

Action-Line

Newsletter of the Appendix J Association of NSW Inc

George Aungle photograph



Alan McConnell photograph



**Next GENERAL MEETING Tuesday March 4,
7:30 for 8:00 pm sharp start**

Burwood RSL Club, 96 Shaftsbury Road, Burwood

Sometimes the best laid plans of mice and men go wildly

astray and I must say that I was left scratching my head at the decision made by the meeting last month abandon the two divisions of the Nb pointscore.

There wasn't any real discussion about the issues either, and it was a pity that some of the motions put forward didn't have more thought put into them before they were moved.

The end result was an unruly and unproductive meeting caused by a vocal minority. But I guess every cloud has a silver lining and the committee has put some time into looking for a way to ensure that future meetings do not go the same way.

Our monthly meetings are essentially social gatherings that give the members an opportunity to have an input into the way the club is run.

Quite clearly, everyone likes to spend time talking to friends and having a beer but many also wish to be informed about the issues facing the club and have their democratic input into the management process.

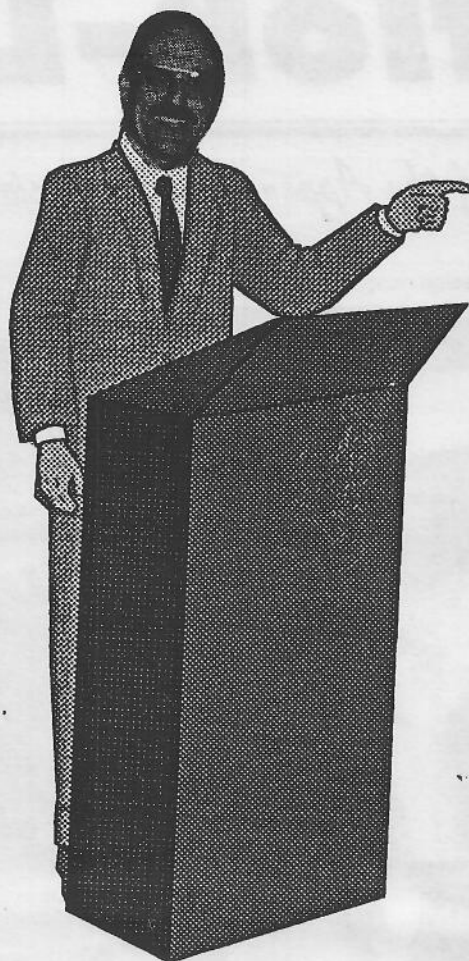
More people are coming to meetings as the club membership grows and to accommodate those changes the meetings will start on time.

Lets go back to a system in place some years ago, 7.30 for an 8:00 pm start.

When we start the meeting on time we can conduct the business and leave plenty of time to socialize at the bar afterwards. In addition, shortly after the meeting is opened we will call for matters to be discussed in general business to be placed on the whiteboard. This will serve two purposes, if you miss the start of the meeting you will be able to see what will be discussed later and it will give us all time to plan what we may have to say. A little forward planning would have made last month's meeting quite different.

I cannot say that I was happy with the final decision last month. It certainly was not how the committee had expected the membership to react and I

PRESIDENT'S REPORT



expect that in the cold hard light of day, even though the vote was most

decisive, it will not be a popular decision.

But having said that, if you are going to have two divisions of any class, the dividing line must be somewhere in the centre.

In the case of the division between Division I and Div II, maintenance was a long way overdue and anything anyone suggested to alter that was going to turn into an emotive issue. But I didn't think we had to throw the baby out with the bathwater. For those who are affected, in fact all who were present, and those who weren't, have a think about it.

I have had two busy weekends at meetings of the CAMS State Council, National Eligibility, (where I was a guest) and the HTCAA meeting.

There are reports on those meetings elsewhere but I would like to thank especially Eddie Dobbs, the Victorian President and Mike Jonathon, Queensland President, who both travelled a long way and gave of their time to

be at the HTCAA meeting.

It was a very productive meeting and the HTCAA has been reactivated by popular demand from all States. We have also made contact with a couple of Tasmanians and although they do not have one club looking after Group N in that state, they are keen to know what is going on in the world of Group N.

There is no substitute for a face to face contact where many issues can be discussed and resolved in a relatively short space of time, and I am sure we can look forward to a productive period for our National body.

Our membership continues to grow with at least five new members this month at the time of writing. This is very encouraging and I am looking forward to seeing the ranks of the race meetings swelled by some new faces.

Although the February Eastern Creek meeting entry level was good by comparison with other categories, at 18 it was not up to our usual standard.

I will be getting onto my car and strive to have it at the April Truck round where I hope we will have a good turn up. Join me there.

Until Tuesday night, March 4th, when I hope to see you at Burwood,



Regards Bob

PROUDLY PRINTED BY

SNAP
PRINTING

1064 Victoria Road, West Ryde

CONTACT

PETER DYASON on
(02) 9804 6566

FOR ALL YOUR PRINTING
REQUIREMENTS

COMMITTEE

	Business Phone	After hours
PRESIDENT Bob Asher	9874 9164	9874 4144
VICE PRESIDENT Chris Dubois	9724 4541	9602 9884
SECRETARY Fred Burley		9644 6381
TREASURER Don Tifcume		9521 5409
CAMS DELEGATES Bob Asher Chris Dubois	9874 9164 9724 4541	9874 4144 9823 3264
CAMS ELIGIBILITY Lloyd Cleaver	(042) 68 3191 (fax also)	
EDITOR Garry O'Brien	9282 8184	9521 5893
TROPHIES & POINTSCORE Daniel Sugden		(042)674483
SOCIAL Ross McKenzie	9905 9000	0412 212792
COMPETITION Lionel Walker	9476 6777	9482 1855
CHIEF SCRUTINEER Lloyd Cleaver	(042) 68 3191 (fax also)	
PUBLIC RELATIONS Chris Wilson	(046)289911	(046)772559 018 670753
GROUP Na LIAISON Andrew Pursey	9290 5229	9680 3137
GROUP Nb LIAISON Phil Powell	0411 429482	9913 8771 9913 7142(fax)
GROUP Nc LIAISON Mick Donaher	9585 0154	019 654200
CORRESPONDENCE PO Box 789 Burwood NSW 2134		
CONTRIBUTIONS <i>Action-Line</i> , 4 Tramway St, West Densitone 2114 <i>Action-Line</i> , 8 Hunter St, Kirrawee 2232		
LIFE MEMBERS Mike Dyer	Max Stahl	

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

CONTENTS

FRONT COVER - The 1996 CHAMPIONS - Top left, Andrew Pursey, Na; top right, Garry Smart, Nb Division Two; below left, Dave Beveridge, Nb Division One; below right, Ross Donnelley, Nc.

