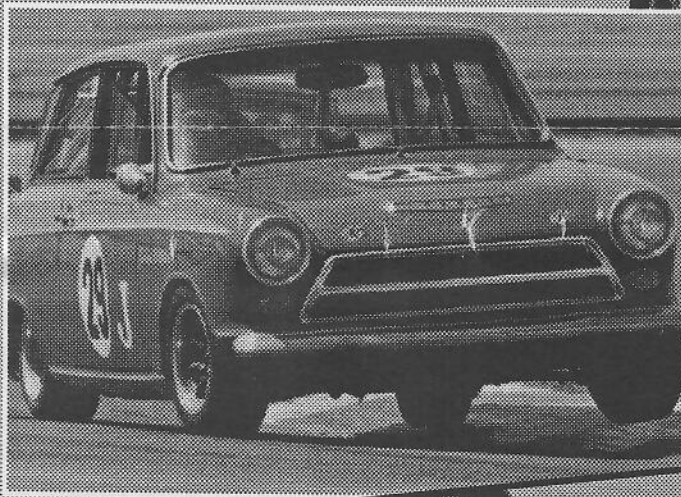


Action-Line

Newsletter of the Appendix J Association of NSW Inc



Alan McCannell photograph



George Aungie photograph



inside this issue

Falcon strong at Sandown Park's Historic Oran Park Championship finale
Annual General Meeting - full details

the regulars

President's Report

Pointscore and race details

Minutes from General Meeting of September

The latest happenings from Na, Nb and Nc



GENERAL MEETING date switch due to Melbourne Cup

See page 14 for details on this special night

NOW Tuesday November 12, 8pm start
Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

I would like to start this month's report by thanking you all for the support and trust you have shown in me. The kind words of thanks to the Committee, expressed publicly at the meeting by several members was greatly appreciated, and makes the difficult job of steering the club in the right direction that much more rewarding.

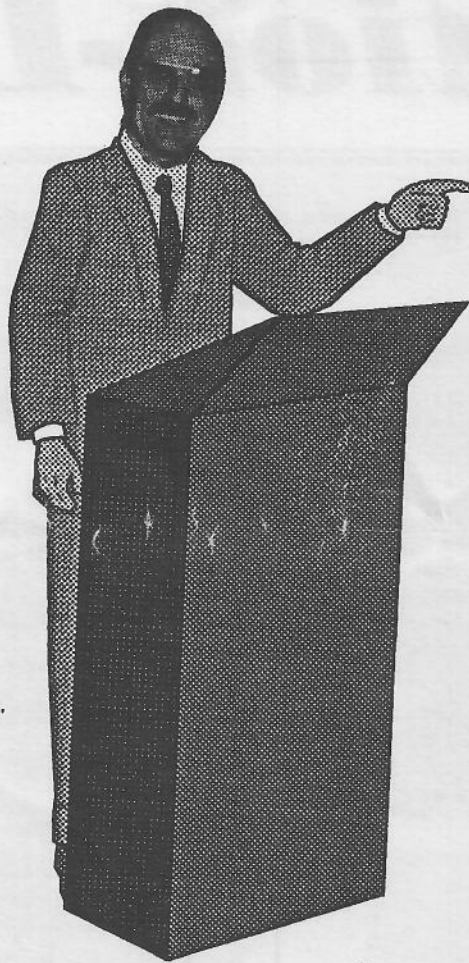
I would like to welcome the new members of the Committee and thank those who have stepped down for their help over the past year. We can now look forward to an exciting year ahead, full of challenges and no doubt changes as the year unfolds.

We have completed the pointscore events for the year with the successful running of the third round of the Auto Fever Truck Series at Oran Park. And what a great meeting it was too! Fine weather and a day/night meeting at Oran Park is a great combination and this meeting was no exception.

Rosco's Bar, Grill and Disco dispensed eats and refreshments at the appropriate times and the on track stuff was to the crowd's liking and applause. No excessive damaged this time although the racing was just as fast and furious.

Congratulations to Ross Donnelly, the well deserved winner of the series overall which can only be described as a spectacular success. Our thanks to Ray and Sue at Auto Fever for their generous support of the series.

Other pointscores also were decided on the night and my hearty congratulations to Dave Beveridge who edged me out to narrowly win the Division 1 pointscore, congratulations also to Garry Smart who even more narrowly defeated Tim Bradley for the Division 2 crown. Ross Donnelly of course had won the Nc pointscore and Na had gone to Andrew



Pursey. My congratulations guys, some great racing during the year

and I am looking forward to presenting the goodies on the Presentation night Cruise.

Apart from the presentation night on the 16th, there are several other events before years end starting with the visit to John Dawson-Damer on Sunday the 17th to view his unique collection of Lotus cars. Ring me to book if you are coming.

We also have a great evening planned at the General meeting next Tuesday night, the 12th. Dont forget that in November it is the 2nd Tuesday so as not to interfere with the Melbourne Cup. We have organized some Appendix J celebrities of the past to entertain you with movies and tales of old, maybe even circuits of old, and thats what its all about, so come along, it will be a great social affair. Both these events are "dont miss", so get organized and be there.

The last competition event for the year, the Wakefield Park Historic on 23/24th November is a virtual sellout with over forty entries, and as a result a split grid. What great support we have had this year at all race meetings and this is no exception.

I knew the word would get out that this was a great meeting, next year we should perhaps look at making this meeting the first pointscore event for the following year. Hopefully many of you have supported the "Make a Wish Foundation" meeting at Oran Park on the 30th November as this meeting is such a worthwhile cause.

If you haven't booked your tickets for the Presentaion Cruise you had better ring Anne Bailey right away to see if she can get you on board, otherwise you will miss what promises to be a great evening. See you at Burwood on Tuesday 12th, dont get the date wrong.

- Regards Bob

**LAST CHANCE BOOKINGS AVAILABLE
FOR THE 1996 PRESENTATION NIGHT**

COMMITTEE

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PRESIDENT Bob Asher	9874 9164	<u>9874 4144</u>
VICE PRESIDENT Chris Dubois	9724 4541	9602 9884
SECRETARY Fred Burley		<u>9644 6381</u>
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GROUP Nb LIAISON Phil Powell		9913 8771
GROUP Nc LIAISON Mick Donaher	9525 5368	9520 3159
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CONTRIBUTIONS Bob Asher, 4 Tramway St, West Densitone 2114		
LIFE MEMBERS Mike Dyer Max Stahl		

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

FROM THE DESK

There is no doubt the profile of Appendix J is a popular one, no matter where the racing is. The crowd reaction at the Supertruck meeting to the battle of the big-engined Fords was very vocal indeed.

