
Action-Line

Newsletter of the **Appendix J** Association of NSW Inc
Classic Touring Cars June 1996

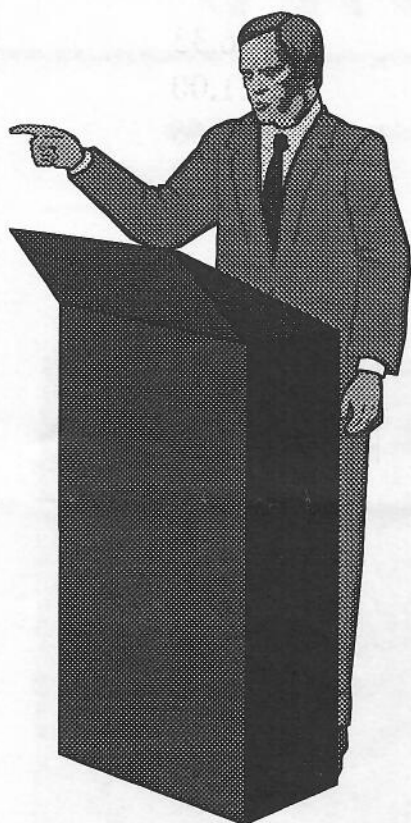


GENERAL MEETING

Tuesday July 2 8pm

Burwood RSL Club
96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT



After seeing the front cover of this magazine you are probably wondering if you have received the wrong mail. Relax! We thought for a change we would profile one of our newer members. A member that when Nc was originally envisaged everyone would have thought would not materialise. Some of you may not know him but as the photo on the front cover can attest, he has been around motor racing for a long time, and was one of the first to be out in an Nc car. Turn to our feature story of the month for more details. I hope you enjoy it. After a month with no racing, we have had successful meetings this month at Oran Park and Amaroo which were both well attended. After the hard work the committee has done it is pleasing to see good fields attending the club meetings

which, after all, are the backbone of our association. We will not be very far into July before there are two more meetings in the Lakeside Historic, which has been well subscribed by NSW members, and the Wakefield Park Tin-Top day.

The Oran Park meeting at the beginning of the month was a real shocker, weather-wise. I would like to commend all those who participated on their sensible racing attitude under difficult weather conditions. We didn't escape the day altogether damage free, but things could have been a whole lot worse. Speaking to several of our slower brigade afterwards confirmed that they were totally happy with how the faster cars considered their circumstances. The mixing of cars of vastly different performance is something we have to live with in our category and it is pleasing to note the considerate attitude by our members. Amaroo also had a wet practice to liven things up. There are race reports on these meetings elsewhere in the magazine.

Elsewhere in the magazine there is a summary of a letter received from Graham Hoinville, Technical Adviser to Historics, explaining the procedure for log book applications..

Our plans for improvements at Oran Park have been submitted for approval and as soon as they are approved we shall be looking for volunteers to effect them. Whilst on the subject of volunteers, we are still looking for a co-ordinator for the magazine. Greg Neal is still available to show someone the ropes and it is a very important and integral part of the club. If the magazine is not for you, you may consider standing for the committee as elections are not far away. There are several vacancies and the clubs future could not look brighter.

Attendances at our monthly meetings are good, race meetings are well subscribed, we have a record number of members, and there is the exciting prospect of a potential influx of Nc cars still yet to come. What better time to play a part in how the club is run than NOW? If you are at all interested in being involved in the running of the club, please have a talk with me, You are under no obligation and the rewards for yourself and our chosen sport could be very worthwhile.

Anyway that is about all for now, I hope everyone is planning in advance to be at the Truck Series races and Historic Eastern Creek which are our next few meetings to come. After the TV coverage we got at the last Truck round on SBS and the promos they did at the SATCC round at Oran Park the next Truck round should be a "don't miss" meeting.

Don't forget the General Meeting at Burwood on Tuesday night.

Regards, Bob

COMMITTEE

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DISCLAIMER

The opinions published in this Newsletter should not be taken as the opinions of this Association or the Committee. Any information supplied to the Editor is published in good faith and its accuracy is not the responsibility of the Committee.

LIFE MEMBERS

Mike Dyer

Max Stahl

COVER PHOTO

A "pucker" Alan Puckett in his 1.5 litre Ulster model Aston Martin Works Racing Car that came third outright in the 1935 Le Mans. Alan sold this car in the mid-70's.

