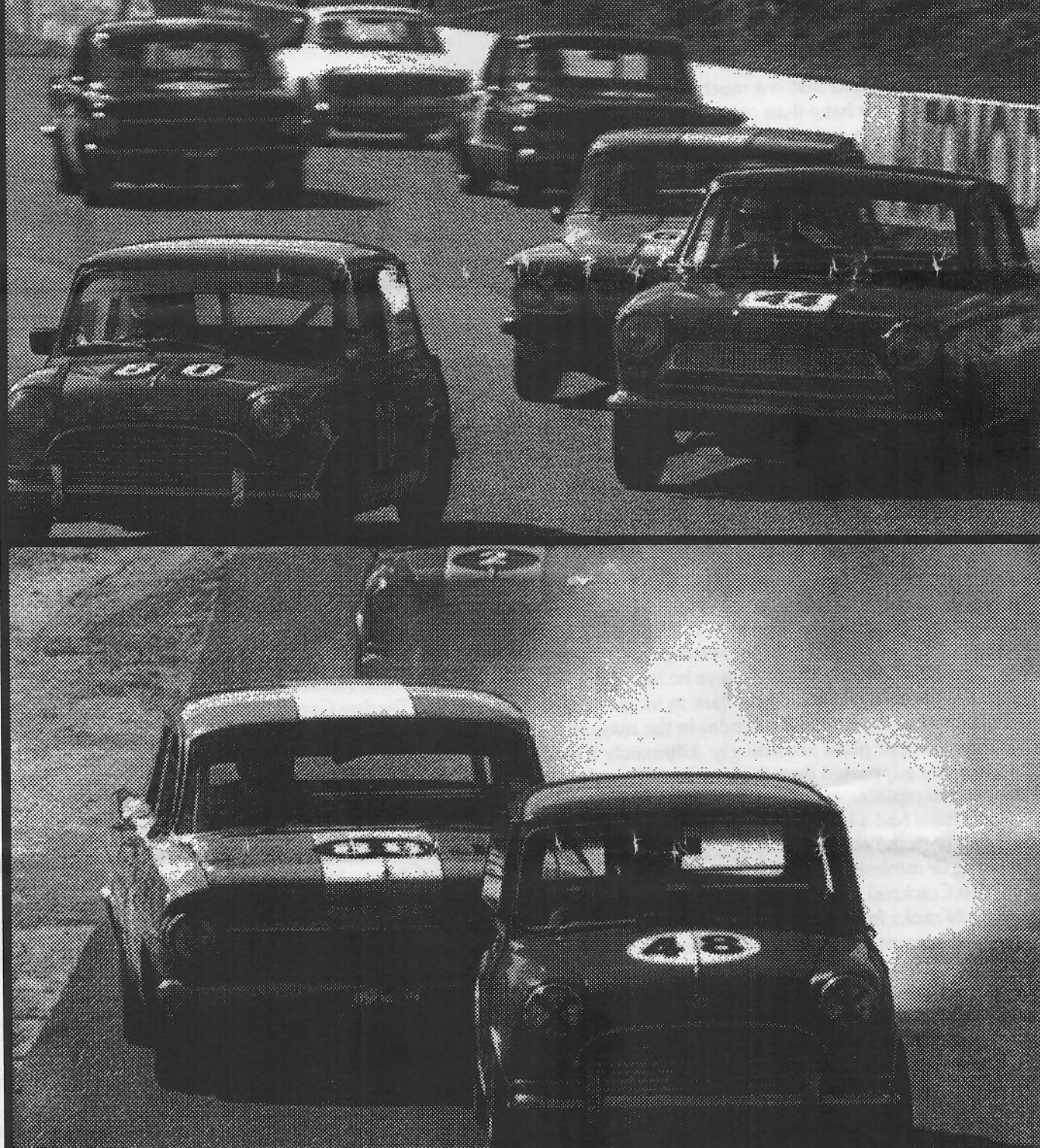


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# Action-Line

*Newsletter of the Appendix J Association of NSW Inc*



## **GENERAL MEETING**

***Tuesday April 7, 7:30 for 8:00 pm sharp start***

**Burwood RSL Club, 96 Shaftsbury Road, Burwood**

# PRESIDENT'S REPORT

I sometimes wish I could say "nothing happened in the last month" so I didn't have to write this report, but nothing could be further from the truth over the last month. So much has happened I hardly know where to begin!

I guess the most important thing is that the entry for the Truck meeting this coming weekend is over-subscribed and that is a much better problem to have than only half a dozen or so entries as we had for a meeting last month.

It is a long time since I have seen a meeting with too many entries but having said that, I think everyone that entered will probably get a start. It is not uncommon for people not to make it to a meeting and we always seem to lose one or two during practice and the like.

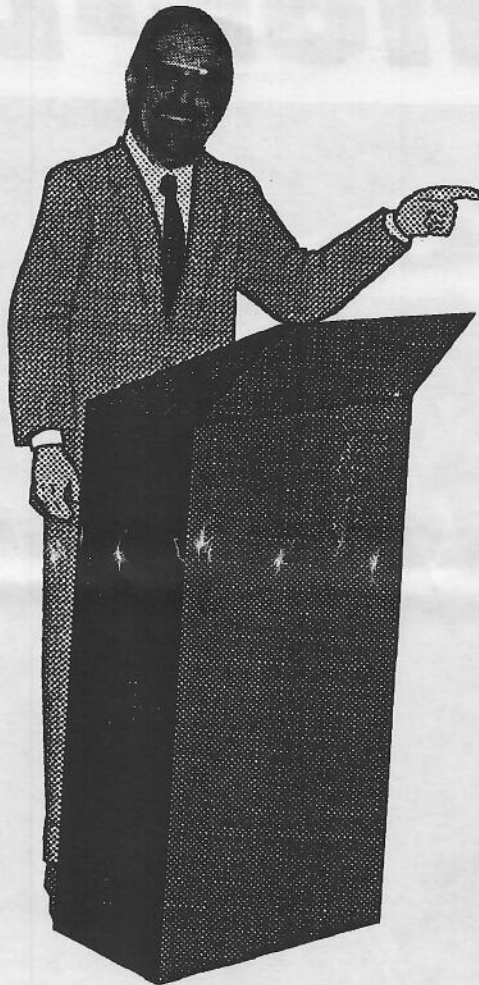
It should be a really great weekend and a great start to the series to welcome our new sponsor, Roman Autotek. *Rosco's Bar and Grill* will be in operation and besides being a great race meeting I am expecting, as usual, to see many at Oran Park just for the social at the end of the day.

Lionel Walker has been hard at work in an effort to tidy up the calendar after some meetings were lost for the Division II Na brigade. I believe he has had some success in organising Wakefield Park to include us, so be sure to peruse the updated calendar in the magazine and re-organise your plans accordingly. Ultimately if meetings are not supported then they are lost. Once lost they are hard to replace.

We have had a busy month on the National front starting with the announcement of appointments to the Historic Commission for 1998..

Bob Cracknell, the lone representative drawn from Group N ranks for several years now was re-appointed for another term and to join him on the commission will be John Kincott from Queensland who also has ties with Group N as well as Group S. I am the third appointment from our ranks to join the commission.

