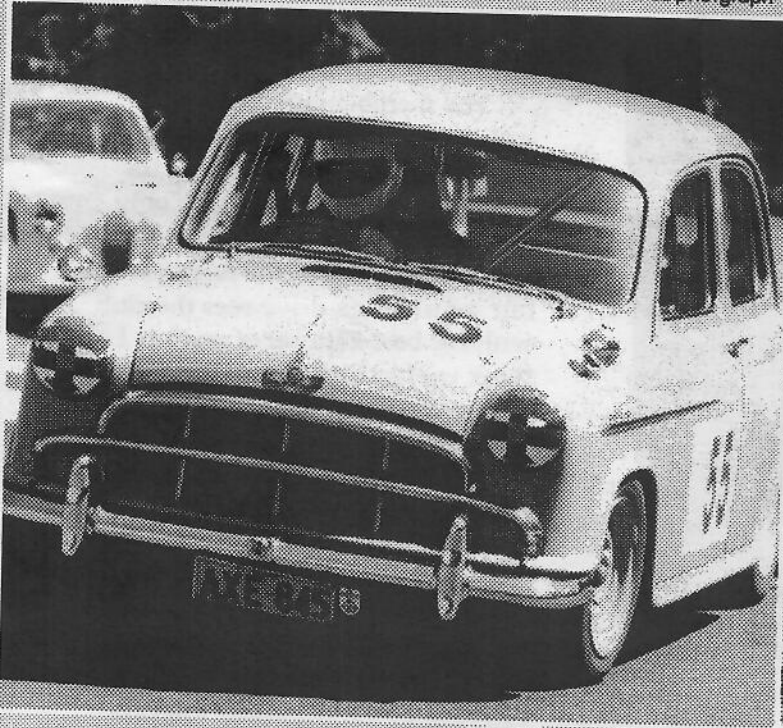


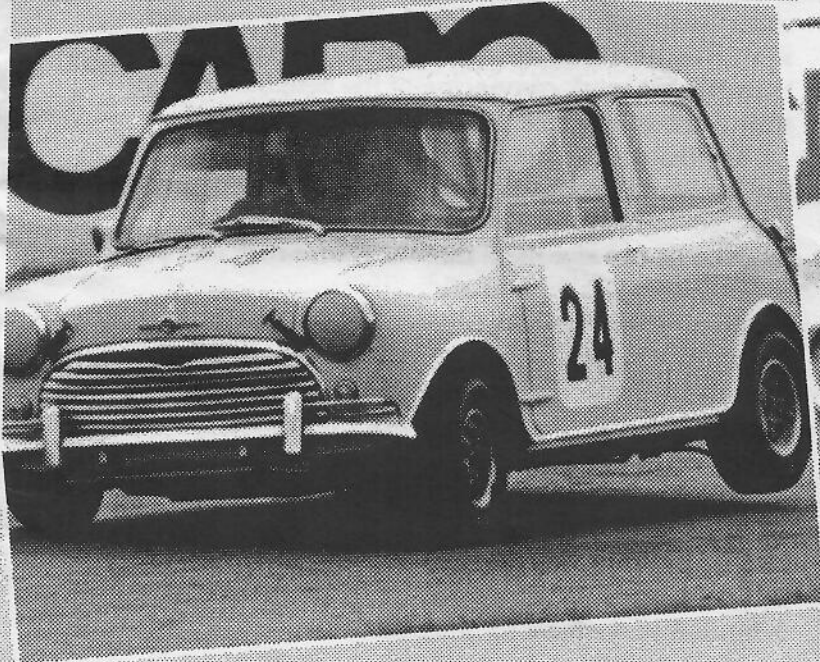
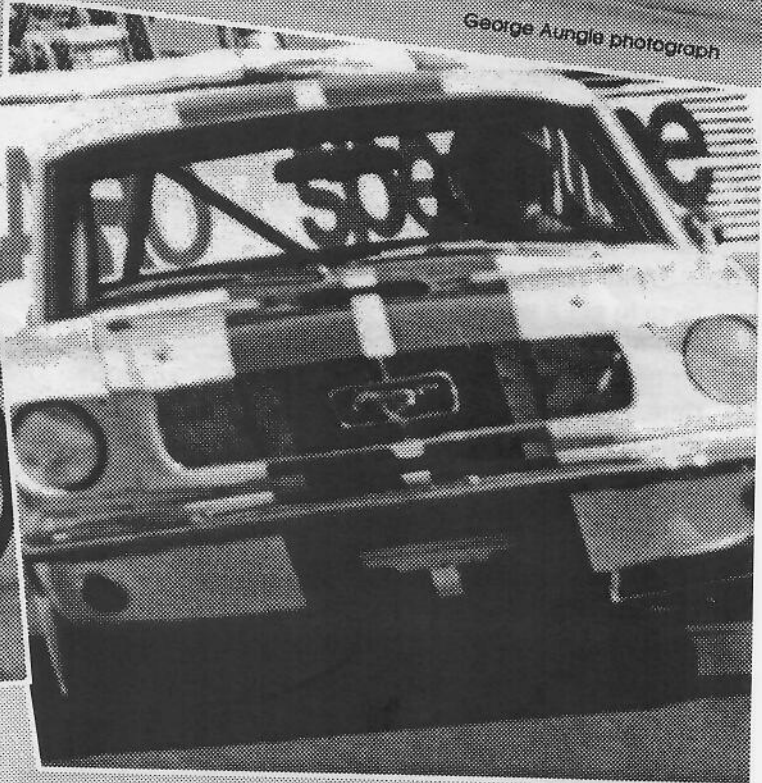
Action-Line

Newsletter of the Appendix J Association of NSW Inc

Alan McConnell photograph



George Aungie photograph



**Next GENERAL MEETING Tuesday April 1,
7:30 for 8pm sharp start**

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

Well the General meeting last month was a breath of

fresh air compared to some previous meetings, with productive discussion about a delicate subject being shared by many as it should. Thank you all for your co-operation and I hope that future meetings will be carried out in the same manner.

