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Action-Line

Newsletter of the Appendix J Association of NSW Inc



GENERAL MEETING and video

Tuesday August 4, 7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

After taking two weeks out of the month for a tour around Central Australia, the time this month has gone even quicker than usual and another monthly meeting is upon us. My apologies for not attending the general meeting last month but I can assure you that club business did not take a holiday and there are even more things to report upon for this month than usual.

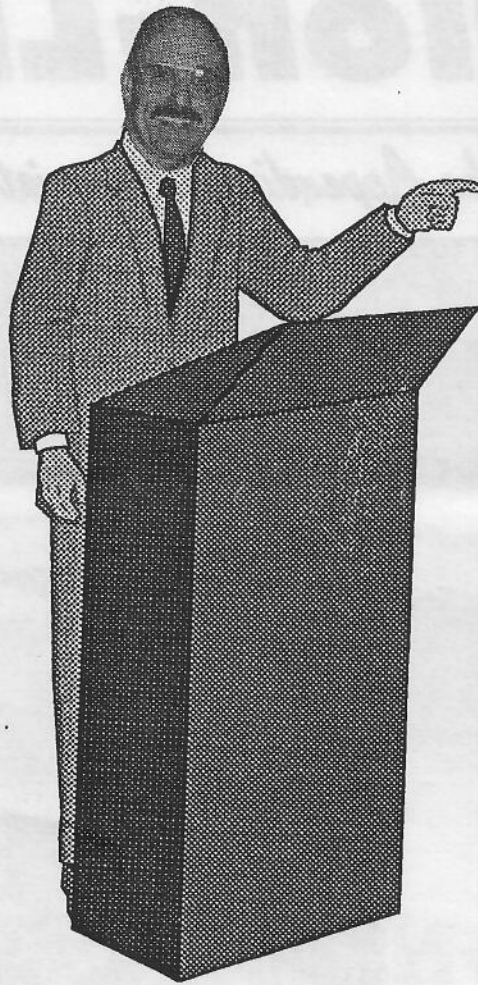
As was reported last month in the magazine the AHTCA (what was previously the HTCAA) has been successfully re-constituted and work is progressing to put the organisation in place in the correct manner. Minutes from that meeting are now to hand and will be available at the meeting on Tuesday night for those interested.

The first task of that body, the review of the Nc regulations, which was forecast by the Historic Commission last December is under way with the forming of a review committee which has already met and discussed desirable changes to the regulations. Elsewhere in this magazine there is a report on progress so far and we plan to discuss those proposed changes at the general meeting. Provided there is broad based agreement on the proposed changes, they will be carried to the national meeting which will decide the recommendations to be put to the Historic Commission hopefully before the end of August.

On the competition front we are certainly now leading into a busy part of the year. The Oran Park post 60's meeting in August and then Eastern Creek in September should make for a pretty historic time and then right between the two there is history in the making with the last ever Amaroo meeting.

Over the years we have had so many meetings at Amaroo I sure we will all miss this great little circuit but it goes to prove that time does not stand still and history is always in the making. The Amaroo Historic meetings were always popular and in fact it was the Amaroo Park circuit which hosted the first All Historic Meeting here in Sydney nearly 22 years ago.

I used to look forward to starting the competition year at Amaroo with the historic meeting in January and



then the touring car championship meeting in either late February or early March. But 1994 was the last time Amaroo hosted the touring car opener and for me a little Amaroo excitement was over.

I remember the touring car championship opener meetings with such great affection because Amaroo really enjoyed being host to the "touring car circus". Those meetings were our opportunity to start the year off with a high profile meeting that was sometimes televised (always popular) and they always drew a good crowd of both competitors and spectators. Although space was always at a premium, the atmosphere made up for the inconvenience in the pit. I am glad that I raced at that last touring car championship opener in 1994 and remember it well because for me the circuit has never quite been the same since.

The racing Group N turned on at those meetings was always good, as was most of the Group N racing at Amaroo and this no doubt played a large part in the success of our category locally.

After the August meeting all that will remain are the memories.

There are plenty of them, but they are now history! I am sure we will miss you Amaroo Park. For those racing there for the last time on August 23, enjoy!

The Oran Park post 60's enjoys good support with an entry list approaching fifty and provides us with a unique opportunity to have a gala presentation at our own home 'ground', *Jessop Enclosure*. The last time we had a Historic meeting at Oran Park that we were involved in to any large extent was in 1988 when the HSRCA hosted the Bi-centenary meeting. As a result *Rosco's Bar and Grill* have planned a special celebration and would be happy to receive any assistance from volunteers to make sure things operate smoothly on the day. If you can lend a hand then contact Rosco. As they say in the classics, 'many hand make light work' so make the effort and participate even if you are not racing on the day it is bound to be a 'don't miss' affair

Well as you can see we have plenty on to keep you all out of mischief and all this starts with the general meeting next Tuesday night. Come along and have your input into the couple of matters we have to discuss or maybe you have another matter you would like to bring up! If nothing else I am sure you would enjoy a talk at the bar with others of like mind!

I'll see you there as I don't want to miss the video presentation!

- Regards Bob

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REQUIREMENTS

COMMITTEE

	Business Phone	After hours
PRESIDENT Bob Asher	9874 9164	9874 4144
VICE PRESIDENT Fred Burley		9644 6381
SECRETARY Chris Dubois	9724 4541	9532 1101
TREASURER Don Tiftume		9521 5409
CAMS DELEGATES Bob Asher Chris Dubois	9874 9164 9724 4541	9874 4144 9523 1101
CAMS ELIGIBILITY Lloyd Cleaver	(02) 4268 3191 (fax also)	
EDITOR Garry O'Brien	9282 8184	9521 5893
TROPHIES & POINTSCORE Dominic Truelove	9899 7066	9654 2080
SOCIAL Ross McKenzie	9905 9000	0412 212792
COMPETITION Lionel Walker	9476 6777	9482 1855
CHIEF SCRUTINEER Lloyd Cleaver	(042) 68 3191 (fax also)	
PUBLIC RELATIONS Chris Wilson	(02)46289911	(02)46772559 018 670753
CHAPLAIN Garry Coleman	9772 4082	9725 7599 018 867582
CATEGORIES REPRESENTATIVE Andrew Pursey	017 922693	9680 3137
HILLCLIMB LIASON Warren Bossie	9317 4596	9771 1657
CORRESPONDENCE PO Box 789 Burwood NSW 2134		
CONTRIBUTIONS <i>Action-Line</i> , 4 Tramway St, West Densitone 2114 <i>Action-Line</i> , 8 Hunter St, Kirrawee 2232		
EMAIL aperture@apanet.com.au		
WEB SITE www.themotorweb.com.au/AppendixJ		
LIFE MEMBERS Mike Dyer		Max Stahl

**July issue DEADLINE
is Friday August 13**

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National paperwork

The minutes of the meeting of the Australian Historic Touring Car Association have been completed and are available for anyone who wishes to peruse them.

Matters discussed at the meeting, which was held in Melbourne on Sunday June 28, included affiliation and constitution of a reformed HTCAA, terms of reference and the frequency of meetings, nomination of delegates and voting rights, funding, national newsletter, the pending Nc review and plans for a national championship.

It was also agreed to change the name to the Australian Historic Touring Car Association.

Other matters of national importance were also discussed in the form of general business and perusal of the minutes is encouraged. Copies will be available at the General Meeting and members should communicate with the President or a committee member if there are any aspects that need expanding on. 


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

AROUND THE TRAPS - news

Sad Passing

THE FATHER OF club member and Holden Torana driver Brian Jessop, Cec passed away July 20. He was 72. Our condolences to the Jessop family.


Cec was a regular at recent Group N race meetings and had just returned from the Historic Lakeside meeting where he had enjoyed the relaxed atmosphere and joviality of the Queensland hosts with our club contingent. He suddenly took ill and suffered a stroke.

Cec's cheerful disposition will be sadly missed. 

Moving on


ORAN PARK'S POPULAR motorsport manager Geoff Leeds has parted company with his Narellan circuit employers to return to the motor traders industry.

His endeavours, with bringing on the resurgence of the Australian Sports Sedan Championship, and with the Appendix J category at the national Truck meetings are just a couple of the highlights of his employment there.

Clubs have found him cordial, co-operative, enthusiastic and passionate about the sport - a rare quality for one in such a position. 

Showin Tuesday

THIS MONTH'S VIDEO presentation following the General Meeting on next Tuesday will be a special treat.


Ross Muller is planning to bring along a tape covering the 1968 British Touring Car Championship. 

Under review

A MEETING WAS held at Burwood RSL on July 21 to discuss proposals to be put to the national meeting for the Group Nc review.

Present at the meeting were Bob Asher, Chris Dubois, Lloyd Cleaver, Mike Dyer, and Des O'Loughlin.

Copies of the proposed changes the NSW delegates are suggesting be put to the National meeting will be available for discussion at the August 4 General Meeting.

Should you wish to have your input to such a review and cannot attend the meeting on Tuesday, please contact any of those people on the review committee to offer your opinion. 

Under review

CONCERNS ABOUT THE proposed acceptance of Group C into the ranks of Historic Touring Cars, under the nemesis of the Appendix J Association, were expressed at the July General Meeting.

The major point of contention revolved around the thought of grids becoming intermingled which several thought would be to the detriment of the current cars.

The Association, through President Bob Asher,

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AROUND THE TRAPS - news

would not actively pursue the idea of combining the categories at race meetings but said they would not be able to influence any race promoter's desires to do so.

"Just as it is now, if a promoter wanted to combine the two categories where the numbers in either were not sufficient, he could and probably would," Asher said "And we would either have to live with it or not race.

"Frankly I do not see it as an issue," he added. J

Changes pending

DEADLINES FROM NOW on have moved forward by a week from the next issue onwards. August 13 will be the cut-off day for September's *Action-Line* and ensuing months will see a similar cut

From the next edition, our humble club newsletter is expanding into Victoria for the first time.

It is part of a growth line that will hopefully see a dedicated Historic Touring Car Racing magazine emerge in unison with the Australian Historic Touring Car Association (AHTCA) to national status.

