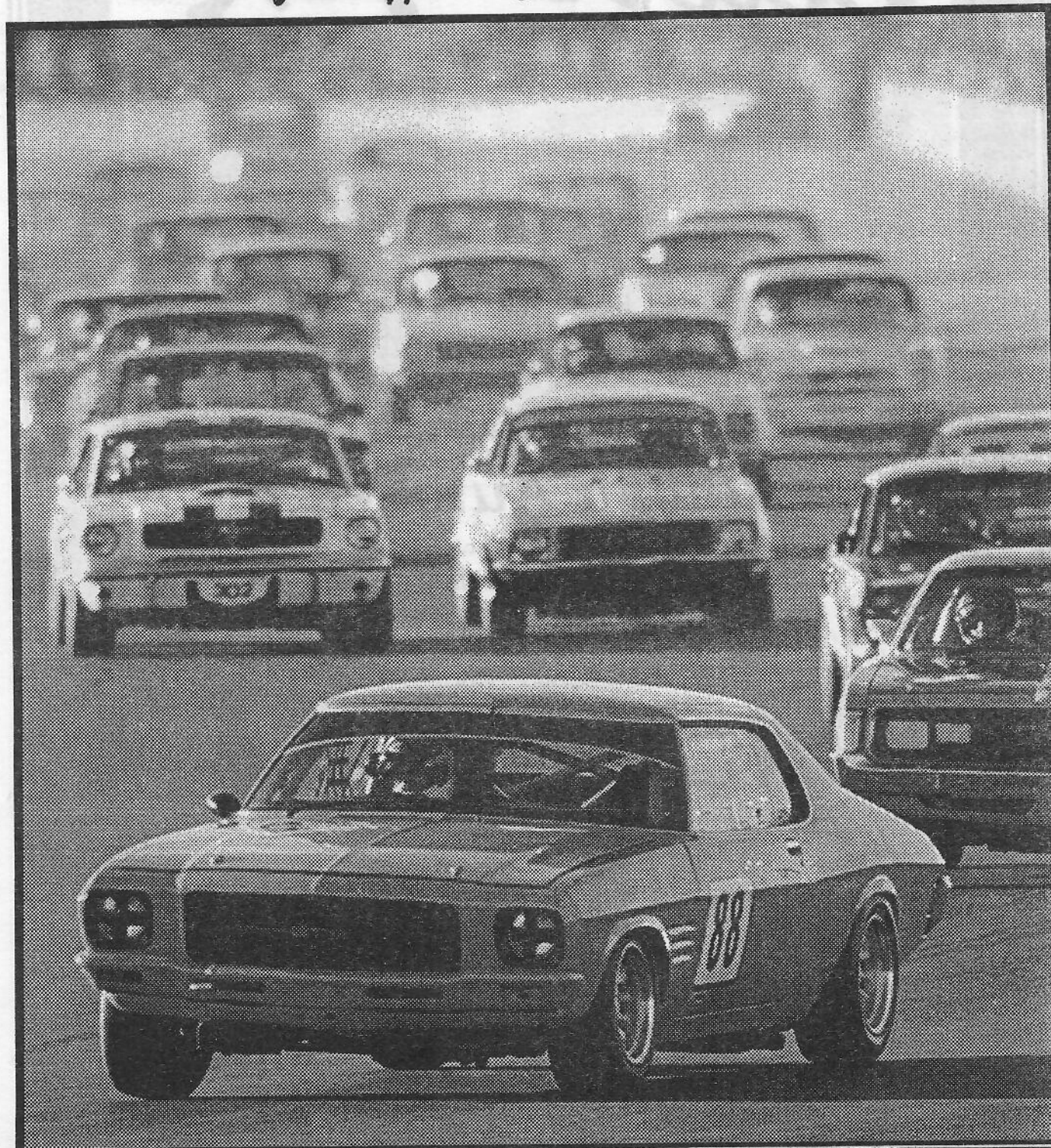


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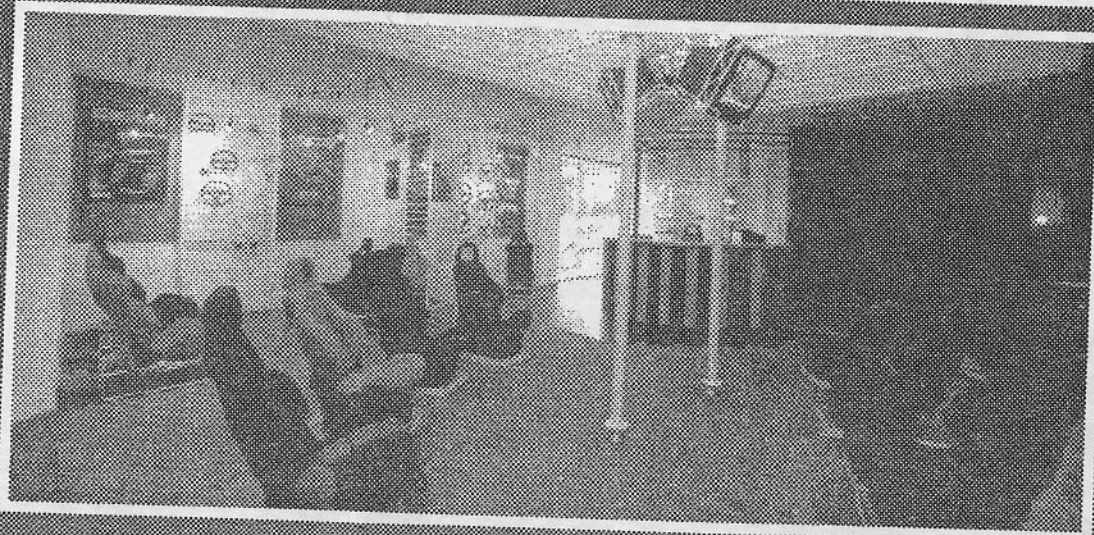


GENERAL MEETING and guest GORDON LEVEN

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

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PRESIDENT'S REPORT

AT LAST MONTH'S Club Night, Bob Asher resigned as Vice-President of our Club.

Let me thank Bob on behalf of the Club for all his efforts on the Committee over the many years that have passed. There has been the work that all members see, plus a much greater amount that goes on behind the scenes. Bob thank you for all your hard work for all of Group N.

He will continue in his role as a Historic Commissioner where he will be representing all Historic Groups, but will also provide specialist knowledge and input in respect of Group N.

At the last Committee Meeting it was agreed that Lloyd Cleaver would act as Vice-President until the elections are held at the Annual General Meeting on the first Tuesday of October.

A number of the existing Committee will not be standing for re-election, so if there are volunteers out there who are interested in standing for the Committee we would be happy to see you.

Please understand that the Committee exists to represent Group N in totality, regardless of which sub-Group you may compete in. The Club does not need narrow factional interests on the Committee. We should all be there to do our best for all Club members.

Also, it is important to recognise that this Club exists within the Historic 5th Category, thus we must operate within the rules promulgated by the Historic Commission on behalf of CAMS.

If anybody believes that Group N is not a 5th Category Group, then I am sorry but that supposition is incorrect. If you find 5th Category rules too restrictive, then I would respectfully suggest that you might obtain greater satisfaction out of a non-Historic category, although we would be sorry to see you leave our ranks.

The 5th Category allows us exemption from certain regulations, but only when we enter events specifically for 5th Category Groups.

If you elect to enter a combined race with non-Historic Groups, then you must present your car in a manner that meets the broader regulations covering items such as window nets, scatter shields, etc.

These items and others will all be checked at Scrutineering, so maybe it would be sensible to obtain some guidance from Lloyd Cleaver if you are unsure of exactly how you must present your car.

Talking of presenting cars, Charles Grubber brought an extremely tidy Austin Cooper S to the NSWRRRC event at Oran Park for his first race. Makes a bit of a change from rallying, doesn't it, Charles?

Overall, the standard of presentation of our Group N cars is extremely high. Thank you all for making the effort to show our Group in a good light.

Also, the driving standards are generally running at a high level although some people occasionally suffer from too much red mist albeit, Group N in NSW is thus well-regarded (let's keep it that way).

One area where we may become less well-regarded is in the size of grids. We have now had several meetings where grids have been miniscule. This does us no good with the promoters who may choose to reject us in total, or, combine us with a non-Historic Group.

The solution is totally under our control. We have plenty of cars, but they need to be brought out of hiding. Thus, make sure that you enter the HSRCA All-Historic at Eastern Creek on the weekend of September 18-19, it would be great if we could get two full grids!

- Andrew Pursey

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FRONT COVER - In this Marshall Cass depiction, Garry Jackson storms to the lead of the Jack Lacey Memorial Trophy ahead of Lloyd Bax and the rest. John Mann fluffed the start in the Mustang but came through for victory, something he made a habit of over the weekend.

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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.

**Next issue DEADLINE
is Monday August 23**

NSW EXECUTIVE COMMITTEE

	Business Phone	After hours
PRESIDENT Andrew Pursey	017 922693	9680 3137
SECRETARY Fred Burley		9644 6381
TREASURER Don Titcume		9521 5409

NSW GENERAL COMMITTEE

Lloyd Cleaver	(042) 68 3191 (fax also)	
Des O'Loughlin	0414 302 351	9605 1601
Terry Thompson	9578 7500	9599 3726
Dominic Truelove	9899 7066	9654 2080
Chris Wilson	9820 5611	4677 2559

NSW APPOINTMENTS

CAMS DELEGATES Andrew Pursey	017 922693	9680 3137
CAMS ELIGIBILITY Lloyd Cleaver	(02) 4268 3191 (fax also)	
APPOINTED HTCAA Andrew Pursey	017 922693	9680 3137
HISTORIC COMMISSION Bob Asher	9874 9164	9874 4144
EDITOR Garry O'Brien	9282 8184	9521 5893
CHAPLAIN Garry Coleman	9772 4082	9725 7599 018 867582
HILLCLIMB LIASON Warren Bossle	9366 3182	9771 1657

CLUB CORRESPONDENCE
PO Box 547 Burwood NSW 2134

ACTION-LINE CONTRIBUTIONS
Action-Line, 8 Hunter St, Kirrawee 2232
Action-Line, 4 Tramway St, West Densitone 2114

ACTION-LINE CONTRIBUTIONS FAX
02 9264 7697 02 98749164
02 9521 2103

ACTION-LINE EMAIL
go'brien@acp.com.au aperture@nsw.bigpond.net.au

WEB SITE
www.members.xoom.com/AppendixJ

LIFE MEMBERS
Mike Dyer Max Stahl

Bob Asher resigns

IN SOMETHING OF a bombshell, Vice-President announced his resignation from the Executive Committee of the Appendix J Association of NSW at the last General Meeting. His stand-down was immediate.

Whilst reluctant to walk away from what is an important time in historic touring car racing, Asher cited family and work pressure, and the fact that he wants to again don a helmet and go racing as the major reasons for quitting.

Asher had been President of the club for three years from 1995-1998 and was not able to stand for President re-election last year because the club's constitution prevents it. He was voted into the role of Vice-President instead.

Increasing work loads and the fact that he had no time to rebuild his crashed Cooper S, let alone race it, pushed him to buy and begin assembling a Valiant Pacer race car.

"I want to get back to racing, and I want to do it in Historics. I am now confident of being on the grid at Eastern Creek in September.

"I wish my successor the very best as too the elected committee at the upcoming elections. I think the club and Historic Touring Car racing has come to a fork in the road. I hope they chose the right option, one that is for the good of the majority and the category, not the one that serves the interest of some and is detrimental to the lure of Group N," he added.

Asher retains his Historic Commission status while Eligibility Officer Lloyd Cleaver fills the Vice-President roll until the October elections.

Oran Park doubts

THE CONTINUING RELUCTANCE of competitors for support is jeopardising an Oran Park series in the year 2000, either supporting Super Trucks or Super Tourers.

OPMS manager Greg Cox is believed to be running out of patience and is said to be pursuing other options for next year. Those could include looking to another category or opening up Group N to Nb Division II competitors. He has even hinted Na could grab the event if 25 cars were available.

... Bathurst too

THE LURE OF the Mountain had not had entrants falling over themselves either. As of last Wednesday, only four NSW cars had entered while 20 from Victoria and two each from WA and SA had already lodged entries. Combined that will not be enough to satisfy the needs of promoter Bobby McGee.

The Great Race is a thing of the past with the announcement of a 500 km race for Super Tourers and a 400 km race for Auscars in place of the traditional 1000 km fixture. This may have a bearing on other categories but McGee is set to rev up entries before becoming more drastic.

Mixed no-no


THE RECENT STATE Championship at Oran Park seen promoters the NSW Road Racing Club, merge Group Nb Division II and Na with Holden HQs.

It was a move that did not sit well the Group N crowd as damage to their cars was testament. The mixed grid affected the first race where Dominic Truelove and Mark Whitehouse were able to distance themselves in front of rival Phil Barrow, caught in HQ "traffic".

It didn't affect him in later races, but took its toll down the field. Even Na drivers were hindered by the HQ Holden back-markers who still had a lot to learn about braking and cornering skills.


New man in Div II

FORMER RALLY AND circuit sprinter Charles Gruber is the newest recruit to the Appendix J Association of NSW and debuted in a Mini Cooper S (pictured below) at the third round of the State Championship on July 11.

He raced in Division II in a car that was brought from Victorian Stan Peters. It was a later, second car and Gruber appears to have settled in the car easily. Racing with HQs was quite so comfortable and he was hit on a couple occasions. 

Na branching interstate

ROBIN TODD HAS Queensland's first Na car, an Austin Lancer. It was set to debut at the Australian Historic Touring Car Cup meeting at the new Queensland Raceway.

Todd only just made it to the meeting, fitting the engine on Friday while practice was going on. He missed Saturday's qualifying because it wouldn't start, and doing his observed licence test in a regularity trial. 

- David Paterson



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GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, July 6, 1999

Meeting opened at 8.05 pm.

Apologies

T. Thomson, R. McKenzie.

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

Business arising

- Further comments on the Victorian President Justin Brown's correspondence re major meetings.

