

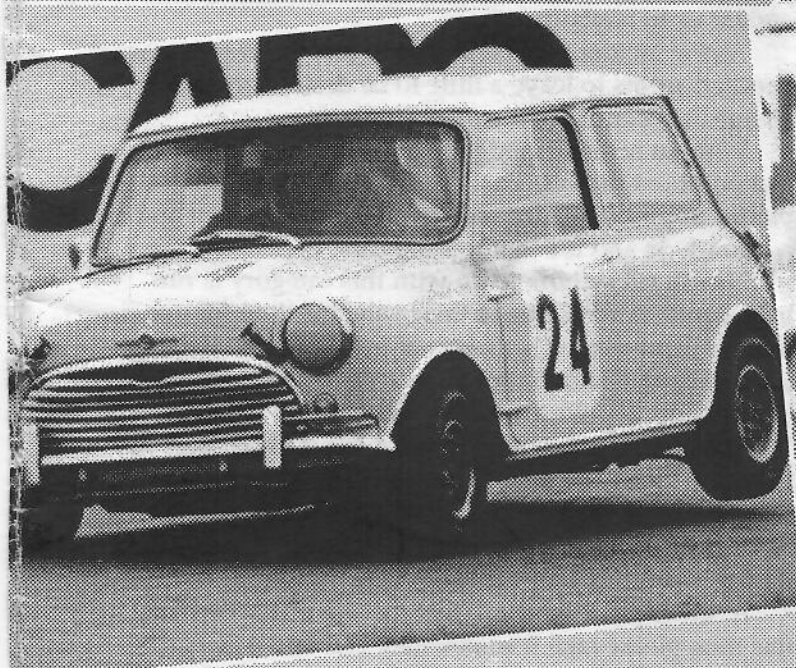
Action-Line

Newsletter of the Appendix J Association of NSW Inc

George Aungle photograph



Alan McConnell photograph



Next GENERAL MEETING *Tuesday August 4,*
7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood
Guest Speaker: Brad Dawson, Castrol Technical Services

Certainly has been active recently with NSW fielding

five cars in Perth, twelve cars in Brisbane and sixteen cars at Wakefield! And all on the same day!

It was all too much for me and I took a well earned break and went away with the family for the week, but reports from all venues which are reported elsewhere in the magazine, suggest that all went well for everyone involved and the NSW flag flew high at the interstate events.

We have an Oran Park clubbie on the August 24 which hopefully will be well attended as we have planned social activities for the day there, and then next month the HSRCA's all Historic at Eastern Creek.

At that meeting, Mark Oastler of *Street Machine* magazine is organising to do a multi-page article on Group N.

We have discussed this for some time now and this meeting is always well attended with a great diversity of our vehicles. So it was the natural choice for a meeting to profile the group.

Don't let me down! We really need to take hold of the opportunity to get some publicity for the group as a whole and the two divisions should provide a spectacle to satisfy Mark's requirements. If we can manage to turn on some good clean racing as well, then all the better.

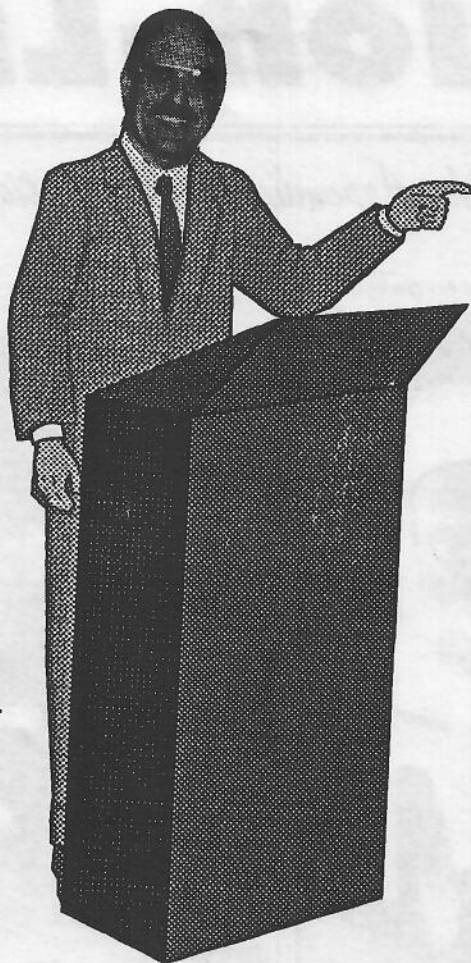
There are other festivities associated with that meeting and I have booked a table at the Geoghegan Brothers testimonial dinner for Appendix J members who wish to attend that function. See the information elsewhere in the magazine and ring me to reserve your place.

As well as that we are likely to have interstaters attending so we are going to have a presentation function incorporating *Rosco's Bar and Grill*.

I can't understand why anyone would miss that meeting, I just hope I can find time in between my club responsibilities to get my car ready and be there too!

The club continues to grow with no fewer than four new members this month. As well, I have sent several information packs out so that will probably assure us of

PRESIDENT'S REPORT



more new members next month. Again the interest is in all three categories

which is pleasing.

Our thanks to Dr Michael Henderson for his interesting and informative visit last month. It was well attended and enjoyed enormously by everyone.

He also had a first hand preview into the way we feel and deal with eligibility issues in Group N which should stand him in good stead at his next HCC meeting.

This month we have Brad Dawson a Technical Engineer from Castrol along as our guest speaker and he is a potential Nc recruit, already owning an LC Torana.

As I have said, miss the monthly meetings and you are missing out on what we have in store for you!

Unfortunately amongst all this good and encouraging news there have been two incidents in the past month which in my opinion marr the tone of the club and the category and I feel compelled to report on them.

The first was at the Lakeside Historic where two competitors were involved in an incident, witnessed by many, which did not

endear us to anybody.


As the incident was reported to me, the way it was handled seems to leave a little to be desired also and charges are pending on a third party.

Without acting as judge and jury I would like to just point out that we are in this for sport, and maybe a plastic trophy, it is supposed to be fun, enjoyment and camaraderie and it is not touring cars.

Nearly everything to do with this category is run by volunteers who give of their valuable time for our mutual enjoyment. This series of incidents and the way it was handled should not have occurred in this sector of our sport and we are the poorer for it.

The second incident involves a letter which uses the threat of "legal action" to hopefully achieve the desired aim of the writer against all. Really!! again!! I repeat, this is for fun and enjoyment and all I mentioned in the previous case.

If those concerned still feel the same after reading this then please take it somewhere else and leave us alone! It really is a pity we have to put up with these things but I feel they have to be mentioned in the hope they do not re-occur.

Having said my peace and nearly run out of page I shall sign off and hopefully see you all at Burwood on Tuesday night. 

- Regards Bob

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

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FRONT COVER - The 1996 CHAMPIONS - Top left, Andrew Pursey, Na; top right, Garry Smart, Nb Division Two; below left, Dave Beveridge, Nb Division One; below right, Ross Donnelley, Nc.

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FROM THE DESK


Whilst down at Wakefield Park the other week for their second cold race meeting within a month an interesting idea was muted around.

For the past couple of years, just prior to Christmas, the HQ Association of NSW has conducted a drive day at Eastern Creek. The circuit is booked for the whole day and each team/driver takes passengers for quick laps of the circuit in their race cars. Many guests are also allow to drive in special sessions that are set aside.

These novices have an experienced driver in the passenger seat and both parties literally get to see what it is like on the other side of the fence. The day is fully marshalled by officials and flaggies as would be the case at any race meeting, and their services are rewarded with a lunch-time outing in the cars.

Both the Association and teams see this day as one way of saying thanks to their sponsors, crew members and supporters. It has met with outstanding success on each occasion it has been undertaken.

Now Wakefield Park would be an ideal location (apart from the travel) for such a day for Group N, if it was embraced in such a way as a normal race meeting. Since there appears to be a large void between the second half of November and the last weekend of January, a mid-December date would be ideal.

Since a date for the annual presentation had not yet been established, it might not be a bad ideal to combine the two events with a Saturday track day (starting late morning), Saturday night presentation dinner, and leisurely return to home base on Sunday. 

September DEADLINE is Friday August 25

ELIGIBILITY

There is not a lot I can report on this month. There has been a bit happening in the form of an Eligibility meeting on July 19 but unfortunately the minutes are not available at the time we go to print so anything at present is just speculation.

At this meeting one item for discussion was the issue relating to SVO blocks, Torana blocks and GT40 heads.

At the last general meeting, it was suggested that people who may be affected by decisions made in relation to these matters should submit any information they can to support their claims.

Of the reportedly seven people affected, only a cou-

ple of letters telling of the background were received. Not one piece of information with any evidence or documentation to support any claim for inclusion was received.

One competitor sent a letter threatening all sorts of legal action, but no information of the form that could be reviewed by the committee.

I would remind members that it is the responsibility of the individual seeking approval to submit information to the Eligibility committee for consideration and until the committee is satisfied with their review of that information, no approval will be given for anything.

- Lloyd Cleaver

Proposals make drivers see red

Speculation on the results of the recent Eligibility meeting has already angered some competitors. It appears that Ford SVO blocks and GT40 heads, and 15-inch wheels on Monaros, are to be made illegal with the early indications suggesting an 18-month stay of execution could even be reduced to just six months.

The decisions which are yet to be law would effectively mean engine swaps for the majority of Nc Mustangs and would force Paul Axiak to revert to the smaller diameter 14-inch wheels on his Holden.

Needless to say, those thoughts have not been embraced enthusiastically. Both Ross Donnelley and

Andrew Smyrnis have come out against these proposals with their Fords.

"We are not trying a fiddle here, we were given the go-ahead to run these components on numerous occasions," says Donnelley. "In fact, going to the Boss block and other heads will give a considerable weight saving as well as around a 40 horsepower advantage. But the cost to us, to do these changes only escalates what is already an expensive pastime.

Smyrnis echoed the sentiments, adding, "The thought of reducing the time frame is ridiculous. We may only do a meeting or so depending on work etc, and then be forced to undergo major engine overalls.

"Surely a more workable idea would be to give the engine a race life of so many meetings, and when those have expired, then we would make the changes."

Unfortunately it appears that while the approvals were given verbally by parties that are no longer involved in Group N, no paperwork was transacted. Effectively the Eligibility Committee is the law maker as suggested of Item 13 - Spirit Of Regulation of the CAMS manual page 8-17.

"It is emphasised that the purpose of this category is to emulate, as far as practicable, the racing of touring cars in the period from 1 January, 1965 to 31 December, 1972. Under the spirit of these regulations, over-restoration of vehicles, including the use of technology within the period in question, are not acceptable and will render the vehicle ineligible. The Historic Eligibility Committee will interpret these regulations and determine any eligibility matters relating thereto in accordance with that spirit."

The matter of the wheels on Axiak's Monaro is another matter. The manual does state that the same diameter wheels must be those used on the model during the group period, but doesn't say whether that model be production or racing.

It is documented that Bob Jane's car of that period did run on 15-inch wheels. Axiak has three sets of wheels that would need changing plus the complete brake assemblies as they will not fit under the option. He is enraged by the proposal and has asked on numerous occasions for paperwork without result. He indicated that he will either sell up or race in Group 2E.

- Garry O'Brien

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AROUND THE TRAPS

Wine, dine and race

Plans are well advanced for a fantastic smorgasboard of festivities for the Easter Creek Historic meeting on September 13-14.

