

# Action-Line

*Newsletter of the Appendix J Association of NSW Inc*



1995 Appendix J Club Champion - Bob Asher - Morris Mini Cooper S

## *inside this issue*

Eastern Creek's mammoth historic  
- all the action

Classic Tourers - in the British sense

On and off track news

## *plus the regulars*

President's Report

Pointscore and race details

Minutes from General Meeting  
of September

The latest happenings from  
Na, Nb and Nc

**ANNUAL GENERAL MEETING** Tuesday October 1, 8pm start  
Burwood RSL Club, 96 Shaftsbury Road, Burwood

What has happened to the last twelve months? It

seems like only yesterday I was elected as President of the club and now the next meeting on Tuesday night will see the election of a new committee.

I hope you have all given consideration to nominating the most appropriate people to the task for next years committee.

Hopefully with the attendances we have been getting at meetings lately we will be able to fill all those committee positions with enthusiastic members and move on to a bigger and better year for 1997.

To the committee of the last twelve months I would like to personally say "Thank You". It has been a very busy year and a lot has happened.

We have all had many things to get through and many of the committee have worked extremely hard, but on reflection it was marked with some great successes.

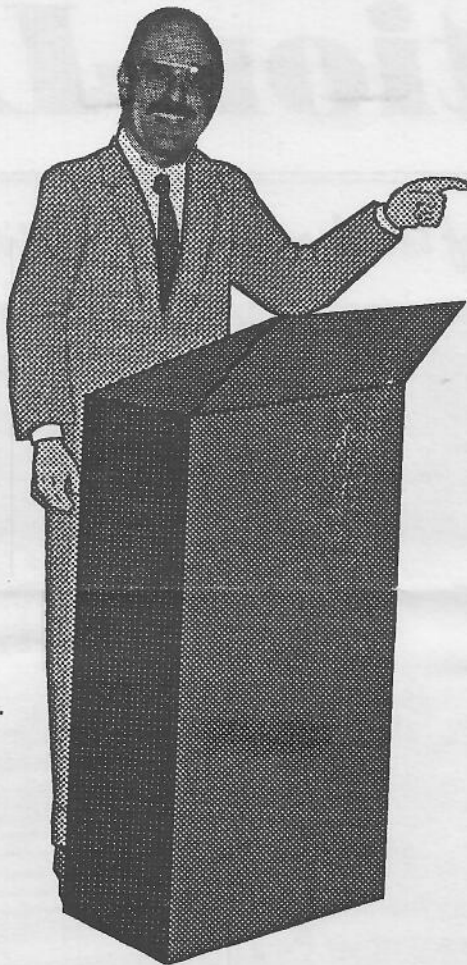
Our race meeting attendances have been terrific, club meetings have been well attended, both Na and Nc are up and running and getting stronger by the minute and we have a record number of club members. All those things speak for themselves and I have offered myself for re-election and hope to continue on the path I have set over the last year.

The outlook for the year ahead is good and we have already started to get in place an exiting and varied calendar.

The Historic meeting at Eastern Creek was a fine affair this year, unlike the last two years when the weather reeked havoc, and racing for us was interesting to say the least. With sixty two entries and only three of those interstaters, NSW Appendix J were certainly out in force.

It is indeed pleasing to see such support for our

## PRESIDENT'S REPORT



class, keep up the good work. Now we have the numbers we just have to

concentrate on "sportsmanship" in all its guises and we'll have it altogether for all to envy.

The red flag was unfortunately in evidence again on Saturday as a result of a couple of front running contenders tangling with each other, depleting the field somewhat and as the weekend progressed, more of the NSW State record entry succumbed to mechanical failure.

Even my own reliable little mount succumbed to the rigors of the Creek and produced a DNF for the trophy event.

The smaller capacity/Na brigade looked good and everyone was on the rooftop to watch, including those from the large capacity/Nc who appreciated the programming of their event being sympathetic to viewing the other half!

We had a great social gathering on Saturday evening and

gave those Queenslanders some of their own hospitality back to such an extent that Mike Jonathon on Sunday promised that Queensland will lift its game at the July Historic. Social interaction, what a competition!

I hope everyone has got their entries in for the final Auto Fever Truck round on the 19th October, a night meeting that hopefully will be dry this year. This should be a great meeting with Sydney turning on the bike GP at Eastern Creek on the same weekend. One would expect a large crowd to materialise at Oran Park on the Saturday night. Dont miss out!

Anyway, that completes a year of reports from me. I am looking forward to meeting you all at the meeting on Tuesday where I can expand on plans for the next year.

Thank you all for your support over the last year.

- Regards Bob

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

# COMMITTEE

	Business Phone	After hours
<b>PRESIDENT</b> Bob Asher	9874 9164	9874 4144
<b>VICE PRESIDENT</b> Tom Amos	9264 9640	9580 4877
<b>SECRETARY</b> Fred Burley		9644 6381
<b>TREASURER</b> Allan Wick	9522 5654	9522 8658
<b>CAMS DELEGATES</b> Bob Asher Chris Dubois	9874 9164 9724 4541	9874 4144 9823 3264
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<b>SOCIAL</b> Ross McKenzie	9938 3343	9982 6623
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<b>GROUP Nb LIAISON</b> Phil Powell		9913 8771
<b>GROUP Nc LIAISON</b> Mick Donaher	9525 5368	9520 3159
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<b>LIFE MEMBERS</b> 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

The recent tyre survey threw up some interesting statistics. While this column is not favouring any resolution (the topic is carried in greater detail in the Minutes Report from last month), it does note that of the options available, one attracted 42% of the vote.

This should not be taken as an overwhelming result for further analysis indicates that of those who voted, 48% were actually against that particular proposal.

On each proposal more were against than for, therefore the topic of tyres will probably not be resolved quickly . . . and isn't this the case in every category were there isn't a control tyre?

The English equivalent of Appendix J, Classic Touring Cars, is somewhat different. Open to four seater cars built prior to December 1966, the category features Mustangs, Camaros, Falcon Sprints and a Chev Malibu, in the big class with engines over six litres in some cases.

Jaguars are in a class of their own while Cortinas and BMWs are at direct logger heads. Minis and Anglias fight out the small capacity stakes.

The points structure is similar to our Porsche Cup where cars only score points in their class with the fastest lap also earning a point. The cars are gutted inside, use fireglass doors bonnets and boots, are allowed suspension modifications only in original configuration and bigger wheels. In the case of the V8s that can mean nine inches wide by 15 inches . . . around four wheel discs in the name of safety.

Engine modifications do vary from ours but the greatest difference between the two categories is advertising, yet it is the only TOCA program category that doesn't have a series sponsor.

As you would expect TOCA extract a hefty fee for any category wishing to be on the bill, much in the same way as TOCA Australian, or even TEGA, would here.

Whilst no figures are officially available, the asking price would put Appendix J immediately out of the picture, but advertising in the English category has enabled extra income to assist in participating.

There is not whole hearted support over there either. A rival series is staged on a less grand affair although some competitors support both. Many too have been unable to do the entire national series.

As is usual, any split weakens the package and it appears unlikely that Classic Touring Cars will be part of the TOCA show next year.

