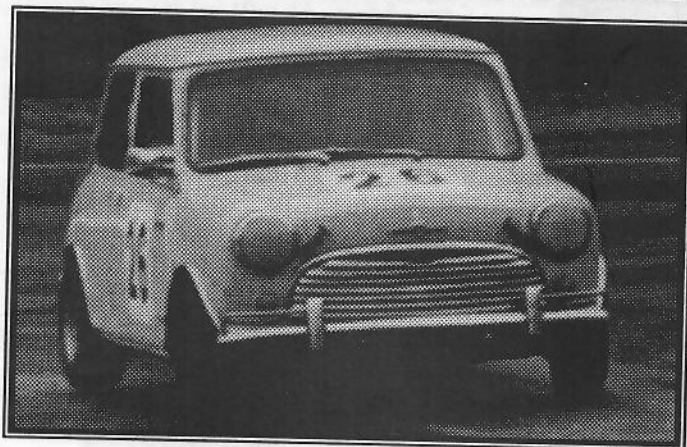
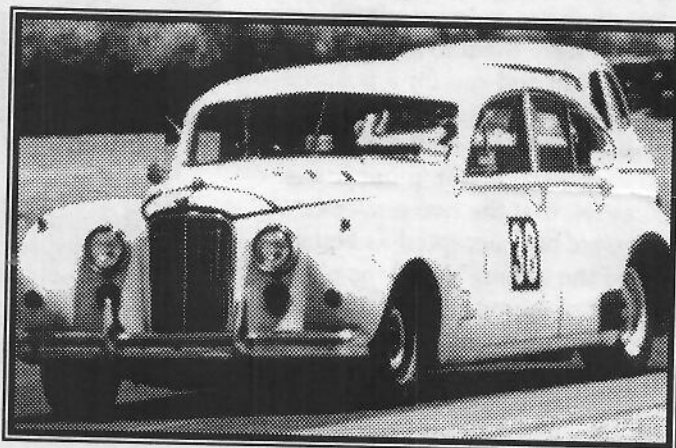
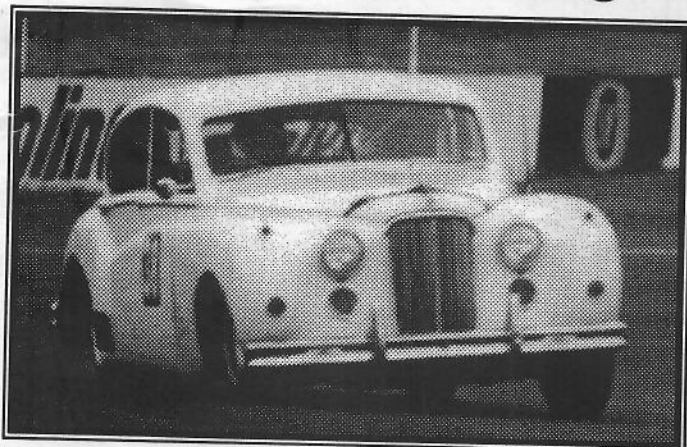


Action-Line

Newsletter of the Appendix J Association of NSW Inc, Racing since 1981

The defending category champions



GENERAL MEETING and Video (Vauxhall's racing Vectra)

Tuesday February 3, 7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

You have probably noticed by now that included with this edi-

tion of the magazine is a nomination/proxy form that signals that the Annual General meeting is just around the corner, next month in fact. There is one definite way of speeding up the passage of time, join the committee and I will guarantee the time will fly! And here is your opportunity to nominate for a position on the committee for the ensuing year. Have a think about it, speak to the person you think is most qualified to carry out the task and convince them to accept the nomination and run for a position.

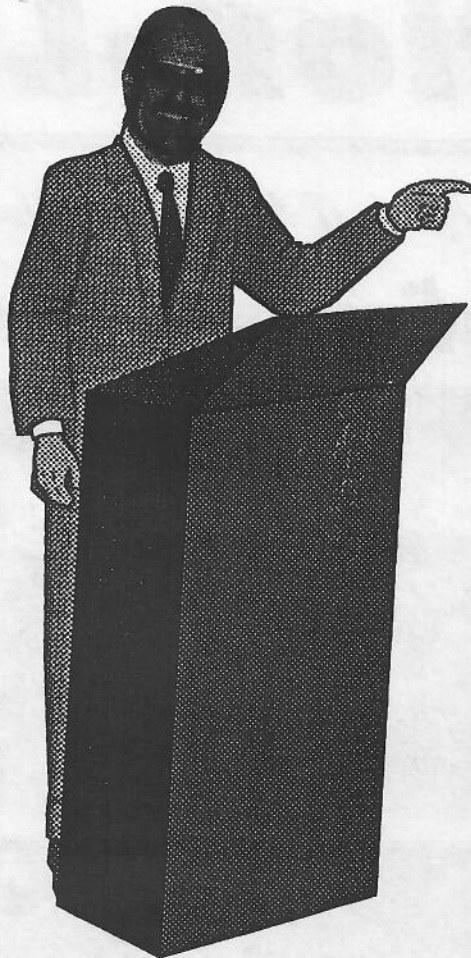
At the last committee meeting we discussed how well Nc and Na had been absorbed into our ranks. It was felt that the two newer categories are now accepted as being part of the Group N and the original idea of appointing a representative to each category to foster understanding of that category had largely been achieved. It was felt that what was needed now was to concentrate on uniting us as one group, Group N.

By having three representatives, one for each category, it is all too easy for competition between the categories to escalate. The committee decided that the most effective way to look after the requirements of all three categories was to have one person look after the needs of all the categories. To that end it was decided to change the three positions of Na, Nb and Nc representatives into one single representative.