Action-Line will undergo a name change to reflect its target, the clubs and enthusiasts the world over. Yet it will not forget its origins as a communication tool for club members.

So it may have a different name, a change or too in the look to its gradually expanding format, but *Action-Line* will be otherwise unchanged. J

Cool reception

REACTION TO THE single national championship race, seemingly slated for Historic Lakeside in 1999 was mixed with some non-committed, others bemused and some stunned.

It appeared most were comfortable with the suggestion of both class and category titles but some felt that it should be decided over more than one meeting.

One mentioned idea that appeared to warrant some further thought was to suggest four or five meetings at as many circuits with just three counting towards the championship.

Due to budget constraints endured by most, title

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aspirants would only need to campaign at their nearest or favourite circuits. J

On the books

NEW CARS ARE have debuted or are pending. In Victoria Jody Mason debuted a competitive Valiant Charger at Winton, then Lloyd Bax unveiled his E49 at Historic Lakeside last month.

Stalwart John Mann brought his Mustang back recently with a stong Nc qualifier only to have the head crack and early retirement. We hear that more V8s are pending and they are not all Fords.

Meanwhile Greg Toepfers' four-door Monaro is progressing well but don't expect it trackside before next year. John 'the Sarge' Whatmough's similar example is expected to be racing earlier than that. Still, new Nb cars come, the latest being Nick Stillwell's pretty blue Cooper S. J

Points switch

BECAUSE OF CANCELLATIOM of the Wakefield Park pointsoring round on July 5, it was decided that those who ventured to Lakeside would also not score points.

The points scoring round has subsequently been switched to Amaroo Park on August 22-23. This is the last meeting to be staged at the popular Annangrove circuit and entries are expected to be big. J



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MEMBERSHIP PRICE STRUCTURE APPLIES

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, July 7, 1998

Meeting commenced at 8.35p.m.

Apologies

R. Asher, D. Titcume, A Huxley, P. Powell, R. Priddle, B. Jessup, R. Donnelly, A. Smyrnis.

Minutes of the previous meeting as published in Action Line were accepted as a true record.

Correspondence

- Hill Torque magazine
- Historic Commission Policy Statement
- CAMS Bulletin – Historic Demonstrations
- Letter of thanks from Michael Henderson
- Letter of resignation – Lyn Cowan
- For Sale advert. – Peter Gilbert
- Advice from CAMS that log book applications must be made 6 weeks before your first event.
- Draft minutes – Historic Eligibility Committee meeting.
- Request for attendance of Club Motorsport Panel at one of our general meetings
- Annual Report of CAMS.
- Draft Minutes of HCC meeting held in Melbourne on June 27.

Presidents Report

- In the absence of Bob Asher, Chris Dubois gave a report on the recent meetings held in Melbourne.
- A Historic Car Commission meeting was held on the Saturday and from all reports went extremely well. Minutes in draft form are available for perusal.
- The HTCAA meeting was held on the Sunday and all states except Tasmania were represented. John Dawson-Damer attended as a guest. It was agreed that a levy on members be used to fund the Association.
- A new name was adopted being the Australian National Touring Car Association. This will be affiliated with CAMS.
- A national championship meeting is to be organised for 1999 which will be the Queensland Historic Meeting at a venue yet to be confirmed.
- It was agreed that in accordance with the HCC's recommendation a review of the Group Nc regulations be undertaken by the Association. This would be under the direction of Bob Cracknell and recommendation of any changes should be submitted from each state.

Treasurers Report

- Balance at bank \$4874.55 plus \$7000 IBD.

Competition

- Next event Post 1960 Historic at Oran Park. So far 42 entries which promises two divisions
- Entries are out for ARDC meeting at Amaroo on August 22-23. This will be last opportunity to run at this circuit. A motion was moved and passed that this event be included on pointscore.
- Entries are also out for Eastern Creek Historic to be held in September.

Eligibility

- Understand that approval has been given for Dunlop R tyres (D93J tread pattern) to be added to approved tyre list. Please wait for official notification as it may only be for Minis.

General Business

- Dominic Truelove gave a report on Lakeside. Of the 42 entrants, 21 were NSW competitors.
- Concern was expressed by Paul Axiak on lack of coverage of our category by *Australian Auto Action*.
- Several members voiced their opinion on the amount of exposure given to Group C in *Action-Line* over the past few months and that it should not continue.

Raffle was won by Ken Ballantyne.

Video of Adelaide GP support events was shown.

Meeting closed at 10.15p.m.



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ELIGIBILITY

With the Historic Commission's request for a review of the Group Nc regulations to be carried out by the newly re-constituted Australian Historic Touring Car Association (AHTCA) a very fruitful meeting was held last Tuesday night with a sub-committee and a couple of drivers as representatives.

The current regulations were discussed at length and changes suggested to make them more 'competitor friendly' and remove the 'grey' areas that exist. Changes that are decided upon by this sub-committee, when agreed to, will be carried forward to a national meeting of Group N people to recommend the changes to the Commission.

The changes that the sub-committee recommended will be available for discussion at the next general meeting on August 4 so make sure you are there to partake in the discussion and have your input.

Whilst on this Group Nc review I will quote a paragraph from the CAMS tribunal hearing in April as it has quite a bearing on the way our regulations will be interpreted.

"Where vehicles are manufactured in different countries, although manufacturing is a global activity, the country of manufacture of the vehicle shall be the country of origin and the introduction of parts from another country shall not be allowed unless it can be proven that such parts were used in competition in Australia.

The onus of proof in this case is to be on the competitor."

That is General Motors Holden is not General Motors Chev just as the Ford Motor Company Australia is not Ford Motor Co USA

Points of interest from the last Commission meeting:
HC 180 - After discussion on the results obtained from the circulated paper on Electronic devices on 5th Category vehicles it is recommended that only electronic rev limiters that use spark frequency as the source and have the sole purpose of limiting engine revolutions should be permitted as being an acceptable electronic device in all categories.

HEC 202 - The use of Dunlop Formula R Tyres for Groups N and S has been approved but only with the D93 pattern tread, not the D98J pattern As yet the Bulletin has not been issued so do not go ahead without checking first.

Whilst on the subject of tyres (You know, those big round black things!) while I was duty Eligibility Officer at Lakeside there was a test in progress on a Bridgestone RE520S which is available in small sizes like 175's and further tests are scheduled for Eastern Creek. Anyway, that is enough for now Don't forget to be there at the General meeting to have your input into the Nc review.

- Lloyd Cleaver

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CAT CHAT

It was interesting to hear some of the observations regarding Group C at last month's Club Night. Yes, I know that they are currently not in the Historic 5th Category but it is only a matter of time.

Thus, it seems to me eminently sensible that we should try and link up with them – no, that doesn't mean that we have to race with them, but, we can at least share a common approach in the context of historic touring cars. If we don't work together, given our interests in tin tops, then some people with no interest in top tops and a view that 'real racing cars don't have doors' will do it for us and we will all suffer – think about it.

Talking about thinking, what about the latest Government back-flip re Telstra (how can you have thinking and Government in the same sentence, I hear you ask)? I would be very interested to hear from some of our country members how they view telecommunications services in their region. Here in the Greater Sydney area we are quite spoiled and take a lot of the services for granted. We have good access to cheap local calls, while country members often have to pay longer-haul call charges. We have cheap access to the Internet, while country members often have to pay high call charges to get to the nearest Point of Presence. Then, when it comes to going racing - we don't have far to drive to a race meeting, while some of our country members have to tow all day. Maybe we should see if

we can find a sponsor who would provide some form of travel allocation for our country members when they have to tow a long way – comments?

Talking about towing – I still haven't replaced my tow vehicle. However, I had the Oxford "pink slipped" and renewed the Club Plate – that way I will be driving it to Amaroo Park to race at the last race meeting there on August 22-23. I hope you've entered – it will be a good chance to showcase Groups Na, Nb and Nc, and, maybe we can get the commentators to explain the difference between the Groups. Heck, maybe we can get even more new members - and maybe that will give us new cars in each of the three Groups, yes please.

I think quite a few people will be happy to see the back of Amaroo Park, given that it is fairly car/driver unfriendly, but, it does mean that we have lost another circuit. Hopefully, ARDC will be able to reconfigure Eastern Creek so that it can run as two circuits (as per Oran Park).

I sure hope so, because I reckon that the current configuration is plain bloody boring in an Na car because you spend so long driving down the Main Straight (why, there's even time to ponder on the stupidity of the politicians who were so stupid as to build it in the first place). In contrast, the back half of the circuit is fun – but this doesn't make up for the straight, hence I for one haven't bothered to enter the HSRCA September Race

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CAT CHAT

Meeting (but I might be there to cheer the rest of you onwards, particularly if I can get hold of the mike).

I'm still planning to do the commentary at Wakefield Park on 16 August – so I'll be happy to receive any news/scuttlebutt that I can include in the commentary. Finally, I notice that Wakefield Park are planning to request an upgrade to the circuit status – I

hope that they achieve it and that they get some higher profile race meetings, Paul Samuels and John Carter did a great job to get the circuit up and running and bigger meetings would be a just reward.

That's it for this month, except to repeat my request for scuttlebutt, etc. Keep on revving.

- Axeman

NET NEWS

The **team.net** lists have been running a couple of threads recently. Vintage-race was busy discussing the merits of data logging in Historics, and, the quality (or otherwise) of Lucas starter motors.

The latter topic is a regular item on many lists – surely there can't be any new jokes relating to Lucas (aka The Prince of Darkness), but if you've got a new one I'll be happy to hear it. Data logging was deemed to be not in the spirit of vintage motorsport, unless you still used clockwork stopwatches.

The greatest outburst of mirth arose when one proud Triumph TR6 owner announced that he had upgraded the website featuring his car. He quoted the URL address, but it included a typo – resulting in a number of people asking why he was referring to a pornographic site. Needless to say I didn't look at the site – why would I when I don't drive a Triumph? I guess that the lesson out of that debacle was that you should always check an address before quoting it to people – hands up all those who found a couple of the addresses quoted in last month's column didn't work.