The Appendix J Association can start the weekend early. On the evening of Wednesday September 10 there is the Gala Testimonial Dinner, a function set aside to honour the Geoghegan brothers. It will be held at the Governor Phillip Ballroom of the Parkroyal Parramatta.

President Bob Asher has booked a table and if you are keen to be included, then give him a ring on 98749164 to secure a place. Should you wish to book a table for your own group, fill in the form on the inside back cover and send accordingly.

From there its off to Eastern Creek for the big

Historic that is set to have an influx of interstate visitors. Mark Oastler of *Street Machine* magazine is organising to do a multi page article on Group N centred around this meeting.

"This was the meeting that we have the largest and most diverse roll-up to, with plenty of quick cars coming from Victoria and Queensland likely" said President Bob Asher, "So when Mark and I discussed the possibilities, this was the obvious choice".

As well as the festivities and presentation planned by the HSRCA, *Rosco's Bar and Grill* will operate in full-on mode to make our interstate visitors entirely welcome and send them on their way home with memorabilia of the weekend. J

New home for famous Holden

Australia's best known EH, the Holden of Greg Toepfer, now has a new home. In his recent foray to West Australia, Greg recieved an offer too good to refuse.

Local Holden runner Tom Freeman purchased the car immediately after the last race, and Greg came home alone.

The car could not have had better credentials as Greg steered it to overall victory at the inaugural Intex Cup (see story page 18-19). Throughout its illustrious career the car and driver combination have generally been on, or very near the podium placings, often shaming more powerful V8s in the process.

The car began its racing life in 1987 as a replacement to his previous Holden EH which was destroyed in an accident at Oran Park. That brown car, the only Appendix J car to feature on the cover of *Auto Action*, had been racing since the early days of the reformation

of the category in 1981.

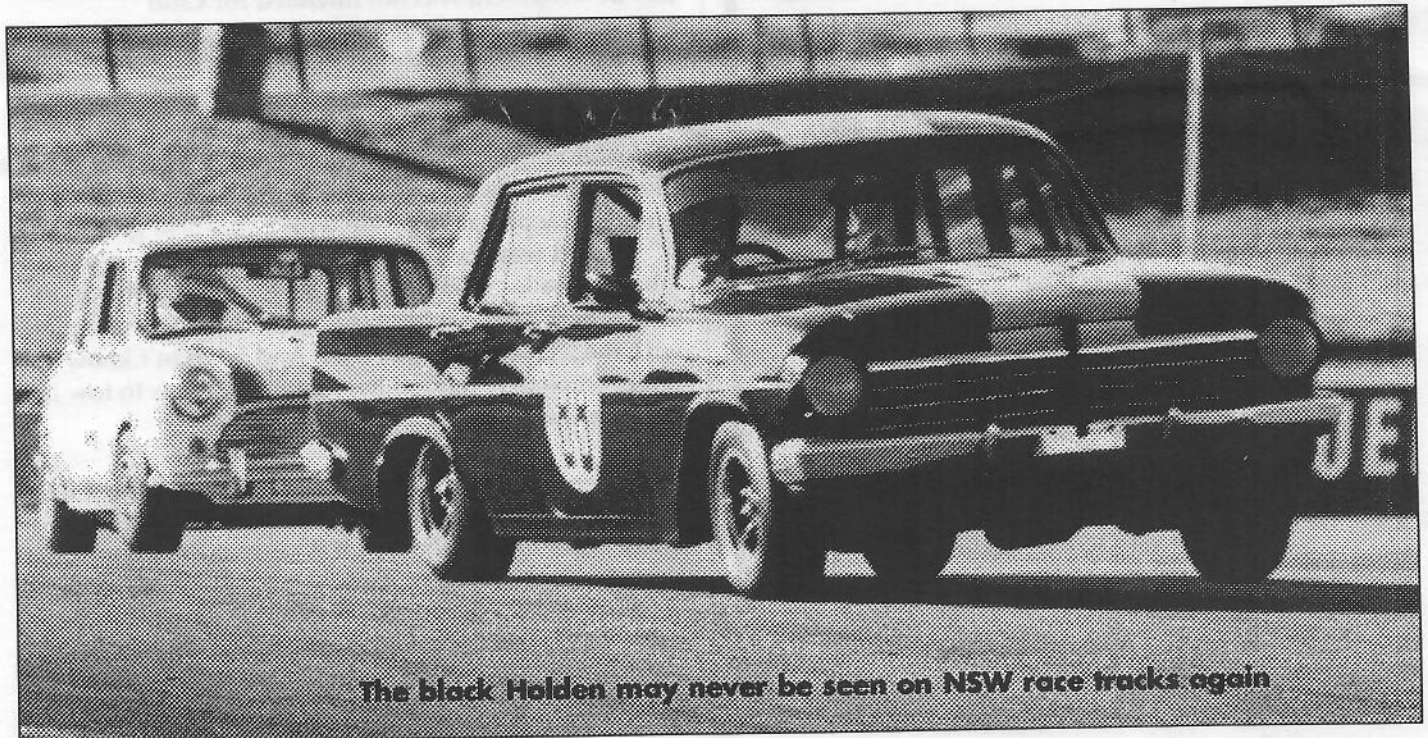
The engine, running gear, seats and rear doors were salvagable for the new project, one that took just one week to be readied for a meeting the following weekend at Amaroo.

Since then Greg and the EH have raced in every state of Australia and has featured twice in the Goodyear calendar ('88 and '89).

With the sale of the car, he now has set his sights on moving to the new Nc category with a four-door Holden Monaro.

"I've brought an old touring car engine, a 308, and now I have only to buy a car," he said with an eye on the HQ category.

"A rolling shell, or even a complete car would be ideal. They are well sorted, have the right wheels, and only need some suspension upgrades to be really competitive," he added. J



The black Holden may never be seen on NSW race tracks again

AROUND THE TRAPS

Nostalgia first hand

Channel 7 are looking for participants in the audience of the very popular Peter Luck series *Where Are They Now?* to be recorded on Sunday August 10, starting at 6pm and finishing at around 9.30 pm.


A feature of this particular show will be Bill Brown, who had his 15 minutes of fame in his 1971 spectacular crash at the Bathurst Hardie Ferodo atop the fence on the "mount."

The show covers entertainers to TV stars, sporting legends to politicians to ordinary Australians, who had their 15 minutes of fame and host Peter Luck poses the question "Where Are They Now?"

At this night they will also be featuring members of the cast of *The Adventures of Barry MacKenzie*, some crocodile victims, "Dipper" and his school re-union, the *Creature from the Black Lagoon* and other guests. All in all it should be an interesting night and you are sure to enjoy the experience..


Not only will people get the chance to meet the stars but there are giveaways and members of the audience could have a chance to win prizes or a hamper.

If children are to attend then it is essential the are mature enough to understand they must be quiet when recording.

Reservations will need to be made to Bronwyn Cooksley on phone 9763 1723, the sooner the better. 

Getting the good oil

Our Guest Speaker this Tuesday night will Brad Dawson of Castrol. He has kindly agreed to visit us to give us the lowdown on oils of the Castrol variety. Brad is the NSW Technical Services Manager at Castrol.

He has been at Castrol for three years now and is a Mechanical Engineer and his responsibilities include all all things of a technical nature to do with Castrol lubricants. As well as being involved in this interesting field, Brad also has an LC Torana which he uses for competition and has done so for the last six years. Maybe we can convert him to Nc. 

- Bob Asher

Paddock mumblings

Bruce Stewart has put his Holden Torana XU-1 on the market and the whisper going around is that he is embarking on another project. The word is that it will be another General Motors product of Aussie extraction with a somewhat heftier powerplant.

Don't discount Greg Toepfer from the Auto Fever Nb honours just yet. If the grapevine is correct he will continue to chase the Nb title at the final truck round at the helm of Steve Butchart's Holden EH. Meanwhile Steve's lobbying to build and run a Holden Monaro auto appears to have been given the thumbs up, at last check.


By this time the bitumen should be down and set on Queensland's new Darlingotn Park International Raceway. Mike Jonathan ventured out for a look, was impressed with the setup, but came back despondent as to whether Historics will ever turn out there.

"It was pointed out to me in no uncertain terms that this development was not intended for Club Mortorsport," he said in the HRCC (of Queensland) Historic Journal's President Report.

Who was the well known Na Competitor who did a Malcolm Fraser and left his trousers in a Tenterfield Motel room? He was seen wandering semi-naked through the pits at Lakeside with a sheepish grin.

Well, it was the same person who has the only three wheeled trailer in existence. It seems the fourth fell off somewhere between Singleton and Tamworth complete with the hub bearing etc etc!!!! And he didn't know until someone remarked how unusual it was to tow in that configuration.

And who was the country member who ploughed up the area on the outside of the Karrossel at Lakeside so many times in his Mini that if it rains at the circuit they are expecting a 20 bag crop?

Details are sketchy at this stage but it is believed that another Falcon project is taking shape in or around the Bankstown area, possibly not a Association member. 

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MEMBERSHIP PRICE STRUCTURE APPLIES

AROUND THE TRAPS

A case for safety

Last months guest speaker Dr Michael Henderson proved by thoroughly enteraining and informative orator. Those who were there were totally focused on his involvement in the adoption of harness-type race belts in motor racing, particularly as to regards Formula One Grand Prix cars.

In the September issue *Action Line* will bring a recount on the Doctor's talk at the July General Meeting for those who were not there.

It should throw some light on to why seat belts are so paramount not only on the race track but also on the road.



MAILBOX

On behalf of the Management and Organising Committee of the WASCC we wish to congratulate your Sponsors and Competitors on the success of the Intex Cup events at our SATCC.

The standard and range of vehicles competing was superb and the racing was excellent. We have had many complimentary messages from both spectators and officials who thoroughly enjoyed the spectacle provided by your members.

Kindly let all those who raced know how much their efforts were appreciated.



Best regards,

Lynn Matthews, David Walker,
John Hurney, Phill Johnson.

LAP RECORDS

A semi regular feature begins this issue. At this stage it is incomplete and in some case probably inaccurate, but it is hoped to have track records for all classes at every circuit compiled for the future issues. So if you know some that have not appeared please do not hesitate to inform *Action Line*.

LAKESIDE

Na	Don Titcume	Morris Major	n/a	6-7-97
Nb Under 1300 cc	Brian Brook	Austin Cooper S	63.56	26-8-90
Nc	Tim Miller	Morris Cooper S	74.70	7-7-96
Nb 1301-1600 cc	David Auger	Lotus Cortina	64.02	16-5-93
Nc	David Paterson	Datsun 1600	74.31	7-7-97
Nb 1601-2600 cc	Eddie Dobbs	Holden FE	67.07	21-6-92
Nc 1601-2000 cc	David Auger	Ford Escort T/C	63.61	25-6-95
Nb 2601-3000 cc	Gary Brown	Holden EH		21-6-92
Nc 2001-3500 cc	Greg Burrows	Holden Torana XU-1	62:17	26-5-96
Nb 3001-4500 cc	Steve Travica	Valiant S		10-7-94
Nc 3001-5000 cc	n/a			
Nb Over 4500 cc	Rob Tweedie	Falcon Rallye Sprint		7-7-96
Nc Over 5000 cc	Lloyd Bax	Ford Falcon GTHO	59.93	16-2-97

CALDER

Nb	John Mann	Ford Mustang	67.89	31-10-93
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WAKEFIELD PARK

Na	n/a			
Nb	Rob Tweedie	Falcon Rallye Sprint	73.60	26-11-95
Nc	Ross Donnelley	Ford Mustang	71.57	7-7-96

ORAN PARK (New South Wales Road Racing Club) short circuit

Nb Under 3000 cc	Bob Pearson	Lotus Cortina	51.30	n/a
Nb Over 3000 cc	Jason Tilley	Valiant AP5	51.30	n/a

SANDOWN

Nc	John Mann	Ford Mustang	1:24.6706	27-4-97
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PHILIP ISLAND

Nb	John Mann	Ford Mustang	1:52.1651	16-3-97
Nc Under 3500 cc	Trevor Talbot	Holden Torana XU-1	1:53.1926	17-3-97
Nc 3501-4500 cc	John Brash	Valiant Pacer	2:20.6181	16-3-97
Nc 4501-5000 cc	Graham Hunt	Ford Mustang	1:51.3632	16-3-97
Nc Over 5000 cc	Kent Youlden	Holden Monaro GTS 350	1:52.1000	10-9-95

ON THE NET

There has been a lot of discussion on the vintage-race list concerning "what is vintage?". There are a number of views which span:

- only those cars with a racing history and prepared exactly as per their original spec, through
- any old car prepared using period components/technology, through
- only those drivers with a period racing history, to
- anything and anyone as long as they look old.