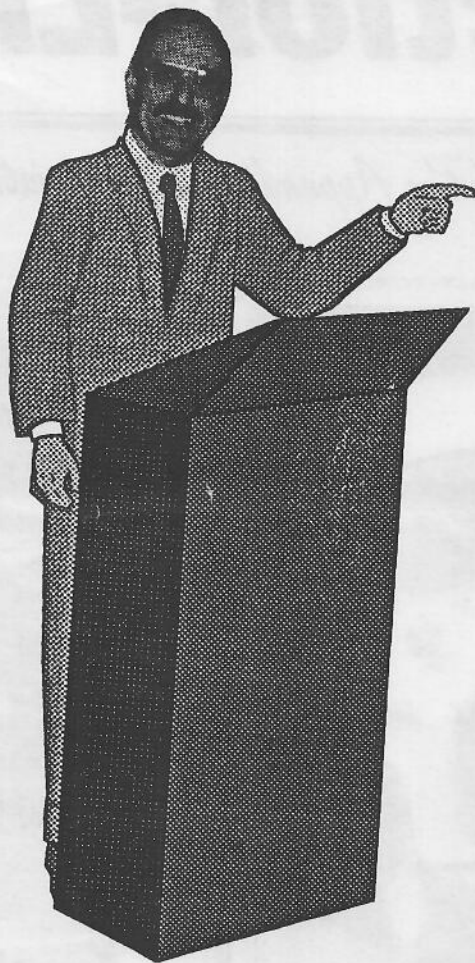
The meeting decided to revisit the decision to end Nb Division II. A number of suggestions were put up for Committee to consider and are covered in an article elsewhere in the magazine. With a bit of thought to the alternatives available, we will have a second try at putting into place a workable situation with which we can all be happy.

Give some thought to the alternatives suggested, if you wish to speak on the subject, prepare what you have to say. Come along to the meeting next Tuesday night and exercise your democratic right to be involved in the running of the club. The decision made on Tuesday will be final!

On the competition front we are shaping up to Round 1 of the Auto Fever Truck Series which will take place later in the month. If you haven't yet entered then get in touch with Lionel to get an entry form and send it away pronto so that you can be included.

Alan Wick and Brian Jessop are looking for volunteers to get a working bee going at Oran Park before that meeting, to start on the improvements to the Appendix J area and garage. If you can spare some time, please see them and offer your assistance. Just a little time spent out there could make our meetings this year much more pleasant. At the General meeting we should know what date and time you will be needed.

Entries at the HSRCA's Wakefield Park meeting for pre 1960 cars were encouraging for us with our category making up one of the largest fields attending the meeting. Considering the bulk of that field is made up of Na, the future for Na, in NSW at least,



seems assured.

I attended a dinner the other night at which

Gary Coleman, the Motorsport Chaplain was the Guest speaker. Having been a little sceptical and unsure of where his position fits in to motorsport I was pleasantly surprised with his approach and his ability as a public speaker. Gary has offered to come along to one of our meetings as a guest so I am hopeful of confirming a date to have Gary visit us shortly.

The membership renewals have been going along nicely with Fred complaining of all the extra work he has to do. There are only about a dozen or so who haven't renewed as yet and the response to our information drive sees the club with the best kept set of records I think we have ever had. To those of you who took the trouble to fill in the membership renewal sheet, a big "Thank you" from me. I was able to transfer that information to my computer and it will make the running of the club just so much easier.

Lionel tells me that at long last the calendar for the year has been finalised and it hopefully appears

elsewhere in the magazine. Included in the calendar should be details of the sponsors Chris Wilson has been hard at work convincing of the benefits of sponsoring one of our race meetings.

My thanks to those sponsors. Please peruse the list, support those sponsors and if you know of any prospective sponsors then put Chris in touch with them so he can slot them into the framework and provide the trophies for you all.

So now there are no excuses for not entering race meetings. Everything is in place and I am told the calendar is final. The racing year for NSW starts in earnest with the Auto Fever Truck round and entries close on April 4.

Advertising in the magazine has also been stepped up so if any of you have been thinking of doing something in that area, don't leave it too long or you'll miss out. Advertising space in the magazine is limited as we have so much in the way of news for you each month.

Finally I would just like to remind you in closing that the question of the Division II pointscore will be decided upon on Tuesday night. If you are not there it will be decided without you! See you then.

Regards,

- Regards Bob

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COMMITTEE

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

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

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ELIGIBILITY

Last months general meeting and the subsequent report on the recent National Eligibility meeting to the members was interesting. The acceptance of the draft report was obvious and very few questions were raised. It appears that the same was not the case in another nearby state.

It would appear that the main bone of contention centres around the use of 3.3 "blue" and "black" blocks in mainly, Toranas. "It'll only affect one car here anyway", was the bar talk.

Those in favour of the use of these blocks keep saying there is no performance advantage.

So why are they so desperate to use a block manufactured 8 years after production of their cars ceased?

There is a plentiful supply of "202" blocks, and they are cheap. I wonder how many GMH made? Could be a good guessing competition!

Investigations about the reasons behind the dissent have revealed that water passages and drillings are different and help the flow of water around number's 3 and 4 exhaust valves to reduce overheating. Not a performance advantage? Is there any more?

In any case, the correct block is freely available. There is no need to use a later model block.

On the other side of the coin, have you tried to find a Cooper "S" block lately? Now they're scarce! And no, you can't use 1275 chested blocks!

- Lloyd Cleaver

APRIL DEADLINE is Thursday April 17

AROUND THE TRAPS - news

Committee Report on the future of Division II

The Committee considered at length the alternatives raised at the last General Meeting on the future of Nb Division II and the impact those alternatives would have on the rest of the club.

Our overriding concern is in the decline of entries of Division I cars in our events. There is no doubt that these vehicles provide spectacle and arouse much public interest in the category and their disappearance is a cause for concern about our long term future. The large number of Division II cars alone do not fill that gap.

There is no doubt that the emergence of Group Nc has had an effect on those numbers diminishing but until there are sufficient competitors in that category to fill an Nc grid then the categories will continue to be mixed.

The Committee feels that whatever decision we take must be aimed at encouraging those cars to return now and the alternatives were therefore considered in this light.

Whilst all the alternatives had merit, only one provided some means and incentive to see a return of those

missing Division I competitors and one restored the opportunity for Division II cars to compete in their own pointscore. The others just changed the way the division was determined without providing any other benefit.

The viable options are:

1. No change from our previous decision to abolish the Division of any category.
2. To return to the old system of classifying cars into divisions based on the long established lap times.
3. To introduce a system where a Division II category is created by restricting the choice of tyres for the accumulation of points in the club pointscore. e.g. No Hoosiers for Division II.

Please consider these options carefully with the future of the club in mind rather than for personal considerations.

Remember it is the promoter who invites us to open meetings and if we don't provide the spectacle, invitations are not forthcoming.

We will discuss these options alone at the meeting on April 1 and a vote will be taken.

- The Committee

"Please consider these options carefully with the future of the club in mind rather than for personal considerations."

