

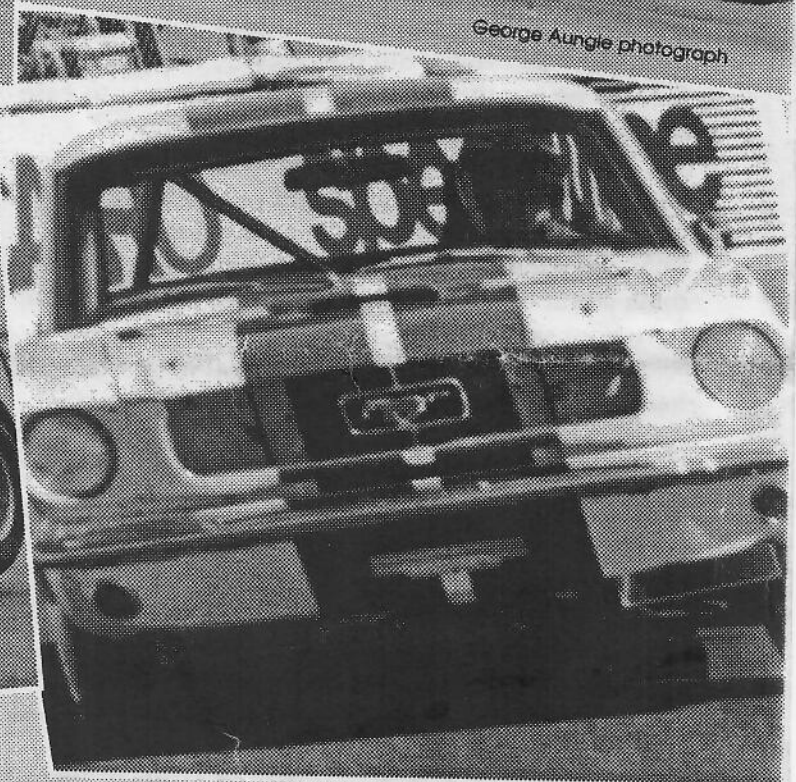
Action-Line

Newsletter of the Appendix J Association of NSW Inc

Alan McConnell photograph



George Aungie photograph



Next GENERAL MEETING Tuesday February 4, 8pm start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

Welcome to
1997 Appendix
J style! I hope
you all had a

pleasant and relaxing festive season and have all made plans for an active year on the track. It would certainly appear that there will be plenty of action to be had.

We started the year off last weekend with the Amaroo Historic Meeting with a healthy field of cars from all categories split across two fields. The Nc/Nb field had no fewer than seven Torana XU1s setting the stage for what is shaping up to be the year of the Nc.

As can be seen from our last issue there are a lot of new cars out there and about to materialise. The committee has done some planning to accommodate the advent of the new class so as not to impact on the other classes.

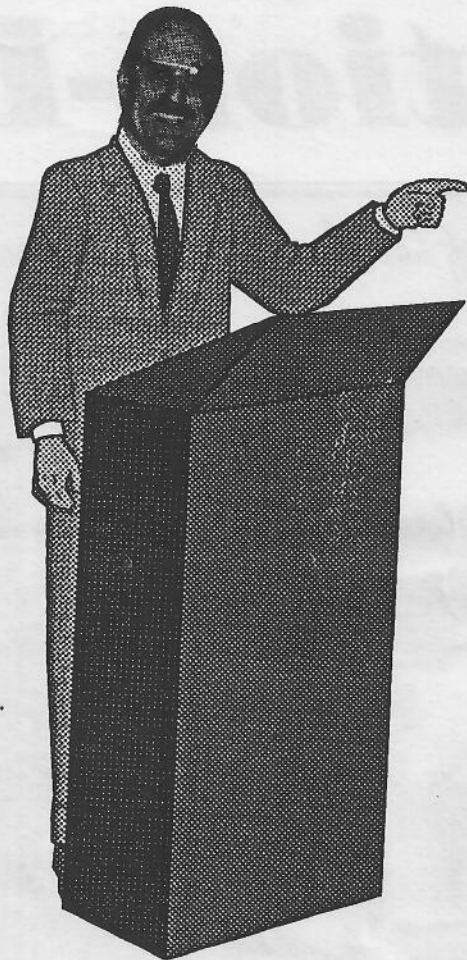
Elsewhere in the magazine is documented proposed changes to the Nb Division 1 and Division 2 pointscore for this year. The committee has proposed this so that Division 1 Nb is not swamped by Nc, so please look at it and give it some thought. Initial discussions would suggest that it could be just the ticket for the ensuing year to ease the impact of the Nc cars coming on stream.

If you have any Ideas on the subject, please come along to the general meeting and put your thoughts to the meeting so that we may consider the matter fully. We particularly wish to know what Nb members think about the proposal so don't miss the chance to have your say.

Our apologies for the late calendar for the year. It has been particularly difficult with the IMG, CAMS, ARDC, SATCC fight/debacle to get any information that wasn't out of date before you even had time to think about it, let alone put it on paper. Even at this late stage I am still not sure whether this edition will contain a final schedule or not.

There are however, other reasons to come along on Tuesday night. Lionel will fill you in and bring you up to date on the latest happenings, regarding

PRESIDENT'S REPORT



the calendar, and tell you of what we may have in store for 1997, and of

course the usual raffle, good company, pleasant surroundings and a cold ale. See you there!

We have had a very pleasing response to the membership renewal information and I would like to thank those of you who took the trouble to fill in the form. Already over eighty have rejoined for 1997, and many of those have provided the information to allow the committee to compile the best set of club records we have ever had.

Thanks folks! Those of you who have not rejoined yet, please remember to fill in the info sheet and renew soon! It is also pleasing to see new members also joining and I have fielded several enquiries since the start of the new year.

On the political front the year is getting under way early. February 8 has been slated for the CAMS State Council, and a national Group N Eligibility meeting is muted for the following week, both in Sydney. This will be fol-

lowed by a long overdue meeting of the Historic Touring Car Association if we are able to get enough representatives in place.

Our National organisation has fallen by the wayside a little of late and Bob Cracknell, Group N representative on the Historic Car Commission, and I have been working towards organising a meeting in the hope of getting relations between the States back on an even keel. Particularly with the advent of the two new categories, a balanced and united approach to new problems is required.

If you have any troubles or concerns that should be raised at these meetings, please speak to either myself, Lloyd Cleaver on Eligibility, or Chris Dubois, who is our HTCAA representative, so that we may properly represent you at these meetings.

As you can see I have been so busy of late and will be in the immediate future that I have been unable to pay much attention to my race car, so will be taking a short break from racing until I can clear my club commitments. I hope to be back into competition before too long so I would like to dispell any rumors of my retirement before they start.

I look forward to seeing you all at Burwood next Tuesday.



Regards Bob

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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

The result of The Consortium verses IMG battle over Bathurst can be viewed positively from the Appendix J aspect. When looking at your support options, the contrast between Group N cars and Super Tourers is great and the working association with the Australian Racing Drivers Club is a much healthier one that exists with the other forces.

That is just one issue in what should be an interesting year in motor racing both within this category and collectively the whole sport. The continued push from both touring car sides, their constant war is seen generally not to be good for motor racing in this country, a country whose mainstream media tends to ignore the sport, or give it very little news space.

On the other hand there are more high profile meetings which gives the likes of Appendix J, the chance to "flog its wares" to generally a larger spectator gathering than the usual clubbie. Although in the case of Super Tourers I wonder. That group may be the darlings of the established motoring writers as opposed to "retro" V8s, but the public obviously think differently.

One thing this newsletter has adopted from the publishing world, from the next issue onwards, is a nasty eight letter word called "deadline". At the bottom of this page a small panel will care a cut-off date for contributions for the next issue.

As *Action-Line* generally comes out on the Monday or Tuesday of the week of the General Meeting, the last day that typed or written stories, ads, columns, letters etc can be accepted is around ten days prior, meaning the Friday of the week preceding the week before. Text supplied on diskette from a word processor may be taken later in exceptional circumstances.

