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APRIL 1999

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Journal of the Appendix J Association of NSW Inc



GENERAL MEETING

Tuesday April 6, 7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

AT THE LAST Club Night I was "elected" (maybe I should say "volunteered") as the Club's representative on the AHTCA (Australian Historic Touring Car Association). The AHTCA is the national body representing historic touring car clubs within Australia, a most commendable objective.

However, sad to say, the reality is that the clubs are fragmented due to certain people who seem incapable of recognising that a united front is a sign of strength, albeit that individual egos have to be curbed for the greater good. Thus, we have the ludicrous situation that Victoria takes control of the Group N support races for the Melbourne Grand Prix in a manner that specifically avoids consulting with the NSW club.

As a result "invitations" to participate at Melbourne are done via the "old boys' network". Thereby that ensured that NSW is not allowed to suggest suitable competitors (particularly those who support this club on a very regular basis) and causing a number of NSW competitors to complain that the NSW club has ignored them.

Please note that the reason that you did or did not receive an invitation to participate at Melbourne was purely based on the actions of the Victorian club, this club was not involved. In addition, we have an event in Adelaide. Again there has been no consultation with this club and invitations have been based purely on the whims of the South Australian organiser. However, this event at least has the excuse that it is purely a small local activity and not a major (inter) national event.

Does this mean that NSW should retaliate and demand exclusive control over entries for NSW races such as Bathurst? I think not, despite the fact that there are sufficient cars in NSW to fill the grid.


I believe that if we are to maximise opportunities and

allow Group N to showcase at major events, then we should present a united national front. Thus ensuring that spectators and promoters are given the most appropriate entries from each state (and who better to choose those entries than the relevant state associations?).

On the subject of advertising, it would appear that CAMS has bypassed the Historic Commission and allowed wind-screen advertising on Group N cars at Melbourne and Adelaide. If this is the case then CAMS have shown themselves to be arrogant, ignorant, incompetent and contemptible.

It is not good enough for CAMS to bow to some spurious argument about commercial necessity and present this as a justification for ignoring the fundamental structure of our sport. If CAMS is incapable of administering Historics correctly, and is incapable of conforming to its basic rule set, then it should be eliminated immediately as the administrative body for Historic motorsport.

I am extremely annoyed by this advertising fiasco. In NSW we have an excellent sponsor, Roman Autotek, who provides superb product prizes at major meetings at Oran Park. Due to the prevailing rules we are not allowed to carry any reference to Roman Autotek on our cars, whilst in Melbourne and Adelaide Group N has been prostituted by CAMS' actions. This is not acceptable.

Let me close by saying that the Historic movement is generally very strong, whilst the Group N subset is particularly strong. It is therefore imperative we act as a cohesive whole and ensure that our activities are not destroyed by the incompetence of CAMS or the egos of those who think they are more important than the rest of the Historic community. 

- Andrew Pursey

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AROUND THE TRAPS - news

First south, now west

JUST A MONTH after supporting the Australian Grand Prix in Melbourne, Group N is on the support card for V8 Supercars at Sensational Adelaide from April 9-11.

An entry of forty with four reserves have booked their place at the rejuvenation of the South Australian street circuit and around a quarter of those are NSW members.

Leading the influx from the 'Premier' state and slated as a pre-race favourite will be Laurie Donaher in his Nc Boss Mustang. His V8 Ford will be ably supported by Steve Mason's Nb example, Marc Ducquet in the big block Galaxie and Rod Stait's Falcon GT.

A feature of the three races will be the long awaited clash between the country's reputed best Holden Toranas. For the first time Victorian Ian Jones whose XU-1 demoralised a hot field at Oran Park last year, will go head-to-head against Wollongong's Grant Elliot who was missing on that occasion.

Other Holden sixes making the trek include Denis Sargent (Torana) and Steve Butchart (EH) while Greig Malaure will be a thorn in many a side in his Cooper S. Lloyd Cleaver is up against a host of good pushrod Cortinas and Grahame Hill's Valiant Pacer continues to improve with each outing.

The other interstate rated strongly in outright contention included Tino Leo in his Chev-powered Holden Monaro, the Falcon Sprint of Bill Meeke, the Mustangs of Graham Hunt, Greg Nichols, Drew Marget and Greg McPherson, Phil Morris in his Falcon GT, and the Queenslanders Lloyd Bax (Charger) and Don Thallon (Nova).

All the way down the field, good dicing is envisaged with local honours expected to be defended by the experienced John Virgo (Mustang) and Tony Parkinson (Sprint). Meanwhile a familiar Adelaide sight in the form of Col Wilkinson's Chev Belair will again be on hand to entertain.

Qualifying is set for 8:30 am on Friday with a race late in the afternoon (5.25 pm). The Historic tourers will again face the starter on Saturday (at 4.30 pm) and Sunday (9.00 am). Keep a close eye on your local TV guides for television broadcasts, if any.

Great help

WHILE THE RACING at the Australian Grand Prix in the Group N support events was not as close as many would have hoped, off-track relations were extremely good. "NSW cars had lots of problems down there and the Vics went out of their way to help us where ever and whenever they could," said Falcon GT driver Des O'Loughlin "The atmosphere was really great!"

Visitors from other states echoed those sentiments. "I must say it was the most friendlist I have ever struck at a meeting of that magnitude", said South Australia's John Bryant.

Maybe next time

ROSS DONNELLEY COULD only lament what could have been after he and John Mann seemed set to dice for supremacy at the Australian Grand Prix. "This is the second time John and I have squared off. The last time, at Sandown, his car broke and this time it was my turn. I guess we can only wait now until the next time where ever that might be." And it might not be in their current machinery for Ross all but sold his Mustang to driving instructor Ian Luff who intended to race it in Adelaide. That deal fell through and now Ross looks likely to use the best bits off that car for his new project, a Boss Mustang 302.

Barbeque call

FOLLOWING ON THE success of the barbeque at the Oran Park Historic meeting in February, club president Andrew Pursey has called for volunteers to man the grill at the next Narellan circuit meeting scheduled for May 1-2.

"If no one puts their hand up, then I'm afraid there won't be anything done," he said at the last general meeting. Brian Jessop who donned the chef's hat last time, verified that it was a very stressless and easy afternoon.

New home

JOHN BRYANT IS currently undecided as which of his Cortinas to race at the Group N support events at Sensational Adelaide. He has just purchased Jim McKeown's Lotus Cortina and has his Ford Cortina GT on the market.

"The Lotus Cortina is a car with a lot of history - it was raced by Bob Jane in 1963 and 1964. We will have to go over to Melbourne to pick it up and that will be an 'overnighter' so I can shake it down this weekend at a special Lotus-only car club race," he said last week.

If it comes through that without woes, then the new acquisition will take to the Adelaide streets a week later.

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**May issue DEADLINE
is Wednesday April 21**

Sprint gone

THE FORD FALCON Rallye Sprint of Alan Heath has been sold. Fellow South Australian Tony Parkinson has brought the car and has entered it in Group N support races at the up and coming Sensational Adelaide. Heath has stated he will be running his newly built Falcon EL V8 Supercar but does have his Mustang down as a reserve. ✓

Series back on

THE ROMAN AUTOTEK races at Oran Park are once again a series after it was stated that it would not be so at the last General Meeting.

The turnaround came as a result of Oran Park Motorsport's offer to the Appendix J Association of NSW of support races at its second BOC Super Touring Championship round on the Grand Prix circuit.

Prior to that it had been decided that instead a series, each of three rounds would stand alone and trophies would be awarded accordingly.

But the latest addition has seen the series reignited with the first round of the Roman Autotek series set down on May 1-2 with round two of the BOC series.

The second round is on the June long weekend (12-13), round three in September and the fourth round coincides with final round of the Australian Supertruck Racing Championship on October 23-24. ✓

Falcon back

PREVIOUS REPORTS OF his Ford Falcon XY GT being on the market have been clarified by Jose Fernandez. He has decided to keep the car and has shelved plans to try the GTP category. Not only that but the car has had a major rebuild in the last couple of months in preparation for its season debut at the Roman Autotek opener on the first weekend of May.

Jose turned heads at the Eastern Creek Historic last September with impressive lap times getting into the '49s and without the use of second gear. "I could get second going up the gears, but not down changing.

That has been fixed and we are expecting a good power gain from the work we have put into the carbies," he elaborated recently "It had good power and it will have more now!" ✓

Torana beater?

THE GRAPEVINE HAS suggested that a possible Torana beater is under construction. The rumor surrounds the whisper of a V6 Capri in the wings and its popularity here in the seventies and on the UK Historic scene would suggest the go-fast parts bin will be hugely stocked. ✓


US muscle

WHILE GROUP NC attracts the most V8 newcomers, Nb cannot be forgotten. If those in the know are right then there is plenty of interest in new models coming for the up to '64 class. The US-sourced cars are not only V8s but big blocks which means they will lose nothing in the power stakes. ✓


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.




Lucky Bill

VAUXHALL VELOX DRIVER Bill Callan had a lucky escape at Phillip Island when his car broke a right front hub as he came over Lukey Heights. "I didn't know a thing about it until the car leapt into the air and then I had no steering," he said of the incident. "I was then a passenger as it headed straight on. I thought it was going to hit a tyre barrier hard, but it just ploughed into the turf. I don't know how fast I was going but I was still in top gear," he added. "It was fast enough to leave a puddle on the drivers seat!" It has since been repaired and he was able to race at Wakefield Park. 


A30 totalled

DAVE PROBIN'S AUSTIN A30 was destroyed at Wakefield Park pre '60s meeting when it hit oil and speared off a wet track at turn one in a 15-lap feature. The driver escaped injury but the car was very second hand. The incident were the Austin rolled was severe enough to red-flag the race which Bill Callan was leading at the time. At the restart Paul Warne grabbed the lead and went onto win from Callan. Full report next month. 

Another Falcon sale

AFTER ELEVEN YEARS Rob Tweedie has sold his Falcon Sprint. The famous Ford has been purchased by Tasmanian Harry Williscroft who negotiated the deal during Rob's inauspicious weekend at the Australian Grand Prix where the V8 inhaled a stone and melted a piston. Williscroft will garage the Falcon in his home town of Launceston. 

Racing on the big screen

AT THIS WEEK'S general meeting a video of Appendix J racing from the past will be shown. It is hoped that over ensuing months the videos will again be a regular part of the night. 

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ELIGIBILITY

THERE HAS NOT been a lot happening of late on the eligibility front, several new log books and a few race meetings but in general no eligibility problems.

There have however been a couple of interesting bulletins I should mention.

The first concerns engine revolution speed limiters and I know that there are some who do not understand this one fully. The regulation reads:

"Electronic engine RPM limiters are permitted in all Groups, but only limiters that are separate from and not part of the tachometer and that perform no other function."

The other concerns window nets and the following applies:

Whilst the fitment of window nets is desirable and allowable, at this stage fitment is not mandatory.