I'm still talking to a guy in the US via the Net about trying to get some of their cars down here for some racing. There is some interest over there, particularly as the US dollar is so strong at present. Obviously to make it happen we will need to resolve some issues relating to the licensing of both cars and drivers to compete in non-International events over here. However, I'm sure that CAMS will be happy to encourage this type of development as it can only be good for our sport – plus, I'm sure that the new CAMS licensing system will allow us to compete overseas in non-International events, won't it?

Talking officialdom for a moment – what an incredible shambles at the British Grand Prix! Somebody needs to get their arse kicked very very hard for bringing the sport into disrepute in such a woefully inept manner. In contrast, I thought the drivers did pretty well in very trying circumstances – maybe it is at times and in conditions like that we can truly appreciate the skill and incredible reflexes of the top drivers.

Talking top drivers – did you watch the Mansell drive in the Mondeo at Donington Park? If it rains for the 2-litre event at Bathurst and Nigel races down here, you'll be able to hear the whining above the noise of the rain – good safety feature though for the officials, audible warning of approach.

On the subject of warnings – is your business now secured against Year 2000 problems? There is information on Y2K topics on a number of very informative websites – some cover the factual side and, more importantly, some of the urban myths on this subject. Do not underestimate the Y2K problem – it can occur in a wide variety of areas in your business, but you still have time (but not much) to cover yourself and protect your business, provided that you act now.

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

- Andrew Pursey

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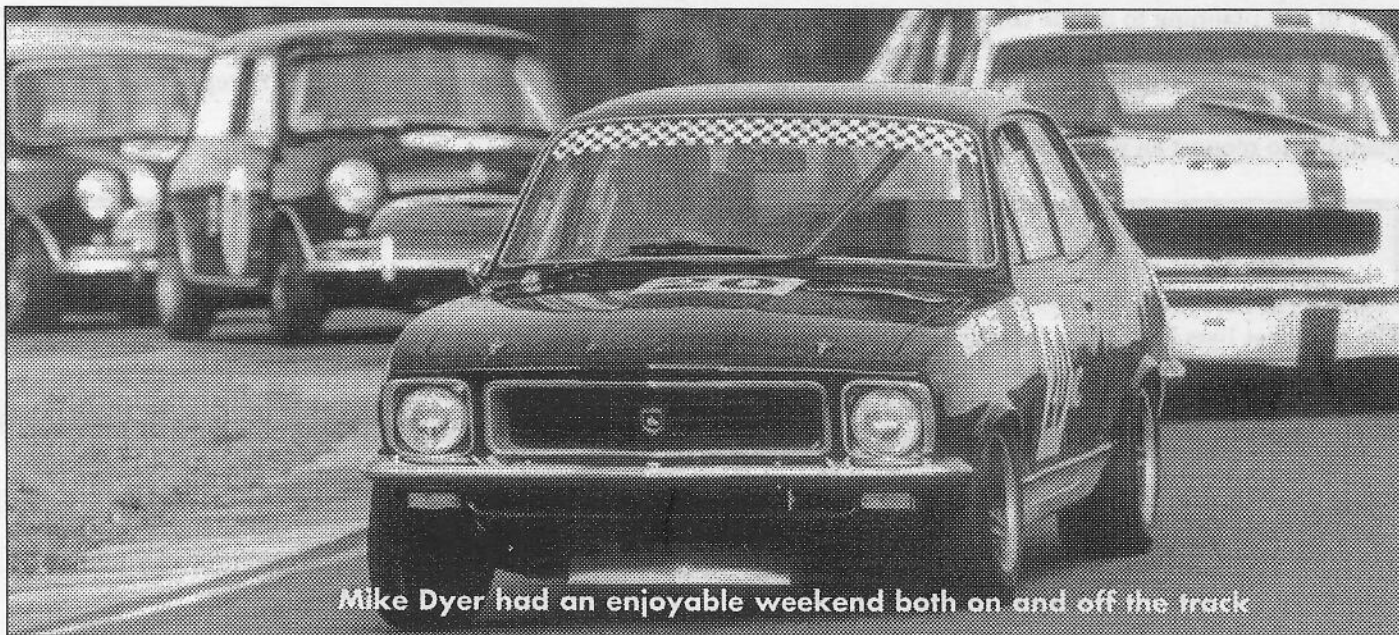
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AROUND THE TRAPS - racing

Historic Lakeside - July 4-5



Mike Dyer had an enjoyable weekend both on and off the track

Photography by Marshall Cass

Steve Emson kept the Jack Lacey Memorial Trophy in Queensland when he easily won the 12-lap event at the Historic Lakeside meeting on July 5. He was assisted in his endeavors by an unusual qualifying turnaround, and the attrition rate particularly among the interstate visitors.

New South Wales members provided half the field, 21 cars which meant 14 Nb and six Nc. The meeting's qualifying was split into two divisions with a practice session and five races for each.

Unfortunately conditions during the grid deciders worsened from damp to very wet. In other words the separation of even and odd numbers greatly favoured the former group, and in many cases did not reflect some cars and/or driver potential.

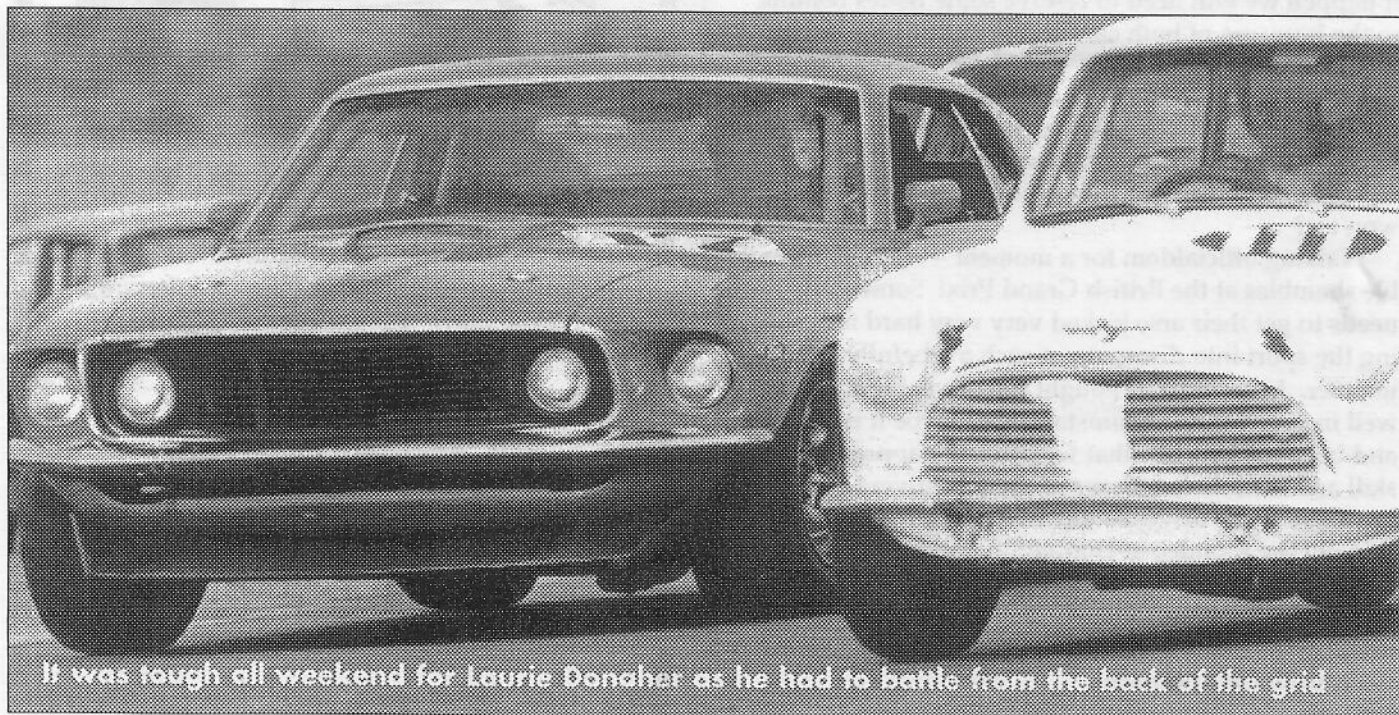
Race One (red flag)

THE RAIN HAD not let up by the start of the first race and the Tilley brothers, Brad and Cameron hogged the front row. But the former's Plymouth Barracuda aquaplaned into a barrier on the first lap which resulted in the red flags coming out. The race was not restarted.

Race Two (4 laps)

DESPITE THE LACK of improvement in the weather, Max Ullrich drove his Fairlane to a 2.6 sec victory over the Falcon of Ricky Boughen. Mike McGee filled third in his Mini Cooper S ahead of visitors Anton Mechtler and Doug Westwood in their respective Lotus Cortina and Ford Cortina.