NEWS - the latest.....	4-6
HTCAA - resurgence.....	5
CAMS STATE COUNCIL.....	5
GENERAL MEETING - the first for the year was a real blast.....	7
ELIGIBILITY.....	8
GROUP Na NEWS.....	9
VALE - Lance Ruting passes on.....	10
GROUP Nb NEWS.....	10
GROUP Nc NEWS.....	11
ON THE NET.....	12
RACING - the ARDC at Eastern Creek.....	13-15
RACE RESULTS/CLASSIFIEDS.....	16

FROM THE DESK

Probably the best way to describe the decision to abandon Nb's Division II, was to be "pole-axed". It was certainly a turn-around from the initial subject of the designations of Divisions I and II where tyre choice would determine where one wished to venture from March this year.

There was also the possibility of running in both, finances allowing for a set of Hoosiers and a set of others, preferably mounted up and ready to roll. But it brought up the touchy subject of tyres as the governing condition, and basically that did not settle well.

After much thought and deliberation in formulating the proposal, the committee were equally stunned. The "generic baby" had been picked and fairly vehemently, tossed out the nearest window.

In the light of day, some have said they have may have been a little hasty with their vote, but it was an overwhelming majority that did change the course of Nb, and whether that can be turned over, remains to be seen.

From an outsider's position, and one who sees the category in the overall picture, the decision of the members has positive attributes. Less class breakdowns always paints a simpler picture to the viewing folk, particularly at open meetings where the public don't know one from the other.

This issue contains not only reports on the ARDC's first Eastern Creek enterprise but CAMS and Eligibility agendas. Again we try to reinforce the role of *Action-Line*, its duty as a communication tool that is open to all the Appendix J members.

On a sad conclusion Lance Ruting passed away recently. Graham Howard's thoughts on page 10 will touch a nerve with most, for we encountered and associated with Lance in much the same manner. We pass on our condolences to his family.

- Garry O'Brien


APRIL DEADLINE is Friday March 21

AROUND THE TRAPS - news

Timers in

From January 1, the use of Dorian timers at circuits has become the normal method of timing. These devices were first used as far back as the 1994 Bathurst support event and anyone who has run an open meeting over the past two years has become familiar with them.

They are now compulsory for the majority of meetings, in fact the exception at this stage is at an Historic outing. The pressure for that category is also increasing and it would appear that in the not-to-distant future the ruling will be across the board.

Because the devices have been in use for some time, many Appendix J members own a unit already. For those without, it would be worth sounding out some sort of deal. Regular appearances at races will eventually require ownership of the units. 

Cup lives

Changes to the structure of Group N with the addition of Na and Nc, and mixed fields of categories running at the clubbies, means the Appendix J Cup will be run over the Historic events this year.


There has been a shift in the of support the club gives to certain race meetings and where the "clubbies" were attracting the large fields some years ago it is now the Historic meetings that hold the numbers.

"It is a fitting tradition that the 'Appendix J Cup' should be awarded to the race series with the largest


and most diverse fields. Quite a number of our members only run the Historic meetings through the year and this change recognises their support," commented Club President Bob Asher.

Not isolated

The new rulings on isolation switches caused concern among many at the last General Meeting, particularly in reaching them whilst strapped into a racing harness. Initial reports out of the state CAMS office suggest a hook or lever could be invoked that will overcome the problem from the drivers point of view. Fire marshalls will already have an extended version.

However a later directive suggests the requirement to fit the devices has been delayed due to the late notification. June of this year has been nominated as the new deadline and only applies to vehicles involved in racing, not speed events. 

New hands

Ross Muller's Mustang has gone to a new home in Newcastle. Club Car driver, and importer of the famous pony Fords, Steve Mason has brought it and describes it as "about the best left-hand drive Mustang" he has ever seen. "Almost too good to race," he added as he ran the car at Eastern Creek recently. He is in the process of returning his Group 2E Torana to full Nc specification and hopes to run that next year. 

MIKE DYER ENGINE RECONDITIONING P/L

"EST 1967"

Specialist in Automotive &
Marine Engineering

*Same day cylinder head servicing
Head and block milling
Cylinder block reboring
Con rod resizing
Crankshaft regrinding
Complete engine rebuilding*

**Unit 2, 1-5 Thew Parade
Dee Why West 2099
Tel: 9982 1233 Fax: 9971 0968**

MASTER DISTRIBUTION SYSTEM P/L

ACN 068 289 903

**DISTRIBUTORS OF VENDING
MACHINES AND SUPPLIES**

**115 QUEEN STREET
NORTH STRATHFIELD NSW 2137
PH (02) 9743 6955 FAX (02) 9743 6831**

**FOR MORE INFORMATION
SPEAK WITH ALLAN WICK**

AROUND THE TRAPS - news

Historic Touring Car Association of Australia

On February 16 a meeting was held at Burwood RSL to discuss the reactivation of the dormant HTCAA. An invitation to the club Presidents and HTCAA representatives was issued by Secretary and current Historic Car Commission member Bob Cracknell.

The Group N Eligibility Officers were also invited to attend as they were in Sydney to attend the National Eligibility meeting.

Present at the meeting were, Bob Cracknell acting as Secretary, Eddie Dobbs the Victorian President, Mike Jonathon the Queensland President, Bob Asher the NSW President, Chris Dubois as NSW HTCAA Representative, and Carl Stecker, Queensland Eligibility Officer as an observer. Representatives from South and Western Australia sent their apologies and affirmed their support to re-establish the group as those present saw fit.


Substantial agreement was reached on a number of important issues confronting the Group N movement. It was agreed that the appointed person to chair the group should be able to devote the necessary time to the position and that it would be preferable that that person was not the President, Treasurer or Secretary of one of the major constituent clubs. It was further agreed that if

the group was to have the required impact the initial appointment be for two years rather than one, after which the chairmanship would rotate around the States.

Previous experience as the NSW representative with the group, and as a past President of the NSW Club, Chris Dubois was duly nominated Chairman elect, pending agreement from the States not present. Bob Cracknell was reaffirmed to the position of Secretary and the Group's direct link to the Historic Car Commission.

One of the first moves of the group will be to seek ways to obtain funding so that the group can operate effectively. To that end Mike Jonathon was nominated for the Treasurers portfolio.

Discussion on several issues of National implication to the Group N movement were identified and will receive attention following a successful agreement being reached on the appointments.

It is hoped that the HTCAA will provide a National unity between the various State clubs and improve communication in such matters as eligibility and promotion of the Group N movement. There was unilateral agreement of the need for such an organisation. 

- Bob Asher

CAMS State Council Meeting, February 8

This February 8 meeting was well attended with several issues on the agenda that affected us. Apart from the usual housekeeping items the matter of increases in fees in some instances in the order of 50 per cent were questioned by the Bathurst Light Car Club.

A motion to recind these increases on the basis that we had been notified in October that the increases would be in the order of eight per cent was unfortunately lost by just one vote, although I dont know why.

Part of the defence for the increases in some areas was justified by the National Councillor suggesting that CAMS was doing things so much better than it has in the past. I remain unconvinced!

Manly Warringah Sporting Car Club asked for details of the Personal Accident Levy to be supplied and they were. Many at the meeting remain unconvinced that this is the best insurance arrangement available for the money!