Auto Fever Point Score

R.Donnelly	26.33
R.Asher	21.00
P.O'Brien	20.66
R.McKenzie	18.66
G.Smart	17.33
D.Beveridge	16.66
M.Glover	16.00
B.Tilley	15.00
P.Ward	14.33
G.Toepfer	14.00
A.Smyrnis	14.00
V.Vujadinovich	12.33
T.Bradley	12.33
C.Tilley	11.33
R.Brincat	11.00
A.Barrow	11.00
K.Ballantyne	9.00
R.Harris	8.00
J.Lyle	7.00
B.Brown	7.00
B.Peters	6.66
F.Burley	6.33
A.Wick	3.30
R.Tebb	3.00
S.Butchart	1.00

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**BOOK NOW FOR THE APPENDIX J
1996 PRESENTATION NIGHT**

MINUTES OF GENERAL MEETING 4/6/96

Meeting opened at 8.35 pm

APOLOGIES: Alan Wick, Mick Donaher, Arthur Huxley, John Dowsett, Stewart Edwards.

The minutes of the previous meeting as printed in the magazine were accepted as a true record. Moved John Tight, Seconded Peter Sugden.

BUSINESS ARISING: Lloyd Clever advised that Faxes had been sent to Melbourne but no replies received from CAMS

CORRESPONDENCE:

Inwards: Entry forms for Lakeside on 6th and 7th July
Entry forms from NSWRRRC for 21st July
Advice from CAMS on club motorsport forum on 31st July

Outwards: Letter to Julie Grevett

PRESIDENT'S REPORT:

- Greg Neal has resigned from committee
- Desperate need to find magazine coordinator
- Oran Park a very wet meeting but a great entry from our club

Presentation night will be on 16th November and will be a harbour cruise. A deposit of \$10.00 a ticket to Anne Bailey

CAMS REPORT:

The last State Council meeting was held at Bathurst with a disappointing attendance from other clubs. Our letter was tabled but there was insufficient support from Council and delegates to make changes. altogether a disappointing result.

TREASURER'S REPORT

In the absence of Alan Wick the report was given by Don Titcume. Our current balance is \$10,694.89 including the \$7000 IBD.

COMPETITION:

- The Oran Park meeting saw 3 great races despite the weather
- Next meeting Amaroo - 16 entries so far
- Tin top day 6th July

ELIGIBILITY:

- No sign of paperwork from CAMS re Monaro
- One application for log book for XVI

POINT SCORE:

50 Cars now on the point score for this year

GENERAL BUSINESS:

Ross Donnelly distributed a pamphlet on club at recent motor show - lot of interest shown.

Oran Park Improvements - Some work already completed on repairs to garage. Plans for carport extension have been submitted to OPMS - awaiting approval.

Simca Grande being built for Na on South Coast.

Team of Cortinas entered for 6 hour relay.

Peter Sugden has Mallory distributor for 6 cyl Holden for sale.

Mark Ducquet has Cortina doors for sale.

Raffle won by R. McKenzie

Meeting closed at 9.30 pm

FEATURE STORY

Alan Puckett

The advent of Group Nc has brought a number of new members and competitors to the Appendix J Association of NSW. It was envisaged that this new category would encourage younger participants, however this rationale was clearly not accurate in the case of Alan Pucket. At 74 years of age Alan has the status of being our most senior competitor, (this makes the likes of Gramps Dyer and Donaher mere spring chickens). Alan races an Orange Escort Twin Cam on which he does much of the work. Unfortunately Alan has experienced the usual run of development problems and has not competed at as many events as he's entered but nevertheless he's out there racing when circumstances permit.

Alan was born in South Carolina, USA in 1922 where he grew up and entered Yale University, after the second world war, to begin his formal training in art. His interest in cars developed from his attraction to them as art objects. He moved to Sydney in the mid 50's to work as a freelance artist. During his early days in Sydney he became involved in club motorsport through the acquisition of some very desirable Aston Martin Sports Cars. Alan competed in a number of race meetings during the sixties at Warwick Farm and Oran Park.

At the tender age of 50 Alan decided to have a go at racing historic motor bikes. He has owned and raced some wonderful machines including a Manx Norton, AJS 7R and Matchless G12. After sustaining several breakages, mainly to himself, he retired during the early eighties. He acquired his Escort some two years ago, a very good example, which has benefited significantly from his attention to detail.