Based on the "discussion", some of which got fairly heated, I think that despite some of the concerns we are a damn sight better off being in Historic Fifth Category – and that even includes the growing pains during the establishment of a new Group or sub-Group.

Once again vintage-race has been discussing the problems of running grids containing a mixture of cars with vastly different characteristics and performance. There were some real horror stories of old open-wheelers running with Can-Am cars and/or very quick sedans – nightmare.

I remember at Lydden Hill many years ago watching a sedan running with open-wheelers – not a pretty sight and the sedan was quickly black-flagged (but he should never have been allowed out in the first place).

In Group N it will be better as the number of Na and Nc cars increases as this will raise the odds of having separate races – much better for all concerned. Indeed, I would feel more comfortable with Na and Sa

running together as they tend to have similar performance and handling characteristics (although Sa are allowed limited slip diffs – you thought I'd forgotten that gripe, didn't you).

The number of club home pages continues to increase – about time for us to take the plunge? Any input on this topic would be welcomed by the Committee.

A home page would allow us to spread our message further and explain the differences between the sub-Groups, albeit in the context that "the whole is greater than the sum of the parts".

If you have Internet access, I do recommend that you subscribe to some of the Team.Net lists; some of the discussions are very interesting and informative and you get to meet fellow enthusiasts around the world.

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
or saabsux@hotmail.com

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GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, July 1, 1997

Meeting opened at 8.20 p.m.

Apologies:

M. Dyer, R. McKenzie, L. Donaher, W. Clifton, B. Pearson.

Minutes of the previous meeting were accepted as a true record.

Correspondence - Incoming:

- Entry form for NSWRRRC event of August 24, 1997.
- Cams newsletter for June, 1997.
- Enquiry from Aust. Sports Sedan Assoc. Re interest in attending Tin Top weekend at Oran Park in 1998.
- Enquiry from Peter Trieunovic seeking calendar of events.
- Victorian newsletter.
- Invitation for 6 hour Classic at Eastern Creek.
- Application forms from CAMS to conduct events in 1998.
- Cams letter re interest in internet web site.
- Advice of new committee for Victoria.

Correspondence - Outbound:

- Complimentary magazine and letter to Peter Trieunovic.

Presidents Report.

Oran Park weekend highly successful. Special thanks to all the helpers particularly in the social areas.

Need good entry for NSWRRRC meeting on August 24, 1997.

Mick Donaher has resigned as Nc representative and new delegate required.

Victorian Association has new committee.

Chris Edwards from CAMS NSW office has been transferred to Melbourne replacing J. Benson.

Auto-Fever have requested members redeem vouchers as soon as possible and not mix years.

Treasurers Report.

Current balance \$1,649.75 plus \$7,000.00 IBD.

Competition.

Members competing in 3 events over 3 states over next few weeks. See Secretary for entry forms to Oran Park.

Eligibility.

An eligibility meeting has been organised in Melbourne by the HCC. Likely topics are the question re eligibility

of SVO blocks, GT40 heads and the use of 15" wheels on Monaros and XY Falcons. There was an amount of discussion on the origin of approvals for these items. Members affected were advised to submit supporting evidence to the HCC before the meeting so that it may be considered. The request was made to the club to submit its support for the members affected.

General Business.

Ross Donnelly suggested that we continue to investigate putting forward a combined identity for the club to race under. He suggested that it was inappropriate for Na and Nc cars to be known as Appendix J as they were in fact outside the era. Perhaps a redesign of the badge could be considered and all members should be encouraged to display it on the vehicle when racing. Members were encouraged to submit their views and ideas.

Guest Speaker.

Bob welcomed Dr. Michael Henderson to the meeting. Michael was prominent in the promotion of harness type belts in race cars as well as the introduction of belts as a requirement in passenger cars. Michael gave an interesting address on the technical aspects of crashes and the forces that act on the belts and body. He was thanked by the members who all rushed home to check their belts.

Raffle was drawn and won by our guest speaker. Meeting closed at 11.00 p.m.



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GROUP Na NEWS

As per last month - not much Na news this month - you guys must all be keeping those new cars a big secret - so I reckon that gives me a chance to indulge in written wanderings, but I'll try and mention Na at some point.

Recently, I went to Wakefield Park to assist as commentator - particularly for Group N. This was an interesting experience and I've volunteered to assist again. GarryO should have a race report elsewhere in this issue, so I'll just cover a few points.

In Group Na, Ralph Diaz was driving Terry Thompson's Beetle and ran sedately all day without drama for his first race in the car. Bill "Dicko" Dixon ran his Wolseley 1500 for its second race. He had some interesting handling on Saturday afternoon so we experimented with tyre pressures - much improved handling on Sunday, to the point where he beat my previous best by 1/100th of a second.

OK, Bill, no more Mr Nice Guy - next time there will be a consulting fee of one bottle of red per 1/100th of a second!!!! "MinorMo DynaMo" ran very hard initially, but the car didn't last the day. However, this was better than "Pinky" who had the misfortune to create thru-flo ventilation in his block at the start of the day - time to get that second Zephyr finished, methinks.

Later in the month I went to Amaroo for the Super Tourers - Saturday was helping "Hux" set up his hospitality suites (so I saw next to nothing apart from cases of

grog!), whilst Sunday was only until lunchtime (my wife and younger daughter who came with me were only prepared to allow me half a day). Given my previous remarks about the SATCC at Eastern Creek I'm now about to upset a few more people.

The Super Tourers were very disappointing - not enough cars and very little action - I hope that Bathurst is much better. Porsche Cup was good, with plenty of dicing (great battle between Keene and Morgan). AMSCAR obviously has potential, but needs more competitors - good to see Mick Donaher charging hard. GT Production was magic - huge spread of performance and cars, resulting in action all the way and happy spectators (sounds almost like that last Group N race at Oran Park). Missed the ROH Commodores due to other commitments, but overheard comments were fairly positive.

Talking of lack of competitors; I'm bitterly disappointed at the low turn-out for Oran Park on August 24, and, I've actually come out of "retirement" to boost the numbers. However, it should be a good mixed Group N grid so if you're not racing at least come and provide support to the ageing rockers and rollers (the cars, silly).

Talking of ageing rockers; by the time that you read this, your trusty Leo scribe will have hit the big five-oh. Which does lead me on to another point - that after fifty you are only as old as the car you are racing; hence the Oxford makes me 42 years young (see, I feel better already - improved reactions, faster reflexes, no more bran, etc, etc - worth at least 1 second a lap).

Finally - get your entry in for Eastern Creek, now, repeat, NOW!!!!!!!!!!!!!! It is vital that we try to get every logbooked Na car out for the weekend as this has to be the showcase meeting for the remainder of the year.

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



- "Axeman"

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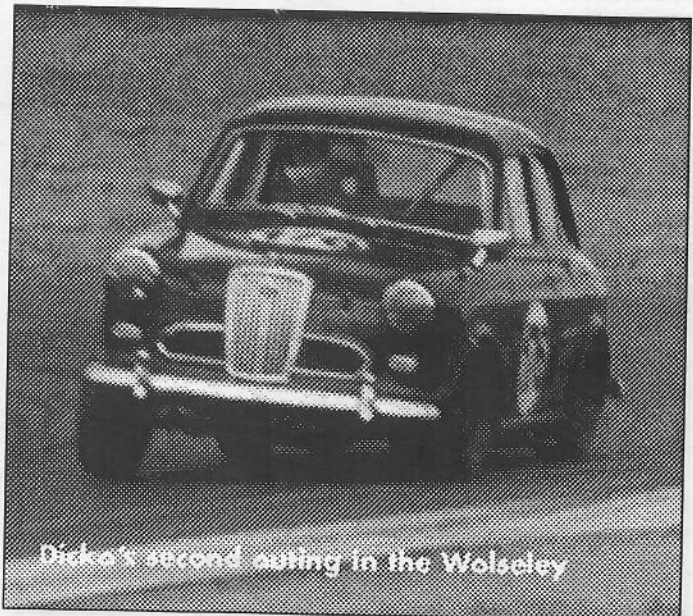
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Dicko's second outing in the Wolseley

GROUP Nb NEWS

Great reading in the latest edition of *Motorsport News*. Wasn't it good to see the photo of the Wanneroo Appendix J support race at the Shell Australian Touring Car Championship round.

The first two rows were made up of all Nb cars. Nice to see Greg Toepfer, Alan Heath and Bob Tweedie (in Bill Meeke's Ford Falcon Rallye Sprint) amongst the front runners.

The racing was very exciting I believe, and an added bonus with all the races being won by New South Wales members.

Alan Heath took out Saturday's dry races. Greg Toepfer displayed his driving prowess winning both Sunday's races in less than desirable conditions aboard his EH Holden.

Obviously this impressed one gentleman who promptly made an offer for the EH. So Greg sold his ever faithful Holden and has in mind to build a Nc Holden (Shame Greg!!!)

I also noted the appearance of Brad Tilley's old maroon R-series Valiant was right up there with the other competitors. Good to see cars still being keenly and competitively driven by their new owners.

It is good to see Appendix J doing so well in Western Australia and providing such a top weekend for all. The category is very popular with spectators too by all reports that filtered back.

It has been brought to my attention from chatting to

members with Nb cars that there is a desire to have an event for Group Nb only. With Nb being the largest group within the club this should be possible.

However this is something I am unable to organise this year as the calendar of events has been set, but can certainly be organised for next year.

The next event on the calendar is at Oran Park (short circuit) in the hands of the New South Wales Road Racing Club on August 24.

Come and support this event and help make good use of the Jessop enclosure and *Rosco's Bar and Grill*. Following this is the Eastern Creek Historic which is always a great event.

We have had considerable interest in this event already and should have a two grid start. This means we can have up to eighty cars competing. Now wouldn't that be great to see!

So this is your chance to dust the cobwebs off and come and do some racing and if you like me now is your chance to be a front runner in the second race for us not so fast cars.

So please get your car going and support the club and have a great time as well.

Finally if you know anybody interested in getting into Appendix J racing I still have some starter packs available for their information.

See you at the next meeting.

