

Action-Line

Newsletter of the Appendix J Association of NSW Inc



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

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Oran Park Report

Nominations open for 96/97
committee

Winner of photo competition

plus the regulars

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Pointscore and race details

Minutes from General Meeting
of July

The latest happenings from
Na, Nb and Nc

Next GENERAL MEETING Tuesday September 3, 8pm start
Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

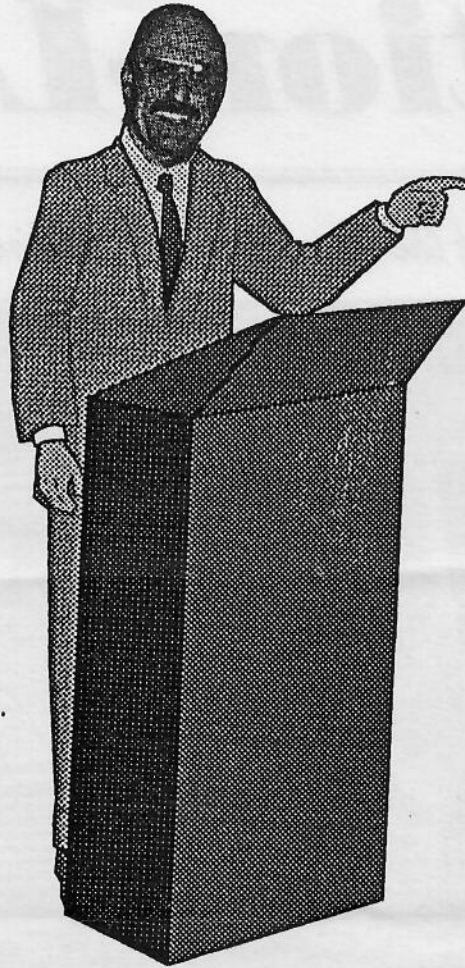
What a success the Auto Fever Truck round turned out to be. We had a fantastic roll up and were actually oversubscribed, but, as usual, on the day not everybody made it and we started the first race with a full complement.

The day was unfortunately marred by too many incidents and too many damaged cars. My special commiserations to Bob Pearson who was injured and whose car was severely damaged. Alan Barrow, who although not injured, was very sore and whose car looked rather second hand and Ross Hogarty who also suffered extensive car damage but fortunately no damage to himself.

There were others I know, of a less major nature, my commiserations also. Unfortunately these things sometimes happen, after all, it is motor racing and the field at the weekend was rather a hot one. I suppose the crowd were well entertained, but, we could have done that without so much damage to vehicles by just turning on the racing without so much of the crash and bash.

As I said, the weekend was a great success in so many ways. The attendance was great, the social interaction pleasurable, we looked into the eligibility side of things without any unpleasant surprises, (see eligibility report elsewhere in the magazine) and had a generally good weekend of motor racing that rewarded our sponsor.

As Garry O'Brien is away in Europe at present, Julie Amos has offered to assist with this issue. Thanks for your assistance Julie. Something I would like to draw your attention to is the nomination form with this issue for the Committee for the ensuing year. Some Committee members have worked extremely hard over the past twelve months to do the things which make the Club tick. It doesn't just happen.



Please take time to consider if you could help in this regard, or if there is someone you know who you think could fill a beneficial roll, please discuss it with them. It would be great to get a keen enthusiastic Committee to take the club forward from here. Many things have been addressed and improved over the past twelve months but we are nowhere near finished yet. The outlook for the club could not be brighter and if the club members want me to carry on as its President, I am prepared to offer myself for re-election should I be nominated, or for any other position where I could be of assistance. So, give it some thought before the next meeting.

We are nearly all organised for the Historic at Eastern Creek and have a very healthy list of fifty nine starters. Considering the number of interstaters last year when we had sixty two we are, as NSW, doing even better this year even though it is not a record number. Hopefully this year we get a dry one as we have planned the usual BBQ a la Historic which was all but washed out last year.