- Garry O'Brien

MARCH DEADLINE is Friday February 22

AROUND THE TRAPS - news

Pointscore proposal

At the last committee meeting, it was put under consideration and voted upon to propose a change to the criteria for determining the split between Division 1 and Division 2 Nb.

The committee has recommended that as from March 3 1997, Division II Nb will be for all Nb cars running on tyres from the approved CAMS Tyre list with the exception of Hoosiers. Division I will be for all Nb cars choosing to run on Hoosier tyres.

Along with this recommendation the committee will attempt to provide separate races to cater for these newly desinated categories.

It should be noted that the possibility exists for an individual driver and car combination to run in both divisions throughout the year simply by changing tyres. The committee welcomes your views on this issue and hopes to see you at the February meeting to partake in this vital vote.

Big Hello

We would like to take this opportunity to welcome the following new members.

Vincent Bates
Aaron Gabriel
Andrew Bergan
Robert Hayden
Simon de Low

Bomaderry
Cronulla
Brookvale
Terry Hills
Terry Hills

Rick Kent
Robert East
Graham Lord
Grant Elliott
Jonathon Priddle
Jose Fernandez
Noel Roberts
Gilbert Smale
Tina Edwards
Rod Stait
Craig Stephenson
Ian Stewart
Dean Wesley
John Whatmough
Cameron Warner

Orange
Minto
Mt Pleasant
Thirroul
Kirrawee
Enmore
Mittagong
Gray's Pt
Gray's Pt
Elderslie
Castle Hill
Evatt
Carlingford
Picnic Pt
Mittagong

Those who have joined the club recently have taken our membership to 156.

Over a beer

Bar mutterings of "If only I had more power I would beat him," appear to be more than that. Rumour has it that our Treasurer, Don Titcume of Na Major fame, has taken steps to turn the tide and dominate his celebrated stouches with Terry Thompson in the VW with the introduction of an "Evolution 2" engine for the Morris. Work is well under way in a northern NSW township on the new powerplant which he hopes to fit before the Division II Oran Park club meeting in March.

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1997 CALENDAR*

February 23	Eastern Creek	ARDC for Nb and Nc	July 6	Wakefield Park	Tin Top meeting for Na
March 2	Oran Park	NSWRRC for Na/Nb Div II	July 20	Amaroo Park	Super Touring for Nb/Nc
March 16	Phillip Island	Historic for all categories	August 2-3	Oran Park	Shell ATCC for Nb/Nc
March 23	Wakefield Park	Historic for pre-1960 Na/Nb	August 24	Oran Park	NSWRRC for all categories
April 19-20	Oran Park	Truck for Nb/Nc	September 14-15	Eastern Creek	Historic for all categories
May 17-24	Sydney Classic Rally for pre-1977 registered		October 18-19	Oran Park	Truck for Nb/Nc
June 1	Oran Park	NSWRRC for Na/Nb Div II	October 26-27	Sandown	Historic for all categories
June 7-8	Oran Park	Truck for Nb/Nc	November 22-23	Wakefield Park	Historic for all categories
June 22	Eastern Creek	ARDC V8 series TBA	November 30	Oran Park	NSWRRC for Na/Nb Div II
July 5-6	Barbagello	Shell ATCC for Nb/ Nc	December 7	Eastern Creek	ARDC V8 series for Nb/Nc
July 5-6	Lakeside	Historic for all categories			

* Calendar is provisional and subject to change

Gone to Nc and V8 but still Ford

Andrew Smyrnis's new 1968 Ford Mustang coupe made its debut at the Amaroo Park Historic in January. Due to the wet track conditions of the meeting, Andrew used the qualifying session and three races as a steady shakedown run for the new project car and felt his way into the big power jump to the V8 from his previous race car.

An original GT, the auto transmissioned car was used on the drag strip in the USA before being imported to Australia several years ago. Here too it burned down the quarter mile strip on many occasions before coming into its present owner's hands.

Over a ten-month period the Ford was transformed into a Nc racer. Initially Tony Gonn at Pro-Duct worked on it before Anthony Gouskos of AGS at Waterloo finished it off.


Under the bonnet is housed a 302 bent eight matched to a Top Loader gearbox and nine-inch diff. The white, red and blue paintwork was the work of Sarris Smash Repairs while much guidance came from Ross Donnelley with Bruce Whitford and Paul Hasenkam producing the hands-on assistance.

The Mustang replaces his ex-Cleaver Lotus Cortina which is on the market. He was the steady improver of Nb, particularly in the last year, as he had done in Class C in Porsche Cup before that. Slowly but surely the new racing project will see the same gains.




AROUND THE TRAPS


WA venture

The big Appendix J show planned for the Shell Australian Touring Car Championship round at Barbagello Raceway is progressing well. Laurie Donaher who is tying up the NSW end of the entry, reports that eight are virtually committed for the Nullabor crossing for the July 6 meeting. "It will assure us of assistance with the likes of petrol cards and entry," he said at the Amaroo Histioc. On the list so far are Mark Ducquet (Galaxie), Graham Hill (Pacer) Allan Wick (Cortina), Robert Tebb (Torana), Greg Toepfer (Holden) and Laurie (Mustang) with questions over Rob Tweedie (Sprint), Michael Donaher (Torana) and Ross Donnelley (Mustang). The West Australia Appendix J Group (WAAJG) is gearing up for a showing as it will likely be the first time Group Nc will race in the State. With visitors from four States, a light-hearted publication called the "Appendix J Tribune" has got in on the act, proclaiming it will be that big, they won't care if the five-litre brigade come or not. 


Clash worry

The late scheduling of the WA SATCC by CAMS is causing much concern in Queensland. The big Lakeside Historic is slated on the July 6 date as well and State President Mike Jonathon was quick to say that the meeting relies heavily on an interstate contingent without which, would result in a disaster. It has been an unfortunate circumstance that has brought around this situation where Appendix J is a major support on the WA program, one that would be resolved with other non-committed members taking up the open invitation and heading north for a warm refresher in the midst of Winter. 

... and another

With one group destined to WA and hopefully another to Queensland to support their major Appendix J meeting of the year, the exodus of cars for the first weekend in July may effect Wakefield Park with its Tin Tops program, also on the same weekend. However with it catering for the Group Na category and there should be a sufficient roll-up. Overall there is no shortage of cars, going by the Numbers Allocation on page 20. 

Truck on

A three-round series supporting the NSW truck races is on again. The Committee Competition man Lionel Walker informed the December General Meeting that Oran Park Motorsport had invited the Association to participate. OPM has stated it will endeavour to source a sponsorship deal for the series and should the specified entry numbers (between 25 and 30) be reached then a one-off entry reimbursement would be return to the Association. The likely dates at the time of the announcement are April 20, June 15 and October 19 with television coverage on SBS's Speedweek and Foxtel and the circuit management will provide trophies for a podium presentation at all three rounds. 

Owing to travel commitments I missed the December Club Night and the following week's Committee Meeting. By way of atonement I thought you might like to hear about my travels, and travails!

Week 1 was spent in the USA on business. I arrived at Los Angeles to find that Hertz had my car waiting - shock, horror - a Mercury Cougar instead of the usual Ford Thunderbird.

The Cougar was pretty sluggish (and had the worst petrol consumption I've ever encountered) so I suffered the indignity of being overtaken more times than is usual on my drive down the 405 to Costa Mesa.

Then I arrived at the Red Lion (this chain is great - they have tea/coffee making facilities in each room, so you don't have to rely on room service) to be confronted by a full car park, caused by a local live music festival (it was so loud I had to shout when checking-in).

The usual round of meetings and a factory visit consumed most of Monday to Thursday - but I did manage to find time to do some Christmas shopping (US prices are pretty good and the choice is huge).

Thursday evening I flew from John Wayne International Airport (no, I'm not kidding) in Orange County up to San Francisco to stay in the Sofitel in Redwood City.

Sofitel is a seriously French operation and is the only hotel chain that I've found that gives you a stick of French baguette bread as you check out!

Friday evening I returned to San Francisco to catch a British Airways direct flight to London Heathrow. At check in I was greeted by "Good evening Sir, the flight is very full and we're trying to offload passengers onto alternative flights".

Full of the joys of life I waited for the offer - "We'll fly you First Class to New York and then Concorde to London". What could I say, except "When will I get into Heathrow?".