☞

- Phil

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AROUND THE TRAPS - racing

State Open - Wakefield Park - July 6



Anderson and Smith were close all day

It was a case of raiding the wardrobe for winter woolies when 16 hardy souls ventured off to Wakefield Park on July 5-6. It looked as though it would be easy pickings for Grant Elliot but a broken steering rack in the feature race not only gave the race to the improving Denis Sargent but enabled the Canberra driver to take the club's major points for the day.

Qualifying

Elliot scored pole (74.10) comfortably from the Falcon of Rod Stait (76.12) with fellow Torana drivers Brian Jessop and Sargent split by the Lotus Cortina of Robert Ingram. One second was the difference between Glenn Smith and Wes Anderson and that was as far apart as they would get in the course of the day. Next came

Doug Westwood, Ken Oberman and the early Nb Holden of Bob Harris.

Aaron Gabriel and Robert Owers posted identical times of 86.51 to share the sixth row ahead of the best of the Na cars, the big Jag of Michael St John Cox. It just outpointed Bob Priddle but the Zephyr's week-end was shortened by additional ventilation in the block. The Wolesley of Bill Dixon therefore became number two in the Na brigade ahead of Ralf Diaz having a run in Terry Thompson's "Herbie" VW.



Owers just ahead of Harris and Oberman

Race One

Elliot was expected to win the

AROUND THE TRAPS - racing

first race, and promptly did, lapping faster than anyone else for the entire distance. Second was Stait all the way while Sargent jumped ahead of Jessop at the start and maintained third for the duration.

Smith and Anderson had a great dice throughout with the former's EH gaining a slight advantage in the final run to the flag. Westwood was next and he was able to head home Ingram who had made a poor start, being 12th at the end of lap one.

After the Cortina come Oberman who along with Gabriel, St John Cox and Dixon, was elevated by the demise of Harris, his "humpy" joined at the same time by Owers in the retirement stakes.

Race Two

Again it was Elliot all the way in the second event, this holding the front running from Sargent who jumped to second and held it for the entire distance. Stait was relegated to third but then pitted to attend to a gearbox problem. That allowed Jessop to take third from Ingram who was troubled with second gear problems.

This time around Anderson got the better of Smith after following the EH for the first two circuits. Westwood moved to seventh in the middle stages but was later related by the rejuvenated Stait.

One lap down the Jag held sway over the Morris Minor by less than half a second after Gabriel held the



Success for the improving Sargent

upper hand in the first half of the race while Dixon was clear of the VW.

Race Three

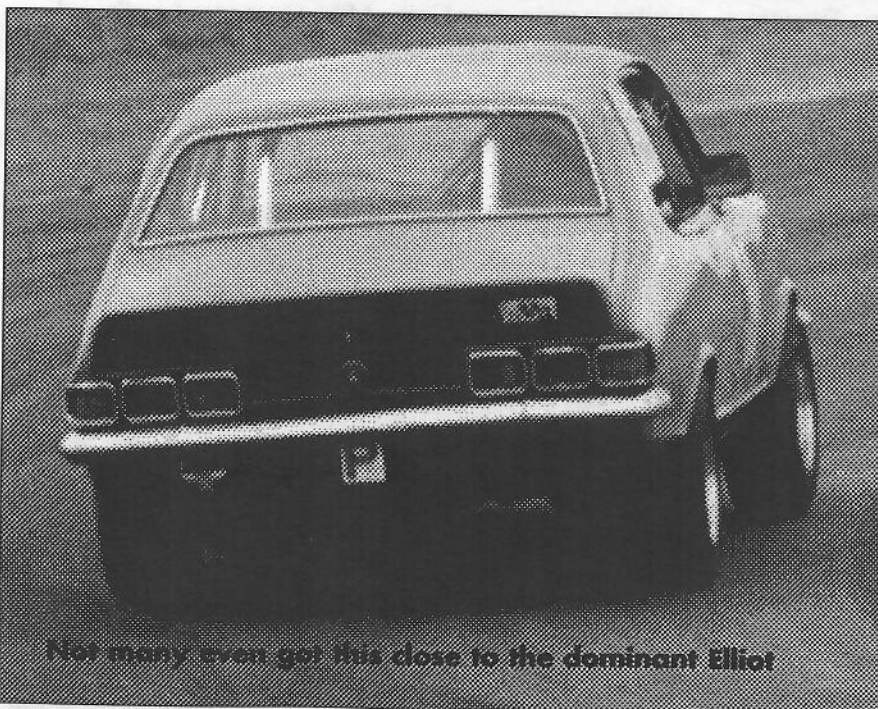
Toranas were one, two and three into the first corner of the eight-lap main with Elliot heading Sargent, Jessop and Ingram the next best. After the Lotus Cortina, Anderson narrowly led Smith and the advancing Stait while Oberman was next. His Alfa showed the way to Westwood, the Morris Minor of Gabriel, St John Cox, Dixon's new Worsely and Diaz.

Elliot again shot away but this time steering failure stepped in to take away victory. Sargent thus took over on lap six and went onto win despite Ingram closing in the last couple of laps. Jessop held third from the big

Falcon while Smith jumped ahead of Anderson, but the Alfa driver ultimately won out. Westwood finished ahead of Oberman while behind Gabriel, St John Cox's Jag took Na from the Wolesley and the Beetle.

Race Four

The last race of the day was a handicap with cars gridding up in normal positions and the results worked out post-race. However over the line it was Sargent clear of Stait who tried hard, and somewhat successfully, to bridge the initial gap. Third went to Ingram from overtaking Anderson in the latter states while Jessop headed Westwood and Oberman. Smith was set for a podium position ahead of the Lotus Cortins but the EH failed on late in the race. A lap behind the leaders came St John Cox from his Na rivals, Dixon and Diaz.



Not many even got this close to the dominant Elliot

AROUND THE TRAPS - racing

Lakeside Historic - July 5-6

For the first time in ages, we had an oversubscription for Group N, seven Nc cars, 23 Nb cars and for the first time ever, an Na car at Lakeside, one of Sydney's infamous Morris Dancers.

Qualifying was just a ten minute session and not suprisingly, all but a few complained of traffic. Pole went to Lloyd Bax, which of course surprised no-one, but a few eyebrows were raised by his relatively slow 61.24 in the GTHO Falcon.

Perhaps, it wasn't to be the cakewalk it seemed on paper. John McKeon was very pleased to have his first ever front row start. Greg Burrowes was next with starting alongside Laurie Donaher in son Michael's XU-1. Mike Dyer rounded out the top five.

Sixth fastest was Bruce Lynton, fastest under 2-litre car in the Lotus Cortina. Bill Westerman was next with and eighth was Raymond Cleaver. Next was John Stratton from Garry Smart from Doug Scott's EH.

Tamworth's Graham Hill did well to qualify 12th in his first run in the 245 VG Pacer. Eddie Dobbs from Victoria, Garry Jackson headed the only ladydriver, Rhonda Burrowes and Steve Mason qualified 16th.

Race one was Lloyd's first start after his big one at Dunlop, three weeks before, but he obviously didn't have a monkey on his back as he rocketed off the line to lead the field away. His standing start lap time of 70.14 was quicker than many other qualifying fliers. Greg Burrowes also got away very well and trailed Lloyd across the line for the first time, nearly two seconds clear of John McKeon while Scott broke an axle.

Lloyd went on to win by nearly a second from Greg who had nearly two seconds to John. Further back, Dyer and Donaher crossed the line nose to tail. Mason did a great job to pass tencars and take the win in Nb, ahead of Lynton and Cleaver. Westerman was the first 1300 cc car and Smart rounded out the top ten. Titcume won Na and established the lap record at 82.72.

Again Lloyd won the start, but this time it was Laurie who was second off the line. The Stewards decided Laurie was a bit too quick and called him in for a stop-go penalty. Lloyd beat Greg by just a second.

John was third and Mike was fourth again, but a great drive by Cleaver saw him take the win in Nb and put a 1600cc car in the top five! This time there were no DNF's but Eddie broke his diff and limped home second last, ahead of Don who lowered his Na record.

Lloyd must have had a big Saturday night, because in Sunday's morning race, John and Greg both beat him off the line to lead the first lap. A lap later, both Toranas yielded to the flying Banana, and Lloyd went on to win. Greg finished ahead of John, who was three seconds ahead of Laurie and Mike. Bill really flew on the way to winning Nb. Lax also did well to finish 15th and Don shaved another 0.07s off his tumbling record.

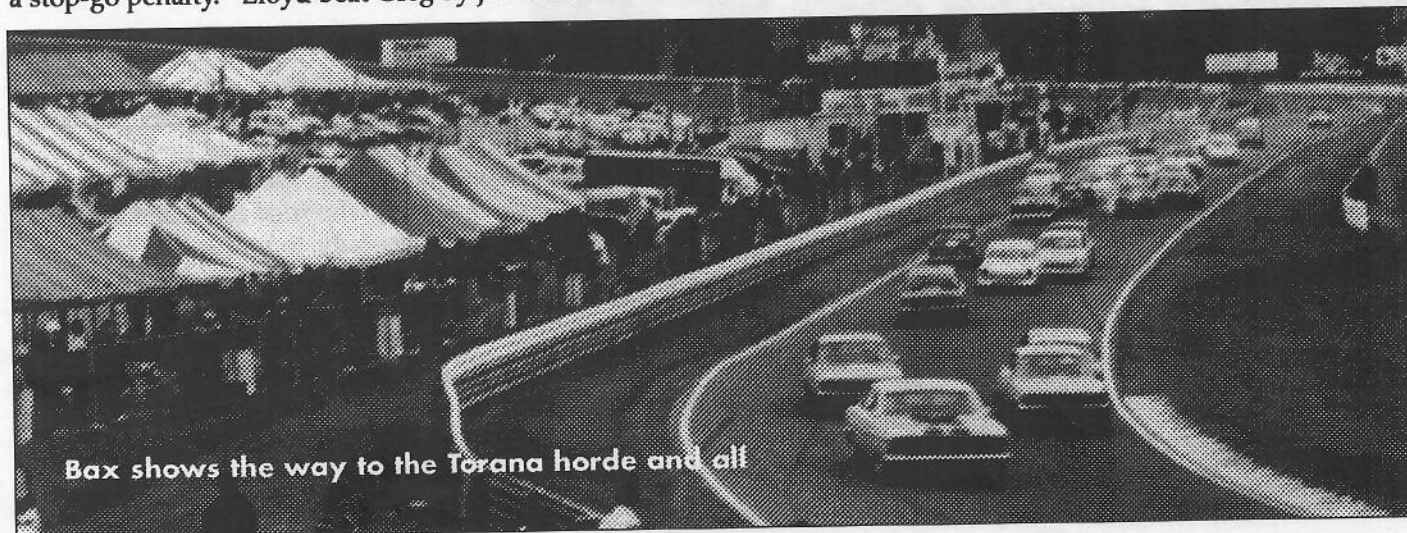
In a nice bit of PR work, legendary five-times Australian Touring Car Champion Ian (Big Pete) Geoghegan led the field for a parade lap in the equally famous Super Falcon. This time, Lloyd made an even worse getaway and all four Toranas beat him off the line. Contact between Laurie and Greg saw the green meanie spin to the first apex at Karrussel, narrowly avoiding more T-Bones than the Breakfast Creek Hotel on Saturday Nights!

Lloyd was trying to pick the Toranas off one by one but they were too busy helping each other out of the way and the big Falcon went on to win by 10 seconds. It was a one-two for the V8 Fords as Steve made up 14 places and also take Nb. Mike was third and Bill was very impressive in fourth. Raymond came off better out of his stoush with Lynton and Smart was third small car and fourth Nb.