The response to the Photo Competition was rewarding, thanks for your entries. A winner is announced elsewhere in the magazine with a race report to fit the shot. Also of note was the response to the Tyre question with about seventy odd replies received to date. I should be in a position to announce the findings at the meeting on Tuesday night as the information is being compiled as I write. If you have not sent your reply, get it away immediately as the results must be discussed at the next Committee meeting.

That's all for now, looking forward to seeing you at Burwood on Tuesday.

Regards,

- Bob

BOOK NOW FOR THE APPENDIX J 1996 PRESENTATION NIGHT

COMMITTEE

	Business Phone	After hours
PRESIDENT		
Bob Asher	9874 9164	9874 4144
VICE PRESIDENT		
Tom Amos	9264 9640	9580 4877
SECRETARY		
Fred Burley		9644 6381
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Lionel Walker	9476 6777	9482 1855
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Lloyd Cleaver	(042) 68 3191 (fax also)	
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Andrew Pursey	9290 5229	9680 3137
GROUP Nb LIAISON		
Phil Powell		9913 8771
GROUP Nc LIAISON		
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LIFE MEMBERS		
Mike Dyer		
Max Stahl		

FROM THE DESK

With the truck meeting behind us, the next important meeting to look forward to is the Historic Meeting at Eastern Creek this month.

I am still out of the country but will be back next week just before the aforementioned meeting. My overseas jaunt has hopefully seen the British equivalent of Appendix J and over the ensuing months Action-Line will be able to feature some insights into the category.

As for the happenings on this side of the globe, I am very much in the hands of others as to what has exactly been going on. The years haf enlighten to the fact that the information will vary from one mouth to the next.

Needless to say that this weekend will provide and excellent occassion to get back into the "feel" of the Group N fraternaty particularly as there will be an influx of interstate visitors.

Less hope we can be the equal of our recent Queensland hosts, overwhelm them with hospitality off the track, and trounce them on the bitumen.

- Garry O'Brien

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LAST MONTH'S COMMITTEE MEETING

Minutes of General Meeting 6/8/96

Meeting opened at 8.30pm

Apologies

A Huxley, P Sugden, S Turner, R Donnelley, M Dyer, S Grevett

It was moved by Chris Dubois and seconded by John Tight that the minutes as printed in Action Line be accepted as a true record. Carried.

Correspondence

- Report on Club Motorsport Forum
- Entry forms for ARDC Supersprint 8/9/96
- Letter from new State Manager of CAMS, Geoff Arnold, introducing himself.

President's Report

- Auto Fever patches available from Bob for entrants to the Truck Meeting.
- Elections are getting closer for 1997 committee. Any member wishing to find out what is involved please speak to an existing committee member. New members on committee always welcome.
- CAMS State Council meeting to be held next Saturday.

- Tickets for presentation night are available from Anne Bailey. Deposits required.

Treasurer's Report

Balance at bank \$5646.61. Plus IBD \$7,000.00

Competition

- Large entry for Oran Park Truck Meeting on 17th & 18th August. At this stage 33 entrants but we have maximum track density of 30. Breakup is 24 Nb cars & 9 Nc cars.
- 42 entries received for Eastern Creek historic on 14th & 15th September. More late entries expected so it will be a split field. It is disappointing that interstate entrants are down with only 1 entry from Victoria and 1 from Queensland.

Eligibility

Only one application for a log book during the month. Cortina belonging to Dominic Truelove.

AGP

All submissions for entry had been received, selections made and winners advised by letter. The submission had been consolidated by Victoria and forwarded to AGP Board. The Board had asked for more video tape of Nc cars competing which had been supplied. At this stage it looks promising for a start. The Board has requested a suitable race commentator.

General Business

A vote of thanks was expressed to both Phil Powell and Andrew Smyrnis who took part in displays with their cars during the month. This is good promotion for potential new members.

Answer on approval for Oran Park club facilities not expected until end of August.

The issue of moving all V8's into Nc as raised in Auto Action was discussed. We were fortunate to have John Dawson-Damer present to shed some light on this proposal. He advised that it had been put forward to draw comment on what feeling existed from competitors so that a general view could be formed by the HCC. It is unlikely that any decision is to be made until start of 1998 at least.