As the answer revealed that I'd be six hours later than my original scheduled time, I took the obvious course of action and then watched the clerk's expression of incredulity as I rejected the offer.

Fellow seasoned travellers will recognise the logic of avoiding an extra take-off and landing, plus a longer wait in SFO, plus another wait in New York, etc.

The BA flight left on time and BA's Club World Business Class is now brilliant - the last time I flew BA eight years ago they were much worse than Qantas, but now they are superior (and the seats were so comfortable that I actually managed to get some sleep).

We arrived at Heathrow, twenty minutes early, to be greeted by grey skies and light showers (just like last time I was back in the UK). Hertz had my car waiting on the stand - a Mercedes 180.

I threw my luggage into the boot and climbed into the driver's seat, at which point my nostrils were assaulted by a smell remarkably similar to a Maltese brothel (this story available for a later issue if GarryO gets sufficient requests).

TRAVELLER'S TALES

Yep, you guessed right, the previous renter had smoked itself to death in the Merc and the cloth upholstery was impregnated with the stench.

A check with the Hertz office revealed no air freshener and no idea how long it would take to provide an alternative car. Keen to be on my way, I decided to brave the atmosphere in the Merc and headed off to do battle with the M25 on the way to my brother's in Cranleigh, Surrey.

The 180 turned out to be a total slug (this is obviously the car that you buy if you are on a limited budget, but desperate to have the three-pointed star on your car), which was ideal as it helped me to avoid waking up the speed cameras.

The UK is now rotten with (fixed) speed cameras, not just on the motorways but also on other major, and minor, roads. There are warning signs, but the biggest warning is the speed scale marking lines on the road surface (great reaction tester!).

Apparently, if you are a gambler, not all static camera points are loaded all the time, but the flash still works regardless - I leave it up to you to have the excitement on your next UK visit.

Anyway, I trundled majestically around the highways and byways and got to Cranleigh without incident, apart from my throat becoming increasingly sore and my eyes stinging.

The purpose of my trip to the UK was to visit my mother in Kings College Hospital in London, where she had had a brain operation to address her Parkinson's Disease (not successful, unfortunately). Each day I drove in and out of London - an absolute nightmare - to the hospital in Denmark Hill, South London.

I'm an East Londoner by birth and learnt to drive in London, but the traffic now is appalling - the journey took at least 1.5 hours in each direction, plus 20 minutes to find a parking space - I'll never complain about Sydney traffic again (except, maybe, during the Olympics).

Also, the air quality is diabolical due to the traffic fumes - I developed a major sinus attack, which left me with heavy catarrh and a raging sore throat.

The weather for the week was dreadful - grey skies, plus restricted visibility due to a combination of light mist and pollution haze. It was only on the last Saturday that I saw blue sky - and then only because we had four degrees of frost, which made driving interesting down the back lanes.

If this sounds like a whingeing Pom, it is - but I'm whingeing about PommyLand. The only light relief was a quick trip up to the West Midlands to see Judy's relatives. This gave me a chance to get a pint of my all-time favourite beer - Banks's Bitter (still magic and sorely missed).

On the way back down the M40 from Birmingham I turned off at Gaydon to visit the Heritage Motor Centre. This is the old British Leyland historic collection in its latest guise - it was brilliant.

There are masses of cars on static display, with

examples of all the old BLMH marques (eg - Morris, Austin, Rover, Wolseley, Austin-Healey, Triumph, Riley, Jaguar, Alvis, Land Rover, etc, etc.).

There are production models, prototypes, specials and competition cars, plus components, videos, and, a reading room with access to heaps of interesting records (guess who didn't think to take the chassis numbers of the Oxford and the Isis?).

Unfortunately, I only had an hour to spare, but next time I'll assign a day to the collection. If you are going to the UK, this museum is as much of a "must see" as the Wheatcroft Collection at Donington Park (just off the M1 near East Midlands Airport).

On the road there were plenty of older cars - including MG Midget/B/BGT, Wolseley 1500, Riley 1.5, Morris Minor (by the million it seemed), Austin A30/A40/A55/A95, Rover 75/90/100, Ford Anglia/Prefect/Zephyr, Sunbeam Alpine, Hillman Avenger/Imp, Jaguar MkI/MkII/XK120/XK140/E-Type, and even a rather tatty Jowett Javelin (Bob, just what you need for Na).

With all these examples, and more, you could have had a great grid of Group N and Group S cars. Of the more modern cars it was interesting to see a variety of production cars that we don't get over here - for example, the complete Rover range.

Amongst the new cars it was interesting to see masses of MGFs, plus a good sprinkling of Aston Martin DB7s and Lotus Elises.

The return on Saturday night was BA to Hong Kong, then Qantas to Sydney, arriving Monday morning. The flights were pretty uncomfortable, due to my sinus problem - highlight was a massive nosebleed whilst showering in the Qantas Club in Hong Kong, thus creating my own version of Psycho.

So, any advice for anybody contemplating a trip to the UK? Yes; get a decent rental car (you can rent classics, if so inclined), try Banks's Bitter, visit the Wheatcroft Collection / Heritage Motor Centre / Black Country Museum, don't spend too much time driving around London, and, go in Summer (if you can guess which day it will be on).

- Andrew Pursey

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ELIGIBILITY

The first thing that should be said in this month's report is that not all the cars featured in the January Action Line or Auto Action have, or have applied for, log books. I hope that statement stops the phone ringing.

Whilst on the subject of log books, temporary permits can be arranged when necessary. But applying for a permit the weekend before a race meeting when the car might be ready in a couple of days makes it a bit difficult. I am eager to help, but a temporary permit to race takes at least two weeks, so allow enough time please.

Now having said that, and putting out a couple of bush fires, down to business. News has come to light this week that there will be a Group N-only Eligibility meeting in Sydney on February 15. With the late announcement of this I am hoping all will be able to make it as there is much to be sorted out.

The Committee will put up a few items for the agenda so if you have any gripes please come along to the February General meeting so we can discuss them.

There has been some thought around for some time of introducing minimum weights for the group based on Registered weights, not so called homologated weights.

Just stop and think what you remove and then what gets added when you build a car! I would not be surprised to see this item on the agenda for February.

The following are items that CAMS scrutineers and

Club eligibility will be keeping an eye on in the near future:

- Group Nb Rule 6 Advertising.
- Just where and how big are you allowed to have your name etc.
- Group Nc Rule 6 Suspension, the whole paragraph applies.
- Rule 12 Advertising.
- Same as for Nb. Where you put your name, how big etc.
- Group Na Rule 5 The name thing again.
- Where you put it, how big?

In closing it is worth mentioning, particularly for Na competitors, Peter Sugden and I have taken over the eligibility of the group from Tony Caldersmith so if you have any queries please contact one of us.

Till next month,



- Lloyd Cleaver

Meeting schedule

Plans are well under way to hold a meeting of the long-dormant HTCAA in Sydney on February 16. The meeting is planned to take advantage of the fact that the Group N Eligibility Officers are in Sydney for their national meeting the day before. It is hoped that the various State representatives will be able to attend and resolve some of the issues facing the category with a National unity.



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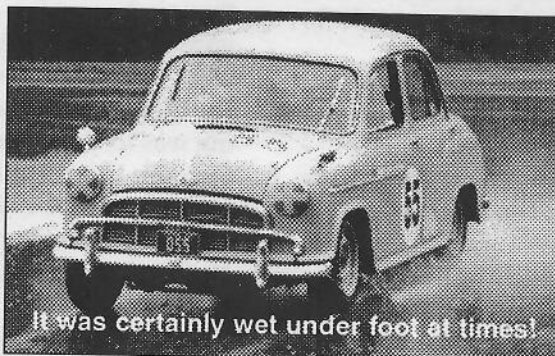
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GROUP Na NEWS

The 1997 season opened with the HSRCA all-Historic meeting at Amaroo Park on Sat/Sun 25/26 January - race reports elsewhere in this issue. Group Na was represented by Aaron Gabriel, Terry Thompson, Don Titcume, Paul Rodenhuis, Michael St John Cox, plus myself, and, Arthur Huxley, making his return after a layoff.