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AROUND THE TRAPS - news

Return of Cam

Cam Worner is returning to racing after a lapse of 14 years. Retiring in 1983 after successfully campaigning a Nissan 280ZX in Production Car racing, Cam has been concentrating on his BP Mittagaon garage business and speed boats.

However, his original love of big Henrys has never diminished. Came tells me that he has always owned Falcon V8 road cars. He recalled attaining his CAMS licence in a XW Falcon GS, with the observer being none other than GTHO legend Fred Gibson!

As a Sports Sedan competitor from the late '60s, Cam watched "the touring car show" in awe. Even his mum owned an XW Falcon GT from new through to just recently. So with all those experiences it is no wonder the blue oval is tattooed on his forehead.

I heard the Cam wasn't a bad pedaller in his Ford Anglia Sports Sedan that proceeded his Group C Ford Capri. I'm also told that he actually raced a Goggomobile (a Dart???) until he reversed it into the tyre barrier at Amaroo's Mazda House corner.

Not surprisingly Cam is now preparing an XW Falcon.

He has opted to go with a Windsor rather than the more popular Cleveland powerplant because of all the "bits and pieces that I had lying around after the speed-boats."

Cam is expecting over 470 bhp from the Windsor. The engine features a four barrel Hollwy carbie with the usual trick camshaft, rods and pistons, supplemented by Ford Motor Sport parts from the USA.

The Falcon's body has been restored by myself and will shortly be sprayed in Diamond White. A Bond cage has just been fitted, and all the mechanicals are about to be reinstalled. Track testing should commence in May. So look out for Cam.

- David Stone



New member, new car

Unlike Cam, Noel is new to motorsport competition. After decades of being a spectator, he has decided to take the plunge and be an active participant. Sensibly, he has chosen a Torana with which to begin his career and being a self-confessed Holden nut the selection was obvious.

He purchased a pretty tired orange LC GTR and

After about two seasons away from Group N, I am looking forward to rejoining you guys again, and as soon as possible. As my Group S Datsun 2000 has now been sold and I only have a Group O Datsun to complete a restoration on, I've been studying all the possible Group Nc choices. In light of that, it had to be a 1969 Chevrolet Camaro.

Make no mistake, Historic Touring Cars, particularly Group Nc, is the most exciting non-professional category around at the moment. You only have to think about what cars and competitors are out there already and what is on the way from all over the country.

The level of competition is already intense. Driver skills are high and the standard of preparation is extremely good. So there is a lot to look forward to, so I cannot wait and hope to be on the grid in the Chevy next January.

- David Stone

with the help of his brother-in-law Wayne Vinckx and the team at Mittagong Tyre Torque, converted it into a LJ XU-1. Since the early picture, the body work has been completed and is painted in a bright Porsche Kermit Green by me. If Noel happens to spear off into the the long grass in a race circumstance, nobody will be able to find him.

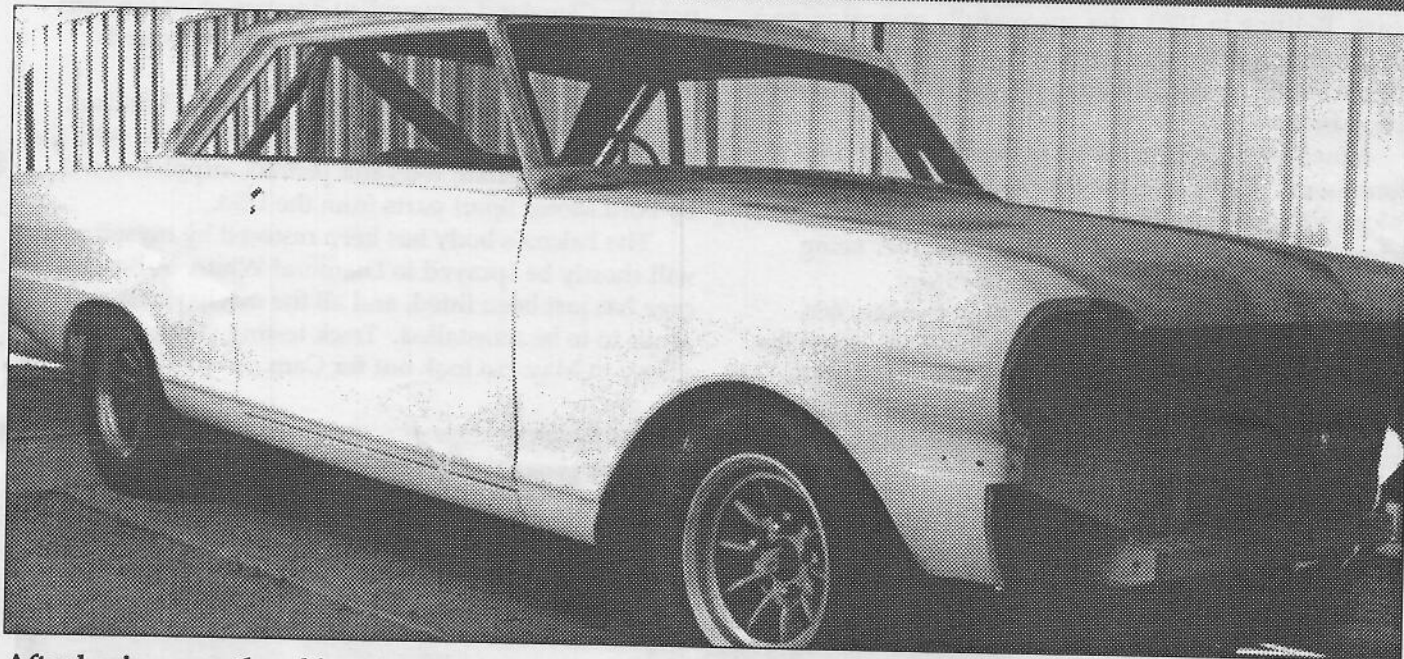
All the mechanical components are currently being installed yet in light of this being his first race car, a conservative engine package is in order. Initially hill-climbs and other speed events are on the agenda prior to attaining a full CAMS licence. His goal is to be at the Amaroo Historic in January in 1998.

- David Stone



AROUND THE TRAPS - news

Chevy replacement for pony



After having recently sold my Mustang to Steve Mason, I now have the opportunity to proceed with a little more haste with the preparation of my Nb replacement, a Chevy Nova.

This project has been a long-winded effort that has suffered many interruptions due partly to the need to

complete my four-door Nova which, by the way, is still for sale.

The new car is a two-door sport coupe that has been converted to right hand drive as I originally intended to make it into a road car. It has recently had the roll cage fitted and is presently undergoing a bit of body massaging in preparation for the paint work.