The position will be "Category Representative" and it is hoped that having only one person bringing all category problems to the committee, the competition factor will be eliminated. There is still of course much to be done, but it is felt that Na and Nc are now very much a part of our club and we can now concentrate on uniting us all within the Group.

Hopefully Na and Nc in time will grow to the point where the categories will not have to race together all the time and to that end we should perhaps shortly look toward having "one category only" meetings. This all depends on numbers of course, but if we can unite and support the club then "extras" in the form of "one category only" races or meetings are entirely possible.

The upcoming Eastern Creek is an example of where



the unprecedented support has created an opportunity for Division II to re-

emerge. If you had your doubts about how healthy the club really is take a look at the entry. There are seventy-five entries over the three categories! Is that an entry or is that an entry?

That is an increase of over twenty percent on top of last year and whilst there are some interstate entries, they are few. Just in NSW entries this is a national record. What terrific support for what promises to be just a great meeting. There is so much going on I do not know where I would have found the time to race anyway, even if my car was ready.

I have had a good response to the Geoghegan dinner where we have an "Appendix J" table. We have arranged to have it placed strategically next to a table of similar car racing types from Queensland! Should be a good night!! If anyone still wants to be included, please ring me as soon as possible and I will see if I can organise for you to be included.

An area at Eastern Creek has been set aside for Appendix J and I would urge all those not lucky enough to have been allocated a garage, to pit with your fellow competitors. You never know, by the end of the weekend you may even know another member a little better or may meet someone you didn't know before.

To help the socializing side of things *Rosco's Bar and Grill* of course will be in operation over the course of the weekend and you are all invited to attend.

Hospitality is a big thing when we travel interstate as the recent Lakeside proved and although there are not many from across the borders, it does give us a chance to practice our hospitality skills. I will provide details of the weekends activities in my "Welcome to Eastern Creek" page I will deliver to you all at the start of the weekend.

As you can see by articles elsewhere in the magazine we have been hard at work and with the able assistance of Rod Eime we have established an Internet site to promote the club. Hopefully it will be up and running by the time you all read this and it should prove a useful tool to promote our class of racing

Some work has been done on a suggestion of having a club badge suitable for our race vehicles and some samples are now available. These could also help to unite the categories and the club also and I would like to discuss these at the meeting on Tuesday night to get peoples feeling before we commit to having them printed. Don't forget to be there. Until Tuesday . . .



- Regards Bob

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Mike Dyer Max Stahl

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Calendar changes

THE LAST ISSUE of *Action-Line* featured the Na and Nb Division II race calendar with an Oran Park Grand Prix meeting on April 19.

This meeting has been moved to another date which clashes with an existing fixture. Thus the event is no longer part of the calendar and a replacement will be made after the February General Meeting. A full calendar will be published next month.

The season opens next weekend on January 31/February 1 with the big annual Historic at Amaroo Park which is also the venue for the State races on February 22. State races are then scheduled for Wakefield Park on March 1. ☑

Sad Farewell

MANY APPENDIX J faces from past and present attended the funeral of Kevin Anker, some having celebrated his 50th birthday at his home just six weeks earlier. The Association extends its heartfelt sympathies to Kevin's wife Jackie and sons Richard and Christian. ☑

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.

**December DEADLINE is
Friday February 20**

AROUND THE TRAPS - news

ARDC winners

ALTHOUGH NOT PUBLISHED the ARDC Group N series was taken out by former ARDC Club Champion Bob Pearson. He won the both trophy events that comprised the series. The first was held at Eastern Creek in February where he raced the red and gold Lotus Cortina. He competed in the second with the new Ford Escort. Second overall in the series and on equal points were Marc Ducquet and Rod Stait. The presentation took place the ARDC Award Night just prior to Christmas. No category representatives were on hand to accept. J

Group C visitors

IT WAS A pleasure to have Beach Thomas and Frank Binding, both Group C car owners, at the December General Meeting. Beach spoke at the meeting about Group C and the group's involvement and aspirations. Frank is a member of the Appendix J Association and a Group N competitor. Other members of our club also are owners of Group C cars. It is hoped that those with Group C interests and/or cars, may strengthen their ties with the Appendix J Association as Group C is the category that represents the next major chapter in the history of touring cars in Australia. We would welcome others with an interest in Group C and encourage their involvement in the club. J

Car changes

NEWS FROM SOUTH of the border suggests that long time Victorian exponent of a Cortina GT, Chris Ralph has traded in the trusty "performance four" for one from the same Ford stable with a "bent eight". We'll look forward to seeing you in NSW Chris. It is believe the car does know its way around some NSW tracks having originated here some years ago. J

Date Changes

THERE HAVE BEEN a couple of changes to the 1998 Calendar in regard the State Championship. The final round of the Na and Nb Div II series has been brought forward a week from June 28 to June 21. In the meantime the opening round of Nb Div I and Nc has moved from mid-March to the first weekend of the following month, April 4-5.

The amended State Championship for Na, Nb and Nc reads as follows:

Na and Nb Div Two		
Rd 1	Feb 22	Amaroo
Rd 2	Mar 22	Eastern Creek
Rd 3	June 28	Oran Park
Nb Div One and Nc		
Rd 1	April 4-5	Oran Park Trucks
Rd 2	Aug 8-9	Oran Park Historics
Rd 3	Sept 12-13	Easter Creek Historics

J

Forty Years On

TASMANIA'S BASKERVILLE RACEWAY will celebrate forty years of continued motor sport this year. The Hobart Sporting Car Club will conduct a special race meeting on February 22 to commemorate this great achievement.

The club is endeavouring to include events for Historic vehicles through to current categories and some demonstration laps by notable drivers will also take place. It is also trying to locate anybody that has raced or ever been associated with Baskerville or know of anybody who has or has film footage, newspaper clippings, old photos etc.

Assistance packages will be available for mainland competitors by negotiation with the promoters whilst coporated facilities will be available trackside.