With these appointments we have been given a responsibility for our place in the 5th category we must not shoulder lightly and I am determined to represent



our category in a professional and responsible manner. Bob Cracknell has done so in the past, his reappointment is testimony to that, and I am sure John Kincott will feel the same.

It is a pleasing result and I feel a vote of confidence in the direction we are taking.

Lloyd Cleaver travelled to Melbourne for the National Eligibility meeting on the 21st and has included some information from that meeting in his report elsewhere in the magazine. The agenda was a pretty full one but the outcomes will be beneficial in the long run.

Chris Dubois and I went to Melbourne on the weekend of the March 29 to discuss the possibility of re-establishing the HTCAA, holding talks with several key Victorian members. It was seen as a pre-requisite to a national meeting of the HTCAA that Victoria and NSW, who represent the greatest proportion of Group N members, first establish the need and practicalities of a national organisation.

The good news is that both states agree and recognise the need to have a National body and one

voice to represent our category. It is hoped the other states will agree to reactivate the HTCAA, the National body that was formed in 1994 but dormant since the Historic Touring Car Association of Victoria resigned last year.

If reformed, the HTCAA will be a very different body to the past in that it will now have recognition from CAMS and the Historic Commission as the voice of Group N. The HTCAA did not enjoy that recognition previously and each state or group of individuals lobbied for change individually. Those charged with the responsibility of administration did not know where they were going without clear direction and this in turn restricted the progress we should have made on a number of issues.

At last we now have all the elements in place to establish a National body that would be recognised as the one voice of Group N. To that end it is hoped to convene a meeting of all the states as soon as possible to discuss this important matter.

Anyway, that is enough for now. The arrival of this magazine signals that next Tuesday is meeting night at Burwood. Come along and meet your fellow clubmates and I will expand on the many matters that make the club tick.

See you there!



- Regards Bob

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**May DEADLINE is  
Friday April 24**

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**FRONT COVER - AMAROO HISTORIC ACTION** - Thirteen years ago Amaroo was a big venue for Group N. The cars have change, the names have changed in many cases and maybe the circuit itself may be a memory. The pictures are from the Chevron Publishing's Motor Racing Yearbook, a motor racing icon that has not continued.

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## Commission Appointments

THE ARE SOME important changes amongst the ten appointments to the 1998 Historic Commission. Specialist Group N representation has been increased with the appointment of Bob Asher to join Bob Cracknell on the Commission.

As well, the Commission has it's first Queensland member with the appointment of John Kingcott, an experienced competitor and official who has been involved with Group S and is currently preparing a car for Nc. The level of appointments to the commission demonstrates that Group N is truly an accepted and important part of the 5th category. J

## No State Championship

DUE THE FARCICAL Nb Div II and Na rollup for the first round of the scheduled State Championship opener at Amaroo, the NSW title has been scrapped. As a follow-on, the proposed Nb Div I and Nc series has also received the chop making Group N virtually the only category without State recognition. J

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.

# AROUND THE TRAPS - news

## HTCAA talks

THE HISTORIC TOURING Car Association of Victoria is keen to rejoin the HTCAA. At a hastily convened informal meeting in Melbourne on March 28, key members of the Victorian committee and the New South Wales club discussed many of the issues which brought about the Victorian withdrawal from the HTCAA last year.

NSW president Bob Asher and the current chairman of the HTCAA, Chris Dubois attended the gathering along with Historic Commission Chairman John Dawson-Damer.

The talks were convivial and a clear need was established for one united Group N voice on major issues. With by far the greatest proportion of Group N cars in the two states of Victoria and New South Wales, there is an urgency that agreement can be reached on basic philosophy and direction.

This meeting was seen as a precursor to a meeting to be convened with all states represented. The aim is to go forward with a national body and one voice.

John Dawson-Damer pledged his support to a reformed HTCAA and made suggestions as to how the body could operate so as to serve Group N nationally the way it had been envisaged when it was originally formed in 1994.

It is now hoped to convene a meeting as soon a

practical at which all the states will be represented, to decide on the structure and format of a re-constituted HTCAA. 7

## Manton Mini revival

WA GROUP N president Alan Munday has located and is planning to restore the original Peter Manton Mini. Alan originally brought the car off John Dunkerton and raced it for some time. "Being young at the time, I had no idea of its future value, and the car suffered because of it," he said.

Ultimately Alan went onto other things and the car passed to other hands. However he did keep the car's original log book, and upon rediscovering it recently, went on a quest to find the car. The original body shell was located in a paddock near Margaret River.

Despite the years of neglect and the fact it has been overgrown by the natural fauna of the area, it appears very much salvagable. "This is going to be a long-term project to restore. I am talking three to four years in real terms but it is something I set my heart on doing," he added. 7

## British Historics

DUNLOP HAS FORMED an association with Classic Saloons, Historic, Post Historic and Group One for their season which started at Silverstone on March 14. 7

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# ELIGIBILITY

Melbourne on the weekend of March 21 was the venue for the major Historic Eligibility meeting for 1998. Eligibility Officers from all groups within the Historic movement were in attendance and it certainly was good to meet again in person instead of just a voice at the other end of the phone.

Many things were discussed and as usual there were the "hot topics" to be addressed by all groups. I will only highlight the issues with which our group is concerned and would like to point out that until the Historic Commission meets in July these issues are only recommendations.

The subject of Torana blocks was again on the agenda as was the SVO block and GT40 heads and they took up considerable time. The outcome of recommendation was the same as in the past but the SVO has been left for review by the commission when the Nc regulations are reviewed later on in the year.

It was agreed by all the Group N eligibility officers present that all Ford XW s could use 15" wheels as could Monaros and Kingswoods after photographic evidence was produced showing them using them during the period.

Another topic which was discussed was the type and casting of cylinder heads that could be used on Chevrolet engines. After much discussion and evidence produced on the day it was decided that what was

known as the "double hump". Casting Nos.3990462 and 3917291 were the allowable heads.

Several documents were produced on after market heads but as with the Ford GT40 heads they were rejected. If you are building a Chevrolet powered vehicle I would suggest you start looking for these heads as they are the only ones acceptable.

Of interest to the Mini fraternity would be news that the Victorians are conducting tests on Dunlop Formula R tyres in the hope that if satisfactory the Commission will approve them for racing. Whilst I was doing our recent tests on the Yokohama tyres it was suggested to me not to bother with that tyre for the Mini's because they let go in the walls before going "bang".

But I guess time will tell. I intend to talk to the Yokohama people to see whether the 008R's may be available in 10" as I am sure there must be a world market. If so, just think, we could be in a situation to have a good control tyre at last.

Overall the standard of presentation in NSW is pretty good. Sure we have a few problems but they are getting sorted out. When you go to a National meeting you realise that our guys have a pretty good understanding of what it is all about and most of the hard work is already done.

That's all for now.



- Lloyd Cleaver

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# GENERAL COMMITTEE MEETING

## Minutes of the General meeting of the Appendix J Association of NSW, March 3, 1998

Meeting opened at 8:25 pm.

### Apologies:

D. Titcume, D. Truelove, R. McKenzie, M. Dyer, W. Anderson, A. Huxley, A. Smyrnis.

### Correspondence - Inwards:

- Letter from Oran Park Motorsport setting out details of our sponsorship for the 1998 Truck meetings.
- Letter from Paul David from Malta seeking a badge.
- Letter from Robert Tweedie in response to Club's request.
- Letter from Ross Donnelley in regards to an incident at Amaroo Historic.
- Proposal from West Australian Association regarding changes to Group N administration.