The high performance HP 327 engine has been ready for some time along with the rest of the running gear, and a recently acquired set of Minilite wheels should create an interesting and attractive package when the it hits the track in about four months.

- Ross Muller

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MEMBERSHIP PRICE STRUCTURE APPLIES

Peugeot punter to return

Recovering from a dilabating illness that has sidelined him for a long time, Ken Bridgen is set to return to racing this year, and behind the wheel of the very-familiar Peugeot 403.

Ken's origins in Appendix J date back to the halcyon days of the category where he raced a 203. "It was beige in the beginning but ended up grey."

His first comeback to the sport came in April of 1985 with the current car. He completed observed practice and then raced the following day. The car was a "sad" example at the start, but the purchase of another which was white with a grey (and plenty of rust) was the foundations of the the Ford Atlantic Blue car we have seen in recent years.

Remembering back to the early days his most vivid recollections centred around his immediate opposition - the Holdens.

"The 'Humpies' were there but most went to the EH when it came along. There was lots of crash and bash too, but it settled down," and he added that the cars these days have picked up their appearance.

AROUND THE TRAPS - news

I have been racing for about four years now, in Group N, in my father's Nb GT Cortina. I am a second generation Appendix J racer. My father Paul Corner was one of the original members back in 1980.

I have been around race tracks all my life, so it was a natural progression to get behind the wheel of the Cortina when I reached the minimum age to get my license. In my first season of racing, I received the *Most improved driver of 1993* award.

The following season, I finished runner up in the division II championship, missing out by only one point to Chris Dubois, even though I didn't contest every round. In 1995 I contested the Oran Park truck series, leading the under 1600cc class into the last round when oil pump failure in qualifying ended any chances of taking the class win for the year.

I won the feature race at the damp Eastern Creek Historic of that year. In 1996, I only contested the Bathurst touring car round and the Eastern Creek Historic, due to the added commitment of maintaining and managing Ross Hogarty's Nc Torana, with my father's sudden move to the USA, to play with NASCARS.

At our factory at Ingleburn, is hopefully my step to an outright winning vehicle. In 1995, my father and I decided that the Cortina had run out of development life and that a new car would be a good option if I was going to continue racing. While we had nearly every part and a spare body shell to build a Lotus Cortina, we decided to go for an LJ Torana XU1, for reliability and



easy accessibility to parts.

The project started with the purchase of a road registered GTR Torana which looked quite good for the \$1,700 purchase price. It wasn't until we started to strip the car and remove the paint from the body, that we found out the real condition of the shell.

Rust was lurking in the usual places and some serious panel damage towards the rear of the car had been hidden brilliantly with body filler.

Initially, my father started the daunting task of grafting new metal into the shell, then Philip Barrow took over, adding metal and reshaping nearly every panel on the car except for the dashboard! Once the shell had reached primer stage, it was taken to RR Engineering at Padstow for the fitting to the cage.

While it was away, we focused on gathering parts and a powerplant. Initially an ex-Ross Hogarty engine, built by dad, will be used, with a new engine coming on line when the handling package is sorted out. Parts have been collected far and wide but thanks go to Ken Ballantyne & Dean Oakey of American Auto Parts and Bruce Stewart for their help with the project.

Once the shell had returned, the new suspension was fitted, along with a new front crossmember.

Basically, that's all that has been done so far. With the extremely bad luck that hovered over Ross in 1996, I have been focusing my attention towards getting him back on the track, (that includes building a new car to replace the orange one destroyed at the truck round), therefore my car is now behind schedule, but hopefully (finance and time allowing), my car will make a mid to late 1997 debut.

Finally, I would mostly like to thank two people, my father, Paul Corner, and Ross Hogarty, for their help financially, with the supply of parts, and their time, because if it wasn't for them I don't think the project would have even started.



- Duane Corner



AROUND THE TRAPS - news

Beetle with herbes



Terry Thompson's rejuvenated Volkswagon Beetle emerged to the strains of the Pre-60s nostalgic roar at Wakefield Park in a well-known colour scheme and with a new 36 horsepower Stan Pobjoy powerplant nestled in the back. Brookvale Spares and Volissbahn supplied a good range of additional parts.


The car's paintwork now emulates the famous Herbie from the Disney films and its latest engine modification, may well see it perform in like manner. It has the widely-respected Pobjoy counter-weighted crank-

shaft which can be adapted to suit any four cylinder car, and a special grind camshaft by Ivan Tighe Engineering of hillclimbing fame.

The heads are ported and polished with 6mm larger valves with valve springs to suit. The barrels and pistons are standard 1192cc with scaled rings and compression in now 10.4 to one. The Solex 28 PCI carbies have been flowed by Browns Carby Service and balanced to special home-made manifolds, and an external oil cooler has been fitted to take the place of the internal unit. An 8 dowel flywheel has been lightened and all components

then balanced and finished with a Pobjoy anti-surge sump while the clutch and gearbox are mostly standard. Underneath the VW has a standard setup, a basis now featuring Koni shocks, lowered 2.5 inches all round and has a front sway bar and rear compensator.

Terry was very happy with the VW's resurgence where in a multitude of events "Herbie" was a very encouraging three seconds faster than it had been before. Notwithstanding, its many legendary battles with a certain Morris Major resulted in the VW's favour, and at this venue there were two of the British marque that were beaten.


We expect the Morris punters will not lie down, and proclaim not to have heard the last of this intriguing "set-to" that has developed. 

Peugeot punter to return

"Come Hillclimbing and have some fun". That's the catch-cry emitting from the concerted effort to get more Appendix J owners to include a hillclimbing outing in their race program for the season. This year the New South Wales Hillclimb Championship for the Appendix J category has been split up in to the Na, Nb and Nc classes.

We are very eager to get as many as possible to compete at some or all rounds. The more cars that run, the better it will be for Appendix J. We have entered our Ford Cortina GT, Frank Dartell is running his Morris Mini Cooper S along with the Holden Torana XU-1 Torana of fellow Association member Warren Bossie.

There are also a couple of other Group N vehicles on the entry list but the championship needs more. At least 24 would suffice in making it interesting, as well as ensuring a continuation of the category in the hill climbing ranks. An entry fee of just \$20 covers the nine championship rounds.

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- Bob and Jenny Adams

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GENERAL COMMITTEE MEETING

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

Meeting opened at 8.05 p.m.

Apologies: Ross Muller, Ross McKenzie, Andrew Pursey, Mick Donoher, Alan Wick, Steve Turner, Grant Elliott, Ray Cleaver, Bob Pearson.

Minutes of the previous meeting as presented in Action Line were accepted as a true record. Moved J. Tight, seconded W. Clifton.