It was certainly wet under foot at times!

For your information Bill Dixon ran a Wolseley 1500 in Regularity, whilst Bruce Smith ran an MG Magnette and Dean Wesley ran the Ray Bailey FJ Holden.

Indications are that we should expect to see all of these cars racing in Na by mid-year. Just a reminder that you can run Na cars in Regularity at HSRCA

Qualifying on Saturday morning was on a dry track and was a good clean session. The best Na was "MinorMo DynaMo" with a sparkling 1:08.93. The rest of Na qualified as follows:

"Captain Ahab" 1:10.63, "Axeman" 1:13.44, "Reg 3" 1:13.54, "Hux" 1:14.21, "Ticko" 1:16.46, "Dak Dak" 1:17.50

Not a bad range of times, and, as new cars arrive, if they keep within this spread we should expect to see some interesting close racing.

The Saturday afternoon race took place on a damp track, resulting in a number of competitors joining the "Pirouette Club".

The Na portion of the event was won by Michael St John Cox (interesting to note that on a wet track he can't get those tyres smoking), followed by Aaron Gabriel, then your scribe. The only Na non-finisher was Paul, who spun out at Stop/Go when I was chasing close behind him (no, I didn't take him out) and was unable to relight the fire.

Hux was a non-starter due to a loss of brakes; fortunately rectified in time for Sunday morning. Don and Terry both had spins, but recovered to clock an identical best time - these two are certainly becoming a well-known double act.

The Sunday morning feature race was very wet (which I, as a Pom, thought was wonderful). Unfortunately, Michael went straight on at Honda into the bank, but with only slight damage (he was able to drive the car home).

Aaron fought the conditions to take Na honours, followed by Paul, with your scribe third (my excuse is that the car decided not to run cleanly above 4,000 so I spent too much time in fourth instead of hammering third). Talking of problems, Hux had further battles with his brakes thereby inducing a few grey hairs.

One point of note was that Paul won a Clerk of Course Award (one bottle of champagne) for his driving (see, Group N is coming back into favour).

The Sunday afternoon race saw the Na ranks reduced - Michael and Hux decide not to front and instead went off to start the rectification work. I got onto the Dummy Grid and advanced to Pit Lane, only to have a heater hose (talk about an original spec car!) burst and wash the area.

In the race Aaron had his clutch collapse, whilst Terry had the throttle jam open, thus sidelining them both. However, both Paul and Don ran to the finish, thus upholding the honour of Na.

race meetings - a great way to shake down both car and driver (ask Dean at the next Club Night).

Talking of HSRCA - on Sunday 23 March the HSRCA will run a pre'60 race meeting at Wakefield Park. This means that all Na cars are eligible, plus any pre'60 Nb cars, and, if everybody enters we could have a grid of up to 15 cars.

This could be a super, fun, one-day meeting - make sure you enter. Also, it has been suggested that we could have a combined race with the Sa sports cars - "I'd like to see that" or more particularly I'd like to be in that - could be a lot of fun!

That just about wraps things up for this issue, other than to remind you that Dorian timers are here to stay for Open Meetings. Talking of Open Meetings - hope to see you at the NSWRRRC race meeting at Oran Park on 2-March....



- Axeman

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GROUP Nb NEWS

Welcome back everyone to another year of great racing. I hope you all had an enjoyable break and are ready to enthusiastically support Appendix J in 1997.

Despite adverse weather conditions, the Amaroo Park Historic provided a great venue for the start of the 1997 season. Rod Brincat certainly lived up to his award from last year as the most improved driver, winning both the Sunday Division II events in his Ford Cortina GT.

In the Saturday's slippery going, Schofield's Zephyr MkIII put in a superior performance and Stuart won ahead of young Matthew O'Brien driving well in his first race at Amaroo in a Cooper S. Unfortunately not a great start to my 1997 campaign, after managing to put my Cortina on pole position for the Division II races, it was all down hill from there.


Wet weather driving is certainly not my forte, however, I was able to provide some extra entertainment, spinning out on the last lap of the trophy race.

In the Division I race, Graham Russell's Cooper S (one of only 4 Div I cars), looked overawed on the front row surrounded by all those burley Nc XU-1 Toranas. However Graham was able to hold his own, winning

the Saturday race with damp footing underneath. Even though the weather was not on our side, Group Nb certainly had a successful weekend and we now look forward to the next event at Eastern Creek.

One topic of discussion at the last Committee meeting was to find a better way of distinguishing Nb Division I and II and then formulate a pointscore. The motion put forward is that to qualify for Division II you can run any road tyre on the CAM's tyre list, except Hoosiers. If you choose to run Hoosiers you will be in Division I.

Currently the Divisions are separated by race times only. One problem that I see with this new suggestion of tyres being the deciding factor, is that any current Division I car that elects to run radials will just walk away with the Championship, therefore not offering the encouragement to the current Division II drivers.

For instance, Gary Smart would find it very difficult to repeat his 1996 Division II win. There are many arguments for and against, and further discussion of this topic is planned for the first General Meeting of the year on Tuesday. So I hope to see you all there. 

- Phil Powell

ON THE NET

A few interesting items including discussion of eligibility and medical matters. The medical item started out by talking about back pain, but then switched to people commenting on racing whilst suffering back pain. The general comments about back pain were topped off by the character who said that the easiest way to cure back pain was to take your wallet out of the back pocket in your trousers. His theory was that this impacted the sciatic nerve, particularly when sitting down on your wallet. Solution, get a handbag!

The general consensus about back pain when racing was that a bit of extra lumbar support made a vast improvement to a racing seat. In addition, somebody pointed out that if you had the shoulder straps too tight, and, they were forcing you down into the seat you were at serious risk of suffering spine compression in the event of a rollover.

However, the counter was that the straps had to be tight enough to minimise forward movement in the event of a high-speed crash. I guess you adjust the straps to give yourself what you regard as the optimum protection in all directions.

Talking of medicals, I had my company medical which revealed that my hearing had worsened noticeably in the higher frequency range. I was sent to a specialist audiometry unit, complete with soundproof booth, where more advanced testing was done.

The result was that my hearing was declining in the upper frequencies, but it was attributable to a number of causes rather than one specific. The audiometrist

said that hearing loss is now identified as being cumulative, rather than being associated with any individual lengthy period of loud exposure.

In my case the causes were identified as advancing years (no comment), firing rifles and machine guns in my youth, factory machine noise over 30 years of being in manufacturing industries, plus some loud racing car noise (Morris Oxfords not included here).

The recommendation was to use ear plugs on all factory visits (even in areas not covered by hearing protection warnings), plus use ear plugs when in a confined space with loud hard-revving engines (sound like Eastern Creek garages?). I offer this for what its worth in the hope that it may help you to avoid some hearing loss.

Back to the Net and specifically the vintage-race list and a thread covering eligibility. There were objections to somebody wanting to run a 3-year old Caterham Seven at a Historic meeting - the view was that it might look old, but it wasn't physically old and therefore it should run in a modern Clubman class (I am sure that John Sexton, who runs the Historic Clubmans Register would agree with that).

Then the thread moved onto people being allowed to run 5-year old Nascar cars at Historic meetings. This was seen as being the promoters trying to pander to the sponsorship dollar and was generally decried.

The outcome of the eligibility thread was that people thought it was essential to have a rolling date cut-off (say 20 years, but modified in say 5 year bands), flexed

GROUP Nc NEWS

Well the first race meeting of the season has been run and won and once again it was a meeting which attracted a big field of Nc cars, including two new arrivals. The '67 Mustang of Andrew Smyrnis debuted along with XU-1 of Grant Elliott, who, by the way, posted two first up wins and a third place in his first race meeting with some fantastic wet weather driving.

Congratulations, Grant.

Also having a run this weekend was Warren Bossie in another Torana. I am not sure if he has campaigned the car on a road circuit before, but it certainly looked the part. I believe that "cooling system woe's" may have slowed his progress this outing, but there is always a next time.

The two Victorian visitors, Ian Jones and Ray Challis, had mixed fortunes, with Ian having an oil pump seizure on the Friday and then finding water in the engine on Sunday morning.