During the meeting John gave an address on his impressive collection of Lotus race cars and their histories. He also answered questions on the HCC. Members showed their appreciation of his address by acclamation.

Raffle was drawn and won by Ross Muller.

Meeting closed at 10.45pm.

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MAILBOX

I make the following references each of which are hopefully worthy of digesting and add some of my own comments.

A. Graham Howard in his weekly column in Auto Action (July 18-24) made reference to Group N and in particular a logical inference that Ford Mustangs were never meant to be in Group N. For that matter neither were Falcon Sprints both of which enjoyed their Australian and overseas race track successes later in the decade.

Should they be hypothetically removed from Nb and reclassified to Nc specification (as some already have), this would, as Graham suggests, reincarnate Nb back closer to its 1964 ATCC brawl of Jaguars, EH, Lotus Cortinas, GT's, Cooper S and so on. Many would be pleased with this.

I believe this would improve Nb... who wants to see one lonely Mustang or Sprint way out in front... probably not even the driver of that car let the truth be known!

B. 29.07.96 I rang Paul Burchall (CAMS Australia Group N eligibility officer and founder of Nc), and we discussed Graham Howard's proposal and he thoroughly agreed with it.

Furthermore he pointed out that not only would Nb be advantaged on a more level playing field but allowing for the engine and wheel freedoms which really are the only changes the '64/'65 bodied Mustangs and Sprints are allowed, they would be a bit quicker but SVO blocks etc would of course make them a lot more reliable.

I can barely remember a major meeting where my very stretched stock block 289 hasn't pulled the centre mains out or holed an inlet cylinder head port and luckily (luck has nothing to do with it), I have been able to change engines midway!!

Paul even gave me an example when at a club meeting, a

nameless Nb Mustang driver was permitted 8 inch wheels and although running only on 225 Hoosiers (245's will fit), could not believe the improvement as the tyres were not squirming around on the narrow 6 inch rims. Burchall declares he is totally in favour of an upgrade for Mustang and Sprints with however proviso's for Sprints.

He suggests that only the existing 4 cars currently holding CAMS log books in Australia be considered so as to dissuade any enterprising fellow building one from scratch... although I fail to see that this matters as their homologations go well beyond 1964 with the FIA. In fact Frank Gardner won the 1967 British Touring Car Championship with a Falcon Sprint, not to mention the various worldwide championships also won by Ford Mustangs.

Anyway as mine is one of the 4 Sprints he is referring to I won't challenge his logic except to say that there are also 2 Chev Nova's (Brian Thompson's and Don Thallon's) I believe should also be upgraded to Nc.

OK, I know there are some who will whinge... If Tweedie wants an Nc car, why doesn't he go and build one. God help you if I did as I imagine with our resources at my Hornsby workshop (Peter Molloy etc etc) it might even overshadow Nc as my Falcon has done reasonably well in the past few years in Nb.

No I don't waste big bucks for a historic category, I have a good car which I can't even find a buyer for at \$65,000 so like some of the other Nb V8 owners, it's time to be sensible.

I ask this matter be discussed and considered at your next meeting.

Yours faithfully,
ROBERT TWEEDIE
18 Ferdinand Street, Hunters Hill 2110
30th July 1996

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TECHNICAL

As many of you know, log books were collected at Oran Park scrutineering. This was mainly for checking that the photo matched the description in the front of the book. There will be further checks so please make sure your photo & description match.

The engines on six cars were puffed at Oran Park and although actual capacity was not measured and entered in log books, all cars were under their class limit.

A competitor who we assisted to obtain his log book for a meeting "tried one on" and was told to withdraw his car from the meeting until the car complied to the rules. The competitor withdrew his car, went back to his workshop and fixed the car. The Clerk of Course gave permission for him to start at the rear of the field the next day. Make sure your car complies or you may not be so lucky as this competitor.

We will be doing eligibility checks on certain items all weekend at Eastern Creek in a couple of weeks.

