cosworth bits and pieces. For those who took up the invitation, a visit to remember and on behalf of the Club a big "thank you" to John for his kind invitation and making us feel entirely welcome. 

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TECHNICAL

Recent discussions with competitors and prospective new ones prompts the following reminder of the regulations as from the current CAMS manual in regards to bodywork.

Group Na-Production Touring Cars(Pre-1958)

2. BODY

2.1 Bodywork: The bodywork, body fittings and interior trim in its entirety must be supplied by the manufacturer save that wheel nave plates must be removed. Bumper bars must be retained.

2.2 Cockpit: The cockpit must be original save that floor coverings may be removed. The steering wheel may be replaced by another of the period style but the rear seat must be retained in all respects including location.

Vehicles must be fitted with original-type or CAMS-approved seats (refer to page 8-26). Some extra padding is allowed.

Seats must be trimmed in the same, matching or complementary colours as other trim on the vehicle.

Original instruments must be intact.

Additional instruments of a period type may be fitted. Electronic tachometers may be substituted for mechanically-driven units, provided they are compatible in face, style and size with the other instruments.

Group Nb - Touring Cars (Pre-1965)

2.3 The bodywork, body fittings and interior trim in its entirety must be as supplied by the manufacturer except only that wheel nave plates must be removed, additional instruments fitted and the steering wheel

replaced: provided that the replacement wheel is not less than 330mm in diameter (unless the original wheel was a lesser diameter, in which case a replacement of at least equal diameter to the original is acceptable).

Group Nc-Touring Cars (1965-1972)

2. BODY

2.1 Body Modifications

Body modifications may be made, provided that the following restrictions are observed:

The inner lip of the wheel opening may be folded back for tyre clearance.

Mudguard extensions may be used if homologated.


The driver's seat may be replaced with a CAMS-approved racing seat (refer Schedule G).

The steering wheel may be replaced with a sports steering wheel of 330 mm minimum diameter.

Floor coverings may be removed.

The use of under trays, fairings etc designed to improve the aerodynamic form of the vehicle are not permitted unless supplied as standard equipment for the make and model.

If brake cooling ducts or scoops are fitted, they must be separated by a minimum of 300 mm, so as not to form an aerodynamic aid and their sole function shall be to assist in the supply of air to the brakes.

Additional instruments may be added providing all original instruments and switches remain intact and that additional equipment is fitted to a separate panel. 

MAILBOX

Dear sir

For a long time I have argued that Bathurst each October is the Australians' Grand Prix and the Group A touring cars are our own Formula 1. Big engined touring cars are now as distinctively Australian as NASCAR stockers are distinctively American. Bathurst in October is as much a national sporting day as Cup Day in November or a football Grand Final.

Australian openwheeler racing seemed to lose its top-line status in the 1960s. For a while it looked like big-banger sports cars might take over, and then that Formula 5000 might come to the rescue, but by the mid '70s it was clear touring cars had become our premier class. By the end of the '70s no-one (except a shrewd Bob Jane) even wanted to run an AGP.

Yet planning for the extension of Australian Historic racing is only concerned with 1970s and 1980s open-wheelers and sports cars. There seem to be no plans to preserve the touring cars and sports sedans which built

a racing history which is so distinctively Australian.

I can understand this. If Historic racing is about the preservation of anything, it is not about the preservation of cars, it is about the preservation of attitudes to cars. Historic racing in Australia has grown through the efforts of people whose passion is for "classic" forms of racing cars - open-wheelers and sports-racing cars - and for "classic" forms of competitor attitudes.

There's nothing wrong with any of that, and Historic racing works very well - as far as it goes. I don't think the present emotional structures of Historic racing would be able to cope with less gentlemanly, full-on commitment that would be appropriate to "Historic" categories for post-'72 touring cars (let alone post-'72 sports sedans!). But at the same time, we can't leave those cars to rust away.

So what do we do? 

Regards,
Graham Howard

LAST MONTH'S GENERAL MEETING

Minutes of the November General Meeting of the Appendix J Association of NSW held on November 12, 1996

Meeting opened at 8:28 pm.

Apologies:

Ross Muller, Peter Sugden, Ross McKenzie, Andrew Smyrnis.

Minutes of the October General Meeting were accepted as a true record with the following amendments.

- Mick Donaher was elected as Nc representative.
- Ross McKenzie elected as Social Secretary.
- Bob Asher remains as CAMS representative.
- Chris Dubois remains as HTCAA representative.

Correspondence:

- Advice of availability of Motorsport Fax News.
- Invitation of NSWRRRC to their 1997 events.
- Change of address for Craig Shiel.
- CAMS questionnaire on volunteers.
- Revised CAMS speed event regulations.
- Advice from CAMS on changes to Na regulations.
- Newsletter from Victoria Association.
- Supplementary Regulations for ARDC Supersprint.

Presidents Report:

- Presentation night has been well supported but there are a few tickets still available.
- Visit to see John Dawson-Damer's collection of Lotus cars set for Sunday November 17. See Bob for details.
- Excellent response to Wakefield Park Historic with 43 entries which allows for a split field.
- Also a good response to the request for cars at the Make-A-Wish Foundation's day at Oran Park.

Treasurers Report:

Funds are temporarily overdrawn by \$50.00 by the payment of a cheque for \$6950.00 for the boat hire for the Presentation Night. We will be back in credit following payment on the night. We still have \$7000.00 in a separate IBD.

Pointscore:

The pointscore saw 75 cars competing during the year and the winners have now been announced and trophies will be presented on Presentation Night. It is proposed to continue the same method of scoring in 1997.

HTCAA

Unfortunately we were not successful in securing a place at the AGP in Melbourne for 1997. We will try again for 1998.

General Business:

Carport extensions at Oran Park have been approved and work will hopefully be completed by our first race meeting there in 1997. Alan Wick will contact members for volunteers.

For Sales and Wanted:

- Dorian timer for sale. Seeking Mk I Mini rolling shell - see Alan Pucket.
- Laurie Donaher has some Mustang wheels for sale 14" x 6".
- Andrew Smyrnis has his Lotus Cortina for sale.

The members were given an address by Max Stahl on the early days of the real Appendix J era supported by some interesting films, particularly of the Catalina circuit.

Bob Asher thanked Max and friends, also from that era, for a very entertaining evening.

Raffle was drawn and won by Paul Axiak. Thanks to Bruce Stewart for donating prizes.

Meeting closed at 10:30 pm.



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GROUP Na NEWS

The 23/24 November HSRCA all-Historic Race Meeting at Wakefield Park had seven Na cars running in qualifying on Saturday, instead of the original nine entries.

Hux still hasn't finished rebuilding his Major and Paul, who was driving the Zephyr to the circuit, had the gearbox go problematical near Liverpool so he didn't even get out of Sydney!

Qualifying was not particularly pleasant as the track was cold and also slippery in several places. However, we all survived and braved the cold for our first race on Saturday afternoon. Unfortunately, Aaron's Minor broke a cam follower so he didn't finish the race.

In the larger capacity class Bob, Michael and Ray all had a reasonable run in the Zephyr, Mark VIIM and FJ, respectively.

Michael has produced a change of image now that his beard is fully established and with the manner in which he handles that great white whale of a car (aka Moby Dick) we now have to call him "Captain Ahab".

In the smaller capacity class I spent most of my time chasing a Cortina, whilst further back Terry and Don, in Beetle and Major respectively, kept the crowd entertained with their constant sparring all the way around the track.

Sunday's weather was a complete contrast and we had heaps of sun and no wind - this is how the weather is supposed to be for a November race meeting. All six Na cars ran strongly to the finish, with the larger cars surprising some of the Nb cars.

However, I am told that it was the smaller class that stole the show - apparently the constant battle between Dak Dak and Ticko as they swapped positions several times on each lap had the crowd cheering wildly (well done Terry and Don for showing the crowd what Na has to offer).