Correspondence:

- Entry forms for 1997 RACA Mountain Rally.
- 1997 CAMS NSW Stewards Appointment List.
- Confirmation dates from Oran Park Motorsport of Truck Meetings and final round of SATCC.
- Advice from ARDC that our proposal for Bathurst October 5 meeting to be put to next Board Meeting in March.
- Apology from Mark Edwards for March meeting.
- Resignation from Alan Puckett.
- Historic Touring Torque from Victoria.
- Letter from Historic Touring Car Association of Victoria advising of their withdrawal from the HTCAA.

President's Report:

Apologies from Bob re trophies for last meeting. They will be presented to winners at next club meeting.

Bob outlined meeting procedures and requested members co-operation in maintaining order so that everyone can have their say in club matters. Any general business items are to be placed on whiteboard prior to the meeting to allow members to consider their response.

It was disappointing to see the level of entries to recent race meetings and we only have ourselves to blame if we don't receive invitations in the future. More support needs to be shown for a rather full calendar. Members should be also aware that they should not rely on an automatic entry to Bathurst as the promoter will have the final say.

Thanks were expressed to Don Titcume for resolving our incorporation difficulties.

Treasurers Report:

Current balance \$4,543.42 plus \$7,000 IBD.

Competition:

Next event is Wakefield Park pre-1960 meeting. 14 of our members are participating. A new calendar has been produced following some changes and it will be pointed in the *Action Line*.

Eligibility:

A combined meeting of eligibility officers was held late February and recommendations put to HCC for notification. Concern was expressed over roll bars extending outside cabin area.

HTCAA:

Advantage was taken of the attendance of interstate

committee members to hold a HTCAA meeting. Elections were held and resulted in Chris Dubois being elected Chairman pending agreement from the state representatives not present. Bob Gacknell agreed to continue as Secretary and Mike Jonathan agreed to be Treasurer.

General Business:

The subject of the decision of the previous meeting to abandon divisions in Nb was raised as an issue for discussion. It was moved by Lionel Walker and seconded by Laurie Donaher that the association revise that decision. A vote was taken and carried in favour of the motion by 22 to 3. Some discussion ensued on the merits of divisions and six suggestions were put forward for consideration by the committee with a report back at the next meeting.


- Divide each race meeting into 2 divisions based on entries.
- Return to old splits based on lap times that previously existed.
- Bring dividing line to an equal split of all Nb cars.
- Promote top 3 Division II winners to Division I each year.
- Division II cars can only compete for points whilst on road based radials (i.e. non Hoosiers).
- Retain new rule of no divisions for Nb cars.

The requirement for isolation switches and their implementation date was discussed. The CAMS advice is that scrutineers will log a date to be advised by owner that must be before July '97. Some scrutineers appear to be making their own implementation dates.

A request was made that the committee write to the HCC requesting reasons why Mini tyres are limited to a 70 per cent profile.

Terry Thompson advised members that entry to the pre-1960 meeting at Wakefield Park is free on production of a current membership card.

Theme for Eastern Creek Historic will be based around the Geoghegan brothers.

Raffle was drawn and won by Desmond O'Loughlin. Meeting closed at 11.05 p.m. 

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GROUP Nb NEWS

Following on from the last club meeting the discussion concerning the two Divisions is still left unresolved. So do we need Division I and II or just Group Nb?

Many members spoke at the meeting for and against and it was decided to continue the debate to the following meeting. Should we leave the separation of the Divisions as previously, that is, based on lap times e.g. 63 seconds at Amaroo is the dividing line between Division I and Division II. This would not achieve a lot as we have many more Division II cars actively participating and only a handful of Division I.

Another suggestion is to introduce a system whereby tyres are the dividing line. Division II use radials and Division I uses Hoosiers. I find it hard to come to grips with this without speaking my personal feelings. I can see only benefits in racing on the safer race orientated tyres and that this would not lead to an equal split in the cars therefore not solving the existing problem.

The third suggestion is to have Group Nb as just one category leaving the great majority of members

without any hope of threatening for Division honours.

So what do we do? Perhaps the answer is to encourage the Division I cars that were previously competing, back to the track to create an equalising effect between the two divisions.

Many members who drove front running Division I cars have progressed on to Group Nc. Their cars must be garaged somewhere and we need them on the track.

Maybe the answer is to promote some Group Nb races only to see a return to Minis, Holdens and Valiants fighting for the lead. If you have the solution, please let us know. Whatever the solution is we must put our personal feelings aside and think of the long term good of the Club.

Coming up is the Truck Series and if you have not filled out a driver profile form at some stage could you please contact us at the next Club meeting. This is essential so that we can put on a professional show for our sponsor Auto Fever.


- Phil

GROUP Nc NEWS

You may remember last month I spoke of the need to get some driver profiles from you. As there are some very high profile races coming up and it is important that those in charge of the media coverage for these events (namely the Oran Park Truck series and round 3 of the ATCC Sundown) have relevant and up to date information to further our push for recognition and spectator appeal.

I have received some enquiries from Western Australia recently. Seems they've heard about Nc and there is some interest in getting the ball rolling over there. In keeping with that, it has been confirmed that the WA round of the SATCC will include Group N and the WA club is keen to see the new Nc cars in the action.

If anyone would like to attend this race meeting, there is a package being put together by the West Aussies which will include travel assistance, accommodation arrangements and heaps of racing. (If the last time I attended is any guide, there will be sightseeing and the odd drink or two!). Anyone interested should contact Laurie Donaher on 9546 1704.

There is a lot of talk going on about eligibility at the moment and it would seem that there will be a more rigid enforcement of the rules this year as some of the grey area's become clear, so I suppose you could say you've been warned.

Down south at the recent Phillip Island Historic, I believe that Graham Hunts' new Mustang was very impressive and lowered the outright lap record by 1 second, so I am certainly looking forward to Sandown to see the best going head to head and decide who's going to be Top Gun.

Anyway, there's heaps of good races coming up with the Truck series, Sandown and the V8 Challenge

races, so get out there and have some fun and I'll see you at the next meeting.


- Mick Donaher



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GROUP Na NEWS

The NSWRRRC race meeting at Oran Park on 2-March saw only 4 Na runners:

Axeman - Morris Oxford
Captain Ahab - Jaguar MkVIIM
MinorMo DynaMo - Morris Minor
Ticko - Morris Major

Key action was the battle between the Jag and the Minor - very much dependent on who was first into the first corner - looked interesting from further back. The rest of the small field was Nb and NSWRRRC were kind enough to let Group N run on their own, which was ideal for us. The NSWRRRC race meetings are always good - why not try one of their meetings later this year; you'll enjoy the day.