- Garry O'Brien



Angry Anglias Advertising

# 1996 POINTSCORES

## AUTO FEVER Oran Park Series

Ross Donnelley	55.66	Tim Bradley	21.33	Trevor Hutchins	10.33
Peter O'Brien	43.99	Lloyd Cleaver	19.00	Ken Ballantyne	9.00
Robert Asher	34.00	Ross McKenzie	18.66	Fred Burley	8.99
Dave Beveridge	33.99	Mick Donaher	18.33	Robert Tebb	8.00
Mick Glover	29.00	John English (Old)	16.00	Barrie Brown	7.00
Cameron Tilley	26.99	Allan Barrow	15.66	Barry Peters	6.66
Greg Toepfer	26.00	G Russell	15.66	Brian Jessop	6.00
Brad Tilley	24.66	Rob Tweedie	15.66	Allan Wick	4.33
R. Brincat	24.00	Val Vujadinovich	15.66	Phil Powell	3.00
John Lyle	23.33	Bob Harris	15.33	Steve Butchart	1.00
Gary Smart	23.33	Peter Ward	14.33	Ross Hogarty	1.00
Andrew Smyrnis	23.00	Ross Muller	13.66	Bob Pearson	1.00

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### GROUP Nb Division 1

B. Asher	102.65	R. Tweedie	31.49	R. Muller	17.00
D. Beveridge	94.15	S. Butchart	30.83	M. Ullrich	16.00
V. Vujadinovich	68.00	G. Toepfer	28.32	T. Hutchins	13.00
C. Tilley	66.93	J. Lyle	28.16	R. Ingram	11.50
R. McKenzie	59.16	A. Heath	28.00	M. Ducquet	7.66
B. Pearson	44.33	G. Russell	17.83		
B. Tilley	36.32	F. Dartell	17.50		

### GROUP Nb Division 2

T. Bradley	149.65	P. Ward	51.83	G. Pallister	16.00
G. Smart	136.16	B. Brown	48.50	D. Corner	15.50
A. Smyrnis	117.99	A. Barrow	48.32	R. Owers	15.00
A. Wick	93.99	C. Dubois	46.33	C. Strode	14.66
B. Peters	92.49	L. Cleaver	45.16	C. Haigh	13.00
R. Brincat	81.66	W. Anderson	44.50	S. Schofield	10.50
F. Burley	76.98	G. Smith	43.00	K. Brigden	9.66
J. Tight	66.49	G. Hill	41.16	G. Shiel	9.50
K. Ballantyne	63.33	B. Callan	24.33	D. Truelove	3.50
B. Harris	62.33	R. Cleaver	22.50	M. Mcgee	1.50
P. Powell	58.15	L. Cowan	17.00	K. Oberman	1.50
J. Dunning	54.16	B. Hayden	16.00		

### GROUP Nc

R. Donnelley	123.99
R. Tebb	73.33
P. O'Brien	60.83
M. Glover	51.66
M. Donaher	44.00
B. Jessop	23.33
W. Bossie	15.00
A. Puckett	11.00
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 GENERAL MEETING 3-9-1996

Meeting opened at 8:30 pm.

### Apologies:

Ross Muller, Arthur Huxley, John Dowsett, Mike Dyer, Ray Bailey.

Minutes of the previous meeting (August) were accepted as printed in Action-Line.

### Correspondence:

Letter from Bob Pearson thanking members for their concern.

Letter from John Benson, CAMS.

Magazine from Victoria.

Magazine from West Australia.

Responses to tyre survey.

### President's Report

Report on last Oran Park truck meeting and progress of injured members and their cars.

Excellent response of entries for Eastern Creek Historic.

Results of tyre survey to be sent to HCC.

There was a 53% return of survey forms which indicates that members are concerned about the existing tyre list.

- 18% indicated no change should be implemented.
- 36% wished R and S tyres to be added to the list.
- 42% wished to remove Hooser tyres from the list.
- 4% favoured scrapping the list altogether.

In view of these results there was on clear mandate for the Association to put forward a club response and the details of the results well therefore be submitted to the HCC for their analysis.

Victoria were keen to propose adding the R and S tyres to the existing list and this seemed to be supported by the other states although there was some question to the validity of their surveys and the manner in which they gathered the information.

The HTCAA had submitted a viewpoint of the HCC reflecting this view but pointing out NSW's non-concurrence. Our written response to the HTCAA was read to the meeting.

The proposal for shifting V8 cars to Nc had been placed on the HCC agenda for tis next meeting but has since been withdrawn.

Next meeting is the Annual General Meeting (AGM) and we are seeking nominations from members for committee positions.

Presentation night tickets available from Anne Bailey. Please let Anne know your requirements ASAP.

### Treasurers Report:

At bank \$ 5533.07

IBD \$ 7000.00

\$12533.07

### Competition:

New manger of OPMS Geoff Leeds pleased with our racing right through the field at the recent truck meeting despite the incidents. Eastern Creek Historic entries number 61 with 4 or 5 from interstate:

Division 1 - 29 cars (11 x Nc, 18 x Nb).

Division 2 - 32 cars (9 x Na, 23 x Nb).

### Eligibility:

Two new log books issued during the month:

One XY Ford Falcon. One Holden Torana.

### Na Report

Disappointing that CAMS are not prepared to make a decision on safety modifications for Na Cars. Possible field of 20 cars for next year's Amaroo Historic.

### Nb Report

Team Cortina running in 6 Hour Relay. Looking for volunteers for pit crew, timekeepers etc.

### Nc Report

Congratulations to Ross Donnelley on setting a new lap record for Oran Park.

### General Business

Approval by OPMS has been given for improvements to out designated area at Oran Park. Volunteers needed to assist. See Allan Wick or Brian Jessop.

New standard supplementary regs for NSW State Championships with less costs.

Agreed to investigate conducting a Championship for 1997.

Discussion held on eligibility matters pertaining to engine blocks. Members were advised that cars must comply with CAMS rules and that regular checks will be undertaken.

It was noted that Bob Pearson was out of hospital and is okay but his car was totalled.

Discussion on sportsmanship occurred with concerns being expressed on over driving. An article to be put into Action-Line seeking members co-operation in ensuring safe race practices are observed and that we look out for each other.

Raffle was drawn.

Meeting closed at 10:25 pm.

## VALE

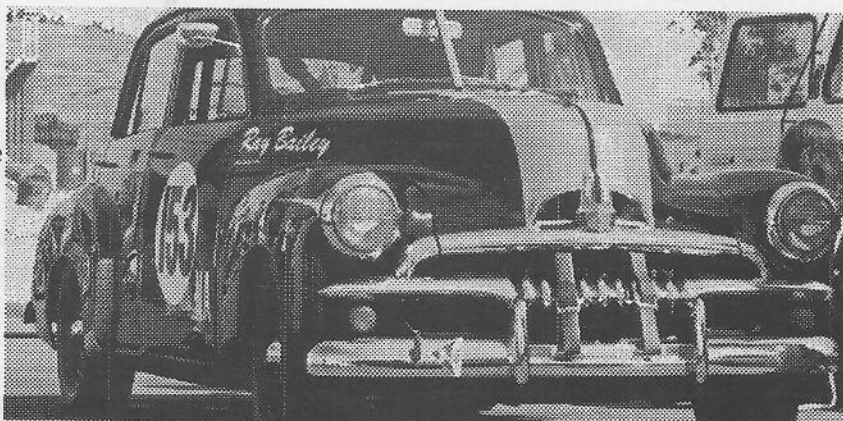
### RAYMOND HENRY BAILEY of Carlingford, 50 years of age

Ray passed away after a long illness on Tuesday evening of September 10, 1996.