For Sunday afternoon we amalgamated the two Group N fields to produce a combined grid of 34 cars. With the two groups together in qualifying time sequence it was interesting to note that several of the cars from the slower group were actually well up with the supposedly quicker cars.

The start was clean and we all thundered through the first corner without any major drama. With the race at 8 laps it was inevitable that we slower cars would be lapped.

But, everybody gave each other room and not only was the crowd entertained, but also the Clerk of Course was seen to smile at the quality of the Group N performance.

So, any lessons from the weekend - yes:

1. Always take cold weather gear to Wakefield Park.
2. Na cars with no limited slip diffs and taller tyres are "interesting" in the corners when other groups forget that you haven't got the same degree of control.
3. If all drivers have a commonsense and "historic" attitude it is possible to run a large mixed field that drives hard and fast, but still treats each other well, thereby avoiding major mishaps.

Following on from these lessons I have several

Christmas messages:

1. To the Historic Eligibility Committee - why are we in Group Na the only Historic Group that is not permitted to run limited slip diffs?
2. To CAMS and the Historic Eligibility Committee - it is now almost twelve (12) months since I submitted, on behalf of Group Na competitors, a submission for changes to the a rules. Apart from an initial acknowledgement (thank you Tony Caldersmith) I have never received any written response to my submission - is it too much to expect that CAMS Historic might get its act together for 1997 and actually listen to the competitors, and, apply some basic business principles of customer service?
3. To Group Nb and Group Nc competitors - thank you from the Group Na competitors for working with us when we run with you; it has (generally) been a pleasant experience - thank you for your sporting attitude.

On a personal note - to all Appendix J Association members: I hope you have a terrific Christmas and that you have a safe time in the holiday traffic.

Finally, looking back on 1996 we have seen Group Na establish itself as a credible group in the Historic movement; let us hope 1997 brings us more Na cars, and, some Na-only races.

 Axeman

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GROUP Nb NEWS

It was great to see the battle of the Minis at the front of Group Nb at the Wakefield Park Historic meeting on the weekend of November 23-24. Especially since we saw the return of Frank Dartell after quite some time, and the new Mini of Graham Russell competing on a regular basis. This all goes well for the start of the 1997 season and there's already lots of interest in the January Historic at Amaroo.

The decision by the Historic Car Commission to leave Mustangs and Falcon Sprints in Group Nb is welcome news for the Division I ranks. There is also the likely addition of Kevin Anker's Chevy Nova joining Division I next season.

Bob Tweedie has also dropped the advertised price



Priddle's Na Zephyr set to be joined by an Nb Mk IV

of his Falcon Sprint to a more affordable level so we're hopeful of seeing its return early in the season. Bob is currently focusing his energy on his new two litre car which I believe is a Holden Vectra, or is it really a Vauxhall Cavalier? So who will be the giant of Division I in 1997?

A couple of cars that could make an appearance at the January Historic are Barry Ferguson's GT Cortina which has changed hands and also the long awaited arrival of the Skyline Prince.

Robert Priddle is rebuilding a Mk IV Zephyr to run in Group Nb as well as having his current Mk III for Na competition. All these cars are making a welcome return to the track and I am sure there are many more. I

have only been involved with racing for the last 8 years so my knowledge of the cars prior to this is limited. If you know of the whereabouts of available cars that may have raced in the past please pass the information on so we can get these back to the track.

I hope you and your families have a wonderful Christmas and spend the time (like me) getting ready for the January Historic

- Phillip Powell

GROUP Nc NEWS

Well it's nearly Christmas and the end of another year, so I'd like to take this opportunity to say thanks to the members, competitors and, of course, the committee for all your help and support throughout the year. Thanks for the continued growth of Nc as a exciting new category.

Speaking of continued growth it was great to see two new Nc Toranas make their debut at Wakefield, namely those of Denis Sargent and Kevin Charlton. Also new on the scene was the Escort Twin Cam of Simon De Low, swelling the ranks of Nc by another three cars.

So welcome along and I hope to see you all at the general meetings next year. As for the racing itself, Wakefield tested both man and machine with some having more trouble than others at taming the tricky layout - I am having mower blades fitted under my car for the next time.

Peter O'Brien made the best of it with his local knowledge and heaps of grunt, to not only win the preliminary and feature events but to set a new lap record in the process. The new benchmark is now 1 min 12.34.

See the race report elsewhere in this issue to find out all the goings-on from that weekend.

Moving right along, I have been told that one of the leading motor sport maga-

zine is interested in running a story profiling the emergence of Group Nc within the Appendix J movement and hopefully educate the motorsport fans that still are not quite sure where we sprang from or where we are heading.

Hopefully this will give a potential member or competitor some food for thought. I should have more on this at the next meeting so stay tuned.

- "Mick"

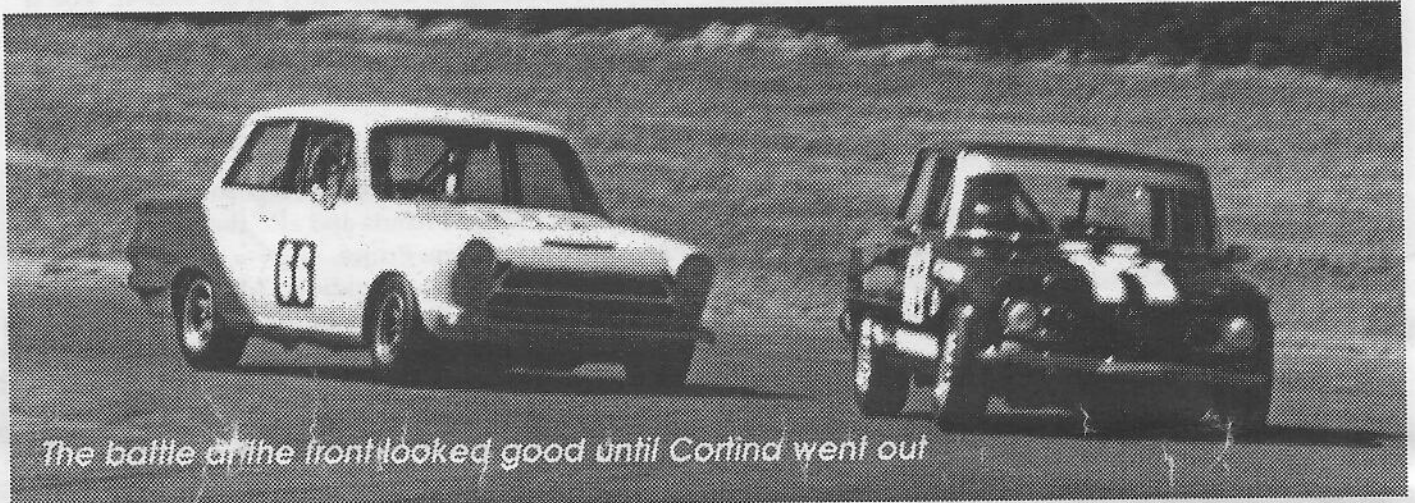
PS: Just got word from south of the border that Rian Knott has taken out their last race of the season. Held at Phillip Island he beat Graham Hunt (Mustang Nb) and Trevor Talbot's Nc Torana XU-1 convincingly. He also set a new lap record, beating the old mark by around one second.



Simon De Low's new Escort

AROUND THE TRAPS - racing

Wakefield Park - November 23-24 - Nb Division II and Na



The battle at the front looked good until Cortina went out

The feature for Nb Div II and Na was going to be a two-way tussle between Raymond Cleaver and Wes Anderson, but gear selection problems for the Cortina in the early part of the ten-lapper allowed the latter's Alfa Giulia to romp in. Na's Bob Priddle pulled a handy class victory, the task made easier with the early scratching of nearest rival Aaron Gabriel's Morris Minor with a broken valve lifter.

In striking contrast to Saturday's continuing big chill, Sunday dawned mild and sunny. Cleaver was on pole with a 79.09 second circuit, 1.7 seconds clear of Anderson. The Mini Cooper's of Barrie Brown and Peter O'Brien shared the second row with Stuart Schofield and Alan Barrow's FJ right behind.