Adding to that a speeding ticket on the trip up and less than perfect weather, it is no wonder Ian is thinking that the border was not the only thing he crossed on his way up (a black cat maybe?).

On the other hand, Ray Challis had no major

mechanical problems and didn't get a speeding ticket and finished all the races with some good results.

Anyway, congratulations to both the Victorians for making the effort and let us hope the next time you visit we can put on some better weather.

Speaking of things Victorian, a couple of things worth mentioning; seems there has been another big time defection from the Nb ranks into Nc and that is the Mustang of John Mann who has converted his car, and I would imagine to a similar spec to that of Ross Donnelly here in NSW. It will be interesting to see that car's performance at Sandown in April.

This brings me to the another item from south of the border. Sandown, I have been told, is definitely on for Group N in late April. I will try to confirm that and get some indication as to who might be interested in attending, at the next General Meeting.

Lastly, I know that early on in my position as Nc delegate, I talked on that if we are not careful and the proper channels are not open to source log books and information on building new cars (ie NSW cars, NSW log books, etc), then the problem is going to once more arise where the eligibility of a particular car will constantly be brought into question in this State.

Anyway, thats all from me now so, see you at the next meeting.



- Mick

by technology changes, so that groups of similar performance cars tended to all become Historic at the same time. This is interesting to us in tin tops given the subject raised by Graham Howard in the December *Action-Line*. We might not want to see a 5-year old Group A Commodore running at a Historic meeting right now, but, in 20 years time it might be very appropriate.

However, this is only possible if we accept the concept of evolutionary history instead of static (living in a fixed time band) history for our sport. Needless to say, the list ran pretty hot on this last element with strong views on both sides.

Finally, just so we don't ignore the technowonks, it is becoming apparent that the Net is slowing down again. This is particularly noticeable during Australian peak activity time, and, when accessing Web Servers in the US.

If you are going to start using the Net, be prepared for some delays, especially until there is more communications bandwidth provided - at which time it will speed up again until the loads get heavy again (at the current rate of Net take-up this could be within a matter of only months). Don't despair, there is plenty of good stuff out there waiting for you to "dial-in", and, it is often worth the wait.

Should you feel the urge to dance the light fantastic across the keyboard and send me email, the address is below....

Andrew Pursey
MorrisOxford@s054.aone.net.au



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AROUND THE TRAPS - feature preview

Sydney Classic Rally - May 17-24

Over 60 Appendix J-type touring cars, covering 38 makes and models, have entered for the RACA Sydney Classic Rally.

To be run in May, under the highly respected banner of the Royal Automobile Club of Australia, the Rally will cover 2000 km in the area between Sydney and the Blue Mountains, Canberra to the south and the Hunter Valley to the north.

Veteran, vintage and post-War Classic cars built before 1977 will compete in two divisions, called the "The Challenge" and "The Classic".

Organisers have received nearly 170 entries from owners in every State and the ACT.

One of the entrants is touring car legend of the '60s and '70s, Norm Beechey, who has entered his 1962 Chev Impala 409, and Sydney ace Bill Brown will run a 1973 Mercedes Benz 600.

Other pre-1965 entries in the competitive "Classic" division include 3.4 and 3.8 Jaguars, two Lotus Cortinas, a Cortina GT, Ford Anglia and Zephyr, Iso Rivolta, Chev Bel Air, Austin Cooper S, Austin Lancer and several 122S Volvos.

The Post-64 entry is even stronger, with Shelby Mustang, Lotus Cortina, Holden Monaro, Falcon GT, Escort Mexico and twin-cam, Alfa, BMW, Jaguar and De Tomaso.



The "Classic" field will cover a 1500 km sealed road course over five days from Sydney to Canberra, up to the Hunter Valley and back to Sydney, with overnight stops in Canberra, Bowral, Pokolbin and Katoomba/Leura.

Competitive stages will be on closed road sections ranging from 2 km to 55 km, together with four racing circuits and four hillclimbs.

Although not seen in a usual Appendix J roll-up, three outstanding pre-War performance models are also in the line-up, namely a 1924 Bentley 3-litre Le Mans, a 1935 Lagonda Rapide and a 1924 Vauxhall 23/60.

Of the 15 manufacturers nominated, Ford is the most prolific touring car entry to date with Alfa, BMW and Volvo also popular.

Motoring elegance is well represented with another three Bentleys (including a 1965 S3), a 1957 Daimler Century, two 450S

Mercedes and a 1973 Rolls Royce Shadow.

The Rally's Executive Director, Max Stahl, creator of the spectacular Targa Tasmania in 1992, says the RACA Sydney Classic Rally is designed to give classic car drivers "a good time, not a hard time".

"We want entrants to enjoy driving their valuable machines close to their performance capabilities without being under pressure to achieve impossible times," he said.



Australia's three times World Champion, Sir Jack Brabham, has lent his highly respected name as Rally Patron. He says Australian car collectors own some of the finest classic and thoroughbred cars in the world and the prospect of seeing them in action so close to Sydney was very exciting. "It's quite a surprise to find that such a challenging rally course can be put together in the area and I'll be very proud to invite overseas enthusiasts to take part in what I believe will be a wonderful event," he added.

At around 170, the entry is a huge one. "While we knew we were on a winner, the entry line-up has certainly exceeded our expectations," enthused Max Stahl. Appendix J club members entered include Andrew Symrnis, Bob Priddle and Rob Tweedie, while former Australian Touring Car Champion Norm Beechey is another competitor with a strong Group N association.

Tourism NSW and its Regional Offices fully support

the concept of the Sydney Classic Rally, and are most interested in realising its tourism potential and having it develop into a major annual road event for NSW.

For the enthusiasts the Sydney Classic Rally offers:-

- Colourful presentation and parades.
- Competitive driving on challenging roads with the pressure of "racing against the clock".
- An opportunity to demonstrate and enjoy the full potential of one's car in controlled conditions on the open road.
- Timed special stages on hillclimbs and leading racing circuits.

Lunches and dinners of impeccable quality will be provided throughout both divisions of the event, culminating in a Presentation Banquet at a cost of and \$100 (Challenge) \$280 (Classic) per person. Entrants will be invited to select their accommodation from a range to suit taste and budget.

AROUND THE TRAPS - feature preview

SYDNEY CLASSIC RALLY "THE CHALLENGE"

DAY 1 - Sydney to
Maitland via Wyong and
Wollombi. 250 km

10 Rally
stages:
Total
485 km.



DAY 2 - Maitland to
Sydney via Newcastle
Gosford. 235 km

SYDNEY CLASSIC RALLY "THE CLASSIC"

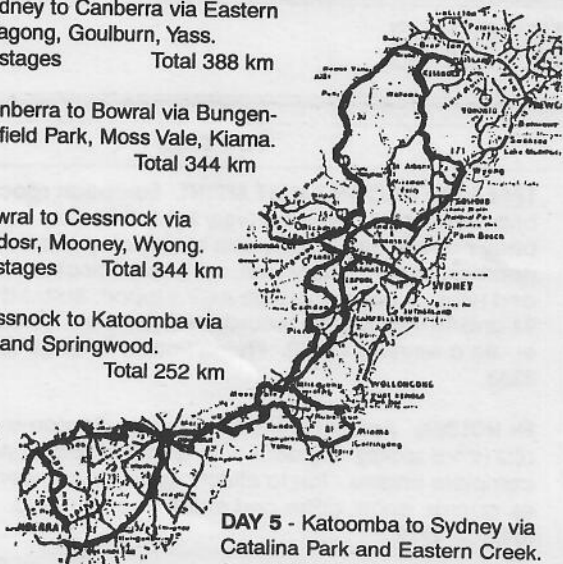
DAY 1 - Sydney to Canberra via Eastern
Creek, Mittagong, Goulburn, Yass.
8 "Classic" stages Total 388 km

DAY 2 - Canberra to Bowral via Bungen-
dore, Wakefield Park, Moss Vale, Kiama.
7 stages Total 344 km

DAY 3 - Bowral to Cessnock via
Picton, Windosr, Mooney, Wyong.
9 "Classic" stages Total 344 km

DAY 4 - Cessnock to Katoomba via
Amaroo Pk and Springwood.
3 stages Total 252 km

29 Classic
stages:
Total
1583 km



DAY 5 - Katoomba to Sydney via
Catalina Park and Eastern Creek.
3 stages Total 166 km

THE RACA CHALLENGE

Navigation in ten special Rally Stages will rank equally with driving skill in determining winners of the many categories and classes catering for over half a century of automotive excellence. From the RACA in Macquarie St, Sydney on the morning of Saturday May 17, the field will cover some 250 km of stages to the Hunter Valley. After a wonderful social evening and stopover at an exclusive resort, the field will return for a colourful Sydney finish and a Prizegiving Banquet on Sunday evening. Total distance 485 km and car entry is \$400.