Presidents Report

- Concerns about combined grid like Nb Div II with HQs due to lack of entries.
 - Competitors reminded of need to wear underwear.
 - Eastern Creek TV coverage of events at \$35 per competitor.
- Vote taken: In favour - nil.

Secretary Report

- In absence of Fred Burley, Dominic Truelove reported that only Junk Mail in the Post Office Box.

Treasurers Report

- Balance of \$6391.98 plus \$10,000 IBD.

Eligibility

- Refer to July *Action-Line* re tyres. Gordon Leven will be attending the next meeting to discuss tyres.
- No new log books.

Historic Commission

Bob Asher reported on the HEC meeting of June 19:

- Signage rules unchanged.
- Window nets not required.
- Group Nc proposal accepted and will be in force from 2000.


- Addition of Group C cars and Historic Sports Sedans to the 5th Category discussed.
- Commission supports the use of avgas in Group N vehicles.
- Battery isolation still not resolved.

At this point Bob Asher resigned his position as Vice-President of the Appendix J Association of NSW but he will retain his position on the Historic Commission.

Club regalia

- Chris Wilson reports plenty of stock.
- Club stickers still not available from printer.
- Chris to give stocktake to treasurer.

General Business

- Doug Westwood discussed the split of the Club at race meetings.
 - Discussion on members preferring to support high cost, so called "High Profile" race meetings organised outside the club or the AHTCA. These meetings seem to reduce the fields at meetings organised by club committee.
 - It was noted that over 25 members are travelling north to the new Queensland Raceway while Victoria has two entries.
- Meeting closed at 10.30 pm. 

ELIGIBILITY


JUST A REMINDER to make sure you attend this month's meeting so that you can pose any tyre question you have to Gordon Leven who will be the guest at the meeting for that express purpose. The more informed we can all be on a subject such as tyres the better for all and it is hoped we can have some productive discussion about the possibility of a control tyre for Nb for 2000.

Now that the Nc review is at last over and we can look forward to some clarifications included in the 2000 manual. I have had approaches from several Na competitors to have a similar look at the Na regulations. They believe that this may be the reason that category has not been as fast to grow as some would have expected. A submission has been prepared and it is hoped to present these matters to the eligibility meeting in October.

An interesting memorandum from Graham Hoinville, the Historic Motor Sport Administrator arrived this week and should perhaps be circularised to all competitors.

In part it said "At the recent Historic Commission meeting, it was agreed (NC125) that the eligible components that would be included in individual specification sheets would be restricted to those used by the majority of competitors in the period".

What is not stated here but which is implied, is that it must have been "legal" at the time. It is certainly my belief that it must have been legal under the regulations of the time to be accepted as having been done by the majority of competitors. This Hoinville memorandum makes interesting reading and explains some of the history which fuels some misunderstandings of the period.

I have seen a number of applications for logbooks come across my desk of late that will make a welcome change to Nc. Instead of Toranas and Falcons I have had cars such as Volvo, Datsun 1600 and BMW2000Ti. I look forward to seeing you all at the track. 

Regards,
- Lloyd Cleaver

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CAT CHAT

GENTLEMEN WE NEED more cars. Actually, we have quite a few cars, but it seems very difficult to persuade their owners to bring them out to play. If it were not for the "old faithfuls" then our grids would be very sorry indeed.

Oops, I've just used the opening paragraph from last month! Error - no! The NSWRRRC Na/Nb (Div 2) event at Oran Park produced only 15 entries. As a result the promoter chose to combine us with 17 HQs. This was not a happy state of affairs for either Group, as we were both involved in running State Championship rounds, and, this combined a Historic Group with a non-Historic Group.

We cannot blame NSWRRRC for this. The promoter must do their best to produce a full race programme with heavily populated grids wherever possible. The only people to blame are those competitors who did not enter. OK, I'm off my soap-box now (but about to climb onto another).

If you are not competing, what about volunteering as an official? In the latest HSRCA newsletter they are asking for volunteers for flag marshals for their five race meetings in NSW. You don't have to do all five, just one might ease the decline in flag marshal numbers. If there are 100 officials and


only one driver, you can run a race meeting of sorts, but with only one official and 100 drivers, there would be no racing.

Maybe you could become a Scrutineer, as long as your mechanical ability/understanding is greater than mine (roughly equivalent to bugger-all). Maybe you could perform some other role at a meeting. Think about it, please.

Club motorsport cannot exist without volunteers, either in a club or at an event. We have many members who have done their bit for the Club and the sport over the years but there are others who are only prepared to take and not to give. Ask not what your sport can do for you, but ask instead what you can do for your sport, to paraphrase a well-known quote.

Club motorsport needs to move into 2000 in a healthy manner with plenty of competitors and plenty of officials. Most of us "old bastards" have done the official, committee and competitor roles over the years, maybe some of our younger members would like to try their hand.

Don't think that you will be thrown in at the deep end, there will be people willing to help you grow into the roles. Hoping that we all get the opportunity to keep revving....


- Axeman

NET NEWS

NOT A LOT to report on the Net this month. I've had huge problems with both my laptop and my desktop machines.

The desktop had to go to the dealer for a system rebuild, which was beyond my capabilities. However, I have now installed Norton SystemWorks, a great bundle of software (and they didn't pay me to say that) which seems to be quite good at optimising the system.

It also includes an anti virus module which you can dynamically update from their Website, given the proliferation of viruses this has to be a good thing. Is your virus software up to date?

I have also bitten the bullet and purchased Windows 98, which people tell me is much more stable than Windows 95. No more blue screens of death, please! The other change is a switch to Microsoft Internet Explorer 5, which has some quite good features and speeds the net "surfing". But I don't like the way that it glibly accepts "cookies".


Nothing contentious on the lists this month although vintage-race did make mention of some contact at a couple of race meetings. Bear in mind that the clubs in the US run a 13-month rule that stops you running their meetings for 13 months if you are involved in contact with another car. Makes for some interesting times over, wouldn't it?

Jack Woehrl from SVRA sent me the results from a couple of their meetings. The grids looked really interesting, with a number of American cars of the type that we see down here. Yes Ross, there are other Chevy Novas running around the track, plus some British cars. Now if only we could afford to ship some Holdens over there!

If you are heading to the US there is usually a fair amount of racing at this time of year and I'm sure that Australian enthusiasts would be welcome. So put out a call on vintage-race to discover what you may get to see.

The corollary is that we would also love to see some overseas enthusiasts visit some of our race meetings, or better still race their cars here (can you imagine the paperwork?). If any of your enthusiast contacts are heading this way, bring them to a Club night and/or a race meeting. It would be great to globalise our understanding of our sport.

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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AROUND THE TRAPS - racing

Australian Historic Touring Car Cup - Queensland Raceway - July 17-18



Mann won at every outing including the Jack Lacey Memorial.

Photography by Marshall Cass

Tester for AHTC Cup meet

BRAKES AND ENGINES were consumed at a high race when the entry descended on the new Queensland Raceway Ipswich for the inaugural Australian Historic Touring Car Cup over two Divisions and multiple classes. Outright honours went to a dominant John Mann and his Mustang in the quicker group whilst Wes Anderson grabbed a last lap victory in Division Two. Mann won every time he went out, and that included the annual Jack Lacey Memorial Trophy.

Qualifying

TO COPE WITH large entry the session was cut between odd and even numbered cars. Mann topped the latter sheet with a 1:22.99 that earned him pole position. Steve Emson put his Falcon on the outside of the front row with a 1:23.71 and both were comfortably quicker than the Monaro of Gary Jackson and the fastest Torana, that of Guy Gibbons.

On the inside of the fifth row Bruce Stewart was quickest of the NSW contingent at 1:25.69 and bettered the Valiant Charger of Lloyd Bax, Allen Boughen in his XT Falcon 302, Trevor Hutchins in Max's Monaro, and Novocastrian Steve Mason in his Nb Mustang.

Toranas filled the next four grid spots with James Brock heading Greg Burrows, Anthony Beahan and Mike Dyer. They headed a cluster of Nb cars including Cameron Tilley (Valiant S, Doug Westwood's Mustang, the Barracuda of Brad Tilley

and Garry Brown's new Chev Nova.

They were followed by the Torana of Graeme Smith, Don Thallon (Nova), Anderson (Alfa Romeo), the Torana of Brian Jessop, and the Lotus Cortinas of John Lyle and Lionel Ayres. Locals Kerry Finn (Torana) and Ken Nelson (Cooper S) posted faster times than the Ford Fairlane of Max Ullrich, John Attard and the Coopers of Matthew O'Brien (subsequently breaking a crank), Bill Westerman and John Stratton which was the starting point of Division Two for the first round of races.

Garry Michael's EH, Chris Dubois in the Anglia and the Lotus Cortina of Errol Stratford were the next three ahead of Bill Callan Vauxhall, Rick Boughen in the earlier Falcon, Mike McGee and Darren Borg in Minis, and David Paterson' Datsun.

Visitors Ray Bailey and Allan Wick outpointed Rhonda Burrowes, Peter Gilbert, the Fiat of Jeff Brazier, an mechanically-troubled Torana of John McKeon and Bill Russell's Anglia.

In Na it was Bill Dixon's Wolseley that was the quickest ahead of Ross McKenzie guest driving Graham Hill's Austin Lancer, and Don Titcume in the Morris Major. Robin Todd, Queensland's first Na competitor missed qualifying because his Lancer failed to start.

NSW's Stephen Land, Des O'Loughlin and Jose Fernandez never made it to the meeting while Geoff McCrystal would only spectate after his new Falcon dropped a valve in Friday's

AROUND THE TRAPS - racing



Bill Westerman won one race but broke a crank and could not run again.

practice and did one lap on Saturday. Laurie Donaher was also out of the action, his Boss Mustang spun a bearing while Garnett Patterson withdrew when his Charger suffered mechanical failure.

Race One (4 laps)

MANN LED FROM the start with Jackson second ahead of Allen Boughen, Gibbons, Mason, Dyer, Cameron Tilley, Westwood, Hutchins, Brown, Brad Tilley and Greg Burrows. Then followed McCrystal who retired on lap two, McKeon's Torana, Thallon, and Brock and Beahan who well down on their qualifying positions. After these Toranas came Anderson from Jessop, Lyle, Attard, Ullrich, Nelson and Finn.

Nothing changed among the top three with Mann going on to win by a hefty 8.2 seconds over Jackson with 8.9 seconds back to Boughen. Gibbons slipped two places on lap two to Mason and Cameron Tilley (after already passing Dyer). The Queensland Torana driver was determined to fight back. He charged past Tilley's Valiant under brakes, arrived at the next corner with far too much pace and subsequently t-boned a hapless Mason.

Out of the melee Dyer picked up fourth from Tilley and Burrows. Mason recovered to take seventh from Brock who made up many places and finished ahead of Brad Tilley, McKeon, Beahan and Thallon who won the Nova battle over Brown, there was only two tenths of a second between them at the flag.

Anderson finished a creditable 14th in good company, taking that honour ahead of Jessop, Attard, Lyle, Ullrich, Neslon

and Finn. Gibbons was ousted at the crash and would take no further part while Hutchins and Westwood retired after they had a coming together.

Race Two (4 laps)

THE FIRST DIVISION Two race was initially led by Westerman before Michael took over the front running on the second tour. Stratton and Bill Callan were the next two ahead of Stratford, Rick Boughen, Bailey, McGee, Dubois, Paterson and Gilbert whose Cortina let go shortly after.

Then followed Wick, Brazier, Borg and Russell ahead of the Na trio of Dixon, McKenzie and Titcume.

Brown held the lead for two laps but dropped to fifth on the final lap as Westerman regathered the lead for a win over Stratton, Callan and Stratford but the winning Mini would not complete another race due to engine failure. With falling out on the last, Rick Boughen picked up sixth ahead of Dubois, Bailey, Burrowes and Borg in tenth.

Brazier was next from Wick who recovered the two places he recently dropped, Paterson and Russell while the British Na cars were spread out without positional changes.

Race Three (4 laps)

DESPITE STIFFER COMPETITION it was Mann all the way in his second outing. He took victory less than two seconds ahead of Emson in the Falcon with another four seconds to the Jackson Monaro. Stewart trailed the trio for fourth. Allen Boughen was fifth in the opening charge but in subsequent

Continue over page

AROUND THE TRAPS - racing

Australian Historic Touring Car Cup - Queensland Raceway - July 17-18

laps lost places to Bax, Mason and Hutchins.

From tenth and eleventh respectively, Brad and Cameron Tilley displaced Dyer who also fell to Brock until the latter put a rod through the side of his Torana's block. Greg Burrowes came in ahead of Westwood, Beahan, McKeon and Anderson while Lyle finished ahead of Smith, Attard, Ullrich and Finn.

Race Four (4 laps)

SUNDAY'S FIRST OUTING was for Division Two where Stratton led from flag to flag. Michael's EH chased hard to finish a second and a half adrift, and three seconds up on Callan. From sixth after lap one, Dubois passed a troubled Stratford on lap two and then picked up another spot as Bailey dropped from fourth to 13th.

In the course of the event, McGee worked his way from ninth to fifth beating home Borg, Wick, Brazier and Bailey who salvaged four spots on the final lap. Rhonda Burrowes was tenth ahead of Russell, Rick Boughen, Peter Gilbert, Paterson, Dixon and McKenzie.

Race Five (10 laps)

THE FIRST OF the feature races was also a Division Two affair. The first Australian Historic Touring Car Cup race was led off by Lyle in the Lotus with Anderson second and Ayres

next. Nelson was fourth with Stratton chasing ahead of Burrowes, McGee, Borg, Wick, Paterson, Russell, Brazier, Dixon, McKenzie, Titcume and Todd.

For all bar one lap it was Lyle in front, but on the last lap Anderson was through and onto a 9.4 second win. Nelson also snuck through to relegate Lyle to third by mere fractions of a second. Ayres dropped several places after a couple of laps but came back to claim fifth behind Stratton.

Dubois was next from Borg, Burrowes, Paterson, Brazier and Wick. A lap down Russell showed the way to McGee, Dixon and McKenzie with another lap to Titcume and Todd.