In Na and ninth on the grid behind Jeff Hodges and Bob Harris, was Bob Priddle in his Zephyr with Gabriel alongside, just five hundredths of a second slower. The pair had a good three seconds on Michael St John Cox, Ray Bailey, Andrew Pursey, Don Titcume and Terry Thompson.

Anderson won the start and showed the way around Wakefield for the first time, harried along the way by Cleaver. The pair had already opened a gap on O'Brien and Brown who swapped places twice getting


through Chicane the first time. O'Brien then missqued at Woodgate and dropped to fifth behind Schofield.

Barrow was next ahead of Mike McGee who started 11th, Harris, Hodges, Ken Oberman, John Tight, Priddle, Bailey, St John Cox, Vincent Bates, Andrew Pursey, and the "battle royale" at the back between Thompson and Titcume.

By the third lap Cleaver was out and Barrow retired shortly after. That left the front part of the race elongated. Anderson continued to work his Alfa hard winning by almost 27 seconds. Behind Schofield and O'Brien it was a different tale as McGee, Harris and Hodges disputed fifth.

The 48/215 of Harris gained the upper hand on lap seven when McGee over cooked it enough at Woodgate to let his rival through.

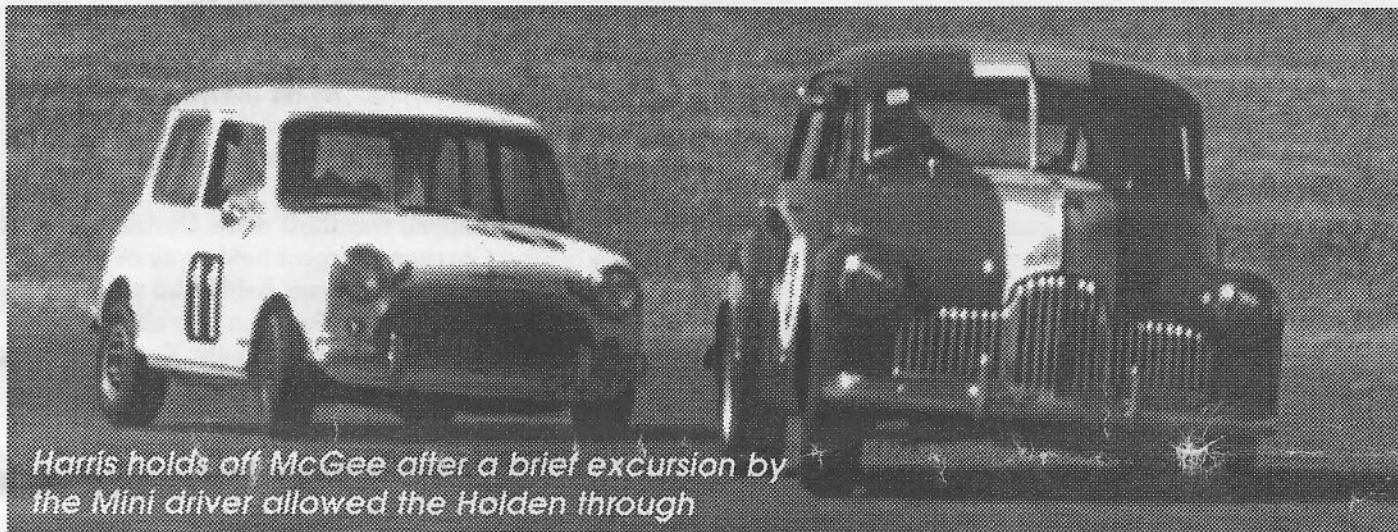
Hodges lost touch with the two in the second half but held off the threesome of Tight, Priddle and Oberman. The latter two swapped places three times on the final lap and were four tenths of a second apart at the flag.

Bailey was clearly second in the Na stakes with the Mk VII Jaguar third. Bates finished 13th from Pursey while Titcume took the honours over Thompson. 

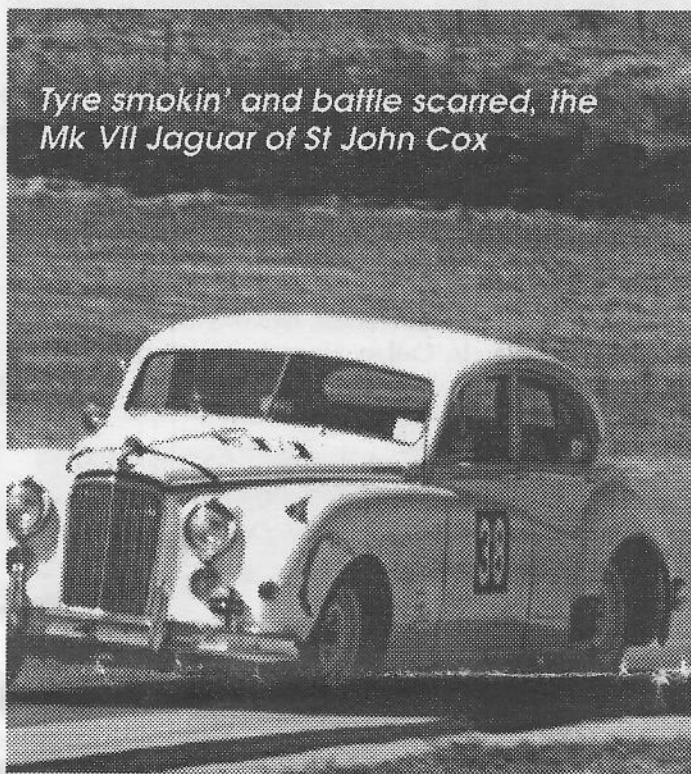


A great battle between the Zephyrs of Tight (right) and Priddle, and the Alfa of Oberman

AROUND THE TRAPS - racing



Harris holds off McGee after a brief excursion by the Mini driver allowed the Holden through



Tyre smokin' and battle scarred, the Mk VII Jaguar of St John Cox

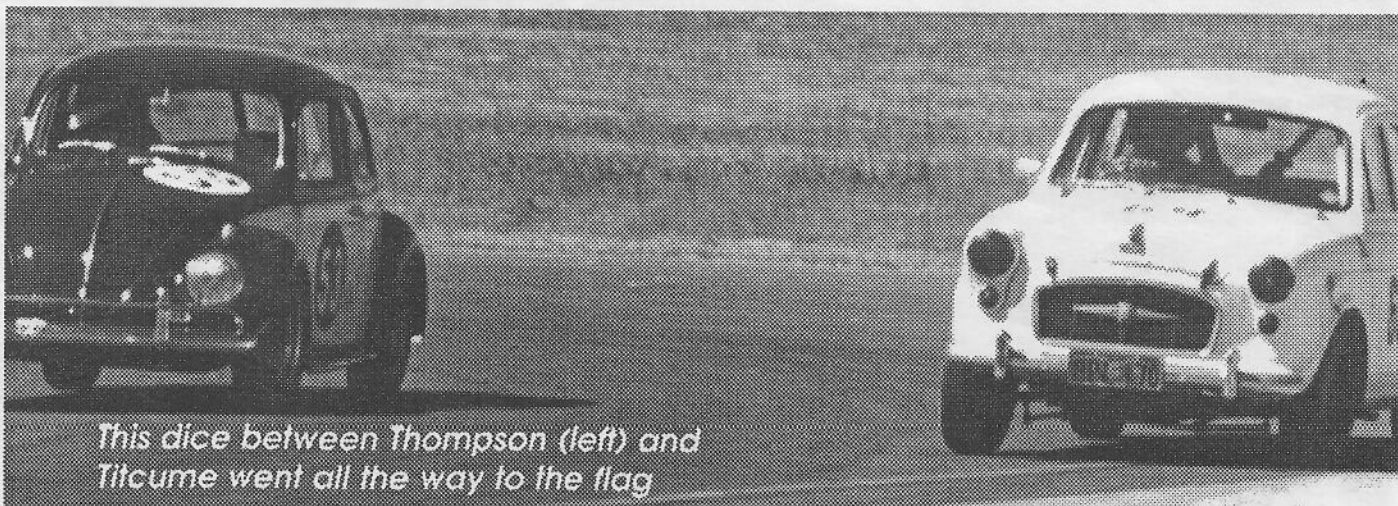
A healthy field of keen Division 2 and Na cars faced the starter for the first Group N event of the weekend and it became evident that the two leaders, Raymond Cleaver and Wes Anderson have earned their stripes and should be moved to Division 1 as they spread eagled the field right from the start.