I have received many inquiries about the new Yokohama AO32R tyre. Unfortunately I have received no information other than the test was apparently conducted in Victoria. Maybe the tyres in question have already been approved as one report suggests that the Victorian President ran them on his car at the AGP. Perhaps he was conducting the test!

But then again there were other anomalies with cars at the AGP and it is Victoria!

I am also reliably informed that the new Yokohama is likely to be available in a 10 inch size, making it the only tyre available to cover the entire range of sizes we use in Group N. The possibilities are endless and this paves the way for perhaps investigating a control tyre situation.

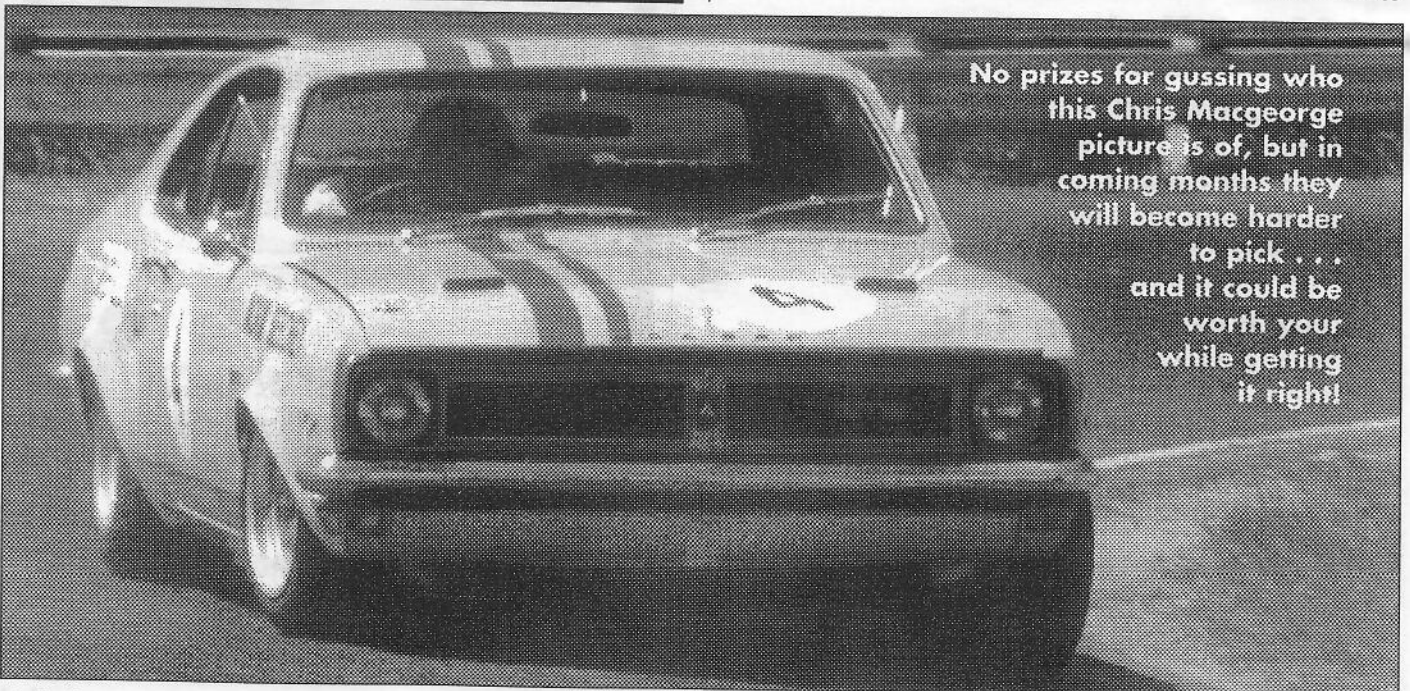
Can't be a bad thing, other groups do it, but the one thing that was a drawback in our category was the size range we require for our diversified group. It seems now Yokohama may have solved the problem for us!

In closing I would like to mention that there is a new fee applying to log book applications of \$84. Some of the old forms are still around quoting a different fee so if you are applying, be sure to include the correct fee.



- Lloyd Cleaver

REAL NOSTALGA



No prizes for gussing who this Chris Macgeorge picture is of, but in coming months they will become harder to pick . . . and it could be worth your while getting it right!

MAILBOX

Beware o' ye Sinners

THOSE MEMBERS TAKING part in the Thunderbolt Grand Parade, aka the Uralla GP, take heed of the following advice.

Should there be a "perceived" transgression of the unwritten rules then you will be tried, convicted and sentenced by the Trustee - probably in absentia, and, in ignorance of your sin.

Last year at Guyra a woman spectator in the overcrowded and unsupervised pit area perceived that I drove my Cooper S too quickly. She reported her opinion to the Trustee. I found out by chance nine months later - my sentence, banishment.

At least Bill Westerman from Brisbane got an audience with the Clerk of Course; his "perceived" sin was driving too aggressively and colliding with Andrew Pursey's Oxford (which came as a surprise to Andrew when I mentioned it to him last month!). So, all a total fabrication. Wisely, like me, he has decided never to return.

The most unlucky of all was a young competitor from Sydney driving an Sb Austin Healey 3000. He didn't sin at all, but nevertheless was told by a Trustee that "his type was not welcome at the event". That ended his day.

A pattern emerges. These three cars, two Nb and an Sb, were probably the youngest at the event and therefore fair game for the two known Trustees. That is that they are not truly historic cars in the eyes of these historic puritans. They cannot accept that post war motor sport was built on touring and production sports cars, although the motor sport fans attest to this. However, the Trustees will tolerate your entry in order to obtain your fee and attract a paying crowd.

So, if you want to be a pariah, barely tolerated at the event and probably singled out for special attention, go to the Uralla GP.

Make sure that your driving is done where no one can see you and be prepared to be sanctioned for any reason by the Trustees of the event. Both of the known Trustees, one from Black Mountain and one from Walcha, don't really want you at the event, their egos can't accept touring cars as being historic.

You have been warned. Drive slowly and do not sin! As for me, I'm going fishing.



- Mike McGee

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, March 2, 1999

Meeting commenced at 8.10p.m.

Apologies

Mike Dyer, Terry Thompson, Bill Dixon.

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

Presidents Report

- Some problems have arisen on our proposed calendar of events, which are outside our control. The committee is seeking to clarify these revision of dates over the next month.
- Andrew Pursey reminded members to put their entry in as early as possible to events to ensure our position with promoters.

Treasurers Report

- Balance at Bank \$7000.86 plus \$10.000 IBD

Secretary's Report

- Letter from Oran Park Motorsport regarding Truck meetings in 1999.
- Letter from C Sellick seeking photos of Mustangs racing in the 1960's.
- Advice of 1999 Stewards Appointments.
- Entry form and details of JDCA Mountain Rally scheduled for May 1999.

Competition

- The first round of Trucks set down for April has been cancelled. Entries accepted for second round, on the basis of date received, with reserves.
- Late entries will be accepted for the Wakefield Park meeting on March 27-28.

State Council

- New chairperson appointed is Judith Russell.
- Last meeting bogged down over administrative issues.
- Not enough clubs attend. There is a need to encourage all clubs to attend their meetings so changes can be accomplished.
- No action taken on previous unanimous vote regarding FIA clothing standards to be introduced in 2000.

Regalia

A supply of club shirts will be available at next club meeting, restricted size range at this stage.

General Business

- Next OLT organised for April 11, 1999.
- Request made for tickets to be available to support crews for competitors at HSRCA events.
- Andrew Pursey elected unopposed as AHTCA representative.

Meeting closed at 9.30 pm.



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AROUND THE TRAPS - racing

Australian Grand Prix support - March 4-6 - Albert Park

Mann O' Mann

JOHN MANN FIRST and daylight second was the story at the Australian Grand Prix's Group N support races. Driving his 302 cubic engined Nc Mustang, Mann strung the field out as his most serious rival Ross Donnelley was an early first race retiree. For a while it looked as though Tino Leo would give the dominant Ford driver a serious challenge in the second encounter, but the Monaro slipped off and once again the Ford was left on its own.

Qualifying

GROUP N INSIDERS particularly those visiting from the north, expected the Donnelley Mustang to be right up the front of the qualifying grid, and for most of the session that counted, he was. However Mann pulled out a hot one right at the end of the session to snare pole.

Behind the Fords, Tino Leo and Bill Meeke in their respective Monaro and Falcon Sprint lined up ahead of Ian Jones, Greg McPherson, Trevor Talbot, Ray Challis, Cameron Tilley and Les Dole. That constituted four Ford V8s, a Chev V8, four Torana sixes and a lone Valiant with almost seven seconds covering them and not a 351 Falcon GT to be seen.

Out of the top ten and not destined to start was Rob Tweedie in his Falcon Sprint while John Whatmough and Graeme Hill would start from 14th and 18th respectively. On the tenth row was Des O'Loughlin in the Falcon, Denis Sargent put his Torana 22nd ahead of John Lyle's Lotus Cortina (26th) while the Queensland contingent were also finding their way around as Lloyd Bax held position 16 and Graham Lax was 35th on the grid.

Paul Axiak ran a bearing in the Monaro and was kept busy rebuilding his engine as the others finalised for their first race. Also missing out a grid spot was WA's Phil Morris and the Greg Nicolls Mustang.

Race One (8laps)

DONNELLEY WAS CONFIDENT of beating Mann at the first outing and his feelings were well founded as the pair dragged to the first corner, the New South Welshman storming into the lead through the first corner. Meanwhile Leo had started brilliantly and challenged Mann for second before ultimately being pushed back to third.

For almost three quarters of a lap Donnelley led the Group N charge, but then the clutch let go in a big way, disintegrating into a grenade-like projectile and blowing a significant hole in the bonnet, and thus dousing the NSW challenge.

Mann took over and was never challenged, taking the race by 3.7s over Leo with Meeke a solid, albeit distant third. Talbot was next another four seconds away. Then followed Challis ahead McPherson and Dole. The Bax Charger and Graham Hunt's Mustang made it into the top ten, finishing two tenths apart and ahead of the 308 Monaro of Whatmough, another who improved significantly from qualifying.

O'Loughlin managed 13th, despite cooked rear brakes, ahead of Sargent while Hill took 15th, Lyle 17th just behind a fading Jones (accelerator woes) and Axiak mothered the Mustang to 22nd. Meanwhile Tilley joined Donnelley on the sidelines with gearbox dramas due to the wrong torque converter.

Race Two (6 laps)

MANN STRUCK OUT to lead off the start of the second race, weathering a first corner assault by Leo and the Monaro driver's subsequent attempt's to stick with the flying Mustang. In the opening foray the pair had streeeted the rest where McPherson showed the way to Meeke, and Donnelley was on a charge from the rear of the grid.

Leo gave his Holden plenty of latitude, and attitude, and ultimately he lost pace, after punishing his tyres, dropping back in the reach of the ensuing Fords before falling off the island on the final lap.