Talking of enjoying the day, the HSRCA pre'60 Race Meeting at Wakefield Park on 23 March was abso-bloody-lutely superb - a great idea; more, more, more, please. Every one of the 10 currently logbooked Na cars was entered for the meeting and the numbers were supplemented by 5 pre'60 Nb cars.

The entry was:

Aaron "MinorMo DynaMo" Gabriel - Morris Minor
Alan Barrow - Holden FJ (Nb)
Andrew "Axeman" Pursey - Morris Oxford
Arthur "Hux" Huxley - Morris Major
Bill "Dicko" Dixon - Wolseley 1500
Bob Harris - Holden FX (Nb)
Bob "Pinky" Priddle - Ford Zephyr MkII
Chris Haigh - Jaguar MkI (Nb)
Dean "Mission" Wesley - Holden FJ
Don "Ticko" Titcume - Morris Major
Grahame Hill - Austin A35 (Nb)
Michael "Captain Ahab" St John Cox - Jaguar MkVIIM
Paul "Reg 3" Rodenhuis - Ford Zephyr MkII
Paul Warne - Jaguar MkI (Nb)
Terry "Dak Dak" Thompson - Volkswagen Beetle

I congratulate all on making the effort to be there - I know HSRCA were delighted by the numbers in Group N overall, whilst I was ecstatic that Na has proved to all the doubters that it is (in NSW) a serious category.

A particular welcome to the Na ranks to two drivers having their first ever race - Bill Dixon and Dean Wesley. To me, these two represent what Na is all about in that Dean is a young guy who has many years of racing to look forward to and can use Na as a stepping stone, whilst Bill being of more mature years has now started doing something that he has been watching and thinking about doing for years (but still with many racing years to look forward to - watch his Austin-Healey at Winton).

Needless to say qualifying produced a few problems - Aaron's Minor lost all oil pressure during a very fast session and was packed away, whilst Hux's Major worked without enthusiasm so he switched to Regularity as a means of getting some track test sorting time without disrupting the rest of the Group N field.


The first race was a 5-lap scratch race which was dominated by the Nb cars. However, Na gave a very

good account of itself, with Bob's Zephyr producing times (1:25.52) very close to the Nb guys. Michael's Jag (1:28.76) was as spectacular as ever, whilst I spent the entire race with my Oxford (1:31.73) not far away from the rear bumper of Paul's Zephyr (1:31.67). Dean was settling in the FJ (1:33.87) and improving on his qualifying time, whilst Terry in the VW (1:34.58), Bill in the Wolseley (1:34.31) and Don in the Major (1:35.46) were all keeping each other honest.

The second race was a 10-lap handicap (times and start bands assigned by the organisers). Na headed the results with Bob first, Dean second (good one), Don third and Bill fifth (good one again). The overall race times showed that the handicappers had done pretty well and there were several groups hitting the finish very close together; for example Paul (14:51.45), Michael (14:52.60) and myself (14:52.76) - most enjoyable, but I'll be happier if Paul puts additional reading material on the back of the Zephyr for future events.

With those races out of the way it was on to a couple of Butchers' Picnics, the first of which was a combined race for Groups N and Sa - a great combination, enjoyed by all - maybe we can get a rematch later?

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


- "Axeman"

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CALENDAR UPDATE

DATE	EVENT	CIRCUIT	PROMOTER	RESTRICTION
January 25-26	Historic	Amaroo	HSRCA	B and C
February 23	Club meeting	Eastern Creek	ARDC	A and B
March 2	Wedel Holding Marketing	Oran Park	NSWRRC	A
March 16	Historic	Phillip Island		All
March 23	Historic Pre '60	Wakefield Park		A and B
April 12	Club meeting	Oran Park GP	NSWRRC	A
April 19-20	Auto Fever Truck series Rd 1	Oran Park	OPMS	B and C
May 4	Ultra Tune Hurstville V8 series Rd 1	Amaroo	ARDC	B and C
May 25	Historic Winton	Winton	VOC	All
June 1	Club meeting	Oran Park	NSWRRC	A and B
June 7-8	Auto Fever Trans Tasman series Rd 2	Oran Park	OPMS	B and C
June 22*	Jolly Roger Marine V8 series Rd 2	Eastern Creek	ARDC	B and C
July 5-6	Historic	Lakeside	Q'LD	All
July 5-6	Tintop	Wakefield	Wakefield	A
July 5-6	Shell ATCC	Barbegello		B and C
August 2-3	Shell ATCC	Oran Park GP	OPMS	B and C
August 24	Padstow Printing Club meeting	Oran Park	NSWRRC	All
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
October 3-4*	Bathurst TBA	Mt Panorama	ARDC	B and C
October 26-27	Historic	Sandown	VIC	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 22-23	Historic	Wakefield	HSRCA	All
November 30	Cabramatta Auto Electrical Club meeting	Oran Park	NSWRRC	A and B
December 7*	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

* To be confirmed

AROUND THE TRAPS - racing

NSW Road Racing Club - March 2 - Na and Nb

Pallister pulverising but Cortinas dominate trophy
When they completed the first of the the six-lap preliminary race, Pallister had really caught his foes napping, slipping away from the opposition for a sizeable lead and leaving Rob Brincat second ahead of the Alfa of Wes Anderson who moved to second the next time around. Pallister held his margin as Brincat hounded Anderson. By the end of the third the pair had a similar margin on a pretty good scrap involving Garry Smart and Raymond Cleaver in their Cortinas and the Minis of Barrie Brown and Mathew O'Brien.


In the wake of the quartet came Rob Owers ahead of the Na Jaguar of Michael St John Cox. Chris Gabriel was his nearest class challenger but Doug Westwood was sandwiched between the pair. Andrew Pursey trailed ahead of Don Titcume and the debuting the Skyline Prince.

There was no catching the leading Mini in the second half but Brincat's efforts in downing Anderson proved successful by a fraction of a second when the latter slipped up at the last corner of the last lap.

A photo was called for in deciding the split for fifth

with Smart just edging out Cleaver as Minis filled the next three spots in the hands of Brown, O'Brien and Owers. Westwood was next, getting clear of the Na cars where Gabriel put it right up to St John Cox in the last couple of laps, the Morris Minor almost in the Jaguar's boot at the conclusion.

Unfortunately the Mini driver could not take his place in the trophy race where Brincat won the start. The Cortina was a handy leader at the end of the first of ten laps. O'Brien was second with a queue of cars stacked up behind the Mini. Third was Smart's Cortina from the similar Ford of Cleaver, the Alfa of Anderson, Barrie Brown, Doug Westwood and Bob Owers. Michael St John Cox was just ahead of Chris Gabriel in the battle for Na stakes with Andrew Pursey next from Don Titcume and Dick Bryant.