The organisers have contacted many clubs and associations for assistance to make this Anniversary meeting a huge success and any correspondence can be forwarded to Andrew Lamont, 6 Sirius St, Howrah 7018. He can be also contacted on Ph/Fax (03) 6247 1037 or mobile 018 122 625. J

Board Upheaval

JUST WHEN EVERYTHING appeared fine and dandy after the ARDC Board elections, returned president Colin Bond resigned and Damon Beck has become the new president. In something of a stormy meeting directors Brian Gelding and Jane Taylor resigned their positions. In an unrelated decision, Steve Butchart resigned also. His place taken by Andrew Pursey. J

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AROUND THE TRAPS - news



Lining up for a new ten-round series

Classics are go

THE BRITISH CLASSIC Touring Car Championship, which was part of the TOCA Super Touring Car package up to last year and subsequently dumped, has not died. The category is set to have a 10-race program this year which will include Spa-Francorchamps in Belgium, Castle Combe and the Brands Hatch Grand Prix circuit, first time British venues for these cars.

The category is a breakaway group from Appendix K and whilst they represent cars up to the end of 1966 on the outside, they are a far cry from their counterparts of yesterday.

The cars have fibreglass doors, boot lids and bonnets and feature non-period big brakes, big wheels, far greater engine freedoms and stripped out interiors. Still the "Classics" have proven to be extremely popular among British Touring Car Championship racegoers. It is believed the support of manufacturers' backing of other categories spelled their end at TOCA meetings.

In 1998 four of the rounds will see the Mustangs, Camaros, Cortinas, Minis, BMWs and Anglias etc support the TVR Tuscan Challenge, a very popular one-make V8 sports car series. At the very fast Thruxton the series will back the European BOSS Formula.

The category co-ordinator Stuart McCrudden was quoted as saying that he had expressions of interest from drivers who never relished the pressure of TOCA's three day meetings and is obvious positive about the future of the class.



BULLETIN

Bulletin number B98/03
Date of Implementation: January 12 1998

TECHNICAL BULLETIN
5TH CATEGORY HISTORIC
GROUP N & S TYRE LIST

Reference:

1998 CAMS Manual of Motor Sport - Section 8 (page 8-30), Tyre List Groups Na, Nb, Nc, Sa, Sb & Sc.

Rationale:

To provide an additional optional tyre for Group N & S Competitors.

Authority:

This amendment was approved by the Board Executive of CAMS Ltd by fax vote on January 8.

Action:

Add the following tyre to the Tyre list for Groups Na, Nb, Nc, Sa, Sb and Sc:

"Yokohama A008RS"



MIKE DYER ENGINE RECONDITIONING P/L

"EST 1967"

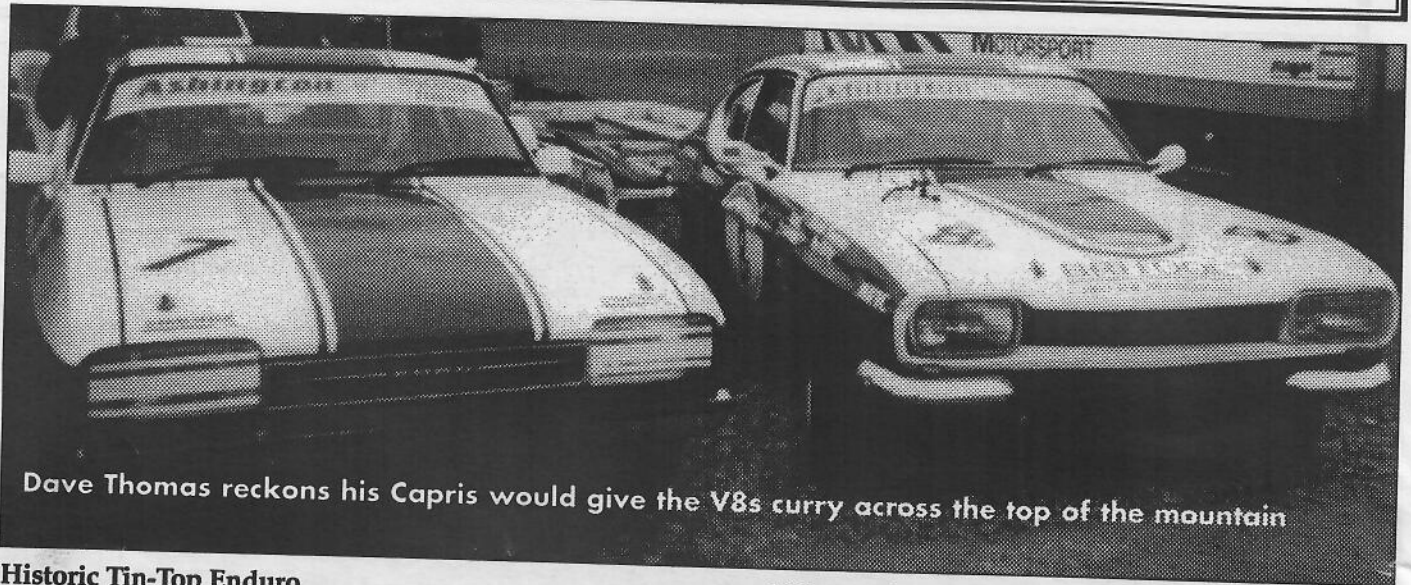
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AROUND THE TRAPS - news



Dave Thomas reckons his Capris would give the V8s curry across the top of the mountain

Historic Tin-Top Enduro

AN ASSEMBLY OF the best Classic (read Historic) Touring Cars from around the world in a three-hour race at Mt Panorama is the dream of overseas visitor and racing fanatic Dave Thomas.