Our final event was last on the program and started after in near darkness. Lloyd was sidelined with engine failure and Greg was slow away, letting John lead Laurie in a close and exciting stoush. The Sydney driver won by less than a second from John who held a similar margin over Greg. Mike Dyer was fourth and Raymond again won Nb narrowly beating Bill.

All in all, what a fabulous weekend, if only all Lakeside meetings werer this good ! I hope to see you all at Historic Lakeside '98.

- David Paterson



Bax shows the way to the Torana horde and all

AROUND THE TRAPS - racing

Well, Lakeside Historics had cool but perfect weather, a little drama and controversy and some famous people, what more could you ask for?

Friday's practice proved uneventful other than Mike Dyer's wild performance in the last session, sideways everywhere, locking brakes etc. It was enough to bring several people to the fences. He nearly took the side out of my car, and he seemed to be wearing a different



race suit and appears to have gained a few pounds!

Lloyd Bax dominated qualifying in his hastily rebuilt GTHO Falcon after his monumental shunt a few weeks earlier in that club car race at the touring car meeting . . . a fantastic effort from his dedicated band.

Laurie Donaher led the NSW brigade in son Mick's Torana with 'Ayton' Cleaver in the Cortina very impressive on this demanding circuit.

Steve Mason's Mustang had a few sorting out problems after a full rebuild following his spectacular exit from the Oran Park Truck meeting and was well down the grid.

Don Titcombe flew the flag for Na. and had a trouble free weekend to scoop the pool in the Morris Major, and that include a class record and several trophies to boot, well done!

Bax took off into the distance and left the Toranas of Donaher, Dyer, McKeon and Burrows to fight out the places, with Mason charging up through the field to finish as high a second outright in the ten lap Jack Lacey Memorial Trophy.

Steve gratefully acknowledging the effort by his crew managed by the 'Legend' Kel Squires.

Laurie drove an impressive race in the last event to fend off McKeon and Burrows for a popular and enthusiastic reception for a deserved first place.

Clive Hawkins from Newcastle in his XU-1 and Phil Swinton in my A35 had a run in regularity, having a ball in the process.

Leo and Pete Geoghagan, son Mike, John French and friends had a tour around in various famous cars and it was great to see the enthusiasm and interest shown to these great men.

Dave Body gave his ex-Brock/Richards A9X Torana a squirt and didn't it look good and sound great!

Max Ullrich's Fairlane was circulating well until lack of oil pressure in the ten lapper event brought him to a halt for the weekend, and to top it off he had to replace a valve in his Chrysler Wayfarer ute before he could go home.

Oh Yes, talking about Chryslers the Pacer had it's first outing and after the A35 it was a bit like going from a hang glider to 'Starship Enterprise' but fortunately we didn't hit anything and the only kerfuffle was a gear linkage falling off in one race.

Leo Geoghegan drove it in the Parade Of Champions and Lloyd (Bax) had a steer in the last race on Sunday

after his Falcon dropped a cam follower.

Mike Jonathan and his club put on a fantastic event with five races in all, for touring cars. There were plenty of trophies, and a beer and barbecue after each day's activities. Thanks Mike, Linda & family.

See you at Eastern Creek.



- Grahame Hill



The local chieftain welcomes the visitors

AROUND THE TRAPS - racing

State Race Series Rd. 2 - Calder Park - July 5-6

Tino Leo had brought Kent Youlden's Holden Monaro and debuted the GTS350 with three clean wins from as many starts. His major rivals, mostly V8-charged, faulted or started too far back to be of serious challenge. Worse off was the O'Neil/Bailey which crashed badly.

Qualifying

Overcoming drivetrain problems in the lead-up, Leo snared pole ahead of Robin Bailey with the Falcon of Brandon Fitzgibbon and Jim McKeown's Lotus Cortina sharing the second row.

Bill Trengrove went quicker than Greg Nicholls to put the EH inside the Mustang on the third row while Mitchell and Domenic Leo shared the fourth. Then followed two more pushrod Cortinas in the hands of Marget and Johnson ahead of Gregg McPherson who was coming to grips with the Cortina-replacing ex-Leo Mustang.

Race One

Nicholls made the best start as the front row bogged down, and took the lead. However gear selection problems, due in the main to a flagging clutch, made his lead a brief one as Fitzgibbon took over the front running. By the end of the first lap, Leo was in front and went onto to win.

Fitzgibbon was second with Bailey looking set for third. But he lost his spot to McKeown on the last circuit. In its first race Brett Wiseman's Ford Falcon scored fifth with Trengrove next ahead of Nicholls and Domenic Leo.

Race Two

This top Fitzgibbon won the start and led through the first lap from the Monaro with Wiseman holding third ahead of Bailey, McKeown, McPherson, Domenic Leo, Trengrove, Johnson and Marget tenth.

The Monaro's power took it to the lead on the second lap and he led home the Falcon duo while McPherson moved to fourth by the end. Trengrove was next with Marget this time taking the Ford Cortina honours from Johnson and McPherson who was being monstered by the Mitchell Escort.

Race Three

Again the Falcon made the early running from the start but Leo was through to the lead before the end of the first lap, and before Fitzgibbon put the Ford away with gearbox problems.

Wiseman then settled into second place ahead of Trengrove, McPerson, Bailey, McKeown, Domenic Leo, Marget, Walmsley and Johnson in tenth spot.

Bailey was the one on the charge, setting the day's fastest time as he grabbed third on lap three. That became second four laps later when Wiseman's Falcon joined the retirees' list. At the same time McKeown worked his way up to third and chased the V8s to the finish while McPherson took fourth ahead of the close-finishers Trengrove and Leo jnr.

Mitchell was next with Johnson and John Bourke the only others to go the full ten-lap distance. Debutant Don Knight finished a creditable eleventh in front of Brian Deveson and the Imp of Michael Stupka.

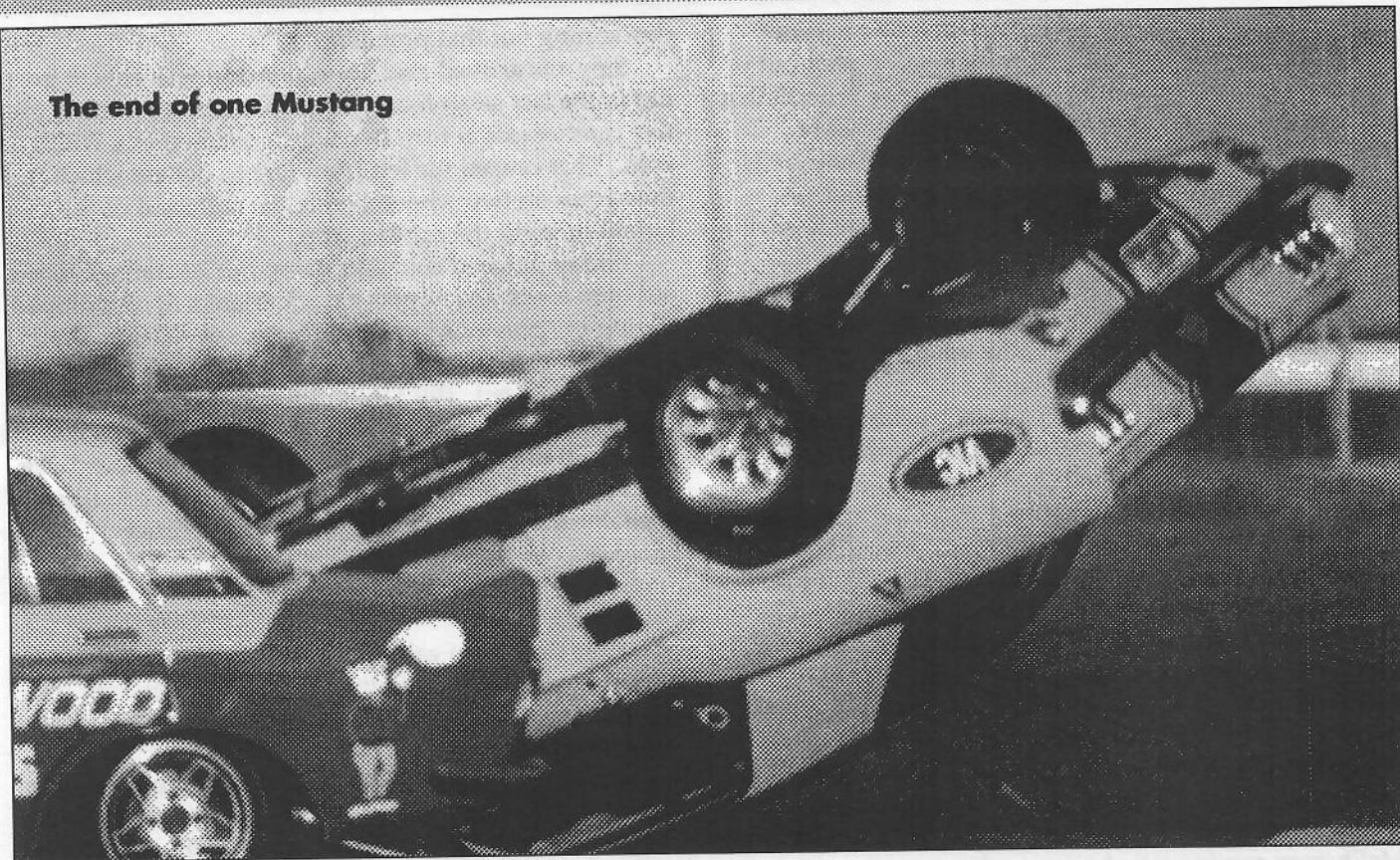
Twice Fitzgibbon beat Leo off the start, yet the new Monaro owner won all three races



Photography by Chris MacGeorge, courtesy of Auto Action

AROUND THE TRAPS - racing

The end of one Mustang



ICS Classic Touring Car Championship - Donington/Croft rounds

Two times champion Simon Crompton showed there is still plenty of fight left in his BMW when he pulled off an entertaining win at a wet Donington Park on June 15.

Light rain was the order of the day and the field made the late decision to switch to wets, that caught out Geoff Kimber-Smith who would have to start his Lotus Cortina from pitlane. Meanwhile at the front polesitter Jason Minshaw immediately shot to the front in the Chev Camaro with Jeremy Rossiter, similarly mounted, overtaking shortly after.

Crompton revelled in the conditions and was third ahead of Graham Churchill's Mini until Minshaw took one of the escape roads on the second lap. Another Camaro, the Chevy of Andy Bacon went off shortly after bringing out the pace car and closing up the field.

At the resumption Rossiter found three cars attacking as Nick Swift in another Mini joined the David and Goliath battle. Crompton had a scent of the front running at half-distance but the superior power, despite the bulk wheelspin, saw the Camaro recather.

With six laps to go Crompton gained a surer footing on the lead, and then was aided by Rossiter copping a tap from Swift that spun him around. After shadowing the leaders for so long, a water-logged Churchill dropped behind Swift. A late spin by the latter put Churchill back up to second ahead of the Cortina of George Bryan, Harvey Death's Mini, Kimber-Smith, Swift and Rossiter. Minshaw struggled home tenth.

The TOCA touring car package made its first visit to the north-eastern venue but so much rain fell in the leadup that there were serious doubts about whether race would proceed. However after a mammoth clean-up a big crowd rocked up Sunday's action on June 29.