### Correspondence - Outwards:

- Letter to CAMS Board members about the West Australian proposals.
- Letter to Alan Munday about the above issue.
- Request to Robert Tweedie for information.

### President's Report:

- Unfortunately the lack of entries for the first round of the State Championship has led to the cancellation of the series. This means that it will severely limit the opportunities for Na and Nb Div II cars to run at events this year, which is regrettable.
- The appointments to the Historic Commission are due to be announced shortly.
- Recent communications between the various associations and CAMS officials show how necessary it is for the category to speak with one voice and it is appropriate that the combined group under the HTCAA be reformed as quickly as possible.
- At the recent CAMS State Council meeting, the dramas of the re-organisation continue. It was disturbing to note that despite the unanimous resolution passed at the previous meeting to request accountability of CAMS representatives, the National Board rejected that proposal and the views expressed. In fairly open discussions that followed it was revealed that the NSW Board Member, Colin Osborne, did not consider that it was his role to put the Councils view as he had his own personal views. Given that there are more financial members of CAMS in NSW than anywhere else, it raises the question as to whether anyone is actually representing the views of the majority of CAMS members at board level.
- At the same meeting it was announced that helmets manufactured before 1988 will not be approved by the CAMS Secretary for competition use in NSW, regardless of their condition.
- CAMS has produced a philosophy on the future of motor sport and have published it under the title of Towards 2000. Except for signifying that Group C cars should be included in the 5th Category Historics, it makes no further reference to historics.
- CAMS has also indicated that where new log books have been issued, requiring a pre-race inspection, that inspection will no longer be performed at the scrutineering bay prior to a meeting. It will occur after practice and it is intended that inspection stations will be established for this purpose.
- Renewals for 1998 membership have been good with over 80 per cent so far. If you have not sent your renewal, please do so as soon as possible.

### Treasurer's Report:

- Balance at bank is \$5770.22 plus \$7000.00 on Interest Bearing Deposit.

### Public Relations Report:

- Oran Park are keen to put on the Torana-Only race at the final truck meeting but do require a full field. Please contact Chris Wilson if interested.

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# GENERAL COMMITTEE MEETING

## Competition Report:

- Supplementary regulations for the Truck meeting are out. Need to provide a good show to obtain our sponsorship rebate.
- Supplementary regulations for the Super Touring Car meeting at Oran Park in late April, are due out shortly.

## Category Representative Report:

- Ten cars entered the HSRCA "Pre '60 meeting" at Wakefield Park and they ran with Group S vehicles.
- A number of hub failures occurred during the Wakefield meeting. Please do a safety check on your vehicle.

## General Business

- Daniel Sugden raised the subject of the proposed re-allocation of race numbers of non-competitors to competitors as mentioned in the magazine. It was explained that there was pressure on numbers generally, given the large increase in membership in the last three years to over 200 and that some promoters will not accept three-digit numbers.

It was generally felt that the two-digit numbers should not be kept on hold and not used, and the proposal was fairly generous in only requiring


attendance at one race meeting per year. Each case would be treated on its own merits and race numbers may be re-allocated at the discretion of the committee.

- The survey by CAMS in relation to the use of electronic equipment was conducted by a show of hands given the time restraint for its return. The feeling of the meeting was that except for rev limiters, electronic equipment should not be allowed into our historic category unless it was provided by the manufacturer as original equipment on the vehicle.

## For Sale and Wanted:

- Andrew Pursey knows of a number of vehicles for sale including a KM 200, a 1972 Ford Escort Twin Cam Turbo and two Ford Mustangs.
- Alan is looking for a downdraft Weber manifold for a 351 Ford.
- The Committee advise that all For Sale and Wanted notices and referrals should be directed to the *Action-Line Classifieds*.

Raffle was drawn and won.

Meeting Closed prior to video showing. 



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# CAT CHAT

Wakefield Park was the venue for the HSRCA pre'60 Historic Race Meeting at the start of the month (report, by Chris Gabriel, elsewhere in this issue). The event was delightful and it was great fun to be in the races where Groups Sa, Na and Nb (pre'60) ran together. I think the combined grids of sports cars and tin tops were a great success with competitors and spectators alike all enjoying themselves hugely.

We managed to get John Dowsett into the commentary box for our races and his knowledge of both Group S and Group N resulted in a commentary that was informative (so I am told), and, reinforced the Group Na objective of "serious fun".

Talking serious fun we had a reasonable crowd at dinner in the Paragon Restaurant on the Friday night - Terry Thompson was in good form and kept our table (Brian and Viv Lawler, Trevor and Denise Bailey, Charles Jardine, plus me as a designated driver) entertained (I hate to imagine what Terry will be like at the Guyra GP). If you really want to get Terry working on top form, make sure that you wear a cravat to Scrutineering at all Na and Nb (Div 2) race meetings - do it and you'll understand what I'm on about.

Talking of the Guyra GP we have a number of members running their cars there, so we will do our best to fly the Club flag whilst others are "doing the business" at Oran Park. Na is represented by Grahame "Not That

One" Hill (in his new Austin Lancer), "Ticko", "Dak Dak", "Pinky", "Axeman" (assuming I can borrow a tow vehicle) and Bruce "Crack Tester" Smith (assuming he has solved the hub breakage problem). Nb is represented by Chris Haigh in the "Grey Pussy" Jaguar, Phil Windus and local boy Mike McGee (this is the one event in the year which doesn't require Mike to tow all day to get there). Other tin tops are John Kean (Holden 48-215), Ron Spelman (Holden FJ), Bill Westerman (Cooper S) and Eddie Watson (Jaguar MkII).

Talking of GPs - did you all enjoy the Melbourne Grand Procession? David Coulthard did something that you seldom see a Mercedes driver do - he was courteous and friendly towards a fellow driver! Mind you I guess we were lucky to see that particular pass, given the absolutely diabolical quality of the television coverage.

I don't know how on earth you are supposed to follow a race when you spend most of the time looking at close-up shots - it might have been quite interesting to see all of the cars at some time (before they coughed their last), and, have a wider shot so that we could see comparative lines and distances through the corners.

I guess if they had used wider angle shots it would have detracted from looking at the motorised fag packets - how much longer have we got to go before somebody has the balls to stand up and stop tobacco advertising at ALL types of events.

Talking of all types of events, has Warren Bossie persuaded you to run your car in a Hillclimb yet? I think Warren and the few other Group N competitors are feeling rather lonely - why not talk the idea through with Warren and give your car a change of scene. Also, for those of you with Na cars in build - don't forget that you can run them in Regularity at HSRCA events (a good way to run-in a new car and/or driver).

Finally, there is always a Supersprint - go on, surprise your fellow competitors at this type of event and turn up in an old car and then set faster times (just watch their faces, but don't make your grin too evil!).

Talking about grinning - bring a smile to the faces of the spectators and enter the Nb and Nc events at Oran Park. Our category is popular with the crowds at the big Oran Park meetings, and, it is a great way to promote our category - plus, we might see you on the television coverage (and you don't even have to have a car painted like a fag packet - pause - for apoplectic fit amongst various members of the HCC).