There was plenty of action behind Brincat, who consolidated a near 2.0 sec win, Cleaver taking second by lap four leaving Anderson and Smart to get past O'Brien in the ensuing laps. Westwood took sixth from Brown and Owers, and St John Cox pulled away to take Na. 



Wakefield Park Pre '60 - March 23 - Na and Nb

A cats' prowl

The first even, a five-lap scratch race won convincingly by Paul Warne in the MK1 Jag. Chris Haigh in the grey pussy fought hard for second with Bob Harris in the FX Holden and Grahame Hill's A35. The Zephyr of Bob Priddle was the first Na car home, 18 secs clear of Michael St. John Cox in Moby Dick the MK7. Paul Rodenhuis fought with Andrew Pursey and finished just under 2 secs. in front. Dean Wesley in the Black/Gold FJ drove very well in his first race, as did Bill Dixon in the new Wolseley 1500 to join in the Thompson/Titcume tail-of-the-field squabble. Out early were Aaron Gabriel's Minor with no oil pressure

and Alan Barrow's FJ with a broken gearbox.

Figures didn't figure

Try as she might Robyn Snape of the HSRCA could not get the handicaps spot-on as nearly everyone improved their times. But the 11 finishers had only 20 seconds over them at the flag. Priddle won, Wesley again improved to take out second and Don Titcume tore off a series of laps well under his previous best to hold on for third. Chris Haigh was heard to complain that 10 laps is too much for us old blokes. Hill was the only non finisher.

- Terry Thompson 

AROUND THE TRAPS - racing

Wakefield Park Pre '60 - March 23 - Na and Nb (con't)

All in first time for some time

The first Butchers Picnic mixed Group N with the Group Sa Sports Cars. Poor Lyndal Coote in her bugeye Sprite got swamped by a horde of Tourers off the line but fought back well for 11th place just in front of Dean's FJ. Out early in this one were Warne, the pole sitter and axeman Pursey, with dead electrics. An incredible battle for the lead went on for the full five laps between Haigh and the MGAS of Mike Gunnell and Dick Everett. The two MGs nipping and tucking in the twisty bits then the big twin cam blasting away on the straight bits. Chris really earned his win which was by the proverbial whisker (just .21 of a second). Bob Harris did well (or was it Alan Barrow in a guest drive?) to hang on to Arthur Hardy's XK150 and the Dixon, Thompson, Titcume battle saw them three wide at one stage into the right hander at the end of the straight. The VW's new engine was pumping out an

extra 27 per cent more neddies (from 26 to 33 at the back wheels) but still not enough to hold those B's. The final two races of Group N involvement were real butchers picnics with cars in the first of these ranging from Peter Hopwood in Sam Johnson's 1960 F1 Ferrari replica to the flying A35 of Hill. Quite a few of the cars had been trailered by now, so only some fronted for these races, the latter having only eight runners even though 25 were eligible. Six of the eight were Na Tourers and Michael Cox did well to gain second in front of an Alfa Spyder. Terry Thompson flung the VW about to follow home Paul Rodenhuis and finally get the upper hand on Dean Wesley. Don Titcume brought up the rear after Bill Dixon pulled the throttle cable out of the Wolseley's SU's (pushing too hard on the pedal?). All in all a great day - 4 races and practice with time for lunch and all for the bargain basement \$95.00 entry fee.

-Terry Thompson

RECENT RACING DETAILS

ORAN PARK - MARCH 2 - NSWRC TROPHY MEETING

Race One (six lap preliminary) dry track: Geoff Pallister (5:44.90) 1, Rob Brinac (5:46.73) 2, Wes Anderson (5:47.11) 3, Garry Smart (5:52.00) 4, Raymond Cleaver (5:52.29) 5, Barrie Brown (5:53.86) 6, Mathew O'Brien (5:59.84) 7, Rob Owers (6:09.89) 8, Doug Westwood (6:14.54) 9, Michael St John Cox (6:18.67) 10, Chris Gabriel 11, Andrew Pursey 12, Don Titcume (5 laps) 13, Dick Bryant 14.

Race Two (ten lap trophy) dry track: Brinac (9:23.79) 1, Cleaver (9:23.79) 2, Anderson (9:23.79) 3, Smart (9:23.79) 4, O'Brien (9:23.79) 5, Westwood (9:23.79) 6, Brown (9:23.79) 7, Owers (9:23.79) 8, Gabriel (9:23.79) 9, St John Cox (9:23.79) 10, Pursey 11, Titcume 12, Bryant 13.

PHILLIP ISLAND HISTORIC - March 14-15

Qualifying: Graham Hunt (Boss Mustang) Rian Nott (Ford Falcon XY) 1:53.0014, John Mann (Ford Mustang) 1:53.0059, Stephen O'Neill (Mustang) 1:56.9988, Trevor Talbot (Holden Torana XU-1) 1:56.9988, Ray Challis (Torana XU-1) 1:57.0037, Jim McKeown (Lotus Cortina) 1:58.0080, Ian Jones (Torana XU-1) 2:00.0006, Ted Brewster (Morris Cooper S) 2:00.0040, Mark Brewster (Torana XU-1) 2:00.9978, Graeme Hooper (Chevy Nova) 2:01.0006, Greg Burrows (Torana XU-1) 2:01.0055, Adrian Read (Cooper S) 2:01.9916, Len Read (Cooper S) 2:02.9943, Daniel Read (Cooper S) 2:03.9953, Ian Robertson (Ford Cortina GT) 2:03.9974, Mark Johnson (Cortina) 2:05.0012, Domenic Leo (Cortina) 2:05.9939, Lindsay Cripps (Holden EH) 2:06.9993, Fred Bath (Holden EH) 2:07.9975, Bill Callan (Vauxhall Velox) 2:07.9981, Andrew Cornish (Cortina GT) 2:08.0009, Jeremy Mantello (Cortina) 2:09.0024, Eddie Dobbs (Holden FE) 2:09.9985, Brian Deveson (Cortina) 2:11.9998, Anthony Ramadge (Cooper S) 2:12.0048, Alan Esmore (Lotus Cortina) 2:12.9981, Ernie Martinez (BMW 1800TI) 2:13.0003, Justin Brown (Ford Falcon XM) 2:13.0047, George Opoczynski (Volvo 122S) 2:14.0007, Ian Watt (Triumph 2000) 2:14.9979, Robert Butt (Cortina) 2:15.9961, Bill Trengrove (Holden EH) 2:15.9994, Brendan Wilson (Holden FC) 2:17.0054, Michael Bugelly (Cooper S) 2:18.9968, Liam Reed (Cortina) 2:19.0051, John Brash (Valiant Pacer) 2:21.0027, Michael Stupka (Hillman Imp) 2:22.9991, Stan Peters (Austin Mini) 2:42.0020, Drew Marget (Cortina) 12:46.0005, Gregory Nicholls (Mustang) no time, Chris Ralph (Cortina) no time.