He will be sadly missed by family and friends.

The Appendix J Association members, the Committee and Action-Line expresses their deepest condolences.

It was Ray's wish that his FJ Holden (driven by his namesake of EH fame) would compete at the recent Eastern Creek Historic as a mark of respect for the two years of work put into seeing the car back on the track.



## MAILBOX

Bob Asher, President  
Appendix J Association of NSW  
Dear Bob

I would like to extend my thanks to the committee and members for the gift sent to my hospital and the many enquiries and well wishes.

Would you kindly relay my

appreciation to all concerned via *Action-Line* for the many kind thoughts

I would like to particularly thank Grahame Watson who, with my crew, arranged to 'kidnap' me from Liverpool Hospital, and placed me in good medical hands.

I cannot describe how bad it

was at Liverpool Hospital. I was left in a hallway of the casualty section for some seven hours and lined up in a queue for attention which never arrived.

I seriously recommend to any members who should have the misfortune to wind up there, to request to contact their doctor or a CAMS

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# AROUND THE TRAPS

## Group Na

### Andrew "Axeman" Pursey

The September HSRCA all-Historic Race Meeting at Eastern Creek saw eight Na cars run with 20 Nb cars, to provide a good mixed grid:-

- \* Aaron "MinorMo DynaMo" Gabriel  
- Morris Minor
- \* Don "Ticko" Titcume - Morris Major
- \* Andrew "Axeman" Pursey  
- Morris Oxford
- \* 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
- \* Ray "EH" Bailey - Holden FJ

The last two cars above were new Na cars and both ran well all weekend. It was particularly pleasing, although somewhat sad, to see the Bailey car on the track. The Humpy was the vision of Ray "RH" Bailey, who arranged for Mike Dyer to build the car and Ray "EH" Bailey to drive it.

Sadly, "RH" died on the Tuesday prior to the race weekend after a lengthy battle with illness and so he never got to see the car race. However, his sons were there helping "EH" with the car and this made its race debut a very fitting tribute to "RH".

The boys are keen to keep the car going and we should expect to see them joining our Club and initially driving the car in Regularity at Wakefield Park in November.

Paul's Zephyr ran well at its first race meeting and I spent all of the 6-lap trophy race on Sunday afternoon watching "Reg 3" and "EH" dicing all the way around the track.

The outcome was "EH", then "Reg 3", then "Axeman" with race times of 14:27.11, 14:27.27 and 14:28.87 respectively. It was interesting to note the closeness of the lap times: FJ @ 2:22.09, Zephyr @ 2:21.82 and Oxford @ 2:22.09. I don't know what the spectators made of it all, but I know that we three had fun.

At the front of Na we had "Mountain Rally" in the dreaded Jaguar MkVIIM "Moby Dick", who won the Jack Myers Trophy. It would appear that during qualifying there was so much tyre smoke from the big cat that one track marshal thought the car was on

fire and asked for the Jag to be black-flagged!!!!

Earlier in the weekend "Moby Dick" got washed-up in Turn 9 and we all had an entertaining time driving around the beached bleached whale. The Jag's best lap was 2:13.47, in case you missed it in the smoke.

In the trophy race Bob Priddle's Zephyr suffered from fuel starvation and ended up towards the rear of the field.

However, earlier in the proceedings "Pinky" did manage to lap at 2:13.20. Aaron Gabriel's Minor failed to finish in the trophy race, due to the engine developing an unhealthy appetite for valves. However, "MinorMo DynaMo" did manage to run a 2:14.85 in the handicap race; so see how it goes at Wakefield Park.

"Dak Dak" and "Ticko" ran the Beetle and Major with varying degrees of success. There is no truth in the rumour that Don has changed his name to "Major Lead Foot" due to his ability to plant his right foot when leaving the grid with such force that the throttle cable pulls through.

Terry's Beetle ran well all weekend and attracted plenty of comment in the paddock from people who said what a well-presented car it was.

Just for the record - in the comments on Eastern Creek the single underline shows a lap record for the capacity class, whilst the double underline shows a lap record for the Na category.

Some pending Na drivers and cars were present at Eastern Creek. Tony Caldersmith and Rebecca Caldersmith were circulating in Regularity with the Mercedes 220 and Wolseley 1500 respectively.

Bill Dixon was running his Austin-Healey, but tells me that his Wolseley 1500 should be ready for Wakefield Park, as may be Warren's Austin Lancer. Mark Ducquet is building a Morris Major for somebody and there are rumours of an Austin A30, two Holden FJs, another Morris Minor, a Simca Aronde, a Jaguar MkV and a Ford Customline.

On that basis, Wakefield Park in November is looking good, whilst Amaroo Park next year should look even better for Na.

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 Wakefield Park or Amaroo Park and get a feel for how the car runs on the track.

Finally, elsewhere in this newsletter, you should see a copy of the NSWRRC

letter about their Charity Fun Day on Saturday 30 November (yes, I know that its only one week after Wakefield Park, but read on).

I think that this is a great idea and encourage all Na cars and drivers to be there - NSWRRC will need cars that have at least one passenger seat so that the young people can be taken around on display laps.

Whilst some people may not regard Na as "real race cars", we can at least provide some "track-ready people movers".

- "Axeman"

## Group Nb

### Phil Powell

Being my last report as your group Nb representative on the committee, I thought I would reflect a little on the past year.

Over the past year group Nb has been growing at a steady rate. Every meeting sees either the introduction of a new car, or a familiar car with a new face at the wheel, or, just an old car returning to the track after a well deserved rest. This growth was witnessed at the most recent meeting at Eastern Creek with over 40 group Nb cars entered.

Another matter that has led to quite an amount of discussion over the year is the upgrading to group Nc of the cars in Nb that did not race in Australia before the end of 1964, such as Ford Mustangs and Falcon Sprints. I feel now that this action would be appropriate and there would be a return to a true recreation of Appendix J racing as was the original concept of the club.

With the inclusion of group Nc cars in the current races a new level of performance is being reached at every race meeting with the previous lap record toppling with regular monotony. This is resulting in the Nb cars being dragged along with them to these new unruly heights. I dived with an XU1 at the Oran Park Truck meeting and remember seeing the tacho needle on the dash of the Cortina reach numbers I have never seen before. Of course my 32 year old crank and block was unable to stand the pain as long as its youthful opponent and I efficiently destroyed the motor. Why was I doing this? The temptation is too strong when in a field of cars that includes Nc cars despite all good intentions of not pushing your car to its lim-

# MAILBOX

doctor as Grahame did, and be transferred to a hospital of your choice as a matter of urgency.

For some stupid reason I thought if I was hurt racing a car that I would receive prompt and expert medical attention - not so. You are a number and you are on your own. All members should be warned.

Once again, many thanks

Kind regards  
Bob Pearson

~

The Editor  
*Action-Line*

Dear Garry

Congratulations on a superb result on you first effort with the Appendix J *Action-Line*.

Having dabbled in this area I can appreciate your contribution.