The holidaying British team owner and driver is anxious to see the best European Historic, Classic, Post Classic, Group One and Appendix K cars take on the best of our own Group N cars in a three-race series that would include Silverstone and the Nurburgring.

"We have two of the races in place already, and the concept is brilliant. Silverstone is probably the best known British track outside Britain as is the Nurburgring outside of Germany. Australia's most famous track is no doubt Bathurst and many racers

would love to bring their cars here and race," he said after attending both 1000s last year.

"The concept we have is brilliant. Each class runs to its usual rules which makes for an interesting mixture on the grid and there are two mandatory pitstops of no less than two minutes.

"The Nurburgring event takes in both the new and the old circuits and makes for 229 corners. You get two two-hour qualifying sessions which means around a dozen laps. You don't get to learn the circuit that well - just drive down the middle of the road!" he enthused. In excess of 200 cars compete.

Thomas says such an event hinges on a sponsorship deal that would assist in bringing the cars to Australian as well as getting the local cars to the other venues.

No excuses please

IF ENTRY FEES are the reason some members are not competing, consider Bruce Stewart's 1965 Warwick Farm entry, part of which is shown here. At 10 pounds it represent more than half the average weekly wage.

Australian Automobile Racing Co. Ltd.

WARWICK FARM CIRCUIT

INTERNATIONAL MEETING

SUNDAY, 14th FEBRUARY, 1965

Date Rcvd.	11/1/65
Cheq. Cheque	£10

ENTRY FORM

The meeting will be held under the National Competition Rules of C.A.M.S., the International Sporting Code of the F.I.A., the standing A.A.R.C. Regulations and the Supplementary Rules and Regulations issued for the meeting by the Australian Automobile Racing Co. Ltd.

C.A.M.S. Permit No. A65/2

Race for which car is entered. Please indicate with an X in column 1. Separate form per car.

(1)	Name of Race	Entrant (Block Letters)	Driver (Block Letters)
	International "100" (45 Laps)		
	Racing Car Race (10 Laps)		
	Sports Car Race		
	Marque Sports Car Race		
<input checked="" type="checkbox"/>	Closed Sports Racing Car Race	BRUCE STEWART	BRUCE STEWART

PARTICULARS OF ENTRY (INCOMPLETE ENTRY FORMS CANNOT BE ACCEPTED):

Make of Car Holden Year of Manufacture 1965
 Make's Type or Model Capri Engine Make and Type Holden

EQUIPMENT TO BE USED	
Supplier and grade of Fuel <u>TOTAL</u>	Oil <u>TOTAL</u>
Tyres <u>PIRELLI</u>	Shock Absorbers <u>STD.</u>
Wheels <u>HOLDEN</u>	Carburetors <u>3 x 1 1/2" S.V.</u>
Brake linings <u>STD.</u>	Ignition <u>STD.</u>
Plugs <u>BOSCH</u>	

GENERAL DECLARATION FOR COMPLETION BY ALL COMPETITORS

- (i) I have read the Supplementary Regulations issued for this Meeting and agree to be bound by them and by the National Competition Rules of the Confederation of Australian Motor Sport.
- (ii) I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
- (iii) I further undertake that before taking part in this event I shall be in possession of a current C.A.M.S. Competition Licence and that I do not suffer from any physical or mental disability which if known to the promoters might cause them to reject this entry.
- IMPORTANT: If the entrant or driver is under 21 years of age, this form must be countersigned by a parent or guardian of such entrant or driver.

I wish to enter my car for the event(s) shown above and enclose remittance of £ 5 covering the necessary fees as per Supplementary Regulations (Item 6).

BURWOOD AUTO REPAIRS

Signature of Entrant [Signature] Competition Licence No. N226
 (Entrant)
 State age if under 21 _____ Is the Licence valid for this meeting? Yes

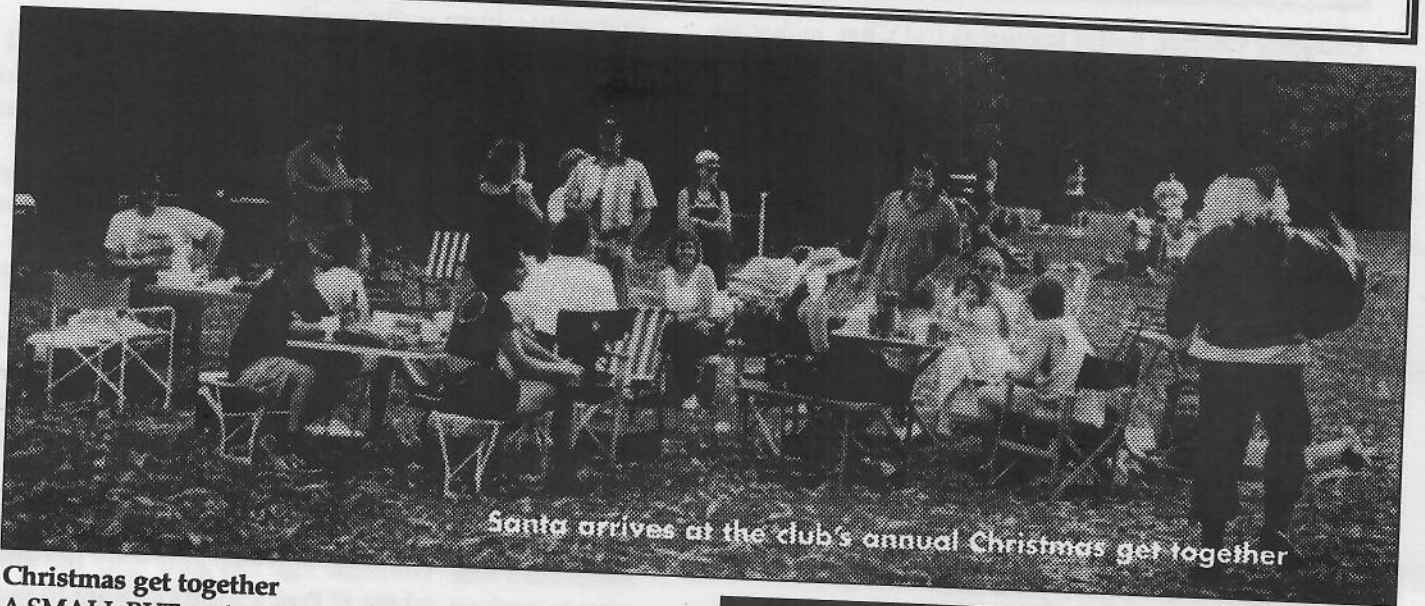
Signature of Driver [Signature] Competition Licence No. N226
 (if other than entrant) _____ (Driver, if different from above)
 Blood Group of Driver _____ Is the Licence valid for this meeting? Yes
 State age if under 21 _____