The battle behind however was intense with third place being occupied at one time or another by Peter O'Brien having his first race in his Cooper S, Alan Barrow in the Humpy and Stuart Schofield's Zephyr swapping places over several laps. Barrow finally exited the scene approaching Woodgate leaving Bob Harris to get in on the act.

Back in the pack several of the Na brigade were taking on any Nb car they could find, Bob Priddle's Zephyr being particularly impressive. The usual VW/Major battle of Thompson/Titcume for ROF.

Dices all through the field with Cleaver taking the honours from Anderson, well clear of Schofield, O'Brien and Harris. Priddle took the Na division clear of Bailey and St John Cox. Who ever said Na were dull to watch? Na has come of age and now the faster cars are looking to take on the slower Nb brigade. Great viewing!

- Bob Asher



This dice between Thompson (left) and Titcume went all the way to the flag

AROUND THE TRAPS - racing

Wakefield Park - November 23-24 - Nb Division 1 and Nc

Wakefield Park is a place where cubic inches have no substitute as Peter O'Brien took the Nb Division One/Nc feature race and claimed a new lap record in the process. Mick Donaher hounded the Falcon in the early laps but the lead blew out to well over three seconds as the Torana driver had a couple of brief off-track excursions. Kevin Charlton ensured an Nc trifecta with a stirring last lap revival to down the Cooper S of Graham Russell.

O'Brien was just outside the lap record in qualifying with a 72.72 with Donaher keeping the Falcon honest being only half a second slower. The two were leaps and bounds ahead of the rest where Russell and Frank Dartell in their Nb Minis were to share row two, their times identical at 77.45.

Charlton was next in his Torana, slightly faster than Glenn Smith, a Wakefield regular in his EH. The glorious XU1 of Denis Sargent turned heads in the pits and took seventh place for the start with Barrie Peters' Jag alongside.

Simon De Low was another debutant with his Escort ninth ahead of Paul Warne, Max Ullrich and Ian Pringle. Frank Binding was troubled by a persistent missfire and would start 16th while Bob Asher and Robert Tebb began from the back after clutch and water in fuel problems respectively.

Off the start-line in the ten-lap feature O'Brien blasted to the lead. By the twisty bits Donaher had reclaimed some of the deficit lost on the drag to the first

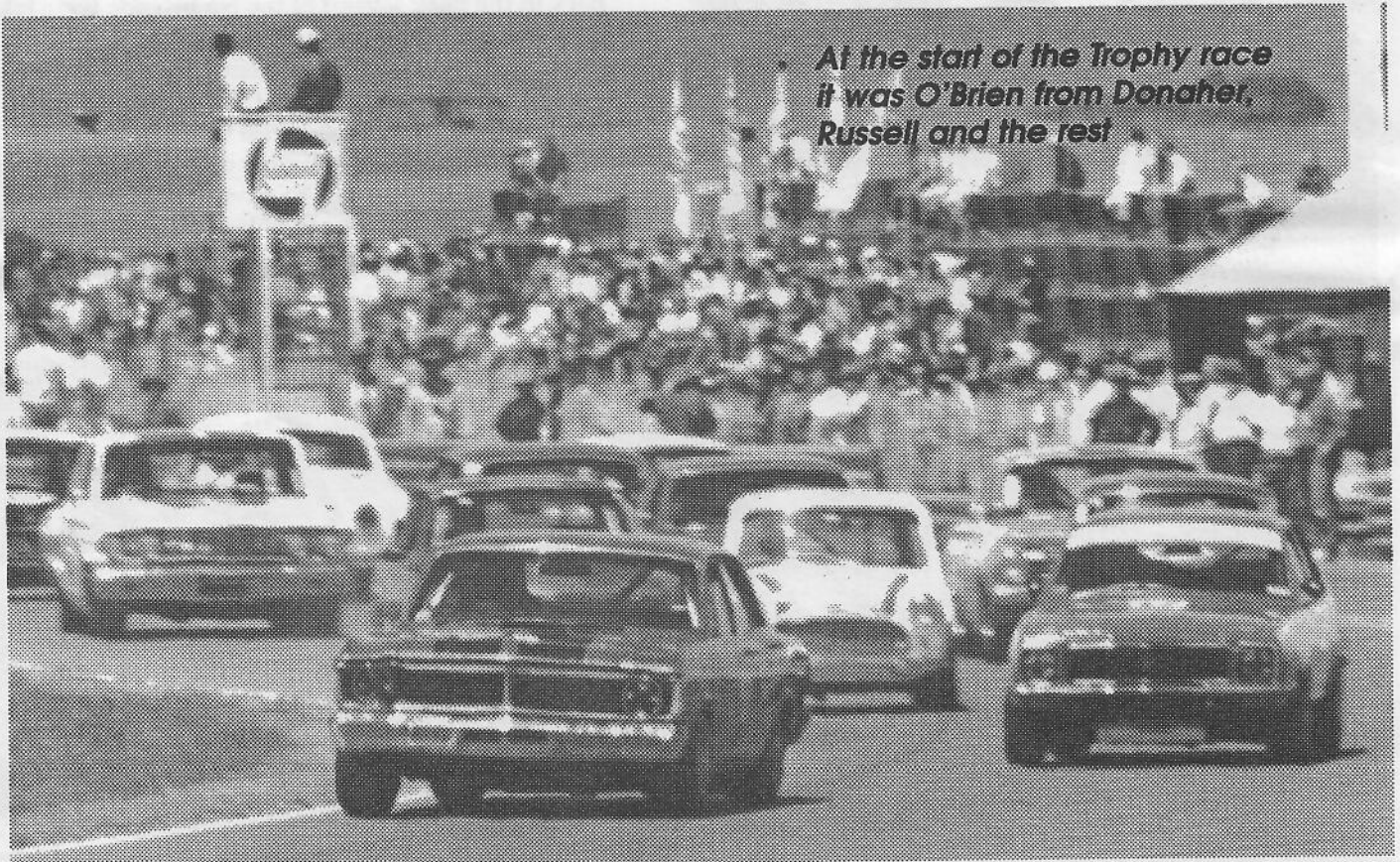
corner. It was a quick opening lap for the Falcon, the 77.88 (from a standing start) putting him almost three seconds up on the Torana. Yet for the next three laps Donaher was faster until he exited Woodgate for the sixth occasion, this time on the grass and lost four seconds in one hit.

Meanwhile Russell was third while Dartell was back to fifth behind Charlton. Sargent held sway over Peters and Ullrich while behind Warne, Asher had already give many the "go by". Binding was 11th ahead of Smith who has had better starts, Pringle, Ken Ballantyne, De Low and the Jags of Greame Lord, John Dunning and Chris Haigh. Bill Callan's Vauxhall showed the way to Tebb and Ross Hogarty in his new Torana.

Both O'Brien and Donaher continued with a crackling pace at the head, the gap reducing slight in the closing stages as they threaded their way through the lapped traffic. Charlton slipped past the Mini on lap five, but Russell regained his spot two laps later. On the next tour the Torana again hit third spot but Russell was not out the picture for he passed Charlton on the penultimate lap. By the flag however it was Charlton by a bumper.

Dartell and Peters were untroubled while Asher took seventh, his last pass the Fairlane of Ullrich. Warne was eighth from Smith, Ballantyne, Binding, De Low, Lord, Pringle, Callan, Hogarty, Haigh, Tebb and Dunning.