Best Regards  
Greg Neal

~

Dear competitor

The New South Wales Road Racing Club will be hosting a "Charity Fun Day" for children with life threatening illnesses and their families, at Oran Park Raceway, on Saturday November 30, 1996

This day is to support the Make-A-Wish Foundation, by allowing their children to have a ride in a 'real race car' and to experience the atmosphere of car racing first hand.

We would like to invite you to participate in this event. for the day to be a success we need 80 to 100 race cars with drivers who hold a current General Competition licence, to provide four demonstration races.

There are no entry fees, and Personal Accident Insurance for you will be paid, so we are asking for your time, enthusiasm and race car.

Our Club wishes to give these special children and their families a day to remember.

If you can lend your support, please fill in the attached availability form and return it by Friday, September 27, 1996.

Entry Forms will be sent to you in October.

Thanking You  
G. Biddle

(On behalf of the Organising  
Charity Day Sub-Committee)  
NSW Road Racing Club  
PO Box 73  
Tahmoor, NSW 2573  
Ph/Fax: (046) 831 102

## NEW SOUTH WALES ROAD RACING CLUB

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# AROUND THE TRAPS

its. This tale doesn't only apply to me. The carnage at recent meetings has hit record levels. Maybe this fact is the reason there seems to be a noticeable absence of Division 1 Group Nb drivers willing to take on the younger cars.

So has the time arrived to split the racing of Group Nb and Nc so that once again EH Holdens, Mini Coopers or Jaguars would head up the pack? I'm sure this would result in a safer more enjoyable days racing, don't you agree?

If any of you wish to carry the banner for group Nb and be an active part of the Committee and the running of the club we would welcome your nomination for the position of Nb representative. On that note I wish to thank everyone for supporting the continued growth of Group Nb and I hope to see you at the Annual General Meeting.

- Phil Powell

## Group Nc

Mick Donaher

Hi there again,

Well, well, well, if I've heard it once I've heard it a million times, that much used saying "thats motor racing" and boy did I hear it a few times on Saturday at the Eastern Creek Historic

after the first race which was red flagged because of an incident involving myself (Torana XU-1) and Peter O'Brien (XY Falcon GT) on lap 2 of the race.

The accident occurred on the exit of turn 8 when Peter spun the Falcon whilst being hotly pursued by Ross Donnelly in the Mustang and the myself, as Peter spun I tried to pick the best run through the corner.

But unfortunately the Falcon stopped directly on my intended course and before I knew it I had "T" boned the Falcon dead centre of the left hand side.

As I sat at the exit to turn 8 and gazed upon the smouldering remains of my Torana I started thinking all sorts of strange things like, maybe I should stay at home and spend more time with the kids or gee its going to be a hot summer this year, I know where there is a cheap Ski Boat.

Or I noticed that the local lawn bowlers were looking for more members for their Sunday League but then I came back to reality and was thankful that all that was seriously injured were the cars involved and not the occupants.

I spoke with Peter after the incident and he was OK, if not a little disappointed about the condition of his car but we both agreed that this was one of those unavoidable racing incidents and "thats motor racing."

Great to see another car competing

at Easter Creek, namely the Falcon XY GT of Rod Stait and a very well prepared car it is.

I tried to get in and have a good look at his car but the size of his smile after qualifying made it a bit difficult. Congratulations Rod on a very competitive first race meeting.

Greg Burrowes in the Data Fast Computers XU-1 ran consistently fast throughout the weekend and showed Allan Heath's Mustang the way home in the final race.

Once again Ross Donnelly's Mustang proved its superiority by lowering the lap record for the second meeting in a row and winning both scratch races. Congratulations Ross.

There was discussion at the last committee meeting about the movement of the V8 Nb cars to Nc and it seemed unanimous that they would have to comply with Nc requirements.

If not on the original list or not raced in the ATCC then they should not be allowed. No doubt we will hear more about that later so stay tuned.

Finally, dont forget about the annual general meeting and elections are on again so I hope to see a good turn out and for better or worse I am going to stand for Nc delegate position again as I feel I have learnt a lot this past year and feel I can really get stuck into the class next year. See you at the meeting.

- Mick

### Oulton Park Posters - British Classic Touring Car Championship - August 10/11

Coming off a pair of wins at Knockhill's double header a fortnight earlier, Roly Nix was hoping for a perfect score in Round 11 of the British Classic Touring Car Championship on Oulton Park's shorter and tighter Fosters layout.

However Nix was an early casualty in a wet qualifying session, spinning his 6.2 litre Wessex Garages Camaro and unable to resume. Likewise Dennis Clark found the conditions too slippery and he would also start from the rear of the grid.

In the meantime series leader Grahame Churchill was right at home in his Cooper S, holding pole until pipped by Mark Slevin in his BMW Fraser Nash. Right at the end of the session, on a drying track, Nickie Torregiani stoked the fire in his Mustang, and took pole. It was a treat to watch the big Ford wheel spinning and airborne over the Knickerbrook hump!

As with practice, weather remained mild, with light rain falling

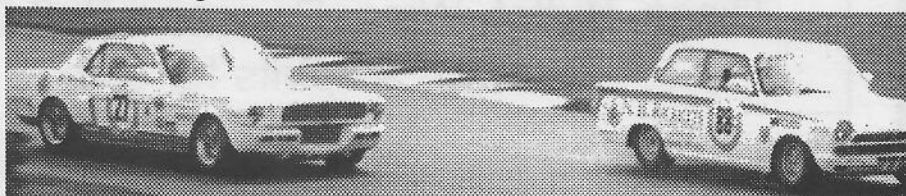
as the field took to the track.

Torregiani blasted away from pole and established a handy 5.7 second lead in the first few laps as the Slevin BMW kept Churchill and reigning champ Simon Crompton at bay until lap 3.

With the progression of the latter to second by lap four, the gap to the leader had dwindled significantly as the Mustang driver struggle on with just fourth gear. At this stage the Camaros were threading their way through the field. Andy Bacon's Chevy up to fourth ahead of Churchill and the Cortina of Kevin Mansell while Peter Hall and Clark were also in the top ten ahead of the Demon Tweekes Mustang of Alan Minshaw.

Following them was Nix having just passed the Chev Malibu of John Brindley and about to really get a move on. At the head though Torregiani was really struggling with the dogged BMW snapping at his heels. With a couple of laps to go Crompton slipped past, but the Mustang rallied with less than two laps to go to take a half second victory.

A quartet of Camaros followed with Bacon third from a barnstorming Nix, Clark (recovering after a spin) and Hall. A clash between Mansell and Slevin seen them seventh and ninth, split by Minshaw, and Churchill didn't have the legs in the end to be better than tenth.



Race winner Torregiani about to surge past the Cortina of Bickells with was sidelined with clutch problems

# AROUND THE TRAPS

*EASTERN CREEK (September 14/15) Division Two Nb and Na*

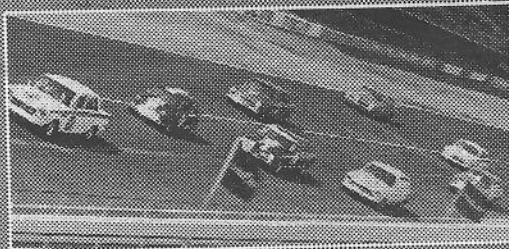
The Cortinas of Garry Smart and Rob Brincat shared the honours at the start of the six lap feature but Wes Anderson was slower away in the Alfa Giulia as he led off Raymond Cleaver at the end of the first lap. The quartet were already clear of Duane Corner, Fred Burley and Bob Hayden competitively debuting the ex-Ross McKenzie EH Holden.