Grid positions were determined by championship order which meant Mustang driver Jason Minshaw had pole with a gaggle of little cars seperating the combination from their major V8 opposition. As the Classic Touring Cars were slated at the end of the program and the curfew was nearing, a six-lapper was scheduled.

Minshaw blasted away so effectively that he a whopping seven second margin over the field at the end of the opening circuit. Crossing the start/finish line Andy Bacon displaced Geoff Kimber-Smith and Simon Crompton. However the Camaro driver was going to have a comfortable run to second place as Crompton's BMW snapped at his heels and was ultimately reward by relegating Bacon on the final lap.

The repetitive Chevs, the Camaro of Dennis Clark and Alan Minshaw's Malibu were hardly a car-length apart for the entire distance bypassing Kimber-Smith's Lotus Cortina in the process and finishing third and fourth. Local exponent Nigel Vaulkhard drove well to put his Cortina ahead of the similar car of Rick Tanton while Mini driver Nick Swift cleaned up his class, it was much easier without the presence of Cooper S rival Graham Churchill.

AROUND THE TRAPS - racing

Intex Cup - Barbagello Raceway - July 5-6

After much planning and not without a few nervous moments, the "Precision Racecar Express" pulled out of Sydney's southern suburbs early on Sunday June 29 in a double deck-ed enclosed trailer pulled by a 500 hp Kenworth with the following, Robert Tebbs Torana XU-1, the Holden EH of Greg Toepfer, the Mustangs of Andrew Smyrnis and Alan Heath, and Graeme Russell's Cooper S.

After an uneventful trip, the rig pulled into Perth in time for breakfast on Wednesday morning. The trip only took 40 hours, we don't know what driver Chris Wilson was on, but we want some!

A much shorter journey to a local trucking yard to enable us to unload the three cars on the upper deck with the aid of a forklift and then those cars were ferried on car trailer to the raceway.

The local Appendix J guys had built a loading ramp the previous weekend that matched the height of the lower deck which housed the Mustangs, so they were also unloaded very easily. The Kenworth was then parked in the area reserved for the touring car semi-pantechs and Bruce Lindsay (who had travelled across in convoy driving Robert Tebbs' Landcruiser) chose to camp on-site and sleep each night in the luxurious "Kenworth Hilton" sleeper cab, thereby becoming our own security man. Thanks a lot Bruce, we hear Elle McPherson needs a new bodyguard!

Thursday was somewhat overcast and as the drivers had not yet arrived. Tim Bradley took the Tebb's Torana out in the first private session (the first of three private "all-in" opportunities that day) to run in his new motor under the watchful eye of Chris.

First driver to arrive was Heath who had planned to change the Ford's diff but was caught out with the wrong side gears to suit his axles, so he lost most of that

day sorting out that problem.

Smyrnis arrived mid-afternoon and was able to go out in the last session only to drop a wheel off the negative camber exit at turn five which resulted in a wild spin. That caused the left front tyre to deflate which put the car up on two wheels before the soft sand of the infield brought the car to a stop.

Friday dawned cold and damp but 27 cars ventured out onto a wet and slippery track, thanks to oil dropped during the previous Formula Ford session. This was a non-qualifying session luckily, as all times were well below race speed. Bill Meeke's Falcon sprint was the quickest with Russell, Heath and Neville Lance (Mustang) not far behind. Lance is a current Speedway and Nascar driver who had applied for a CAMS licence to enable him to compete in this event in Bruce Peacock's car.

Qualifying

To enable drivers to gain the best possible opportunity to post quick times in qualifying the field was split into two groups based on the earlier session with 15 minutes track time per group.

Meeke, Heath, Rob Tweedie (having a guest stint in the Meeke Falcon), Lance, Toepfer and Al Munday's Cooper were the fastest. Both Con Onofaro and Trevor Eastwood had their respective Mini and EH undergo head replacements in between. The Holden of Ray Prout also had problems and did not practice while Paul Stubber's EH had several dramas too, including a clutch failure which on top of everything else, ruled it out. Such a shame for such a quick car!

Race One

Heath and Toepfer sprinted away on the first lap ahead



There was no catching Toepfer in the wet

AROUND THE TRAPS - racing

of a tightly packed field of 29. As the race progressed, Lance gradually caught and passed the second placed black EH as did Tweedie while Perrozzi's Chevy Nova improved to fifth midway through. Tweedie lost the Falcon in the Kolb Corner to drop back through the field giving Toepfer third. Perrozzi was next, he had lost his spot to Russell before the Mini failed. Tweedie came back to nab Tebb who had a good scrap with Bradley for the course of race ahead of a large gaggle of cars intent on winning no matter what their position on the track! Munday was another to have major problems like Russell, but with ten Minis in the race how anyone could have fitted another "brick in a shoebox" was anybody's guess.

Race Two

Heath again got the jump on the field, enjoying the dry conditions, but he was pushed for most of the journey by Meeke in the Falcon once he had passed Lance. The Mustang was then pressed hard by the Toepfer just ahead of Taylor's Valiant (an ex-Tilley rocket ship). It in turn by being hounded by Tebb having an excellent drive in his XU-1 with Jim Runciman nipping around the Torana in his Cooper S. Wilkinson in the mostly sideways Chev Belair was being hounded by several Minis but horsepower of the 327 cubic inch monster was the decider in the run to the flag. Smyrnis showed quickening race speed as he picked up several places.

Race Three

The first race of Sunday and the weather man was correct, take your water wings or stay at home! V8 power was not the order to the day and that man Toepfer led from start to finish. Heath slotted into second spot for the first half of the race but was taken by Wilkinson on lap seven.

Tweedie was driving well to keep on the island but an awesome drive from well back in the field by Steve Bruce (Cooper S) was certainly the highlight as he improved from 14th to eighth in just two laps.

Several cars had offs but there were no bent panels. The same could not be said for the polystyrene Shell sign in front of race control as Tom Freeman's EH managed to hit it dead centre, quiet a feat as he was going backwards at the time, a legacy of being forced wide by one of the Minis. Wilkinson finished strongly which was a hint of things to come and Heath was praying for some sunshine.

By the flag Philip Morris had surged to third ahead of Russell who is very good in the wet, Alan Munday's Cooper was next ahead of Cono Onofaro, Heath, Lance, Runciman and Bradley. The Escort of Michael Van der Ryd was eleventh from Tebb and the Zephyr of Colin Bowra.

Race Four

As it turned out, due to delays caused by the rain

and various excursions to the famous West Australian sand traps (in races other than those for Group N), the final race was to become a 12 lap affair but you guessed it, in wet conditions and in fading light.

Shane Warne wasn't here to bamboozle the locals but Toepfer was! He once again led from start to finish and was to be almost 20 seconds ahead of the Chev Belair after an excellent drive by Wilkinson.

Of the 30 cars entered, 27 faced the starter's flag in the final race which was a top effort by all competitors. After four excellent races, Toepfer was the clear points leader and therefore a worthy winner of the inaugural Intex Cup.

Summary

At the completion of the programme, the WA Sporting Car Club held their trophy presentation and gave the "J's" top billing and each trophy winner received warm applause. When Greg Toepfer received the major award for winning the Intex Cup, the cheering almost brought the roof down. We then departed to attend our own presentation of additional trophies and each driver was presented with a commemorative pewter medallion to mark the occasion.

During the meeting several cars suffered serious mechanical problems but most were able to effect repairs and face the starter for the each event. There were some meritorious rebuilds throughout with an EH engine rebuild, three Mini gearbox overhauls, one Cooper cylinder head replacement after the cam followers disintergrated.

But the "encouragement" must go to Mike Van den Ryd, who after destroying his new Nc Ford Escort's engine in practice gave up on the major rebuild necessary and installed his daughter's road car twin cam powerplant and managed to compete in the final race.

A great social evening was held at Jim and Pauline Burns' federation with the cost of that donated by those good people - over seventy attended. As it was a very chilly evening and an outdoors function, Jim had a 44 gallon drum heater in use, but next time can somebody help him out with some dry wood? The food was excellent, the beer cold and the tall tales "faster" than ever.

Some folks were billeted with local friends and some stayed at the Mecure Hotel in Perth where I am told the food was great, the rooms even better but the bar closed too early!

All in all, it was a great weekend enjoyed immensely by all those who took part. The rain on Sunday certainly changed the pattern of the racing but not the enthusiasm and camaraderie of the competitors and their crews.

Well, now it is up to NSW guys to stage a repeat event on the Eastern seaboard as there are plenty of keen drivers at his end who are prepared to compete over there.



- Tim Bradley

RECENT RACING DETAILS

ICS CLASSIC TOURING CAR CHAMPIONSHIP - CROFT - JUNE 29

Round Eight (6 laps): Jason Minshaw (Ford Mustang) 9:33.536 1, Simon Crompton (BMW) 10:03.159 2, Andy Bacon (Chev Camaro) 3, Dennis Clark (Camaro) 4, Alan Minshaw (Chev Malibu) 5, Geoff Kimber-Smith (Lotus Cortina) 6. Fastest lap: J. Minshaw (1:34.001) new lap and class record, Crompton (1:38.301) new class record, Swift (1:40.675) new class record.

INTEX CUP - BARBEGELLO - JULY 5-6

Qualifying: Bill Meeke (Ford Falcon Rallye Sprint) 68.2361, Alan Heath (Ford Mustang) 70.8203, Rob Tweedie (Falcon Rallye Sprint) 71.2643, Neville Lance (Mustang) 71.4479, Gregory Toepfer (Holden EH) 71.8762, Graham Russell (Austin Cooper S) 72.2854, Alan Munday Morris (Cooper S) 72.6395, Richard Taylor (Chrysler Valiant R) 72.8108, Rob Perrozzi (Chev Nova) 73.1562, Robert Tebb (Holden Torana XU-1) 73.2945, Jim Runciman (Cooper S) 73.4638, Paul Stubber (Holden EH) 73.6194, Colin Wilkinson (Chev Belair) 74.0242, Tim Bradley (Cooper S) 74.2429, Lance Stannard (Cooper S) 74.2513, Steve Bruce (Cooper S) 74.3331, Cono Onofaro (Cooper S) 75.1719, Philip Morris (EH) 75.2478, Tim Garratt (Cooper S) 76.3042, Geoff Marshall (EH) 76.6618, Andrew Smyrnis (Mustang) 76.7225, Michael van den Ryd (Ford Escort) 76.9698, Frank Viskovich (Cooper S) 77.6129, Colin Bowra (Ford Zephyr MK II) 80.5845, Anthony List (Cortina GT Mk1) 80.8697, Michael Smith (Cortina GT) 81.2147, Trevor Eastwood (EH) 83.1814, Ian Bell (Cooper S) 88.5851, Stephen Smith (Cortina GT) 90.6225.

Race One (6 laps): Heath (7:28.6925) 1, 1.1337 1, Lance (7:37.0655) 12.0789 2, Gregory (7:38.1722) 11.9352 3, Perrozzi (7:39.7287) 13.2047 4, Taylor (7:40.2204) 13.2714 5, Tweedie (7:42.8649) 11.3316 6, Tebb (7:46.5809) 13.6279 7, Bradley (7:46.9257) 13.9797 8, Stannard (7:50.8482) 14.2870 9, Onofaro (7:52.6187) 14.9723 10, Wilkinson (7:55.7620) 15.1599 11, Bruce (7:56.5685) 15.0265 12, Garratt (7:57.7439) 15.2996 13, Smyrnis (8:01.9220) 15.7086 14, Runciman (8:02.2079) 14.7120 15, Morris (8:12.4165) 18.2778 16, Viskovich (8:15.8434) 17.3610 17, Eastwood (8:23.5716) 20.1551 18, Bowra (8:24.8169) 19.3580 19, Smith (8:25.4896) 19.2541 20, Bell (8:31.8630) 20.9064 21, Marshall (8:36.2497) 17.8404 22, List (8:39.9915) 21.3698 23, Russell 4 laps dnf, Smith dnf.