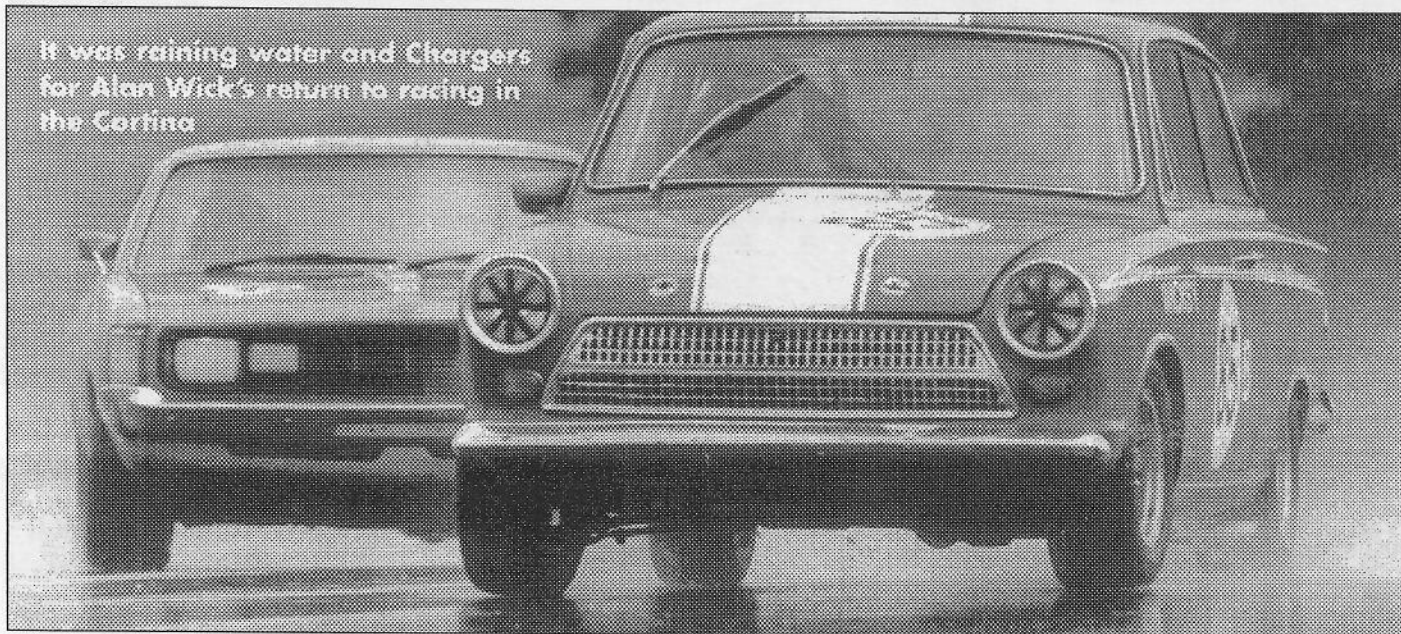
Behind the Holden of Gary Michael, Phil Powell



It was tough all weekend for Laurie Donaher as he had to battle from the back of the grid

AROUND THE TRAPS - racing

It was raining water and Chargers for Alan Wick's return to racing in the Cortina



took seventh ahead of Denis Nagle's Escort, Ken Oberman in the Alfa Giulia and Alan Wick returning to racing after a long spell out of the Cortina GT. At the back Don Titcume took the Na honours unchallenged in his Morris Major.

Race Three (4 laps)

WITH THE RAIN still coming down Steve Emson took out what turn out to be the last Group N race of the day as the next scheduled event was canned due to time delays. His ex-Lloyd Bax Falcon GT took a narrow 0.33 sec victory over Grant Elliott who stormed through from 14th grid position in his orange Torana XU-1.

Cameron Tilley was half a second away third in the Valiant S whilst brother Brad effected sufficient repairs to see him fourth. Next came the Mick Glover's XU-1 ahead of Bax debuting his new Valiant Charger, the Torana of Mike Dyer, John Stratton's Cooper S, Ken Nelson, and John McKeon who steered his Mustang to tenth.

Andrew Bergan was the next to greet the judge ahead of the Chevy Nova of Don Thallon. In their wake came the Ford V8s of Laurie Donaher, Alan Heath and Steve Mason, intermingled with the Guy Gibbons Torana, Wes Anderson, Tim Wilson and John Sorraghan whilst conflict with barriers caused the early retirement of Graham Hill's Valiant Pacer this time.

Race Four (cancelled)

Race Five (5 laps)

THE TRACK HAD dried up overnight and Cameron Tilley led the charge ahead of Emson and the Barracuda. Elliot was fourth but his race came to a sudden demise on lap three, the Torana sustaining severe damage as a result of wall contact. The Tilley Valiant also failed to go the distance when it blew its gearbox.

Emson won by a clear margin as Bax emerged second just ahead of Brad Tilley and Donaher who came off the back of the grid. Greg Burrows was the top Holden finisher taking fifth in his Torana ahead of Heath, Dyer, Mason, the Hill Pacer which looked a little worse for wear after overnight repairs had been effected, and Guy Gibbons.

(Continued over page)



John Sorraghan's Ford Cortina GT

AROUND THE TRAPS - racing

Historic Lakeside - July 4-5 (continued)



The best of the Toranas - Greg Burrows in his XU-1

Race Six (5 laps)

ANTHONY BEAHAN TOOK a comfortable win while Ullrich was a clear second over the Cortina of Westwood. The Minis of McGee and Rhonda Burrows were almost unsplitable ahead of Mechtler, Boughen and Bill Russell.

Phil Powell parked early after a failed gearbox while Michael headed Jeff Brazier's Fiat, Oberman, David Paterson in the Datsun 1200, John Sorraghan, Nagle and Titcume again taking the Na spoils.

Race Seven (12 laps) Jack Lacey Memorial Trophy
THE FALCON GTHO of Emson took out the Lakeside showpiece for Historic tourers. The combination was almost 12 secs ahead of Laurie Donaher who again started near the rear and ultimate relegated the new Bax Charger from second to third.

The McKeon Mustang was fourth, a second ahead of Heath and Greg Burrows who trailed the Falcon Sprint by another second.

Dyer and Mason were also close together as they fought over seventh and the pair had a five second advantage over Beahan whilst Thallon took tenth ahead of Bergan, Anderson, Nelson, Westerman, Jessop and Wilson.

Mick Glover was putting a great drive but he was sidelined after ten laps, not wanting to cook the Torana completely as he had to drive the XU-1 home. Mechtler was another not to finish, a puncture causing the Cortina to clout a wall heavily. Both the Tilley cars failed to start, with Brad suffering engine woes and Cameron's still undergoing gearbox repairs.

Race Eight (6 laps)

CAMERON TILLEY HAD the gearbox fixed for the consolation and subsequently posted an easy win over

Stratton in Rhonda Burrows' Cooper S, Russell's Anglia, Paterson, Oberman, Sorraghan, Brazier, Wick and Titcume.

Race Nine (5 laps)

EMSON RECORDED HIS fourth win. Tilley was second while McKeon snared third from Bax and Greg Burrows. Heath took sixth clear of Dyer Thallon, Anderson, Nelson, Bergan, Wilson and Jessop.

Race Ten (5 laps)

BEAHAN TOOK OUT the final tin-top event, posting an easy win over Ullrich, Westwood, Rhonda Burrows, Powell, Oberman, Paterson, Russell, Sorraghan, Wick and Nagle while Titcume finished ahead of Brazier.

- Domenic Truelove

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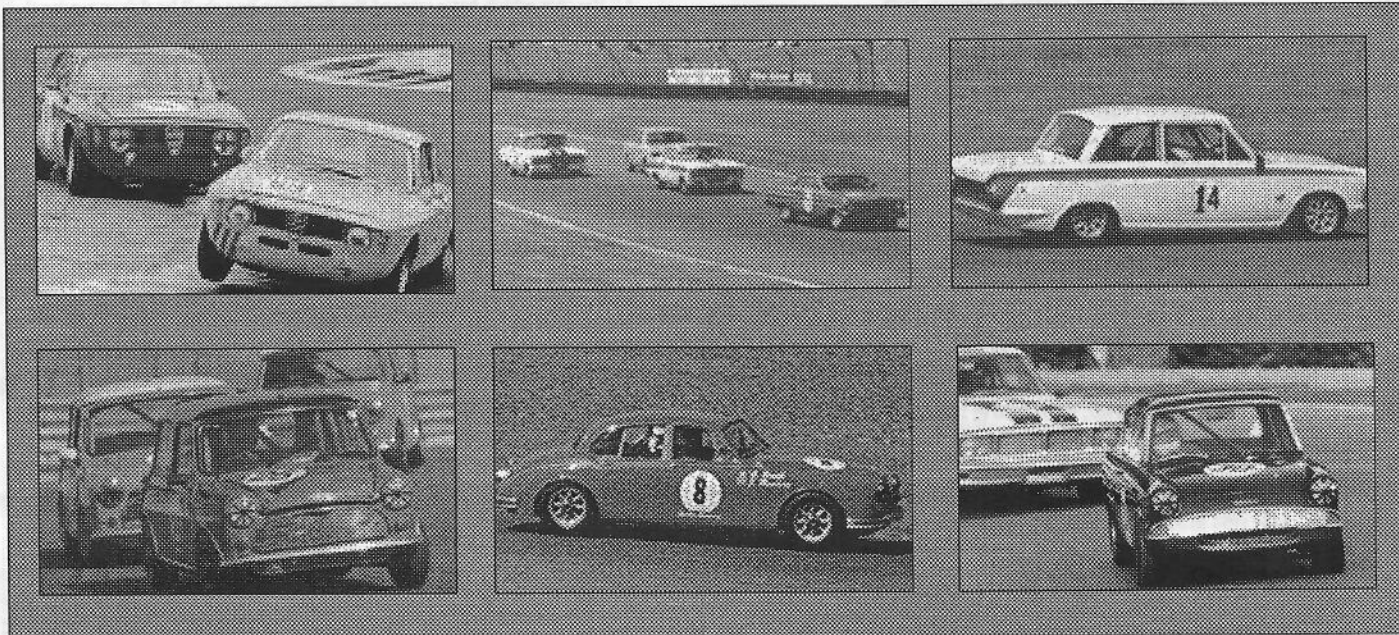
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AROUND THE TRAPS - racing

FIA European Challenge for Historic Touring Cars



ONE HOUR RACES, two drivers, some of the best racing venues in the world, and an international cast seems to be just the right formula to make the FIA European Challenge for Historic Touring Cars the success that it has become.