Race Six (10 laps)

THE SECOND AHTCC event was for the faster Division One group where after attending diff, clutch and gearbox woes overnight, Mann led Emson, Jackson, Stewart, Mason, Allen Boughen, the Tilleys Brad and Cameron, Westwood and Dyer tenth.

Bax had a high-speed off into a bunker on the first lap and remained there for the duration. Next was Hutchins from Thallon, Beahan, Jessop, Ullrich, Smith, Attard, Bailey, Callan, Finn, McKeon, Michael and Rick Boughen.

Brad Tilley was the first retirement with Beahan and

Continue over page



Jessop's LC Torana shows the way to a group of later LJ models.

Photography by Marshall Cass

AROUND THE TRAPS - racing



Plenty of sideways action from Brown's new Chev Nova



Rhonda Burrows leads McGee, Dubois and Borg with Wick and Paterson behind.

AROUND THE TRAPS - racing

Australian Historic Touring Car Cup - Queensland Raceway - July 17-18

Thallon also joining the list as the race progressed. Finally on the last lap Cameron Tilley was also out, the Mopars simply running out of brake stocks.

In the meantime Mann continued on his winning way, taking the race by 5.7 seconds from Emson with Jackson and Stewart holding station in third and fourth. Mason held fifth throughout while behind Allen Boughen lost sixth to Westwood on the final lap.

Hutchins was well clear of Dyer for eighth who likewise, was well in front of Jessop, a good effort to climb to tenth. Then followed Attard, Smith, Ullrich and Finn while a lap down, Callan finished ahead of the EH's of Bailey and Michael, and Rick Boughen's entertaining XM.

Race Seven (12 laps)

BRAKES HAD TAKEN an its toll on the field for the last race and that meant that of the heavyweights, Emson was missing, he simply had no rear brake shoes left.

Still thirty five cars assembled for the final fling of a hectic weekend with Attard going at it literally, rolling his Torana at turn six.

For once Mann didn't lead the first time around. In fact he languished in fifth behind Jackson, Bax, Allen Boughen and the battered Mason Mustang.

The Holden Toranas of Stewart and Dyer were the next pair, leading Cameron Tilley, Hutchin, Beahan, Anderson, Jessop, Ayres, Smith, Finn, Ullrich, Callan, Attard, Stratton,

Michael and Nelson.

Rick Boughen was next in 24th ahead of Wick, Dubois, Rhonda Burrowes, Borg, Paterson, Brazier and Russell. In Na McKenzie stole an early march on Dixon while Titcume was next.

Mann was soon back on track to score another win. He displaced both Mason and Allen Boughen on the second tour, and then Bax the lap after.

Another two laps were consumed and Mann was again in front and on his way to a nine-second victory. After losing the lead, Jackson's race soon terminated allowing Bax to take second while Stewart progressed to third before his Torana also called it a day.

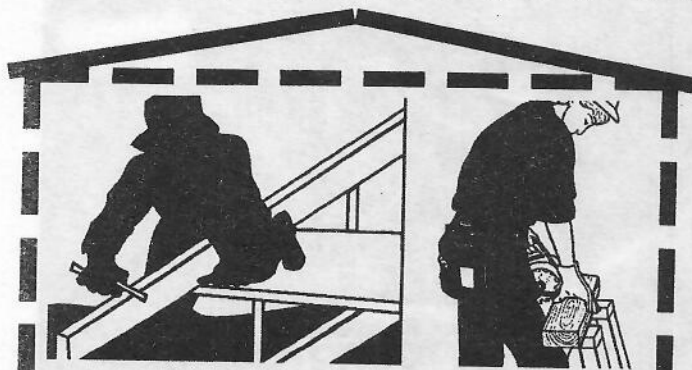
Mason had dropped to seventh by the time Boughen assumed third for the duration but it was a close call for Hutchins was almost knocking on his bootlid by the time the race was over. Westwood took fifth from Dyer, Tilley, Jessop, Anderson, Beahan and Mason surviving on the lead lap for eleventh.

Callan ensued a lap down and ahead of Nelson, Stratton, Michael, Finn, Rick Boughen, Ayres, Borg, Burrows, Paterson and Russell while Dixon overcame McKenzie for a narrow Na victory as Titcume trailed.

The list of failed finishers grew as the race continued with Attard, Dubois, Cameron Tilley, Smith, Ullrich and Wick joining it.



- David Paterson



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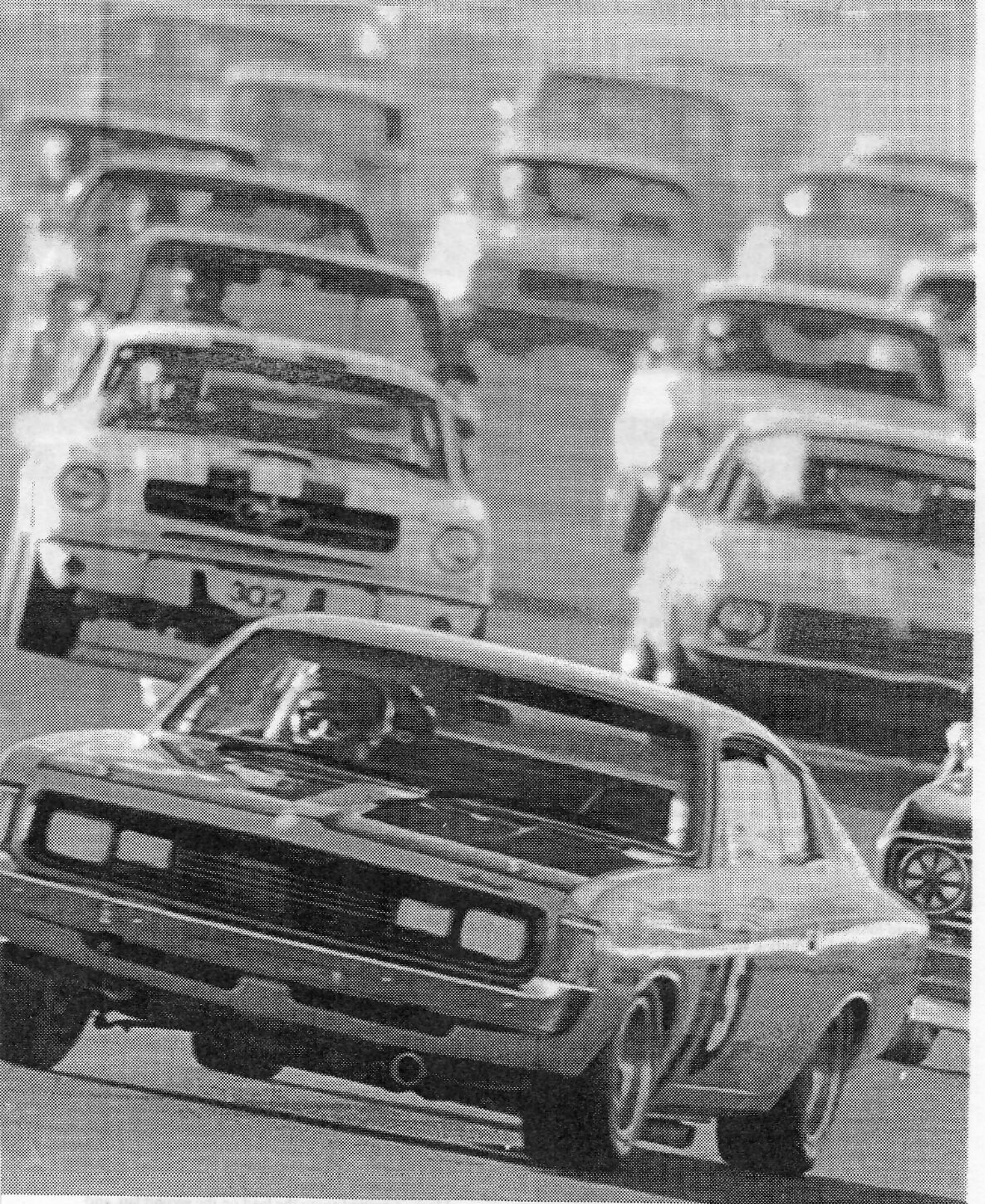


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AROUND THE TRAPS - racing



AROUND THE TRAPS - racing

Bell Equipment Appendix J Interstate Challenge - Barbagello - July 17-18



Meeke gets away marginally better than Talbot while Worner and Morris share row two ahead of

Locals rule in WA biggie

THEY CAME FROM around the country to roll the locals. But despite some spirited drives from the visitors, Bill Meeke (three wins) and Paul Stubber (one win) proved a touch too good on their home turf. To rub it in further Ron Moller took the handicap in his Holden EH.

Qualifying

IN PRIVATE PRACTICE Greg Barr rolled his immaculate Nc Cortina GT MkII but effected hasty repairs to have the Ford on the grid for official qualifying. Conditions were cold, wet and slippery for Friday's outing where most entrants ventured out including the six interstaters, Cam Worner (Ford Falcon XW GT), Ross Muller (Chev Nova), Trevor Talbot (Holden Torana GTR XU-1), Eddie Dobbs (Holden FE), John Bryant (Lotus Cortina), and Phil Radoslovich (Alfa Romeo GTV 1750).

Saturday's first practice session was on a still wet and greasy track. This was to determine 50 per cent split for the remaining two qualifying sessions. Talbot and Worner set the pace in this outing but in the final sessions, pole went to Talbot, his Torana down to a 1:09.6299 that was just over a tenth of a second faster than Worner.

It was almost an identical split to the local favourite Meeke with Phil Morris (Falcon) 1.1 seconds away and ahead of Stubber's beaut-looking Camaro, South Aussie Bryant and Jim Runciman's Cooper S.

Ross Muller managed a 1:13.1346 which was good enough

for the outside of the fourth row, and just before the Nova's gearbox failed. Lance Stannard and Steve Bruce completed the top ten in their Minis while Anthony List (Escort) and Lou Jack (Valiant) were the next two.

Then followed Alan Munday (Cooper S), Moller, Trevor Stannard's Mini, the Mustang of Ian Bell, Stephen Smith's EH, Andrew Eaton in a Mini and Radoslovich. The Cortina GT of Michael Smith was 20th and just ahead of Dobbs, Mike Van Den Rydt's Lotus, the Zephyr of Peter Bowra and the Cortinas of Bill and Adam Dunn, and Barr.

Rounding out the 29-car roll up was the EH of Frank Viskovich in an EH, Leo Jameson's superb Studebaker Lark Daytona and Tim Bradley who watched qualifying from a sand bunker after his Mini blew a tyre on its first fast lap.

Race One (8 laps)

STUBBER STARTED FROM pitlane due to a problem on the warm-up lap. Talbot led the first lap around from Meeke and Worner. They were followed Morris, Runciman, Bryant, Lance Stannard, Munday, Trevor Stannard and Jack in tenth spot. Next was Bruce ahead of Bell, Michael and Stephen Smith, Dobbs, Jameson, Eaton, Radoslovich, the Cooper S of Cono Onofaro, Bradley, Brown, Roy Prout's EH, Van Der Rydt, Bill Dunn, Moller, Barr, Adam Dunn and Stubber.

Meeke wrestled away the lead on the second lap, and despite places being traded between the three front places on

AROUND THE TRAPS - racing



Photography by Mike Oliver

a group of Minis and the rest.

many occasions, Meeke was the victor narrowly from Talbot and Worner who both set new class lap records. In the meantime Stubber worked his way up to fifth outright behind Morris. Munday was sixth just in front of Bryant who had two seconds on Lance Stannard.

Then followed Bell in his new Nb Mustang, Bruce, Jack Michael Smith, Trevor Stannard and Bradley made it to a respectable 14th after a rear-of-grid start. Onofaro was next from Runciman, Moller, Eaton, Radoslovich, Prout, Dobbs, Van Rydt, Bowra, Barr and the Dunns.

Jameson had a timing case oil seal failure and retired on lap three while Stephen Smith was availing himself of a guest drive in Morris' EH but blew a head gasket.

Race Two (8 laps)

SUNDAY'S FIRST MORNING outing saw Talbot the leader the first time around. Morris was second ahead of Meeke, Worner and Stubber. Lance Stannard was next and holding sixth from Munday, Michael Smith, Bruce, Runciman, Bryant and Jack.

In 14th was Dobbs who showed the way to Trevor Stannard, Bradley, Eaton, Prout, Radoslovich, Bowra, Stephen Smith, Moller, Bill Dunn and Adam Dunn.

Worner passed Morris on the second lap but both, together with Meeke were relegated the next time around by the brutish yellow Chev of Stubber. A lap later the combination were in front and Stubber won, setting a new class record en route with Talbot, Meeke and Worner finishing less than one second apart.

Lance Stannard maintained sixth until passed by Runciman on lap five. Right on the former's tail were

Munday and Bryant while nearly eight seconds away came Michael Smith clear of Bradley, Jack who dropped a couple of slots due to over-heating after a strong early showing as Bruce retired due to a broken oil line.

Trevor Stannard was around two seconds ahead of a good scrap between Dobbs and Easton which went down to the wire in the FE's favour. Likewise the EH's of Moller and Prout settle their joust for 16th on the final lap. Radoslovich was next from Stephen Smith, Adam Dunn, Bill Dunn and Bowra.

Race Three (10 laps)

THE FIRST TIME around Talbot once again showed the way with Meeke hot in pursuit ahead of Stubber whose race ended on lap two with several plug leads burning on a hot manifold. Worner thus inherited third from Morris and everyone behind picked up places including Morris, Runciman, Lance Stannard, Munday, and Bryant as Michael Smith and Bradley stole a place each off Trevor Stannard.

Stephen Smith had another early retirement while ahead Dobbs lost a spot to Moller and then was engrossed in an entertaining duel with Prout and Eaton until the FE broke the crankshaft, much to the disappointment of the large squad of spectators. Bell was another to strike trouble, dropping to the tail around the same time.

Meeke continued at the front but it became harder as the race wore on. He held on to win from a fast finishing Talbot who again lowered the class record. Worner shadowed them across the line while Morris was on his own in fourth. Runciman was next from Bryant and Munday.