Entrant's Address 318-220
MOTA RD BURWOOD
 Telephone Nos. 74122 (Day) 74111 (Night)
 Date 11/1/65

This Entry is made with my consent.
 (Signature of Parent or Guardian of entrant)
 (Signature of Parent or Guardian of driver)

This form must be sent with the necessary remittance to G. P. F. Sykes, General Secretary, Australian Automobile Racing Co. Ltd., 124 Sussex Street, Sydney, N.S.W.

AROUND THE TRAPS - news



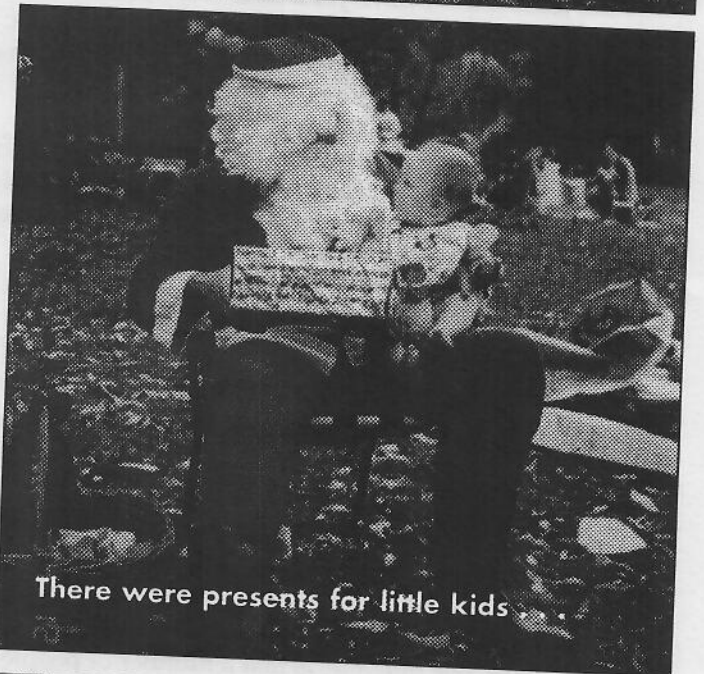
Santa arrives at the club's annual Christmas get together

Christmas get together

A SMALL BUT enthusiastic gathering at Lane Cove National Park attended the annual Christmas get together on the December 14.

Santa was in attendance proffering his knee to likely young ladies and dispensing gifts and lollies to the children present.

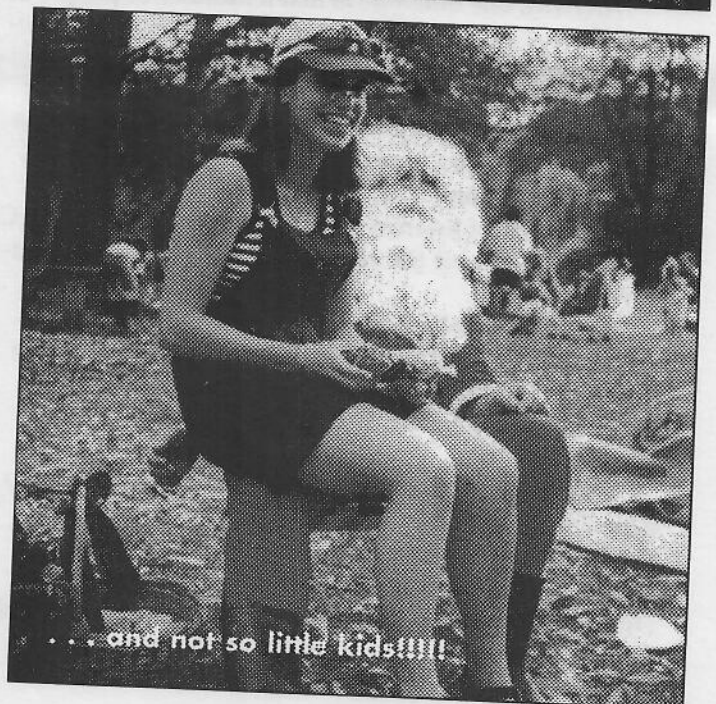
Rosco's Bar and Grill was on site with steaks and sausages and the odd ale or two on a balmy Sunday afternoon. Water pistols were drawn by younger members from the southern division of the club and a good time was had by all.



There were presents for little kids ...



The formalities done, its time to visit with the proprietor of Rosco's Bar and Grill



... and not so little kids!!!!

CAT CHAT

Category Chatter, better known as Cat Chat, makes its first appearance of the New Year - so a very competitive, but safe, 1998 Motorsport season to all our readers.

The last Club Night still didn't reveal any rude suggestions from the members about the role of the Category Representative, so I'll continue to "wing it". Also, the last Club Night failed to produce any input from the Group Nc brigade, so guys - WYSIWYG (What You See Is What You Get) and don't blame me!