Throw in a cheeky Valiant and the truck orientated folk were making more noise than the V8s. This is not an isolated occurrence either. Bathurst in the past has produced very positive responses, particularly on top of the mountain.

The 1995 Adelaide Grand Prix produced two memorable races with Mustangs sideways and touching. It was enough to stop the media centre in its tracks. Journalists who you normally expect to show little interest in the "sideshows" were agog, later relating their enthrallment with the commitment show in the races. "Thoroughly entertaining" probably best describes it.

The question then has to be asked. Do the paying customers (or the media) understand what they are watching, or do they simply enjoy the show.

The situation will undoubtedly become more complex as more cars in the new Na and Nc categories hit the tracks. We will have struggles within classes and cars dicing with others of a different class. The crowd will enjoy the racing, there's no doubt about that.

But many would like to know why say, a certain smaller engined car can stay with a larger one from another category, even pass it and leave it in its wake.

The Club Car Register have tackled this problem of such a mixture of cars by supplying a commentator for their club outings. They have been given a slot on the Super Touring agenda, in NSW at least, and ensure the series announcers have a helping hand from someone who knows the category forwards and backwards.

While media liaison is not paramount, consideration should be given to informing the gathered public as to what makes these cars tick and who's who, particularly with the prospect of the Melbourne Grand Prix on the agenda for next year.

Taking a leaf out of someone else's book is not a bad idea. The thought of a national title is not a unrealistic one either. Both Club Car and the HQ Association hold their "Nationals" each year, and in a different state each time. However the thought of crossing the country is not a very encouraging one and does provide a stumbling block.

But let us expand on this a little instead. The main states have championships of one kind or another which we would not have to touch. As a bonus lets provide the top finishers in each category and state, the opportunity to meet in a one-off national title race with some funding from the respective state clubs.

Now this does not mean I am jumping on the band wagon for such a title. It is more of a thought process similar to what other categories have gone through. Formula Vee and Porsche Cup as well have gone the gauntlet (the latter the best known) and talk and speculation is not unknown in Appendix J. One just has to be mindful of the pitfalls and more importantly, the cost.

- Garry O'Brien

1996 POINTSCORES

AUTO FEVER Oran Park Series

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

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GROUP Nb Division 1

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

GROUP Nb Division 2

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

GROUP Nc

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

GROUP Na

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

LAST MONTH'S GENERAL MEETING

Minutes of the October General Meeting of the Appendix J Association of NSW held on October 1, 1996

Meeting opened at 8:45pm.

Apologies: Arthur Huxley, Fred Burley, Graham Hill, Lyn Cowan, Steve Turner.

Attendance: 48 members and 6 visitors.

Minutes of the September meeting as printed in Action-Line were accepted as a true record.

Matters arising:

- Discussion took place on sportmanship issues.
- The proposed State Championship has been deferred until 1998.
- Still awaiting formal approval from Oran Park Motorsport re improvements.

Correspondence Inwards:

- Memorandums from CAMS.
- Victorian Association Newsletter.
- Nominations for 1997 committee and proxies.

Correspondence Outwards:

- Advice to HCC on results of tyre survey.
- Further request to HCC eligibility committee re safety concerns for Na competitors and seeking their urgent advice.

Presidents Report:

- Bob welcomed our visitors especially from our sister club in Victoria, Simon Elliott and Graham Harris.
- On a sadder note he advised that Ray Bailey had passed away on October 10 after a long illness and as a mark of respect, silence was observed.
- A meeting had been convened during the month by the ARDC and participating clubs re their successful tender for Eastern Creek. They advised their proposals for a revamp of the site to cater for a wider motorsport audience including a speedway circuit, jet boats, karting and workshop areas. Amaroo will continue to run in parallel. They have a number of proposals for 1997 but these are being kept under wraps until they assume control in November.

Some discussion ensued between members on track modifications and the problems of the drag strip. It was reported that the rumour was heard that Amaroo had a finite life.

- It was confirmed that the tour of John Dawson-Damer's Lotus collection will be on Sunday November 17.

Treasurer's Report: Current bank balance \$13491.92.

Competition:

- Next event is Truck Meeting at Oran Park. Still looking for more entries.
- Terry Thompson advises that Wakefield Park Historic will celebrate official opening of club rooms by Frank Match on the Saturday night. Feature races will be held on Sunday morning.

Public Relations: Seeking to obtain an invitation to the Macau Grand Prix as a support race.

Pointscore: Last round at the Truck Meeting. Only the six

best scores count and it will be close.

Nc Report:

- Latest car to compete was Rod Stait's GT Falcon at Eastern Creek and went very well.
- More cars are slowly appearing and hopefully there will be enough cars in 1997 to hold an Nc event.

Social Activities:

- Congratulations to Ross Muller on winning the photo competition in Action-Line.
- Anne Bailey reported that tickets for presentation night selling well and all arrangements for a successful night were in hand.
- Rosco's Bar and Grill will be operating at both lunch and dinner at the Truck Meeting ably staffed by Jenny and Bob Adams and friends.

General Business:

- Laurie Donaher advises he is planning a motor racing safari to West and South Australia for their Touring Car rounds in 1997. See Laurie for details.
- A round of applause was given for Garry O'Brien on his excellent work in producing the magazine. Garry is always looking for more input such as new cars and interesting news.
- Terry Thompson gave a report on the Jack Brabham luncheon.

Meeting closed at 9:30pm.

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'J' CUP POINTS

DIVISION ONE

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

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

DIVISION TWO

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

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

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

ANNUAL GENERAL MEETING

Minutes of Annual General Meeting of Appendix J Association of NSW held October 1, 1996

Meeting opened at 9:31pm.

Apologies: Arthur Huxley, Fred Burley, Graham Hill, Lyn Cowan, Stever Turner.

Attendance: 48 members and 6 visitors.

Minutes of the previous AGM were moved as a true record by Allan Wick and seconded by John Tight. Carried.

Presidents Report:

Bob spoke of the excellent competition year with great support being evident from members. A number of the events had record entries, eg 61 cars the Eastern Creek Historic. The magazine has been improved and he felt that this has resulted not only in increased involvement but also in significant increase in membership numbers and a renewed interest in Group N.