Alan continues to work as an artist, his illustrations of cars and classic bikes in particular are known around the world. When you get the opportunity introduce yourself to him, his enthusiasm and warm nature should be an inspiration to us all.

Well done Alan, it's great to have your involvement in Group N.

Greg Neal

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LETTERS TO THE EDITOR

"Falcon Flat
via Ford River NSW
6.6.96

Dear Sir,

Sacrè Bleu... at last a quasi imposter has posthumously lowered his "Tweeds" (pun) for all to see. I recall a telephone conversation last month when I jokingly read him a draft of my 10.05.96 correspondence for Action Line... our new pretend imposter is none other than "sweet boy" Bobbie P... a well known little jerker.

His call to me about selling my 2 litre Sierra 300 bhp engine for "...a secret project..." now all makes sense, he wants an Nc Escort to beat my old Nb Fowlcan...what a wuss!

Bobbie poos is alas, not the original imposter but simply a "cardboard replica" but I will still have to keep my drovers dog from sniffing around the back door of his flat in case the wind changes.

On goes the steel front bumper...I think I know who the real imposter is (or at least who is his mate in crime) and BANG!...no more imposters.

Mr *departing editor, I have no alternative but to claim the crown as the tallest poppy, the longest...(nose), the best old Fowlcan money can put together...all I have to do now is learn to drive (I knew you would like that little touch of modesty). BEWARE OF IMPOSTERS.

Your humble servant,

Fallen Poppy
(The "great" Nobby Twonose)

***The bumble bee never settles on one glorious bloom for long" (Richard Shaw 1867)

RACE REPORTS

ORAN PARK June 2 by Lionel.

Arrival at the circuit early for the first scrutineering and practice session meant that we did not arrive in the rain. That arrived a little later, starting slowly and then setting in to guarantee a very damp day. Practice for us was the best I think anyone had of the track for the day, then it was WET, WET, WET,!

Practice set the grid with Beveridge on pole and McKenzie alongside, Asher and Brown shared the second row with Ballantyne and Vujadinovich on the third. Interesting to note the competition between Beveridge and Asher is hotting up-don't worry about the tyre war!- its now who can fit the biggest engine with the result sheet stating Asher's Mini at 3310cc and Beveridge only able to manage 2538cc.

Race 1: Raining now and very wet. McKenzie got off the line first followed by Beveridge and Asher. Rosco's lead was short lived getting into trouble on turn 1 with Asher taking over followed by Beveridge, Brown, and Bradley On lap 2 Rosco had another "OFF" at the dogleg and Tim Bradley had a wild excursion on the main straight over to the light towers. This was apparently due to aquaplaning in the atrocious conditions which also caught Beveridge out in the main straight and

he was very lucky to stay on the circuit and only lose one place. The finishing order was Asher, Brown, Beveridge, Vujadinovich, Peters was next after passing more cars than anyone and being first Division 2. Pursey was first Na and Tebb took the honours for Nc.

Race 2: Not raining but track very damp. Rosco won the start followed by Beveridge, Asher, Bradley and Brown who was to have a big loose in the esses. Unfortunately the car spun back onto the track and was hit by a fast travelling Phil Powell who only proceeded as far as the dogleg. With Brown still on the circuit, the marshalls considered it to dangerous to remove and stopped the race.

Restart This time the Minis of Beveridge and Asher won the start from the Orange EH with Beveridge stamping his mark on the race by lap 2 from Asher, Vujadinovich and Bradley. Peters pressured Bradley and got the better of him by the end of lap 4. The EH's of McKenzie and Ballantyne next with Gary Smart and Alan Wick having a great dice all the way. Na was won by Pursey from the VW of Thompson and Titcume's Major. Nc won by the lone Robert Tebb. A hasty trophy presentation was well attended and most had left before a hefty fog rolled in to cap off a very damp day.

Amaroo Park Club Meeting 23rd June

Private practice was available on the Saturday as it was a one day Sunday meeting. Greg Toepfer was there setting a blistering pace and showing a superior drive to record a very fast practice time. Michael Donaher was there with his XU-1 straight out of the box, not a bad effort, had a few problems but everything seemed OK. More of Michael later. Robert Tebb, running around and getting better with increased mileage on the car, Steve Butchart not happy with the car at this point but look out later.