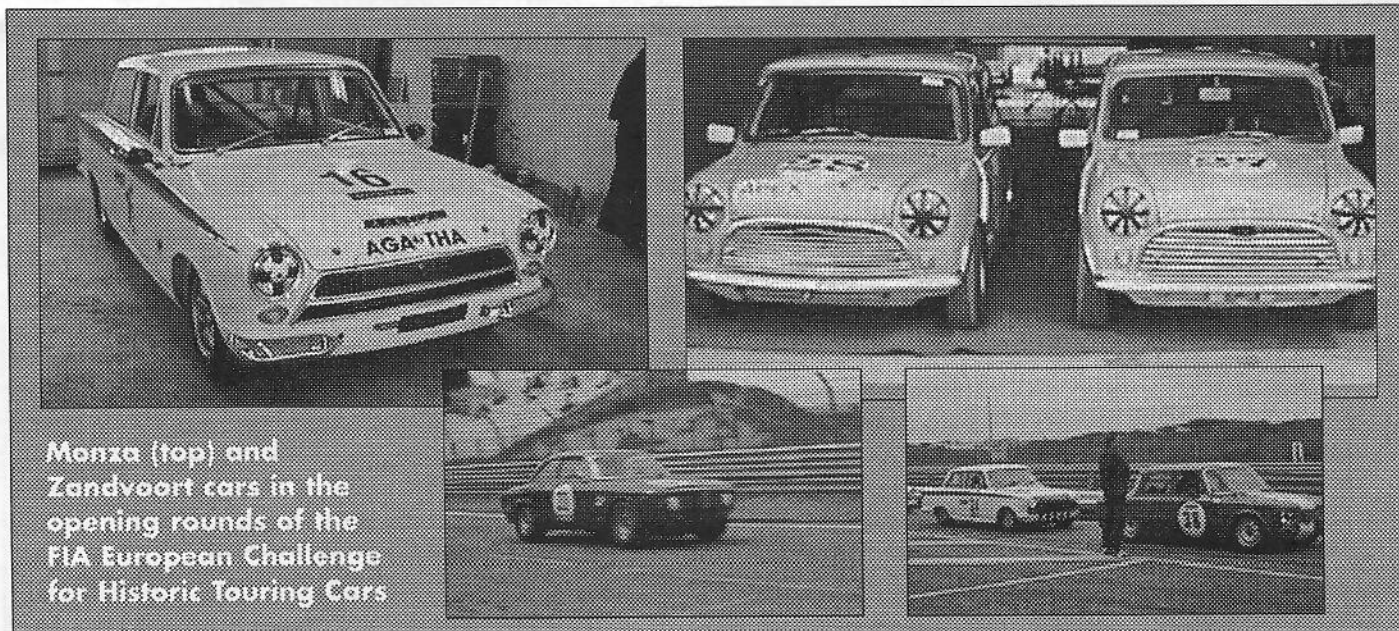
The entry list was so good for the opening round at Monza in Italy, that the field was split into two divisions. Touring 'A' (classes TC 1-12) was dominated by Mini Cooper S's in qualifying. They filled 16 of the top 20 spots with only two Jags, a Lancia Fulvia and an Abarth 1000 Berlina stopping a complete shutout. In the race the Italians Italo Cantera and Maurizio Milla won by under two seconds from the Swedes Lars Gritz and Ulf Linoberg with France's Claude Boissy and Alain Miran third - all driving Minis.

The Touring 'B' front row was an Alfa Romeo GTA affair with a pair of Falcon Sprints on row two ahead of

field largely dominated by Lotus Cortinas with the odd Mustang, BMW 1800, Alfa Giulia and Jag sprinkled through. The race was one by the Stuart McCrudden/Bengt Winquist Ford Falcon from the Alfas of Antonio Stagno/"Amphicar" and Fernando Pedrazzani/Paolo Tassi.

The Cortinas struck back at the Zandvoort second round where the Swedes Tommy Brorsson and Ulf Larsson beat the Winqvist/Trozelli Falcon home by 51 seconds whilst the Bo Warmenius/Bo Palmguist finished third ahead of two Mustangs, another Falcon, a BMW, two Minis and an Alfa.

The third round is at Zolder on August 1-2, before they move onto the Nurburgring a week later. Results and pictures can be accessed on the internet at <http://perso.wanadoo.fr/htcc/htcc> and *Action-Line* will have indept coverage in future editions.



Monza (top) and Zandvoort cars in the opening rounds of the FIA European Challenge for Historic Touring Cars

AROUND THE TRAPS - racing

FIA European Challenge for Historic Touring Cars

THE RULES - Last update 1 January 1998

1 - General provisions

The FIA European Challenge for Historic Touring Cars is reserved for drivers. The General Prescriptions Applicable to all FIA Championships will be observed unless otherwise stated hereafter, as will the prescriptions of Appendix K to the International Sporting Code.

The supplementary regulations of each event will follow the standard model established by the FIA.

A valid FIA Historic Vehicle Identity Form must be provided by the competitor for each car entered at scrutineering for each event; each entry form for an event must be accompanied by a photocopy of the first page of the Historic Vehicle Identity Form.

2 - Eligible cars

Competition Touring cars of the years 1947 to 1965 inclusive, complying with the definition in Article 8.2 of Appendix K. Classes:

- TC 1) 1/1/1947 to 31/12/1957, up to 1150 cm³
- TC 2) 1/1/1947 to 31/12/1957, from 1150 to 1300 cm³
- TC 3) 1/1/1947 to 31/12/1957, from 1300 to 1600 cm³
- TC 4) 1/1/1947 to 31/12/1957, from 1600 to 2500 cm³
- TC 5) 1/1/1947 to 31/12/1957, over 2500 cm³
- TC 6) 1/1/1958 to 31/12/1961, up to 1150 cm³
- TC 7) 1/1/1958 to 31/12/1961, from 1150 to 1300 cm³
- TC 8) 1/1/1958 to 31/12/1961, from 1300 to 1600 cm³
- TC 9) 1/1/1958 to 31/12/1961, from 1600 to 2500 cm³
- TC 10) 1/1/1958 to 31/12/1961, over 2500 cm³
- TC 11) 1/1/1962 to 31/12/1965, up to 1150 cm³
- TC 12) 1/1/1962 to 31/12/1965, from 1150 to 1300 cm³
- TC 13) 1/1/1962 to 31/12/1965, from 1300 to 1600 cm³
- TC 14) 1/1/1962 to 31/12/1965, from 1600 to 2500 cm³
- TC 15) 1/1/1962 to 31/12/1965, over 2500 cm³

The composition of the classes must be published in the paddock within one hour after preliminary scrutineering. It is the competitor's responsibility to ensure that his car is included in the correct class.

3 - Calendar of events

There will be a maximum of 7 events: only one event per country. If, at the outcome of this Challenge, 4 events have not taken place, the FIA may refuse to award the title.

4 - Characteristics of the events

Races will be of 1 hour duration, ending when the leading car crosses the finishing line for the first time after the hour has elapsed.

There will be one obligatory stop in the pits to change drivers between the 20th and 40th minute (inclusive) after the start. There will be no other changes of driver.

One hour at the latest before the start of the race, the entrant must inform the Clerk of the Course which of his drivers will take the start.

Pit marshals shall be informed, and appointed to supervise the obligatory change of drivers. The driver in the car may not take the start or leave his pit unless he is properly restrained by his safety harness. Each pitmarshal shall supervise no more than 3 cars.

Replenishing fuel or oil during the race is not allowed. There will be a standing start. The use of any sort of device to warm tyres is forbidden.

Except for time-keeping, radio communications between cars and pit are forbidden.

In order to qualify for the Challenge, each race must have at least 12 starters.

If entries received are 20 per cent over the number of cars permitted to race on the track, the event must be run in two or more races, but a same class must never be split over more than one race.

5 - Licences

Drivers and competitors must hold appropriate valid international licences; drivers must have either any grade of the current FIA licence (A, B or C), or the appropriate grade of the FIA Historic International Driver's Licence.

6 - Entries

6.1) Event:

The closing date for entries for each event will not be more than 30 days prior to the event.

There will be 2 drivers per car.

The same driver may not be entered by two different entrants. A driver may be entered by the same entrant to practise on more than one car, but he shall not drive more than one car in the same race.

6.2) Registration for the Cup:

Competitors may register with the FIA at least 4 weeks before the first qualifying event, by submitting a Cup registration form. The registration form shall be obtained from the FIA Historic Cars Department. When the registration is accepted, the entrant will receive:

- a permanent race number,
- a set of regulations,
- a manual containing all previously published eligibility decisions.

Registration fee (see Appendix): 250 French Francs, plus 20.6% Value Added Tax (V.A.T.): total FF 301.50. Entry fees will still be due to individual event organisers and competitors will be responsible for their entry at events.

7 - Scrutineering and Parc Fermé

All the cars which have crossed the finishing line shall be driven under the supervision of the officials of the event, to a Parc Fermé where they shall remain until at least 30 minutes after the posting of the provisional results and until the stewards of the meeting order their release. Cars which have not been put in the Parc Fermé will not be classified.

- The costs of dismantling a car for scrutineering will be borne as follows:
 - If the car is found illegal, the competitor may be charged up to the minimum fee agreed for Group N by the ASN of the country of the event.
 - If the car is found legal, the organiser will bear the dismantling costs up to the same amount.
 - If the car is found legal and the protest has been lodged by another competitor, this competitor will bear the dismantling costs up to the same amount.

8 - Practice

All competitors will have the opportunity of at least 60 minutes timed qualifying practice.

During practise for a Challenge race, only cars entered for that race shall be admitted on the track. All cars of the same class shall practice in the same session.

Every driver must set a time which qualifies him.

A car must be qualified by one of the two drivers making up its final crew, which must be officially notified to the Clerk of the Course by the entrant at the latest 30 minutes after the posting of the official practice times.

The qualification minima required for the cars and all the drivers shall be the following:

- a maximum of 130% of the average of the three best overall times achieved during qualifying practice sessions (the organisers may require a lower percentage);
- moreover, a maximum of 110% of the average of the three best times achieved during the qualifying practice sessions in that car's class.

9 - Classification

The provisional classification of the Challenge must be affixed by the organisers on the official board prior to the beginning of each event.

In order to qualify for the Challenge, the results of an event must be communicated officially to the FIA by the ASN of the organiser, and include:

- a) A general scratch classification of each race, with no class division
- b) Classifications, taken from the general classification, relating to each of the classes, including non-finishers and exclusions.

The finish signal will be given to the leading car as soon as it crosses the finishing line after the duration of the event has elapsed.

The last racing lap must be covered in a maximum time of four times the best time achieved during the practice sessions. This time will be rounded up to the next full minute.

In order to be classified, a car must take the finishing flag.

A car must complete 50% of the distance covered by the overall winner of the race, and 65% of that covered by its class winner, in order to be classified.