Race Two (6 laps): Alan Heath (7:25.5490) 1, Meeke (7:25.6980) 1:09.9812 2, Lance (7:33.3119) 3, Toepfer (7:35.5129) 4, Taylor (7:43.3384) 5, Tebb (7:43.7224) 6, Perrozzi (7:44.7654) 7, Runciman (7:46.6736) 8, Wilkinson (7:50.4994) 9, Bradley (7:51.2247) 10, Bruce (7:52.5795) 11, Morris (7:54.2722) 12, Stannard (7:55.9696) 13, Smyrnis (7:56.7295) 14, Garratt (7:57.6961) 15, Onofaro (7:57.9036) 16, Viskovich (8:12.7323) 17, Eastwood (8:19.7090) 18, Smith (8:27.2758) 19, Bowra (8:27.5449) 20, Smith (8:28.2664) 21, Ian Bell (8:28.4156) 22, List (8:39.0974) 23. Fastest lap: Meeke (69.9812).

Race Three (12 laps): Toepfer (17:47.1332) 1, Wilkinson (18:05.7912) 2, Morris (18:15.7648) 3, Russell (18:17.0348) 4, Taylor (18:17.8546) 5, Munday (18:23.3899) 6, Onofaro (18:24.0271) 7, Heath (18:28.5492) 8, Lance (18:29.3593) 9, Runciman (18:36.2240) 10, Bradley (18:51.3060) 11, Van den Ryd (19:13.2980) 12, Tebb (19:14.4946) 13, Bowra (19:15.2730) 14, Garratt (19:15.8327) 15, Stannard (19:52.0315) 16, Perrozzi (19:53.7909) 17, Smith (11 laps) 18, Smyrnis 19, Viskovich 20, Prout (10 laps) 21, Tweedie (5 laps) dnf, Morris (3 laps) dnf, Michael dnf, 118 Anthony (2 laps) dnf, Eastwood (1 lap) dnf. Fastest lap:

CALDER PARK - JULY 5-6

Qualifying: Tino Leo (Holden Monaro GTS350) 69.2946, Robert Bailey (Mustang) 69.7841, Brendan Fitzgibbon (Ford Falcon GT) 70.4033, Jim McKeown (Lotus Cortina) 70.5341, Bill Trengrove (Holden EH) 71.3846, Greg Nicholls (Mustang) 71.4878, Graeme Mitchell (Ford Escort) 72.2809, Domenic Leo (Ford Cortina GT) 72.3672, Drew Marget (Cortina GT) 72.3953, Mark Johnson (Cortina) 72.4216, Gregg McPherson (Mustang) 72.7776, John Bourke (EH) 73.2780, Les Walmsley (Cortina GT) 74.1192, Brian Deveson (Cortina GT) 77.4300, John Brash (Valiant Pacer) 77.6336, Donald T Knight (Cortina GT) 9 79.6635, Michael Stupka (Hillman Imp) 84.4830.

Race One (5 laps): T Leo (5:58.0738) 1, Fitzgibbon (6:05.4976) 2, McKeown (6:09.6327) 3, Bailey (6:12.2957) 4, Wiseman (6:15.8120) 5, Trengrove (6:21.2179) 6, Nicholls (6:27.0734) 7, D Leo (6:27.6231) 8, Johnson (6:28.1567) 9, McPherson (6:28.6933) 10, Mitchell (6:30.1061) 11, Marget (6:33.9622) 12, Bourke (6:35.1647) 13, Brash (6:47.0275) 14, Stupka (7:15.8432) 15, Knight (3 laps) dnf, Deveson (1 lap) dnf. Fastest lap: Bailey (68.0652).

Race Two (5 laps): T Leo (5:52.4902) 1, Fitzgibbon (5:54.3002) 2, Wiseman (6:07.6111) 3, McPherson (6:15.6760) 4, Trengrove (6:16.2060) 5, D Leo (6:16.8936) 6, Marget (6:18.5673) 7, Johnson (6:19.2151) 8, Bailey (6:19.5699) 9, Mitchell (6:24.2084) 10, Walmsley (6:24.3398) 11, McKeown (6:25.0092) 12, Bourke (6:30.0126) 13, Brash (6:48.8262) 14, Deveson

(6:49.9225) 15, Knight (6:54.5572) 16, Stupka (7:17.2617) 17. Fastest lap: Tino Leo (68.1029).

Race Three (10 laps): T Leo (11:43.1898) 1, Bailey (11:49.4148) 2, McKeown 12:09.8116) 3, McPherson 12:17.2492) 4, Trengrove 12:19.2485) 5, D Leo 12:19.6700) 6, Marget 12:20.6574) 7, Mitchell 12:24.8973) 8, Johnson 12:29.5818) 9, Bourke 12:45.1071) 10, Knight (9 laps) 11, Deveson 12, Stupka 13, Walmsley (8 laps) dnf, Wiseman (7 laps) dnf, Brendan (1 lap) dnf, Fitzgibbon dnf. Fastest lap: Bailey (68.3338).

LAKESIDE HISTORIC - LAKESIDE RACEWAY - JULY 5-6

Qualifying: Lloyd Bax (Ford GTHO) 61.24, John McKeon (Holden Torana XU1) 63.44, Greg Burrows (XU1) 63.38, Laurie Donaher (XU1) 64.32, Mike Dyer (XU1) 65.20, Bruce Lynton (Lotus Cortina) 66.29, Bill Westerman (Morris Cooper S) 66.48, Raymond Cleaver (Ford Cortina GT) 67.07, John Stratton (Cooper S) 67.61, Garry Smart (Cortina GT) 68.39, Doug Scott (Holden EH) 68.55, Grahame Hill (Chrysler Pacer) 68.99, Eddie Dobbs (Holden FE) 69.20, Gary Jackson (Cooper S) 69.26, Rhonda Burrows (Cooper S) 69.70, Steve Mason (Ford Mustang) 69.81, Rod Brincat (Cortina GT) 70.41, Bill Russell (Ford Anglia) 70.52, Max Ullrich (Ford Fairlane) 71.52, Mike Jonathon (Chrysler Valiant) 71.84, John Sorraghan (Cortina GT) 72.06, Don Fitzsimmons (Cortina GT) 73.05, Jeff Brazier (Fiat 1500) 73.99, David Paterson (Datsun 1600) 74.75, Mike McGee (Cooper S) 74.20, David Probin (Austin A35) 74.21, Don Titcume (Morris Major S1) 80.31, Graham Lax dnf.

Race One (5 laps): Bax (5:23.78) 1, Burrows (5:24.61) 2, McKeon (5:26.53) 3, Dyer (5:35.59) 4, Donaher (5:36.03) 5, Mason (5:43.34) 6, Lynton (5:47.79) 7, Cleaver (5:48.72) 8, Westerman (5:49.60) 9, Smart (5:50.64) 10, Dobbs (5:52.01) 11, Stratton (5:52.29) 12, Jackson (5:53.33) 13, Brincat (6:06.90) 14, Burrows (6:07.06) 15, Ullrich (6:10.96) 16, Jonathon (6:12.83) 17, Sorraghan (6:13.76) 18, Russell (6:14.20) 19, Paterson (6:32.33) 20, McGee (6:38.10) 21, Probin (4 laps) 22, Titcume 23, Hill 24, Fitzsimmons 25, Brazier 26. Fastest lap: Bax (62.89).

Race Two (5 laps): Bax (5:26.09) 1, Burrows (5:27.24) 2, McKeon (5:28.89) 3, Dyer (5:40.26) 4, Cleaver (5:43.78) 5, Mason (5:44.60) 6, Lynton (5:48.23) 7, Stratton (5:48.67) 8, Smart (5:49.54) 9, Scott (5:52.35) 10, Westerman (5:52.68) 11, Hill (5:56.46) 12, Burrows (6:06.35) 13, Ullrich (6:07.56) 14, Jackson (6:08.22) 15, Brincat (6:08.71) 16, Lax (6:09.10) 17, Russell (6:09.42) 18, Jonathon (6:12.56) 19, O'Brien (6:17.89) 20, Sorraghan (6:18.27) 21, Brazier (6:29.69) 22, McGee (6:33.98) 23, Paterson (6:35.90) 24, Donaher (6:40.84) 25, Probin (6:47.05) 26, Dobbs, Titcume. Fastest lap: Bax (61.08).

Race Three (5 laps): Bax (5:24.28) 1, Burrows (5:24.99) 2, McKeon (5:26.86) 3, Donaher (5:29.72) 4, Dyer (5:30.16) 5, Westerman (5:40.43) 6, Cleaver (5:40.76) 7, Mason (5:42.14) 8, Lynton (5:42.90) 9, Scott (5:45.98) 10, Smart (5:46.58) 11, Stratton (5:46.91) 12, Jackson (5:49.33) 13, Hill (5:56.25) 14, Lax (5:56.69) 15, Burrows (6:00.31) 16, Brincat (6:02.67) 17, Ullrich (6:05.91) 18, Sorraghan (6:06.85) 19, O'Brien (6:07.34) 20, Russell (6:07.89) 21, Dobbs (6:08.39) 22, Brazier (6:19.43) 23, McGee (6:22.45) 24, Paterson (6:35.08) 25, Probin (6:35.90) 26, Titcume. Fastest lap: Bax, Burrows (62.94).

Race Four (10 laps): Bax (11:06.68) 1, Mason (11:16.52) 2, Dyer (11:16.74) 3, Westerman (11:18.05) 4, Cleaver (11:27.67) 5, Smart (11:29.04) 6, Stratton (11:30.03) 7, Lynton (11:31.35) 8, McKeon (11:31.51) 9, Jackson (11:34.26) 10, Lax (11:40.30) 11, Hill (11:41.84) 12, Burrows (11:48.26) 13, Donaher (11:49.25) 14, Brincat (11:59.58) 15, Russell (12:01.77) 16, Dobbs (12:05.18) 17, Sorraghan (12:07.82) 18, O'Brien (9 laps) 19, Brazier 20, Paterson 21, Probin 22, Burrows 23, McGee 24, Titcume (8 laps) 25, Scott (3 laps) dnf, Ullrich dnf, McKeon (63.60).

Race Five (5 laps): Donaher (5:28.34) 1, McKeon (5:28.95) 2, Burrows (5:30.37) 3, Dyer (5:38.89) 4, Cleaver (5:42.90) 5, Westerman (5:43.23) 6, Mason (5:48.22) 7, Stratton (5:52.45) 8, Burrows (6:03.88) 9, Smart (6:04.26) 10, Bax (6:04.70) 11, Lax (6:05.25) 12, Dobbs (6:05.97) 13, O'Brien (6:06.29) 14, Brincat (6:11.57) 15, Russell (6:12.01) 16, Sorraghan (6:14.20) 17, Brazier (6:17.77) 18, Paterson (6:38.04) 19, Probin (6:39.47) 20, Titcume (4 laps) 21, Scott 22. Fastest lap: Donaher (64.15).