McPherson and Meeke settled down to fight over second spot but the former also came unstuck and the West Aussie came through as runner up over 13 seconds behind Mann.

Challis was third with Bax showing that more laps meant faster laps as he took fourth. Next was Dole ahead of a rapid Donnelley who had the pleasure of setting a new lap record. Hunt, Talbot, Whatmough and Les Walmsley completed the top ten ahead of a recovering McPherson.

Behind Chris Ralph and Jones came the Valiants of Hill and Tilley as Lyle took 22nd, Leo 26th and behind Morris, Axiak finished with his rear brakes on fire. Both Sargent and O'Loughlin failed to finish. 7

Opportunity missed

MY TRIP TO Melbourne this year involved towing my Ford Cortina GT500 down for the Shannon's Show and Shine inside the Albert Park circuit. As well as parking inside the track I was invited to join the Shannon's Corporate Suite at Powerhouse.

I used the opportunity to extol the benefits of Group N racing to anyone who would listen. That including Peter Wherrett who has a Mk I Cortina, and the legendary Norm Beechey, who is tempted to make a comeback, but expressed some concerns over the elements who would try too hard in order that they could say "I beat Beechey".

Seeing that 409 Impala on the track again would be fabulous but I had to agree with Norm that he had a good point.

Probably the answer as to why so few of our heroes take part in any Historic racing, apart from demos etc.

I revved everyone up in readiness for the "blast from the past" and on Thursday afternoon out the boys came for qualifying. What a wide range of cars for such a long, high-speed circuit, from Nc Mustangs to pushrod Cortinas, and FE Holden and a Volvo 122.

A big speed differential saw them spread out around the track, but entertainment was still possible if they could group together and dice. Ross Donnelley had pole right up to the last minute, then John Mann ripped off a screamer to grab the spot. Just like F1, well almost!

Friday was spent wandering around, and forcing down

AROUND THE TRAPS - racing

the corporate hospitality, waiting for the boring stuff to finish before the Group N race at 6:15 pm. Yes, no time constraints here, or noise limits for that that matter. I had everyone out on the balcony in anticipation of the Victoria verses NSW clash of the big 'Stangs.

Away they blasted, rush inside to watch it on TV, then outside onto the balcony for the real stuff, then back to the TV than 'bang"! Donnelley's clutch exploded and parts of went into orbit through a newly-created hole in the bonnet, one large enough to stick your head through.

That left Mann way out in front and everyone else strung out behind. Only a dice between des O'Loughlin in the Facon and a Victorian Mini received a mention on TV, even the commentator sounded like he was going to sleep.

Cars speared off into the kitty litter here and there, then after what seemed an eternity of people giving me that "thought you said this will be exciting" look, it was all over, and I could skulk back to my hotel.

On Saturday morning a quick tour of the pits found Ross and crew with bits of Ford everywhere. Paul Axiak had a new bearing in the Chev powerplant, Des was waiting for new brake shoes, the Cameron Tilley Valiant was being attended to, and virtually everyone else was beavering away at various problems.

Another 6 pm race was on the books for Saturday and, with hard work, most cars did get going and made it back out onto the track. Donnelley had to start at the rea of the grid and his charge through the field was about the only highlight apart from some spectacular exits, including O'Loughlin's rear end (the Falcon's not Des') parting company, and some big hits int the concrete barriers. Another spaced-out run at the front saw Mann lead everyone home.

This was an opportunity wasted! At an event such as the AGP egos should be put aside and a top show must be put on to ensure that the 100,000 people at the track go away impressed with Historic Touring Cars. How can we expect to be invited to such events unless we entertain people? A simple script then "last lap all bets are off" is all that is needed. Just ask McLaren, they can do it, why not us?

Oh by the way, Stirling Moss took the trophy for winning the historic demo . . . again! Some Irish bloke in a red thing won on Sunday, a bunch of V8 Commodore and Falcons bashed one another about, rich kids in modified VWs ran around, Formula Fords buzzed, and NASCARs made incredible noise. And the Cortina . . . lost a placeing in the Show and Shine to a Renault Dauphine. Oh well, back to the drawing board.

- Terry Thompson

Shannons Historic - Phillip Island - March 20-21



Mustang in action at Phillip Island, Stephen desperate to stay ahead of Marget while below it is close between Nicholls and Cannon. Full report over the page.



AROUND THE TRAPS - racing

NSW State Championship Rd 2 - Wakefield Park - March 20-21

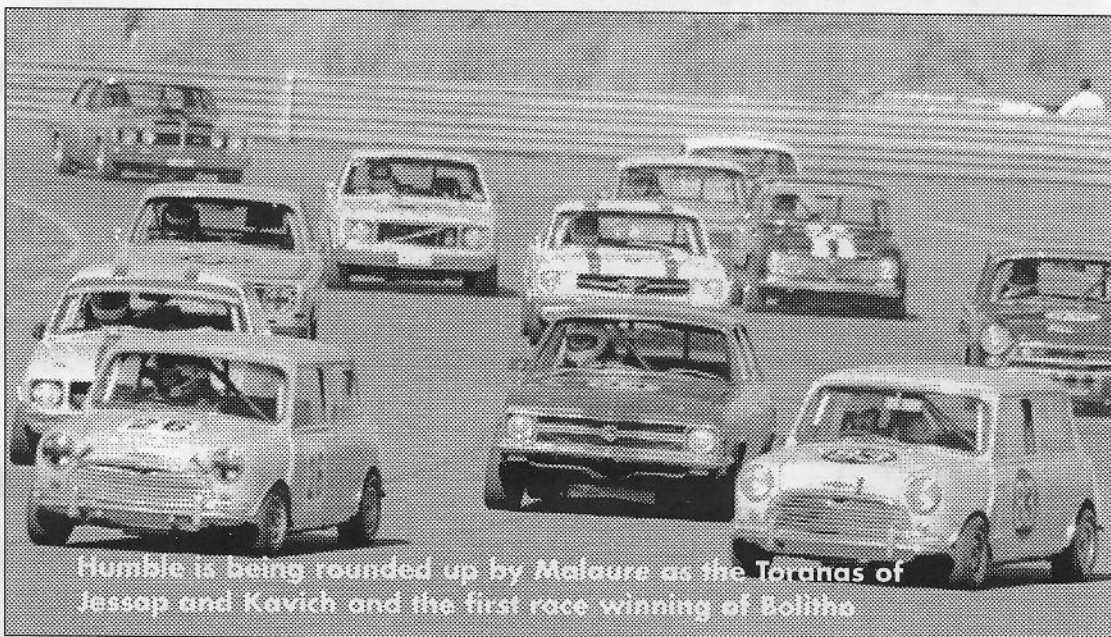
THE WEEKEND OF March 20-21 was a Wakefield Park event that was intended to be a State Championship round for Nb Div I. However, due to the demise of other events in the early part of the year, it was agreed that Nc could also participate in order to get some racing time.

Unfortunately, only 18 cars were entered with the result that the grid looked a little thin. However, there was variety, and, there were a number of new cars and drivers. Doug Westwood was out for his first race in his new acquisition, a Nb Mustang. Vince Harmer was making his first appearance in a Nc Volvo 144S, whilst Norm Bolitho was making his debut in a Nc Volvo 142S.

Saturday saw a number of cars and drivers "spit the dummy". However, the biggest "dummy spit" was by the weather god who produced a (very) wet race and a paddock that was awash with liquid mud and huge torrents of water. This was guaranteed to make the race a test of driver skill, tyres and car set-up.

The result surprised a few people! The winner was Norm Bolitho in his Volvo but he's been rallying for years and the car was on a soft set-up. The car actually started out as pseudo-works Volvo rally car in the early 70s which proves that when the conditions are treacherous a delicate right foot works wonders.

The result of Saturday's race produced a rather unusual grid structure for the first race on Sunday - a number of the faster cars were towards the rear of the grid. This could have presented problems, but a chat with all the drivers made for a game plan that ensured everybody was restrained for the first few corners and then settled into serious racing in the dry.



Humble is being rounded up by Malaure as the Toranos of Jessop and Kavich and the first race winning of Bolitho

Photography by Patrick Iluff

The result was no bingles! Well done everybody for behaving sensibly and exercising restraint in the early stages. Once the heat was on it was a runaway victory for Greig Malaure.

Sunday afternoon's race was dry and another runaway victory for Malaure. However, in both Sunday races there were a few dices going on, and, some spectacular driving.

Jason Humble was awarded the commentators' prize for going deepest into the chicane on three wheels and at one stage that looked like a two-wheel job . . . very impressive.

Ray Cleaver and Ken Ballantyne were close for a long time, but Wes Anderson couldn't quite join them. Doug Westwood got progressively quicker and it will be interesting to watch his Mustang running against Steve Mason's similar Ford later in the year.

Was it a good advert for Group N? Not bad, but we need more entries and some people might try holding back to make the mid-field a little closer.

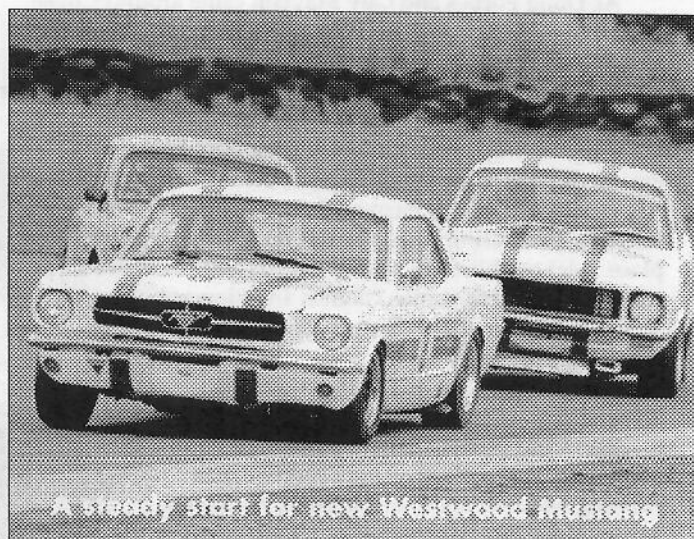
Overall, it was a good weekend, topped off by trophies from both Wakefield Park and our Club, with different awards winners for the two sets of trophies.



- Axeman



In the dry, Malaure was too good



A steady start for new Westwood Mustang

AROUND THE TRAPS - racing

Group One Touring Cars - March 13 - Silverstone

New Jag all the way



Scarborough had to fight to retrieve second

THE START OF the season and everyone is out in force with a full grid of 31 cars. After qualifying 2.5 seconds ahead of everyone else, Brian Stevens took pole in his new Jaguar XJS and held this position as the lights went green.

Graham Scarborough got boxed in allowing Steve Cripps to come through and take third position. Cripps and Garrett were side by side around the first corner, Copse. At the back of the grid Will McAteer got a flying start making up six places, but unfortunately after two laps pulled into the pits with a steaming engine.