Continue over page

AROUND THE TRAPS - racing

Bell Equipment Appendix J Interstate Challenge - Barbagello - July 17-18

The next two were Lance Stannard and Bradley ahead of tight finish between Michael Smith and Trevor Stannard. Prout, Eaton, Van Den Rydt, Moller, Radoslovich, Brown, Barr and Adam Dunn completed the finishers.

Race Four (6 laps)

MEEKE GRABBED THE lead from the outset with Talbot second from Morris, Worner, Runciman, and Munday who dropped spots to the charging Stubber and Lance Stannard on the second lap.

Stubber's progress continued to fifth by lap three with only the fastest left to catch and then pass. On the fourth tour Worner relegated Morris but it was Meeke who claimed the chequer first from Worner who not only overtook Talbot on the final lap but also achieved a new class lap record.

Then came Stubber having caught on Morris on the final tour. Both put in several competitive times and Talbot also claimed another class benchmark. Runciman was next from a race-long four-way dice occurring between Munday, Bryant, Lance Stannard and Bradley with barely a second separating them for the entire journey.

Van Den Rydt was eleventh from Bruce while Trevor Stannard won out narrowly over Michael Smith this time around. Prout finished ahead Moller, Eaton, Radoslovich, Bill Dunn and Muller who had finally joined the fray for this race.

The Nova's gearbox was removed and dismantled on Sunday morning and the seized first gear was removed with an angle grinder to enable at least a second gear start from the rear of the grid.


Race Five (6 laps)

IN THIS HANDICAP the faster cars were off 35 seconds after the scratch markers but Worner broke an axle and Morris had his starter motor remain engaged. Stubber pulled out after three laps but not before setting a new outright Group N lap record of 1:07.7671 in the process.

Bryant, Bradley and Munday contested another race distance scrap with less than three seconds covering eighth to fifteenth places. Popular winner was Moller who was having his first race meeting in almost three years. Second place was taken by Bill Dunn at his first ever race meeting.

Talbot and Meeke were only a few seconds away so the close finish was a credit to the handicapper, former Galaxie punter, Wayne Holland.

A great weekend had by all. There was a happy go-lucky social night on Saturday and over 120 people at the trophy presentation where over \$2,500 worth of momentos were handed on. The sponsor, Bell Equipment was ecstatic with the weekend.

- Tim Bradley 



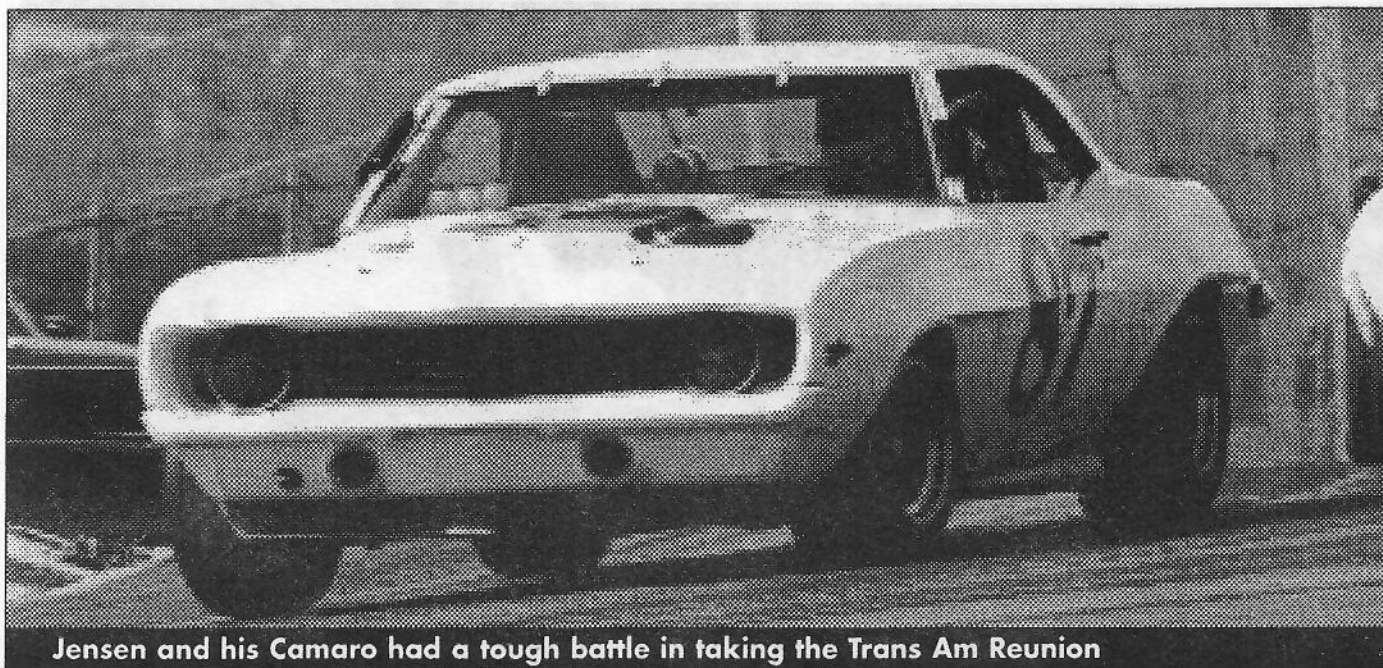
Photography by Mike Oliver

Paul Stubber's new Camaro set a new outright lap record.

AROUND THE TRAPS - racing

Historic Trans-Am Reunion - June 27-29 - Mid-Ohio Sports Car Course

US muscle battle at Reunion



Jensen and his Camaro had a tough battle in taking the Trans Am Reunion

WOULD YOU BELIEVE it? For the fifth consecutive event the entries were up over previous years. This year's edition of SVRA's Sprint Grand Prix had approximately 475 entries and more going on than a three ring circus.

There was the MG/Triumph Challenge, the Formula Junior Fortieth Anniversary, Historic Stock Cars, the Trans-Am Reunion, two PaineWebber Enduros and eight Group races.

Friday was an extremely busy day, with that many entries trying to get registered, through tech and then out onto the track for practice.

The day concluded with a welcome party at the Honda pavilion - hosted by Sprint and, a new sponsor to SVRA, Lions Pride, sportswear suppliers for corporate America, with headquarters in Appleton Winsconsin.

Saturday morning started off with short warm-up sessions, each having two race groups combined resulting in a very full racetrack. Following the warm-ups the cars took to the track for the first of the feature races.

Sunday morning, the Weather Network was showing scenes of flooding and predicting a eighty per cent chance of showers, bringing back memories of last years monsoons, but, fortunately, the showers were brief. While they made the track, extremely greasy, the heat dried the track almost as soon as the rain stopped.


The "Trans-Am" feature saw the track dried by the time the pace lap was completed and some of the most intense racing of the weekend. Jim Bradley, Pat Ryan and Carl

Jensen, all in Camaros, were nose to tail and giving no quarter right from the start. Part way through, Jensen came by in the lead, Bradley and Ryan now way down in the pack, obviously having an "off" somewhere along the way. Jensen now had Ben Poetter, Mustang Boss 302, stuck to his back bumper like glue and Ray Mulacek trying to get his Camaro past the pair of them. Great stuff!! While the trio circulated like a giant snake through curves no-one was able to make a pass leaving the order at the finish, Jensen, Poetter and Mulacek.

Making their maiden trip to Mid-Ohio, the Historic Stock cars were the last of the weekend's "features". The crowd was obviously impressed, on their feet and cheering for their favorites whenever there was an attempted pass or the door was shut on a rival. At the end it was the Pontiac GP of John Cloud, followed by the Chev Luminas of Darren Law and Max Sonnevil.

Group D the last race of the weekend was up next, and in a refreshing change, we still had a full grid. Even more refreshing, the hill at the "keyhole" was still covered with spectators and with Group D being the home for Corvettes,

Cobras, Camaros, Mustangs and Jaguars the crowd was again on their feet cheering on their favourites. At the end it was all GM at the head with Mike Donohue's Corvette followed very closely by Pat Ryan, and then Ron Deppert's Corvette.

Next on the schedule is the Pennsylvania Vintage Grand Prix July 29 - August 1, and then of course the "biggy" the Zippo Vintage Grand Prix at the Glen. 

- Bob Harrington



The Lotus Cortina of O'Connell

AROUND THE TRAPS - racing

Na/Nb Div II State Championship Rd 3 - Oran Park - June 11

Scrapes and scraps mixture



Whitehouse and Barrow (together with Truelove who was out of camera) duelled fiercely.

DESPITE BEING MINGLED with HQ Holdens, Group Nb Div II put on some of the best races of the NSWRRRC's second hosting of State Championship rounds. It was Round Three for Nb Div II and Phil Barrow, Mark Whitehouse and Dominic Truelove battled doggedly throughout three races. Na also had round three on the go and again it was the Paul Rodenhuis Zephyr up against Terry Thompson's VW but this time without the lightweight bonus of last meet.

Qualifying

NOT ONLY AT the head of the Group N pack, Truelove was quickest overall with a pole-earning 54.3253 second time. Whitehouse was effectively next with Barrow third and John Sivell fourth although there were several grid places with HQ Holdens on them inbetween.

Newcomer Charles Gruber was fifth quickest in his Cooper S ahead of the Harris pair Brad and Bob in their humpy Holdens, and John Tight returning after a considerable break, in his Ford Zephyr.

Rodenhuis was clearly ahead on the Na grid sheets with a 61.4528 which was almost a second quicker than the Morris Oxford of Andrew Pursey. Thompson had to settle for third in class ahead of Bruce Smith.

Arthur Huxley had not registered his Dorian timer and even though it was working he could not qualify. At the discretion of the stewards, he was allowed to start from the grid rear.

Rod Brincat did not have an easy time, encountering numerous oil leaks and only recording a slow 74 plus lap in the Cortina GT. Yet he was better off than Chris Dubois who siezed a piston on the opening lap of qualifying, and headed off home to effect an engine change.

Race One (6 laps)

AT THE START it was Truelove who grabbed the lead with Whitehouse's Mini slotting in behind the Cortina. Next was Barrow but two HQs were between he and the leading duo.

Sivell was next many HQs away and several more in front of Grubber, the Harris pair where Brad led Bob, the Tight MkIII and the advancing Brincat. The Na brigade was led Thompson, attempting to stay ahead of Pursey, Rodenhuis, Smith and Huxley.

Truelove continued to lead until the third tour where he understeered at the last corner, not only giving himself a fright as he headed towards the concrete, but also surrendering the lead. Two laps later Barrow had finally worked his way around the cumbersome HQs in order to attempt to bridge the gap to the leaders.

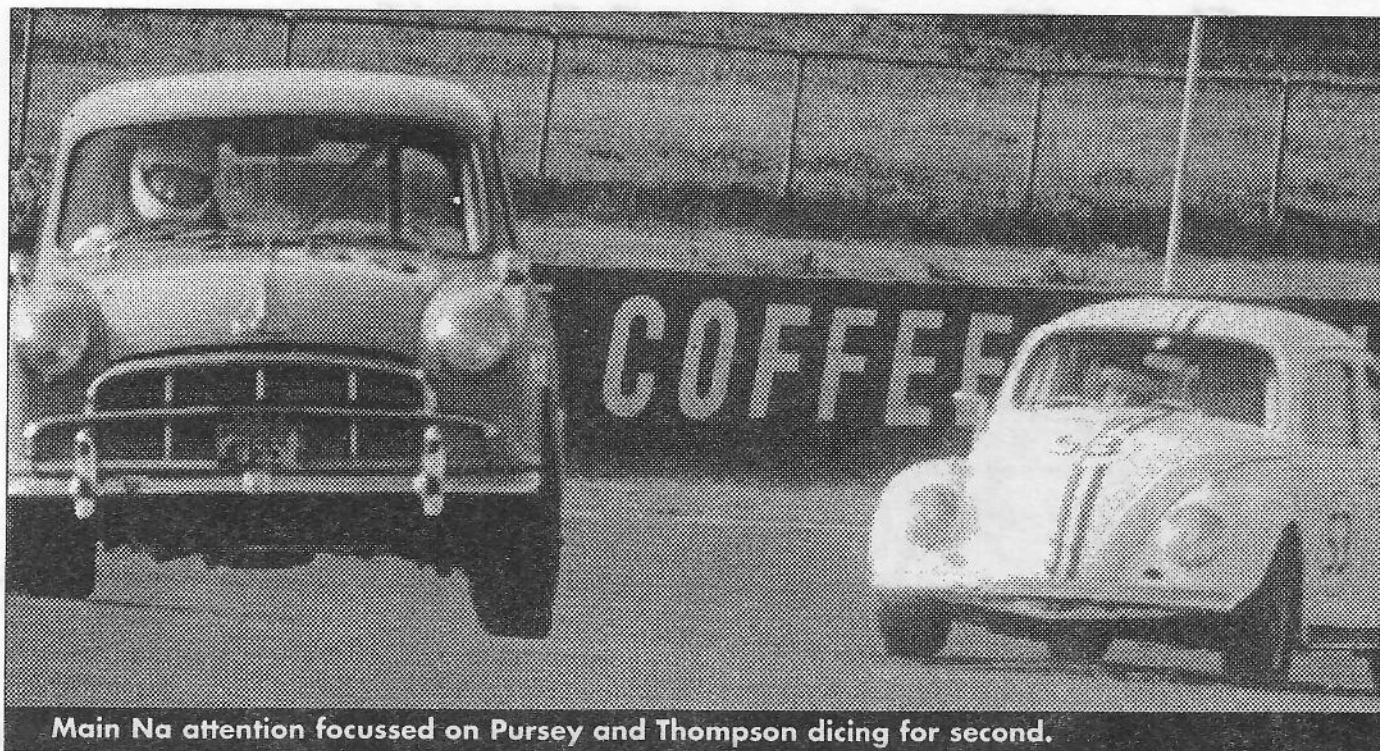
Brincat had worked his way past Tight, then Grubber and closed on Sivell while Rodenhuis had passed Pursey on the second lap and slowly but surely began to reel in Thompson while the gap between Smith and Huxley remained stagnate.