On a final note, it is good to see that our category has now got some serious representation on the HCC (Historic Car Commission) - this has to be good for all Group N (and Group C) competitors, and, should allow us to participate actively in the future direction of our sport.

So, if you have views on Group N (or Group C) make sure that you talk to Bob Asher and I am sure that he will do his best to present all sensible input to the HCC on our behalf.



- Axeman

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# NET NEWS

Back to some humour this month, particularly for FrankD's benefit.

Firstly, courtesy of Harold Pace in the US – he races a Mallock U2. The old joke about American beers being like making love in a canoe. They're both f\*\*king close to water! Secondly, courtesy of Rick Feibusch in Venice Beach California, some Microsoft witticisms to celebrate this month's visit from Bill Gates.

## Computers vs Auto Industry

Bill Gates wanted to look good and impress everyone with his success. He decided to measure the accomplishments of Microsoft against General Motors. The comparison went like this:

If automotive technology had kept pace with computer technology over the past few decades, you would now be driving a V-32 instead of a V-8, and it would have a top speed of 10,000 miles per hour. (160,000km/hr)

Or you could have an economy car that weighs 30 pounds (14 kilos) and gets a thousand miles to the gallon of gas. In either case the sticker of the new car would be less than \$50. In response to all this goading, GM responds: "Yes, but would you really want to drive a car that crashes 4 times a day?"

## If Microsoft Built Cars:

- Every time they repainted the lines on the road, you'd have to buy a new car.
- Occasionally your car would die on the freeway for no reason, and you'd have to restart it. For some strange reason, you'd just accept this and drive on.
- Occasionally, executing a maneuver would cause your car to stop and fail to restart and you'd have to reinstall the engine. For some strange reason, you'd just accept this too.
- You could only have one person in the car at a time, unless you bought a "Car95" or a "CarNT". But then you'd have to buy more seats.
- Macintosh would make a car that was powered by the sun, was twice as fast, twice as easy to drive-but it would only run on 5 percent of the roads.
- The Macintosh car owners could get expensive Microsoft upgrades to their cars, which would make their cars run much slower.
- The oil, engine, gas and alternator warning lights would be replaced by a single "general car default" warning light.
- New seats would force everyone to have the same size posterior.
- The airbag system would say, "Are you sure?" before going off.
- If you were involved in a crash, you would have no idea what happened.

If you are unsure about the significance of the Microsoft jokes, then you could be in the fortunate position of either using a Macintosh computer, or, you have no PC at all. Ask El Pres what he thinks about comput-

ers – could be a bigger crash than that in the Cooper S.

I went to the Sydney Entertainment Centre to listen to Bill Gates there to address the masses. The masses were there, but a surprising number (including your scribe) walked out prior to the conclusion of the Gates sermon because it was so unbelievably tedious and contained nothing new (must be why the Australian Federal Cabinet thought he was so wonderful!).

Talking about politicians – you know I like to pick on deserving causes – have you noticed how they all run for cover when the awkward questions start? Howard when asked about Parer, Carr when asked about Langton, all NSW polities when asked about their superannuation – and then you get all this sanctimonious piffle about how they are totally innocent and it is all a media beat-up.

If you want to get some comment from other sources then try looking up "politician" on your Search Engine. If you have Internet access, I do recommend that you subscribe to some of the Team.Net lists (visit <http://www.team.net/team.net.html/> and see what delights are available); some of the discussions are very interesting and informative and you get to meet fellow enthusiasts around the world.

- Andrew Pursey

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# CALENDAR

## RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
April 4-5	OPMS	Trucks (Roman Autotek1)	Oran Park SC
April 25-26	OPMS	Super Tourers 2	Oran Park SC
June 13-14	OPMS	Trucks (Roman Autotek2)	Oran Park SC
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Historic - Post '60s	Oran Park GP
September 12-13	HSRCA	Historic	Eastern Creek
October 31-November 1	OPMS	Truck (Roman Autotek3)	Oran Park
November 21-22	HSRCA	Historic	Wakefield Park

## RACE PROGRAM - Group Na and Group Nb Division II

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
February 22	ARDC	Restricted	Amaroo Park
March 1	WP	Pre '60s	Wakefield Park
June 7	WP	Tin Tops	Wakefield Park
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Post '60s	Oran Park GP
August 16	WP	Open	Wakefield Park
September 12-13	HSRCA	Historic	Eastern Creek
November 21-22	HSRCA	Historic	Wakefield Park

## HILLCLIMB PROGRAM - Group Na, Nb and Nc

DATE	ORGANISER	EVENT	VENUE
January 31	BLCC	State Championship Rd 1	Bathurst
February 8	ARDC	State Championship Rd 2	Wakefield Park
April 25	WP	State Championship Rd 3	Tamworth
May 18	WP	State Championship Rd 4	Wollongong
June 7	WP	State Championship Rd 5	Grafton
August 2	WP	State Championship Rd 6	Ringwood
October 11	HSRCA	State Championship Rd 7	Matiara

## MEETINGS and SOCIAL

February 3 - General Meeting - Burwood RSL  
 March 3 - General Meeting - Burwood RSL  
 April 7 - General Meeting - Burwood RSL  
 May 6 - General Meeting - Burwood RSL  
 June 2 - General Meeting - Burwood RSL  
 July 7 - General Meeting - Burwood RSL  
 August 4 - General Meeting - Burwood RSL  
 Sept 1 - General Meeting - Burwood RSL  
 Oct 6 - Annual General Meeting - Burwood RSL  
 Nov 10\* - General Meeting - Burwood RSL  
 Dec 2 - General Meeting - Burwood RSL  
 Dec 13 - Christmas Party/Get Together  
 Moola Picnic Area #4 - Lane Cove

\* One week later than usual due to the Melbourne Cup.

## RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Geoff Leeds  
 WP - (02) 4822 2811 - Robert Colgin  
 NSWRRRC - (02) 4721 5035 - Carol and Brian Dale  
 ARDC - (02) 9672 0258 - Brian Goulding  
 HSRCA - (02) 9558 4294 - Trevor Bailey

### LEGEND

OPMS - Oran Park Motorsport, WP - Wakefield Park, HSRCA - Historic Sports & Racing Car Association, ARDC - Australian Racing Drivers Club, NSWRRRC - New South Wales Road Racing Club, BLCC - Bathurst Light Car Club.

# AROUND THE TRAPS - racing

## HSRCA Pre '60s Meeting - March 1 - Wakefield Park

After heat of February, the cool weather was welcome at Goulburn and the meeting promised interest for the touring cars with the "Pre '60s" meeting seeing the Group N cars gridded up with the Group Sa sporties.

Qualifying proved exciting with Bruce Smith's Magnette loosing a front wheel at the top of the circuit and several other competitors testing the dirt on the edge of the track. All events were conducted as handicaps together with the sports cars, with the exception one touring car-only race. The Jaguar of Paul Warne didn't materialise and the Magnette was not a race starter.

The first event was an eight-lap race with a mixed grid. Mike Gunnell spun the MGA on lap one and John Tight, custodian of Don Titcume's Morris Major for the weekend, was starting to settle in to the drive. There were several battles developing and the sedans were giving the sports cars a rough time.