After lap one the first five positions were, Stevens, Cripps, Garrett, McLoughlin and Scarborough. We were in for a good battle at the front. This was proved when they came round Copse the time around. The front five had already changed, Stevens, Scarborough, Garrett (holding third place although he had run wide at Luffield), Howard and Cripps, closely followed by McLoughlin, doing his best to make life difficult for Stanford, Thomas and Hallford. Martin West managed to make up a place as he passed Colin Potter.

As Doug Forbes and Guy Maylam came around Copse side by side on lap three, Forbes decided to do a little grass tracking and sent the marker boards flying. Meanwhile at Becketts, Pete Hallford, was playing the true gent, as usual (or so he says), and moved over to let Ian Smith through in his Mazda RX7, only to see him go sliding into the gravel. It pays to be a gent sometimes!!

Skid Scarborough recovered from fifth and was now pressuring Nigel Garrett for second place. McLoughlin had passed Cripps and was now in fourth, while Thomas and Howard were battling for sixth. The rest of the pack were well spread by now.

Into the sixth lap and at the front Brian Stevens' lead was still growing and the back markers were starting to be lapped. Luffield seemed to be the place where everyone was running wide, so not to be outdone, during the seventh lap Chris Griffin Snr ran wide across

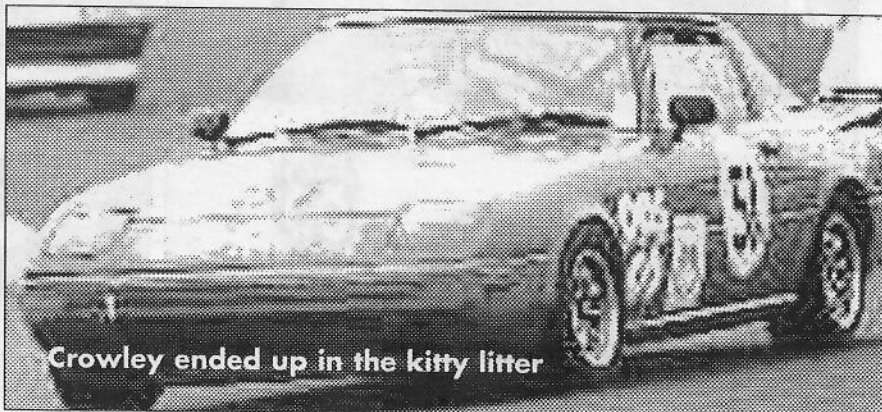
the grass but managed to make it out the other side and continue.

On lap nine Thomas had won the battle for sixth place and was still going for it, this time challenging Cripps for fifth place at Copse as they came through side by side.

Nearing the end of the race (lap ten) and the incident all regular race goers were waiting for.....Ohhhh yes, Ian Cowley in his Mazda RX7 managed to skid off at Copse and he ended up bedded in the gravel. You would have thought he'd learnt his lesson in qualifying having managed to carry out the same manoeuvre. He never fails to give us a pirouette or two, a whole race without an incident just couldn't happen for Cowley, thanks for not letting us down Ian!!

The final line up was as follows, Stevens (Jaguar XJS), Scarborough (Capri), Garrett (Dolomite), McLoughlin (Capri), Cripps (Escort), Thomas (Capri), Howard (Escort), Stanford (BMW), West (Capri), Tanton (BMW), Hallford (Escort), Potter (Capri), Drew (Capri), Bourn (Escort), Quantrill (Capri), Williams (Toyota), Austin (Cortina), Butcher (Capri), Forbes (Mitsubishi), Clarke (Escort), Maylam (Sunbeam), Boyce (Capri), Higgs (Capri), Griffin Snr (Dolomite), Downton (Alfa Romeo), Poston (Renault), Morris (Renault) and Vickers (Golf).

- By Lisa Spicer (Cripps)



Crowley ended up in the kitty litter

AROUND THE TRAPS - racing

Post Historics - March 13 - Silverstone

Triumph over Ford

A FRESH NEW season for the Post-Historic boys brought a few changes-(the temporary, we hope, demise of the XJ12 and Glenn Canning's vibrant new NSU colours), but generally continuing last season's trend for the Escorts to be getting the measure of all but the fastest of the Triumphs.

Apparently unaware of this trend, Nigel Garrett headed the grid (Slime Green still adequately vibrant for our Nige'), but with the rest of the Dollies deposed from the front rows by both Pete Hallford and David Howard in RS2000s. Dave Nixon was also lurking on the third row. No doubt trying yet another exhaust system. The big bangers were also a little muted with Jim Utting's Mustang and the Capris, including a returned John Allen, all off the front-of-grid pace.

Much of this may have been put down to a slippery practice session. Certainly, the first racing lap of 1999 saw a lot of mid-grid runners anxious to move through the pack.

Too anxious maybe, because Becketts became the scene of some wayward motoring and a deal of panel damage, sidelining, at least temporarily, seven cars including John Allen's Capri with major frontal damage and the Clark and Griffin (jnr) Triumphs with less serious crumpling.

Unimpressed by the mayhem, the rest of the field continued at unabated speed, with the Mazda pursuing Nigel and, behind them, Jim Utting's fast-starting Mustang trading places

with the Howard Escort. Derek Pearce and David Austin in sixth and seventh seemed to have benefitted the most from the Becketts affray.

Somewhere around lap five, Colin Stubbs seems to have had the spin which illustrated the *Autosport* report from Silverstone. It must have been a quickie though, because our lap-chart shows that Colin hardly lost touch with Phil Rhodes' similar car throughout the race.

By half-distance also, the Mustang had become locked in a second-place conflict with the Nixon Mazda, while Dave Howard fell back, the Pinto-motor sounding a bit rough, as did the similar Ed Bourn unit back in ninth. Ed was part of a train, at the head of which the Pearce Jag was jousting mightily with Escort-mounted Peter Wright.

This latter scrap went all the way to the flag, as did the Utting/Nixon battle, with the Fords getting the verdict in each case. Underlining a good day for Old Henry's boys, David Howard found his second wind and hauled the RS2000 back into an eventual second place, with the aid of some decisive passing moves, whilst David Austin took Class D in the Lotus-Cortina. The first to take the chequered flag, however, was the familiar Garrett-green Triumph so perhaps we will have to wait a little longer for the Ford clean-sweep!

- By Don Sandom

Post Historics - March 21 - Thruxton

Dixon knew the trick

PRACTICE STARTED ON a wet track but with the sun and wind quickly dried. This caught out a few of the technically minded competitors with the wrong settings.

Dave Nixon put his white Mazda on pole by nearly half a second from a well-driven Jaguar of Derek Pearce. Row two was an all Dolly affair with Nigel Garrett and Chris Griffin. Row three saw the Escorts of rising star Dave Howard closely followed by the bottle green RS 2000 of Ed Bourn, Jim Utting and Terry Van Der Zee qualifying well with his new engine which was finished just hours before (so what's new!).

Pete Hallford struggling in the conditions was a disappointing ninth with Dave Austin alongside. Tim Clarke was eleventh and John Wright a surprised twelfth. Noel Griffin's immaculate Sprint made up row seven with Barry Gower's misfiring Escort, followed by Glenn Canning's NSU and Bev Jones in Ken Osborne's Dolomite.

The sun was shining as the cars assembled prior to going onto the track, and then large black clouds started to appear as the cars gridded. When the green flag was waved the rain had come. Much to the surprise of Dave in the Mazda, as he spun at Allard (a useful exercise as he will admit).

As the lights went green, Ed Bourn made an excellent start moving ahead of Nigel and Chris and slotting in behind the blue Jaguar as the Mazda led the field.

John Wright also starting well made up several places, moving in behind Terry's multi-coloured Sprint, Barry Gower came through still misfiring. But who needed power in these conditions.

I'm sure Jim Utting would have swapped some as he opposite locked his way through Cambell, Cob and Segrave behind John Wright's Escort. So, the order after lap one was, Nixon, Pearce, Bourn, Garrett, Chris Griffin, Howard, Van Der Zee, Wright, Utting, Clarke and Hallford.

Lap two saw Ed Bourn move bravely past the Jaguar through Village and onto Church. Griffin was challenging Nigel after a good run up Woodham Hill to Club, but had to give best to the green Dolomite. Then himself came under pressure from Howard in the very fast Escort.

It was on the ensuing lap that Bourn made a move for the lead at Noble, unfortunately making contact with Nixon resulting in a big spin, putting him to the back of the pack of the sixteen cars. Chris Griffin was trying hard to regain fourth place challenging Howard at the chicane.

Starting the fourth lap the order was Nixon, Pearce, Garrett, Howard, Griffin, Utting, Van Der Zee, Wright, Clarke, Hallford, Griffin (snr), a fast charging Bourn, Jones, Austin Gower, and Canning.

Nigel eventually got the better of the Jaguar as it ran wide, moving into second. Van Der Zee and Wright were locked in a close battle for seventh place. Garrett slowed allowing Howard thorough, whilst Chris was fending off the Mustang. The track now completely awash, Utting passed at Church, but was braver at the chicane. Ed Bourn had now caught the duelling pair of Van Der

Zee and Wright which he made short work of, now lap-

Continued over page

AROUND THE TRAPS - racing

Post Historics - March 21 - Thruxton

ping noticeably quicker than anyone else on the track. Chris Griffin now struggling, as was Nigel in the conditions, from wrong tyre choice and suspension settings both being passed by Bourn.

The order now was Nixon lapping comfortably at the head of the field with the Jaguar, followed by Howard's Escort, Bourn having just taken Utting's Mustang, with Garrett slipping into the clutches of Terry's Dolomite closely followed by John Wright. Nigel was taken at the chicane by the duelling pair who then caught the Mustang.

The conditions got the better of Pearce in the blue Jaguar,

spinning to retirement at Noble. Bourn continued his extraordinary recovery and was now a solid second and closing on the leader, followed by Howard, Van Der Zee, Wright, Utting, Garrett, Clarke and Noel Griffin having just passed son Chris. Garrett's misery continued as he spun at Segrave, rejoining behind Chris Griffin. Utting also spun places away.

The finishing order was Nixon, Bourn (only 3 seconds behind), Howard, Van Der Zee, Wright and Clarke. The remaining grid finishing well with only Derek Pearce's Jaguar a non-finisher.

- By Team Grumpy

Group One Historics - March 21 - Thruxton

Unlucky Scarborough

ANOTHER TYPICAL MARCH race meeting at Thruxton. The rain that most qualifying sessions had endured stopped for Group 1 qualifying. However a dry race was far too much to expect and fifteen minutes before the race commenced the rain started again.

The wind was howling (as usual for Thruxton) and the track was very slippery. Despite all of this, the race got off to a good start, with no incidents off the line. Howard made up a place moving up from third to second. Denham spun at the complex, also spinning were Cowley (again!) and Sheehan. Morris came into Club and spun, but managed to recover having lost a few places.