Hopefully fields will continue to increase in 1997 so that we can accommodate separate races for the three categories. We have made successful efforts to get closer to the HCC and HSRCA in recognition that we are part of the Historic Fifth Category and now truly represent Groups Na, Nb and Nc.

Treasurer's Report:

Our current balance is \$13491.22 including \$7000 IBD. Over the twelve months we spent over \$12000 and the accounts are available for inspection but we finished the year on the positive side.

Major items include

- \$3000 Trophies
- \$1742 Magazine
- \$1100 Printing and Stationary
- \$2500 Promotional activity

Public Relations:

A number of initiatives were in the pipeline and should result shortly. Generally our profile throughout the

year has been high with SBS television coverage of the Truck series and displays at the Touring Car round in January, and the Amaroo Historic. Our driver profiles to announcers have been well received and a number of members have displayed their cars at car shows.

Group Na Report:

This has been a growing year for Na with the number of new cars increasing steadily over the year. Wakefield Park promises to be a highlight for Na.

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ANNUAL GENERAL MEETING (continued)

Group Nb Report:

There has been a significant increase in Nb cars competing this year over 1995 and this has been encouraging. This is despite the introduction of the two new categories Na and Nc this year and is a healthy sign for 1997.

Group Nc Report:

The introduction of Nc saw an initial flurry of interest with talks of cars being built all over the state. However finished cars were slow to appear but a number are now nearing completion. It is hoped that 1997 should see cars being built that are more representative of the cars that raced during the period.

General Business:

- Laurie Donaher moved a vote of appreciation for the excellent work performed this year by the committee. He acknowledged that it is sometimes a thankless task where not everyone can be satisfied, and thanked the committee for their efforts in moving the club forward.
- Bob Asher expressed his thanks to Laurie on behalf of the committee but also thanked the committee and the members for their continued support during the year.

Election of Officers:

Nominations were received for the 1997 committee.

There being insufficient nominations received to require a ballot.

The following members were elected unopposed.

President - Bob Asher
Vice President - Chris Dubois
Secretary - Fred Burley
Treasurer - Don Titcume
Competition - Lionel Walker
Public Relations - Chris Wilson
Na Representative - Andrew Pursey
Nb Representative - Phil Powell
Nc Representative - Ross McKenzie
Pointscore - Daniel Sugden
Chief Scrutineer - Lloyd Cleaver
Additionally Garry O'Brien was appointed Editor.

General Business (continued):

- Bob welcomed the new committee and pledged an exciting year ahead.
- 1996 club pointscore winners will be decided after the Truck Meeting and the winners' cars will appear as a collage on the front of Action-Line for the next year.
- Graham Harris reported on the AGP progress for Melbourne 1997.
- Raffle was drawn and won by Syd Grevett.

Meeting closed at 10.05pm.

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AROUND THE TRAPS

Group Na

Andrew "Axeman" Pursey

The 23/24 November HSRCA all-Historic Race Meeting at Wakefield Park sees nine Na cars entered within a total Group N field of 40 entries - enough entries in total to give us a split grid, which is good for all competitors. Expect to see:-

Aaron "MinorMo DynaMo"
Gabriel -Morris Minor
Arthur "Hux" Huxley - Morris Major
Don "Ticko" Titcume - Morris Major
Andrew "Axeman" Pursey - Morris Oxford

The Morris Dancers are back to full strength at last - but, has Hux gone rusty during his mechanical-problem-enforced lay-off?

Terry "Dak Dak" Thompson - Volkswagen Beetle
Michael "Mountain Rally" St John Cox - Jaguar MkVIIM
Bob "Pinky" Priddle - Ford Zephyr MkII
Paul "Reg 3" Rodenhuis - Ford Zephyr MkII



Na at Wakefield Park

Ray "EH" Bailey - Holden FJ
This represents a full turn-out from the currently log-booked Na cars - good one! Now, if only we can get the in-built cars completed sooner rather than later we should

have a very good turn-out for 1997.

Just a reminder that Na cars are eligible to run at HSRCA meetings in Regularity 3 - if you are still getting ready to race, maybe you could at least give the car a basic run at the HSRCA 25/26 January all-Historic at Amaro Park and get a feel for how the car runs on the track.

If there are any pending Na competitors who feel they are missing out on Supp Regs for the various race meetings, please let me know and I'll get you added to any appropriate lists.

Also, if you are thinking about building an Na car don't forget that the car should be an approved model and conform to the rules in the CAMS Manual. It is advisable to speak to the Group Na Eligibility Officer, Tony Caldersmith, prior to commencing work on creating an Na car.

Look forward to seeing you at Wakefield Park, and, I'm delighted that so many Na competitors will be supporting the NSWRRRC Charity Fun Day at Oran Park on 30 November to look after the young people from the Make-a-Wish Foundation.

- Phil

- "Axeman"

Group Nb

Phil Powell

Well here I am re-elected unopposed as your Group Nb representative. Does this mean you are all happy with Group Nb or that the prospect of a stint on the committee is too daunting?

The last year has seen the direction of Group Nb change somewhat. Division 2 has been growing at an encouraging rate with the introduction of newly built cars. Rusted cars are re-emerging from garages and venturing to the track while quite a few have changed hands, moving on to enthusiastic new owners.

Unfortunately for Group Nb Division 1, cars and competition are slowly falling away. These com-

petitors are chaging to other forms of racing or building - should I say it - yes, building Group Nc cars!!

These front running race competitors who enjoy the thrill of winning races are tiring of chasing the tail every race of the new breed of Historic racing saloon - So if you can't beat them join them.

So in the long term what is to become of Group Nb Division I? I don't know if there will be sufficient competitors and perhaps, then a combined pointscore for Division I and II.

This may provide some hiccups to be smoothed out, so the few remaining Division I cars don't run away with the competition, and it may encourage some Division II competitors who have been coasting, to pick up the pace.

Where will it end? We'll have to wait for the 1997 season.

AROUND THE TRAPS

Group Nc

Mick Donaher

I'm going to keep this report short this month because my hand is still sore from doing the race report from Melbourne.

While on the subject of Melbourne it was good to see the debut of a new Nc Mustang. It is a '67 coupe and while it wasn't being over extended at its first meeting, the signs were there that it will be quick.

Also while in Melbourne I had the chance to discuss some matters with Paul Burchell. It seems the ball is well and truly rolling on a couple of fronts. More on that in the new future.

One of the best Nc cars I've seen to date would have to be Graham Hopper's ex-Norm Beechey Chev Nova. It is a fantastic restoration job and probably looks better now than it did in the 60's. Shame it had a engine blow-up but I'm sure he will return. He certainly won my vote for best Group N car.