On the final lap, Dave Probin spun the A35 in the chicane only to have a coming together with Bob Priddle in the Zephyr. Both cars to a standstill in the middle of the corner. The Morris Minor of Aaron Gabriel had a great dice with Bill Dixon in the Wolseley whose times improved dramatically and was reluctant



The Titcume Morris had a new pilot for the weekend

Photography by Peter Schell

to relent the lead.

As the flag fell to signify the culmination of the race, Gabriel was a car length's ahead of Ed Holly who had been closing rapidly in his new MGA roadster. Dixon was the next tin-top home.

The next event was the Group N Production Race over ten laps. Both the Zephyr and Minor reappeared after some quick panel beating the addition of race tape. The field was re-handicapped after the first race and wome were set new tasks.

Terry Thompson retired the usually reliable (Dak-Dak) VW while Gabriel's Morris gave up the ghost big time, leaving a pool of oil in the chicane to keep the rest of the field on their toes. Andrew Pursey in the Morris Oxford claimed the race with Dixon filling second spot ahead of Probin.

The remaining events were "Butcher's Picnics" with the Sa boys. Probin fought a great battle with the XK150 Jag of Arthur Hardy. Meanwhile Priddle and Bob Harris in the FX were also hard at it, Harris gaining an edge and the rest of the tin-tops more than accounted for the sports cars.

Event nine was won by Dick Everett in the MGA as Holly and Tight retired. Overall the day was a great success and we look forward to next year.



- Chris Gabriel



At least one podium placing for the Probin Austin A30

# AROUND THE TRAPS -racing

*Phillip Island Historic - February 28-March 1 - Sandown*

One of Victorian calendar's best supported events again with a healthy 39 entries and just a couple short of two grids with separate races.

Weather again followed the recent path of glorious sunshine and spectator numbers were good in anticipation of a weekend of good racing and new lap records on a fast track.

Graham Hunt put his Mustang on pole with Trevor Talbot alongside. Rob Bailey and Ray Challis shared the second row ahead of Ian Jones. Then followed Greg McPherson, Les Dole and Steve McKay who startled a few in his Mini.

Chris Ralph was beaming after his first steer in his new Mustang and showed the way to the Minis of Len Read and Ted Brewster which was split by the V8 Ford of Greg Nicholls.

There was plenty of interstate interest at the island circuit with Greig Malaure's Mini, Anton Metchler in a Lotus Cortina and the gangling Ford Fairlane of Max Ullrich venturing down from NSW while Wilson crossed the country from WA with his XY Falcon GT.

## Race One

The first-up race was run and won at a blistering pace. While Bailey was out immediately with fuel pump failure, Hunt circulated in the low 1:50's with Talbot missing out by a couple of tenths (or 100 horses) although he did lower the Nc class record.

Jones followed the pair across the line ahead of Dole in his beautifully-prepared XU-1 after a good dice with McPherson and Challis, the latter pair nose-to-tail when

Talbot gave Hunt a hard time on more than one occasion



Photography by Bill Callan

they greet the flag.

The next bunch were led by McKay ahead of Brewster and Lenny Read. Ralph chased the trio to the line with Malaure next ahead of Drew Marget's Cortina GT, Nicholls, Damien Read, Robertson, Metchler, Richard Fairlam's EH and the earlier Holden of Dobbs.

Brian Deveson had a good break on Jeremy Mantello, the Cortina driver kept honest holding out the considerable attention of Bugelly, Wilson and Stephen O'Neill. Cannon had problems which enabled Knight to get by while behind the Watt Triumph, the Imp of Michael Stupka gained the upper hand over John Brash's Mopar-powered Pacer.

## Race Two

Sunday also produced good weather with most backing up for another day's racing. Officials decided against a handicap race as it was going to be a logistical nightmare to work out for two races.

Hunt again took the honours but won only narrowly. Talbot was all over the back of the Mustang for the duration while Jones was on his own for third ahead of Challis. Bailey lost places off the start due to lighting up the Hoosiers, and gradually picked his way back up through the rankings.

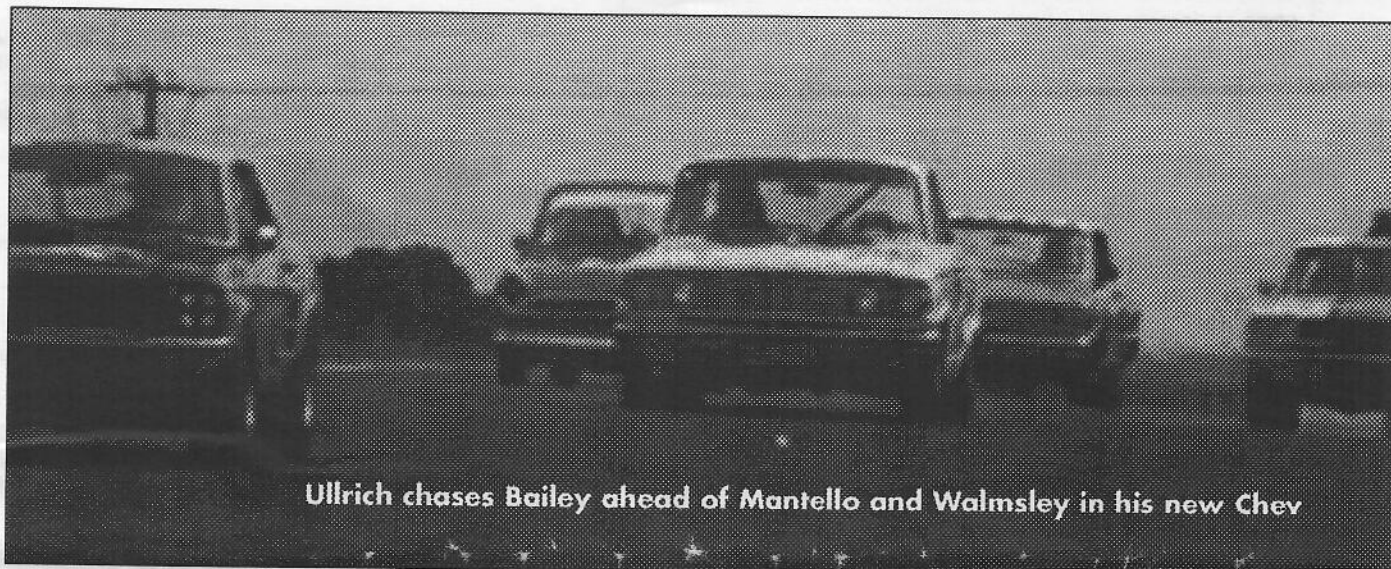
Walmsley was quickly coming to grips with the Nova and took sixth ahead of the good scrap between McPherson and Dole. The Minis were still at it, heading the rest with McKay downing Malaure and Brewster.

Ralph was next ahead of Len Read, Marget, Bugelly, Robertson, Metchler, Nicholls, Dobbs and Ullrich. After Fairlam came Steve Russell-Clarke's Farina, Mantello, Morris, Wilson,

Wilson in the Lotus Cortina




# AROUND THE TRAPS -racing



Ullrich chases Bailey ahead of Mantello and Walmsley in his new Chev



One of the great Mini scraps

Hopwood, Anton Mechtler, Tim Wilson, Max Ullrich and Bill Callan. The latter was unable to have his Vauxhall prepared in time for the race meeting, but went anyway. The three races were lots of fun, so enthralling in fact, that nobody could tell us how long the races were! Max and Anton were involved in several good dices with Tim getting into the act in the last race, almost trumping the Fairlane in the bargain. Crowd was very hospitable and enthusiastic. 