Tanton squeezed up the inside of Stanford going into Club, got it a bit out of shape, and crossed the kerb but made it stick and took the position. Maylam came fishtailing out of the corner. Belcher spun into the infield at Noble and was unable to re-join.

Osborne had trouble on lap two and had to retire. Kind of difficult to drive in the rain with no windscreen wipers!! Poor old Ken Osborne !!

It was only lap three and already the leader, Scarborough, was lapping the back-markers. Cripps passed Stanford through Club, and Clarke decided just to straight-line the corner. Forbes was now up behind Stevens in his XJS race and was applying some serious pressure.

Behind them Best fishtailed out of Club whilst being pressured by Williams. Lap eight and Sheehan spins through Club, as Forbes goes across the curbs. Williams also spun through Club and ended up facing the wrong way, but carried on. Stanford was having some mechanical problems. After a stop in the pits he rejoined but he was quite a way off the sort of pace he showed in qualifying.

Mr Cowley spins at the exit to the complex. Forbes in his Mitsubishi Starion was having a superb race. On lap eleven he out-braked Bourn's Escort at the entry to Club to gain yet another place.

Having started 13th he was now up to third. Further down the field Hallford was enjoying the exit of the same corner and came out fishtailing like mad. As Clarke tried to pass backmarker Denham, he got pushed

into the curbs at Club. Hallford and Drew were having a good battle until Hallford spun between Segrave and Noble and retired.

On the penultimate lap Stevens was pushing Scarborough hard through Club, whilst Clarke was pushing Howard so hard we thought he was going to climb into his boot. He eventually got past leaving Howard to another scrap this time with Potter.

Maylam and Downton were tussling through Club and Maylam managed to take Downton down the start/finish straight. The last lap saw Scarborough and Stevens fighting hard for the lead. Scarborough, having led the race right from the off was unlucky to be passed on the last lap by Stevens, who took the chequered flag.

Well done to all those drivers who kept it on the black stuff and another great Group 1 race! Well done Guys!

The final placing standings were Stevens (Jaguar XJS), Scarborough (Ford Capri), Forbes (Mitsubishi Starion), Bourn (Ford Escort RS2000), Tanton (BMW 2002), Garrett (Triumph Dolomite Sprint), Cripps (Ford Escort 2000), Clarke (Ford Escort XR3i), Potter (Ford Capri Mk III), Howard (Ford Escort RS2000 Mk I), Best (Ford Capri 2.8i), and Vickers (Volkswagen Golf Gti).

Then followed Drew (Ford Capri 3.0 S) ahead of Williams (Toyota Corolla), Austin (Ford Lotus Cortina Mk II), Stanford (BMW 2002), Higgs (Ford Capri Mk 3), Maylam (Chrysler Sunbeam Ti), Downton (Alfa Romeo GTV2), Poston (Renault 5TS), Cowley (Mazda RX7), Boyce (Ford Capri), Morris (Renault 5TS), Denham (Toyota Corolla GT Coupe), Sheehan (Renault 5TS).



Belcher spun early and was not able to continue

CAT CHAT


HAVE YOU ALL now received your 1999 CAMS Manual? What a shambles! Maybe CAMS should spend less time bypassing their own structure. What a disgrace to ignore the Historic Commission and sanction windscreen advertising on Group N cars at some small local events interstate and concentrate instead on getting their basic business administration under control.

Applying rules merely when it suits you seems to be a common event these days, read the reports on the Sydney Olympics bid and the performance of the IOC Commissioners. How disgusting to see the profligate squandering of taxpayer resources on a group of greedy, grasping incompetents (although they do win gold medals for free-loading). Just think how much better it would have been if the money could have been used to provide taxpayers with proper medical facilities.

Relevant to motorsport? Sure is - try lying on a trolley in the corridor of a public hospital after you have had a crash at the track (or a smash on the road, or an accident in the home) and see how long it takes for you to get full treatment. Do you really want to trade years of proper health facilities for a 2-week 5-ringed circus devoted to the pursuit of money (if you thought the Olympics was about sport - wrong!).

Similarly, if you thought Formula 1 was about motor racing - wrong. Only a commercial circus could have produced a joke event where 22 cars started and only eight finished.

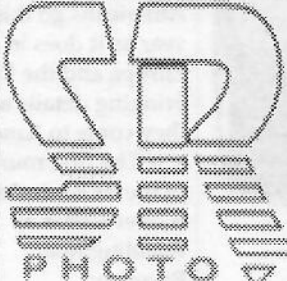
If we had that attrition rate at an Oran Park Truck Meeting, and, so little spectacle, we'd never be asked back. So, what should we be striving for at our race meetings? Spectacle, yes we should give a good display for the spectators and thus encourage them to keep pushing the promoters to invite us back. Close racing, most definitely (thought if you are running on your own, why not drop back slightly and give the cars behind you a tease all the way to the flag). Crash and burn, definitely not. Leave that to the "professional categories" who seem to see it as an integral feature of their pursuit of the glittering prizes (we don't get those).

Talking of glittering prizes may I leave you with this thought. What is the difference between the Olympic movement and a bowel movement? Nothing, they are both a load of waste and should be flushed away immediately in order to avoid contaminating the environment. 

- Axeman

NET NEWS

I KNOW THAT Terry Thompson is extending his house to provide a huge garage (supporting infrastructure for the "Granny flat" - what a brilliant justification), but I don't think it quite compares with Jim Isbell's beast mentioned on the vintage-race list last month.



Patrich Ilufi
SR Photofix
PO Box 537
Granville NSW 2142
Ph / Fax: (02) 9896 0267
email: srphoto@one.net.au

"I have finally gotten moved into the new house with the nice underground 8 car garage. The garage was built in 1965 as a bomb shelter and the walls, floors and ceiling are 10" thick reinforced concrete with steel plate about 1/2" under the surface.

I am trying to install some fluorescent lights on the ceiling but even a masonry bit will only go 1/2" into the stuff before it craters. I don't know if it is atomic bomb proof, but it sure is drill proof.


Does anyone know of an epoxy or some type of glue that I could glue some hangers to the surface of the concrete ceiling to hang my 12 lb. lights from?" I'll never see my simple two-car garage in the same light after reading that.

Mike Piera, also on the vintage-race list, brought a long-running thread about the eligibility of roller rockers and other new-fangled devices to a conclusion by offering the following.

"I think people need to have an open mind, as "vintage" cars are getting newer every year, there should be room for everyone and no fear that old cars will be obsoleted - that's what vintage racing is all about!

Just wait, someday vintage racing rules will have to deal with aftermarket chips that were not period authentic!! (hopefully we'll all be dead by then...)"

By the way, there are even more sites cropping up to cover the Millennium Bug. If you haven't yet determined your business's Y2K status - you are leaving it horribly late.

Should you feel the urge to dance the light fantastic across the keyboard and send me email, address is below... 

- Andrew Pursey

MorrisOxford@s054.aone.net.au

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MEMBERSHIP PRICE STRUCTURE APPLIES

NET NEWS

<http://www.svra.com/> . . .


SVRA - Sportscar Vintage Racing Association - Home Page - Netscape

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**SOME PEOPLE COLLECT ART
WE RACE IT.**

1999 SVRA Events

April 1-4	<u>Easter in Savannah</u>	Roehling Road Raceway
April 23-25	<u>RACE at the BASE</u>	Oceana Naval Air Station
May 15-22	<u>Michelin Car & Driver One Lap of America</u>	
May 21-23	<u>Chicago Soft Vintage Races</u>	Road America
June 25-27	<u>Sprint Vintage Grand Prix</u>	Mid Okin Sports Car Course
July 29-Aug 1	<u>Pennsylvania Vintage Grand Prix</u>	Pocono Raceway
Sept 9-12	<u>Zippo Vintage Grand Prix</u>	Watkins Glen International
Oct 1-3	<u>Sixth Annual Blue/Gray Challenge</u>	Summit Point Raceway
Oct 28-31	<u>Halloween Spookfest</u>	Marose Motorsports Park

Sportscar Vintage Racing Association

1 Maple Street
Hanover, NH 03755
603.640.6161
603.640.6130 (fax)
email: race@svra.com

IS THE LATEST Historic site on the World Wide Web The Sportscar Vintage Racing Association (SVRA) of the US is America's equivalent to our HSRCA and runs a series over eight rounds across a broad expanse of the states.

For historic touring car racing buffs there will be a new avenue of information available at www.svra.com to see "Americanised" Mini Coopers, Cortinas etc plus the big banger muscle of the Ford Mustangs and Chev Camaros as well as the Chrysler products.

There are ten groups covering race, sports, GT and production cars and four of those groups would be of particular interest to fans of Historic Touring Car racing although production sedans tend to run together.

Group One recognises these built prior to 1973 and displacing less than 1300 cc Cars able to compete include Abarths, Alfa Romeos, Lotus Sevens, Mini Coopers, Anglias, Morris Minors, NSUs, Renaults R8 and R10, Saab Sonnets, Honda S-600s, Morgan 4+4s, Lancias, Porsche 356As, Triumph Spitfires, Karmann Ghias and VWs.

Cars representing the mid '60s (up to 1968 with medium engine displacement) make up Group Three Here such cars as

Jaguars, Triumphs, Mercedes, Volvo P1800s, Austin Healeys, BMWs, Ford Cortinas and Elva Couriers make up the bulk of the eligibility list.


Big bore production models up to 1972 with a documented model racing history make up Group Six They include AC Cobra, Chev Corvette, Ford Falcon and Mustang, AMX, Ferrari, Aston Martin and Jaguar.

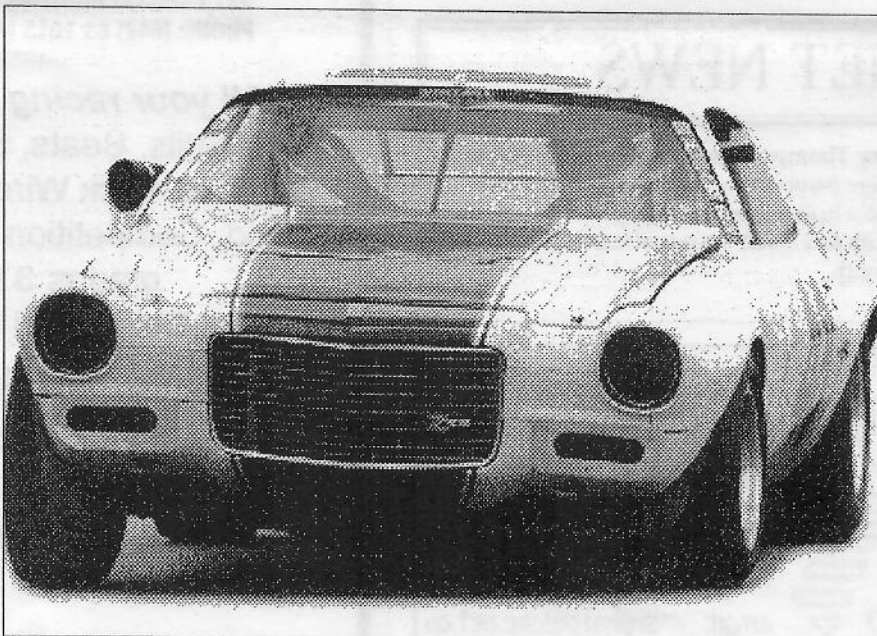
Also on the list are Porsche 911, AMC Javelin, Dodge Challenger, Camaro, Cougar, Boss 302, Shelby GT, Mercury Cougar, Plymouth Barracuda and Valiant, and Pontiac Firebird, Tempest and GTO.