Despite his every effort to retrieve the lead, Truelove fell short by a car length as Barrow was a largish image in their rear view mirrors.



Tight returns after long layoff.

AROUND THE TRAPS - racing



Main Na attention focussed on Pursey and Thompson dicing for second.

Brincat was successful in nailing Sivell on the final laps while Brad Harris wasn't far away and with many a HQ between him and Bob. Then followed Tight well clear of the Na battle that was determined on the final lap as Thompson couldn't hold out Rodenhuis any longer.

Race Two (8 laps)

THE PROGRESSIVE GRID meant that Group N had the first three spots on the grid. But who did not front up for the start was Brad Harris, his Holden sidelined on the out-lap with a broken gearbox.

Whitehouse made the best of the start to narrowly lead while Barrow had enough horses to shuffle Truelove back to third by the first corner. By the end of that circuit Barrow was the leader with Whitehouse and Truelove right behind and clear of the HQ horde.

Grubber was next with a couple of car lengths on Sivell, Bob Harris and Tight. This time around Rodenhuis jumped



Rodenhuis posted three wins.

ahead of his Na rivals from the start and had a handy buffer on Thompson and Pursey who would swap positions the next time around. Just behind them was Smith's MG Magnette clear of the Huxley Morris.

Little separated the leading trio until the second last lap where Barrow snuck a small advantage and Truelove found a way around the Whitehouse Mini on the final tour.

Only in the second half of the race did Sivell relegate Grubber and pull clear of Harris. Tight wasn't far away, his MkIII Zephyr holding an advantage over the older MkII of Rodenhuis. Pursey held Thompson for the remainder as Smith trailed them home and Huxley just made it past halfway having suffered erratic handling woes and not wanting to hinder the fast cars as they came up to lap.

Race Three (5 laps)

IT WAS BARROW, Truelove and Whitehouse at the end of lap one, the trio well clear of Grubber, Sivell, Bob Harris and Tight due mainly to the congregation of HQs. Rodenhuis again had a firm grip on Na while Thompson narrowly headed Pursey as the pair attempted to gap themselves from Smith and Huxley.

As the race progressed Barrow was able to steal a march while Sivell siezed an opportunity to displace Grubber. In the meantime Whitehouse was anxious to relegate Truelove. His first chance came on the main straight on lap two. Whilst he gained the lead, it was shortlived as the Cortina bounced back in the esses. Next time around it was on again, this time Whitehouse taking second and consolidating. Truelove's challenge diminished with a loss of power which was later deemed to be a broken headgasket.

Barrow had his best margin of the day at the end while Whitehouse was second and Truelove was able to continue and pick up third. Sivell was next, some distance on Grubber as likewise Harris, Tight and Rodenhuis. Thompson was second in Na despite being worried constantly by Pursey, and Huxley claimed Smith two laps from home to relegate the Magnette.



AROUND THE TRAPS - racing

SATCC support - Sandown Raceway - June 26-27

Spoils shared by three



Leo, O'Brien and co gave the big touring car crowd plenty to cheer about.

THREE RACES, INCLUDING one at night, three different winners, a couple of engine blowups which caused chaos in the final race, and some great racing, were just a few of the highlights in the Historic Tourers.

Qualifying

SANDOWN EXPONENT JOHN Mann (Mustang) took pole with a competitive 1:23.6137 with Peter O'Brien showing he had lost none of his pace after the lengthy sabbatical by putting the Falcon on the front row with a 1:23.4832. Half a second slower was Drew Marget with over a second to the first non-V8, the Torana of Trevor Talbot.

The Fords of Greg McPherson and Wayne Purdon slotted on the row two ahead of James Brock (son of Peter) and Peter Roach. Then followed another Torana/Mustang combination in Steve Coad and Chris Stephen, Garry Treloar's Charger, the Mustangs of Greg Nicholls and Andrew Cannon, and the Toranas of Mark Brewster, Scott Slater and Dylan Innes.

Darren Collins' Cortina GT outpointed the Mustangs of Chris Ralph and Tony Osborne which were split by the Henry Draper and Cameron Spence Minis. John Brash's Pacer continues to improve, here heading Ian Robertson, Peter Barr, David Pike, Paul Trevethan (Ford Galaxy), Andrew Tickner and Michael Bugelly.

Towards the back a trio of Cortinas (Don Knight, Brian Deveson and Vin Macaro) headed Ken Stockton's Cooper, Jeremy Mantello, Eddie Dobbs, Brad Wright, John Pitt, Rod Evans and Michael Stupka while Richard Fairlam didn't have a good run in the Holden EH.

Race One (6 laps)

AS THE LARGE field charged into the first corner most got around safely, although Roach showed some early battle scars and Coad, and together with Bill Culter (BMW 2002) were both out of the race. After the first lap it was Mann from Marget, McPherson, O'Brien, Talbot, Purdon, Stephen, Ralph and Brock. O'Brien was flying up the back straight and

grabbed McPherson at the gum tree while Tino Leo (Monaro) was charging through the field coming from the back to eleventh on lap one and pulling another four places on the next circuit.

Mann soon opened a winning break with Marget, O'Brien and Talbot close, then a break to McPherson, Stephen and Leo nose to tail, with another gap to Ralph on his own.

Cannon, Purdon, Brock, Brewster, Nicholls and Treloar were having a terrific battle for a top ten finish and Darren Collins was leading the Cortinas. Draper was the best of the Minis and on Collins' tail with Osborne, David Pike (EH), Fairlam, Barr and Ray Challis (XU-1) all close in their battle.

O'Brien was throwing out the challenge on Marget for second as Leo slotted into fifth with McPherson and Stephen just behind, while Macaro and Robertson were having a great battle in the mid-field and ahead Cannon was still just holding out Brock, Brewster and Purdon.

Mann went on to a win over Marget with O'Brien right on his bumper at the finish. Talbot was fourth followed by Leo, McPherson, Stephen, Ralph, Cannon and Brock.

Race Two (4 laps)

EARLY MORNING FOG on the Saturday had put the program



Osborne's Mustang after contact with Barr.

Photography by Chris MacGeorge

AROUND THE TRAPS - racing



Action between the Cortina GTs down the field was also entertaining.

over an hour behind and when the Formula Fords had three restarts, the second race was in near dark and was a case of 'lights on' racing.

O'Brien won the start from Marget, McPherson and Talbot with Brewster and Barr both out very wide at turn one before the normal first lap traffic jam onto the back straight.

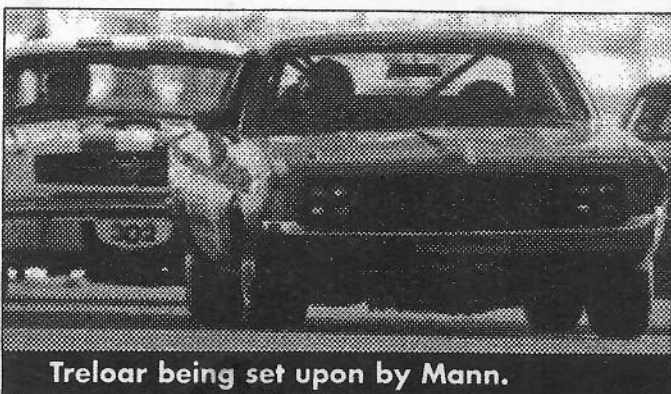
O'Brien was in a real hurry and opened an early break followed by Marget, Leo and Talbot with McPherson and Stephen at it again, then Cannon, seventh was hounded by Ralph, Roach, Treloar, Brock, Nicholls and the Toranas of Les Dole and Scott Slater.

Spectacularly Cannon's car was belching flames at the end of the main straight as Brock went wide and lost several places, while a horde of Cortinas (Robertson, Knight and Macaro) were abreast into the first corner.

The night racing was proving quite a spectacle with Collins again leading the Cortina brigade with Brendon Hare (EH) and Innes on his tail and Draper trying to include himself in this battle.

The first nine cars were all holding their positions, but the battle for tenth was a ripper between Roach, Brock, Nicholls, Dole and Coad.

O'Brien went on to score a convincing win over Marget,



Treloar being set upon by Mann.

then Leo, Talbot, McPherson, Stephen, Cannon, Ralph, Treloar and Brock with O'Brien setting a new lap record at 1.24:1976.

Race Three (6 laps)

SUNDAY, IN FRONT of a large crowd, O'Brien and Marget on the front row and a not-so-happy Mann, starting from the rear of the field. O'Brien was first onto the back straight as Mann had picked up about twenty places. Ralph spun at the second turn.

After the first lap it was O'Brien, Leo, Talbot, McPherson, Stephen, Brock, Treloar, Coad and Brewster as Challis's engine went, dropping a sump load of oil at the first corner.

Nearly a quarter of the field was in a spin, going in every direction with Barr and Osborne making heavy contact and both out of the race.

Leo grabbed the lead down the main straight for the second time then gingerly took the ripple strip line to dodge the oil, with O'Brien and Talbot glued to his tail. Mann had fought his way up to eighth place as Brock retired, with Cannon, Treloar, Coad, Brewster and Innes in a close battle.

Collins was again the leading Cortina with Draper again on his tail, then Spence, Hare and Robertson.

O'Brien was challenging Leo and again hit the front with Talbot also in this trio. Stephen was now fourth finally in front of McPherson with Mann sixth, followed by Treloar and Coad.

Hare, Tickner, Fairlam and Brash were all very close as O'Brien's engine let go at Dunlop Bridge on the last lap, and amongst lapped traffic too. Leo and Talbot suddenly found themselves battling for victory amongst slower cars with Deveson turned around out of the last corner as the leaders had a door slamming drag to the finish.

The bounced off each other with Talbot first across the line by just three hundredths of a second from the Monaro. Third was Stephen followed by McPherson, Mann, Treloar, Coad, Brewster, Innes and Collins.



- Chris MacGeorge

AROUND THE TRAPS - racing

Inaugural meeting - Queensland Raceway Ipswich - June 19-20

First look at new Qld venue

HISTORIC TOURING CARS were invited to compete at the inaugural race meeting at the new Queensland Raceway in support of the local V8 Supercars who were having a very public practice day.

I entered my Cooper S with some trepidation as I had this impression that the circuit was a horsepower track. All straights with some slow corners. We decided to run the car the same as at Lakeside and see what happened.

Even having been to the track for a sneak preview a few days beforehand we were amazed at the levels of comforts for spectators and competitors. Maybe after all these years someone appreciates that the people who compete are part of the show!

The first practice session was on a green and dusty track with no grip but we were able to see that the corners were fast and interesting. The straights weren't as long as they seemed due to the slower entry speed than Lakeside.

Qualifying showed that the track had bedded in considerably as the lap times were much quicker. Gary Jackson (Holden Monaro GTS350) was fastest with a time of 1:26.9 followed by Allen Boughen (Ford Falcon XT GT) with 1:27.7. My best was 1:32.7.

One race was scheduled for Saturday afternoon and we gridded up seventh alongside Lionel Ayres in his Lotus

Cortina. I managed a better than normal start (for me) and kept in front of the Lotus through turns one and two. Down the back straight I held the outside line leading into turn three and started to brake. The Lotus went straight past and I thought, he isn't going to make the turn but he did, and with no problem at all.

We had a good race ending up eighth, 0.3 secs behind the Lotus at the chequered flag after five laps. Gary Jackson was first with Guy Gibbons and Anthony Beahan chasing him to the line in a pair of Holden Torana GTR XU-1s. Boughen and Greg Burrowes (Torana) found out how slippery the track was, both going off during the course of the race.

Sunday was another great day and we lined up for our second race. This time I managed to end up in front of the Lotus at the end of the six lap journey. That was after a couple of changes of places with the Lotus Cortina and Graeme Smith's Torana.

Boughen was first home and kept the crowd alive with his sideways cornering Falcon. Gibbons was again second and John McKeon (Torana) third.

Race three was a ten lapper and I wondered how we would go as by now I had been able to come onto the back straight a lot quicker and was reaching maximum revs about half way down the straight. This time I was relegated two spots off the start by the Lotus and XU1.

So I had the job ahead to keep in touch but managed to get past the Lotus by slipstreaming it through turn two and passing as Ayres changed up into top gear. I then found out how much deeper I could go into turn three under brakes and kept in front.

Next lap around we outbraked Smith's XU-1 into turn three and held on to be in fifth. Gibbons won the race with Boughen second and Beahan next. John Stratton (Cooper S) had to start from the rear of the grid for both Sunday races due to a clutch problem on Saturday morning which meant missed practice and qualifying.

My best lap time was 1:30.8 compared with Jackson 1:25.4, Gibbons 1:26.8 and Ayres 1:30.8. The whole weekend was a great introduction to racing at a track run by enthusiasts for enthusiasts and we enjoyed the ten minute trip home

- Ken Nelson

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Sandown

SHELL TOURING CAR CHAMPIONSHIP SUPPORT - June 26-27

Qualifying: John Mann (Ford Mustang) 1:23.6137, Peter O'Brien (Ford Falcon XY GT) 1:24.4823, Drew Marget (Mustang Trans Am) 1:24.9849, Trevor Talbot (Holden Torana XU-1) 1:26.3092, Greg McPherson (Mustang) 1:26.7354, Wayne Purdon (Falcon XY GT) 1:26.9321, James Brock (Torana) 1:27.5014, Peter Roach (Mustang) 1:27.6812, Steve Coad (Torana) 1:28.0008, Chris Stephen (Mustang) 1:28.1421, Garry Treloar (Valiant Charger R/T E49) 1:28.2440, Greg Nicholls (Mustang) 1:28.4588, Andrew Cannon (Mustang) 1:29.1240, Mark Brewster (Torana) 1:29.1838, Scott Slater (Torana) 1:31.5846, Dylan Innes (Torana) 1:31.6198, Darren Collins (Ford Cortina GT) 1:32.0527, Chris Ralph (Mustang) 1:32.6175, Henry Draper (Morris Mini Cooper S) 1:33.2738, Cameron Spence (Cooper S) 1:33.5868, Tony Osborne (Mustang) 1:33.7191, John Brash (Valiant Pacer) 1:34.7930, Ian Robertson (Cortina GT) 1:35.2987, Peter Barr (Alfa Romeo Giulia) 1:35.3051, David Pike (Holden EH) 1:35.4499, Paul Trevethan (Ford Galaxy) 1:35.9097, Andrew Tickner (Cortina GT) 1:36.0632, Michael Bugelly (Cooper S) 1:36.2526, Don Knight (Cortina GT) 1:36.7054, Brian Deveson (Cortina GT) 1:36.8259, Vin Macaro (Cortina GT) 1:37.1332, Ken Stockton (Cooper S) 1:37.2366, Jeremy Mantello (Cortina GT) 1:37.7161, Eddie Dobbs (Holden FE) 1:37.7753, Brad Wright (Cortina GT) 1:38.0740, John Pitt (Cortina GT) 1:41.1994, Rod Evans (Cortina GT) 1:41.5345, Michael Stupka (Hillman Imp) 1:41.7750, Richard Fairlam (Holden EH) 1:45.4828.