The HSRCA asked for the 1997 CAMS Budget and notes relating to same. Also a copy of the licence agreement between CAMS Ltd. and AMSC. The budget was promised but any licencing agreement between CAMS which is US and the AMSC which is CAMS (nice separation) is deemed by the National Councillor as "commercially sensitive and not for human consumption by members of CAMS".

In summary, nothing has changed very much, business as usual. Trust us we're from CAMS and things are getting better, haven't you noticed? Well one thing is for sure, its costing us more to be part of CAMS and

there are plenty of clubs looking to do something about that in the near future, so I can guarantee the charges are going to rise considerably.

On the other side of the coin, the money making side of things is "commercially sensitive" so we will never know whether the AMSC is effective or not!

In case you didn't know what it costs the club to belong to CAMS, it is \$190 affiliation fees, (or approximately \$1.20 per member) and \$8 capitation (per member) fee per annum.

That means \$9.20 of our \$40 membership fee per year goes directly and straight to CAMS. Thats an increase of over 30 per cent for those of you who understand figures. I'll keep you posted! 

- Bob Asher

New members

Welcome to the following new members:

Alex Brincat	Carlingford
Bill Dixon	Mawson ACT
Barry Gray	Elderslie
Brad Harris	Kambah ACT
David Kavich	Girraween
Anton Mechtler	Harbord
Mathew O'Brien	Weston
Desmond O'Loughlin	Macquarie Fields
Dave Proban	Glenhaven
Malcolm Scott	Camden West
Bruce Smith	Thornleigh
Ian Stewart	Evatt ACT



AROUND THE TRAPS - news

Sponsors Wanted

Want to sponsor a race? Its simple! Just contact either Chris Wilson, Chris Dubois or Bob Asher to discuss a proposition to sponsor a race on our calendar.

Many races have already attracted sponsors and the calendar will give you an idea of what is still available.

Basically a "clubbie" costs \$150 and an open meeting \$350. In return we will give you naming rights to the race and an advertisement in the magazine.

If you would like to sponsor a "special" meeting such as a Bathurst-type event, we are prepared to do a special deal by negotiation.

The following is a list of sponsors so far:

March 2 Oran Park NSWRRRC	Wedel Holdings for Na/Nb
March 23 Wakefield Park	Your name here?? for pre 60's Na/Nb
April 19-20 Oran Park	Auto Fever Truck Series Rd1 for Nb/Nc
June 1 Oran Park NSWRRRC	Your name here?? for Na/Nb

June 7/8 Oran Park

June 22 Eastern Ck ARDC V8

July 6 Wakefield Park

July 20 Amaroo Super Touring

August 2-3 Oran Park SATCC

August 24 Oran Park NSWRRRC

Sept 14-15 Eastern Ck Historic

Oct 19-20 Oran Park

Nov 30 Oran Park NSWRRRC

Dec 7 Eastern Creek ARDC V8

Auto Fever Truck Series

Rd2 for Nb/Nc

Ultra Tune Hurstville
races for Nb/Nc

Your name here??

Tin Top meeting for Na

Jolly Roger Marine

races for Nb/Nc

Auto Fever for Nb/Nc

Your name here??

for Na/Nb

Your name here??

for two divisions.

Auto Fever Truck Series

Rd3 for Nb/Nc

Cabramatta Auto

Electrical for Na/Nb

American Auto Parts

for Nb/Nc

We look forward to adding you to our list

- Chris Wilson

More "herbies"

Following on from our piece about Don Titcume's endeavours to trounce Terry Thompson once and for all, his Volkswagon rival has not been idle either.

The VW Beetle is also in line for an engine transplant as well as a refreshing new colour scheme. The new power will be a Stan Pobjoy-built unit that will deliver decisively more poke.

But perhaps the most interesting new paintwork will attract the most attention. The car will decked out as a replica to the famous *Herbie* from the Walt Disney studios. We'll bring you more next month.

Fairlane guest

Not since 1982 has the versatile Peter Hopwood driven an Appendix J car. In those days, his relative small frame hauled a monstrous Chev Impala around the likes of Amaroo Park, and that was enough to impress any onlooker.

Hopwood return to the category at Eastern Creek on February 23, having a guest stint in Max Ullrich's 289 cubic inch Ford Fairlane. Peter showed he had lost none of his flair (or sideways motion) getting the car on the front row in qualifying. In each race he was beaten by the bigger engined Falcon of Rod Stait which transpired to a second and two thirds.

"I was able to hold him through the corners, but his thing had too much power in a straight line," he commented. "Its (the Fairlane) a pretty tired car and the tyres were gone by the end of the day. But its like any category, the more work you put into a car the further up the grid it will be."

The car was originally raced by Ross Muller, and Peter's involvement was expected to be a once only.

MAILBOX

Dear Sir,

Thank you for sending us a copy of your fine publication Action Line.

A letter written by Nc Delegate, Mick Donaher, was published in the Mailbox section of the January issue referring to the singling out of Group N competitors at the drivers' briefing at the "Wakefield Park" Historic meeting last November.

Readers should note that the meeting was organised by the Historic Sports and Racing Car Association and was not a "Wakefield Park" organised meeting.

We are looking forward to seeing the Group N competitors race at our meetings on June 8 and July 6 and promise not to single them out, or any other group for that matter, at the drivers' briefing.

Yours faithfully
Wakefield Park
Motor Racing Circuit Pty Ltd
Robert Colgan
Circuit Manager

Need a PHOTOGRAPH?
See a picture in Action-Line you like?

For a wide range of Group N shots
from Historic and Open Meetings,

Contact Peter Schell
PO Box 67 Liverpool 2170
Phone: (02) 9602 5317 (ah)

Extensive negative library

GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, February 4, 1997

Meeting opened at 8:40 pm.

Apologies: Arthur Huxley, Dean Wesley, Bob Priddle, Max Ulrich, Grant Elliott.

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

Correspondence, Inwards:

- Victoria Magazine.
- Jemard Promotions re invitation to race meeting at Oran Park on August 9-10, 1997.
- Events calendar from Wakefield Park.
- List of fees for 1997 from CAMS.
- Letter from Wakefield Park welcoming Group N competitors.
- Resignation, Syd Grevett.

Correspondence, Outwards:

- Letter to the ARDC expressing interest in ARDC meetings when finalised, including Bathurst.

President's Report:

- Received call from Lance Ruting, thanking members for their concern over his recent illness.
- Intention to place details of Association and activities on the Internet.
- Seeking sponsorship for trophies at our meetings. Free advertising will be provided in the magazine. See any committee member.
- News items always welcome for the magazine.
- Updated driver profiles requested for commentators at race meetings. Please see your category representative.
- There is a conflict of dates for Perth, Lakeside Historics and the Top Ten day at Wakefield Park. Queensland and West Australia have both sought our support.
- The next State Council meeting for CAMS will be on Saturday, February 8.
- A Group N Eligibility Officers meeting is scheduled for February 15, 1997. This will be a national meeting to resolve some continuing issues. Any member wishing to have an item placed on the agenda should contact Lloyd Cleaver. A proposed HTCAA meeting is set down for the following day.