Group Nc is another fairly recent introduction to the Historic 5th Category, as is Group Na. Group Nc caters for Touring Cars (1965-1972), but you knew that already (or did you - this club is growing and some of the old-stagers must forgive me if I try to look after the newcomers as well).

The ranks of Nc include a number of well-known faces, some newer ones (and they drive pretty well too) and quite a few we have yet to see.

Mick Donaher did a great job of getting Group Nc under way and his immaculately prepared Torana was always good to watch from the time when it first showed people what Nc was all about.

Of course, father Laurie wasn't going to miss out on this category so it has been good to see him come back with the Boss Mustang flashing a few horsepower after the demise of his original Nb 'Stang.

Talking of flashing horses - there is Ross Donnelly's Mustang. Ross what is this rumour that I hear about you getting sponsorship from a paint company to show off their new paint that becomes invisible whenever an

Eligibility Officer walks past?

Paul "The Axe" Axiak's Monaro also has a special feature - most people inflate and deflate their tyres, but not Paul, he inflates and deflates his wheels dependent on how much he gets messed about!

The way things are going in Nc we could soon see a "Torana only" race - now that would be something for the spectators.

I won't list everybody (sorry if I miss you - but you get a mention next time in exchange for a bottle of something decent), but the ranks include Grant "Some Bastard stole my trophy" Elliott, Dennis "Red is the official team colour" Sargent, Robert "You should see me driving the truck" Tebb and Brian "The Club's Master Builder" Jessop.

Simon de Low has his Escort in green and yellow and there is now the Escort of Bob Pearson to fly the small Ford flag. Grahame Hill has gone from the minnow to a whale, whilst El Pres appears to want to move from a Mini to a Marrickville Taxi. Bob, is that really true or was it just the Christmas grog talking?

Talking Christmas grog - hope you all had a good one over the festive season and that you took your licence medical before eating and drinking too much. The damned dry cleaner shrank my romper suit around the waist (again).

Looking forward to seeing all of you, be it Na, Nb, Nc, or just fellow tin top enthusiasts at Amaroo Park on January 31 and February 1.

- Axeman

NET NEWS

The lists were fairly quiet over the holiday period, until the Australian contingent lit up the bags on the vintage-race list; there were flames everywhere!

Anyway, one outcome is that a number of people in the US would be very interested in seeing some (particularly) Australian cars racing in the US.

The thought of Na, Nb, Nc and Group C on a tour of the US circuits is mindboggling (as, unfortunately, is the cost - but if you know a sponsor with very deep pockets, talk to me).

A number of listers were very interested in Group C and wondered how the cars would go over there - pretty well I'd think.

They were really keen to see some of the cars that are peculiar to Australia - maybe we should get GM to sponsor a "Golden Days of Holden" trip to the US so they can see Fx, FJ, EH, HQ, Torana, Monaro, Commodore, etc.

One discussion that was quite interesting related to vehicle regulations over there - I'm currently waiting details of the east coast-based Sports and Vintage Racing Association's regulations from Jack Woehrl (Technical Director, SVRA) and it will be quite revealing to compare how close (or otherwise) the specifications

are to what is run in our region.

My impression from the discussion was that much as we may whinge about CAMS, we seem quite fortunate in what CAMS and the HCC have achieved in that we have a universal set of rules across Australia.

In contrast, in the US, it seems that some clubs run different rules so that a car prepared to one specification can be fully legal in one club, illegal in another, or totally uncompetitive in another - does that make sense to any of you?

The lists also had their fair share of Christmas humour, but nothing worthy of this magnificent journal, so I haven't got a joke for you this month (sorry, FrankD).

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

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

- Andrew Pursey
MorrisOxford@s054.aone.net.au
or saabsux@hotmail.com

GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, December 2, 1997

Meeting commenced at 8:30 pm.

Apologies:

C. Dubois, B. Jessop, K. Ross, A. Smyrnis, J. Dowsett, T. Thompson.

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

Correspondence - Inward:

- Letter from CAMS seeking nominations to the HCC.
- Letter from Justin Brown and copy of Victorian magazine.
- CAMS newsletter for Oct/Nov '97.
- Notification from CAMS head office of new address at 851 Dandenong Road, Malvern East Victoria 3145.
- Letter of thanks from Peter Mohr for copy of Action-Line.
- Invitation from Catalina Park to stage event in 1998.

Correspondence - Outwards:

- Letters of thanks to invitees to presentation night viz K.Ibbotson, B. McPhee, R. Eldershaw, B. Jackson.
- Letter to Paul Samuels re custody of Brian Muir lap board.
- Letter to John Dawson-Damer requesting review of regulations.

Presidents Report:

- Division I and II Nb have been reinstated for 1998 and State Championships will be conducted for all three categories.
- Reports indicate that everyone enjoyed the presentation night and we were appreciative of the assistance from our presenters and sponsors.
- Wakefield Park Historics was a successful event.
- We welcome Group C owners to our meeting and it is thought that at some stage they will be covered under the Historic Fifth Category.
- Recent elections at CAMS have been declared

invalid.

Treasurers Report:

- Balance of bank is \$1384.76 plus \$5000.00 IBD.

Public Relations:

- Heritage Motel at Goulburn is seeking 8" x 10" photographs of cars in competition for a special display. They are offering reduced rates for club members and may also be interested in providing some sponsorship. Anyone with photos please see Chris Wilson.

Competition:

- The ARDC meeting of Eastern Creek on December 7. So far we have 13 entries and we will not be combined with any other category. Anyone interested in entering, please see Lionel Walker.

Eligibility:

- The results of the A008R tyre tests are being placed before the HCC meeting of December 13.

General Business:

- Results of the ARDC Annual General Meeting deferred any decision regarding Amaroo Park until a business plan is presented early in 1998.