Another car worth a mention was the new Ford Mustang Nc driven by Rob Bailey and this car just went faster and faster as the weekend progressed, and boy did it

sound nice.

Still there is some controversy over the eligibility of the SVO blocks for Mustangs but this should be sorted out in the near future.

Aside from the cold weather in Melbourne and a couple of scrutineering hassles we had a good time at the Sandown Historic.

The Victorians were both good sports and very sociable but the best bit was being able to drive my car unscathed onto the trailer.

Of particular interest was the parade of Champions in V8 touring cars of the past. Names like Brabham, Carter, Beechey, Geoghegan, Thompson and Brock. It was great to see them give their respective cars a work out.

Peter Brock looked at home in his Bathurst winning A9X while Sir Jack drove Rob Bailey's Nc Mustang. In 5 laps he was 2 seconds quicker!!!

Anyway look forward to getting back next year and lets hope some of those southerners can venture north and challenge us on our own turf next season.

Finally I hope the next twelve months in Nc bring out the expected number of cars to the grids as I would really like to promote the arrival of the Nc class and thus get some really good races next season. So as soon as you finish reading Action-Line get back outside and finish off that car, alright!

See you at the next meeting.

- Mick



ON THE NET

Greetings from Cyberspace again with more happenings on the Internet.

Went to a breakfast briefing at the Sheraton on the Park (I know, its a hard job but somebody has to do it) at which the key speaker was the President of Macromedia, from the US. The session was really interesting and gave a very thought-provoking illustration of coming technology for easy incorporation in World Wide Web sites.

So b****y what I hear you cry - well, just imagine a full action video clip showing Group N cars in action, and, with full sound! Imagine thousands of home computers across the world vibrating in sympathy with the sounds of all the Nc and Div 1 Nb cars roaring away from the grid (let the Earth move for you, electronically speaking).

Alternatively, imagine all the crook necks caused by people watching Na rocking and rolling across their PC screen, or, maybe they'll do themselves an injury falling off their chair because they're laughing too much.

Whatever you may think about the Internet and the World Wide Web, they are here to stay - should this Club have a presence on the Net to promote our activities and gain greater exposure? If you feel strongly about it, either way, let one of the Committee know and we can discuss it at the next meeting.

On the vintage-race list there has been a flurry of messages concerning eligibility, cars with no racing history, moving cut-off dates for Historics, etc, etc. Many Americans were unhappy that very modern cars were being

included in race meeting programmes at the expense of original historic cars. I added my two cents worth by outlining the mix of entries that we have for Wakefield Park for Group N, and, that we all manage to get along together quite well - based on some of the other comments maybe we should consider ourselves fortunate to run with rules and categories that we have, particularly as some of the US experience sounded very competitor-unfriendly.

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

AROUND THE TRAPS

TATTERSALL'S SANDOWN HISTORIC (October 11-13)

We arrived at the circuit on Friday after already competing in an event known as Dodge the Trams. I was in a very competitive frame of mind (competitive is not the word I was really looking for but this is a family publication and I'm sure anyone who's taken three young children across two states knows what I mean). I was looking forward to hitting the circuit.

The first practice at midday went ahead with on-one over extending their cars. The Mustangs were heading the pack with times in the 1:26's followed by the Toranas of Talbot and Jones with mine next. Immediately one thing became very obvious, the Victorian XU1s are fast in a straight line (ie heaps of horses).

Also of note was the quick Mini driven by Adrian Read and ex-Beechey Nova of Graham Hopper. The other thing I noticed was that there were about 20 cars present for what was only an unofficial session . . . talk about keen.

Times began to drop in the second practice later in the afternoon and Rian Knott in his Falcon GT which was flying, lapping in the 1:25's and around two seconds under the previous best.

But the Mustangs were not far behind and it was getting tight at the top.

Jones and Talbot were still battling for the next best and I was starting to get the hang of the place, putting down some reasonable times. Still more cars had turned out and it was great to see the enthusiasm of everyone.

Everyone was trying to decide how to get a good run in Saturday morning's

qualifying with 50 cars on the track at one time and the short answer was luck. If you could find a hole, go for it! One of those that found just such a hole was Knott who topped the tables at 1:25.85, almost a second faster than John Mann.

Then it was always entertaining Tino Leo followed by Graham Hunt, Talbot, Andrew McDowell in the ex-Rob Tweedie Mustang, and me getting a



Chris McGeorge photograph

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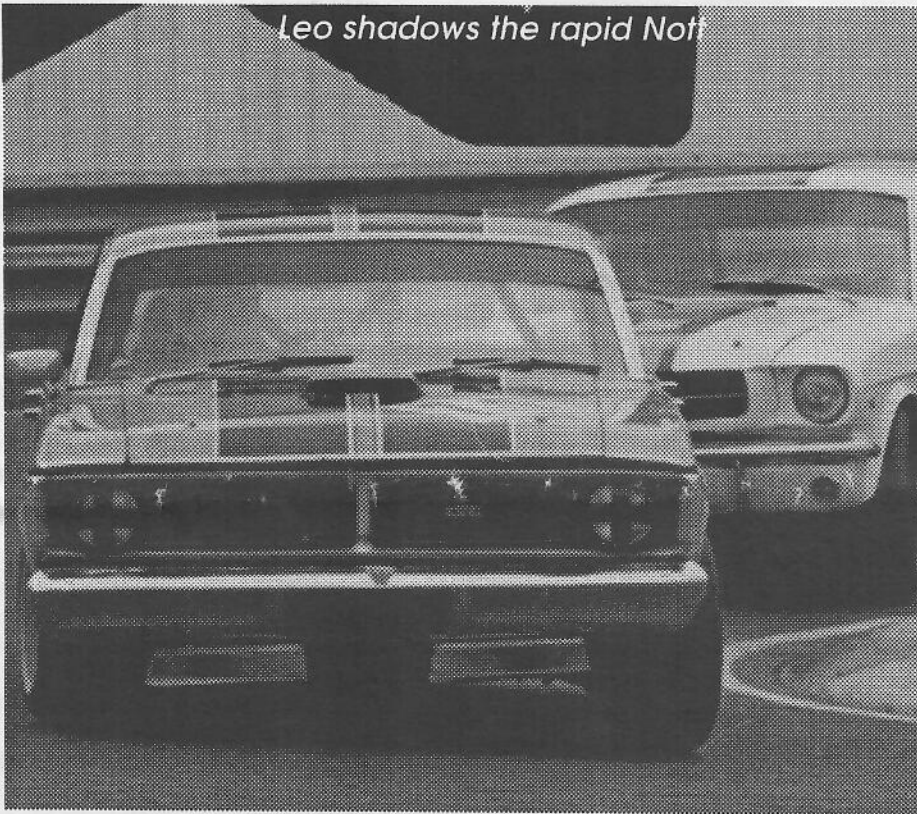
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AROUND THE TRAPS

Leo shadows the rapid Nott



Chris McGeorge photograph

slightly better run through the traffic than Jones.