Secretary's Report:

- Please note our Post Office box number has changed to Box 547, Burwood 2134.
- Renewals for 1997 have been excellent. Would those who haven't renewed yet, please note that their race number may be reallocated if they are not financial by the end of March.

Treasurers Report:

Current balance is \$3717 plus \$7000 IBD. Due to increases in CAMS charges, we will have to raise addi-

tional money this year.

Events Report:

- Next race event is at Eastern Creek run by the ARDC and only 12 entries so far. We have a chance of running at Bathurst this year but we need to support the ARDC events. We are awaiting a response from the ARDC board.
- Still much indecision on finalisation of agreed dates for meetings.

Na Report:

- A pre-1960's meeting has been organised by the HSRCA at Wakefield Park.
- Two Austin Lancers and a Wolsley 1500 are being build.

Nb Report:

The number of Nb cars continues to increase. Steve Mason has acquired a Mustang and we have even had an inquiry regarding a Volvo.

Nc Report:

The number of vehicles has increased over 1996 with around 11 to 12 entrants at meetings. Advice from Victoria is that Sandown which is one week after the Truck Meeting, promises to be a big event. They are keen to see some NSW entrants.

General Business:

Isolation Switches: Chris Dubois gave an explanation of the new requirement for isolation switches for race cars. There is still some uncertainty regarding the rule coverage for Historic cars and this should be resolved shortly. However it is likely that if any exemption is granted, it will only apply for Historic meetings. Members will be kept advised.

Proposal on changes to subdivision of Nb Division I and Division II cars: A recommendation had been put forward by the committee to a change in 1997 in the eligibility of cars competing in Division I and Division II. This recommendation had been published in the magazine to prompt discussion at the meeting.

Prior to discussion commencing, a motion was put by A. Wick and seconded by D. Truelove that only current financial members who are presently racing should be able to vote on the issue. This motion was put to the meeting and lost.

Considerable discussion ensued on the merits of the committee's proposal and the alternatives.

A motion was then put that there be no divisions within Nb and that all Nb cars should compete in the one category. This was moved by A. Smyrnis and seconded by S. Schofield. The motion was carried.

Raffle was drawn, and was won by John Tight.
Meeting closed at 11:30 pm.

ELIGIBILITY

There has been lots happening this month with many meetings, not the least of which the "Group N only" eligibility meeting at Sydney Airport on Saturday February 15. Peter Sugden and myself along with nine other eligibility officers from the other states attended.

Bob Asher was also in attendance as a visitor and John Dawson-Damer was present for some of the day. Whilst many issues were discussed and decided upon, decisions still require the ratification of the HCC meeting which is set down for April.

Bob Cracknell addressed the meeting on the philosophies of the different categories before Chairman Tony Caldersmith presented a revised version of the current log book procedure. This will involve the application being circulated around the various state Eligibility Officer's for comment prior to the issue of a log book. Changes have also been suggested to the procedure for cars with a competition history and the need for a Certificate of Description.

The long awaited "specification" sheets are still not available as yet but discussion ensued resulting in each EO being allocated certain sheets as a prime responsibility. This should speed the process and there was a reminder to all EO's of the requirement of the "specification stamp" in log books of vehicles of similar specification to their original namesakes.

There was a lot of discussion about roll cages and the interpretation of the regulations. The meeting

agreed that all roll cages in Group N vehicles should be contained within the habical of the vehicle. It was agreed that Graham Hoinville would produce a detailed specification for submission to the HCC for ratification.

Modifications to floor pans and steering components were two items for discussion. It was reaffirmed that the wording of the regulations is quite specific and have instructed EO's to inspect vehicles for compliance.

The matter of engine sizes in Na relating to the 1.5 mm overbore taking some vehicles out of the class was discussed with no need for change. Competitors are reminded that they remain in the capacity class of their original manufacture, not the overbore capacity.

Torana engine blocks was discussed at length and the Committee was not convinced of the need to allow the use of "3.3" blocks as was the use of modern pedal box assemblies which will require more information about how some installations have been performed.

Ford Falcon "shaker" scoops it was agreed should be mounted on the engine and not the body (bonnet).

Whilst the agenda looked enormous, the meeting managed to discuss all items thoroughly and make the necessary recommendations on a wide range of issues.

To finish off this report, I would just like to repeat what I said at last months meeting. With the use of stabiliser bars on Toranas, the original front and rear bars must remain in place before extra bars are added.

- Lloyd Cleaver

Performance Exhaust & Custom Sports Systems

ALL WORK GUARANTEED

**Crontec Exhaust &
Undercar Centre**

(02) 9540 1444

**11-15 Captain Cook Drive,
Caringbah**

CONVEYANCING

By Solicitors

**Buying, selling or Re-Financing
\$500 flat fee***

- Professional Service
- Affordable Prices
- Finance available
- Obligation free written quote

Ph: 9552-6288

**Smyrnis & Co. Solicitors
91 Glebe Point Road, Glebe**

*Residential Properties only. Disbursements not included

GROUP Na NEWS

The NSWRRRC race meeting at Oran Park on March 2 has a pretty sparse field - guess we'll just have to put it down to the fact that Na drivers are only now getting their Dorian timers, and, are still confused by the new regulation on remote cut-outs - this is a pity because the NSWRRRC race meetings are a very pleasant "clubbie".

Talking of remote cut-outs, it seems that CAMS has once again displayed the stunning incompetence for which they are so renowned - the December newsletter arrives in late December and includes the surprise information that remote cut-outs are mandatory from January 1.

Add to that the fact that the specification is not particularly well thought out - can you reach your dash when properly strapped into your race car - and we have a massive collective shaking of heads in both puzzlement and annoyance.

Thus, we have what is a very worthwhile concept thrown into disrepute just because somebody can't be bothered to plan a proper implementation (in the real world somebody would get their arse kicked very hard for making such a pig's ear of such a, relatively, straightforward operation).

Don't get me wrong, I think the new cut-out is a great safety concept and I think a standard position for the external cut-out ring-pull is eminently sensible and safe (and makes life easier for the marshals in the event of a significant incident). Why then did CAMS fail to do their job properly?

Talking of doing the job properly, have you received your 1997 licence from CAMS yet? Fancy not planning your printing schedule so that you can get manuals available for the start of the 1997 race season - yes, we know it was only a Historic meeting at the end of January, but it sure had a lot of people who'd paid their licence fees to CAMS.

Also, did you notice the small jump in the cost of licence fees - the Basic licence fee has jumped from \$22 to \$33 (bet the service level doesn't increase by the same percentage).

Now, back to Na - the real purpose of this column. It is to be hoped that we will get every log-booked Na car competing at the HSRCA pre'60 Race Meeting at Wakefield Park on March 23. What does that mean in real terms. Well, in addition to all those who ran at Amaroo we should expect to see:-

Bob "Pinky" Priddle - Ford Zephyr MkII; this is Bob's spare (Historic rallying) car which he is putting out to get the numbers up (and prior to getting his Nb Zephyr MkIII on the track).