WAKEFIELD PARK - JULY 6

Qualifying: Grant Elliot (Holden Torana XU-1) 74.10, Rod Stait (Ford Falcon GTHO) 76.12, Brian Jessop (XU-1) 77.17, Rob Ingram (Lotus Cortina) 78.49, Denis Sargent (XU-1) 78.60, Glenn Smith (Holden EH) 69.39, Wes Anderson (Alfa Romeo Gullia) 80.36, Doug Westwood (Ford Cortina GT) 81.78, Ken Oberman (Alfa Gullia) 84.53, Bob Harris (Holden 48/215) 85.57, Aaron Gabriel (Morris Minor) 86.51, Robert Owers (Morris Cooper) 86.51, Michael St John Cox (Jaguar Mk7M) 87.00, Bob Priddle (Ford Zephyr) 87.55, Bill Dixon (Wolesley) 91.35, Ralf Diaz (VW Beetle) 96.06.

Race One (5 laps): Elliot (6:23.11) 1, Stait (6:26.30) 2, Sargent (6:33.05) 3, Jessop (6:34.70) 4, Smith (6:48.05) 5, Anderson (6:48.32) 6, Westwood (6:56.51) 7, Ingram (6:57.82) 8, Oberman (7:15.89) 9, Gabriel (7:18.20) 10, St John Cox (7:28.58) 11, Dixon (7:53.30) 12, Diaz (4 laps) 13, Harris dnf, Owers dnf. Fastest lap: Stait (74.92).

Race Two (8 laps): Elliot (10:25.93) 1, Sargent (10:26.97) 2, Jessop (10:35.32) 3, Ingram (10:37.68) 4, Anderson (10:47.79) 5, Smith (10:48.29) 6, Stait (10:59.55) 7, Westwood (11:05.86) 8, Oberman (11:24.43) 9, St John Cox (7 laps) 10, Gabriel 11, Dixon 12, Diaz 13. Fastest lap: Elliot (75.52).

Race Three (8 laps): Sargent (10:25.60) 1, Ingram (10:27.42) 2, Jessop (10:34.39) 3, Stait (10:39.34) 4, Anderson (10:51.36) 5, Smith (10:52.02) 6, Westwood (11:03.72) 7, Oberman (11:21.68) 8, Gabriel (11:34.10) 9, St John Cox (7 laps) 10, Dixon 11, Diaz 12, Elliot (5 laps) dnf. Fastest lap: Elliot (75.30).

At the Classic Saloon and Historic Touring Car race at Lydden, England on July 20 Alec Hammond's Jaguar Mk 2 had to come from behind to down the Lotus Cortinas of Ron Cosgrove and Les Nash. This group is not associated with the ICS series *Action Line* reports on but features an interesting assortment of cars including class winners like a Hillman Imp Rallye, Austin of both A40 and A50 plus the usual Cooper S's and Cortinas. 

CALENDAR UPDATE

DATE	EVENT	CIRCUIT	PROMOTER	RESTRICTION
August 24 *	Padstow Printing Club meeting	Oran Park	NSWRRC	All
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
October 26-27	Historic	Sandown	VIC	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 22-23	Historic	Wakefield	HSRCA	All
November 30	Cabramatta Auto Electrical Club meeting	Oran Park	NSWRRC	A and B
December 7	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

* Special entrants prize draw

CLASSIFIEDS

CARS FOR SALE

FORD CORTINA CONSUL. 1963 two-door body. Repaired and immaculately painted. \$1000 or offer. Contact Tony Ward on 9680 2474.

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.

HOLDEN EH. Weber carbure, Seaton extractors, LSD (small spline), log book with a host of spares including complete engine - fan to clutch, laminated screen, gearboxes, guards, doors, grilles and more. The lot \$7900. Phone (043) 25 2979.

EH HOLDEN. Well known yellow and black 149, consistent 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 (042) 27 2871 or mobile 0416 272871.

HOLDEN TORANA XU-1. Total rebuild, only one meeting old. Complete less short motor. Sale includes two sets of Mawer wheels plus numerous spares. \$12,000. Call Bruce Stewart (02) 9707 4839 (BH) or 9709 3718 (AH).

HOLDEN MONARO. Potential Falcon and Mustang beater. HQ two-door has 350 Chev four-bolt block, Bowtie heads, Victor Junior manifold, Pacemaker extractors, five-core radiator and VDO gauges. Is currently registered and asking \$7,000. Ph Cameron on (02) 9905 0105.

HOLDEN MONARO. HQ GTS350. Huge potential. Only one race meeting old and comes with 15" wheels. \$55,000. Phone (02) 9688 1362 anytime.

CARS FOR SALE

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.

LOTUS CORTINA. For race, targa, rally or road use. Current CAMS logbook, strong 185 bhp steel engine, Lotus gearbox, Contessa wheels, fully adjustable suspension, Salisbury LSD, some spares. \$23,000 ono. Phone Andrew (02) 9552 6288 or 0419 202623.

MINI COOPER S: Ex-John Stratton (Queensland) rolling shell, fully prepared, new \$750 race seat, rack etc. Full cage, CAMS logbook, turquoise green/blue and white. My spare car. Phone Bob Paige (074) 481 766 BH (074) 711 9578 AH.

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

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.

GENERAL

SHELL AVGAS. 72 litres (in 200 litre drum) at 95 cents per litre. Rotary pump, cost \$120, sell half price. Ph Alan Puckett (02) 9817 3605.

THREE DUNLOP D60 TYRES. 15" 215 x 60 series, buffed ready to race. Cost \$170 each. Free to any Club Member. Ph Ross Donnelly (02) 9450 2988 during business hours.

1997 POINTSCORES

AUTO FEVER Oran Park Series

David Beveridge	45.32	Nb		Bill Callan	9.00
Greg Toepfer	40.66	Robert Ingram	16.00	Ray Bailey	8.66
Alan Heath	37.33	Trevor Hutchins	14.66	Phil Windus	5.66
John Lyle	31.66	Max Ullrich	14.66	Robert East	3.66
Graeme Russell	27.33	Wayne Andersen	12.00	Doug Westwood	3.00
Graham Hart	26.33	Bob Asher	11.66	Ken Oberman	2.00
Allan Barrow	26.32	Rod Brincat	11.33	Robert Hayden	1.93
Trevor Sheumack	23.00	Barrie Brown	10.66	Matthew O'Brien	1.00
Fred Burley	19.66	Garry Smart	9.33		
Bob Harris	17.00				
Nc					
Peter O'Brien	53.66	Andrew Smyrnis	10.66		
Grant Elliott	30.66	Robert Tebb	10.33		
Ross Donnelly	29.00	Mike Dyer	17.66	Paul Axiak	9.00
Rod Stait	24.66	Denis Sargent	15.99	Brian Jessop	1.00
Mick Glover	18.66	Bruce Stewart	15.00		

**OUR SPECIAL THANKS TO AUTO FEVER
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APPENDIX J ASSOCIATION OF NSW

GROUP Na

Michael St John Cox	79.30	Arthur Huxley	26.50	Bill Dixon	16.60
Aaron Gabriel	44.30	Terry Thompson	19.00	Ralph Diaz	16.60
Andrew Pursey	38.50	Terry Thompson	19.00	Bob Priddle	3.00
Don Tiltcome	28.50	Paul Roderaus	18.50		

GROUP Nb

Dave Beveridge	73.90	Glen Smith	32.50	Ray Cleaver	16.50
Rod Brincat	65.80	Matthew O'Brien	30.00	Phil Windus	15.50
John Lyle	61.60	Max Ullrich	30.00	Anton Mechler	15.00
Wes Anderson	51.90	Geoff Pallster	28.50	Domenic Truelove	15.00
Graham Russell	51.50	Phil Powell	26.60	Graham Hill	14.50
Bob Harris	47.70	Graham Hart	25.90	Vince Bates	14.00
Gary Smart	42.10	Barry Brown	24.00	Ken Oberman	14.00
Greg Toepfer	41.00	Trevor Sheumack	23.00	Bob Asher	11.60
Doug Westwood	38.50	Bob Hayden	22.60	Robert Owens	11.60
Mike McGee	38.00	Stuart Scofield	22.00	Dick Bryant	11.50
Alan Heath	37.90	Bob Pearson	19.60	Robert East	6.30
Alan Barrow	37.60	Fred Burley	19.30	Cameron Tilley	4.60
Robert Ingram	37.20	Bill Callan	18.30	Steve Mason	4.30
Ken Ballantyne	36.60	Trevor Hutchins	18.30		

GROUP Na

Grant Elliot	84.40	Mike Dyer	32.60	Bruce Stewart	16.30
Rod Stait	59.80	Mick Donaher	31.50	Paul Axiak	13.00
Denis Sargent	55.30	Ross Donnelly	24.00	Warren Bossie	7.50
Andrew Smyrnis	44.30	Robert Tebb	21.90	Laurie Donaher	1.00
Peter O'Brien	43.90	Brian Jessop	21.60		
Mick Glover	41.00	Kevin Charlton	20.00		

In salute to the outstanding motorsport careers
of the legendary

"Brothers Quick"

Leo and Ian ("Pete") Geoghegan



The 1997 All Historic Race Meeting (Eastern Creek)

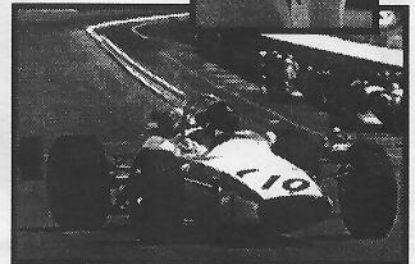
is dedicated to the Geoghegan Brothers with a festival of memories - Trophy Races for open wheelers, sports cars and sedans, static and on-track displays of significant cars from the Brothers' competitive years - with Jaguar, Ford and Lotus, in particular evidence.



A very special "Geoghegan Suite" established above Pit Lane for this meeting will provide comfortable viewing and quality meal facilities for members, their families, sponsors and guests. Plus an opportunity to talk over the old days with Leo and "Pete", pass on your best wishes and secure that autographed poster or programme.



The "Geoghegan Tribute" commences with a Gala Testimonial Dinner to be held in the Governor Philip Ballroom of the ParkRoyal Parramatta, 30 Phillip Street, on Wednesday the 10th September 1997. Pre-dinner drinks will commence at 7.00pm and the evening should conclude at around 11.30pm. Dress: Lounge suit.



"Champions" Dinner Pass –

Ideal for current HSRCA members and corporate groups. Prior booking is essential.

\$85 per person for a night of memory-stirring "Geoghegan" nostalgia. Your "Champion" Pass includes pre-dinner drinks, sumptuous three course banquet meal, non-alcoholic beverages, plus afters of tea, coffee and mints. A cash bar will fulfil personal beverage selection.

OR

\$800 for a table of ten people as above.

"Gold Star" Meeting Pass –

Tailored for the non-Club member, members' guests and corporate groups needing the ultimate in "Geoghegan" nostalgia. Prior booking is essential.

\$148 per person

Your "Gold Star" Pass includes Geoghegan Gala Testimonial Dinner on Wednesday 10/9/97 as "Champions" Dinner Pass, Circuit Entry Pass and "Pit Pest" Upgrade for Sunday 14/9/97, Official Event programme and poster (to collect those autographs), Entry to the "Geoghegan Suite" and privileged viewing area, Delicious hot/cold buffet luncheon on Sunday, Access to Suite's cash bar facilities for personal beverage selection.

OR

\$1,400 per table of ten people, as above.

"Geoghegan Suite"

Luncheon Pass –

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\$48.50 per person

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