Medium engine displacement the same era is the criteria

for Group Eight and here it is mainly sports car orientated although Escorts and Capris are also included along with Alfa GTV, BMW 1800 and Lotus Cortina.

Action-Line will endeavour to keep abreast of how the Americans go this year as it does in Europe and the UK, bringing details as they come to hand.

The first round of the SVRA series is over Easter at Roehling Road Raceway. 



Action-Line CLASSIFIEDS

FOR SALE - CARS

AUSTIN COOPER S. 1964 replica. New straight cut gears, big valve head with flow charts, roller rockers, Brownrigg exhaust, 45 mm Webber on inlet manifold, six-point alloy rollcage, new seat and harness, fresh engine. This car is immaculate and only requires tyres, \$11,000 with trailer or \$10,200 without trailer. Ph Stan Peters 03 9785 1333 (bh).

FORD CORTINA GT. 1964 (genuine car) SA #18. Fresh sealed 1598 engine. Close ratio box. Full bolt-in cage. Very reliable car. \$12,500. John Bryant. Work (08) 8272 1949. Home (08) 8379 1934.

FORD CORTINA. Airflow Mk I - body only. Two door rolling body, very good condition, new paint, white with green flash, \$2,900. Contact Brad Radman 08 8263 3899, e-Mail: Radman Academy.net.au.

FORD CORTINA. 1964 two-door 240. In good going condition. \$1800 ono. Ph Bob Lynch 02 4422 1782.

FORD CORTINA GT. 1963-64 two door. New Hoosiers, new Performance mags and log book. Complete two door Cortina body. Some panels. \$11,000 ono. Will also sell, but only with race car, 1981 F100 LWB. Lockup tool boxes, Sunraser mags, Yokohama tyres. Four litre Toyota turbo diesel, five-speed OD. \$15,000 ono and Tandem trailer \$2,500 ono Ph Peter Gilbert 07 3396 1939.

FORD CORTINA GT500. June 1965 build, mildly modified for classic rallies. Class winner, Targa 1997. All original components fitted including extra fuel tank and fillers, brake scoops, Lotus gearbox, side strips etc. Has 711M block fitted, original block with standard bore is also included. Konis all round and adjustable strut tops. Painted light yellow, originally green velvet. \$14,000 ono. Ph Doug Westwood on 02 9888 6976 (home) or 0419 449 310.

FORD FAIRLANE. 1963 model, 289 three-speed auto, in excellent condition. \$9500 ono. Phone Bill Callan on 0418 230 585 or 9666 4455 (bh).

FORD MUSTANG. Nc '68 GT Coupe. Fresh engine, dyno sheets, Webbers, Top Loader and Gold Track GT diff. Very light, completely legal, current historic log book and capable of podium finish in the right hands. Maintained to the highest levels and offered at \$50,000 ono. Please call Andrew Smyrnis on 0419 202 623.

FORD MUSTANG. 1965 convertible. Lovely car, blue/white pony trim, as new. Paint good, six cylinder, factory console and tools, no rust. Nice driving LHD car suit club registration. Ph 02 4967 1599 or 0419 505 160.

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).

HOLDEN HQ. Immaculate condition, never circuit raced. National Hillclimb championship winning car. Ideal for cheap conversion to Group Nc. Price on application. Phone Lance Weiss on 0412 398 870.

HOLDEN TORANA A9X: 1978 Group C touring car with logbook. One of three GMH race builds, prepared by Tait-Philips Automotive for Allan Grice, Peter Jansen and Marshal Brewer. Ex-Brewer car in full Group C spec. Only done 48 hours since new and in pristine condition. Features 308 fully specced Group C V8 dry sumped with three stage pump and alloy tank, aluminium Super-T10 with close ratios, Detroit Locker with three ratios, four-wheel discs with four-spot calipers, full aluminium roll cage with door intrusion bars, 15x10 Magnesium racing wheels with slicks, 26 gallon alloy drop tank with safety bladder, triple plate Girling racing clutch. Ph Rob or John on 08 8644 0283 or 0411 649 636.

JAGUAR MKVIIM. Moby Dick seeks a new Captain for 1998 season. Enjoy 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, w-luff trim, sun roof, roll cage, race seat, 6 point harness, 6 race wheels, 6 road wheels & tyres, CAMS logbook. Ph Michael 0725 7100 bh.

LOTUS CORTINA. 1963, Original green and gold Ron Hodgeson car. Ex-Pearson, currently maintained by Peter Hopwood. Fresh rebuilt motor and drivetrain, all aluminium panels, genuine mini-lite plus pro-life wheels. Excellent all round performer, first in class last outing. Includes Targa Rally package. Absolutely nothing to spend-race next weekend \$25,000 ono. Ph. Peter Hopwood on 02 99131084.

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 close ratio gearbox, LSD. \$35,000 ONO. Product Motorsport 02 9758 1277.

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.

WOLSELEY. Well known NSW regularity competitor. Tuned motor, heavy duty clutch, Selby suspension, five point harness, solid front hubs, near new interior, numerous minor modifications, genuine 80k mileage only. Great fun to drive. Use in historic rallies, regularity or Na racing. Comes with parts car and original motor and gearbox as spares, \$7,500. Phone Tony Cladersmith on 02 9449 1085.

FOR SALE - GENERAL

ALFA DISCS. Plus calipers. A set to suit Cortina rear end \$300. Ph Brad Wright 03 9328 4540 (bh)

ASSORTED PARTS: Ford two-litre OHC engine bits, head, crank, manifold etc, cheap. Holden HT discs, Cortina MkII adjustable front end, including discs, cheaper. Phone Bill Callan on 0418 230 585 or 9666 4455 (bh).

FORD MUSTANG PARTS: ProSprint (Minilite style) race wheels 14x6 set cost \$1200, sell \$600. Rebel race wheels (Nb) 15x6 set cost \$1200, sell \$500. Miloden oil-pan full race with pickup, 289/302, cost \$1100, sell \$550. Ford starter motor, 289-390, cost \$385, sell \$175. Lincoln brakes with 4-spot discs and uprights, pair \$790. Flomaster muffler 4" two chamber, 4x10" body, cost \$350, sell \$190. 1965 Mustang oil vapour tank, cost \$350, sell \$150. Accel dizzy twin point with tachometer, cost \$285, sell \$190. Jones tachometer mechanical 4" with tell-tail and cable, \$190. Mustang heavy duty radiator suit webers, cost \$650, sell \$390. Crower USA 289/302 conrods \$400. Speedpro 289-302 pistons, plus 30 and plus 60, \$390. Isky cam flat tapped with followers/pushrods \$195. Full alloy lightweight diff spool, cost \$350, sell \$190. Ph Ross Donnelley 9450 2988 (bh) 9913 2427 (ah).

ASSORTED PARTS. New Cortina steel crank (Datsun) \$600. One set of Cosworth rods, crack tested, stress relieved and re-sized \$900. Three 125 E rods \$300. Second hand Hoosiers \$60 each. One transponder. Rebuilt full twin cam race engine \$6000 spent dyno time only. Ph Jim McKeown 03 9720 1721 or 018 384 292.

BLOCKS AND CRANKS: One H.P. with standard bore \$250. One 173 \$100. Contact Ben Visser on 02 4628 5866

CAR PARTS: LC Torana body shell, fair condition \$180 ono. 302 Windor motor, stripped, standard bore \$300. 9" Ford diff, 3:00 ratio, disc brakes etc. Contact Gary at Revolution Wollongong on 02 4285 1013.

CORTINA PARTS: Set of Rallye 6x13 Rallye wheels \$300. Assorted diff centres and housing \$600 a set. Assorted bedded-in disc brake pads at \$75 a set. Other parts. Call Andrew on 02 9552 6288 (bh) or 0419 202 623.

MINI ENGINE AND GEARBOX. 1071 cc short with a Mk II \$ close ratio gearbox \$850. Contact Brad Radman 08 8263 3899, e-Mail: Radman Academy.net.au.

PISTONS: Six new 202 +060 Aires Racing pistons, \$650. 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).

PARTS: Weber carbs, 4 x IDA 48, on manifold, suit 289/302 Windsor, linkages as new \$2900. Super T10 gearbox includes linkages/lever as new \$1800. Top Loader gearboxes includes linkages \$600. Wheel alignment ramps, ideal for workshop \$850. BBS 17x8 wheel set including hubs to convert to normal stud pattern (another set of 4 also) \$1600. LSD Detroit Locker for Ford 8/9 inch, \$950. Six Carillo rods suit 289 Windor, offers. Ph Rob Tweedie on 02 9482 2470.

TRANSPORTER: Dodge 400 V8 318 dual cab, tilt tray, tyre racks, electric winch, tool boxes etc. One or two cars. \$13,900. Ph 02 9938 6293 (BH), 02 9982 2318 (AH).

TYRES: Dunlop FormulaR 205/60/14. Some new, some second hand. Phone Cameron on 02 9905 0105.

TYRES. Yokohama A008RS/185 by 4. Done 7 laps Oran Park. As new, reasonably priced. Ph Ray Bailey 0412 411 859.

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

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RACING DETAILS

SHANNONS HISTORIC - March 13-14 - Phillip Island

Qualifying: No times available.