Classification in each of the classes:

For classes with 4 or more starters (points awarded to each driver):
1st 9 points, 2nd 6 points, 3rd 4 points, 4th 3 points, 5th 2 points, 6th 1 point

For classes with less than 4 starters:

1st 4.5 points, 2nd 3 points, 3rd 2 points

Should there be a dead-heat in any race counting for the Challenge, each of the teams so classified is attributed a number of points equal to the arithmetical average, taken to one decimal point, of the points corresponding to the places which they would have held if they had been classified one after another.

10 - Final classification of the Challenge

For the final classification of the Challenge, the results of all the qualifying events organised will be taken into account.

A driver may compete and score points in more than one class in the same event, but at the end of the event he must notify the FIA within 48 hours which result he wishes to be retained for the Challenge.

The winner(s) of the Challenge will be the driver(s) having scored the highest number of points under the conditions fixed for this Challenge.

In case of a tie:

1) The driver of the car from the older period (according to article 3 of Appendix K) will take precedence. If more than one car is used by a driver, the car taken into consideration for the age criterion will be the car used to score the higher number of points (the Historic Cars Commission Technical Committee will settle any disputes concerning the age of the cars).

2) Should the tie remain unresolved, a winner will be appointed in each event on the basis of the highest number of points scored during that event. In the case of identical totals, the car from the older period (according to article 3 of Appendix K) will take precedence. The title will be awarded to the driver(s) with the largest number of victories.

3) Should the tie remain unresolved, the title will be awarded to the driver which achieved the highest number of:

- a) Best qualifying times in his class.
- b) 2nd best qualifying times in his class, if necessary.
- c) 3rd best qualifying times in his class, if necessary.
- 4) Should the tie remain unresolved, a tie will be declared between the drivers concerned.

The FIA may decline to award the title in case of insufficient performance.

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

FORD CORTINA GT. Group Nb. Queensland's fastest four door GT. Under 16600 Championship winning car. As new with Dunlop race tyres. New Garry Brown engine only two meetings old. Immaculate condition throughout, complete with numerous spares. \$10,000 ono. Ph John Sorraghan on (07) 3269 0770.

FORD CORTINA GT. 1963-64 two door. New Hoosiers, new Performance mags and log book. Complete two door Cortina body. Some body panels. \$11,000 ono. Will also sell, but only with the 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 FAIRLANE. 1963 model, 289 three-speed auto, in excellent condition. \$9500 ono. Phone Bill Callan on 0418 230 585 or 9666 4455 (bh).

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

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.

FORD MUSTANG L28 COBRA JET. Left hand drive, motor fully rebuilt with right bits. All parts to complete rebuild including rubbers, seat covers and dash cover. \$16,000. Ph Bob Ralph (02) 9759 2247.

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 EH. Appendix J race car. Complete roll cage, 179 H.P. Triple SUs, Armour manifold, ex-John McGill. CAMS log book. Last raced in 1989. No body rust, needs minor engine bits. \$1500 ono. Phone Col on 02 4384 4728 or 018 430 745.

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

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

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MORRIS MINI COOPER S. 1966 ex-works, raced at Bathurst in 1967, completing 20 laps. Dismantled for restoration. Rolling shell, all parts there. All numbers matched. Car confirmed by Bob Holden. \$3500 ono. Ph John Titcume, Bulli on (02) 4267 3578.

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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 negotiatable at \$18,000 and will also sell less engine if preferred. Ph Cameron on (02) 9905 0105 BH.

FOR SALE - GENERAL

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

ASSORTED PARTS: Davis-Craig coolin fans twin 10" kit, cost \$285, sell \$150. 1970 Boss 302 heads with valves \$1200. Boss engine block, plus 30, \$2200. ProSprint (Minilite style) race wheels 14x6 set cost \$1200, sell \$700. Rebel race wheels (Nb) 15x6 set cost \$1200, sell \$600. Miloden oil-pan full race with pickup, 289/302, cost \$1100, sell \$650. Holley mechanical fuel pump, full race, cost \$185, sell \$100. 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 \$190. Accel dizzy twin point with tachometer drive, cost \$285, sell \$190. Jones tachometer mechanical 4' with tell-tail and cable, \$200. Mustang heavy duty radiator suit webers, cost \$650, sell \$390. Crower USA 289/302 conrods \$500. Speedp289-303 pistons, plus 30 and plus 60, \$390. Isky cam flat tapped with followers/pushrods \$395. full alloy lightweigh 31 spline diff spool, cost \$350, sell \$190. Ph Ross Donnelley 9450 2988 (bh) 9913 2427 (ah)..

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

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

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Action-Line CLASSIFIEDS

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

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CAR TRAILER: To suit MG Magnette. Ph Bruce Smith on (02) 9875 1144.

RACING DETAILS

VICTORIAN MOTOR RACING CHAMPIONSHIP Rd 4 - WINTON - JULY 4-5

Qualifying: Ian Jones (Holden Torana XU-1) 1:38.5283, Ray Challis (XU-1) 1:38.7925, Robert Bailey (Shelby Ford Mustang) 1:39.6279, Steve Coad (XU-1) 1:40.7699, Les Walmsley (Chev Nova) 1:41.3480, Drew Marget (Ford Cortina GT) 1:42.4585, Chris Ralph (Ford Mustang) 1:42.6452, Nick Stillwell (Morris Mini Cooper S) 1:43.0852, Greg Nicholls (Mustang) 1:44.0369, Stephen O'Neill (Cortina GT) 1:44.1818, Steve Hall (Cooper S) 1:44.3767, Chris Stillwell (Cortina GT) 1:44.6158, Michael Bugelly (Cooper S) 1:44.8515, Ian Robertson (Cortina GT) 1:45.2352, John Bourke (Holden EH) 1:45.6339, Jim Collins (Cortina GT) 1:46.3776, Jeremy Mantello (Cortina GT) 1:48.2345, Justin Brown (Ford Falcon XM) 1:48.4581, Cameron Spence (Cooper S) 1:48.6299.

Race One (6 laps): Jones (9:55.8746) 1, Challis (10:09.1085) 2, Bailey (10:14.2009) 3, Coad (10:25.0726) 4, Marget (10:34.7722) 5, Ralph (10:36.5096) 6, Nicholls (10:36.7553) 7, Bugelly (10:51.8134) 8, Stillwell (10:52.2906) 9, Hall (10:52.8104) 10, O'Neill (11:02.3049) 11, Spence (11:11.5871) 12, Walmsley (11:16.4576) 13, Mantello (11:21.9327) 14, Calvin (5 laps) 15, Collins dnf. Fastest lap: Ian Jones (Holden Torana XU-1) 1:37.8448.

Race Two (6 laps): Jones (9:58.8963) 1, Challis (10:09.8336) 2, Bailey (10:24.0279) 3, Walmsley (10:25.5158) 4, Nicholls (10:37.0578) 5, Coad (10:38.4135) 6, Marget (10:38.9563) 7, Ralph (10:42.5926) 8, N Stillwell (10:45.9217) 9, Hall (10:46.2425) 10, C Stillwell (10:48.7256) 11, O'Neill (10:54.2912) 12, Bugelly (10:54.6695) 13, Mantello (11:06.0043) 14, Collins (11:10.4883) 15, Calvin (11:14.4365) 16, Spence (11:14.8693) 17, Brown (1 lap) dnf. Fastest lap: Ian Jones (Holden Torana XU-1) 1:38.3653.

Race Three (8 laps): Jones (13:28.4158) 1, Bailey (13:38.2530) 2, Challis (13:38.6530) 3, Coad (13:47.8860) 4, Walmsley (13:50.5801) 5, Marget (14:10.3408) 6, N Stillwell (14:11.1285) 7, Ralph (14:15.5721) 8, Hall (14:18.4628) 9, Collins (14:31.7426) 10, Bugelly (14:34.9349) 11, Mantello (14:52.8622) 12, Spence (14:53.1726) 13, C Stillwell (7 laps) dnf, O'Neill (2 laps) dnf. Fastest lap: Ian Jones (Holden Torana XU-1) 1:38.7684.

Race Four (5 laps): Jones (8:24.8784) 1, Challis (8:27.5967) 2, Bailey (8:36.3222) 3, Walmsley (8:37.0855) 4, Coad (8:40.5299) 5, N Stillwell (8:51.6996) 6, Ralph (8:53.4548) 7, Marget (8:57.1579) 8, Hall (9:03.4925) 9, Collins (9:04.1074) 10, C Stillwell (9:04.4011) 11, O'Neill (9:12.0611) 12, Mantello (9:14.1348) 13, Calvin (9:22.1859) 14, Spence (9:23.2239) 15, Bugelly (10:13.8532) 16. Fastest lap: Ian Jones (Holden Torana XU-1) 1:38.9516.

21st HISTORIC LAKESIDE - LAKESIDE RACEWAY - JULY 4-5

Even Numbers Qualifying: Brad Tilley (Plymouth Barracuda) 1:10.74, Cameron Tilley (Chrysler Valiant S) 1:11.35, Steve Emson (Ford Falcon XY GTHO) 1:13.00, Mike Dyer (Holden Torana XU-1) 1:13.17, John McKeon (Ford Mustang) 1:13.44, John Stratton (Morris Minor Cooper S) 1:13.49, Grahame Hill (Chrysler Valiant Pacer) 1:14.04, Greg Burrows (XU-1) 1:14.92, Gary Brown (XU-1) 1:14.54, Ken Nelson (Cooper S) 1:16.13, Wes Anderson (Alfa Romeo Giulia) 1:17.83, Don Thallon (Chev Nova) 1:17.83, Tim Wilson (Lotus Cortina) 1:18.87, Brian Jessop (XU-1) 1:19.64, Max Ullrich (Ford Fairlane) 1:19.75, Denis Nagle (Ford Escort) 1:20.57, Ricky Boughen (Ford Falcon) 1:21.18, Gary Michael (Holden EH) 1:21.29, Anton Mechtler (Lotus Cortina) 1:21.84, David Paterson (Datsun 1600) 1:22.11, Ken Oberman (Giulia) 1:23.43, Bill Russell (Ford Anglia) 1:24.15, Don Titcume (Morris Major) 1:29.69.