7



At the start of the Trophy race it was O'Brien from Donaher, Russell and the rest

AROUND THE TRAPS - racing



Charlton heads Russell, but not for long as the Mini is about to dive underneath

Wakefield Park, what a motor racing circuit this has turned out to be. A fine circuit with garages but most importantly a licenced pub right on the edge of the track. More or less in front of the cafeteria for those who know the place.

As quoted by John Cummins, this is the first time he

has legally paid for, and drunk a drink at a race track.

The people were there too, Mike Dyer, Whiskey Rosco and the list goes on.

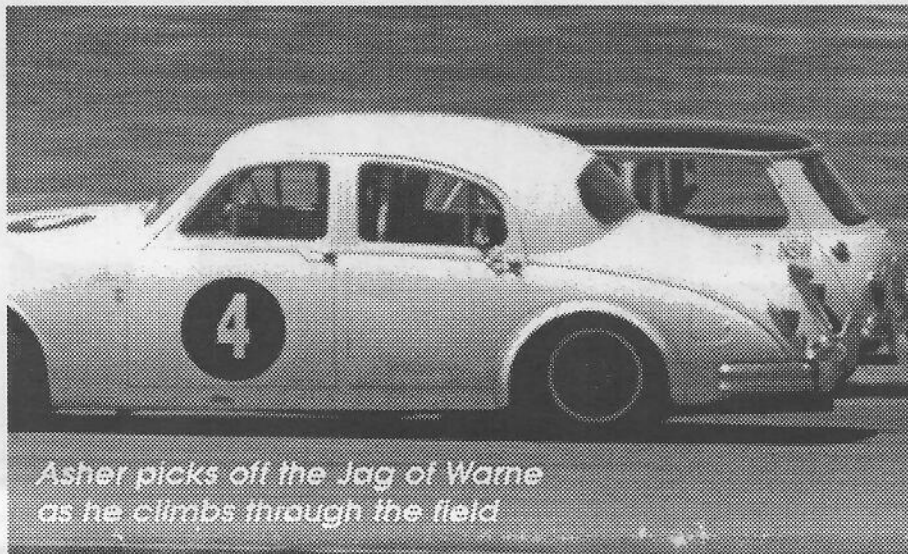
Well down to serious business - Motor Racing Wakefield Park. First race on Saturday was won by Peter O'Brien in his XY from second placed Kevin Charlton, hailing from the Newcastle SCC and driving an XU1 for the first time.

Third was Frank Dartell followed by Graham Russell, Barrie Peters and Glenn Smith.

Four new cars fronted the grid with Simon De Low's Escort, Ross Hogarty Torana XU-1 and the beautifully turned out XU-1 of Denis Sargent joining Charlton.

It was good to see Frank Binding back racing his Mini Cooper S and Frank Dartell had such a good run. Mick Donaher was certainly on the pace early in the race but retired with a blown clutch.

- From Chris Wilson at the Bar

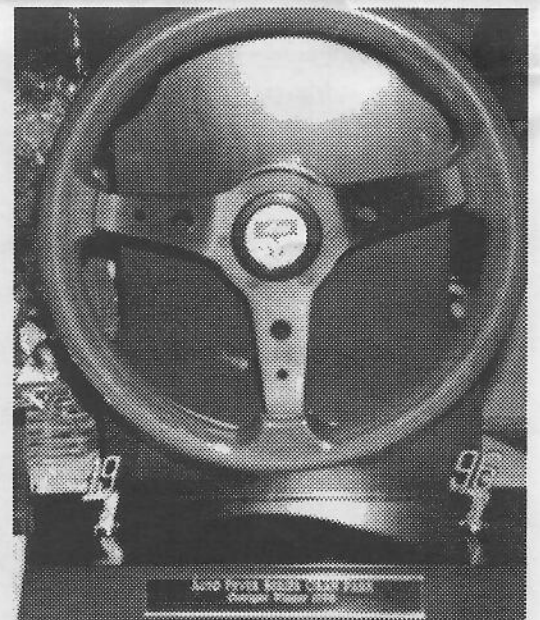
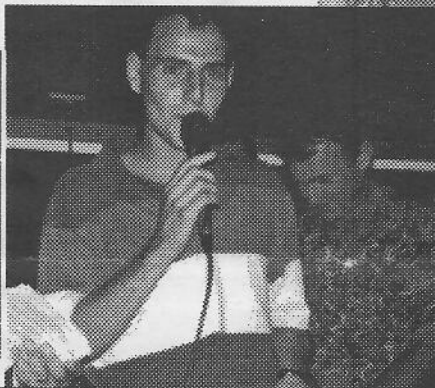
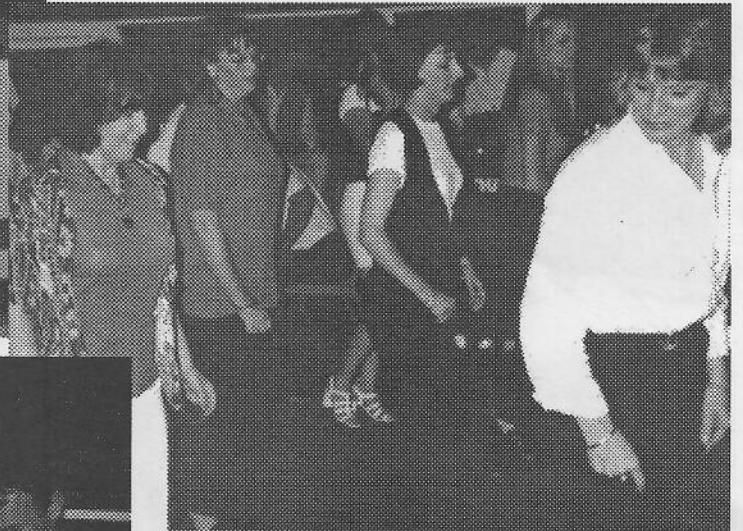
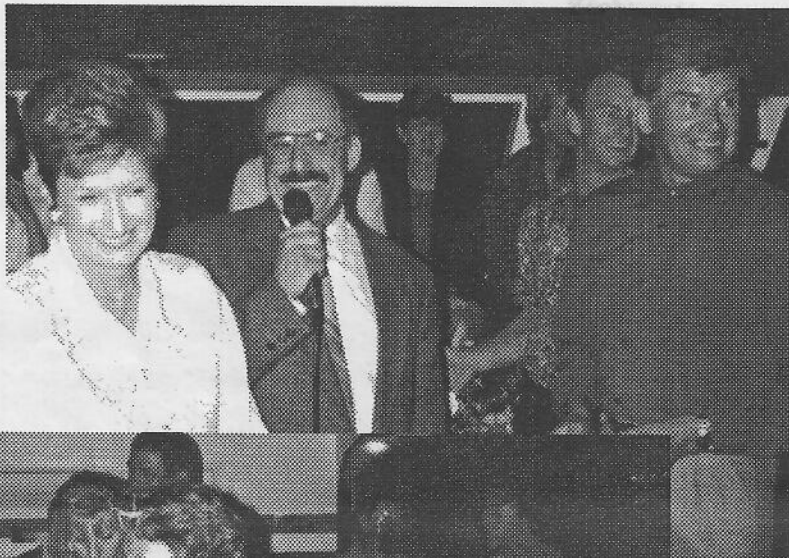