Adrian Read put in a great run in the little Mini to be just ahead of Hoppers' Nova which unfortunately lunched its engine at the end of the main straight and did not return for the rest of the meeting.

Others to qualify well were Paul Trevethan in his Lotus Cortina in 12th, and Robin Bailey was the fastest EH. Robert Tebb, another NSW Torana punter, was there but I think lacked track time before the session and qualified lower than he would of liked. But his times fell rapidly as the weekend progressed.

By Saturday afternoon the skies threatened rain and it was certainly different from the previous day's 30 degrees C, with the thermometer bounding between 10 and 15 and very cold, a blessing really for I could look forward to getting back home and having a winge about Melbourne weather.

The field lined up on the grid for race one and stretched the length of the straight and around the corner. From the start it was the Falcon first with the Mustangs in hot pursuit. The Toranas of Jones and Talbot were close behind into the first corner and I chased them at the back of the leading group.

The Minis of Adrian and Len Read were in the next group that also consist-

ed of Trevethan and Bailey. Towards the end of the race a couple of the front runners failed including Leo and Jones, the latter having a big blow-up at the end of the main straight.

There was lots of rain early Sunday morning and it looked like continuing all day (just what you need after a night on the town and a bit of a hangover), but as luck would have it the rain stopped and the meeting came through with not more than the odd drop throughout the day.

There was a good crowd on hand including Pat and Alan Wick and Noeline and Laurie Donaher. I reckon there would have been in the region of 8000 people there.

The race itself was pretty much a repeat of the Saturday affair with Nott, Mann and Hunt battling for the lead. Tino actually had the early front running but the Falcon soon hauled him in, overtaking before the Mustang again had mechanical problems and retired.

My race was a

fairly lonely one back in fifth as the front runners were a little too quick and those behind a touch slower. But I was having a ball testing the limits of my car which I almost overstepped a couple of times.

Anyway I could see the race up front was fast and furious with Talbot overtaking Hunt on the second last lap. But the Torana driver made a little mistake on the last lap, running wide on one corner and allowing the Mustang to reclaim third spot.

Knott's GT was the winner from Mann, Hunt, Talbot and myself with a big gap to the next group.

So far I had managed to keep my car straight and reliable. But a handicap race at the end of the day with around 45 cars was building up a bit nervous tension. As it turned out I won the race and had a lot of fun cutting my way through the traffic.

Unfortunately two Minis touched in the esses leading onto the main straight and one rolled, landing on its roof. The red flags were out, nobody was hurt, and the cars were regripped.

It was a dramatic restart with total confusion and many a car boiling due to the wait. I once again put my head down and went for it.

Hunt was noticeably having a real go. I could see him in the mirrors, weaving through the traffic, trying to catch up. The rest of the fast cars at the back, chose a more cautious tactic. But this was my best chance at a win and I went as hard as I could.

At the finish I wasn't sure who had won as there were cars all around the circuit but it seemed I had made it through and Hunt came in a close second with Liam Reed's Cortina third.

- Mick Donaher

The handicap had to be restarted



Chris McGeorge photograph

AROUND THE TRAPS

ORAN PARK (October 19) Auto Fever series round 3

Ross Donnelley took the points in the Auto Fever series final round to take the title. But it was not the formality he would have expected for Peter O'Brien and Cameron Tilley ensured the Mustang driver would earn his keep.

Circulating outside his lap record pace of the August meeting, Donnelley still managed pole, knocking off the O'Brien Falcon by two hundredths of a second with the Valiant a further half a second away.

Fourth on the grid Dave Beveridge headed the Cooper S brigade and Greg Toepfer was best of the Holdens starting on the inside of the third row.

Alongside the black EH was Graham Russell's Mini ahead of the improving big Falcon of Rod Stait breaking in to high 52s.

Bob Asher, Val Vujadinovich and John Lyle completed the top ten while Robert Tebb and Barrie Peters both betted 54s..

At the start of the first event (over five laps) the two Fords and lone Valiant were side-by-side in the drag to Agip where O'Brien emerged ahead of Tilley and Donnelley. They quickly distanced themselves from Beveridge and Russell, Toepfer and Asher.

Tebb had picked up several places to be ahead of Peters, Lyle and the



Fairlane of Max Ullrich which has started even further back.

Raymond Cleaver and Stait were the next two ahead of the Cortinas of Garry Smart and Andrew Smyrnis, and Fred Burley's Mini.

For the remainder of the journey, Donnelley bided his time before he ultimately picking off Tilley, and then O'Brien with just over a lap to go. Beveridge was a distance fourth, clear of Asher.

Toepfer had gone out with a suspect camshaft breakage, Vujadinovich pitted along with Peters while Lyle was summoned in for a stop/go penalty.

Nc's of Tebb and Stait continued to thread their way past the older opposi-

tion to finish sixth and seventh respectively, and clear of Ullrich, Cleaver, Smart and Burley.

The next two, Smyrnis and Brincat settled their dice at the finish line as too Allan Wicks and Bill Callan.

The eight lapper saw a repeat start, the red Falcon grabbing the lead from the Valiant and Mustang as the three trundled off to the horizon leaving Beveridge and Asher duelling for fourth. That scrap was about to be interrupted by the advancing Stait.

Next was Ullrich heading a dice between Cleaver and Smart while behind the Cortina duo, Burley chased ahead of Peters and Brincat. Meanwhile Tebb had a less than great opening lap and chased the Jag in 14th place.

It was not until the nearly two third's distance, that Donnelley ascended to second by which time O'Brien had gapped the pair to the tune of a couple of seconds.

Donnelley set about reducing it but was hindered by traffic, and that allowed O'Brien to hold and take victory by three tenths.

Beveridge had a similar margin on Stait in their seesawing scrap for fourth where the Falcon would blast past down the main straight only to be hauled in and retaken under brakes by

There was close action all through the field



AROUND THE TRAPS



First corner, first race, first three

the more nimble Mini.