Deveson, O'Neill, Knight, Juniper, Watt, Brash, Purton and lastly, the Imp.

## Race Three

The places in the last of the day were a virtual repeat of the earlier result as Hunt won from Talbot, Jones, Challis, McPherson and Dole. The remaining order read Walmsley, McKay, Read, Brewster, Nicholls, Malaure, Marget, Cannon, Bugelly, Bailey, Morris, Fairlam, Wilson, Ullrich, Deveson, Mechtler and so on.

The attrition rate over the weekend was fairly high with quite a few suffering engine failures. All in all it was a great weekend of Historic racing. The highlight was the Saturday race between Hunt and Talbot, the door handle-to-doorhandle racing between the three leading local Minis.

Thanks go to the interstateers, in particular to Philip Morris from WA . . . congratulations guys.

- Rian Nott (from Historic Touring Torque)

The NSW brigade had a very social weekend. Included in the activities was a winery visit and a get-together dinner on the Saturday night which comprised Peter


## Meeke rout

BILL MEEKE CONTINUED on his winning form in the West at the third round of the Night Masters with another two wins from three starts. Driving the Ford Falcon Rallye Sprint he had an all-the-way win in a first-up predestrian manner as Tim Bradley, Paul Stubber and Tim Garrett ensued.

In their wake came the Stannards, Lance and Trevor ahead of Andrew Keith, Jim Runciman whilst behind Michael Smith, Leo Jameson was not classified as a finisher in the race debut of the Studebaker Daytona.

The next race, a reverse-grid affair, was a far more exciting affair as Meeke completed the opening lap in ninth place. Michael Smith led the first part but the Cortina GT was overwhelmed as Andrew Keith (Cooper S) won from Meeke with Lance Stannard third.

In the final six-lapper, Meeke again was unchallenged. He scored by in excess of 11 seconds from Tom Freeman who had been fifth at the end of lap one. Stubber had chased the leading Falcon in the first half, but dropped out in the closing sector.

Stannard took out third ahead of Trevor Stannard whilst Jim Runciman completed the finishing order. 

# Action-Line CLASSIFIEDS

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**FORD MUSTANG.** 1964 model, fastest Nb Mustang in Australia. Ground up built race car owned by Bob Pearson and Alan Heath - no expense spared. Black with gold stripes, 289 legal V8 developing 470 bhp. Best of everything, fully developed and ready to win. Will trade anything, \$50,000 ono. Ph Alan Heath 0418 802 228, fax (08) 8231 8700.

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**FORD FALCON XR GT.** January 1968 build. One owner for 30 years. Matching numbers and compliance plate. In fair condition due to being driven everyday and now needs restoration. Complete and running and was registered until the end of February this year. \$7500 ono. Ph Doug Westwood on (02) 9888 6976 (home) or 0419 449 310.

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**HOLDEN EH.** Well known yellow and black 149, consistant under 2600 cc class winner. Is in first class condition with spares including Holinger gearbox, Hustler mags, front and rear springs, and some panels. \$10,000 ono. Ph John Ward (02) 4227 2871 or mobile 0416 272 871.

**HOLDEN EH.** Triple Webers, detroit locker, fresh motor, spare mags, some panels and gearbox. One of the better examples still in existence. \$8,500, phone Steve Butchart on (02) 9970 6963 (bh), (02) 9913 2469 (ah).

**JAGUAR MKVIIM.** Moby Dick seeks a new Captain for 1998 season. Enjoy tyre smoking action in Group Na with a well-sorted, ready to race, classic 1955 Jaguar. Road-registered (JAG07M), equally at home in classic rallies, or taking the bride to church (No excuses for being late). Leather upholstery, walnut trim, sun roof, roll cage, race seat, 6 point harness, 6 race wheels, 6 road wheels & tyres, CAMS log-book. Ph Michael 0725 7100 bh.

**LOTUS CORTINA.** Well known red/gold car - winner at last Eastern Creek Historics is for sale. Best of everything including 207 HP steel twin cam engine. Ultra C/R box, LSD. \$35,000 ONO. Product Motorsport (02) 9758 1277.

**MG 'C' GT.** Coupe, manual overdrive. Converted to RHD, bare metal up repaint, front seats retrimmed, new carpet. Needs some interior finishing and has engineers certificate. \$13,500. Ph Bob Ralph (02) 9759 2247.

**SUNBEAM TIGER.** LHD 260 V8. Needs full restoration but very original and is all there with new hood and new parts. \$21,000. Ph Bob Ralph (02) 9759 2247.

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

## FOR SALE - CARS

**VALIANT S.** Australia's fastest Nb six cylinder car is offered with a selection of spares. Features slant six, triple webers and pushbutton auto with numerous spares as required. Price is negotiable at \$18,000 and will also sell less engine if preferred. Ph Cameron on (02) 9905 0105 BH.

## FOR SALE - GENERAL

**AP 7 1/4"** triple plate racing clutch and pressure plate assembly. \$250 ono, ring Lloyd on (02) 4268 3191

**CORTINA PARTS:** One set of Rallye 6x13 Rallye wheels \$300. Assorted diff centres and housing \$600 per set. Assorted bedded-in disc brake pads at \$75 per set. Springs and other parts can be negotiated. Call Andrew on (02) 9552 6288 (bh) or 0419 202 623.

**KM200.** Body and space frame never built. Triumph Spitfire front support. \$1500. Ph Bob Ralph (02) 9759 2247.

**PISTONS:** Six new 202 +060 Aires Racing pistons, \$650. Standard 202 XU-1 pistons by GMH for Bathurst, still wrapped in 1973 newspaper, open to offers. Triple Webber Lynx 5" manifold \$100. Phone Steve Butchart (02) 9970 6963 (bh), (02) 9913 2469 (ah).

**TRANSPORTER:** Dodge 400 V8 318 dual cab, tilt tray, tyre racks, electric winch, tool boxes etc. One or two cars. \$14,900. Ph (02) 9938 6293 (BH), (02) 9982 2318 (AH).

**WEBBERS:** Four x 48 IDA, near new \$3000. Ph Cameron on (02) 9905 0105.

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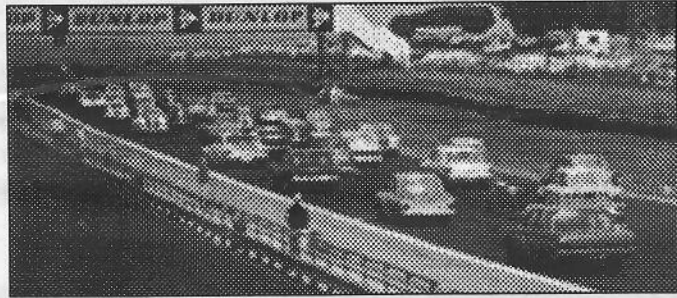
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# RECENT RACING DETAILS