Race One (6 laps): Mann (8:38.495) 1, Marget (8:42.272) 2, O'Brien (8:42.485) 3, Talbot (8:45.894) 4, Leo (8:54.812) 5, McPherson (8:55.742) 6, Stephen (8:56.550) 7, Ralph (9:02.640) 8, Cannon (9:07.512) 9, Brock (9:08.687) 10, Brewster (9:09.750) 11, Pur (9:10.822) 12, Nicholls (9:13.576) 13, Treloar (9:13.961) 14, Slater (9:29.658) 15, Dole (9:30.936) 16, Roach (9:31.614) 17, Collins (9:33.299) 18, Draper (9:35.046) 19, Osborne (9:52.884) 20, Fairlam (9:53.990) 21, Barr (9:58.229) 22, Challis (10:01.167) 23, Macaro (10:05.135) 24, Robertson (10:05.276) 25, David Pike (10:08.839) 26, Tickner (10:09.103) 27, Knight (10:09.472) 28, Stockton (10:11.998) 29, Brad Wright (10:14.882) 30, Deveson (10:15.443) 31, Trengrove (5 laps) 32, Evans (5 laps) 33, Stupka (5 laps) dnf, Dobbs (4 laps) dnf, Johnson (3 laps) dnf, Spence (2 laps) dnf, Mantello (1 lap) dnf, Coad (0 laps) dnf, Cutler (0 laps) dnf. Fastest lap: O'Brien (Ford Falcon XY GT) 1:24.7006.

Race Two (4 laps): O'Brien (5:44.392) 1, Marget (5:51.597) 2, Leo (5:54.080) 3, Talbot (5:56.903) 4, McPherson (5:58.398) 5, Stephen (5:59.006) 6, Cannon (6:06.504) 7, Ralph (6:07.685) 8, Treloar (6:13.068) 9, Brock (6:15.064) 10, Dole (6:20.451) 11, Nicholls (6:21.749) 12, Roach (6:24.874) 13, Coad (6:24.910) 14, Slater (6:25.663) 15, Collins (6:27.886) 16, Innes (6:32.670) 17, Draper (6:33.411) 18, BrenHare (6:33.907) 19, Fairlam (6:37.279) 20, Brewster (6:39.012) 21, Robertson (6:42.531) 22, Spence (6:45.950) 23, Tickner (6:47.394) 24, Macaro (6:52.156) 25, Knight (6:52.479) 26, Brad (6:53.106) 27, Mantello (6:54.113) 28, Brash (6:54.672) 29, Stockton (6:55.696) 30, Trevethan (6:56.586) 31, Deveson (6:57.705) 32, Barr (6:58.955) 33, Cutler (7:00.334) 34, Evans (7:13.806) 35, Stupka (7:14.632) 36, Challis (1 lap) dnf, Mann (1 lap) dnf. Fastest lap: O'Brien (Ford Falcon XY GT) 1:24.1976.

Race Three (6 laps): Talbot (8:54.502) 1, Leo (8:54.505) 2, Stephen (8:56.827) 3, McPherson (8:58.109) 4, Mann (9:00.229) 5, Treloar (9:06.125) 6, Coad (9:08.979) 7, Brewster (9:16.530) 8, Innes (9:27.517) 9, Collins (9:39.826) 10, Draper (9:40.522) 11, Cannon (9:42.512) 12, Spence (9:52.699) 13, Robertson (9:55.919) 14, Nicholls (9:58.168) 15, Hare (10:01.602) 16, Fairlam (10:02.094) 17, Tickner (10:03.110) 18, Ralph (10:04.961) 19, Wright (10:09.085) 20, Brash (10:10.360) 21, Knight (10:10.791) 22, Cutler (10:25.414) 23, Mantello (10:26.445) 24, Macaro (10:33.902) 25, Evans (5 laps) 9:01.094) 26, Stupka (5 laps) 27, Deveson (5 laps) 28, O'Brien (5 laps) 7:23.480) dnf, Stockton (3 laps) dnf, Brock (2 laps) dnf, Challis (1 lap) dnf, Osborne (1 lap) dnf, Barr (1 lap) dnf, Marget (0 laps). Fastest lap: John Mann (Ford Mustang) 1:25.4086.

Pinto) dnf, Dennis Freyvogel (Alfa GT Jr) dnf, Gary Johnson (Ford Pinto) dnf, David Reid (Austin Cooper S) dnf, Jim Sheffield (Fiat Abarth 850) dnf, Houghton Smith (Datsun 510) dnf, John Stahl (BMW 2002) dnf, Fred Vester (Austin Cooper S) dnf, Ken Walker (Austin Cooper S) dnf, John Wiley (Falcon Sprint) dnf, Rick Yucum (Chevy Nova) dnf.

Race (6 laps): Jensen (6 laps) 1, Poetter (6 laps) 1, Mulacek (6 laps) 2, Gunnell (6 laps) 3, Groh (6 laps) 4, Shafer (6 laps) 5, Fix (6 laps) 6, Hartwig (6 laps) 7, Ryan (6 laps) 8, Walsh (6 laps) 9, Long (6 laps) 10, Thomas (6 laps) 11, McGhee (6 laps), Mocas (6 laps) 12, Kalyan (6 laps) 13, Stewart (6 laps) 14, Tucker (6 laps) 15, Cornelius (6 laps) 16, Bradley (6 laps) 17, Doff (6 laps) 18, Yucum (6 laps) 19, Kornegay (6 laps) 20, O'Connell (6 laps) 21, Middleton (6 laps) 22, Rapparlle (6 laps) 23, Wilkie (6 laps) 24, Perrin (6 laps) 25, Wiley (6 laps) 26, Sedlak (6 laps) 27, Jensen (6 laps) 28, Douglas (6 laps) 29, Pinsonneault (6 laps) 30, Thomas (6 laps) 31, DNF Bauer (2 laps) dnf.

Group D (6 laps - 13.2 miles): Mike Donohue (Chevy Corvette) 6 laps - 10:2.590 1, Pat Ryan (Chevy Camaro Z-28) 6 laps - 10:11.548 2, Ron Deppert (Corvette) 6 laps 3, Dick Mooney (Corvette) 6 laps 4, Jim Bradley (Camaro Z28) 6 laps 5, Keith Dunbar (Jaguar XKE) 6 laps 6, Michael Douglas (Ford Mustang Boss) 6 laps 7, Ed Jensen (Camaro Z-28) 6 laps 8, Ben Peotter (Mustang Boss) 6 laps 9, Carl Jensen (Camaro Z-28) 6 laps 10, Bob Hebert (Jaguar XKE) 6 laps 11, Larry Beery (Corvette) 6 laps 12, Paul Fix II (Shelby GT-350) 6 laps 13, Tim Gallagher (Corvette) 6 laps 14, Chuck Bentley (Shelby GT350) 6 laps 15, Howard Nardick (Corvette Roadster) 6 laps 16, Michael Sedlak (Mustang Boss) 6 laps 17, Ed Chamberlin (Corvette) 6 laps 18, Marc Mehl (Corvette) 6 laps 19, Mark Rife (Corvette) 6 laps 20, Peyton Feltus (Shelby GT350) 6 laps 21, Larry Daurora Jr (Shelby GT350) 6 laps 22, Chris Hartwig (Mustang Boss) 6 laps 23, Scott Hackenson (Shelby GT 350) 6 laps 24, J J Rodman jnr (AC Cobra CR) 6 laps 25, Cary Bentley (Shelby GT350) 6 laps 26, David Rasmussen (Shelby GT350H) 6 laps 27, Darren Quintenz (Shelby GT350) 6 laps 28, David Trueman (Shelby GT350) 6 laps 29, David Groh (Camaro Z-28) 6 laps 30, Dan Pinsonneault (Camaro) 6 laps 31, Don Long (Mustang Boss) 6 laps 32, Lauren Fix (Mustang) 6 laps 33, Richard Payne (Corvette) 6 laps 34, Sandra McNeil (AC Cobra LM) 6 laps 35, Merle Henry (Corvette Coupe) 6 laps 36, William Cornelius (Mustang Boss) 6 laps 37, Michael Conmy (Shelby GT-350) 6 laps 38, Chris O'Neal (Shelby Mustang) 6 laps 39, Mark LiPuma (Corvette) 6 laps 40, Rick Yucum (Chevy Nova) 6 laps 41, John Wiley (Falcon Sprint) 5 laps 42, Gary Brooks (Corvette) 4 laps dnf, Al Giglio (Corvette Stingray) 2 laps dnf. Fastest lap: Mike Donohue (Chevy Corvette) 1:39.580.

Ring Knutstorp (Sweden)

HISTORIC TOURING CAR CHAMPIONSHIP - July 4

Race: Tommy Brorsson - Lotus Cortina (17.21.031) 1, Mikael Gustavsson - Lotus Cortina (17.37.766) 2, Niklas Johansson - Austin Cooper S (17.46.671) 3, K-G. Almström - BMW 1800 (17.52.507) 4, Bo Bergström - Ford Mustang (17.53.977) 5, Mats Anstrin (BMW 1800) (18.04.328) 6, Jana Andersson - Morris Cooper S (18.13.097) 7, Christer Nordlund - Morris Cooper S (18.19.989) 8, Anders Hyle'n - Volvo Amazon (18.30.615) 9, Lennart Thurn - Morris Cooper S (18.32.190) 10, Nils Holme'r - Austin Cooper S (18.40.401) 11, Niels Abild - Lotus Cortina (13 laps) 12, Håkan Ricknäs - Ford Falcon Sprint (7 laps) dnf, Mats Bergelin - Alfa Romeo dns, Max Viebke - BMC Cooper S dns, Christer Johansson - Lotus Cortina dns.

FIA HISTORIC TOURING CAR CHALLENGE - July 4

Race (48 laps): B. Warmenius/U. Larsson - Lotus Cortina (48 laps - 1:00.05.685) 1, C. Johansson/N LovénS - Lotus Cortina (47 laps) 2, M. Gustavsson/C. GustavssonS - Lotus Cortina (47 laps) 3, N. Johansson/H. Edvinsson - Austin Cooper S (47 laps) 4, R. Bremmekamp/W. Schachinger - BMW 1800 (47 laps) 5, E. Jüntgen/R. Kienen - BMW 1800 (46 laps) 6, D. Dahlemann/R. Wisell - Austin Cooper S (44 laps) 7, N. Holmer/U. von Hauswollf - Austin Cooper S (43 laps) 8, H Ricknäs / J Solman - Ford Falcon (42 laps) 9, C Jarl / P Bjurhovd - Volvo PV (37 laps) dnf, U. Lindberg/L. Fritz - BMC Cooper S (24 laps) dnf, P. Stöhrmann/not available - Lotus Cortina (23 laps) dnf, T Henrysson/L-M Tr - BMW 1800 (11 laps) dnf, P. Hågerman/L. Olsen - BMW 1800 (8 laps) dnf.

Oran Park

NSW STATE CHAMPIONSHIP Na/Nb Div1 - July 10-11

Qualifying: Dominic Truelove (Ford Cortina GT) 54:3253, Mark Whitehouse (Morris Mini Cooper S) 54.8626, Phil Barrow (Holden FJ) 55.1166, John Sivell (Cortina) 56.0513, Charles Gruber (Cooper S) 57.1291, Brad Harris (Holden FJ) 57.3477, Bob Harris (Holden 48-215) 58.3591, John Tight (Ford Zephyr MkII) 59.1610, Paul Rodenhuis (Zephyr MkII) 61.4528, Andrew Pursey (Morris Oxford) 62.5309, Terry Thompson (VW Beetle) 63.1801, Bruce Smith (MG Magnette) 64.9832, Rod Brincat (Cortina) 74.7369, Chris Dubois (Ford Anglia Super) 79.3241.

Race One (6 laps): Whitehouse (5:37.6150) 1, Truelove (5:37.9402) 2, Barrow (5:40.3250, Brincat (5:50.1534) 4, Sivell (5:50.4925) 5, B Harris (5:54.8686) 6, Gruber (6:01.7733) 7, R Harris (6:06.4745) 8, Tight (6:10.4288) 9, Rodenhuis (6:26.0558) 10, Thompson (6:27.2483) 11, Pursey (6:29.9783) 12, Smith (6:37.0965) 13, Huxley (5 laps) 14. Fastest lap: Rod Brincat (Ford Cortina GT) 54.4391.