THE RACA CLASSIC

A five day mobile spectacle for the more competitive driver. A special timing and scoring system unique to Historic Rallies will provide close competition through the classes while reducing pressure on drivers and their valuable machinery. Starting on Tuesday May 20, the field will leave a colourful and crowded surrounds of the RACA and travel to Canberra on a variety of exhilarating all-bitumen rally and transport stages totalling 390 km. Over the ensuing four days a similar format will take the participants via 29 special stages and overnight stops to finish in Sydney on Saturday. In all, 1585 km will be covered, taking in places such as Bowral, the Hunter Valley and the Blue Mountains. The event culminates in a prizegiving banquet and \$1200 covers car entry.

Entrants may contest either, or both divisions for a fee of \$1500 and entries close on March 1. For further information contact David Marshall-Martin on (02) 9567 3986.



Attention all entrants and officials

On behalf of the Royal Automobile Club of Australia and the Organising Committee, I am delighted to announce the appointment of David Marshall-Martin as Event Director of the RACA Sydney Classic Rally, effective immediately.

A member of the Rolls-Royce Owners' Club for fifteen years, David has served as Club Shop Manager and Treasurer, and is presently Registrar and Membership Secretary.

In April last year he co-organiser of the Club's 28th Federal Rally, held at Wollongong. It was a huge success, attended by 350 members from Australia and overseas, with 145 Rolls-Royce and Bentley models present.

Since 1992, David has been Secretary of the Council of Veteran, Vintage and Thoroughbred Motor Clubs

(CVVTMC) in which position he has helped raise both the profile of the Council and the number of its member Clubs, which now stand at 90.

In fact, supported by the widely known and accomplished President, Terry Thompson, David will have the strength of the CVVTMC behind the organisation of the RACA Sydney Classic Rally, helping to ensure the success of this prestigious event.



Yours Faithfully
Australian Classic Motor Events
C. Max Stahl
Executive Director
January 21, 1997

RECENT RACING DETAILS

AMAROO HISTORIC - January 25/26

Na and Nb Division II

Qualifying - dry track: Phil Powell (Ford Cortina GT) 63.27, Dominic Truelove (Cortina) 65.25, Garry Smart (Cortina) 65.42, Rod Brincat (Cortina) 65.42, Matthew O'Brien (Morris Cooper S) 65.74, Stuart Schofield (Ford Zephyr MkIII) 67.56, Bob Harris (Holden 48/215) 67.78, Aaron Gabriel (Morris Minor) 68.93, Mike McGee (Cooper S) 69.26, Grahame Hill (Austin A35) 69.97, Michael St John Cox (Jaguar MkVIII) 70.63, Andrew Pursey (Morris Oxford) 73.44, Paul Rodenhuis (Ford Zephyr MkII) 73.54, Vincent Bates (Cortina) 73.55, Arthur Huxley (Morris Major) 74.21, Don Titcume (Morris Major) 76.46, Terry Thompson (VW 1200) 77.50.

Race One - wet track: Schofield (9:05.96) 1, O'Brien (9:08.71) 2, Brincat (9:09.47) 3, Powell (9:10.41) 4, Smart (9:35.73) 5, McGee (9:46.55) 6, St John Cox (9:49.24) 7, Harris (9:51.93) 8, Hill (9:52.65) 9, Gabriel (9:59.40) 10, Pursey 11, Thompson (6 laps) 12, Bates 13, Titcume 14, Rodenhuis (4 laps) DNF. Fastest lap: Schofield (75.41).

Race Two - Feature (8 laps) wet track: Brincat (11:02.19) 1, Schofield (11:05.26) 2, McGee (11:10.37) 3, Truelove (11:11.30) 4, O'Brien (11:11.47) 5, Harris (11:22.12) 6, Hill (11:25.80) 7, Gabriel (11:40.96) 8, Rodenhuis (11:49.20) 9, Pursey (11:50.90) 10, Smart 11, Bates 12, Thompson 13, Titcume 14, Huxley 15, Powell 16, St John Cox (6 laps) DNF. Fastest lap: Brincat (79.97).

Race Three - Handicap applied post race (5 laps) dry track: Brincat (6:35.16) 1, Rodenhuis (6:35.36) 2, McGee (6:36.55) 3, Powell (6:40.84) 4, O'Brien (6:41.68) 5, Harris (6:44.31) 6, Truelove (6:45.73) 7, Titcume (6:52.12) 8, Hill (6:52.57) 9, Smart (6:54.12) 10, Bates 11, Schofield (4 laps) DNF. Fastest lap: Powell (63.93).

Nb Division I and Nc

Qualifying - track damp: Michael Donaher (Holden Torana XU-1) 58.99, Graham Russell (Austin Cooper S) 59.60, Grant Elliot (XU-1) 59.76, Nick Glover (XU-1) 60.36, Ian Jones (XU-1) 61.14, Rod Stait (Ford Falcon XY) 61.85, Ray Challis (XU-1) 62.84, Dave Beveridge (Morris Cooper S) 63.11, Kevin Charlton (XU-1) 63.39, Denis Sargent (XU-1) 65.03, Ian Pringle (Cooper S) 65.47, John Lyle (Lotus Cortina) 65.96, Simon De Low (Ford Escort T/C) 66.57, Ken Ballantyne (Holden EH) 66.62, Warren Bossie (XU-1) 66.85, Anton Mechtler (Cortina) 67.23, Bob Hayden (Holden EH) 67.34, Bill Callan (Vauxhall Velox) 67.83, Max Ullrich (Ford Fairlane 500) 67.83, Andrew Smyrnis (Ford Mustang) 72.39.

Race One (7 laps) damp track: Russell (7:57.25) 1, Donaher (7:59.06) 2, Elliott (7:59.45) 3, Challis (8:11.75) 4, Charlton (8:23.28) 5, Ballantyne (8:31.36) 6, Glover (8:33.00) 7, Beveridge (8:35.31) 8, Jones (8:37.95) 9, Sargent (8:39.27) 10, Hayden 11, Bossie 12, Lyle 13, Mechtler 14, Ullrich 15, Pringle 16, Smyrnis 17. Fastest lap: Elliot (64.65).

Race Two - Feature (8 laps) wet track: Elliot (9:27.32) 1, Donaher (9:36.66) 2, Glover (9:38.91) 3, Charlton (9:43.75) 4, Ballantyne (9:44.13) 5, Challis (9:44.51) 6, Beveridge (10:02.48) 7, Sargent (10:02.75) 8, Bossie (10:08.46) 9, Lyle (10:15.05) 10, Hayden 11, Pringle 12, Callan (7 laps) 13, Smyrnis 14, Mechtler (6 laps) DNF, Russell (2 laps) DNF, Ullrich (1 lap) DNF. Fastest lap: Elliot (68.60).

Race Three - Handicap applied post race (5 laps) dry track: Smyrnis (5:51.14) 1, Challis (6:07.45) 2, Ullrich (6:07.77) 3, Mechtler (6:08.79) 4, Sargent (6:09.13) 5, Glover (6:09.67) 6, Elliott (6:09.76) 7, Hayden (6:10.54) 8, Russell (6:12.02) 9, Beveridge (6:13.28) 10, Pringle 11, Lyle 12, Charlton 13, Callan 14, Bossie 15, Donaher 16, Ballantyne (1 lap) DNF. Fastest lap: Donaher (58.94).

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 - \$8,900 ono. Ph Craig (02) 9894 2609 (H). New house and baby faced sale.

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.

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.