Behind Asher, Smart gained the upper hand on Cleaver but both were taken by Peters. Brincat was placed tenth ahead of a rear-starting Vujadinovich, Lyle, Smyrnis, Tebb, Ullrich, Chris Strode and Wick just ahead of Alan Barrow's FJ.

Donnelley won the start of the third race with Tilley slotting ahead of O'Brien. The latter forced his way through to lead by lap four. The Mustang regathered briefly the next time around before taking over for the

final three tours and victory.

The Ford duo finished over seven seconds ahead of Tilley with a further nine to Stait.

This time around there was no way the newcomer would be embroiled in another David and Goliath tussle, storming off to be ahead of the Beveridge by six seconds at the flag.

Again Mini honours went with the latter, almost three seconds ahead of Asher with Peters seventh in front of Smart, Cleaver, Ullrich, Fred Burley, Rod Brincat and Lyle.

Donnelley did not collect the clean sweep this time around but his Mustang collected the concrete wall coming onto the main straight at one point during the evening. No doubt subtly telling all that you do have to work hard both on and off the track to gain the winning edge.

The Auto Fever series has delighted not just the spectating crowd but also the organisers and race promoters. The Appendix J Association offers an unre-served and heartfelt thanks to Auto Fever for their enthusiasm and support.

Ticket raffle

Ross Muller, winner of the Photo Competition, is unable to come to the Presentation night and has donated his ticket prize to be raffled at the next General Meeting on November 12.

ARDC elections

Appendix J members Steve Butchart, Syd Grevett and Greg Toepfer are standing for director positions with the Australain Racing Drivers Club and their election would be seen as beneficial voice for this category. We wish them every success.

Lucky Ones

Winners of the Auto Fever draw from the hat were Cameron Tilley, Allan Wick, Peter O'Brien, Greg Toepfer and Bob Asher.

Club Outing

A visit to John Dawson Damer to view his magnificent collection of all good things Lotus is on next Sunday,

November 17. So if you do not wish to miss the opportunity of a lifetime, you must book with Bob Asher now! Ring him on 9874 9164 for more details.

Many thanks

Without them a race meeting would never be the same. By that we mean the BBQ/social helpers to whom the committee and competitors of the final Auto Fever round are most appreciative. So to Bob and Jenny Adams, Rosco McKenzie and Harry Edwards, "merci beaucoup".

Photographer ill

Lance Ruting known to everyone who has ever raced a car, and who has snapped at NSW tracks since Adam was a boy, did not look the best at the recent Truck meeting. It has since been learnt that he has been admitted to Mona Vale Hospital with a serious illness. The club has sent him our best wishes but if you desire, we are sure a personal enquiry would be welcomed.

Oh... tyres

Report on the HCC meeting held on the weekend of the 26/27th Oct suggests that a decision was reached not to make any changes to the current tyre rules for Groups S and N for the foreseeable future. Other decisions at that meeting which were made include discussions on driver behaviour and how to deal with it, some changes to the CAMS manual and also some CAMS regulations regarding seats. A more comprehensive report will be printed when it becomes available.

Not just us

News in the Victorian newsletter suggests that the "red mist" disease experienced in NSW of late has spread to Victoria and several cases were treated at the recent Sandown Historics. And there we were thinking that Victorians were immune from such diseases!! They also had a bit of "crash and bash" by all accounts. Maybe they can help us to find a cure!

AROUND THE TRAPS

Laurie's new fastback flyer



While this be the new top Ford?

It would have been on the grid at Eastern Creek but for the wrong pistons, but is now set to make a low key debut at the Amaroo Historic in January '97. That's the story of Laurie Donaher's long awaited debut of the new 1969 Fastback Boss Mustang.

The project began shortly before his horrendous crash last year and has taken nearly a year to complete. All the body preparation was carried out by John Ward in Wollongong while engine preparer Bob Merally built the 302 SVO. It has four bolt mains and Boss heads most sorced from the US.

PSST . . . WANNA TO HEAR AND SEE HOW IT REALLY WAS IN APPENDIX J



THIS MAN KNOWS

Come along to the General Meeting on November 12. Listen, look and learn as he takes you through the stories and films of the celebrated and not-so-celebrated good old days.

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 championships. Fresh engine now for what is considered the best handling EH in the category. \$8,250 ono. Phone (02) 9913 3013 (BH).

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.

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

FOR SALE

EH HOLDEN. Appendix J, Weber carburetor, 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 with log book. \$4000. Call Max Ullrich (02) 9810 1480.

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 crank, steel main caps and flywheel, competition clutch, Jack Knight box, LSD, Spax shocks, race seat. Mini Clinic maintained. For Sale \$9,800 ONO. Lynn Cowan (02) 9525 2254.

RECENT RACING DETAILS

PHILIP ISLAND September 14/15

Qualifying: Rian Nott (Ford XY GTHO) 1:54.2640, Trevor Talbot (Torana XU1) 1:55.9406, Graham Hunt (Mustang) 1:57.5850, Ian Jones (Torana XU1) 1:57.9765, Ted Brewster (Mini Cooper S) 2:01.6100, Paul Trevethan (Lotus Cortina) 2:01.6547, Steven McKay (Cooper S) 2:01.6739, Darren Collins (Cortina GT) 2:02.2878, Jim McKeown (Lotus Cortina) 2:02.4108, Adrian Read (Cooper S) 2:02.7580, Barry Devlin (Cooper S) 2:02.8792, Len Read (Cooper S) 2:03.2217, Bill Trengrove (Holden EH) 2:03.5872, Greg Nicholls (Mustang) 2:04.5772, Chris Ralph (Cortina GT) 2:04.6665, Ian Robertson (Cortina GT) 2:04.8967, Robin Bailey (EH) 2:05.0163, Daniel Read (Cooper S) 2:05.2546, Andrew Cornish (Cortina GT) 2:06.2969, Ross Hudson (Cooper S) 2:06.4228, Michael Bugelly (Cooper S) 2:06.7513, Les Walmsley (Cortina Mk1) 2:06.9292, Lindsay Cripps (EH) 2:07.8621, Fred Bath (EH) 2:08.6982, Drew Marget (Cortina GT) 2:09.9336, Eddie Dobbs (Holden FE) 2:10.9763, George Opoczynski (Volvo 122) 2:18.3569, Brian Deveson (Cortina GT) 2:19.2759, Ian Watt (Triumph 2000) 2:19.3656, R Harrospm (BMW 1i) 2:22.3628, Michael Stupka (Hillman Imp) 2:34.4770, Graham Harris (Cooper S) 2:36.8214, Liam Reed (Ford Cortina) 2:48.0228