There was a gap to Dominic Truelove, Alan Barrow and Chris Strode were together, and Stuart Schofield was charging through the field in his Mk III Ford Zephyr to trail John Tight after starting from the rear of the impressively large grid.

Then followed the Zephyr of Bob Priddle, Ken Bridgen and Bob Harris. The Na stakes saw the heavy-weight Jag of Michael St John Cox lead off but the little Austin A30 of Grahame Hill and Ken Oberman's Nb



*An impressive line-up*



Alfa Giulia briefly led it.

The race lead changed hands near the end of the second lap with Smart

sustaining a spin at the top of the track while Brincat was delayed enough to see Cleaver take the lead and Anderson

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# AROUND THE TRAPS

settle into a Cortina sandwich.

Hayden climbed a spot but was relegated to his former position a lap later.

The two three-way dices were fierce over the ensuing laps. With two to go Hayden picked up fourth ahead of Corner and Burley while it was not until the final lap that Anderson was successfully able to topple the Cortinas.

Schofield who nabbed Barrow and Strode near the end. They were followed by Tight, Bridgen and Harris.

Harris maintain his grip on the Jack Meyers Trophy for the duration while Hill just held off Oberman. After Vincent Bates, Ray Bailey and Paul Rodenhuis were almost side-by-side across the line in the battle for Na third, but clear of Andrew Pursey and Rupert Gunnell's Fiat 1500.



Saturday's opening foray was by Anderson and his Alfa. It was a narrow result where he crossed the line just nine tenths of a second ahead of Smart. Burley was next from Corner and Hayden.

Over 20 seconds away Strode finished seventh ahead of Barrow, Truelove and Wick.

The handicap race (as was the case for the faster group) produced disqualifications due to exceeding nominated time.

The immaculate Peugeot 405 of Brigden was posted as the winner. The combination were over four seconds ahead of Zephyr of Tight and Barrow's Holden FJ.

Cleaver was a narrow second just ahead of Brincat.

It was not surprising to find Smart had posted the race's fastest time as he came back to grab seventh ahead of

In fourth place was the Rodenhuis Zephyr while Harris' Holden took fifth. Eight incurred the wrath of the stewards and were ruled out.

## Thruxton - British Classic Touring Car Championship Rd 12 - August 24/26

For a while round 12 of the BCTCC was a fantastic spectacle with a classic Ford versus Chev confrontation. But when Roly Nix finally wrestled away the lead, and Nickie Torregiani spun, it was all over.

Like the previous Oulton Park round, weather would play a vital part in proceedings. A heavy downpour delayed qualifying and when things finally started the little cars were again the leading lights early.

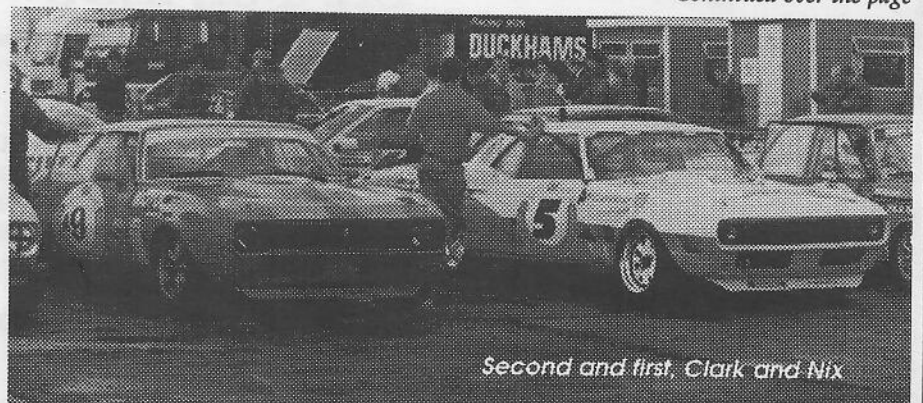
However Thruxton is a much faster layout than the previous outing and the V8s soon held sway.

The lighter Mustang assisted Torregiani in gaining pole from the Camaro and little separated the two by the Campbell chicane. But the best

start came from Alan Minshaw in the Demon Tweeks Mustang who forced his way to the lead by Goodwood but then promptly spun off. Torregiani

held a slim lead at the end of lap one and for several laps withstood the Nix challenge as the Camaro ranged alongside before the Club chicane.

*Continued over the page*



*Second and first, Clark and Nix*

# AROUND THE TRAPS



*Little separated  
Torregianni and Nix  
in the beginning*

It was there that the issue was decided on lap four. The Camaro was marginally ahead into the right hander just as the Mustang spun.

Nix was untroubled over the remaining six laps although Dennis Clark closed in the latter stages.

Andy Bacon was third from Minshaw making a good recovery as his team mate John Brindley (Malibu) finished fifth.

## *EASTERN CREEK (September 14/15) Division One Nb and Nc*

Even without Rob Tweedie after a blown engine, Peter O'Brien and Mick Donaher who both crashed, plus other early race retirees Ross Donnelley was a hot favourite to take line honours in the feature, even more so after record shattering first-up race. Still the action was hot in Mustang's wake.

While the start worked for Donnelley who set off to head the depleted field in the combined Ian

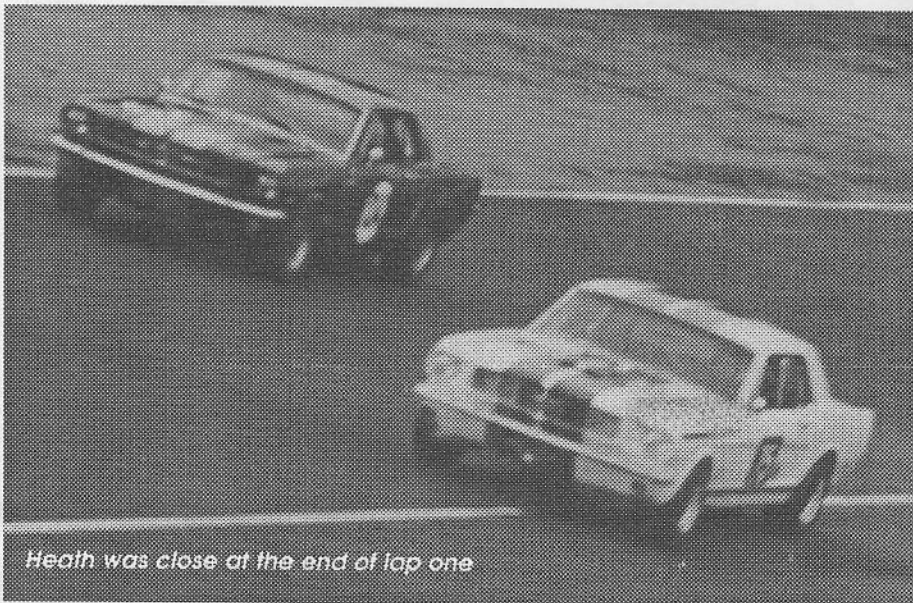
Geoghegan/Brian Foley Trophies, Bob Asher barely trickled along, his Mini suffering gearbox and ensuing engine woes. Donnelley commandeered the field to the top corner. Then the South Australian Alan Heath hauled the leading Mustang in down the straight to be less than a length behind at turn one.