Race day turned out 16 of the 18 entered, and as practice time drew near and the sky opened up with heavy rain. Everybody managed to drive according to the conditions with Barrie Peters finding out how hard the concrete wall is on Bitupave Hill with big damage to the right hand side of the car. Bob Pearson had water in the electrics and only managed a slow time to place him at the back of the grid. Ross Donnelly was off pole position.

Race one saw Donnelly off up the hill with Toepfer parking it on the side with a problem. Beveridge and Smyrnis, Bradley and Lloyd Cleaver in his new car, Wick, Tebb and Val Vujadinovich in hot pursuit. Bob Pearson starting from the rear of the grid finishing second, what a great drive! Ross Donnelly won it, Pearson, Donaher, Beveridge and Smyrnis followed by Butchart.

Race two with Donnelly on pole first away up the hill with Beveridge away next, Toepfer, Donaher, with a close field of Cortinas, EH's, XU-1, Holden FX and Morris Oxford, VW and Pearson bringing up the rear and charging through into third place behind Donaher with Donnelly in the lead in the Mustang. It took Bob about one and a half laps to get around Donaher putting up a very fast pace and recording a 58.96 in the process. Donaher recording a 59.30 ,not bad for straight out of the box. Michael deserves congratulations for a job well done. Its good to see Nb versus Nc with Nb coming out on top on this occasion. By this stage Donnelly had the race shot to pieces but then the ponies decided differently, they were a bit thirsty on the day and ran out of fuel! with only a few laps to go. Other retirements were Rob Harris in the emaculate FX up from Canberra, and Toepfer with even more gremlins. So this left Pearson first, Donaher, Beveridge, Smyrnis, Bradley, and Tebb from Vujadinovich, Cleaver and Wick. Bad luck for Donnelly to retire, also just missing the record with a time of 57.74. Good to see two new cars in Donahers XU-1 and Cleavers GT Cortina in showroom condition. With young son Raymond helping and who will share the driving. Good to see a young driver coming into the class.

Na was won by the "Axeman" in his "Oxford" from Terry Thompson in the "Dak Dak".

Overall it was a great day, mixed weather to fine conditions for the races. Special thanks to the ARDC for the invite to Amaroo, and Andrew Pursey for presenting the victors with the usual great trophies.

From Pit Lane.....Chris Wilson

Group Na

Andrew "Axeman" Pursey

First a quick report on NSWRRRC Oran Park on 2-June - wet, wet, wet!

This was the Oxford's first outing after the rebuild by John Dowsett. I had brand new Falkens on the front - never been scrubbed and pressures at 44psi. Yep, you guessed right - two corners in the front went away and I had a wild ride across the grass (thinks - how do I explain this away to the domestic treasurer) before ending up broadside across the track. Thanks to the flaggies for the quick yellow, plus thanks to those who missed me as they drove by.

Don Titcume also had a ride across the grass and this resulted in a bent wheel centre (pretty tough that Oran Park grass, or, is it just old steel wheels?). Also, congratulations to Rod Brincat for his sand-castle building exploits in the kitty litter - the last time I saw somebody having so much fun in the sand in the rain was on my last Summer holiday back in the UK.

All the officials at that meeting deserve a really big thank you - the conditions were really foul, but the officials were great (despite being very, very wet and cold). Any official reading this - please accept thanks from all the drivers. Any driver reading this - if you don't acknowledge the officials as you go round after the flag, why not change your ways and give them a big wave (without these wonderful men and women we wouldn't be able to go out and play in our cars).

Talking of play, we only managed to get three Na bolides out at Oran Park - "Ticko" (Morris Major), "Dak Dak" (Volkswagen Beetle), plus this "Axeman" (Morris Oxford). However, there was a good turnout from the rest of the Club which resulted in a reasonable well-mixed grid for the Group N races.

Group N is out again at ARDC Amaroo on 23-June (history by the time you read this - lies to

be told at next Club Night), but we only have "Dak Dak" and me entered in Na.

Wakefield Park Tin Top Day is on 7-July and we hope to get six Na cars out - if you aren't at Lakeside (why no Na on the Supp Regs?), why not come and watch at the frozen (well it was last year) wastes of Wakefield Park. There are races for Group N, HQ, 2E Club Cars and Sports Sedans - with coverage from SBS (thinks - an in-car camera in an Oxford could be a world first, and last!).