Peter Sugden, Lloyd Cleaver

Net News

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

Last month during a USA business trip one of my IS suppliers working out of Kansas gave me a card from one of the neighbours who "is interested in old cars". Turned out to be Marc Nichols of Age & Treachery Racing; you can see their homepage on:

<http://ourworld.compuserve.com:80/homepages/atrltd/>

Marc sent me an ATR sticker accompanied by a letter that said "As you probably know, our loose association of racers, or association of loose racers, whichever the case may be, has become quite international. Given the nature of your racer, you should fit right in". I haven't had the heart to tell him that we have 130 App J members who would not only fit right in, but also subscribe to the Ulysses Club motto "Grow old disgracefully".

Talking of growing old (I hit 49 in August, but I like the motto that says "You're only as old as the woman you're feeling" - nothing like being politically incorrect, is there) the vintage-race list has been running hot with people talking about their visits to the big US historic race meetings. If you are thinking of going over to the US and seeing some of the meetings while travelling, there is a good events list available on:

<http://www.team.net/www/vintage-race>

Also, if you are going to visit it might be worth emailing some of the special interest lists (yes, they cover that as well) to see if you can arrange a link-up with some of the US petrolheads. If you want some list names, let me know, or, you can point your Web browser (never heard it called that before, have you) at one of the search engines such as Yahoo or Alta Vista and search for references to sex, sun, surf, or maybe even vintage racing, autos, or morris.

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)

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

Red/gold - winner at last Eastern Creek Historics. Best of everything including 207 HP steel twin cam engine. Ultra C/R box, LSD. For Sale \$35,000 ONO. Product Motorsport (02) 9758 1277.

FOR SALE

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.

FOR SALE

EH HOLDEN with log book. \$4,000. Max Ollrich 9810 1480

SIR JACK BRABHAM ANNIVERSARY LUNCHEON at the ANA Hotel on September 12

The Appendix J Association has reserved a table and seats are available at \$95 each. Interested persons can contact Bob Asher on 9874 91 to reserve a place. *First in, best dressed, so don't delay!*

AROUND THE TRAPS

Group Na

Andrew "Axeman" Pursey

Interesting to read the entry list for the September all-Historic Race Meeting at Eastern Creek - lots of entries including eight Na cars:-

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

WOW - almost a full team of Morris Dancers!!!

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

This will be Paul's first race, although he has run the car in Regularity for the past two seasons and has been the HSRCA Reg 3 Pointscore Champion for 1994 and 1995 - welcome to the Na grid (at last!).

I have great hopes that our two new members from Orange will be running Group Na in their humpy Holdens at the all-Historic at Wakefield Park in November. As always, we could do with a few more Na competitors - so get started on those cars (we need some more variety, so why not come up with something completely different?).

Maybe if we have more Na cars at Wakefield Park we might see some of our cars in close-up on SBS - the Tin Top Day coverage had some fleeting shots of the Major and the Beetle away in the background.

Talking of background, I was reading Graham Howard's book on the ATCC - just to see what sort of Morris I could run in Nc (don't panic Mick, just joking; or am I? maybe it would be fun to be out in a Cooper S again..). It was interesting for a Pom to read about some of the cars that were racing in Australia pre-1960: I had great difficulty coming to grips with stripped-down FJ Holdens and A95s with

superchargers, but wouldn't those be fun in Na today? Mind you, can you imagine the arguments about wicker chair passenger seats in A95s? It would make the fuss about steel versus alloy wheels (look, I mentioned it again) pale into insignificance!

I was down in Melbourne recently enjoying the delights of a Melbourne winter's day. I happened to look out of the meeting room window in the Telstra office tower and saw a formation of four aircraft over the Bay. The last one was the pseudo-Super Constellation that has been refurbished in Qantas colours. It is years since I saw a Connie flying, but what a terrific sight - old aircraft and old cars always look better in action than sitting forlornly in some museum; let's keep our cars running forever (or at least until the fuel runs out).