Raffle was drawn and won by Chris Wilson.
Meeting closed at 10:40 pm.

7

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Phone: (02) 9602 5317 (ah)

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1998 MEMBER'S RACE NUMBER ALLOCATIONS

No	Name	Car (if applicable)	No	Name	Car (if applicable)
1	Reserved		53	Terry Thompson	VW 1200
2	Reserved		54	Robert Owers	Morris Mini Cooper S
3	Domenic Truelove	Ford Cortina GT	55	Andrew Pursey	Morris Oxford
4	Peter Sugden	Holden EH	56	Chris Strode	Ford Cortina GT
5	Daniel Sugden	Holden EH	57	Phil Powell	Ford Cortina GT
6	Ross Muller	Chev Nova	58	Jonathon Priddle	Ford Zephyr Mkl
7	Ryan Strode	Ford Cortina GT	59	Chris Wilson	
8	Vacant		60	Cameron Tilley	Valiant S
9	Steve Travica	Valiant S	61	Geoff Hodges	Fiat 2300
10	Tony Ward	Lotus Cortina	62	Tony Dains	Triumph 2000
11	Paul Axiak	Holden Monaro HQ	63	Dennis O'Brien	
12	Wes Anderson	Alfa Romeo Gullia	64	John Tight	Ford Zephyr MkIII
13	Graham Russell	Austin Mini Cooper S	65	George Frougas	Holden EH
14	Geoff Pallister	Morris Mini Cooper S	66	Lloyd Cleaver	Ford Cortina GT
15	Vacant		67	Steve Butchart	Holden EH
16	Val Vujadinovich	Holden EH	68	Trevor Hutchins	Holden EH
17	Laurie Donaher	Ford Mustang	69	Ross McKenzie	
18	Frank Binding	Morris Mini Cooper S	70	Fred Burley Jnr	Morris Mini Cooper S
19	Steve Clifton	Morris Mini Cooper S	71	Chris Haigh	Jaguar
20	Mike Dyer	Holden Torana XU-1	72	Alan Barrow	Holden FJ
21	Fred Burley	Morris Mini Cooper S	73	Bruce Stewart	Holden Torana XU-1
22	John Ward	Holden EH	74	Dick Bryant	Prince Skyline GT
23	Peter Ward	Holden Torana XU-1	75	Ross Donnelley	Ford Mustang
24	Tom Amos	Isuzu Bellet GT	76	David Stone	Ford Cortina GT
25	Greg Neal		77	Jose Fernandez	Ford Falcon XY GT
26	Dave Beveridge	Morris Mini Cooper S	78	Graeme Lord	Jaguar MkII
27	Vacant		79	Rob Tweedie	Ford Falcon
28	Brad Tilley	Vallant R			Rallye Sprint
29	Garry Smart	Ford Cortina GT	80	Andrew Smyrnis	Lotus Cortina/ Ford Mustang
30	Michael Donaher	Holden Torana XU-1	81	Lionel Walker	Jaguar
31	Glen Smith	Holden EH	82	Cameron Worner	Ford Falcon
32	Mark Ducquet	Ford Galaxie	83	Lyn Cowan	Morris Mini Cooper S
33	Bob Pearson	Lotus Cortina/ Ford Escort	84	Max Ulrich	Ford Fairlane
34	Brian Jessop	Holden Torana XU-1	85	Alan Wick	Ford Cortina GT
35	Ron Leighton	Alfa Romeo	86	Tim Bradley	Ford Cortina GT
36	Ron Gouttman		87	Andrew Bergan	Morris Mini Cooper S
37	Robert Tebb	Holden Torana XU-1	88	Greg Toepfer	
38	Michael St		89	Steve Williams	
39	John Cox	Jaguar MkVIII	90	Ray Bailey	Holden EH
40	Grant Elliot	Holden Torana XU-1	91	Peter Molesworth	Triumph 2000TC
41	Barry Brown	Morris Mini Cooper S	92	Graham Hill	Austin A30/ Vallant Pacer
42	Rod Stait	Ford Falcon XY	93	Chris Dubois	Ford Anglia
43	Robert Ingram	Lotus Cortina	94	Ross Hogarty	Holden Torana XU-1
44	Colin Higgins	Ford Falcon	95	Leo Cucinotta	Ford Cortina GT
45	Paul Corner	Ford Cortina GT	96	Mark Edwards	
46	Bob Asher	Morris Mini Cooper S	97	Mark Oberg	
47	Angelo Giannoulis	Fiat 1500	98	Vince Bates	Ford Cortina GT
48	Duane Corner	Holden Torana XU-1	99	George Bubalo	
49	Frank Dartell	Morris Mini Cooper S	100	Max Stahl	Holden FJ
50	Ken Brigden	Peugeot 403	101	Trevor Kelly	
51	Rod Brincat	Ford Cortina GT	102	Richard Walton	Ford Falcon XT GT
52	Paul Rodenhuis	Ford Zephyr	103	Steve Mason	Ford Mustang
	Mathew Kelly	Ford Cortina GT			