Race One (5 laps): Nott (9:39.8312) 1, Talbot (9:40.2876) 2, Jones (9:52.1819) 3, Hunt (9:52.3236) 4, Trevethan (10:12.4675) 5, Brewster (10:14.2066) 6, McKay (10:15.4338) 7, Adrian Read (10:15.5695) 8, Collins (10:16.9866) 9, Len Read (10:21.3511) 10, Devlin 11, Nicholls 12, Trengrove 13, McKeown 14, Hudson 15, Bailey 16, Ralph 17, Walmsley 18, Cornish 19, Bath 20, Cripps 21, DOBBS 22, Marget 23, Opoczynski 24, Stupka 25, Deveson (4 laps) 26, Roverton 27, Harrison 29, Bugelly 30, Daniel Read 1 lap 31. Fastest Lap: Talbot (1:54.0802) - new lap record.

Race Two (6 laps): Nott (11:31.3173) 1, Talbot (11:39.1463) 2, Jones (11:43.8296) 3, Trevethan (12:15.3985) 4, McKeown (12:15.5661) 5, Brewster (12:20.1261) 6, Len Read (12:26.1799) 7, Collins (12:26.3905) 8, Nicholls (12:27.2949) 9, Devlin (12:30.0414) 10, Hudson 11, Trengrove 12, Walmsley 13, Robertson 14, Bailey 15, Cornish 16, McKay 17, Marget 18, Cripps 19, Bath 20, Dobbs 21, Osborne 22, Watt (5 laps) 23, Opoczynski 24, Reed 25, Deveson 26, Stupka 27, Daniel Read DNF, Adrian Read (3 laps) DNF, Hunt (2 laps) DNF. Fastest lap: Nott (1:53.3166) - new lap record.

Race Three (8 laps): Nott (15:21.5024) 1, Talbot (15:49.2145) 2, McKeown (16:18.9841) 3, Brewster (16:21.9649) 5, Read (16:29.5942) 5, Devlin (16:30.0343) 6, Adrian Read (16:30.0720) 7, Collins (16:38.8093) 8, Trengrove (16:48.2576) 9, Hudson (16:48.3996) 10, Bailey 11, Robertson 12, Cornish 13, Marget 14, Cripps 15, Bath 16, Opoczynski 17, Dobbs (7 laps) 18, Jones 19, Bugelly 20, Reed 21, Watt 22, Deveson 23, Stupka (6 laps) 24, Walmsley DNF, Nicholls (5 laps) DNF, Trevethan (4 laps) DNF, McKay (1 lap) DNF, Daniel Read DNF. Fastest lap: Nott (1:53.1372) - new lap record.

SANDWICH HISTORIC - October 8/9

Qualifying: Rian Nott (Ford XY GTHO) 1:25.85, John Mann (Ford Mustang) 1:26.67, Tino Leo (Mustang) 1:28.59, Graham Hunt (Mustang) 1:28.71, Trevor Talbot (Holden Torana XU1) 1:29.04, Andrew McDowell (Mustang) 1:29.31, Michael Donaher (Torana XU1) 1:29.80, Ian Jones (Torana XU1) 1:30.19, Adrian Read (Mini Cooper S) 1:30.24, Graeme Hopper (Chevy Nova) 1:31.78, Greg Nicholls (Mustang) 1:32.33, Paul Trevethan (Lotus Cortina) 1:33.31, Len Read (Cooper S) 1:34.69, Barry Devlin (Cooper S) 1:34.91, Ted Brewster (Cooper S) 1:34.96, Steven McKay (Cooper S) 1:35.19, Domenic Leo (Cortina GT) 1:35.35, Robin Bailey (Holden EH) 1:35.85, Jim McKeown (Lotus Cortina) 1:35.85, Daniel Read (Cooper S) 1:36.12, Ian Robertson (Cortina GT) 1:36.28, Rob Bailey (Mustang) 1:36.45, Darren Collins (Cortina GT) 1:36.67, Michael Bugelly (Cooper S) 1:36.94, Andrew Cornish (Cortina GT) 1:37.27, Chris Ralph (Cortina GT) 1:37.28, Ross Hudson (Cooper S) 1:37.71, Lindsay Cripps (Holden EH) 1:37.77, Chris Stillwell (1966 Ford Cortina) 1:38.59, Douglas Juniper (Holden EH) 1:39.03, John Bourke (Holden EH) 1:39.09, Fred Bath (Holden EH) 1:39.14, Mark Johnson (Ford Cortina) 1:39.58, Tony Osborne (1965 Mustang) 1:39.63, Eddie Dobbs (Holden FE) 1:40.08, Drew Marget (Cortina GT) 1:40.19, Max McPherson (Lotus Cortina) 1:41.66, Steven Ginis (Cooper S) 1:42.00, Les Walmsley (Cortina GT) 1:42.49, Stan Peters (Austin Cooper S) 1:42.98, Anthony Ramadge (Austin Cooper S) 1:43.26, Raymond Harrison (BMW 1800 Ti) 1:43.42, George Ginis (Morris Cooper S) 1:43.53, Brendon Hare

(Holden EH) 1:44.14, Robert Tebb (Torana XU1) 1:44.57, Liam Reed (Ford Cortina) 1:45.18, Ian Watt (Triumph 20) 1:48.04, Brendan Wilson (Holden FC) 1:50.29, Brian Deveson (Cortina GT) 1:53.53, Michael Stupka (Hillman Imp) 1:55.8400.

Race One - 6 laps: Nott (8:49.04) 1, Mann (8:49.42) 1, Hunt (8:56.13) 2, Talbot (8:56.95) 3, Donaher (9:10.02) 4, Trevethan (9:36.28) 5, Len Read (9:38.75) 6, Adrian Read (9:39.08) 7, Collins (9:40.61) 8, Daniel Read (9:44.24) 9, Bailey 10, Bugelly 11, Hudson 12, Tebb 13, Juniper 14, Devlin 15, Ralph 16, Bailey 17, Cripps 18, Cornish 19, Bourke 20, Stillwell 21, Dobbs 22, Osborne 23, Peters 24, Ginis 25, Marget 26, McKeown 27, Ramadge 28, Hare 29, Ginis 30, Reed 31, Watt 32, Wilson 33, Deveson 34, Stupka 35, Johnson 36, Leo (5 laps) DNF, Jones DNF, Bath 5 Leo (4 laps) DNF, Nicholls (3 laps) DNF, Brewster DNF, McDowell DNF, McPherson (1 lap) DNF, McKay (1 lap) DNF. Fastest lap: Nott (1:26.18) - new lap record.