Jonathan "Son of Pinky" Priddle - Ford Zephyr MkII; this is Bob's son having his first race and using the "old man's" first Na car.

Dean "Mission" Wesley - Holden FJ; this is Dean's first race, using the Ray Bailey FJ that has been out before.

Bill "Dicko" Dixon - Wolseley 1500; this is Bill's first race, using a car that was shaken-down in Regularity at Amaroo in January.

That last point about Regularity is one that I continue to push - you can run Na cars in HSRCA Regularity events.

This is a great way to get some track time, either for a new driver, or for a "new" car, or, both. Warren "Special Stages" Barnard should be running his Lancer at Wakefield Park, while Bruce "MG" Smith should be running his Magnette - expect to see these cars and drivers later this year racing in Na.

There are other Na cars in preparation that I am aware of; Wolseley 1500, Mercedes 220, Morris Major and Austin Lancer. There is a rumour of others under active consideration/preparation - don't be shy, give me a call and I'll give you a mention in this column - the more the merrier as far as the Na crew is concerned.

Finally, there is an NSWRRRC two-day Race Meeting on the long GP circuit at Oran Park on April 12/13. This isn't a pointscore round, but how often do you get the chance to run on the long track.

It will be an ideal event for Na, plus those Nb not running the Truck Meeting the following weekend. If you haven't got your Supp Regs see me or Lionel at the next Club Night, or, ring Carol Dale from NSWRRRC.

That's it for this month, other than to repeat my usual refrain - if you and/or your friends are thinking of building an Na car, give me a call and I'll be happy to offer any appropriate advice and/or guidance - we want you to join us out on the track.

- "Axeman"

THE ULTIMATE IN AUTO BODY REPAIRS AND PAINTWORK

We are experienced in all forms of accident repair and use the latest hi-tech equipment with expertise to ensure customer satisfaction and a first class repair.

Our workshop is equipped with the Autorobot XL damage repair system to ensure perfect alignment of all mechanical and body components - this is the only way to guarantee accuracy.

Paintwork is carried out in our new generation Garmat Spray Booth and Baking Oven which ensures the optimum control and quality of paintwork that is vital when matching existing paint finishes.

We offer personal service and satisfaction is guaranteed.



BINDING SMASH REPAIRS

17 SYDENHAM RD. BROOKVALE

Call Frank Binding 9905 5770 Lic No 44/00095 1/7

GROUP Nc NEWS

IT'S WAR! Yes that's right, the gauntlet has been thrown down by the Victorian Nc troupes and the NSW Group N frontline will be marching south on the weekend of April 20/21 to do battle on behalf of the Premier state and the NSW Appendix J Association.

Seriously though the support race at Sandown's round three of the SATCC looks like being the curtain raiser to the bold new era known as Group Nc. With the list of cars that are entering I believe it will be the best Group N races to date.

Some that are likely to start are amongst the best Nc and Nb cars in the country and reads like this.

Rian Nott	Nc Ford Falcon XY
Lloyd Bax	Nc Ford Falcon XY
Peter O'Brien	Nc Ford Falcon XY
John Mann	Nc Ford Mustang
Graham Hunt	Nc Ford Mustang
Alan Heath	Nb Ford Mustang
Laurie Donaher	Nc Ford Mustang
Paul Axiak	Nc Holden Monaro GTS-350
Ross Donnelly	Nc Ford Mustang
Kent Youlden	Nc Holden Monaro GTS-350
Bob Pearson	Nc Ford Escort
Trevor Talbot	Nc Holden Torana XU-1
Ian Jones	Nc Holden Torana XU-1
Mick Donaher	Nc Holden Torana XU-1

And the list goes on! So its pretty obvious that if all these guys turn up, this will be one hell of a race and a great way to promote the Nc category.

Speaking of promoting the category, it has been suggested that I get together some driver profiles to present to both track announcers and media at various events. This is so everyone knows who is who and can accurately concentrate on our category.


At upcoming race and general meetings I will endeavour to get as many people as possible to put down their particulars and racing history as well as some information on their car to compile a portfolio that can be distributed.

After having some initial discussions with the committee it was agreed that somewhere in the near future the class, currently known as Nc, should adopt a name or title. It would make the group more easily identifiable like Nb has with Appendix J.

I would like to invite members, particularly those in the Nc ranks, to put forward ideas on a title that we

OP SATCC

Talks are under way with Oran Park management to secure a start at the Shell Australian Touring Car Championship round at Oran Park later in the year.

Negotiations to include the round with the three-round Truck series are presently being discussed with prospective sponsors for the package. A decision is expected soon. The tie-up with IMG and the touring car group now known as AVESCO has made calendar planning and securing suitable sponsorship difficult but this Association is hopeful of netting a suitable deal, so the Oran Park round is looking positive. 


could use for T-shirts, stickers, and other promotions.

I see Mike Dyer has entered his Torana for its debut at Eastern Creek. I would expected it to be more or less a shakedown run for the XU-1, rather than a full-out bid for victory, but I still wish him all the best his return to racing, especially in Nc.

Another newcomer to Nc is John Mann and his Mustang. After running long and hard in Nb, John has changed his Ford to the later spec and you can bet this car will be ultra fast. So too the Graham Hunt Mustang which has a suggested six figure sum spent on its development. Both cars will be at Sandown ... all going well.

Finally after speaking with some of the committee that attended the recent National Eligibility Meeting in Sydney, it would seem that there are come changes are coming up very soon. I believe that not everyone will be happy.

Having said that I do agree that the rules governing Nc definitely require some ironing out. To that end I have been told there were some encouraging results, so here's hoping.

Anyway that is all for now and I will see you at the next meeting. 

- Mick Donaher

PS: Anyone requiring an entry form for the Sandown meeting can contact me on 9585 0154 and I will get one to you.



AMERICAN AUTO PARTS
Spares, Accessories and Performance. ACH 003 390 606

RARE SPARES

Three Big Locations

HOMEBUSH Corner George St and Paramatta Rd.
Ph: 9746 1188 Fac 9764 4106

LIVERPOOL 478 Macquarie St
Ph: 9821 4022 Fac 9601 7432

BEVERLY HILLS 478 King Georges Rd
Ph/Fac 9502 1030

Windscreen seals - rust panels -
rubber extrusions - door, boot
and body seals - braided hoses and
fittings - manifolds, carbs, seat
belts, roll bars and padding

ALL YOUR Na, Nb AND Nc NEEDS

** Show membership card for discount **

VALE - Lance Ruting

Lance Ruting died on February 21. He was diagnosed with cancer and had a major operation last year.

I never knew him well, but you didn't need to be a close friend of Lance's to earn a fog-horn Ruting salute. Right from the start Lance was one of motor racing's cheerful larrikins.

In the years when Lance had a thick beard, he used to draw my attention to his lapel badge which proclaimed "Beards Hide Funny Faces." When he went back to being clean-shaven, he would spot my moth eaten beard across the pit area and call "Hello handsome."