Talking of keeping cars running - there is an ARDC supersprint at Amaroo Park on Sunday 8 September. This is a good way of giving the car a final shake-down prior to Eastern Creek, plus showing the other competitors what Group Na (Nb and Nc also welcome) is about. If you are interested, give me a call for further info - hope to see you there (bring your own food - those ARDC burgers have a dramatic effect on reducing body weight).

- "Axeman"

Group Nb

Phil Powell

The Oran Park Truck Meeting turned out to be incredibly exciting. The racing in Appendix J is getting faster and more furious with each event. I don't remember a meeting with so much damage both panel and mechanical in one day. We had cars crashing, rolling, motors disintegrating and gear boxes breaking.

I think most of us had a problem in some form or another and didn't the crowd love it! The worst off was Bob Pearson who managed to send his very quick Lotus crashing into the marshall's tyre embankment at the end of the straight after an altercation with Bob Tweedie. Bob exited in an ambulance and has 5 broken ribs as a memento

from the race. My sympathies go to Bob as I can clearly remember feeling sore and sorry following my roll.

There is certainly plenty of interest in Appendix J with 57 starters entered for the Historic at Eastern Creek. The ranks are expanding with old cars coming out of garages and new cars being built. Ross Muller has sold his Fairlane to Max Ollrich and had a top run in his Mustang on the weekend starting 5th on the grid. Dominic Truelove is bringing out his newly purchased Cortina and Kevin Anker is building a Chev Nova. Graham Russell's new mini flew at Oran Park starting from the rear of the grid and giving a very impressive performance.

I hope you have all responded to the tyre survey in last month's magazine and I'll look forward to another great day's racing at Eastern Creek.

- Phil

Winners of Auto Fever Truck Series "Draw from the Hat":

Rod Brincat, Fred Burley,
Gregory Toepfer, Bob Harris,
Bob Asher

Special thanks to the following people for their help at Oran Park 18/19 August truck meeting:

Ross McKenzie, Harry
Edwards, Trish & Allan
Wick.

Announcing new arrival:

4th child to Traci & Peter
O'Brien, Nc competitor from
Canberra. Welcome
BENJAMIN, born May 6th.

CONGRATULATIONS!

AROUND THE TRAPS

Group Nc

Mick Donaher

Hi there again.

Well it was certainly great to see a good field of Nc cars at the recent Truck meeting at Oran Park. There were 7 cars in all which is the most we've had in one event so far.

Also at the truck meeting it was interesting to note that the commentators seemed to be willing to make the distinction between the two classes, Nb and Nc cars, which is very important to our continued growth as an emerging category.

While I'm talking about increased numbers in the Nc ranks it was a shame to see Ross Hogarty's X-U1 Torana totalled after a big rollover on the left hander before the dogleg during the first lap of the first race of the Auto

Fever Appendix J race. Thankfully, he fared a lot better than the car and was OK which is more than can be said for Bob Pearson who suffered quite a few injuries in a big start line incident which saw Bob into a concrete marshall's barrier at around 80mph and bring out the red flag in the first race (there was also a red flag in the second race) whilst the emergency crews did their thing to remove Bob from what was left of his Cortina. More on that in the race report. Get well soon Bob.

On a personal note I'd just like to thank all those who helped with my car on Saturday's qualifying after I broke a rocker in the first session, I'd particularly like to thank Trevor Hutchins and crew for their help in coming up with a new set of rollers so we could get out and qualify. Hope I can return the favour one day.

I believe Ross Donnelley set a new lap record also during the weekend at 48.8. Boy, if this was limbo, the stick

would be almost on the ground by now. Good on ya Ross.

Finally I'd just like to say a few words on the V8 Nb cars being allowed to move into Nc. While there would appear to be little reason to not allow these cars to go over to Nc (as there have been cries of foul since their introduction some years ago) it would require a rewrite of the rules for both classes and change the spirit by which the rules were originally written. The other problem is that there would be a precedent set which may allow cars not truly representative of the era to race which I feel may only cause more problems. Anyway I would like to see a little more discussion on the matter before any decision is made that may ultimately be the wrong one.

OK that's it for me now. See you all at the next meeting.