The two Fords were clear of Greg Burrowes in his Torana, the new Falcon of Rod Stait, Brian Jessop, Frank Dartell,

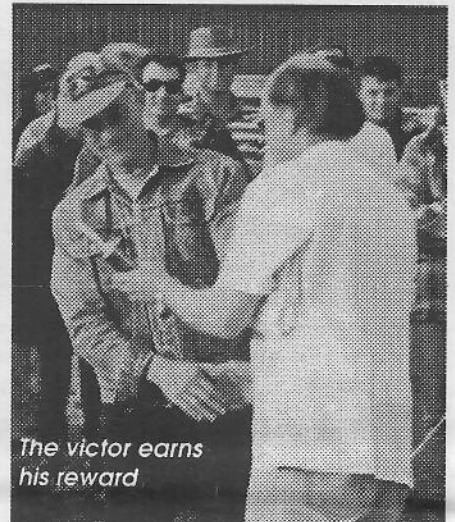
Robert Tebb, the EH's of Val Vujadinovich and Ken Ballantyne, Max Ullrich's Fairlane and Greg McPherson's Cortina. Trailing them were the Cortinas of Andrew Smyrnis, Robert Ingram and John Lyle.

While the Mustangs were close on lap two, it did not last as Donnelley began to pull away, although not at the pace he showed in race one. That left Heath under increasing pressure from Burrowes as the Torana's nimbleness came to the fore.

Even before the halfway point



*Heath was close at the end of lap one*



*The victor earns  
his reward*

## CLASSIFIEDS

### **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.

### **LOTUS CORTINA**

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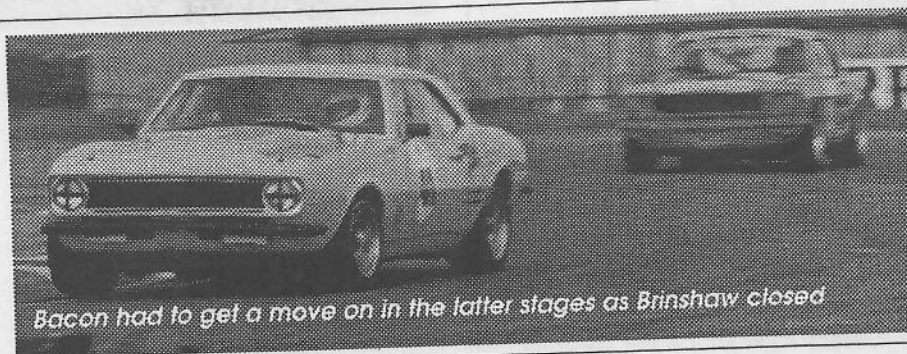
### **FOR SALE**

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

# AROUND THE TRAPS

Simon Crompton took class honours in his BMW to retain the series lead. George Bryan's Cortina was next from small class victor Graham Churchill in his Cooper S.

The expected threat of Kevin Mansell ended with retirement before mid distance while little separated his team mate Norman Ricketts, Rick Tanton and Gordon Streeter's Anglia for ninth.



Bacon had to get a move on in the latter stages as Brinshaw closed

Burrowes was poking and proding for a way past but was consistently denied by the sheer straightline grunt of the Ford V8. The ensuing laps produced a similar tale, and it was only on the last lap that Burrowes' endeavours produced dividends and he was able to edge out Heath.

Stait was able to keep Jessop's Torana at arm's length while Tebb and Dartell were still together at the flag.

In the second half of the race, Ingram in the best placed Cortina, was able to split the earlier Holdens and Smyrnis toppled the big Ford of Ullrich. Best placed Jaguar was Graeme Lord's Mk II which finished behind Lyle and McPherson, and just ahead of Craig Shiel and Chris Haigh.



Rock Stait's Falcon

After the 13 hour drive to Sydney and a good night's sleep, practice on Friday produced better times for us than last year. Qualifying had the Fords of Donnelley and O'Brien on row one while Donaher ensured Tweedie would start fourth.

Burrows and Heath shared the third row ahead of Asher, Stait, Dartell and Beveridge.

Only Donnelley failed to make a good start in race one due to a gear selection problem. However he soon picked up the places he lost, shadowing Tweedie after one tour.

But the race was black flagged shortly after when O'Brien came off Corporate Hill sideways across the track and with Donaher's Torana all locked up trying to avoid a confrontation. Unfortunately they contacted very heavily as the chasing Heath and Burrows took to the scrub. The race was red flagged and the latter went off to replace a howling diff.

The rerun on Sunday morning seen the Torana absent as it broke an axle getting to the grid. Tweedie was out just after the start with a blown engine leaving the Mini pair of Asher and Dartell engrossed in an enthusiastic



Brian Jessop took the handicap

dice. Asher won out for third as his rival faulted with an unexplainable half-lap engine cutout. Donnelley and Heath were first and second.

The handicap was plagued by many breaking their nominated times. Burrowes lost any chance when he was left stranded on the grid for some time. However fellow Torana campaigner Jessop was ultimately declared the winner.

The feature race was taken out by Donnelley but with no excuses for being bias my husband was involved in arguably the best dice of the day. He snuffed the start but soon pulled

up to fourth before relegating Stait. For the remainder he was involved in a great race with Heath, the two often side-by-side and not always straight before Burrowes won narrowly.

The disappointingly small crowd roared with approval, and officials were also very happy. The drivers too although both cars sported minor battle signs. It was a great pleasure to meet Sir Jack Brabham and talk to him as he related that he had retired too early. Eastern Creek is a great facility and we'll be back in 1997. Thanks for a great time.

*Edited account from Rhonda Burrows*

### Many Thanks

"Roscos Bar and Grill" operated at Easter Creek Historics dispensing fine race cuisine thanks to great efforts by Ross McKenzie, Bob and Jenny Adams, Harry Edwards and Alan Wick. Noeline Donaher was also spotted doing her bit for the club also at the Social gathering. Many thanks folks, its appreciated.

### Technical Eligibility Report

Eastern Creek 14/15 Sept.  
Log books again collected and checked for clerical, photo updates, some stamped as "specification only". So, if you have a genuine, ie Lotus Cortina or Cooper S get your proof together. Numerous cars checked for electronic ignitions, alloy heads. One car faced the puffer and came in well within limits. Lloyd Cleaver and Peter Sugden

### Club Outing

At the kind invitation of John Dawson-Damer, a visit to view his collection of Lotus cars has been organised to take place on the afternoon of Sunday 17th November. Please ring Bob Asher on 98749164 to book and obtain details.

## AROUND THE TRAPS

### Leyburn Sprints August 24-25 (Pronounced Leeburn)

Leyburn is a sleepy village about 45 minutes north west of Warwick and was the site of a Liberator Squadron and Z Force activities during World War II.

It was also the venue for the 1st Australian Grand Prix to be held in Queensland in 1949 and the subsequent commemorations of this event on the weekend of 24/25 August.

The HRCCQ did a fantastic job of organizing a sprint around the village with the dummy grid in front of the pub and a circuit comprising of three corners and four straights held in the most fantastic atmosphere imaginable.

The townsfolk organized meals and provided accomodation farmstay style for \$20 a night. The pub stayed open for 24 hours and the Bush Band played all night. 200 cars competed and 7500 spectators showed up on Sunday with many car clubs organizing rallies to the venue.