Race Two - 8 laps: Nott (11:55.35) 1, Mann (11:55.73) 2, Hunt (12:10.18) 3, Talbot (12:10.78) 4, Donaher (12:16.82) 5, McKeown (12:53.62) 6, Adrian Read (12:53.95) 7, McDowell (12:55.11) 8, Brewster (12:57.14) 9, McKay (12:57.80) 10, Trevethan 11, Len Read 12, Devlin 13, Bailey 14, Collins 15, Daniel Read 16, Bugelly 17, Leo (7 laps) 18, Hudson 19, Bath 20, Cripps 21, Stillwell 22, Ralph 23, Juniper 24, Harrison 25, Bourke 26, Marget 27, Bailey 28, Ramadge 29, Reed 30, Ginis 31, Wilson 32, Watt 33, Osborne (6 laps) 34, Stupka 35, Deveson 36, Cornish (5 laps) 37, Peters 38, Hare 39, Leo (4 laps) DNF, Tebb DNF, Dobbs DNF, Ginis (2 laps) DNF, Nicholls (1 lap) DNF. Fastest lap: Nott (1:26.34).

Race Three Handicap - 6 laps: Donaher (9:47.86) 1, Hunt (9:51.27) 2, Reed (9:55.94) 3, McDowell (9:56.60) 4, Ginis (9:57.15) 5, Dobbs (10:03.41) 6, Johnson (10:04.12) 7, Len Read (10:06.10) 8, Mann (10:06.26) 9, Cripps (10:06.43) 10, Nicholls 11, Stupka 12, Nott 13, Brewster 14, Marget 15, Wilson 16, Cornish 17, McKay 18, Adrian Read 19, Deveson 20, Devlin 21, Bailey 22, Talbot 23, Juniper 24, Bugelly 25, Domenic Leo 26, Collins 27, Ramadge 28, Bailey 29, Daniel Read 30, Bath 31, Harrison 32, Watt (5 laps) 33, Stillwell (5 laps) DNF, Ginis (2 laps) DNF, Bourke (1 lap) DNF, Ralph DNF. Fastest lap: Mann (1:26.78).

ORAN PARK - October 19

Qualifying: Ross Donnelley (Ford Mustang) 50.3926, Peter O'Brien (Ford Falcon XY) 50.4142, Cameron Tilley (Valliant S Series) 50.8802, David Beveridge (Mini Cooper S) 52.1913, Gregory Toepfer (Holden EH) 52.3390, Graham Russell (Austin Mini Cooper S) 52.3784, Rod Stait (Falcon XY GT) 52.5911, Bob Asher (Mini Cooper S) 53.0351, Val Vujadinovich (Holden EH) 53.3590, John Lyle (Lotus Cortina) 53.4685, Robert Tebb (Torana LJ) 53.8001, Barrie Peters (Jaguar MKII) 53.9236, Garry Smart (Ford Cortina) 54.0808, Rod Brincat (Ford Cortina) 54.3563, Fred Burley (Mini Cooper S) 54.3744, Raymond Cleaver (Ford Cortina) 54.6612, Andrew Smyrnis (Lotus Cortina) 54.9309, Chris Dubois (Ford Anglia) 55.1999, Allan Wick (Ford Cortina) 55.7306, Max Ullrich (Ford Fairlane) 55.7504, Bill Callan (Vauxhall Velox) 56.7213, Chris Strode (Ford Cortina GT) 57.1701, Alan Barrow (Holden FJ) 57.5791, Robert Harris (Holden FX) 59.1044

Race One (5 laps): Donnelley (4:24.5164) 1, O'Brien (4:25.4720) 2, Tilley (4:25.8858) 3, Beveridge (4:35.6011) 4, Asher (4:37.4615) 5, Tebb (4:40.4011) 6, Stait (4:44.9437) 7, Ullrich (4:49.3243) 8, Cleaver (4:50.2752) 9, Smart (4:50.6210) 10, Burley 11, Smyrnis 12, Brincat 13, Wick 14, Callan 15, Dubois 16, Strode 17, Barrow 18, Peters 19, Lyle 20, Vujadinovich (4 laps) 21, Graham Russell (3 laps) DNF, Gregory Toepfer (2 laps) DNF. Fastest lap: Donnelley (50.2576).

Race Two (8 laps): O'Brien (6:52.0658) 1, Donnelley (6:52.3654) 2, Tilley (6:57.9488) 3, Beveridge (7:12.5422) 4, Stait (7:12.8047) 5, Asher (7:14.4059) 6, Peters (7:25.4508) 7, Smart (7:26.6719) 8, Cleaver (7:28.3256) 9, Burley (7:28.5512) 10, Brincat 11, Vujadinovich 12, Lyle 13, Smyrnis 14, Tebb 15, Ullrich 16, Strode 17, Wick 18, Barrow 19, Harris 20, Dubois 21, Callan . Fastest lap: Donnelley (49.2426).

Race Three (10 laps): Donnelley (8:38.6635) 1, O'Brien (8:39.4981) 2, Tilley (8:47.2249) 3, Stait (8:56.3155) 4, Beveridge (9:02.2749) 5, Asher (9:05.0973) 6, Peters (9:11.7782) 7, Smart (9:13.5063) 8, Cleaver (9:18.1680) 9, Ullrich (9:19.7457) 10, Burley 11, Brincat 12, Lyle 13, Smyrnis 14, Wick (9 laps) 15, Strode 16, Barrow 17. Fastest lap: Donnelley (50.2116).

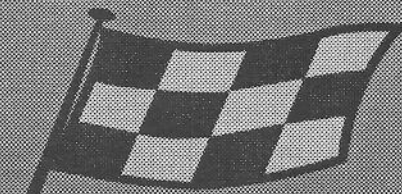
NSW APPENDIX J 1996 RACING CALENDAR

Pointscore Rd 8	August 17/18	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Pointscore Rd 9	September 14/15	Eastern Creek (HSRCA)	All Categories
Pointscore Rd 10	October 19 D/N	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Non Pointscore	November 23/24	Wakefield Park (HSRCA)	All Categories

GROUP N

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