- Mick

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AROUND THE TRAPS

Photo Competition

The winner of the Photo Competition in last month's magazine was ROSS MULLER who told us the meeting was LONGFORD circa 1963. Cars L-R: 1. Bob Jane, Jaguar 2. Lex Davidson, Galaxie 3. Ern Abbot, Valiant 4. Obscured FJ not known 5. Bill Burns, Jaguar 6. FJ Holden not known 7. Peter Manton, Mini.

Not quite right Ross, but good enough to win your free ticket to the Presentation Night.

The photo was actually from the 1963 Longford International. Here is the race report to fit the photo:

"Abbotts Cordials Touring Car Championship. Quite a field. Ten laps... 45 miles, modified Le Mans start where mechanics sprint to cars angled at start and hand keys to drivers. Disappointing withdrawals included Norm Beechey (Impala), Don Algie (Studebaker Lark), Bill Burns (3.4 Jaguar).

At the start it was Peter Manton in his Mini Cooper first away. However, Lex Davison was close behind and nearly squashed the little car against the pit wall. Watching this event from the Viaduct can be quite unnerving, as, although quite safe, one has a very close view of these cars as they sweep down hill under braking and through the sweeping, winding and narrow curves of the Viaduct Corner. Davison in the Galaxie, first into the approach, Bob Jane (3.9 Jag) sneaking up under better braking; Ern Abbott (Valiant) in third place; Callaway's 3.8 Jag and then two holdens of Jane (same family) and Brian Higgins. Next was Peter Manton, Bob Holden (Peugeot) and a gaggle of cars, mainly mini minors and Coopers. George Reynolds and Pat Crea

in VW's and John Buchanan in his Hillman (looking ever so much like a Sunday driver) were well up on the field.

A brief respite then back again in remarkably quick time. Eventful-Davo finds the Galaxie's brakes inadequate, Brian Higgins retires after boiling. Bob Jane hits the front, not surprising. Davo loses the Ford in the Viaduct and Ern Abbott has the Valiant sounding like a two stroke and using top gear only through the esses where lower gears are a decided asset if not a necessity. Mr Callaway looks unperturbed as his 3.8 Jag (strictly a hack car compared to Bob Jane's) leads Bill Janes' Holden. Jack Hobde, back with the smaller machinery is determined not to be left out.

Peter Manton in the meantime was sticking just behind the leaders. Believe brothers Bill and Bob were together on the flying mile in the later laps. Official commentator was of the opinion Ern Abbott should stop his car before there wasn't much left to stop. However he carried on to a creditable third and Bill Jane liked the look of fourth place, so he took it."

Oran Park Truck Meeting August 17/18

by Chris Wilson in Pit Lane... (and in the bar)

AUTO FEVER ROUND 2

Saturday

Perfect conditions for a full day of motor racing. Practice was followed by two qualifying sessions. 27 cars turned out. Ross Donnelley on Pole with Robert Tweedie second. John English and David Barkley made the long trek down from Lakeside for the meeting qualifying 4th. After three hard sessions there were quite a few cars with problems. Once again, Michael Donaher did a fantastic job with a 50.45 on the car's second time out. Robert Tebb's car had a few gear box problems and was down on time to qualify with only 54.76 but come race day we fixed all the problems to record a time of 52.62.

Sunday

Race one: Donnelley was away on pole but poor Bob Pearson ended up against the tyre barrier where the marshall's spot is. Seconds later, Ross Hogarty rolled his Torana on the back straight. The red flag came out, an ambulance attended to Bob and eventually took him to hospital. Best of luck Bob - hope you have a speedy recovery and all is well.

At the re-start, Donnelley was away again with Tweedie, Peter O'Brien, Michael Donaher, John English, Ross Muller, Cameron Tilley, Mick Glover, David Beveridge, Robert Tebb, Bob Asher, Graham Russell, Tim Bradley, Brad Tilley following. Greg Toepfer followed with a few motoring problems.