The sleeper of the meeting was a

young bloke in a very tidy but standard looking '67 Mustang Fastback. After wheelspinning the entire length of the straight it was revealed it had a full house big block built by his Drag racing Dad!

The most embarrassing maybe the bloke in a 427 Hemi Dodge Challenge who announced that he was going to take FTD and pull 200KPH down the short main straight (fastest was the Mustang at 164) and then spent all weekend just to pip the A35!

Bill Westerman is planning bigger and better things up until 1999, the 50th anniversary of the 1949 AGP also threatening to include motor bikes and aircraft and running two different circuits.

A well organised highly enjoyable event with no aggro and hassle and at the right time of the year to get away from the winter chills for a few days.

Regards, Grahame Hill Austin A35

## NSW APPENDIX J 1996 RACING CALENDAR

Pointscore Rd 2	February 3/4	Amaroo (HSRCA)	All Categories
Pointscore Rd 3	March 17	Oran Park (NSWRRC)	Nb Div 2 "J" Cup, Na Rd1
Non pointscore	March 16/17	Phillip Island (VHRR)	All Categories
Pointscore Rd 4	April 21	Oran Park Trucks	Auto Fever Nb Div 1, Nc
Non pointscore	May 25/26	Winton (Austin 7)	All Categories
Pointscore Rd 5	June 2	Oran Park (NSWRRC)	"J" Cup for all Categories
Pointscore Rd 6	June 23	Amaroo (ARDC)	"J" Cup for all Categories
Non pointscore	July 6/7	Lakeside (ARCCQ)	All Categories
Non pointscore	July 7	Wakefield Park	All Categories
Pointscore Rd 7	July 21	Oran Park (NSWRRC)	Nb Div 2 "J" Cup, Na Rd3
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

# NET NEWS

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

There is an Australian World Wide Web site that covers automotive topics and is expanding steadily - I have offered to provide them with some input on behalf of our Club so that we can raise our profile even more.

If you have Internet access, go to <http://themotorweb.com.au>

Any ideas for App J NSW info on this website, please let me know.

The number of automotive websites continues to increase, but not at the same rate as the number of sex websites (I speak here from rumour only, of course, or should that be coarse?).

Thus, you could visit

<http://www.smutland.com/welcome.htm>

but, you might be more satisfied, in

automotive terms at least, visiting

<http://www.ozemail.com.au/~ardc/> or

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

<http://www.nrrma.com.au/index.htm>

or (unlikely)

<http://www.stud.unit.no/~jacob/BILsidor/Hindu>

[stan/Ambassador.htm](http://stan/Ambassador.htm)

Using that last site as a conversational link, albeit somewhat tenuous, I draw your attention to the following. The british-cars list was stirred-up recently by one character ranting on about the last night of the Proms and how "that England" had changed since the days of Empire. This sparked a furious response from several people, including one who reckoned that the comment should have been on a Xenophobic-Thatcherite list. It was interesting to note that the last time such emotion crept into the list was when people were discussing British electricals, with particular reference to Joseph Lucas, "The Prince of Darkness".

There has been some recent discussion on the vintage-race list concerning "Spin Physics" - how do you handle a terminal spin. No doubt everybody has their favourite technique, but in this thread the ideas ranged from "shut eyes, take hands off wheel and pray" to "turn the wheel to full lock into the direction of the spin". Perhaps the sim-

plest view of driving technique was "when in doubt, both feet out - in a spin, both feet in". Any reader brave enough to go public with a comment on this topic?

Finally, a couple of good signature file quotes I read recently on some messages on the vintage-race list:-

Paul Meis - Honda D Sports Racer - "The problem with my team is: I have an idiot for a mechanic and a fool for a driver, and, we're all the same person".

Myles H Kitchen - Lotus Cortina - "That's not oversteer, that is just my way of extending the view of my rear view mirror".

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](mailto:MorrisOxford@s054.aone.net.au))

## RECENT RACING DETAILS

### BRITISH CLASSIC TOURING CAR CHAMPIONSHIP

#### Rd 11 - OULTON PARK FOSTERS August 10/11

**Qualifying:** Nickie Torregiani (Ford Mustang) 1:15.253, Mark Selevin (BMW Fraser Nash 2000T) 1:17.604, Graham Churchill (Cooper S) 1:18.481, Simon Crompton (BMW 1600) 1:18.512, Andy Bacon (Chev Camaro) 1:19.000, Kevin Mansell (Lotus Cortina Mk I) 1:19.597, John Brindley (Chev Malibu) 1:19.667, Norman Ricketts (Lotus Cortina Mk I) 1:19.937, Peter Hall (Chev Camaro) 1:20.216, Rick Tanton (Lotus Cortina Mk I) 1:21.098, George Bryan (Lotus Cortina Mk I) 1:21.778, Gordon Streeter (Ford Anglia) 1:22.509, Dennis Clark (Chev Camaro) 1:22.573, Alan Minshaw (Ford Mustang) 1:24.729, Eddie Wilkins (Ford Anglia) 1:24.847, Nigel Valkhard (Lotus Cortina Mk I) 1:28.227, Roly Nix (Chev Camaro) 1:28.558, Andrew Hiley (BMW 1600) 1:36.397.

**Race (16 laps):** Torregiani (19:24.26) 1, Crompton (19:24.88) 2, Bacon (19:25.67) 3, Nix (19:29.19) 4, Clark (19:36.53) 5, Hall (19:38.93) 6, Mansell (19:39.65) 7, Minshaw (19:50.82) 8, Selevin (19:55.17) 9, Churchill (19:57.62) 10, Brindley 11, Streeter 12, Bryan 13, Tanton 14, Wilkins 15, Hiley 16, Valkhard 17, Ricketts (13 laps) DNF. Fastest lap: Nix (1:09.09). Points: Crompton, Churchill 61, Nix 51, Mansell 50, Streeter 43, Bacon 42, etc.

#### ORAN PARK 14/15 September 1996

**Qualifying Four - Division Two:** Wes Anderson (Alfa Guilia) 2:03.41, Rod Brincat (Ford Cortina) 2:03.42, Raymond Cleaver (Ford Cortina) 2:04.79, Fred Burley (Cooper S) 2:05.01, Duane Corner (Ford Cortina) 2:05.07, Garry Smart (Ford Cortina) 2:06.44, Allan Wick (Ford Cortina) 2:08.14, Dominic Truelove (Ford Cortina) 2:08.47, Barrie Brown (Cooper S) 2:09.85, Bob Hayden (Holden EH) 2:10.56, Chris Strode (Ford Cortina) 2:11.27, Alan Barrow (Holden FJ) 2:12.32, John Tight (Zepher Mk II) 2:13.63, Bob Priddle (Zepher) 2:14.07, Bob Harris (Holden 215/48) 2:15.56, Michael St John-Cox (Jaguar Mk VIII) 2:17.21, Ken Brigden (Peugeot 403) 2:17.37, Grahame Hill (Austin A35) 2:19.89, Aaron Gabriel (Morris Minor) 2:20.25, Ken Oberman (Alfa Guilia) 2:20.28, Vincent Bates (Ford Cortina) 2:20.82, Andrew Pursey (Morris Oxford) 2:24.89, Paul Rodenhuis (Zephyr Mk II) 2:25.33, Rupert Gunnell (Fiat 1500) 2:28.90, Ray Bailey (Holden FJ) 2:30.12, Terry Thompson (VW 1200) 2:31.82, Don Titcume (Morris Major) 2:36.86, Stuart Schofield (Zephyr Mk II) 2:46.31.