Race Two (8 laps): Barrow (7:32.2204) 1, Truelove (7:32.4512) 2, Whitehouse (7:34.0396) 3, Sivell (7:44.8828) 4, Gruber (7:45.1623) 5, R Harris (7:54.9303) 6, Tight (8:08.2367) 7, Rodenhuis (8:11.4890) 8, Pursey (7 laps) 9, Thompson (7 laps) 10, Smith (7 laps) 11, Huxley (5 laps) dnf, B Harris (0 laps)

Continued over page

Mid-Ohio Sports Car Course

HISTORIC TRANS AM REUNION - June 25-27

Qualifying: Jim Bradley (Camaro) 1:40.575, Pat Ryan (Camaro Z28) 1:41.832, Michael Douglas (Mustang) 1:42.013, Ed Jensen (Camaro Z28) 1:42.193, Carl Jensen (Camaro Z28) 1:42.209, Ben Poetter (Mustang Boss 302) 1:42.595, Ray Mulacek (Camaro) 1:43.113, Skip Gunnell (Camaro) 1:43.258, Michael Sedlak (Mustang Boss 302) 1:44.451, David Groh (Camaro Z28) 1:46.289, Chris Hartwig (Mustang Boss 302) 1:46.429, Dan Pinsonneault (Camaro) 1:47.443, Don Long (Mustang Boss 302) 1:47.535, Lauren Fix (Ford Mustang) 1:47.989, George Shafer (Datsun 510) 1:48.702, Thomas Brumley (Mustang) 1:49.504, F.W. Bryan (Alfa GTV) 1:49.649, David Tilson (BMW 2002) 1:49.939, Ralph Thomas (Triumph Vitesse) 1:49.978, Karl McGhee (Porsche 911S) 1:50.158, Rick Kalyan (Ford Pinto) 1:50.495, Heidi Mocas (Alfa GTV) 1:50.659, Will Thomas (Austin Cooper S) 1:51.719, Brian Walsh (Ford Pinto) 1:53.200, Perry Genova (BMW 2002) 1:53.340, Roman Tucker (Alfa GTV) 1:53.415, Randy Kornegay (Datsun PL 510) 1:54.146, Ross Bremer (Lotus Cortina) 1:54.242, Steve O'Connell (Lotus Cortina) 1:57.993, Robert Middleton (Datsun 510) 1:57.796, Ran Rapparlle (Datsun 510) 1:58.460, Bill Stewart (Datsun PL 510) 1:58.967, Bruce Wilkie (Alfa GTA) 1:59.379, Tom Crews (Datsun 510) 1:59.783, Karen Perin (Ford Escort MkI) 2:01.780, Richard Thomas (Morris Cooper S) 2:04.831, Dudley Kuhlman (Austin Cooper S) 2:10.981, Herb Adams (Pontiac GTO) dnf, Cindy Bauer (Austin Cooper S) dnf, Kurt Bissell (Fiat 124 Coupe) dnf, William Cornelius (Mustang Boss 302) dnf, Richard Curtis (Austin Cooper S) dnf, Greg Doff (Porsche 911T) dnf, Bruce Dolin (Mini Cooper S) dnf, Paul Flanigan (Ford

RACING DETAILS

dnf. Fastest lap: Phil Barrow (Holden FJ) 54.8253.

Race three (5 laps): Barrow (4:43.5560) 1, Whitehouse (4:44.0022) 2, Truelove (4:45.8061) 3, Sivell (4:52.6712) 4, Gruber (5:01.8955) 5, R Harris (5:05.5629) 6, Tight (5:13.8640) 7, Rodenhuis (5:17.6031) 8, Thompson (5:29.0104) 9, Pursey (5:29.8189) 10, Huxley (5:42.5129) 11, Smith (5:44.1021) 12. Fastest lap: Mark Whitehouse (Morris Mini Cooper S) 54.2873.

Queensland Raceway

22nd HISTORIC - July 16-18

Qualifying: John Mann (Ford Mustang) 1:22.99, Steve Emson (Ford Falcon XY GT) 1:23.71, Gary Jackson (Holden Monaro GTS350) 1:25.57, Guy Gibbons (Holden Torana GTR XU-1) 1:25.69, Bruce Stewart (Torana) 1:25.90, Lloyd Bax (Valiant Charger R/T E49) 1:26.07, Allen Boughen (Falcon XT GT) 1:26.12, Trevor Hutchins (Monaro) 1:26.40, Steve Mason (Mustang) 1:26.57, James Brock (Torana) 1:27.11, Greg Burrows (Torana) 1:27.33, Anthony Beahan (Torana) 1:27.39, Mike Dyer (Torana) 1:27.77, Cameron Tilley (Chrysler Valiant S) 1:27.83, Doug Westwood (Mustang) 1:28.10, Brad Tilley (Plymouth Barracuda) 1:28.26, Garry Brown (Chev Nova) 1:29.75, Graeme Smith (Torana) 1:29.91, Don Thallon (Chev Nova) 1:29.97, Wes Anderson (Alfa Romeo Giulia Ti) 1:30.52, Brian Jessop (Torana) 1:30.68, John Lyle (Lotus Cortina) 1:31.02, Lionel Ayres (Lotus Cortina) 1:31.18, Kerry Finn (Torana) 1:31.40, Ken Nelson (Morris Mini Cooper S) 1:31.45, Max Ullrich (Ford Fairlane) 1:31.83, John Attard (Torana) 1:32.22, Matthew O'Brien (Cooper S) 1:33.10, Bill Westerman (Cooper S) 1:33.16, John Stratton (Cooper S) 1:33.37, Gary Michael (Holden EH) 1:33.38, Chris Dubois (Ford Anglia Super) 1:33.81, Errol Stratford (Lotus Cortina) 1:34.37, Bill Callan (Vauxhall Velox) 1:34.64, Rick Boughen (Ford Falcon XM) 1:35.51, Mike McGee (Cooper S) 1:35.90, Darren Borg (Cooper S) 1:36.28, David Paterson (Datsun 1600) 1:36.73, Ray Bailey (Holden EH) 1:37.22, Allan Wick (Ford Cortina GT) 1:37.38, Rhonda Burrows (Cooper S) 1:37.61, Peter Gilbert (Cortina GT) 1:37.71, Jeff Brazier (Fiat 1500) 1:38.15, John McKeon (Torana) 1:39.85, Bill Russell (Ford Anglia) 1:43.87, Bill Dixon (Waiseley 1500) 1:47.32, Ross McKenzie (Austin Lancer) 1:49.30, Don Titcume (Morris Major) 1:52.92, Robin Todd (Austin Lancer) dnf.

Race One (4 Laps) Division One: Mann (5:42.18) 1, Jackson (5:50.37) 2, A Boughen (5:59.26) 3, Dyer (6:03.16) 4, C Tilley (6:04.43) 5, G Burrows (6:05.03) 6, Mason (6:08.55) 7, Brock (6:09.09) 8, B Tilley (6:11.51) 9, McKeon (6:12.34) 10, Beahan (6:13.49) 11, Thallon (6:13.65) 12, Brown (6:16.95) 13, Anderson (6:17.50) 14, Jessop (6:18.43) 15, Attard (6:19.64) 16, Lyle (6:21.12) 17, Ullrich (6:24.09) 18, Nelson (6:24.91) 19, Finn (6:42.00) 20, Dnf

33 Gibbons (3 laps) dnf, Hutchins (2 laps) dnf, Westwood (2 laps) dnf, McCrystal (1 lap) dnf, Stewart excluded. Fastest lap: John Mann (Ford Mustang) 1:23.43.

Race Two (4 Laps) Division Two: Westerman (6:18.98) 1, Stratton (6:20.47) 2, Callan (6:21.01) 3, Stratford (6:29.25) 4, Michael (6:32.55) 5, R Boughen (6:32.71) 6, Dubois (6:34.80) 7, Bailey (6:36.23) 8, R Burrows (6:37.16) 9, Borg (6:41.39) 10, Brazier (6:43.97) 11, Wick (6:44.47) 12, Paterson (6:45.07) 13, Russell (6:55.18) 14, Dixon (7:16.54) 15, McKenzie (7:24.40) 16, Titcume (7:40.93) 17, McGee (3 laps) dnf, Gilbert (1 lap) dnf. Fastest lap: Bill Callan (Vauxhall Velox) 1:32.94.

Race Three (4 Laps) Division One: Mann (5:42.40) 1, Emson (5:44.05) 2, Jackson (5:48.01) 3, Stewart (5:53.11) 4, Bax (5:55.31) 5, Mason (5:57.23) 6, Hutchins (5:59.49) 7, A Boughen (5:59.60) 8, B Tilley (6:01.24) 9, C Tilley (6:01.63) 10, Dyer (6:05.36) 11, G Burrows (6:05.91) 12, Westwood (6:06.63) 13, Beahan (6:07.12) 14, McKeon (6:09.70) 15, Anderson (6:14.48) 16, Lyle (6:16.51) 17, Smith (6:16.79) 16, Attard (6:20.96) 19, Nelson (6:21.18) 20, Ayres (6:22.94) 21, Ullrich (6:23.38) 22, Finn (6:23.87) 23, Brock (2 laps) dnf. Fastest lap: John Mann (Ford Mustang) 1:23.10.

Race Four (4 Laps) Division Two: Stratton (6:17.78) 1, Michael (6:19.15) 2, Bill Callan (6:22.23) 3, Dubois (6:24.76) 4, McGee (6:32.72) 5, Borg (6:35.52) 6, Wick (6:40.96) 7, Brazier (6:49.91) 8, Bailey (6:50.41) 9, R Burrows (6:52.82) 10, Russell (6:56.17) 11, R Boughen (6:57.44) 12, Gilbert (6:57.93) 13, Paterson (7:17.65) 14, Dixon (7:28.42) 15, McKenzie (7:29.51) 16, Stratford (2 laps) dnf. Fastest lap: John Stratton (Morris Mini Cooper S) 1:32.11.

Australian Historic Touring Car Cup Race One (10 Laps): Anderson (15:11.27) 1, Nelson (15:30.66) 2, Lyle (15:30.88) 3, Stratton (15:43.18) 4, Ayres (15:46.26) 5, Dubois (15:48.29) 6, Borg (16:20.04) 7, R Burrows (16:21.24) 8, Paterson (16:28.66) 9, Brazier (16:33.33) 10, Wick (16:37.67) 11, Russell (9 laps) 12, McGee (9 laps) 13, Dixon (9 laps) 14, McKenzie (9 laps) 15, Titcume (8 laps) 16, Todd (8 laps) 17. Fastest lap: John Lyle (Lotus Cortina) 1:29.64.

Australian Historic Touring Car Cup Race Two (10 Laps): Mann (14:16.56) 1, Emson (14:22.28) 2, Jackson (14:25.79) 3, Stewart (14:28.48) 4, Mason (14:42.71) 5, Westwood (14:47.32) 6, A Boughen (14:47.43) 7, Hutchins (14:48.20) 8, Dyer (14:59.30) 9, Jessop (15:14.79) 10, Attard (15:23.02) 11, Smith (15:25.22) 12, Ullrich (15:41.31) 13, Finn (15:45.60) 14, Callan (9 laps) 15, Bailey (9 laps) 16, Michael (9 laps) 17, R Boughen (9 laps) 18, C Tilley (9 laps) dnf, Thallon (5 laps) dnf, McKeon (4 laps) dnf, Beahan (3 laps) dnf, B Tilley (1 lap) dnf. Fastest lap: John Mann (Ford Mustang) 1:23.65.

Jack Lacey Memorial Trophy Race (12 Laps): Mann (17:31.54) 1, Bax



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RACING DETAILS

(17:40.50) 2, A Boughen (17:49.56) 3, Hutchins (17:49.94) 4, Westwood (18:05.98) 5, Dyer (18:07.14) 6, B Tilley (18:23.39) 7, Jessop (18:23.61) 8, Anderson (18:29.99) 9, Beahan (18:39.10) 10, Mason (18:44.71) 11, Cailan (11 laps) 12, Nelson (11 laps) 13, Stratton (11 laps) 14, Michael (11 laps) 15, Finn (11 laps) 16, R Boughen (11 laps) 17, Ayres (11 laps) 18, Borg (11 laps) 19, R Burrowes (11 laps) 20, Paterson (11 laps) 21, Russell (10 laps) 22, Dixon (10 laps) 23, Mckenzie (10 laps) 24, Tiftume (10 laps) 25, Brazier (10 laps) dnf, Attard (8 laps) dnf, Dubois (8 laps) dnf, Stewart (7 laps) dnf, Jackson (5 laps) dnf, C Tilley (2 laps) dnf, Smith (2 laps) dnf, Ullrich (2 laps) dnf, Wick (2 laps) dnf. Fastest lap: John Mann (Ford Mustang) 1:24.64.

Barbagello

BELL EQUIPMENT APPENDIX J INTERSTATE CHALLENGE - July 17-18

Qualifying: Trevor Talbot (Holden Torana GTR XU-1) 1:09.6299, Cam Worner (Ford Falcon XW GT) 1:09.7416, Bill Meeke (Falcon Rallye Sprint) 1:09.8305, Phil Morris (Ford Falcon XY GT) 1:10.9704, Paul Stubber (Chev Camaro) 1:12.1122, John Bryant (Lotus Cortina) 1:12.1728, Jim Runciman (Morris Mini Cooper S) 1:12.5973, Ross Muller (Chev Nova) 1:13.1346, Lance Stannard (Cooper S) 1:13.4994, Steve Bruce (Cooper S) 1:13.5829, Anthony List (Ford Escort Twin Cam) 1:13.7551, Lou Jack (Valiant R Series) 1:14.4780, Alan Munday (Cooper S) 1:14.6513, Ron Moller (Holden EH) 1:14.7715, Trevor Stannard (Cooper S) 1:15.1958, Ian Bell (Ford Mustang) 1:15.5256, Stephen Smith (Holden EH) 1:15.8758, Andrew Eaton (Cooper S) 1:16.0547, Phil Radoslovich (Alfa Romeo 1750 GTV) 1:16.0691, Michael Smith (Ford Cortina GT) 1:16.1760, Eddie Dobbs (Holden FE) 1:16.5675, Mike Van Den Rydt (Lotus Cortina) 1:19.1544, Peter Bowra (Ford Zephyr MkIII) 1:19.8692, Bill Dunn (Cortina GT) 1:19.9710, Adam Dunn (Cortina GT) 1:21.2169, Greg Barr (Cortina GT) 1:21.5910, Frank Viskovich (Holden EH) 1:29.7318, Leo Jameson (Studebaker Lark Daytona) 1:30.9688, Tim Bradley (Cooper S) 1:51.3702.