Race One (four laps): Hunt (7:42.5408) 1, Nott (7:43.7577) 2, Mann (7:44.8571) 3, O'Neill (7:52.7959) 4, Talbot (7:53.3077) 5, Challis (8:06.8821) 6, Burrows (8:15.1211) 7, McKeown (8:16.6140) 8, A. Read (8:17.0530) 9, Hooper (8:17.6994) 10, M. Brewster 11, T. Brewster 12, L. Read 13, D. Read 14, Leo 15, Robertson 16, Martinez 17, Bath 18, Cripps 19, Callan 20, A. Cornish 21, Esmore 22, Johnson 23, Mantello 24, Dobbs 25, Ralph 26, Butt 27, Ramadge 28, Deveson 29, Watt 30, Opoczynski 31, Wilson 32, Peters 33, Reed 34, Stupka 35, J. Brown (2 laps) DNF, Marget DNF, Brash (1 lap) DNF. Fastest lap: Hunt (1:52.1033) new lap record.

Race Two (3 laps) Handicap: Marget (6:39.9738) 1, Stupka (7:35.8506) 2, Reed (7:36.4386) 3, Peters (7:48.5902) 4, Ramadge (7:52.4066) 5, Butt (7:53.9529) 6, Brown (7:56.3590) 7, Bath (7:57.2291) 8, Read (7:57.4706) 9,

Bugelly (7:58.1601) 10, Mann 11, Ralph 12, L. Read 13, G. Opoczynski 14, Mantello 15, M. Brewster 16, Cripps 17, Watt 18, McKeown 19, Martinez 20, Hunt 21, A. Read 22, Nott 23, Brewster 24, Burrows 25, Callan 26, Johnson 27, Esmore 28, Talbot 29, Challis 30, Leo 31, Robertson 32, O'Neill 33, Dobbs 34, Deveson 35, Wilson 36, Brash 37. Fastest lap: Hunt (1:51.3632).

Race Three (8 laps): Mann (18:25.5579) 1, Nott (18:25.7663) 2, O'Neill (18:27.5965) 3, Hunt (18:51.6613) 4, Talbot (19:15.5776) 5, McKeown (19:26.8565) 6, Brewster (19:27.2570) 7, Hooper (19:41.6490) 8, Martinez (19:49.7372) 9, L. Read (20:08.4966) 10, M. Brewster 11, Robertson 12, M. Johnson 13, Bath 14, D. Read 15, Esmore 16, Dobbs (7 laps) 17, Ramadge 18, Butt 19, Cripps 20, Leo 21, Marget 22, Bugelly 23, Reed 24, Mantello 25, Challis 26, Burrows 27, Ralph 28, Brown 29, Deveson 30, Opoczynski 31, Callan 32, Watt 33, Wilson 34, Stupka 35, J. Brash (6 laps) 36, Peters (5 laps) DNF, A. Read (4 laps) DNF, G. Nicholls DNF. Fastest lap: O'Neill (2:09.5845).

WAKEFIELD PARK PRE 60 HISTORIC - March 23

Race One (5 laps): Paul Warne Jaguar MK1 (6:49.64) 1, Chris Haigh Jaguar MK1 (7:03.53) 2, Bob Harris Holden FX (7:10.29) 3, Graeme Hill Austin A35 (7:14.63) 4, Bob Priddle Ford Zephyr MK2 (7:17.54) 5, Michael St. John Cox Jaguar MK V11M (7:35.94) 6, Paul Rodenhuis Zephyr MK2 (7:53.96) 7, Andrew Pursey Morris Oxford (7:55.38) 8, Dean Wesley Holden FJ (8:05.27) 9, Terry Thompson VW1200 (8:10.60) 10, Bill Dixon Wolseley 1500 11, Don Titcume Morris Major MK1 12, Alan Barrow Holden FJ DNF. Fastest lap: Warne (1:20.25).

Race Two (10 laps): Priddle (14:30.68) 1, Wesley (14:32.88) 2, Titcume (14:37.93) 3, Harris (14:39.86) 4, Dixon (14:48.15) 5, Thompson (14:48.70) 6, Haigh (14:50.46) 7, Rodenhuis (14:51.45) 8, St. John Cox (14:52.60) 9, Pursey (14:52.76) 10, Warne 11, Hill DNF. Fastest lap: Warne (1:19.53).

Race Three (5 laps) Butchers Picnic: Haigh (7:05.07) 1, Dick Everett (7:05.29) 2, Michael Gunnell (7:05.84) 3, Arthur M Hardy (7:21.22) 4, Harris (7:24.57) 5, Priddle (7:25.12) 6, St. John Cox (7:28.03) 7, Richard Rose (7:33.30) 8, Lloyd Thompson (7:39.18) 9, Rodenhuis (7:51.76) 10, Lyndal Coote 11, Wesley 12, Dixon 13, Hill 14, Thompson 15, Titcume 16, Warne (2 laps) DNF, Pursey DNF. Fastest lap: Everett (1:21.38); Group N: Haigh (1:23.38).

Race Four (5 laps) Butchers Picnic: Ian Johnson (6:19.53) 1, Les Wright (6:19.86) 2, Ross Hodgson (6:31.61) 3, David Sheldon (6:32.22) 4, John Medley (6:34.36) 5, Paul Armstrong (6:46.39) 6, David Gleen (6:48.31) 7, David Reid (7:12.20) 8, Priddle (7:17.75) 9, Frank Cuttrel (7:21.65) 10, Harris 11, Hill 12, Ron Reid 13, Tim Wilson 14. Fastest lap: Wright (1:12.89); Group N: Hill (1:25.08).

Race Five (5 laps) Butchers Picnic: Percy Hunter (7:17.92) 1, St. John Cox (7:20.83) 2, L. Thompson (7:44.95) 3, Rodenhuis (7:53.90) 4, Thompson (8:07.46) 5, Wesley (8:15.59) 6, Titcume (8:18.34) 7, Dixon DNF. Fastest lap: Hunter (1:25.30); Group N: St John Cox (1:26.39).

* Italic names indicate NON-Group N entries.

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