Race two: Starting position was in race order from Race 1. But there was, once again, MAYHEM on the back straight with Allan Barrow, Bob Harris and Val Vujadinovich all parked against the back wall. Red flags out once again to clean up the parked cars.

The restart turned out to be a real race with Ross Donnelley recording a new lap record of 48.4876 - WELL DONE ROSS! Next best was Rob Tweedie with 48.8051 - not bad... and Peter O'Brien 49.4150 - that's good Peter for a really heavy car compared to the cars in front of him.

Race three was shortened to 8 laps because of the time factor with first home Ross Donnelley followed by Peter O'Brien, Michael Donaher, John English, Mick Glover, Cameron Tilley, David Beveridge, Brad Tilley, Trevor Hutchins, Graham Russell, Bob Asher and Greg Toepfer.

Over the three races, Ross Donnelley led from start to finish, well done Ross.

AUTO FEVER AUTOMOTIVE BOUTIQUE CLOTHING AND ACCESSORIES, 195 Parramatta Road, Flemington (02) 9764 3949 helped along with the trophies for the placegetters. Many thanks to Ray & Sue Humphreys.

As usual, Rosco's Bar & Grill was open for business on Saturday & Sunday nights to polish off a great weekend of motorsport. There was some badly damaged cars, but everybody enjoyed the event.

Lloyd Cleaver & Peter Sugden ran a few spot checks after the last race in the scrutineering bay and the puffer came out. Everybody checked out OK and were presented with their log books.

The next meeting is at Eastern Creek (HSRCA) September 14/15 and don't forget we are having a BBQ on the Saturday night. We would like everybody there, even if you are not racing.

Many thanks to AUTO FEVER

1996 POINTSCORES

AUTO FEVER Oran Park Series

R Donnelley	55.66	J Lyle	20.33	T Hutchins	10.33
P O'Brien	43.99	L Cleaver	19.00	K Ballantyne	9.00
B Asher	34.00	R McKenzie	18.66	F Burley	8.99
D Beveridge	33.99	M Donaher	18.33	R Tebb	8.00
M Glover	29.00	J English (QLD)	16.00	B Brown	7.00
C Tilley	26.99	V Vujadinovich	15.66	B Peters	6.66
G Toepfer	26.00	A Barrow	15.66	B Jessop	5.00
B Tilley	24.66	G Russell	15.66	A Wick	4.30
R Brincat	24.00	R Tweedie	15.66	P Powell	3.00
G Smart	23.33	R Harris	15.33	S Butchart	1.00
A Smyrnis	23.00	P Ward	14.33	R Hogarty	1.00
T Bradley	21.33	R Muller	13.66	B Pearson	1.00

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GROUP Nb Division 1

D Beveridge	94.15	R Tweedie	29.99
R Asher	90.65	G Toepfer	28.32
C Tilley	66.98	R Muller	17.00
R McKenzie	59.16	G Russell	16.33
V Vujadinovich	44.50	J Lyle	15.66
B Pearson	44.33	T Hutchins	13.00
B Tilley	36.32	M Ducquet	7.66
S Butchart	30.83		

GROUP Nb Division 2

T Bradley	149.65	B Harris	50.33	G Pallister	16.00
G Smart	118.16	B Brown	48.50	R Owers	15.00
A Smyrnis	99.49	J Dunning	47.66	W Anderson	15.00
A Wick	92.49	K Ballantyne	46.83	B Callan	13.33
B Peters	92.49	C Dubois	46.33	K Brigden	6.66
R Brincat	70.66	L Cleaver	45.16	C Strode	5.66
J Tight	58.99	G Smith	43.00		
P Powell	58.15	A Barrow	30.32		
F Burley	56.98	G Hill	29.66		
P Ward	51.83	L Cowan	17.00		

GROUP Nc

R Donnelley	94.99
P O'Brien	59.33
R Tebb	51.83
M Glover	51.66
M Donaher	42.50
W Bossie	15.00
A Puckett	12.00
B Jessop	9.30
R Hogarty	2.00

GROUP Na

A Pursey	86.66
D Titcome	63.33
T Thompson	37.00
M St.John-Cox	18.66
S Edwards	13.00
B Priddle	11.33
A Huxley	1.66