Nb MINI COOPER S. 1275 motor, roller rockers, nitrided 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.

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

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.

FOR SALE

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. 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.

VALIANT S. Australia's fastest Nb six cylinder car is offered with a selection of spares. Features slant six, triple webbers and pushbutton auto with numerous spares as required. Price is negotiable at \$18,000 and will also sell less engine if preferred. Ph Cameron on (02) 9905 0105 BH.

HOLDEN MONARO. Potential Falcon and Mustang beater. HQ two-door has 350 Chev four-bolt block, Bowtie heads, Victor Junior manifold, Pacemaker extractors, five-core radiator and VDO guages. Is currently registered and asking \$7,000. Ph Cameron on (02) 9905 0105.

EH HOLDEN. Well known yellow and black 149, constant under 2600 cc class winner. Is in first class condition with spares including Holinger gearbox, Hustler mags, front and rear springs, and some panels. \$10,000 ono. Ph John Ward (042) 27 2871 or mobile 0416 272871.

PARTS. Four 14 x 6" Pro spring mags for \$400 the set. Four 14 x 6" Minilite mags to suit Ford Mustang etc at \$500 the set. Eight 14 x 6" Pro sprint mags to suit Holden, Chev, etc at \$400 a set. Ford V8 engine, 289, 480 bhp and including Dyno sheets at \$10,000. Quad weber downdraught manifold to suit SB Chev. \$500. Ph Laurie on 9522 6893.

AROUND THE TRAPS - racing



Second last corner and this, the sign says it all!

WEATHER THROWS A CLOUD (and more) ON

AMAROO HISTORIC



Russell's Mini leads a horde of Nc Toranos in Nb/Nc kick-off

AROUND THE TRAPS - racing

Amaroo Historic - January 25-26 - Na and Nb Division II

Slippery Schofield on Saturday

Practice for the Historic-designated Group A was dry but by the time the 17 cars faced the starter it was a very damp track where Powell and Truelove shared the front row.

Powell got the best of the start followed over the hill by O'Brien's Mini and Brincat as Schofield's Zephyr displaced Truelove, the latter's clutch in the throes of destroying itself. Powell was under challenge, with O'Brien taking the lead before the end of the first lap. But he was to lose out to Schofield on lap three from where he stamped his authority on the event.



Phil powers but misses Handicap

The dry weather had hung around long enough for the third race of the weekend to be on a drive track.

Powell made a dream start from pole and a demon opening lap gave him a 1.7 second advantage by the start/finish line.

Truelove had second spot ahead of Brincat with O'Brien's Mini spoiling a four-way formation of Cortinas. After Smart came Schofield, Harris, McGee, Hill, Rodenhuis, Bates and Titcume.

Thompson's VW had expired within sight of the start while Pursey failed to get past the dummy grid following a water leak. Huxley also didn't start due to problems from the earlier event.

Powell continued to draw away, being the quickest on the track on every circuit while Brincat relegated Truelove from second, leaving the latter to handle



flat tyre.

The subsequent allocation of handicap time gave the event to Brincat by two tenths of a second over Rodenhuis with 1.2 secs to McGee. Powell was fourth ahead of O'Brien, Harris, Truelove, Titcume, Hill, Smart and Bates.

A "David and Goliath" battle raged between Hill miniscule A35 and the St John Cox MkVIIM as just ahead McGee decide to get a move on and not become embroiled in the dice.

Another round of the Titcume/Thompson dices was terminated when Don spun the Major entering the straight. Ahead Brincat displaced Powell on the last lap to take third behind Schofield and O'Brien. Smart was fourth with McGee closing and St John Cox took the Na honour while Rodenhuis didn't quite make it to the flag.

- Bob Asher

AROUND THE TRAPS - racing



Deluged feature turn-up

In the wet O'Brien stirred up the Ford contingent by charging from behind and heading them for the first lap at least. He showed the way to the Powell and Brincat Cortinas, Schofield's Zephyr and Truelove.

But glory can be shortlived as the Mini driver found out, for a second lap excursion allowed Powell to grab the lead. O'Brien had dropped to eleventh. Ahead McGee lost a place to Smart briefly, relegated Truelove on the second lap while Harris led Na front runner St John Cox who had taken Hill's Austin A35 on lap two.

Hill was next best ahead of Gabriel, O'Brien, Rodenhuis, Pursey and Bates. Thompson had made a great start, sufficient for him to gain an advantage on Huxley and Titcume in their Morris Majors.

The ensuing laps saw Powell and Brincat maintain-

ing station and wary of the persuing Zephyr. McGee was safe in fourth from Truelove and the resurgence of O'Brien.

Harris maintained his place over Hill and with the Jaguar MkVIIM going out on the last lap, Gabriel picked up the Na honours.

The next man across the line at the end of eight laps, Rodenhuis and his Zephyr, earned the combo second in Na with Pursey third. After Bates, Thompson held his advantage over the others where Titcume relegated Huxley whose engine was past its best.

But the lead situation was to be determined with two corners to go. Seemingly in control even as the rain intensified, Powell hit a large puddle at the stop/go, and almost graciously, slide out of contention allowing Brincat (and many more) to file past. 7



AROUND THE TRAPS - racing

Amaroo Historic - January 25-26 - Nb Division I and Nc



Mini Marvel as Russell fends off Toranas


Sydney's dry spell of late was broken with damp conditions for Group B qualifying with a resultant wall exchange for Rod Stait. Conditions were similar for their first race where the powerful Toranas had difficulty transferring power to the ground. Russell's Mini showed a clean pair of heels to all.

He was followed by Glover's XU-1 and the similar Toranas of Donaher and Elliot who both scrambled past Glover shortly after.

Russell ran away for the first three laps whilst many had trouble in the wet and slippery conditions. Glover, Beveridge and Charleton all having excursions off the

track. On the other hand Ballantyne was impressive in the EH, electing to tackle the more nimble Toranas' professional approach as the dry line began to appear.

Donaher looked as though he would overhaul the Nb Mini but a departing harmonic balancer and resulting engine overheat left him no option but to desperately defend second from an impressive Elliot.

Challis followed ahead of Charleton, Ballantyne, Glover and Beveridge who chose the wrong rubber. Jones was next from Sargent, Hayden, Bossie, Lyle, Mechtler, Ullrich, SA's Pringle and Smyrnis shaking down his new Mustang in the slippery conditions. 

- Bob Asher



AROUND THE TRAPS - racing

Young gun stuns

Grant Elliott in only his second Group N start, excelled in the wet Feature race coming from behind in his Holden Torana XU-1 to down pole sitter Michael Donaher and a worthy field.

There was a heavy and consistent downpour for the Nb Div I/Nc feature where Donaher controlled wheel-spin by starting in second and heading the charge over the hill and out of sight. Russell tucked in behind the leading XU-1 but ran wide at Honda allowing Elliott through.

The wet suited the Minis with Beveridge up to fourth ahead of Glover, Charlton, Sargent, Challis, Ballantyne and Lyle. Pringle was next ahead of Hayden, Bossie, Callan, Ullrich, Mechtler and the Smyrnis Mustang.



Shortly into the second lap Elliott launched a successful bid for the lead, not only passing Donaher but then steadily pulling away. Russell pulled out of the action in the early part of the action, Beveridge lost his place to Glover and Charlton, and Challis passed Sargent. Ullrich was also a retiree having had a brush with the armco.

Elliott ran away to a comfortable win with Donaher and Glover filling the minors and giving Torana a clean sweep. Fourth turned into a great three-way tussle with Ballantyne cheekily getting in between the Toranas of Charlton and Challis.

Beveridge was next while behind Sargent and Bossie, Lyle had the pressure off after Hayden missed at the stop/go corner. It took six laps for Mechtler to find a way past Callan but the Cortina succumbed to problems later leaving the Vauxhall 13th behind Pringle and ahead of Smyrnis.



Debut Mustang is Handicap winner


Andrew Symrnis walked away with the winner's trophy after his "steady-as-she-goes" ploy for the new Ford may have meant last on the track, but it was first when the times were adjusted after the race.

Donaher left off the line ahead of everyone, determined to turn his two seconds into at least one win. However fortune was not with him for the Torana locked in second gear half way up the hill and by the time he frustratingly crashed the box through to third, his major rivals, and the rest of the field for that, had gone.