Asher picks off the Jag of Warne as he climbs through the field

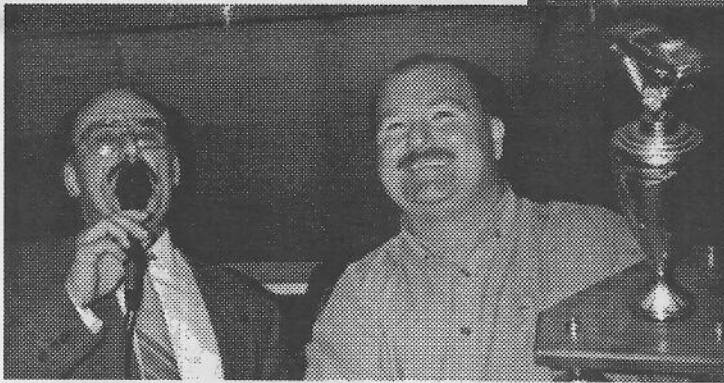
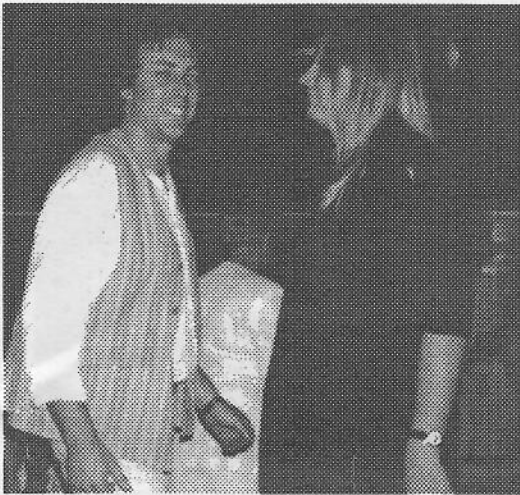


The race winner at full flight

PRESENTATION NIGHT

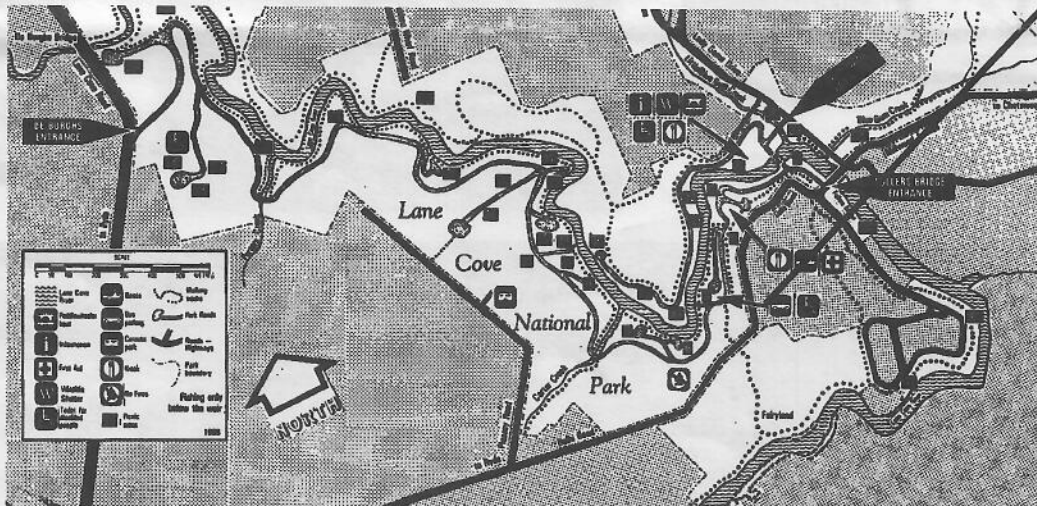


PRESENTATION NIGHT



APPENDIX J ASSOCIATION OF NSW **CHRISTMAS PARTY/GET TOGETHER**

**“Oh Come All Ye Faithful” to Moola Picnic Area No 4
Sunday December 8 - from 9 am - \$7.50 per car**



**Meat and Bread supplied by club BYO, salad and alcoholic beverages
Santa will be available for those requiring**

RECENT RACING DETAILS

SANDOWN PARK - November 6-7

Qualifying: Keith Linnell (Ford Mustang) 1:25.7626, Ken Hastings (Mazda Sports Sedan) 1:26.2537, Stephen O'Neil (Mustang) 1:27.3461, Greg Nicholls (Mustang) 1:31.6586, Barry Devlin (Morris Cooper S) 1:34.3287, Graham Harris (Cooper S) 1:35.5459, Richard Fairlam (EH Holden) 1:37.3567, Bill Trengrove (EH Holden) 1:37.8004, Lindsay Cripps (EH Holden) 1:37.8480, Raymond Harrison (BMW 1800 Ti) 1:38.2980, Mark Johnson (Ford Cortina) 1:38.9955, Eddie Dobbs (FE Holden) 1:39.5474, Steven Ginis (Cooper S) 1:40.4381, George Opolzynski (Volvo 122) 1:40.7980, George Ginis (Cooper S) 1:42.1414, Justin Brown (XM Falcon) 1:45.5598, Brendan Wilson (FC Holden) 1:46.8289, Ian Watt (Triumph 2000) 1:47.5235.

Race One (5 laps): Linnell (7: 28.0671) 1, O'Neil (7: 32.1847) 2, Devlin (8: 05.5128) 3, Harris (8: 10.7065) 4, Cripps (8: 19.3744) 5, Fairlam (8: 19.7794) 6, Harrison (8: 21.7528) 7, Johnson (8: 25.7492) 8, Dobbs (8: 26.6153) 9, Ginis (8: 27.1041) 10, Brown (8: 46.4091) 11, Wilson (9:07.9001) 12, Watt (9:34.6098) 13, Nicholls (4 laps), Trengrove DNF, Hastings DNF.

Race Two (5 laps): Linnell (7:40.4689) 1, O'Neil (8:16.8583) 2, Fairlam (8:23.5347) 3, Cripps (8:27.5137) 4, Johnson (8:28.5951) 5, Harrison (8:31.3291) 6, Dobbs (8:32.5113) 7, Ginis (8:36.4258) 8, Ginis (8:46.5984) 9, Wilson (9:14.0848) 10, Watt 11, Harris DNF. Fastest lap: Linnell (1:28.2292).

Race Three (6 laps): O'Neil (9:38.3708) 1, Hastings (9:47.3119) 2, Harrison 10:22.9717) 3, Devlin 10:23.9250) 4, Fairlam 10:29.3454) 5, Johnson 10:30.5026) 6, Dobbs 10:32.2720) 7, Opolzynski 10:33.7944) 8, Harris 10:58.6240) 9, George Ginis 11:06.7129) 10, Brown 11:08.6893) 11, Ginis 11:29.7725) 12, Wilson (9:43.4054) 13, Linnell DNF.

Race Four (8 laps): Hastings (15:33.5161) 1, Opolzynski (15:39.8080) 2, Devlin (15:55.2945) 3, Johnson (16:05.4222) 4, Harrison (16:15.9500) 5, Dobbs (16:20.5856) 6, O'Neil (16:39.0731) 7, Fairlam (16:48.4822) 8, Cripps (16:55.5796) 9, Brown (17:32.9003) 10, Watt (15:45.1464) 11, Steven Ginis (6 laps) 12, George Ginis 13. Fastest lap: Hastings (1:53.3490).

WAKEFIELD PARK - November 23-24

Qualifying - Nb Div II/Na: Ray Cleaver (Ford Cortina GT) 79.09, Wes Anderson (Alfa Giulia) 80.79, Barrie Brown (Mini Cooper S) 83.54, Peter O'Brien (Cooper S) 85.30, Stuart Schofield (Ford Zephyr Mk III) 85.35, Alan Barrow (Holden FJ) 85.79, Jeff Hodges (Fiat 2300) 86.46, Bob Harris (Holden 215/48) 86.83, Bob Priddle (Zephyr) 87.28, Aaron Gabriel (Morris Minor) 87.33, Mike McGee (Cooper S) 87.60, Ken Oberman (Alfa) 87.61, John Tight (Zephyr) 88.10, Michael St John Cox (Jaguar Mk VIII) 90.24, Ray Bailey (Holden FJ) 90.90, Andrew Pursey (Morris Oxford) 93.15, Vincent Bates (Cortina GT) 94.85, Don Titcume (Morris Major Mk I) 98.31, Terry Thompson (VW 1200) 99.14.