## PHILIP ISLAND HISTORICS - FEBRUARY 28-MARCH 1

**Qualifying:** Graham Hunt (Ford Mustang) 1:53.66, Trevor Talbot (Holden Torana XU-1) 1:54.35, Robin Bailey (Mustang) 1:55.36, Ray Challis (XU-1) 1:57.56, Ian Jones (XU-1) 1:57.69, Greg McPherson (Mustang) 1:57.74, Les Dole (XU-1) 1:58.89, Steve McKay (Morris Mini Cooper S) 1:59.79, Chris Ralph (Mustang) 2:01.35, Len Read (Cooper S) 2:01.40, Greg Nicholls (Mustang) 2:01.53, Ted Brewster (Cooper S) 2:01.72, Greig Malaure (Cooper S) 2:01.76, Drew Marget (Ford Cortina GT) 2:01.76, Robertson (Cortina GT) 2:02.37, Wayne Purdon 2:02.48, D. Read (Cooper S) 2:03.53, Ernie Martinez (BMW 2002) 2:04.56, Richard Fairlam (Holden EH) 2:04.61, Andrew Cannon 2:04.62, Anton Mechtler (Lotus Cortina) 2:04.75, Max Ullrich (Ford Fairlane) 2:04.99, Bugelly (Cooper S) 2:05.19, Dobbs (Holden FE) 2:05.52, Bill Trengrove (EH) 2:05.75, Phillip Morris (Ford Falcon XY GT) 2:07.19, Brian Deveson (Cooper S) 2:07.31, Hare 2:07.94, Stephen O'Neill (Cortina GT) 2:08.76, Jeremy Mantello (Cortina GT) 2:10.94, Wilson 2:11.39, Wait (Triumph) 2:11.64, Les Walmsley (Chev Nova) 2:12.53, John Brash (Valiant Pacer VG) 2:12.56, Michael Stupka (Hillman Imp) 2:16.06, Brad Wright (Cortina GT) 2:33.95, Steve Russel-Clarke (Datsun Farina) nt.



**Race One (? laps):** Hunt (7:36.93) 1, Talbot (7:39.44) 2, Jones (7:54.19) 3, Dole (7:56.97) 4, McPherson (7:59.14) 5, Challis (7:59.61) 6, McKay (8:07.52) 7, Brewster (8:08.84) 8, L Read (8:09.29) 9, Ralph (8:12.06) 10, Malaure (8:14.88) 11, Marget (8:19.03) 12, Nichols (8:21.67) 13, L Read (8:22.77) 14, Robertson (8:26.97) 15, Mechtler (8:33.10) 16, Fairlam (8:33.39) 17, Dobbs (8:35.69) 18, Deveson (8:38.27) 19, Mantello (8:44.06) 20, Bugelly (8:44.95) 21, Wilson (8:45.17) 22, O'Neill (8:46.14) 23, Knight (9:00.13) 24, Cannon (9:04.36) 25, Wait (9:05.26) 26, Stupka (9:16.22) 27, Brash (9:55.09) 28, Walmsley dnf, Ullrich dnf, Russ-Clarke dnf, Trengrove dnf, Purdon dnf. Fastest lap: Hunt (1:50.88).

**Race Two (? laps):** Hunt (7:42.87) 1, Talbot (7:43.00) 2, Jones (7:50.04) 3, Challis (7:53.60) 4, Bailey (7:55.47) 5, Walmsley (7:57.90) 6, McPherson (8:04.41) 7, Dole (8:04.84) 8, McKay (8:06.82) 9, Malaure (8:06.97) 10, Brewster (8:06.97) 11, Ralph (8:15.97) 12, D Read (8:20.64) 13, Marget (8:21.35) 14, Bugelly (8:32.03) 15, Robertson (8:32.36) 16, Mechtler (8:32.64) 17, Nicholls (8:35.42) 18, Dobbs (8:36.65) 19, Ullrich (8:39.04) 20, Fairlam (8:39.61) 21, Russ-Clarke (8:42.61) 22, Mantello (8:43.24) 23, Morris (8:45.58) 24, Wilson (8:46.25) 25, Deveson (8:46.79) 26, O'Neill (8:48.67) 27, Knight (8:58.59) 28, Juniper (9:01.13) 29, Wait (9:07.41) 30, Brash (9:07.50) 31, Purdon (9:17.67) 32, Stupka (9:22.21) 33, Hare dnf, L Read dnf. Fastest lap: Talbot (1:52.52).

**Race Three (? laps):** Hunt (11:28.42) 1, Talbot (11:32.32) 2, Jones (11:41.86) 3, Challis (11:56.43) 4, McPherson (11:58.40) 5, Dole (11:58.91) 6, Walmsley (12:06.20) 7, McKay (12:10.61) 8, L Read (12:10.76) 9, Brewster (12:10.86) 10, Nicholls (12:27.74) 11, Malaure (12:28.68) 12, Marget (12:34.37) 13, Cannon (12:42.34) 14, Bugelly (12:45.09) 15, Bailey (12:51.33) 16, Morris (12:51.95) 17, Fairlam (12:54.80) 18, Wilson (12:56.42) 19, Ullrich (12:57.22) 20, Deveson (12:57.66) 21, Mechtler (13:03.22) 22, Dobbs (13:04.33) 23, O'Neill (13:04.79) 24, Mantello (13:18.81) 25, Brash (13:19.74) 26, Knight (13:35.11) 27, Wait (13:35.91) 28, Purdon (? laps) 29, Stupka 30, Ralph 31, Robertson dnf, Hare dnf, Russell-Clarke dnf. Fastest lap: Hunt (1:52.74).

## HSRC PRE 60's - MARCH 1 - WAKEFIELD PARK

**Group N and Group Sa Qualifying:** Ed Holly (MGA) 1:19.21, Dick Everett (MGA) 1:19.58, Mike Gunnell (MGA) 1:22.17, Brian Caldersmith (Lotus Elite T14) 1:22.44, Dave Probin (Austin A35) 1:24.64, Arthur Hardy (Jaguar 150S) 1:24.97, Max Pegler (MGA) 1:25.13, Aaron Gabriel (Morris Minor) 1:26.34, Bob Harris (Holden 48/215) 1:26.62, Malcolm Biddlecombs (Jaguar XK120) 1:27.05, Bill Dixon (Wolseley 1500) 1:27.06, Bob Priddle (Ford Zephyr Mk2) 1:28.05, Wes Dayton (Triumph TR3a) 1:29.15, Nicholas Mansell (Lotus Elite) 1:30.25, Bruce Smith (MG Magnette) 1:32.05, Andrew Pursey (Morris Oxford) 1:32.38, Peter Cohen (MG TF) 1:32.88, Terry Thompson (VW 1200) 1:36.39, John Tight (Morris Major Mk) 1:40.51.

**Race One (8 laps) Group N and Group Sa:** Gabriel (11:50.52) 1, Holly (11:50.95) 2, Everett (11:53.37) 3, Dixon (11:54.69) 4, Caldersmith (11:54.80) 5, Biddlecombe (12:02.54) 6, Hardy (12:02.93) 7, Pursey (12:04.08) 8, Harris (12:14.46) 9, Dayton (12:14.46) 10, Thompson (12:18.36) 11, Tight (12:45.72) 12, Mansell (12:49.73) 13, Cohen (13:01.70) 14, Probin (7 laps) dnf, Priddle dnf. Fastest lap: Everett (1:19.70).