Russell struck out to lead and Glover looked poised

to break through to second until Elliott put a stop to that. Beveridge was next ahead of Challis once he passed Sargent, leaving the visitor from the ACT to dice with Charlton and Bossie.

While Russell's looked to have a significant lead, the gap dwindle as each lap passed, ultimately the talented youngster from the karting ranks gaining the lead with just over a lap to go. He went onto win but finished seventh.

Glover was next while Beveridge just held Challis as the pair were being quickly hauled in by a fired-up Donaher. On the previous lap he had disposed of the dicing Torana trio where Sargent took the honours. 

1997 RACE NUMBER ALLOCATIONS

No	Name	Car (if applicable)	No	Name	Car (if applicable)	No	Name	Car (if applicable)
1	Reserved		59	Chris Wilson		119	Peter O'Brien	Ford Falcon XY
2	Reserved		60	Cameron Tilley	Valiant S	120	Mick Glover	Holden Torana XU-1
3	Domenic Truelove	Ford Cortina GT	61	Geoff Hodges	Fiat 2300	121	Stewart Schofield	Ford Zephyr MkIII
4	Peter Sugden	Holden EH	62	Tony Dains	Triumph 2000	122	Ian Sawtell	Holden Torana XU-1
5	Barry Ferguson	Ford Cortina GT	63	Dennis O'Brien		123	Les Johnson	
6	Ross Muller	Ford Mustang/ Chev Nova	64	John Tight	Ford Zephyr MkIII	124	Craig Shiel	Holden EH
7	Ryan Strode	Ford Cortina GT	65	George Frougas	Holden EH	125	John Lyle	Ford Cortina GT
8	Kevin Anker	Chev Nova	66	Lloyd Cleaver	Ford Cortina GT	126	Vacant	
9	Steve Travica	Valiant S	67	Steve Butchart	Holden EH	127	Chris Gabriel	Morris Minor
10	Tony Ward	Lotus Cortina	68	Trevor Hutchins	Holden EH	128	Aaron Gabriel	Morris Minor
11	Paul Axiak	Holden Monaro HQ	69	Ross McKenzie		129	Vacant	
12	Wes Anderson	Alfa Romeo Gullia	70	Fred Burley Jnr	Morris Mini Cooper S	130	Dennis Sargent	Holden Torana XU-1
13	Graham Russell	Austin Mini Cooper S	71	Chris Haigh	Jaguar	131	Robert Harris	Holden 48/215
14	Geoff Pallister	Morris Mini Cooper S	72	Alan Barrow	Holden FJ	132	Bill Callan	Vauxhall Velox
15	Lindsay Dive	Morris Mini Cooper S	73	Barry Peters	Jaguar MkII	133	Bruce Allen	Morris Mini Cooper S
16	Val Vujadinovich	Holden EH	74	Vacant		134	Alan Heath	Ford Mustang
17	Laurie Donaher	Ford Mustang	75	Ross Donnelley	Ford Mustang	135	Vacant	
18	Frank Binding	Morris Mini Cooper S	76	David Stone	Ford Cortina GT	136	John Whatmough	Holden Torana XU-1
19	Steve Clifton	Morris Mini Cooper S	77	Jose Fernandez		137-145	Vacant	
20	Mike Dyer	Holden Torana XU-1	78	Graeme Lord	Jaguar MkII	146	Gilbert Smale	Holden Torana XU-1
21	Fred Burley	Morris Mini Cooper S	79	Rob Tweedie	Ford Falcon Rallye Sprint	147	Tina Edwards	
22	John Ward	Holden EH	80	Andrew Smyrnis	Lotus Cortina/ Ford Mustang	148-152	Vacant	
23	Peter Ward	Holden Torana XU-1	81	Lionel Walker	Jaguar	153	Dean Wesley	Holden FJ
24	Tom Amos	Isuzu Bellet GT	82	Cameron Wornor	Ford Falcon	154	Craig Stephenson	Holden FJ
25	Greg Neal		83	Lyn Cowan	Morris Mini Cooper S	155	John Dowsett	
26	Dave Beveridge	Morris Mini Cooper S	84	Max Ulrich	Ford Fairlane	156	Vacant	
27	Daniel Sugden	Holden EH	85	Alan Wick	Ford Cortina GT	157	Rick Kent	Holden FJ
28	Brad Tilley	Valiant R	86	Tim Bradley	Ford Cortina GT	158	Arthur Huxley	Morris Major
29	Garry Smart	Ford Cortina GT	87	Andrew Bergan	Morris Mini Cooper S	159	Stewart Edwards	Austin A30
30	Michael Donaher	Holden Torana XU-1	88	Greg Toepfer	Holden EH	160	Bob Priddle	Ford Zephyr MkIII
31	Glen Smith	Holden EH	89	Steve Williams	Holden EH	161-162	Vacant	
32	Mark Ducquet	Ford Galaxie	90	Ray Bailey	Holden EH	163	John Dunning	Jaguar
33	Bob Pearson	Lotus Cortina/ Ford Escort	91	Peter Molesworth	Triumph 2000TC	164	Ken Oberman	Alfa Romeo
34	Brian Jessop	Holden Torana XU-1	92	Graham Hill	Austin A30/ Valiant Pacer	165	Vacant	
35	Ron Leighton	Alfa Romeo	93	Chris Dubois	Ford Anglia	166	Ray Cleaver	Ford Cortina GT
36	Ron Gouffman		94	Ross Hogarty	Holden Torana XU-1	167	Vacant	
37	Robert Tebb	Holden Torana XU-1	95	Leo Cucinotta	Ford Cortina GT	168	Max Hutchins	Holden EH
38	Michael St John Cox	Jaguar MkVIII	96	Mark Edwards		169	Don Titcume	Morris Major
39	Grant Elliot Barry Brown	Morris Mini Cooper S	97	Mark Oberg		170	Vacant	
41	Rod Stait	Ford Falcon XY	98	Vince Bates	Ford Cortina GT	171	Alan Puckett	Ford Escort T/C
42	Robert Ingram	Lotus Cortina	99	George Bubalo		172-175	Vacant	
43	Colin Higgins	Ford Falcon	100	Max Stahl	Holden FJ	176	Noel Roberts	Holden Torana XU-1
44	Paul Corner	Ford Cortina GT	101	Trevor Kelly		177-178	Vacant	
45	Bob Asher	Morris Mini Cooper S	102	Andrew Bergan	Morris Mini Cooper S	179	Norm Oakey	
46	Angelo Giannoulis	Fiat 1500	103	Steve Mason	Holden Torana XU-1	180-183	Vacant	
47	Duane Corner	Holden Torana XU-1	104	Robert Hayden	Holden EH	184	Robert East	
48	Frank Dartell	Morris Mini Cooper S	105	Doug Westwood	Ford Cortina GT	185-189	Vacant	
49	Ken Brigden	Peugeot 403	106	Mike Meaney		190	Graeme Hart	Holden EH
50	Rod Brincat	Ford Cortina GT	107-109	Vacant		191-196	Vacant	
51	Paul Rodenhuis	Ford Zephyr	110	Ian Saxby		197	Phil Windus	
52	Mathew Kelly	Ford Cortina GT	111	Graham Cox		198	Peter Lopez	
53	Terry Thompson	VW 1200	112	Ian Stewart	Morris Mini Cooper S	199	Vacant	
54	Robert Owers	Morris Mini Cooper S	113	Simon Guy Delow	Ford Escort	200	Steve Turner	Ford Falcon
55	Andrew Pursey	Morris Oxford	114	Bob Adams		201	Vacant	
56	Chris Strode	Ford Cortina GT	115	Jenny Adams		202	Warren Bossie	Holden torana XU-1
57	Phil Powell	Ford Cortina GT	116	Vacant		203-211	Vacant	
58	Jonathon Priddle	Ford Zephyr MkI	117	Graeme Cox		212	Warren Barnard	Austin Lancer
			118	Warwick Clifton		213-221	Vacant	
						222	Jim Barrett	Isuzu Bellet
						223-240	Vacant	
						241	Graham Watson	