Qualifying - Nb Div I/Nc: Peter O'Brien (Ford Falcon Xy GT) 72.72, Michael

Donaher (Holden Torana XU-1) 73.27, Graham Russell (Austin Cooper S) 77.45, Frank Dartell (Morris Cooper S) 77.45, Kevin Charlton (Torana XU-1) 79.09, Glenn Smith (Holden EH) 79.64, Denis Sargent (Torana XU-1) 79.70, Barrie Peters (Jaguar Mk II) 79.75, Simon De Low (Ford Escort 1/c) 80.58, Paul Warne (Jaguar Mk I) 81.18, Max Ullrich (Ford Fairlane 500) 81.29, Ian Pringle (Cooper S) 81.34, Ken Ballantyne (Holden EH) 81.45, Frank Binding (Cooper S) 82.01, Bill Callan (Vauxhall Velox) 82.17, Graeme Lord (Jaguar Mk II) 82.50, Chris Haigh (Jaguar Mk I) 84.31, Ross Hogarty (Torana XU-1) 84.97, John Dunning (Jaguar Mk II) 84.97, Bob Asher (Cooper S) DNF, Robert Tebb (Torana XU-1) DNF.

Race One - Nb Div II/Na (8 laps): Cleaver (10:44.77) 1, Anderson (10:45.32) 2, O'Brien (11:29.54) 3, Schofield (11:30.03) 4, Harris (11:39.20) 5, Hodges (11:39.53) 6, Priddle (11:46.95) 7, Barrow (11:51.01) 8, Tight (11:56.06) 9, Oberman (11:57.55) 10, Bailey (12:16.06) 11, McGee (7 laps) 12, St John Cox 13, Bates 13, Bates 14, Pursey 15, Thompson 16, Titcume 17, Brown DNF. Fastest lap: Cleaver (1:18.82); Priddle (1:26.06) class record.

Race Two - Nb Div I/Nc (8 laps): O'Brien (10:04.73) 1, Charlton (10:26.86) 2, Dartell (10:27.91) 3, Russell (10:36.15) 4, Peters (10:50.87) 5, Smith (10:52.02) 6, De Low (10:58.39) 7, Ullrich (11:01.63) 8, Warne (11:04.71) 9, Asher (11:06.14) 10, Ballantyne (11:13.55) 11, Callan (11:14.54) 12, Hogarty (11:24.37) 13, Lord (11:25.41) 14, Pringle (11:30.74) 15, Haigh (7 laps) 16, Dunning 17, Binding 18, Sargent DNF, Donaher DNF. Fastest lap: O'Brien (1:12.66); Russell (1:16.95), Peters (1:19.09) class records.

Race Three - Nb Div II/Na (10 laps): Anderson (13:36.52) 1, Brown (14:03.22) 2, Schofield (14:06.95) 3, O'Brien (14:07.61) 4, Harris (14:34.19) 5, McGee (14:34.74) 6, Hodges (14:45.45) 7, Tight (14:47.05) 8, Priddle (14:49.19) 9, Oberman (14:47.57) 10, Bailey (9 laps) 11, St John Cox 12, Bates 13, Pursey 14, Titcume 15, Thompson 16, Barrow (2 laps) DNF, Cleaver (1 lap) DNF. Fastest lap: Anderson (1:20.09).

Race Four - Nb Div I/Nc (10 laps): O'Brien (12:21.60) 1, Donaher (12:25.45) 2, Charlton (12:59.22) 3, Russell (12:59.30) 4, Dartell (13:06.91) 5, Peters (13:26.96) 6, Asher (13:32.95) 7, Warne (13:57.61) 8, Ullrich (9 laps) 9, Smith 10, Ballantyne 11, Binding 12, De Low 13, Lord 14, Pringle 15, Callan 16, Hogarty 17, Haigh 18, Tebb 19, Dunning 20, Sargent (3 laps) DNF. Fastest lap: O'Brien (1:12.34) new class, Nc and outright lap record, Donaher (1:12.55) new class record.

Race Five (8 laps): Bailey 1, Russell 2, Charlton 3, Schofield 4, Dunning 5, O'Brien (Falcon) 6, Dartell 7, Anderson 8, Smith 9, Lord 10, Hogarty 11, Ballantyne 12, Brown 13, De Low 14, Tebb 15, Haigh 16, O'Brien (Mini) 17, Ullrich 18, Harris 19, Oberman 20, Priddle 21, Tight 22, Pursey 23, Binding (7 laps) DNF, Asher DNF, Peters (6 laps) DNF, Barrow (4 laps) DNF.

ON THE NET

Greetings from Cyberspace again with more news from/about the Internet. The small electronic world manifested itself on Saturday at Wakefield Park.

This guy turned up and said "I'm Alan from Townsville and Adrian, who you've been talking to on the Net, said I should drop by and say hello while I'm down here".

It turned out that Adrian, who lives in Townsville, and just happens to have a Morris van, was keen to get a first-hand report about Historic racing (hope he gets the run-down on the combined Group N race from Sunday afternoon).

It also turned out that Alan's brother was at Wakefield Park helping to keep Terry Thompson's Beetle fettled over the weekend.

Ten minutes later an Irish voice announces "I'm Patrick Young, we've spoken on the Net several times". Patrick is a motoring journalist who seems to spend his life dashing from country to country covering various events - hopefully he'll give Group N a mention in one of his overseas columns.

Talking of conversing over the Internet, there have been several threads running hot recently on such topics as eligibility and tyres - sound familiar? Hoosiers got a mention, both for and against.

General eligibility topics included modifications rel-

ative to given periods and whether or not later technology should be fitted retrospectively. I won't buy into this other than to comment that discussion on these issues seems to rage in most countries with strong Historic motorsport activities.

Stumbled over some interesting Web sites recently, but I guess you don't want to hear about certain "nudge, nudge, wink, wink" topics (all requests in a sealed envelope). Instead, why not visit:

<http://www.team.net/team.net.html>


<http://www.themotorweb.com.au>

<http://www.envirolink.org/mcspotlight/home.html>

<http://www.fbi.gov>

<http://www.year2000.com/cgi-bin/y2k/year2000.cgi>

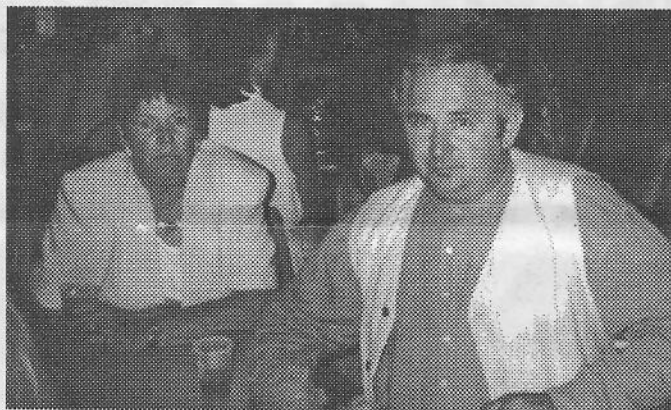
No doubt your families will be, or have already, nagged you into buying a PC for Christmas so that they can do school project work (really means surfing the Net and playing games). If so, there really is some good info to be picked up on the Net, so you might consider logging in.

Should you feel the urge to dance the light fantastic across the keyboard and send me email, address is below. With best wishes for a truly cyberspatial Christmas and unbelievably WWW-filled New Year. 

Andrew Pursey


MorrisOxford@s054.aone.net.au

PRESENTATION NIGHT




LATE BREAKING

Xmas bash


Our Victorian counterparts are having their Christmas Dinner and Presentation night at the Whitehorse Inn, Hawthorn on December 13. Cost is \$35 + drinks. 

New steerer

Max Stahl has taken over the helm of the Historic Racing Register. Well known in Appendix J circles for campaigning a rather rapid Holden, Max guided Racing Car News for many years. His assistant will be former RCN contributor Ray Bell. Max says there will be no

sudden or radical changes to the six-weekly publication, but a more gradual move to expanding its readership. Action-Line looks forward to working with the new team and its first issue is out mid-December. 