At the risk of boring you all there are a couple of items from last month's column that still apply:-

- We have still not received a formal reply to our December submission for Na rule changes covering wheels, diffs, etc. I am informed that the subject was discussed and a decision reached, but CAMS still seem to find it too difficult to respond formally.
- I have talked to Brian Goulding at ARDC about us getting invites to their Supersprints. For those App J members not belonging to ARDC, you can now get a run at the ARDC Supersprints. For our newer members, particularly those with limited track experience, this is a great way to run the car hard but without the distractions of other traffic - a good learning experience, plus a good way of "shaking-down" your car.

The next Supersprint is at Amaroo Park on Sunday 4-August (this is actually a round of the NSW Supersprint Championship). If you are interested in competing, please contact me for further details. As it can be any Group N car this could also be some additional publicity for the Club and may find us some more members.

Don't forget the NSWRRRC meeting at Oran Park on 21-July (entries will be closed by the time you read this - but why not come out as a spectator and support your Club).

No new cars to report this month, but if everybody completes the cars they have in build we might get a good Na showing at the HSRCA all-Historic Race Meeting at Eastern Creek on 14/15-September.....
"Axeman"

NET NEWS

Greetings from Cyberspace again with the third in a continuing occasional series of news from the Internet.

Stumbled over a couple of interesting conversation threads on the vintage-race list recently.

Brian Evans from Canada (races a Cooper S) posted some Hoosier comments re Minis, plus a question or three on historic specifications (how modified should we be). This latter element drew some very diverse views - just like here!

Another thread concerned wheels and breakages - boy, do I empathise with that having had yet another cracked wheel on the Oxford. General view was old wheels are dangerous, new steel is better and alloy is best.

California sounds to be going ballistic on old cars, particularly on those defined as "gross polluters" - the British-cars list was running hot on this subject. Given the latest comments about the state of Sydney's air quality expect to see older cars being lined up in the Carr (non-driver) Government's sights - if you are concerned, why not talk to Terry Thompson ("Dak Dak") who has already spent a great deal of time lobbying Canberra on this topic. Terry, any chance you could give us a few paragraphs on this matter in a future *Action Line*?

Now for this month's Net Trivia.

- At last month's Club Night I was asked about the significance of my reference, in the previous Na News, to Morris Dancing. There is a page on the World Wide Web (<http://www.npac.syr.edu/homepages/njm/morris/morrisinfo.html>) if you want access it and learn the real story of Morris Dancing.

- However, in the context of Group Na, Morris Dancing refers to the act of driving around a race track in loose formation at odd angles and performing erratic changes of direction - this is often attributed to excessive amounts of sex and alcohol the night before (now if that doesn't encourage you to get it together in an Na car, nothing will - start building now). *Believe that and you'll even start believing politicians; Na is actually a male mid-life crisis looking for somewhere to happen - Axeman.*

Don't forget there 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.

Andrew Pursey (MorrisOxford@s054.aone.net.au)

RE: HISTORIC GROUP N ELIGIBILITY PROCEDURES

"Since July 1995 all Historic Log Books have been issued through CAMS National Office; these log books carry a distinctive cover bearing the words "Historic Vehicle Log book" and the serial number carries the prefix H. One of the reasons for the centralising of Historic Log book issuing was that we had encountered instances where State Offices in error had issued log books to Historic cars without the candidate car having passed through the appropriate Historic Eligibility process.

The present application process for Group N cars is that the applicant in the first instance should have a discussion with his local Group N Eligibility Officer and outline his plans to the Officer. If basic agreement is reached, he then should complete a Historic Log Book Application form with accompanying vehicle description form detailing the specification of his car. This specification should be as agreed in discussions with the Eligibility Officer and upon completion of the car the Officer effects a final inspection. The Eligibility Officer having satisfied himself that the car complies with all eligibility requirements, endorses the application accordingly and this together with the fee of \$75.00 and TWO copies of each of 3/4 front and 3/4 rear photographs suitable for the Log Book are forwarded to the National Office.

Based upon the recommendation of the eligibility Officer, the National Office issues the Historic Log Book and mails it to the competitor by certified mail. The National Office retains a copy of each photograph for record purposes. This issuing process is automatic, except that if there is a glaring anomaly in the detail of the application, the National Administration may query the situation before issuing the log book.