**Qualifying Nine - Division One:** Ross Donnelley (Ford Mustang) 1:48.65, Peter O'Brien (Ford Falcon) 1:49.91, Mick Donaher (Torana XU-1) 1:51.77, Rob Tweedle (Falcon Sprint (1:51.83), Greg Burrows (Torana XU-1) 1:52.87, Alan Heath (Ford Mustang) 1:53.70, Bob Asher (Cooper S) 1:58.14, Rod Stait (Ford Falcon) 1:58.37, Frank Dartell (Cooper S) 1:58.70, Dave Beveridge (Cooper S) 1:59.02, Brian Jessop (Torana XU-1) 1:59.62, Robert Tess (Torana XU-1) 2:00.73, Val Vujadinovich (Holden EH) 2:01.93, Ken Ballantyne (Holden EH) 2:02.37, Barrie Peters (Jaguar Mk II) 2:02.53, Glenn Smith (Holden EH) 2:02.92, Greg McPherson (Lotus Cortina) 2:04.90,

Graeme Lord (Jaguar Mk II) 2:05.56, Craig Shiel (Holden EH) 2:05.67, Chris Haigh (Jaguar Mk I) 2:05.67, Vaugan Stibbard (Alfa Guilia) 2:06.44, John Dunning (Jaguar Mk II) 2:06.71, Max Ullrich (Ford Fairlane) 2:06.72, John Lyle (Lotus Cortina) 2:07.87, Bill Callan (Vauxhall Velox) 2:10.72, Mike McGee (Cooper S) 2:21.27, Robert Ingram (Lotus Cortina) DNF, Andrew Smyrnis (Lotus Cortina) DNF.

**Race Five (5 laps) Division Two:** Anderson (10:25.49) 1, Smart (10:26.37) 2, Cleaver (10:27.30) 3, Burley (10:31.80) 4, Corner (10:36.80) 5, Hayden (10:43.94) 6, Strode (11:04.54) 7, Barrow (11:05.03) 8, Truelove (11:12.28) 9, Allan Wick (11:13.27) 10, Priddle 11, Harris 12, Bridgen 13, St John-Cox 14, Gabriel 15, Oberman 16, Hill 17, Bailey 18, Rodenhuis 19, Pursey 20, Gunnell 21, Bates 22, Thompson (4 laps) 23, McGee DNF.

**Race Nine (5 laps) Division One:** Donnelley (9:30.57) 1, Heath (9:40.90) 2, Asher (10:04.51) 3, Tebb (10:14.02) 4, Vujadinovich (10:28.52) 5, Ullrich (10:32.20) 6, Ballantyne (10:32.42) 7, Smyrnis (10:33.84) 8, McPherson (10:34.28) 9, Stibbard (10:34.61) 10, Lyle 11, Callan 12, Shiel 13, Haigh 14, Dunning 15, Dartell 16, Stait 17, Tweedle DNF, Lord DNF, O'Brien DNF, Donaher DNF, Burrows DNF, Jessop DNF, Russell DNF. Fastest lap: Donnelley (1:47.55) new over-4000cc class and outright lap record.

**Race 14 (4 laps) Division Two Handicap:** Brigden (10:10.28) 1, Tight (10:14.34) 2, Barrow (10:16.65) 3, Rodenhuis ((10:17.09) 4, Harris (10:18.51) 5, Priddle (10:19.06) 6, Bates (10:21.81) 7, Pursey (10:23.68) 8, Gunnell (10:25.61) 9, Thompson (10:26.09) 10, St John Cox 11, Strode 12, Titcume 13, Hill DSQ, Bailey DSQ, Oberman DSQ, Hayden DSQ, Brincat DSQ, Gabriel DSQ, Smart DSQ, Burley DSQ, Corner DNF, Anderson DNF, Truelove DNF, Cleaver DNF. Fastest lap: Smart (2:01.83).

**Race 18 (4 laps) Division One Handicap:** Jessop (8:32.29) 1, Vujadinovich (8:34.93) 2, Dunning (8:39.38) 3, Lord (8:40.37) 4, Callan (8:43.44) 5, Smyrnis (9:06.07) 6, Ullrich DSQ, McPherson DSQ, Shiel DSQ, Heath DSQ, Lyle DSQ, Ballantyne DSQ, Haigh DSQ, Dartell DSQ, Burrows DSQ, Asher DSQ, Stait DNF, Ingram DNF, Tess DNF. Fastest lap: Burrows (1:51.88) new 3001-4000cc class record.

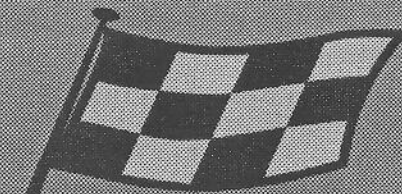
**Race 23 (6 laps) - Na for Jack Meyers Trophy:** Anderson (12:29.90) 1, Cleaver (12:30.50) 2, Brincat (12:30.89) 3, Hayden (12:33.52) 4, Corner (12:35.33) 5, Burley (12:35.50) 6, Smart (12:58.46) 7, Schofield (13:10.87) 8, Barrow (13:11.80) 9, Strode (13:12.96) 10, Tight 11, Brigden 12, Harris 13, St John Cox 14, Hill 15, Oberman 16, Bates 17, Bailey 18, Rodenhuis 19, Pursey 20, Gunnell 21, Priddle 22, Thompson (5 laps) 23, Titcume 24, Truelove DNF, Gabriel DNF. Fastest lap: Smart (2:01.88).

**Race 27 (6 laps) - Nb for Ian Geoghegan Trophy, Nc for Brian Foley Trophy:** Donnelley (11:29.10) 1, Burrows (11:30.96) 2, Heath (11:31.46) 3, Stait (11:53.80) 4, Jessop (11:56.12) 5, Tess (11:58.92) 6, Dartell (11:59.80) 7, Vujadinovich (12:12.05) 8, Ingram (12:12.54) 9, Ballantyne (12:19.96) 10, Smyrnis 11, Ullrich 12, Lyle 13, McPherson 14, Lord 15, Shiel 16, Haigh 17, Callan DNF. Fastest lap: Burrows (1:52.16).

# GROUP N

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series at Oran Park on

**APRIL 21**

**AUGUST 18**

**OCTOBER 19**

in conjunction with the Australian Supertruck Racing series

*\* Entry fee reduced \* \$25 voucher for goods from AUTO FEVER for each meeting entered \* Lucky draw at each meeting - 5 entrants to be drawn from hat and each will receive a \$100 voucher for goods from AUTO FEVER. If you enter a second round your name goes in the draw twice and if you enter 3 rounds you have three chances in the final draw \* All inter-staters will receive an additional \$75 voucher for goods from AUTO FEVER for each round they enter \* Trophies will be awarded for all classes at each meeting \* Free BBQ on the Saturday night - Refreshments at cost*

**SPECIAL THANKS TO OUR SPONSOR:**

**"AUTO FEVER"**

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CALL IN AND SPEAK WITH RAY OR SUE HUMPHREYS**