Odd Numbers Qualifying: Lloyd Bax (Chrysler Valiant Charger) 1:15.31, Mick Glover (Holden Torana XU-1) 1:16.07, Bill Westerman (Morris Cooper S) 1:16.12, Grant Elliott (Holden Torana XU-1) 1:16.35, Andrew Bergan (Morris Mini Cooper S) 1:16.84, Greig Malaure (Morris Mini Cooper S) 1:17.56, Steve Mason (Ford Mustang) 1:19.04, Guy Gibbons (XU-1) 1:19.47,

Anthony Beahan 1:19.75, Alan Heath (Ford Falcon Rallye Sprint) 1:20.19, Lionel Ayres 1:20.91, Mike McGee (Cooper S) 1:21.35, Laurie Donaher (Ford Mustang) 1:21.62, Rhonda Burrows (Morris Mini Cooper S) 1:21.95, Doug Westwood (Ford Cortina GT) 1:22.38, Phil Powell (Ford Cortina GT) 1:22.89, Allan Wick (Cortina GT) 1:24.58, Jeff Brazier (Fiat 1500) 1:28.32, John Sorraghan (Cortina GT) 1:36.33.

Race Two (4 laps) Div II: Ullrich (5:43.07) 1, Boughen (5:44.66) 2, McGee (5:45.37) 3, Mechtler (5:45.59) 4, Westwood (5:47.08) 5, Michael (5:48.56) 6, Powell (5:50.76) 7, Nagle (5:55.20) 8, Oberman (5:57.07) 9, Wick (6:00.75) 10, Brazier (6:04.21) 11, Paterson (6:12.40) 12, Sorraghan (6:41.67) 13, Russell (6:43.65) 14, Titcume (6:47.11) 15. Fastest lap: Phil Powell (Ford Cortina GT) 1:20.03.

Race Three (4 laps) Div I: Emson (5:09.12) 1, Elliot (5:09.45) 2, C Tilley (5:09.95) 3, B Tilley (5:11.49) 4, Glover (5:12.15) 5, Bax (5:15.99) 6, Dyer (5:22.93) 7, Stratton (5:22.91) 8, Nelson (5:23.41) 9, McKeon (5:28.84) 10, Bergan (5:28.29) 11, Thallon (5:32.63) 12, Gibbons (5:32.91) 13, Donaher (5:38.56) 14, Anderson (5:38.73) 15, Wilson (5:42.63) 16, Heath (5:42.85) 17, Sorraghan (5:43.78) 18, Mason (5:43.95), Hill (1 lap) dnf. Fastest lap: Grant Elliott (Holden Torana XU-1) 1:14.09.

Race Five (5 laps) Div I: Emson (5:18.62) 1, Bax (5:32.14) 2, B Tilley (5:32.63) 3, Donaher (5:33.73) 4, G Burrows (5:34.17) 5, Heath (5:37.30) 6, Dyer (5:38.78) 7, Mason (5:42.08) 8, Hill (5:42.35) 9, Gibbons (5:42.74) 10, Bergan (5:43.78) 11, Thallon (5:44.16) 12, Anderson (5:45.87) 13, Westerman (5:46.42) 14, Nelson (5:47.02) 15, Jessop (5:53.45) 16, Wilson (5:56.96) 17, Sorraghan (5:57.95) 18, McKeon (5:59.10) 19, Glover (6:09.54) 20, C Tilley (4 laps) dnf, Elliot (2 laps) dnf. Fastest lap: Steve Emson (Ford Falcon GTHO) 1:01.40.

Race Six (5 laps) Div II: Beahan (5:34.28) 1, Ullrich (5:48.78) 2, Westwood (5:53.67) 3, McGee (6:00.54) 4, R Burrows (6:00.87) 5, Mechtler (6:07.62) 6, Boughen (6:08.23) 7, Russell (6:08.61) 8, Michael (6:11.58) 9, Brazier (6:15.59) 10, Oberman (6:15.75) 11, Paterson (6:16.24) 12, Wick (6:20.53) 13, Sorraghan (6:21.02) 14, Nagle (6:22.07) 15, Titcume (4 laps) 16. Fastest lap: Anthony Brahan (Holden Torana XU-1) 1:04.97.

Event Seven (12 laps) Jack Lacey Memorial Trophy: Emson (12:33.36) 1, Donaher (12:45.01) 2, Bax (12:47.42) 3, McKeon (12:58.24) 4, Heath (13:03.68) 5, G Burrows (13:04.61) 6, Dyer (13:13.51) 7, Mason (13:14.01) 8, Beahan (13:19.39) 9, Thallon (13:26.64) 10, Bergan (13:27.90) 11, Anderson (13:35.81) 12, Nelson (13:38.12) 13, Westerman (13:38.61) 14, Jessop (11 laps) 15, Wilson 16, Westwood 17, Ullrich 18, McGee 19, R Burrows 20, Hill 21, Powell 22, Boughen 23, Paterson 24, Nagle (10 laps) 25, Glover dnf, Gibbons (6 laps) dnf, Mechtler (4 laps) dnf, Michael (2 laps) dnf. Fastest lap: Laurie Donaher (Ford Mustang) 1:01.02.

Event Eight (6 laps) Consolation: C Tilley (7:02.21) 1, Stratton (7:08.20) 2, Russell (7:12.92) 3, Paterson (7:13.36) 4, Oberman (7:20.61) 5, Sorraghan (7:21.82) 6, Brazier (7:22.20) 7, Wick (7:30.72) 8, Titcume (5 laps) 9, Boughen (2 laps) dnf. Fastest lap: Cameron Tilley (Valiant S) 1:03.88.

Race Nine (5 laps): Emson (5:15.66) 1, C Tilley (5:22.69) 2, McKeon (5:25.05) 3, Bax (5:25.27) 4, G Burrows (5:25.71) 5, Heath (5:30.60) 6, Dyer (5:35.60) 7, Thallon (5:36.42) 8, Anderson (5:38.73) 9, Nelson (5:43.01) 10, Bergan (5:43.34) 11, Wilson (5:54.27) 12, Jessop (5:54.65) 13. Fastest lap: Steve Emson (Ford Falcon GTHO) 1:01.02.

Race Ten (5 laps): Beahan (5:33.84) 1, Ullrich (5:47.41) 2, Westwood (5:50.76) 3, R Burrows (5:53.78) 4, Powell (5:54.16) 5, Oberman (6:03.55) 6, Paterson (6:03.94) 7, Russell (6:04.32) 8, Sorraghan (6:09.49) 9, Wick (6:19.54) 10, Nagle (6:23.11) 11, Titcume (4 laps) 12, Brazier 13, McGee (2 laps) dnf. Fastest lap: Anthony Beahan (Holden Torana XU-1) 1:04.70.

THE WA SPORTING CAR CLUB WINTER CLASSICS - BARBAGELLO - JULY 12

Qualifying: Bill Meeke (Ford Falcon Rallye Sprint) 1:08.7134, Phil Morris (Ford Falcon XY GT) 1:10.9219, Lance Stannard (Morris Mini Cooper S)

RACING DETAILS

1:13.0694, Anthony List (Ford Escort) 1:13.9671, Trevor Stannard (Cooper S) 1:14.6911, Steve Bruce (Cooper S) 1:15.7644, Leo Jameson (Studebaker Lark Daytona) 1:18.3428, Roy Prout (Holden EH) 1:20.3002, Peter Bowra (Ford Zephyr MkIII) 1:21.1569, Michael Smith (Ford Cortina GT) 1:21.1798, Andrew Keith (Cooper S) 1:32.2697.

Race One (8 laps) : Meeke (9:30.7390) 1, List (10:05.3766) 2, L Stannard (10:06.3508) 3, T Stannard 8 10:16.4853) 4, P Morris 8 10:16.7219) 5, Bruce (10:21.6633) 6, Bell (10:50.7833) 7, Prout (7 laps) 8, Smith 9, Bowra (5 laps) dnf, Jameson (3 laps) dnf, J Morris (2 laps) dnf. Fastest lap: Bill Meeke

(Ford Falcon Rallye Sprint) 1:08.2043.

Race Two (6 laps) Handicap: Jameson (8:04.0322) 1, Smith (8:06.0695) 2, Meeke (8:06.5039) 3, Prout (8:06.6426) 4, List (8:18.3490) 5, T Stannard (8:19.3504) 6, Bruce (8:20.1792) 7, P Morris (8:22.9922) 8, L Stannard (8:23.5712) 9, J Morris (3 laps) dnf. Fastest lap: Bill Meeke (Ford Falcon Rallye Sprint) 1:08.5897.

Race Three (6 laps): Meeke 6 7:25.4504) 1, L Stannard 6 7:38.4889) 2, List 6 7:38.6500) 3, T Stannard 6 7:42.2678) 4, Prout (8:07.7979) 5, Jameson (8:34.7276) 6, Fastest lap: Bill Meeke (Ford Falcon Rallye Sprint) 1:09.7201.

OVER THE HILL

Group N hillclimbing in the north of NSW has apparently died a quiet death, with no entrants for either the Grafton round of the NSW HCC or the Queensland State Championship at Mount Cotton. Regular Group N competitors Stephen Hoade and Brad Stratton have changed classes with Hoade now in a mini sports sedan and Stratton driving a PRB Clubman.

An interesting turn of events sees the NSW Hillclimb Panel being asked to approve the regulations of all CAMS sanctioned hillclimbs (both club and state championship events).

Previously club days were under the control of the club motorsport panel so classes to be run on these days was limited to types 1-5. If CAMS goes ahead with this plan, the hillclimb panel have elected to allow clubs to run whatever classes they wish, provided the track is

licensed to cater for any such class.

This would allow classes for Group N at club days, if clubs were willing and sufficient entries were made for the class to be viable. (There is no better place to practice getting your car off the line quickly than a hillclimb).

The next round of the state championship is on August 2 at Ringwood (Raymond Terrace) where we usually expect to see Bob Adams in the Cortina, Championship point score for the year remains unchanged as follows.

Championship Pointscore. Nb Swain (14) Nc Bossie 1st (42 points), Moiler 2nd (31 points), Lohr 3rd (29 points), Brown 4th (19 points), Beattie 5th (13) points & Fox 6th (11 points).