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

RECENT RACING DETAILS

ORAN PARK 17/18 August 1996

Qualifying 1: Ross Donnelley (Mustang) 48.8383, Robert Tweedie (Sprint) 49.5526, Peter O'Brien (Falcon) 49.9819, Bob Pearson (L.Cortina) 50.2126, Ross Muller (Mustang) 50.6969, Brad Tilley (Valiant) 50.9336, Mick Glover (Torana) 51.2411, Ross Hogarty (Torana) 51.2792, Michael Donaher (Torana) 51.3351, Cameron Tilley (Valiant) 51.6601, Trevor Hutchins (EH) 51.8566, David Beveridge (CooperS) 52.4554, Gregory Toepfer (EH) 52.7120, Tim Bradley (CooperS) 53.5157, Bob Asher (CooperS) 53.7465, Brian Jessop (Torana) 53.8098, Val Vujadinovich (EH) 53.8764, Robert Tebb (Torana) 54.2628, Raymond Cleaver (Cortina) 54.5577, Andrew Smyrnis (Mustang) 54.6613, Rod Brincat (Cortina) 54.9658, Fred Burley (CooperS) 55.1053, Garry Smart (Cortina) 55.1906, Philip Powell (Cortina) 56.0485, John Lyle (L.Cortina) 56.1236, Alan Barrow (FJ) 57.7134, Bob Harris (FX) 59.6203, Allan Wick (Cortina) 1:06.9513

Qualifying 2: Tweedie (49.0837), Pearson (50.0392), Muller (50.0438), O'Brien (50.1389), Donaher (50.5207), English (50.7555), Glover (51.3156), B. Tilley (51.5822), C. Tilley (51.5879), Hutchins (51.6695), Beveridge (52.3005), Toepfer (52.9321), Asher (53.5310), Bradley (53.5399), Vujadinovich (53.8787), Tebb (53.8860), Jessop (53.9251), Cleaver (54.8649),

Burley (54.9630), Lyle (55.0558), Smart (55.4258), Powell (55.7063), Brincat (57.3456)

Race One - Restart (5 laps): Donnelley (4:10.4112) 1, Tweedie (4:11.3058) 2, O'Brien (4:16.3503) 3, Donaher 4, English 5, Muller 6, C.Tilley 7, Glover 8, Beveridge 9, Tebb 10, Asher 11, Russell 12, Bradley 13, B.Tilley 14, Toepfer 15, Cleaver 16, Smart 17, Jessop 18, Lyle 19, Brincat 20, Powell 21, Smyrnis 22, Wick 23, Barrow 24, Harris 25, Burley DNF, Vujadinovich DNF. Fastest lap: Ross Donnelley (48.4876 NEW LAP RECORD on lap 2)

Race Two - Restart (6 laps): Donnelley (5:04.2958) 1, Tweedie (5:05.0477) 2, O'Brien (5:10.7038) 3, Muller 4, Donaher, 5, English 6, C.Tilley 7, Glover 8, Russell 9, Beveridge 10, B.Tilley 11, Tebb 12, Hutchins 13, Toepfer 14, Asher 15, Cleaver 16, Lyle 17, Brincat 18, Bradley 19, Smyrnis 20, Jessop 21, Wick DNF, Smart DNF. Fastest lap: Ross Donnelley (48.8479).

Race Three (8 laps): Donnelley (6:46.6590) 1, O'Brien (6:50.6494) 2, Donaher (6:58.9104) 3, English 4, Glover 5, C.Tilley 6, Beveridge 7, B.Tilley 8, Hutchins 9, Russell 10, Asher 11, Toepfer 12, Vujadinovich 13, Muller 14, Cleaver 15, Bradley 16, Brincat 17, Burley 18, Jessop 19, Smyrnis 20, Lyle 21, Harris 22, Tebb DNF. Fastest lap: Ross Donnelley (48.9811).

GROUP N

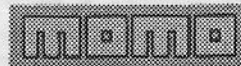
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