Race One (4 laps): Wayne Purdon (Ford Falcon XY GT - 7:46.31) 1, Ian Jones (Holden Torana GTR XU1 - 7:51.37) 2, Brett Wiseman (Falcon XW GT - 7:55.27) 3, Mark Brewster (XU1 - 7:55.54) 4, Drew Marget (Ford Mustang - 7:56.53) 5, Chris Ralph (Mustang - 8:03.31) 6, Garry Treloar (Valiant Charger RT E49 - 8:01.58) 7, Greig Malaure (Morris Mini Cooper S - 8:05.76) 8, Greg Nicholls (Mustang - 8:10.10) 9, Andrew Cannon (Mustang - 8:15.26) 10, Wes Anderson (Alfa Romeo Giulia - 8:15.53) 11, Douglas Juniper (Holden EH - 8:17.51) 12, Mark Johnson (Lotus Cortina - 8:17.90) 13, Daniel Read (Cooper S - 8:18.45) 14, Jason Humble (Cooper S - 8:19.38) 15, Cameron Spence (Cooper S - 8:21.47) 16, Chris Stephen (Mustang - 8:25.53) 17, Max Ullrich (Ford Fairlane - 8:31.57) 18, Anton Mechtler (Lotus Cortina - 8:31.79) 19, Dylan Innes (XU1 - 8:32.23) 20, Bill Callan (Vauxhall Velox - 8:34.92) 21, Steve Hall (Cooper S - 8:40.64) 22, Fred Bath (EH - 8:41.95) 23, Liam Reed (Ford Cortina GT - 8:42.56) 24, Don Knight (Cortina GT - 8:42.89) 25, Andrew Tichner (Cortina GT - 8:42.89) 26, Denis Sargent (XU1 - 8:43.38) 27, Paul Atkins (Cortina GT - 8:50.14) 28, Ken Stockton (Cooper S - 8:57.50) 29, Michael Stupka (Hillman Imp - 9:22.43) 30, Brian Beasy (Ford Capri - 9:37.04) 31, John Luxmoore (Cortina GT - 9:58.52) 32, Derek Smith (Cooper S - 3 laps) 33, Steve Coad (XU1 - 2 laps) dnf, Michael Bugelly (Cooper S) dnf. Fastest laps: Wayne Purdon (Ford Falcon XY GT) 1:53.98.

Race Two (4 laps): Stephens (7:41.32) 1, Marget (7:43.96) 2, Purdon (7:45.77) 3, Treloar (7:46.65) 4, Brewster (7:55.82) 5, Ralph (8:03.57) 6, Anderson (8:07.80) 7, Johnson (8:11.64) 8, Juniper (8:14.83) 9, Cannon (8:16.86) 10, Humble (8:21.14) 11, Spence (8:23.29) 12, Ullrich (8:25.76) 13, Mechtler (8:26.09) 14, Innes (8:26.31) 15, Callan (8:36.69) 16, Nicholls (8:36.91) 17, Hall (8:38.50) 18, Reed (8:39.05) 19, Bath (8:39.93) 20, Tickner (8:40.70) 21, Atkins (8:40.92) 22, Lax (Cortina GT - 8:41.30) 23, Challis (8:42.02) 24, Stockton (8:56.46) 25, Stupka (9:17.77) 26, Beasy (9:38.48) 27, Luxmoore (9:46.39) 28, Smith (2 laps) dnf, Knight dnf, Jones (1 lap) dnf, Malaure dnf. Fastest lap: Drew Marget (Ford Mustang) 1:50.51.



Race Three (6 laps): Marget (11:28.82) 1, Purdon (11:34.32) 2, Treloar (11:34.92) 3, Brewster (11:46.40) 4, Wiseman (11:46.68) 5, Malaure (11:57.39) 6, Nicholls (12:05.84) 7, Sargent (12:06.28) 8, Cannon (12:06.61) 9, Anderson (12:11.61) 10, Johnson (12:13.15) 11, Humble (12:17.76) 12, Juniper (12:18.37) 13, Read (12:18.64) 14, Innes (12:22.05) 15, Ullrich (12:22.82) 16, Spence (12:23.75) 17, Mechtler (12:32.76) 18, Hall (12:44.51) 19, Tickner (12:44.68) 20, Atkins (12:44.95) 21, Bath (12:54.45) 22, Stupka (5 laps) 23, Luxmoore 24, Stephen (3 laps) dnf, Stockton dnf, Reed (1 lap) dnf. Fastest lap: Drew Marget (Ford Mustang) 1:51.83.

QANTAS AUSTRALIAN GRAND PRIX - March 4-6 - Albert Park

Qualifying: John Mann (Ford Mustang) 2:23.277, Ross Donnelley (Mustang) 2:24.181, Tino Leo (Holden Monaro GTS 350) 2:25.918, Bill Meeke (Ford Falcon Rallye Sprint) 2:27.536, Ian Jones (Holden Torana GTR XU1) 2:27.869, Greg McPherson (Mustang) 2:28.235, Trevor Talbot (Torana) 2:28.771, Ray Challis (Torana) 2:29.221, Cameron Tilley (Valiant S) 2:29.985, Les Dole (Torana) 2:30.001, Robert Tweedie (Falcon Rallye Sprint) 2:31.498, Peter Roach (Ford Falcon XY GT) 2:31.675, Steven McKay (Morris Mini Cooper S) 2:31.756, Graeme Hunt (Mustang) 2:32.253, John Whatmough (Holden Monaro GTS 308) 2:332.647, Lloyd Bax (Valiant Charger RT E49) 2:32.740, Chris Ralph (Mustang) 2:33.354, Graeme Hill (Valiant Pacer) 2:33.410, Gary Jackson (Torana) 2:334.143, Des O'Loughlin (Falcon GT) 2:34.392, Darren Collins (Ford Cortina GT) 2:34.696, Denis Sargent (Torana) 2:34.813, Les Walmsley (Chev Nova) 2:35.069, Greg Nicholls (Mustang) 2:36.831, Ted Brewster (Cooper S) 2:37.078, John Lyle (Lotus Cortina) 2:37.847, Ian Robertson (Cortina GT) 2:37.847.

Robert Cracknell (Volvo 122S) 2:39.172, Jeremy Mantello (Cortina GT) 2:40.857, Eddie Dobbs (Holden FE) 2:40.871, Len Read (Cooper S) 2:41.255, Bill Trengrove (Holden EH) 2:41.891, John Bryant (Cortina GT) 2:42.265, Michael Bugelly (Cooper S) 2:42.792, Graham Lax (Cortina GT) 2:43.831, Justin Brown (Ford Falcon XM) 4:09.336, Paul Axiak (Monaro GTS 350) dnf, Phil Morris (Falcon GT) dnf.

Race One (8 laps): Mann (19:36.424) 1, Leo (19:40.178) 2, Meeke (19:56.542) 3, Talbot (20:00.478) 4, Challis (20:04.783) 5, McPherson (20:13.957) 6, Dole (20:16.003) 7, Bax (20:20.253) 8, Hunt (20:20.441) 9, Whatmough (20:28.863) 10, Ralph (20:36.463) 11, Walmsley (20:38.430) 12, O'Loughlin (20:42.543) 13, Sargent (20:58.696) 14, Hill (21:02.020) 15, Jones (21:02.828) 16, Lyle (21:05.189) 17, Brewster (21:11.943) 18, McKay (21:19.200) 19, Marget (21:33.843) 20, Robertson (21:34.149) 21, Axiak (21:43.434) 22, Read (21:44.560) 23, Trengrove (21:48.757) 24, Cracknell (21:49.170) 25, Bryant (21:50.071) 26, Bugelly (21:55.239) 27, Collins (7 laps) 28, Dobbs 29, Tilley (6 laps) dnf, Lax (5 laps) dnf, Jackson (3 laps) dnf, Mantello dnf, Roach (2 laps) dnf, Morris dnf, Nicholls (1 lap) dnf, Donnelley (0 laps) dnf. Fastest lap: John Mann (Ford Mustang) 2:24.660.

Race Two (6 laps): Mann (14:37.111) 1, Meeke (14:50.661) 2, Challis (14:56.038) 3, Bax (14:59.428) 4, Dole (15:01.801) 5, Donnelley (15:04.701) 6, Hunt (15:07.297) 7, Talbot (15:11.864) 8, Whatmough (15:15.681) 9, Walmsley (15:17.257) 10, McPherson (15:21.632) 11, Ralph (15:24.776) 12, Jones (15:25.288) 13, Tilley (15:25.017) 14, Hill (15:48.696) 15, Brewster (15:58.666) 16, Collins (16:07.267) 17, Trengrove (16:13.862) 18, Marget (16:14.590) 19, Bryant (16:14.952) 20, Dobbs (16:15.336) 21, Lyle (16:22.790) 22, Bugelly (16:31.217) 23, Lax (16:31.391) 24, Mantello (17:10.968) 25, Leo (5 laps) dnf, Morris dnf, Axiak dnf, McKay dnf, Read, Robertson dnf, Sargent (4 laps) dnf, Cracknell dnf, Brash (3 laps) dnf, O'Loughlin (2 laps) dnf, Roach (1 lap) dnf. Fastest lap: Ross Donnelley (Ford Mustang) 2:22.597.

STATE CHAMPIONSHIPS Rd 2 - MARCH 20-21 - WAKEFIELD PARK

Qualifying: Greig Malaure (Morris Mini Cooper S) 1:13.71, Jason Humble (Cooper S) 1:15.74, Denis Sargent (Holden Torana GTR XU1) 1:15.74, Doug Anderson (Ford Mustang) 1:15.74, Derek Smith (Cooper S) 1:16.73, Brian Jessop (Torana) 1:17.28, Wes Anderson (Alfa Giulia) 1:17.44, Steve Mason (Mustang) 1:17.88, Jason Foley (Ford Falcon XY GT) 1:18.16, Ray Cleaver (Ford Cortina GT) 1:18.87, Vince Harmer (Volvo 144S) 1:19.04, Norm Bolitho (Volvo 142S) 1:20.63, Robin Marshall (Lotus Cortina) 1:22.34, Bob Hayden (Holden EH) 1:23.71, Ben Kavich (Torana) 1:31.13, Ken Ballantyne (Holden EH) dnf.

Race One (8 laps): Bolitho (13:04.34) 1, Humble (13:33.23) 2, Jessop (13:50.97) 3, Marshall (13:55.86) 4, Harmer (13:56.19) 5, Malaure (7 laps) dnf, Hayden (5 laps) dnf, Kavich (2 laps) dnf, Anderson (1 lap) dnf. Fastest lap: Norm Bolitho (Volvo 142S) 1:32.16.

Race Two (10 laps): Malaure (12:33.08) 1, Humble (12:54.50) 2, Westwood (13:02.19) 3, Kavich (13:03.40) 4, Jessop (13:05.54) 5, Anderson (13:06.75) 6, Foley (13:08.26) 7, Cleaver (13:49.81) 8, Bolitho (9 laps) 9, Ballantyne 10, Marshall 11, Harmer 12. Fastest lap: Greig Malaure (Morris Mini Cooper S) 1:14.20.

Race Three (10 laps): Malaure (12:46.15) 1, Westwood (13:00.21) 2, Humble (13:02.08) 3, Cleaver (13:03.29) 4, Foley (13:06.09) 5, Kavich (13:08.18) 6, Anderson (13:08.89) 7, Jessop (13:23.39) 8, Ballantyne (13:38.06) 9, Bolitho (13:57.12) 10, Marshall (14:08.76) 11, Harmer (9 laps) 12. Fastest lap: Greig Malaure (Morris Mini Cooper S) 1:14.37.