✓

- Warren Bossie

RACING ROUNDUP

Use of the Winton long circuit was a good enough enticement to draw out a quality field for the Victorian State Championship round on July 5.

In cool and overcast conditions, Ian Jones slotted his Torana on pole ahead of Ray Challis while Robin Bailey and Steve Coad shared the second row ahead of Les Walmsley and Drew Marget. Then followed Chris Ralph, Nick Stillwell, Greg Nichols, Stephen O'Neill and all. NSW's Bill Callan was the only interstater, driving his Vauxhall.

On his way to a first up win Jones undercut Graham Hunt's lap record as well as easily heading home Challis, Bailey and the new boy Coad. Marget did well to keep two eager Mustang pilots (Ralph and Nicholls) at bay for the entire journey whilst Stillwell layed his pristine new Mini on its side.

Challis won the start of race two before Jones again found his way to the front. Bailey took another third ahead of Walmsley's Chev Nova while Nichols, Coad and Marget raged war for fifth. Victorian president Justing Brown retired with a blown clutch.

It was Walmsley's turn to make a flying start in the eight-lap third race. He trailed Jones into the sweeper but could not withstand the challenge of Bailey who took second. The Nova trailblazed off the circuit and that enabled Challis and Coad to move up the pecking order. Marget took sixth ahead of Nick Stillwells dam-

aged Mini, Ralph and Steve Hall.

The last race was a procession with Jones taking a clean sweep for the day ahead of Challis, Bailey, Walmsley, Coad, Stillwell and Ralph. Callan's day slowed with fuel pressure problems.

✓

- Ian Jones (Historic Touring Torque)

WA's Winter Classics again saw Bill Weeke dominate. He won both scratch races from Lance Stannard whilst Trevor Stannard and Anthony List (Escort) shared a third each. Leo Jameson took the handicap.

✓

Marshall Cass Photography

PO Box 4147
Eight Miles Plain 4113
Phone: (07) 3341 6392

1998 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (31.7.1998)

Bill Dixon	111.33	Bob Priddle	52.00	Don Titcume	20.83
Paul Rodenhuis	62.00	Andrew Pursey	46.00	Doug Wesley	14.00
Bruce Smith	60.99	Aaron Gabriel	30.00	Terry Thompson	5.00

GROUP Nb Div II (31.7.1998)

Phil Barrow	92.82	Phil Powell	33.50	Glen Smith	19.00
Bob Harris	83.16	Bob Harris	32.00	Bob Hayden	14.50
Wayne Anderson	72.66	Barrie Brown	29.00	Domenic Truelove	12.00
Ken Ballantyne	68.66	Stuart Schofield	28.16	Lloyd Cleaver	9.33
Doug Westwood	61.61	John Tight	21.50	Ken Brigden	8.50
Chris Dubois	58.16	Phil Windus	21.33	Ken Oberman	8.33
Dave Probin	53.66	Garry Smart	19.66	Robert Gunnell	7.00
Chris Strode	46.99	Mike Walsh	19.00	Matthew O'Brien	3.00
Fred Burley	36.33	Rod Brincat	19.00	Robert East	3.00

GROUP Nb Div I (31.7.1998)

Steve Mason	81.99	Anton Metchler	43.45	Peter Hopwood	18.00
Andrew Bergan	75.33	Tim Wilson	32.33	Steve Butchart	18.00
Cameron Tilley	64.63	Max Ullrich	26.83	Ray Cleaver	15.50
John Lyle	56.16	Alan Heath	25.00	Frank Binding	10.00
Greig Malure	54.16	Geoff Pallister	25.00	Graham Russell	8.00
Dave Beveridge	54.00	Robert Tweedie	21.50	Ray Bailey	4.00

GROUP Nc (31.7.1998)

Mike Dyer	100.82	Peter Ward	36.00	Chris Wilson	8.33
Grant Elliot	68.99	Andrew Symrnis	35.50	Michael Terry	8.00
Cameron Warner	50.33	Brian Jessop	27.83	Duane Corner	5.00
Bob Pearson	42.66	Rod Stait	24.33	Jose Fernandez	4.00
Denis Sargent	40.33	Paul Axiak	24.00	Graham Hill	3.00
Des O'Loughlin	38.49	Garry Kirwan	20.33	David Stone	3.00
Ross Donnelley	37.00	Alan Ried	18.99	John Whatmough	3.00

THE FINER POINTS

POINTS ARE AWARDED to financial members only and cover the four categories of Group Na, two Divisions of Group Nb and Group Nc. The six best results will determine the final outcome.

Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth. Class placings (as per the CAMS manual) are as follows:

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

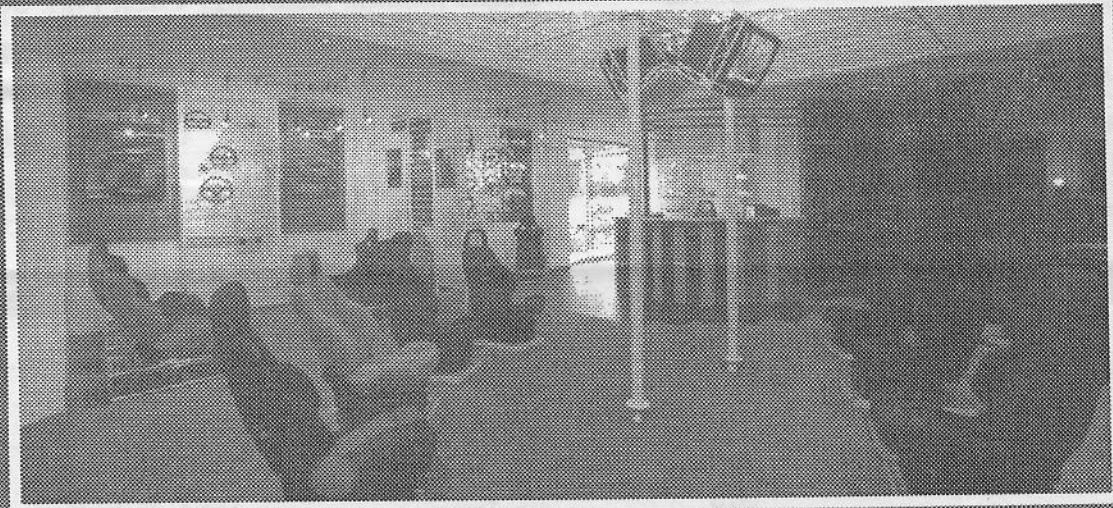
These are awarded for outright and class placings and divided by the number of scratch races held at the meeting. Bonus points are also allotted. Three additional points are allocated for entering and participating, two for any handicap event that is entered and completed, and one for recording the fastest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

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

Attending interstate Historic meetings on the same date as a pointscoreing NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within 14 days.

The 1998 Appendix J Cup for Nb division I and II will be decided on the results of the three NSW Historic Meetings at Amaroo, Eastern Creek and Wakefield Park.

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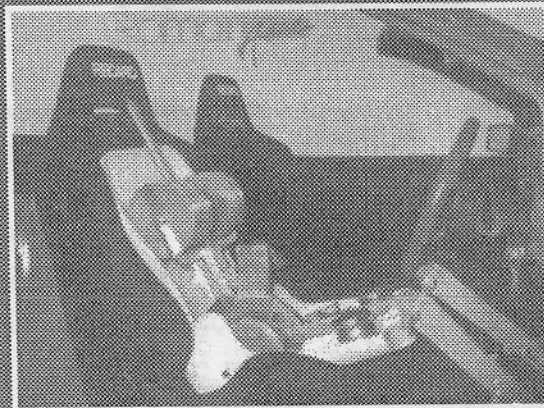


**Nb - Auto-Tek
points after Rd 3**

K. Ballantyne	65.66
C. Tilley	64.66
P. Barrow	63.45
S. Mason	61.99
J. Lyle	56.16
A. Bergan	52.33
R. Harris	44.83
W. Anderson	41.66
D. Beveridge	40.50
G. Malaure	38.49
D. Westwood	34.50
C. Dubois	28.00
A. Metchler	26.99
M. Ullrich	26.83
G. Pallister	25.00
A. Heath	25.00
F. Burley	23.00
B. Harris	20.50
P. Hopwood	18.00
S. Butchart	18.00
R. Cleaver	15.50
B. Brown	14.00
P. Warne	13.50
T. Wilson	12.33
G. Russell	8.00
C. Strode	7.66
R. Bailey	4.00
M. O'Brien	3.00
K. Oberman	3.00
R. East	3.00

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**Nc - Auto-Tek
points after Rd 3**

M. Dyer	70.82
G. Elliot	68.99
C. Worner	50.33
R. Stait	43.99
D. O'Loughlin	38.49
A. Smyrnis	35.50
B. Pearson	29.16
B. Jessop	27.83
D. Sargent	25.33
R. Donnelley	25.00
P. Axiak	24.00
G. Kirwan	20.33
A. Reid	18.99
P. Ward	15.00
C. Wilson	8.33
M. Terry	8.00
J. Fernandez	4.00
G. Hill	3.00
D. Stone	3.00

CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

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

RACE PROGRAM - Group Na and Group Nb Division II

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

HILLCLIMB PROGRAM - Group Na, Nb and Nc

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

MEETINGS and SOCIAL

February 3 - General Meeting - Burwood RSL
March 3 - General Meeting - Burwood RSL
April 7 - General Meeting - Burwood RSL
May 5 - General Meeting - Burwood RSL
June 2 - General Meeting - Burwood RSL
July 7 - General Meeting - Burwood RSL
August 4 - General Meeting - Burwood RSL
Sept 1 - General Meeting - Burwood RSL
Oct 6 - Annual General Meeting - Burwood RSL
Nov 10* - General Meeting - Burwood RSL
Nov 14 - Presentation Night - Drummoyne RSL
Dec 1 - General Meeting - Burwood RSL
Dec 13 - Christmas Party/Get Together Moola Picnic Area #4 - Lane Cove

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

RACE PROMOTERS' CONTACT DETAILS

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

LEGEND

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