**Race Two (10 laps) Group N Handicap:** Pursey (14:33.43) 1, Probin (14:37.55) 2, Dixon (14:43.75) 3, Harris (14:46.12) 4, Priddle (14:47.32) 5, Tight (15:10.67) 6, Gabriel (6 laps) dnf, Thompson (4 laps) dnf. Fastest lap: Priddle (1:24.80).

**Race Three (5 laps) Group N and Group Sa:** Everett (6:51.28) 1, Hardy (7:07.98) 2, Probin (7:09.51) 3, Biddlecombe (7:18.85) 4, Harris (7:20.39) 5, Dayton (7:20.61) 6, Priddle (7:22.48) 7, Dixon (7:32.42) 8, Mansell (7:32.69)

9, Pursey (7:50.38) 10, Cohen (7:59.77) 11, Holly (3 laps) dnf, Tight dnf. Fastest lap: Everett (1:20.13).

## NIGHT MASTER SERIES ROUND 3 - MARCH 14 - WANNEROO

**Qualifying:** Bill Meeke (Ford Falcon Rallye Sprint) 59.1856, Tom Freeman (Ford Falcon XY GT) 60.6517, Tim Bradley (Morris Mini Cooper S) 61.3766, Paul Stubber (Holden EH) 61.6503, Tim Garratt (Cooper S) 62.4724, Lance Stannard (Cooper S) 62.6035, Jim Runciman (Cooper S) 62.7554, Steve Bruce (Cooper S) 62.9552, Trevor Stannard (Cooper S) 63.4615, Andrew Keith (Cooper S) 63.5010, Ian Bell (Cooper S) 63.9579, Michael Smith (Ford Cortina GT) 67.2373, Roy Prout (Holden EH) 67.5651, Phil Morris (Holden EH) 68.7150, Leo Jameson (Studebaker Daytona) 69.5400.

**Race One (8 laps):** Meeke (8:07.8067) 1, Freeman (8:20.9289) 2, Bradley (8:25.7261) 3, Stubber (8:30.6345) 4, Garratt (8:31.4112) 5, L Stannard (8:36.2315) 6, T Stannard (8:40.9508) 7, Keith (8:44.6878) 8, Runciman (8:46.9936) 9, Smith (8:55.6044) 10, Jameson (6 laps) n/c, Bruce (7 laps) dnf, Prout (1 lap) dnf. Fastest lap: Meeke (58.2501).

**Race Two (6 laps):** Keith (6:46.9788) 1, Meeke (6:47.4754) 2, L Stannard (6:54.5706) 3, Bruce (6:54.9258) 4, Stubber (6:55.1900) 5, Smith (6:57.5149) 6, Jameson (7:15.0887) 7, J C T Stannard (3 laps) n/c, Bradley (4 laps) dnf, Garratt (3 laps) dnf, Runciman dnf, Freeman dnf. Fastest lap: Meeke (59.6047).

**Race Three (6 laps):** Meeke (6:22.7745) 1, Freeman (6:33.9654) 2, L Stannard (6:39.7218) 3, T Stannard (6:41.2353) 4, Runciman (6:42.7427) 5, Keith (5 laps) dnf, Jameson dnf, Stubber (3 laps) dnf.

## VIC MOTOR RACING CHAMPIONSHIP ROUND ONE - MARCH 22 - WINTON

**Qualifying:** Graham Hunt Ford Mustang 1:39.0135, Ray Challis Holden Torana XU-1 1:39.7141, Robert Bailey Mustang Trans Am 1:41.4677, Chris Ralph Mustang 1:44.9965, Stephen O'Neill Ford Cortina GT 1:47.6761, Steve Hall Mini Cooper S 1:47.8185, John Bourke Holden EH 1:48.3199, Cameron Spence Cooper S 1:52.2249, Wayne Purdon Cortina GT 1:53.7354.

**Race One (6 laps):** Hunt (10:12.0145) 1, Challis (10:17.0202) 2, Bailey (10:47.1339) 3, Hall (11:04.2075) 4, O'Neill (11:04.4765) 5, Bourke (11:16.7222) 6, Spence (11:19.5286) 7, Fastest lap: Hunt (1:39.1982).

**Race Two (8 laps):** Hunt (13:36.7328) 1, Challis (13:38.6146) 2, Hall (14:51.2141) 3, Bourke (15:00.7204) 4, Spence (15:13.9216) 5. Fastest lap: Hunt (1:40.5920).

**Race Three (6 laps) Reverse Grid:** Challis (10:51.3290) 1, O'Neill (11:05.8563) 2, Bourke (11:15.4608) 3, Hall (11:18.8907) 4, Spence (11:23.1036) 5, Hunt (2 laps) dnf. Fastest lap: Hunt (1:39.7683).



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# 1998 POINTSCORES

## APPENDIX J ASSOCIATION OF NSW

### GROUP Na (22-2-1998)

Bill Dixon	84.00	Bruce Smith	41.66	Don Titcume	13.50
Bob Priddle	52.00	Ralph Diaz	26.00	Terry Thompson	5.00
Andrew Pursey	46.00	Aaron Gabriel	30.00		
Paul Rodenhuis	42.00	Dean Wesley	14.00		

### GROUP Nb Div II (22-2-1998)

Dave Probin	43.00	John Tight	21.00	Dominic Truelove	12.00
Phil Powell	33.50	Stuart Schofield	20.50	Bob Harris	11.50
Phil Barrow	33.00	Mike Walsh	19.00	Phil Windus	10.00
Chris Strode	27.00	Rod Brincat	19.00	Ken Brigden	8.50
Bob Harris	25.00	Dave Probin	19.00	Rupert Gunnell	7.00
Andrew Bergen	23.00	John Tight	14.50	Ken Ballantyne	3.00
Chris Dubois	22.50	Bob Hayden	14.50		

### GROUP Nb Div I (22-2-1998)

Greg Malure	26.00	Tim Wilson	20.00	Dave Beveridge	13.50
Rob Tweedle	23.50	Anton Metchler	16.50	Frank Binding	10.00

### GROUP Nc (22-2-1998)

Mike Dyer	30.00	Ross Donnelley	13.50	Denis Sargent	5.00
Peter Ward	21.00	Bob Pearson	13.50		
Steve Mason	19.50	Duane Corner	5.00		

### THE FINER POINTS

POINTS ARE AWARDED to financial members only and cover the four categories of Group Na, two Divisions of Group Nb and Group Nc. The six best results will determine the final outcome. Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth. Class placings (as per the CAMS manual) are as follows:

Number of starters	1st	2nd	3rd	4th	5th	6th
Six or more	18	15	12	9	6	3
Five	17	14	11	8	5	
Four	15	12	9	6		
Three	13	10	7			
Two	11	8				
One	9					

These are awarded for outright and class placings and divided by the number of scratch races held at the meeting. Bonus points are also allotted. Three additional points are allocated for entering and participating, two for any handicap event that is entered and completed, and one for recording the fastest lap in class for the entire meeting.

In a combined field of Nb Division I and II the Division I cars must finish ahead of the Division II cars to receive full outright points. The Nb breakup of cars and drivers are allocated to a division based on lap times at various circuits. Division II competitors will be reclassified if their lap times eclipse the Division I benchmark.

Attending interstate Historic meetings on the same date as a pointscoreing NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within 14 days. The 1998 Appendix J Cup for Nb division I and II will be decided on the results of the three NSW Historic Meetings at Amaroo, Eastern Creek and Wakefield Park.