On the question of "prior approval for building Group Nc vehicle" this proviso was included in the Regulations in order to avoid the situation where a competitor without consulting an Eligibility Officer proceeded with the construction of a motor car only to find at the last stages of preparation, the particular make and model did not meet the eligibility requirements of Group Nc. You may be aware that when the original proposal for Group Nc was circulated, there was included a basic list of eligible cars for the proposed group. A copy of that list is attached for your reference. In practice the National Administration procedure upon receiving enquiries as to the eligibility of a particular make and model, has been to give approval in writing in all cases where the make and model concerned appears on that list. In cases where a competitor has asked him to submit a formal application in writing and this has been passed to the Group N Eligibility Committee for their decision."

Quote from a letter received from
Graham Hoinville, Technical Adviser - Historics, CAMS

Action Line June 1996

Group Nb

Phil Powell

I am taking some time out from panelbeating the side of my little Cortina after an unfortunate coming together with Barrie Brown's spinning Mini Cooper in the rain at Oran Park. What a day that was. I should have stayed in bed. The rain started during drivers briefing and was pouring by practise time. Cars were spinning off in all directions, the screen fogged up, spray was everywhere and at the end of the straight nobody knew where the hell they were going. Unfortunately for me I got in the way of Barrie's spinning Mini. Anyway I borrowed the neighbours huge sledgehammer and managed to knock out the rear guard that was in the back seat and I'm working flat to get finished for Lakeside. Judging by the show of hands at the last meeting this will be an event to really look forward to. There should be about 12 NSW starters which is great to see following the support we received from QLD at our speed week events at the beginning of the year.

Some members with Group Nb cars have expressed their dissatisfaction with Group Nc cars being included in the same races, as they are predominantly at the 'sharp' end of the field. Group Nb cars that were previously winning races are faced with the dilemma that they can develop their car all they like but this can never match the allowances to a Group Nc car under the rules. Perhaps to overcome this to some degree in the short term, until Group Nc have their own events, would be to have all cars in combined races on a maximum 6 inch tyre width (not the 8 inches that Nc is allowed). This would certainly give all starters a more level footing and make for more exciting racing. Especially now with the excellent coverage of Appendix J racing on SBS's Speedweek program covering the Oran Park Truck Series. This made for very entertaining racing but just imagine what the outcome may have been if Brad Tilley in the R series Valiant had 8 inch wheels and tyres like the 2 Ford V8s. Something to think about anyway!

Hope to see you at Lakeside

Phil

Nc NEWS

Mick Donaher

Hi there,

Well I am pleased to announce that another group Nc car hit the track last weekend at Amaroo Park, namely my own Torana X-G1. After 12 long months of late nights it was great to get back into the drivers seat and have a go!

On the subject of having a go, Ross Donnelly's Mustang was flying at Amaroo with times in the 57s during the race and pole position during a very wet practice, qualifying, unfortunately Ross didn't finish the main race because of mechanical failure (No, sorry I can't tell a lie - he just ran out of petrol, put some new batteries in that calculator next time Ross!)

First Nc home was myself, after Ross retired, with an extremely trouble free weekend considering this was my car's maiden voyage. Bob Pearson finished first outright in his extremely quick lotus Cortina putting in an excellent drive considering he came from the back of the grid.

Robert Tebb had a weekend of troubles with fuel pump and H/Gskt problems but still lined up on the grid in his XUY for both races (good effort!).

Still would like to hear from anyone who owns or is building any Nc cars, you can fax me your details on 580 3865 so I can attempt to keep track of who's doing what.

That's all for this month see you at the next meeting.

Mick.

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1996 Pointscore

Division 1

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

Group Nc

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

Division 2

T Bradley	105.99
B Peters	92.49
A Wick	89.49
G Smart	88.83
A Smyrnris	83.49
P Powell	52.49
F Burley	51.32
R Brincat	48.66
B Brown	48.50
J Tight	46.99
C Dubois	46.33
B Harris	41.33
P Ward	34.33
J Dunning	33.16
G Smith	33.00
K Ballantyne	31.33
G Hill	29.66
A Barrow	24.66
L Cowan	17.00
L. Cleaver	16.50
R Owers	15.00
B Callan	13.33
K Brigden	6.66
C Strode	5.66

Group Na

A Pursey	66.66
D Titcume	45.83
T. Thompson	37.00
M St-John Cox	18.66
S Edwards	13.00
B Priddle	11.33
A Huxley	1.66

Presentation Night

Harbour Cruise

Bigger & Better Than Last Year
Saturday 16 November

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\$45.00 per head

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GROUP N6 CARS FOR SALE

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