But that was nothing compared to what he called drivers on his hate-list. I remember one day at Warwick Farm where Alan Moffatt, his car broken down after Creek Corner, had to quietly endure ten minutes of Lance's non-stop heckling until the tow truck came. Lance and Alan became friends in later years; a tribute

to both of them.

As a photographer, he wasn't technically all that great-not in the same league, say, as Chris Snowdon or Noel Conlon back in the black-and-white days of the 1960's when I worked at Racing Car News and then at Autosportsman. What everyone knew, however, was that if there was some spin or biff you desperately wanted a picture of, it was probably Lance who had photographed it. He may not have been an "artist", but he sure was a worker.

As a result Lance's huge collection of negatives is now of great historical value, because he photographed everyone, not just the first three in the main races.

So that's Lance Ruting: a larrican, who wasn't scared to bag the big stars and had the common sense to remember the tail-enders. Motor sport should not lose people like that..

- Graham Howard

GROUP Nb NEWS

I have just returned from another top day of motor racing at Eastern Creek. Bob Pearson drove in his usual fine form to claim pole position in his red and gold Lotus Cortina, and was never really challenged throughout the day. Great to see his return to racing following the accident of last year.

Peter Hopwood drove Max Ullrich's Ford Fairlane with great flair to gain the second position on the grid and then secured a top three finish in each race. Rod Stait drove his newly repaired (after his "off" at Amaroo) Falcon GT to take the first race outright and the Nc category.

I had a thoroughly enjoyable day chasing John Lyles' Lotus and dreaming of having an extra camshaft under the hood of my pushrod Cortina.

On to the matter discussed at the last meeting, re the pointscore with the outcome being a vote to abolish the Nb Divisions and run as one. I feel that we may have been a little hasty in making this decision.

With the current rate of growth in Group Nc, it won't be long before they can fill their own grid and we will return to just Nb and Na cars. I believe that this will promote a regrowth in Division I cars actively competing as indicated by talking to members.

The club will be going through these changes in the not to distant future, is it wise to vote to make such a radical change?

The subject we really should have been discussing was the pointscore. But the suggestion made to rectify the dividing line between Division I and II included the nasty word "tyres".

The meeting obviously was diverted from the real issue by those "black things" and we threw out the divisions in Nb.

The suggestion of the tyres being the dividing line was not received well and the decision to abolish Division II was seen as an easy way out. Confusion reigned supreme for we all voted without sufficient time to consider the outcome.

We need to reconsider this decision. Hope to see you all at the next meeting.

- Phil

FORMULA trailers ▶

custom built trailers

Trailers built to order

- * Open & Enclosed trailers
- * Truck bodies & trailers
- * Repairs & modifications

Contact DANIEL SUGDEN

2/92 Auburn St, Wollongong 2500
Ph (042) 271 075 019 669 822

GROUP Nc NEWS

IT'S WAR! Yes that's right, the gauntlet has been thrown down by the Victorian Nc troupes and the NSW Group N frontline will be marching south on the weekend of April 20/21 to do battle on behalf of the Premier state and the NSW Appendix J Association.

Seriously though the support race at Sandown's round three of the SATCC looks like being the curtain raiser to the bold new era known as Group Nc. With the list of cars that are entering I believe it will be the best Group N races to date.

Some that are likely to start are amongst the best Nc and Nb cars in the country and reads like this.

Rian Nott	Nc Ford Falcon XY
Lloyd Bax	Nc Ford Falcon XY
Peter O'Brien	Nc Ford Falcon XY
John Mann	Nc Ford Mustang
Graham Hunt	Nc Ford Mustang
Alan Heath	Nb Ford Mustang
Laurie Donaher	Nc Ford Mustang
Paul Axiak	Nc Holden Monaro GTS-350
Ross Donnelly	Nc Ford Mustang
Kent Youlden	Nc Holden Monaro GTS-350
Bob Pearson	Nc Ford Escort
Trevor Talbot	Nc Holden Torana XU-1
Ian Jones	Nc Holden Torana XU-1
Mick Donaher	Nc Holden Torana XU-1

And the list goes on! So its pretty obvious that if all these guys turn up, this will be one hell of a race and a great way to promote the Nc category.

Speaking of promoting the category, it has been suggested that I get together some driver profiles to present to both track announcers and media at various events. This is so everyone knows who is who and can accurately concentrate on our category.

At upcoming race and general meetings I will endeavour to get as many people as possible to put down their particulars and racing history as well as some information on their car to compile a portfolio that can be distributed.

After having some initial discussions with the committee it was agreed that somewhere in the near future the class, currently known as Nc, should adopt a name or title. It would make the group more easily identifiable like Nb has with Appendix J.

I would like to invite members, particularly those in the Nc ranks, to put forward ideas on a title that we

OP SATCC

Talks are under way with Oran Park management to secure a start at the Shell Australian Touring Car Championship round at Oran Park later in the year.

Negotiations to include the round with the three-round Truck series are presently being discussed with prospective sponsors for the package. A decision is expected soon. The tie-up with IMG and the touring car group now known as AVESCO has made calendar planning and securing suitable sponsorship difficult but this Association is hopeful of netting a suitable deal, so the Oran Park round is looking positive.

could use for T-shirts, stickers, and other promotions.

I see Mike Dyer has entered his Torana for its debut at Eastern Creek. I would expected it to be more or less a shakedown run for the XU-1, rather than a full-out bid for victory, but I still wish him all the best his return to racing, especially in Nc.

Another newcomer to Nc is John Mann and his Mustang. After running long and hard in Nb, John has changed his Ford to the later spec and you can bet this car will be ultra fast. So too the Graham Hunt Mustang which has a suggested six figure sum spent on its development. Both cars will be at Sandown . . . all going well.

Finally after speaking with some of the committee that attended the recent National Eligibility Meeting in Sydney, it would seem that there are some changes are coming up very soon. I believe that not everyone will be happy.

Having said that I do agree that the rules governing Nc definitely require some ironing out. To that end I have been told there were some encouraging results, so here's hoping.

Anyway that is all for now and I will see you at the next meeting.

- Mick Donaher

PS: Anyone requiring an entry form for the Sandown meeting can contact me on 9585 0154 and I will get one to you.



AMERICAN AUTO PARTS
ACN 003 390 606

Spares, Accessories and Performance.

One call buys it all!

RARE SPARES

Three Big Locations

HOMEBUSH

LIVERPOOL

BEVERLY HILLS

Corner George St and Paramatta Rd.
Ph: 9746 1188 Fax 9764 4106

478 Macquarie St
Ph: 9821 4022 Fax 9601 7432

478 King Georges Rd
Ph/Fax 9502 1030

Windscreen seals - rust panels -
rubber extrusions - door, boot
and body seals - braided hoses and
fittings - manifolds, carbs, seat
belts, roll bars and padding

ALL YOUR Na, Nb AND Nc NEEDS

** Show membership card for discount **

ON THE NET

This column is being done in a bit of a rush as I'm off overseas again, so I've "done a Darville" and copied something off the Net (but I'm prepared to say where it came from) - this came to the vintage-race list via the Porsche list some time ago. Excuse the Americanisms, but I'm sure that you'll recognise key points.