Classic high number

Max is also the mover behind the 1997 Sydney Classic Rally which Action-Line will feature in some detail in our special January issue. So far the event has attracted 154 entries ranging from Ferraris to Wolseley and everything you could nominate between. 

CLASSIFIEDS

FOR SALE

EH HOLDEN. Greg Toepfer is selling his renowned race car complete with all spares. This car has won over 100 trophies and many championship. Fresh engine now for what is considered the best handling EH in the category. \$8250 ono. Phone (02) 9913 3013 (BH).

EH HOLDEN. Ex-Bruce Stewart. One meeting since full mechanical rebuild, including roller cam engine, gearbox, diff, rear bearings, wheel cylinder, brakes and master cylinder. Braided brake lines, new Hoosiers included. Fully sorted and developed, many outright and class wins, current class lap record Eastern Creek. Truck load of spares including trailer - \$10,000 ono. Ph Craig (02) 9894 2609 (H). New house and baby faced sale.

EH HOLDEN. Appendix J, Weber carbie, Seaton extractors, LSD (small spline), log book with a host of spares including complete engine - fan to clutch, laminated screen, gearboxes, guards, doors, grilles and more. The lot \$7900. Phone (043) 25 2979.

MINI COOPER S: Ex-John Stratton (Queensland) rolling shell, fully prepared, new \$750 race seat, rack etc. Full cage, CAMS logbook, turquoise green/blue and white. My spare car. Phone Bob Paige (074) 481 766 BH (074) 711 9578 AH.

FOR SALE

Nb MINI COOPER S. 1275 motor, roller rockers, nitrated rank, steel main caps and flywheel, competition clutch, Jack Knight box, LSD, Spax shocks, race seat. Mini Clinic maintained. For Sale \$9800 ONO. Lynn Cowan (02) 9525 2254.

LOTUS CORTINA. For race, targa, rally or road use. Current CAMS logbook, strong 185 bhp steel engine, Lotus gearbox, Contessa wheels, fully adjustable suspension, Salisbury LSD, some spares. \$23,000 ono. Phone Andrew (02) 9552 6288 or 0419 202623.

1964 FORD FALCON RALLYE SPRINT. European spec with 435 bhp Windsor V8. Includes (very light) fibreglass homologated body panels. Also comes with heaps of spares including T10 gearbox, diffs, body moulds, cyl heads, blocks, axles, wheels and tyres. Winner Adelaide AGP support, Bathurst 1992, 93, 94 and 96 with Nb lap records everywhere . . . Mustang beater. Be a winner \$45,000. Phone Robert Tweedie (02) 9327 8333.

EH HOLDEN with log book. \$4000. Call Max Ullrich (02) 9810 1480.

LOTUS CORTINA. Well known red/gold car - winner at last Eastern Creek Historics is for sale. Best of everything including 207 HP steel twin cam engine. Ultra C/R box, LSD. \$35,000 ONO. Product Motorsport (02) 9758 1277.

'J' CUP POINTS

DIVISION ONE

A two round series that took place at Amaroo on June 23 and Oran Park on July 2 at Club meetings:

1st	Dave Beveridge (Mini Cooper S)	39.00
2nd	Val Vujadinovich (Holden EH)	35.50
3rd	Bob Pearson (Lotus Cortina)	21.00
4th	Bob Asher (Mini Cooper S)	20.00
5th	Ross McKenzie (Holden EH)	11.50
6th	Steve Butchart (Holden EH)	10.50

DIVISION TWO

A two round series that took place at Oran Park on March 17 and July 17 at Club meetings:

1st	Garry Smart (Ford Cortina)	66.00
2nd	Tim Bradley (Ford Cortina)	57.00

3rd	Alan Wick (Ford Cortina)	54.50
4th	Barrie Peters (Jaguar)	43.50
5th	Andrew Smyrnis (Lotus Cortina)	35.50
	P Ward	35.50
7th	J Tight	34.00
8th	Rod Brincat (Ford Cortina)	22.00
9th	Bob Harris (Holden 215-48)	21.00
10th	Lloyd Cleaver (Lotus Cortina)	16.50
11th	Geoff Pallister (Mini Cooper S)	16.00
12th	Ken Ballantyne (Holden EH)	15.50
13th	R Owers	15.00
14th	Wes Anderson (Alfa Guilia)	15.00
15th	J Dunning	9.50
16th	Phil Powell (Ford Cortina)	8.50

1996 POINTSCORES

AUTO FEVER Oran Park Series

Ross Donnelley	80.32	Bob Harris	24.33	Trevor Hutchins	10.33
Peter O'Brien	66.65	Val Vujadinovich	23.99	Max Ullrich	11.00
Dave Beveridge	57.65	Tim Bradley	21.33	Ken Ballantyne	9.00
Robert Asher	53.33	Fred Burley	20.99	Barrie Brown	7.00
Cameron Tilley	48.32	Ross McKenzie	18.66	Chris Dubois	6.33
Lloyd Cleaver	37.00	Mick Donaher	18.33	Brian Jessop	6.00
Rob Brincat	36.00	Graham Russell	16.99	Allan Wick	4.33
Garry Smart	35.33	Barry Peters	16.66	Chris Strode	3.33
Andrew Smyrnis	32.00	John English (Old)	16.00	Phil Powell	3.00
Mick Glover	29.00	Rob Tweedie	15.66	Steve Butchart	1.00
John Lyle	28.66	Robert Tebb	15.33	Ross Hogarty	1.00
Allan Barrow	27.99	Peter Ward	14.33	Bob Pearson	1.00
Greg Toepfer	27.00	Ross Muller	13.66		
Brad Tilley	24.66	Rod Stait	13.66		

OUR SPECIAL THANKS TO AUTO FEVER
YOUR AUTOMOTIVE RACING BOUTIQUE
 195 Parramatta Rd, Flemington Ph: (02) 764 3949
 CALL IN AND SPEAK WITH RAY OR SUE HUMPHRIES

GROUP Nb Division 1

D. Beveridge	115.65	B. Tilley	36.32	F. Dartell	17.50
B. Asher	111.99	R. Tweedie	31.49	R. Muller	17.00
C. Tilley	87.31	S. Butchart	30.83	T. Hutchins	13.00
V. Vujadinovich	76.33	G. Toepfer	29.65	R. Ingram	11.50
R. McKenzie	59.16	M. Ullrich	29.33	M. Ducquet	7.66
B. Pearson	44.33	A. Heath	28.00		
J. Lyle	38.49	G. Russell	19.16		

GROUP Nb Division 2

G. Smart	145.66	P. Powell	67.32	G. Pallister	16.00
T. Bradley	143.66	J. Dunning	60.50	D. Corner	15.50
A. Smyrnis	122.15	P. Ward	51.83	R. Owers	15.00
A. Wick	109.16	B. Brown	54.50	C. Strode	24.50
B. Peters	108.99	C. Dubois	60.66	C. Haigh	13.00
F. Burley	99.98	W. Anderson	44.50	S. Schofield	10.50
R. Brincat	95.66	G. Smith	43.00	K. Brigden	13.00
L. Cleaver	70.16	G. Hill	32.33	G. Shiel	9.50
J. Tight	69.66	B. Callan	36.66	D. Truelove	3.50
A. Barrow	48.32	R. Cleaver	22.50	M. Mcgee	1.50
K. Ballantyne	63.33	L. Cowan	17.00	K. Oberman	1.50
B. Harris	65.00	B. Hayden	16.00		

GROUP Nc

R. Donnelley	148.65
R. Tebb	83.66
P. O'Brien	83.49
M. Glover	51.66
M. Donaher	44.00
B. Jessop	23.33
R. Stait	15.66
W. Bossie	15.00
A. Puckett	13.00
R. Hogarty	2.00

GROUP Na

A. Pursey	102.66
D. Titcume	67.83
M. St John-Cox	47.16
T. Thompson	47.00
B. Priddle	34.33
R. Bailey	22.50
D. Rodeneuis	20.00
S. Edwards	13.00
A. Huxley	1.66

GROUP N

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