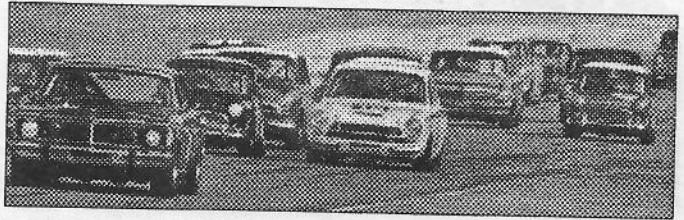
Race One (8 laps): Meeke (9:25.4787) 1, Talbot (9:28.5202) 2, Worner (9:34.3519) 3, Morris (9:49.8507) 4, Stubber (10:05.1209) 5, Munday (10:06.1448) 6, Bryant (10:06.8945) 7, L Stannard (10:09.0619) 8, Bell (10:12.0367) 9, Bruce (10:13.1931) 10, Jack (10:17.3064) 11, Smith (10:19.5370) 12, T Stannard (10:21.6769) 13, Bradley (10:26.8634) 14, Onofaro (10:28.4735) 15, Runciman (10:29.1831) 16, Moller (10:31.0687) 17, Eaton (10:31.0959) 18, Radoslovich (10:40.3915) 19, Prout (10:40.6763) 20, Dobbs (10:40.6842) 21, Van Den Rydt 79:38.2551) 22, Bowra 79:46.0180) 23, Barr 79:49.9233) 24, Dunn 79:52.8193) 25, Dunn 710:16.2253) 26, Smith (4 laps) dnf, Jameson (3 laps) dnf.

Race Two (8 laps): Stubber (9:30.3938) 1, Talbot (9:31.9094) 2, Meeke (9:32.1288) 3, Worner (9:34.7928) 4, Morris (9:52.8144) 5, Runciman (10:04.8523) 6, L Stannard (10:06.0320) 7, Munday (10:06.4031) 8, Bryant (10:07.3620) 9, Smith (10:15.1259) 10, Bradley (10:22.8006) 11, Jack (10:25.3748) 12, T Stannard (10:25.7803) 13, Dobbs (10:27.5194) 14, Eaton (10:27.6408) 15, Moller (10:32.5368) 16, Prout (10:32.8785) 17, Radoslovich (10:37.5480) 18, Smith (10:46.5832) 19, Dunn (7 laps) 20, Dunn (7 laps) 21, Bowra (7 laps) 22, Bruce (3 laps).

Race Three (10 laps): Meeke (11:43.1486) 1, Talbot (11:43.5806) 2, Worner (11:44.8937) 3, Morris (12:07.1308) 4, Runciman (12:26.1321) 5, Bryant (12:28.9847) 6, Munday (12:29.6560) 7, L Stannard (12:36.3238) 8, Bradley (12:42.6459) 9, Smith (12:48.4332) 10, Bruce (12:48.6387) 11, Stannard (12:51.5864) 12, Prout (13:04.3873) 13, Eaton (9 laps) 14, Van Den Rydt (9 laps) 15, Moller (9 laps) 16, Radoslovich (9 laps) 17, Bowra (9 laps) 18, Barr (9 laps) 19, Dunn (9 laps) 20, Bell (6 laps) nc, Dunn (7 laps) dnf, Dobbs (6:52.9403) dnf, Stubber (2 laps) dnf, Smith (2 laps) dnf.

Race Four (6 laps): Meeke (6:05.2744) 1, Worner (6:06.9720) 2, Stubber (6:11.1541) 3, Morris (6:14.9242) 4, Talbot (6:23.0412) 5, Runciman (6:26.6205) 6, Munday (6:34.4791) 7, Bryant (6:35.3469) 8, L Stannard (6:35.9026) 9, Bradley (6:36.1182) 10, Van Den Rydt (6:38.5420) 11, Bruce (6:39.4611) 12, T Stannard (6:40.1958) 13, Smith (6:40.5164) 14, Prout (6:45.3413) 15, Moller (6:46.8879) 16, Eaton (6:50.3504) 17, Radoslovich (6:58.9603) 18, Dunn (6:01.8914) 19, Muller (6:17.4851) 20, Dunn (2 laps) dnf, Bell (2 laps) dnf.

Race Five (6 laps) Handicap: Moller (6:48.8854) 1, Dunn (6:49.2023) 2, Prout (6:49.4254) 3, Talbot (6:50.6147) 4, Eaton (6:51.8123) 5, Muller (6:57.2116) 6, Meeke (6:58.3132) 7, Radoslovich (6:03.0049) 8, Van Den Rydt (6:03.0632) 9, T Stannard (6:03.5358) 10, Bruce (6:04.0465) 11, Smith (6:04.1365) 12, Runciman (6:04.6681) 13, Bryant (6:05.5568) 14, Bradley (6:05.5889) 15, L Stannard (6:07.1745) 16, Dunn (6:07.3313) 17, Munday (6:07.6515) 18, Stubber (3 laps) dnf.



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FOR SALE - CARS

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

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

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

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

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

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

FORD MUSTANG. 1965-66. Suit Group Nb or Nc. Rolling car with various race parts including front suspension, fuel system, brake lines, radiator, two sets of ProSprint 14x6" wheels, roll cage, etc. 1999 log book for Nb or Nc. Phone 02 9450 2988 (bh) or 02 9913 2988 (ah).

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

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

HOLDEN HQ. Race car, ideal Nc base although ready to race now. Includes timer and heaps of spares. Bargain buy at \$5000, no offers. Phone 02 9905 1225.

FOR SALE - CARS

HOLDEN TORANA. LC two-door less engine and gearbox. GTR dash and dorr trims, laminated windscreed, rust free. Damaged left front, easy repair. \$450, Ph 9913 1919.

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

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

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

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

FOR SALE - GENERAL

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

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

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

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

CLEVELAND PARTS: Ross Racing pistons, Ultra-lite custom 11.5 to 1, new with C&A zero gap rings \$1200. Eagle 6" rods, ARP bolts, new with bearings \$800. Comp Cams stainless rockers, new \$500. Probe stud girdle, new \$300. ARP bolt sets, head and main, new \$250 for both. Cleveland block standard bore \$200. Stock rods with ARP bolts \$140. Phone Neil 0412 727 271.

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

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

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

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

Need a PHOTOGRAPH?

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NSW GROUP N CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic/State Championship - Rd 1 Nb, Rd 1 Nc	Oran Park South
March 20-21	WP	State Championship - Rd 2 Nb	Wakefield Park
May 1-2	TOCA	ASTC - Roman Autotek 1 (Nb/Nc)	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park GP
June 12-13	OPMS	Trucks - Roman Autotek 2 (Nb/Nc)	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc	Oran Park GP
August 14-15	TOCA	ASTC - Roman Autotek3 (Nb/Nc)	Oran Park GP
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
October 23-24	OPMS	Trucks - Roman Autotek4 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, Rd 6 Nc	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

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

NSW GROUP N CALENDAR

HILLCLIMB PROGRAM - Group Na, Nb and Nc

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

CLUB MEETINGS

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

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

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Greg Cox
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4647 7292 - Rob Faith
 ARDC - (02) 9672 1000 - Brian Goulding
 HSRCA - (02) 6945 3199 - Robyn Snape

LEGEND

OPMS - Oran Park Motorsport, WP - Wakefield Park, HSRCA - Historic Sports & Racing Car Association, ARDC - Australian Racing Drivers Club, NSWRRRC - New South Wales Road Racing Club, BLCC - Bathurst Light Car Club, MWSCC - Manly Warringbah Sporting Car Club, TSCC - Tamworth Sporting Car Club, NMRC - Newcastle Motor Racing Club, GFP - Go Fast Promotions, WSCC - Wollongong Sporting Car Club, GSCC - Grafton Sporting Car Club, MGCCN - MG Car Club Newcastle.

MAJOR AUSTRALIAN EVENTS

DATE	EVENT	VENUE
March 4-7	Australian Grand Prix - Group N support	Albert Park, Melbourne
March 27-28	Rd 1 Shell Australian Touring Car Championship	Eastern Creek
April 9-11	Adelaide - Group N support	Adelaide
May 2-3	Australian Super Touring Championship	Oran Park (South circuit)
May 29-30	Historic Winton - Nb and Nc	Winton
July 17-18	Historic Touring Car Cup	Willowbank (Queensland)
July 18-19	Australian Super Touring Championship	Oran Park (GP circuit)
August 21-22	Rd 10 Shell Australian Touring Car Championship	Oran Park
TBA	Historic Sandown - Nb and Nc	Sandown
Sept 29-Oct 3	Bathurst 1000 (Super Tourers)	Bathurst
October 14-17	CART Indy GP	Gold Coast
October 30-31	AROCA Six Hour Relay	Eastern Creek
November 11-14	Australian 1000 Classic (V8 Supercars)	Bathurst
TBA	Nb and Nc	Phillip Island

NSW GROUP N CALENDAR

QUEENSLAND STATE CHAMPIONSHIP

DATE	VENUE	DATE	VENUE
May 29-30	Lakeside	November 7	Queensland Raceway
September 6	Lakeside		

INTERNATIONAL RACING

CLASSIC SALOON CAR CLUB CHAMPIONSHIPS (GB)

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

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

1999 FIA EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

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

CLASSIC TOURING CAR CHAMPIONSHIP (GB)

DATE	VENUE	DATE	VENUE
March 21	Donington Park (GP)	August 22	Snetterton
April 11	Thruxton	September 4-5	Brands Hatch (Indy)
April 24-25	Brands Hatch (Indy)	September 11	Spa Francorchamps (Belgium)
May 22	Silverstone (National)	September 26	Mallory Park (Full)
July 24-25	Pembrey	October 2	Castle Combe

CLASSIC THUNDER (GB)

DATE	VENUE	DATE	VENUE
April 17	Oulton Park (Fosters)	September 26	Mallory Park (Full)
July 24-25	Pembrey	October 2	Castle Combe
August 22	Snetterton		

SPORTSCAR VINTAGE RACING ASSOCIATION CHAMPIONSHIP (USA)

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

1999 POINTSCORES

NSW STATE CHAMPIONSHIP

GROUP Na (R3 - 11.7.99)

Paul Rodenhuis	140	Bruce Smith	67	Jonathon Perrin	13
Andrew Pursey	120	Terry Thompson	51	Rob Priddle	8
Arthur Huxley	78	Don Titcume	48		

GROUP Nb Div II (R3 - 11.7.99)

Phil Barrow	125	Brad Harris	47	Matthew O'Brien	20
Dominic Truelove	103	Charles Gruber	37	Dave Probin	20
Mark Whitehouse	103	Ken Ross	36	Barrie Brown	18
Chris Dubois	70	John Tight	27	Chris Strode	17
Rob Brincat	56	John Sivell	25	Phil Windus	17
Bob Harris	56	Phil Powell	23	Stuart Schofield	16
Bill Callan	54	John Dunning	20	Aaron Gabriel	10

GROUP Nb Div I (R3 - 30.5.99)

Jason Humble	111	Wes Anderson	41	Ross Muller	31
Ken Ballantyne	105	Max Ullrich	43	Ray Cleaver	29
Greig Malaure	118	Anton Mechtler	41	Derek Smith	17
Robin Marshall	61	Steve Mason	40	Tim Wilson	14
John Lyle	52	Doug Westwood	35		

GROUP Nc (R1 - 30.5.99)

Vince Macri	81	Allan Reid	38	Max Hutchins	16
Cameron Worner	58	Mike Dyer	32	Ross Hogarty	14
Michael Terry	57	Duane Corner	28	Warren Bossie	12
Des O'Loughlin	47	Norm Bolitho	20	Garry Kirwan	5
Vince Harmer	41	Jason Foley	24		
Bruce Stewart	40	Ian Sawtell	16		

THE FINER POINTS

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

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

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

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

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

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

1999 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (1.1-7-99)

Andrew Pursey	92.83	Bruce Smith	60.66	John Dowsett	27.00
Paul Rodenhuis	86.50	Arthur Huxley	45.66	Terry Thompson	25.66
Don Titcume	51.00	Rob Priddle	28.50	Jonathon Perrin	12.50

GROUP Nb Div II (1.1-7-99)

Phil Barrow	105.16	Chris Strode	38.00	Barrie Brown	17.00
Rob Brincat	69.33	John Dunning	30.50	Jon Priddle	16.50
Chris Dubois	76.00	Paul Warne	30.00	Charles Gruber	15.33
Dominic Truelove	66.83	Stuart Schofield	29.00	Rob Owers	14.50
Mark Whitehouse	76.83	Ken Ross	26.50	Ken Brigden	13.50
Bill Callan	50.00	Dave Probin	24.50	Phil Windus	12.50
Bob Harris	48.50	Phil Powell	22.50	John Tight	11.00
Brad Harris	46.83	Aaron Gabriel	19.00	Ken Oberman	10.50
John Sivell	38.33	Matthew O'Brien	18.00	Chris Haig	5.00

GROUP Nb Div I (30-5-99)

Greig Malaure	57.50	Wes Anderson	22.66	Doug Westwood	15.00
Jason Humble	55.00	Ross Muller	20.50	Tim Wilson	14.50
Ken Ballantyne	53.33	Anton Metchler	19.33	Andrew Bergan	5.00
Robin Marshall	32.00	Derek Smith	19.00	Bob Hayden	3.00
Steve Mason	30.00	Max Ullrich	16.33		
John Lyle	27.66	Ray Cleaver	15.33		

GROUP Nc (30-5-99)

Vince Macri	48.66	Cam Worner	26.33	Max Hutchins	12.50
Vince Harmer	36.33	Des O'Loughlin	20.66	Ross Hogarty	11.00
Michael Terry	34.50	Brian Jessop	19.00	Warren Bossie	9.00
Bruce Stewart	34.00	Michael Kavich	16.66	Rick Rogers	8.00
Jason Foley	32.16	Allan Reid	15.66	Denis Sargent	4.00
Norm Bolitho	31.00	Duane Corner	13.66	Garry Kirwan	3.50
Mike Dyer	28.00	Ian Sawtell	13.00	Greg Lamond	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 pointsoring NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within 14 days.

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

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