You might be a racer if....

- You walk proper lines through the grocery store.
- You've been known to yell "It means 'check your mirrors' dammit!" at your television.
- You bought a race car before buying a house.
- You bought a race car before buying furniture for the new house.
- You're looking for a tow vehicle and still haven't bought furniture!
- You find that you need a new house because you've outgrown your garage and the neighbours are threatening violence if you park one more vehicle on the street or in the front yard.
- The requirements you give your real estate agent are (in order of importance).
 - 1) 8 car climate controlled garage with an attached shop.
 - 2) Outside parking for 6 cars, a motorhome, a crew cab dully and a 28' enclosed trailer.
 - 3) 3 phase 220V outlets in the garage for your welder.
 - 4) A grease pit.
 - 5) Convenient to a hazardous waste disposal site.
 - 6) Deaf neighbours.
 - 7) Across the street from a paint and body shop.
 - 8) Some sort of house with a working toilet on the property somewhere.
- or- hookups for the motorhome.
- You measure all family acquisitions in terms of the number of race tyres that could have been purchased.
- You know well that Orthodontic work is the equivalent of three sets of tyres.
- Your children are named after famous race car drivers (and one or more of them was conceived at a race track).
- Your garage holds more cars than your house has bedrooms.
- You have an immaculate car which you drive one day a week, and the vehicle that gets you around the other 6 days is rusted, covered with duct tape, and has a pair of Vise Grips holding the clutch cable together. You promise yourself you'll fix it right after this season, or when you need your Vise Grips for something else.
- You have enough spare parts to build another car.
- More than one racer supply house recognizes your voice and greets you by name when you call.
- Your grandmother is shocked to find you have a pair of jammies that cost \$400 and the seat doesn't even drop down.
- You think that the last line of the Star Spangled Banner is: "Racers, start your engines!"
- Your lawn mower has a fuel cell.
- Your reading material in your bathroom consists of auto parts and racing supply catalogues, several books written by famous drivers, every book Carroll Smith has ever written.... and 400 car magazines, none of which have centrefolds.
- People know you by your class letter, car number, and car color.
- People know you by your "off"s. "Oh, you are the one stuck in the mud at Lime Rock last weekend!").
- Your criteria for selecting a significant other include auto repair skills. Air tools optional.
- You plan your wedding around the race schedule.
- You remember the dates and details of every race you've ever been in, but can't remember your phone number.
- Your family brings the couch into the garage so they can spend some time with you.
- Crawling around in the muck wrenching on your own car is much more appealing than reclining on the sofa, watching the pretty cars go around on TV, with a beer in your hand.
- You complain when cars in front of you on highway off-ramps don't stay on the line, causing your exit speed to drop.
- You refer to the corner down the street from your house as "Turn One."
- You look at the fire hydrant at that corner and see an apex marker.
- You enjoy driving in the rain on the way to work (or school).
- You buy real cheap tyres for your street car, so you can save \$\$\$ for the real (race) tyres.
- You hate long distance driving, but you will gladly drive 800 miles to the race track.
- You think that traction control and ABS are for those who can't drive.
- You've ever tried to convince your wife you needed that flow bench to fix the air filter on her station wagon.
- You've found your lawnmower runs great on 108 octane gas (but doesn't particularly care for alcohol).
- You've got 3 immaculate race cars always race ready, but your wife has to nag you for 2 months before you fix the headlight in her car.
- Your "daily driver" is continuously being mistaken for an abandoned car as you haven't taken the time to wash it in over a year.

Not that any of the foregoing apply to any of us, of course!

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

AROUND THE TRAPS - racing



BOB IS BACK

In his first race meeting since the dramatic accident at Oran Park in August, Bob Pearson showed he had lost none of his deft skills by taking two of the three Appendix J races at the first Australian Racing Drivers Club-organised Eastern Creek club event.

If not for a gearbox breakage in the first of three races it would have surely been a trifecta for the Pro-Duct man and his Lotus Cortina. In fact he easily broke Jim McKeown's class record but unfortunately an engine miss was really the difference in securing an official outright mark.

AROUND THE TRAPS - racing

Eastern Creek Restricted - February 23 - Nb and Nc

Pearson's pole as Toranas trip

Pearson set the pace in qualifying utilizing his red Lotus Cortina and posting a 1m53.77 to be 3.7 secs clear of the Ford V8s of Peter Hopwood (in Max Ullrich's Fairlane) and Rod Stait's Falcon GT.

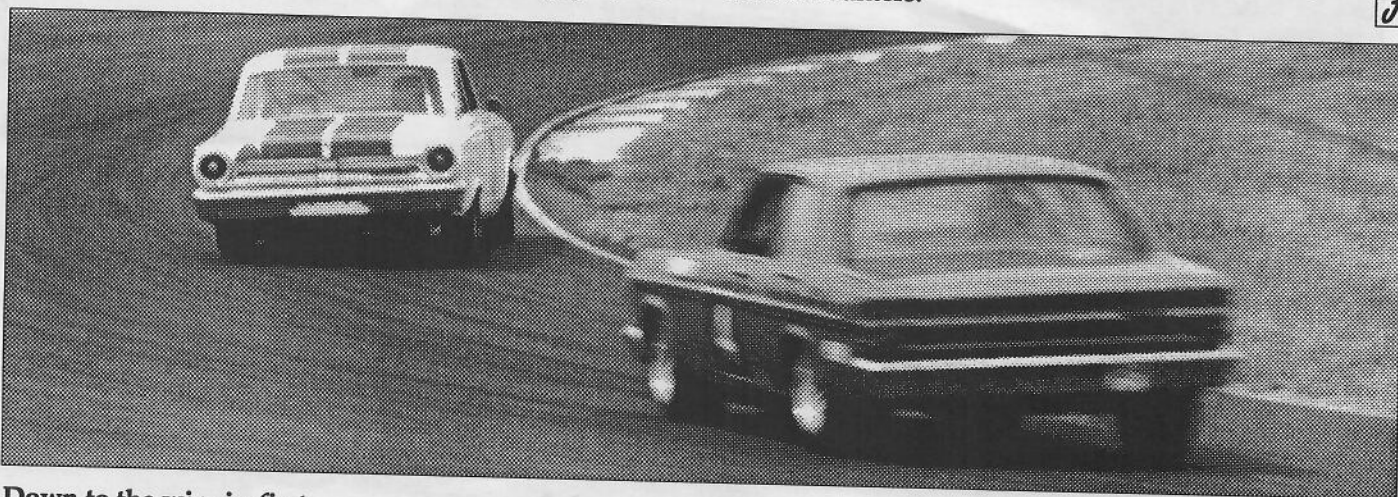
Dave Beveridge shared the second row ahead of Mike Dyer and Ken Ballantyne. Mike's return to racing was short-lived for his new Torana had a gaping hole through the block after just six laps.

It wasn't a good day to be Torana mounted for Robert Tebb would also fail to make a starting grid, his

XU-1 running a main bearing while Brian Jessop encountered a puncture, not his last for the day.