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NSW GROUP N CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic/State Championship - Rd 1 Nb, Rd 1 Nc	Oran Park South
March 20-21	WP	State Championship - Rd 2 Nb	Wakefield Park
May 1-2	TOCA	ASTC - Roman Autotek 1	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park GP
June 12-13	OPMS	Trucks - Roman Autotek 2 (Nb/Nc)	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc Oran Park Grand Prix	
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
September	TOCA	ASTC - Roman Autotek3	Oran Park GP
October 23-24	OPMS	Trucks - Roman Autotek4 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, R6 Nc	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic, State Championship - Rd 1 Na, Rd 1 Nb	Oran Park South
March 27-28	HSRCA	Historic Pre 1961 only - Na and invited Nb	Wakefield Park
April 17	HSRCA	New England GP - Na	Uralla
April 24-25	ARDC	Open, State Championship - Rd 2 Na, Rd 2 Nb	Eastern Creek
July 11	OPMS	Open, State Championship - Rd 3 Na, Rd 3 Nb	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Post 1960 only	Oran Park GP
September 18-19	HSRCA	Historic, State Championship - Rd 4 Na, Rd 4 Nb	Eastern Creek
October 23-24	WP	Open, State Championship - Rd 5 Na, Rd 5 Nb	Wakefield Park
November 20-21	HSRCA	Historic, State Championship - Rd 6 Na, Rd 6 Nb	Wakefield Park

NSW GROUP N CALENDAR

HILLCLIMB PROGRAM - Group Na, Nb and Nc

DATE	ORGANISER	EVENT	VENUE
January 23-24	BLCC	State Championship Rd 1	Bathurst Mt Panorama
February 7	MWSCC	State Championship Rd 2	Wakefield Park
February 27	TSCC	State Championship Rd 3	Tamworth Oxley Lookout
March 28	NMRC	State Championship Rd 4	Ringwood (normal course)
April 25	GFP	State Championship Rd 5	Wakefield Park (new course)
May 16	WSCC	State Championship Rd 6	Dapto Huntley Hillclimb
July 12-13	GSCC	State Championship Rd 7	Grafton Mountainview
August 1	NMRC	State Championship Rd 8	Ringwood (reverse direction)
October 10	MGCCN	State Championship Rd 9	Newcastle King Edward

CLUB MEETINGS

February 2 - General Meeting - Burwood RSL
 March 2 - General Meeting - Burwood RSL
 April 6 - General Meeting - Burwood RSL
 May 4 - General Meeting - Burwood RSL
 June 1 - General Meeting - Burwood RSL
 July 6 - General Meeting - Burwood RSL
 August 3 - General Meeting - Burwood RSL
 Sept 7 - General Meeting - Burwood RSL
 Oct 5 - Annual General Meeting - Burwood RSL
 Nov 9* - General Meeting - Burwood RSL
 Dec 7 - General Meeting - Burwood RSL

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

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Greg Cox
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4736 7135 -
 ARDC - (02) 9672 1000 - Brian Goulding
 HSRCA - (02) 6945 3199 - Robyn Snape

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, MWSCC - Manly Warringbah Sporting Car Club, TSCC - Tamworth Sporting Car Club, NMRC - Newcastle Motor Racing Club, GFP - Go Fast Promotions, WSCC - Wollongong Sporting Car Club, GSCC - Grafton Sporting Car Club, MGCCN - MG Car Club Newcastle.

MAJOR AUSTRALIAN EVENTS

DATE	EVENT	VENUE
March 4-7	Australian Grand Prix - Group N support	Albert Park, Melbourne
March 27-28	Rd 1 Shell Australian Touring Car Championship	Eastern Creek
April 9-11	Adelaide - Group N support	Adelaide
May 2-3	Australian Super Touring Championship	Oran Park (South circuit)
July 17-18	Australian Group N Championships	Willowbank (Queensland)
August 21-22	Rd 10 Shell Australian Touring Car Championship	Oran Park
TBA	Historic Sandown - Nb and Nc	Sandown
TBA	Historic Winton - Nb and Nc	Winton
Sept	Australian Super Touring Championship	Oran Park (GP circuit)
Sept 29-Oct 3	Bathurst 1000 (Super Tourers)	Bathurst
October 14-17	CART Indy GP	Gold Coast
October 30-31	AROCA Six Hour Relay	Eastern Creek
November 11-14	Australian 1000 Classic (V8 Supercars)	Bathurst
TBA	Nb and Nc	Phillip Island

INTERNATIONAL HISTORIC TOURING RACING

CLASSIC SALOON CAR CHAMPIONSHIP (GB)

DATE	VENUE	DATE	VENUE
March 13	Silverstone	August 22	Snetterton
March 21	Thruxton	September 4-5	Brands Hatch
April 17	Oulton Park	September 11-12	Spa Francorchamps *
May 9	Cadwell Park	September 26	Mallory Park
May 29-30	Croix en Ternois	October 3	Castle Combe
July 24-25	Pembrey +	October 31	Donington Park
August 8	Mallory Park		

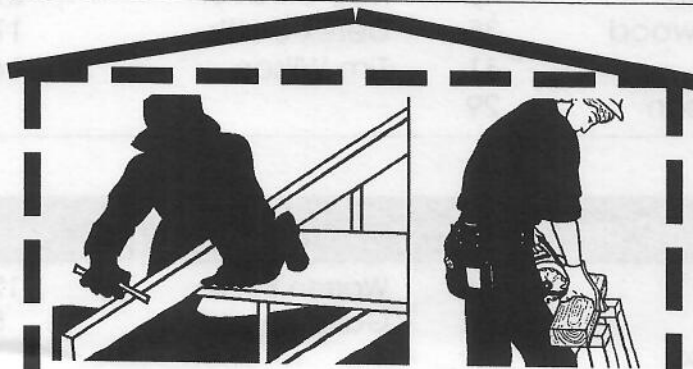
+ Championship rounds Saturday - One hour race Sunday * Non Championship

1999 FIA EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

DATE	VENUE	DATE	VENUE
April 5 - Paul Ricard (France)		August 8 - Nurburgring (Germany)	
May 9 - Zandvoort (Netherlands)		August 21 - Zolder (Belguim)	
May 23 - Monza (Italy)		September 9 - Donington (UK)	
July 4 - Knutstorp (Sweden)			

SPORTSCAR VINTAGE RACING ASSOCIATION CHAMPIONSHIP (USA)

DATE	VENUE	DATE	VENUE
April 1-4	Roebing Road Raceway	September 9-12	Watkins Glen International
April 23-25	Oceana Naval Air Station	October 1-3	Summit Point Raceway
May 21-23	Road America	October 28-31	Moroso Motorsports Park
June 29-August 1	Pocono Raceway		



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1999 POINTSCORES

NSW STATE CHAMPIONSHIP

GROUP Na (R1 - 7-2-99)

Paul Rodenhuis	40	Arthur Huxley	26	Stuart Innes	12
Andrew Pursey	36	Don Titcume	20		
Bruce Smith	30	Jonathon Perrin	13		

GROUP Nb Div II (R1 - 7-2-99)

Chris Dubois	40	Matthew O'Brien	20	Bill Callan	14
Phil Barrow	34	Ken Ross	21	Aaron Gabriel	10
Mark Whitehouse	30	Barrie Brown	18	Rob Priddle	8
Rob Brincat	25	Chris Strode	17	Bob Harris	5
Phil Powell	23	Stuart Schofield	16	John Sivell	5
Dominic Truelove	22	Brad Harris	13		
John Dunning	20	Phil Windus	11		

GROUP Nb Div I (R2 - 21-3-99)

Jason Humble	79	Steve Mason	40	Ray Cleaver	29
Robin Marshall	61	Doug Westwood	35	Derek Smith	17
Ken Ballantyne	58	Ross Muller	31	Tim Wilson	14
Greig Malaure	58	Wes Anderson	29		

GROUP Nc (R1 - 7-2-99)

Bruce Stewart	40	Jason Foley	24	Warren Bossie	12
Mike Dyer	32	Ian Sawtell	16	Garry Kirwan	5
Vince Macri	28	Max Hutchins	16		
Michael Terry	23	Ross Hogarty	14		

THE FINER POINTS

POINTS FOR THE championship shall be awarded for each race of a meeting as set out below.

Outright	First	10	Class	First	10
	Second	8		Second	8
	Third	7		Third	7
	Fourth	6		Fourth	6
	Fifth	5		Fifth	5
	Sixth	4		Sixth	4
	Seventh	3		Seventh	3
	Eighth	2		Eighth	2
	Ninth	1		Ninth	1

The overall winner of each round and each class at any given round shall be determined by the combined points from all races. Where a tie exists the winner will be the highest placed finisher in the nominated feature race.

When the grid capacity at a round is exceeded, the field shall be split into heats, with the respective heats counting towards the relevant class points. The Feature race shall be made up of the fastest from qualifying up to the grid limit for that track, with the balance contesting the Consolation race; points shall be awarded to the top 10 finishers in each and to the finishers in each class over both the Feature and Consolation races.

Competitors do not necessarily need to compete in all six rounds to be eligible for championship awards.

A competitor can score points in different vehicles during the year subject to par 1.1 however points shall be awarded for the capacity class in which the individual vehicles fall.

1999 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (7-2-99)

Andrew Pursey	30.00	Arthur Huxley	19.00	Stuart Innes	11.50
Bruce Smith	25.00	Don Titcume	15.00		
Paul Rodenhuis	25.00	Jonathon Perrin	12.50		

GROUP Nb Div II (7-2-99)

Chris Dubois	33.50	Matthew O'Brien	18.00	Bill Callan	12.50
Phil Barrow	29.00	Barrie Brown	17.00	Rob Priddle	12.00
Mark Whitehouse	26.00	Stuart Schofield	17.00	Aaron Gabriel	10.00
Rob Brincat	23.00	Ken Ross	15.50	John Sivell	6.00
Phil Powell	22.50	John Dunning	15.00	Bob Harris	5.50
Dominic Truelove	22.00	Brad Harris	13.50		
Chris Strode	18.50	Phil Windus	12.50		

GROUP Nb Div I (21-3-99)

Steve Mason	30.00	Derek Smith	19.00	Wes Anderson	14.33
Ken Ballantyne	34.66	Greig Malaure	32.50	Andrew Bergan	5.00
Jason Humble	41.33	Tim Wilson	11.50	Bob Hayden	3.00
Ross Muller	20.50	Ray Cleaver	15.33		
Robin Marshall	32.00	Doug Westwood	15.00		

GROUP Nc (21-3-99)

Bruce Stewart	34.00	Vince Harmer	17.66	Warren Bossie	9.00
Jason Foley	32.16	Michael Kavich	16.66	Rick Rogers	4.00
Mike Dyer	28.00	Michael Terry	19.50	Denis Sargent	4.00
Vince Macri	24.00	Ian Sawtell	13.00	Garry Kirwan	3.50
Norm Bolitho	21.33	Max Hutchins	12.50		
Brian Jessop	19.00	Ross Hogarty	11.00		

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 pointsoring 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 Div I and II will be decided on the results of the three NSW Historic Meetings at Amaroo, Eastern Creek and Wakefield Park.

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