Steve Mason took his new acquisition to ninth on the grid, shading the Ford Cortinas of John Lyle, Phil Powell and Anton Mechtler while Andrew Smyrnis' woes started in private practice with a shattered harmonic balancer and continued thoughtout race day.

Rounding out the field were the early Holdens of Alan Barrow and Bob Harris. While 3.7 sec may have seperated them in practice, it was a lot closer in the race encounters.



Down to the wire in first

The Lotus Cortina set up a handy lead from the outset of the preliminary five lapper as Hopwood steadied the big Fairlane ahead of Beveridge.

The latter's Mini was relegated by Stait on lap's end as the three held a handy margin over Jessop. The Mustangs of Smyrnis and Mason followed ahead of Ballantyne's EH, Lyle and Powell, while Harris had the early advantage over Barrow and Mechtler.

As Pearson continued to build on his lead, Stait moved to second and began bridging the gap to Hopwood, while Smyrnis was out of business on lap two. The leader had a comprehensive lead by the end of the third but a subsequent loss of first and second

gears made him easy prey for the ensuing battle of the big Fords.

Hopwood held off Stait with plenty of sideways action, but ultimately the horsepower and extra cubic inches won through with Stait taking a half second victory.

Pearson had to also relent third where Jessop gained the podium spot in sight of the flag.

Despite losing oil through a suspected shot dip stick Mason charged through to take fifth ahead of Beveridge's Cooper S. Lyle was next ahead of Ballantyne while Powell was ten seconds clear of Mechtler. Barrow ultimately downed Harris in the pre-'60s stakes.




AROUND THE TRAPS - racing

Ford trifecta

A quick gearbox replacement had Pearson back on the front row of the five lap sprint, and leading from the outset. Hopwood again had the strength to hold off the more powerful Stait Falcon while Beveridge showed the way to Ballantyne, Jessop, Lyle and Powell. Barrow and Harris completed the starters and they were nose-to-tail after one lap.

Pearson romped away with the race while Stait

quickly assumed second and held it for the duration. Beveridge was never challenged for fourth and with Jessop out of the action early, Ballantyne became the front running, and top finishing Holden.

Mechtler retired at turn two on lap one while Lyle was left to his own devices as Powell also dropped out. Yet the dice of the day belonged to Barrow and Harris who did not let friendship get in the way of the odd biff. Four tenths separated them at the conclusion. 



Trophy triumph


The start of the seven lap Trophy had Pearson engulfed and relegated to fifth as they charged through the fast right-hander for the first time. Mason had made a great start to be fourth, and then proceeded to relegate both Stait and Beveridge to be second at the end of the first lap. The Mini was next and Pearson passed Stait shortly after. But Hopwood led with a handy gap as the others fought for the minors.

Ballantyne was already on his own in fifth spot as Powell led Lyle for Ford Cortina honours. Then came the "humpy" Holden pair with Barrow ahead, and Smyrnis and Jessop tailed off after belated starts. Both were out shortly after.

Mason's good run ended on lap two, the Mustang's

gearbox emitting plumes of smokey oil and leaving Pearson with a clear line of sight to Hopwood leading. It did not take the Lotus Cortina too long to hunt down the tyre troubled Fairlane, bringing Stait's Falcon along as well.

Pearson gathered the lead on lap five and pulled away for the trophy while Hopwood's vain efforts to fend off Stait failed by about ten meters. Ballantyne placed fourth and Lyle was left on his own following the slowing of Powell.

Unlike the earlier event, Harris put his 48/215 ahead of Barrow this time and went on with it as Barrow and Powell raced side by side to the flag, the FJ getting the judge's nod by a mere three hundredths of a second. 

RECENT RACING RESULTS

ARDC EASTERN CREEK - February 23

Qualifying - dry track: Bob Pearson (Lotus Cortina) 1:53.77, Peter Hopwood (Ford Fairlane) 1:57.48, Rod Stait (Ford Falcon XY) 1:57.64, Dave Beveridge (Morris Cooper S) 1:59.53, Mike Dyer (Holden Torana XU-1) 2:00.63, Ken Ballantyne (Holden EH) 2:00.82, Robert Tebb (XU-1) 2:00.86, Brian Jessop (XU-1) 2:00.89, Steve Mason (Ford Mustang) 2:01.43, John Lyle (Lotus Cortina) 2:02.27, Phil Powell (Ford Cortina) 2:04.47, Anton Mechtler (Ford Cortina) 2:04.52, Andrew Smyrnis (Ford Mustang) 2:04.55, Alan Barrow (Holden FJ) 2:09.02, Bob Harris (Holden 48/215) 2:12.71.

Race One (5 lap preliminary) - dry track: Stait (9:55.13) 1, Hopwood (9:56.61) 2, Jessop (9:59.75) 3, Pearson (10:01.74) 4, Mason (10:04.22) 5, Beveridge (10:23.16) 6, Lyle (10:25.53) 7, Ballantyne (10:27.44) 8, Powell (10:46.12) 9, Mechtler (10:56.42) 10, Barrow 11, Harris 12, Smyrnis (1 lap) DNF. Fastest lap: Pearson (1:54.68) 1301-1600 class record.

Race Two (5 lap sprint) - dry track: Pearson (9:41.65) 1, Stait (9:54.89) 2, Hopwood (9:57.75) 3, Beveridge (10:16.08) 4, Ballantyne (10:18.73) 5, Lyle (10:30.79) 6, Barrow (10:56.42) 7, Harris (10:56.87) 8, Powell (3 laps) DNF, Jessop (2 laps) DNF, Smyrnis (0 laps) DNF, Mechtler DNF. Fastest lap: Pearson (1:54.19) 1301-1600 class record.

Race Three (7 lap trophy) dry track: Pearson (13:42.66) 1, Stait (13:48.45) 2, Hopwood (13:48.47) 3, Ballantyne (14:23.26) 4, Lyle (14:33.79) 5, Harris (15:13.18) 6, Barrow (15:14.03) 7, Powell (15:14.07) 8, Beveridge (4 laps) DNF, Smyrnis DNF, Jessop (2 laps) DNF, Mason (1 lap) DNF. Fastest lap: Pearson (1:54.07) 1301-1600 class record.

Two familiar Fords, but not with their usual drivers at the recent Eastern Creek meeting. See AROUND THE TRAPS



CLASSIFIEDS

FOR SALE

FORD FALCON RALLYE SPRINT 1964. 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.

HOLDEN EH. 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.

HOLDEN EH. Appendix J, Weber carbure, 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.

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

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

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 gauges. Is currently registered and asking

FOR SALE

\$7,000. Ph Cameron on (02) 9905 0105.

HOLDEN TORANA. LC GTR complete minus engine and gearbox. In average condition but would be most suitable as starting point for XU-1 project. \$950. Phone Greg Toepfer 9913 1919.

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.

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.

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.

MINI COOPER S Nb. 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.

VALIANT S. Engine, doors, bonnett, and many body parts. Phone 9982 8145, G. Piercell.

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.