1998 MEMBER'S RACE NUMBER ALLOCATIONS

No	Name	Car (if applicable)	No	Name	Car (if applicable)
104	Robert Hayden	Holden EH	158	Arthur Huxley	Morris Major
105	Doug Westwood	Ford Cortina GT	159	Bruce Whitford	
106	Mike Meaney	Ford Escort RS1600	160	Bob Priddle	Ford Zephyr MkIII
107	Peter Blunden		161	Bob Priddle	Ford Zephyr
108	Anton Mechtler	Lotus Cortina	162	Phil Barrow	Holden FJ
109	Neil Baver	Ford Falcon XY GT	163	John Dunning	Jaguar
110	Ian Saxby		164	Ken Oberman	Alfa Romeo
111	Mick McGee	Morris Mini Cooper S	165	Stewart Follows	Datsun 1600
112	Ian Stewart	Morris Mini Cooper S	166	Ray Cleaver	Ford Cortina GT
113	Simon De Low	Ford Escort	167	Ralph Clarke	Alfa Gullia TI
114	Bob Adams	Ford Cortina GT	168	Max Hutchins	Holden EH
115	Jenny Adams	Ford Cortina GT	169	Don Titcume	Morris Major
116	Mark Cortese	Holden Torana XU-1	170	Darren Stephens	Holden Torana XU-1
117	Greg Malaure	Morris Mini Cooper S	171	Alan Reid	Ford Falcon XY GT
118	Warwick Clifton	Morris Mini Cooper S	172	Rick Rodgers	Ford Escort
119	Peter O'Brien	Ford Falcon XY GT	173	Lindsay Patterson	Valliant Charger
120	Mick Glover	Holden Torana XU-1	174	Garnet Patterson	Valliant Charger
121	Stewart Schofield	Ford Zephyr MkIII	175	Bill Dixon	Wolseley 1500
122	Ian Sawtell	Holden Torana XU-1	176	Noel Roberts	Holden Torana XU-1
123	Les Johnson	Lotus Cortina	177	Barrie Peters	Jaguar MkII
124	Craig Shiel	Holden EH	178	Phillip Freer	Ford Falcon XW GT
125	John Lyle	Lotus Cortina	179	Norm Oakey	Holden EH
126	Tony Kavich	Chev Camaro Z28	180	Vacant	
127	Chris Gabriel	Morris Minor	181	Shane Fowler	
128	Aaron Gabriel	Morris Minor	182	Helen O'Loughlin	Ford Falcon XW GT
129	Adrian Pennington	Morris Mini Cooper S	183	Vacant	
130	Dennis Sargent	Holden Torana XU-1	184	Robert East	Holden EH
131	Robert Harris	Holden 48/215	185-189	Vacant	
132	Bill Callan	Vauxhall Velox	190	Graeme Hart	Holden EH
133	Bruce Allen	Morris Mini Cooper S	191	Cameron Schofield	Ford Zephyr
134	Alan Heath	Ford Mustang	192-194	Vacant	
135	Jason Foley	Ford Falcon XY GT	195	Matthew O'Brien	Morris Mini Cooper S
136	John Whatmough	Holden Torana XU-1	196	Vacant	
137	Barry Gray		197	Phil Windus	Hillman Minx
138	Malcolm Scott		198	Peter Lopez	
139	Dave Probin	Austin A35	199	Ken Ballantyne	Holden EH
140	Michael Kavich	Holden Torana XU-1	200	Steve Turner	Ford Falcon
141	Brad Harris	Holden FJ	201	Vacant	
142	Des O'Loughlin	Ford Falcon XW GT	202	Warren Bossie	Holden Torana XU-1
143	Mathew Hutchins	Holden EH	203	Vacant	
144	Robert Maddrell	Valliant Charger	204	Paul Warne	Jaguar MkI
145	Bob Asher	Valliant Pacer	205-223	Vacant	
146	Gilbert Smale	Holden Torana XU-1	224	Bruce Smith	MG Magnette
147	Paul Turner	Ford Falcon XY GT	225-233	Vacant	
148	Trevor Sheumack	Ford Cortina GT	234	Anton Stephens	Holden Torana XU-1
149	Ken Ross	Holden EH	235-244	Vacant	
150	Alex Brincat	Ford Cortina GT	245	Robert Butt	Ford Cortina GT
151	Paul Donnelly	Ford Cortina GT	246-307	Vacant	
152	Michael Walsh	Fiat 2300	308	Tom Mott	Holden Monaro GTS
153	Dean Wesley	Holden FJ	309-350	Vacant	
154	Craig Stephenson	Holden FJ	351	Kingsley Petkovich	Ford Falcon XY GT
155	John Dowsett	Austin A90	352-805	Vacant	
156	Brett Bode	Valliant Charger	806	Garry Kirwan	Holden Torana XU-1
157	Rick Kent	Holden FJ			

ELIGIBILITY

The Historic Commission met for its second meeting of 1997 in Sydney on Saturday December 13. Guests at the meeting included Les Wright (HSRCA), Bob Asher (Appendix J Association of NSW), David Stone (Group S Register of NSW), Kevin Shearer and Peter Nightingale (new Eligibility Officers for South Australia), the Eligibility Officers of NSW, and Graham Hoinville.

Neither John Sheppard nor Ian Tate attended since both had chosen to resign from the Commission two days prior to the meeting. The vacancies created will be filled before the Commission next meetings. A wide range of subjects were discussed.

On matter of eligibility, in the period since last April, CAMS has processed 117 Log Book and Certificate Of Certificate applications. Of these, 91 were for new applications and 26 were for replacement Log Books. The Historic category continues to grow, and this growth is split almost equally between those groups with a racing history and those groups without a racing history.

The Commission reviewed its Policy Statement and agreed that there was no need for any material change to the policy although it did agree to add detail in a few areas of the document to make it of more value. The Commission also agreed to look at ways by which the policy statement can be made more readily available.

There was discussion on the new procedure for appointing members to the Commission. It was agreed that more time would be given for the assembly of the panel of names by the clubs and that individuals would be encouraged to seek endorsement for recommendation by one of the selected clubs. Consideration of the panel of names will now be delayed until sometime in February. In the meantime, the present Commission will remain in office into the early part of 1998.

Reports showing the current data in the incidents Database were circulated and discussed. The Commission agreed to continue with this program without alteration at the present time. A report was also circulated on the demonstration of Ferraris at the recent Sandown Historic meeting, such demonstration having caused concern.

It was reported to the Commission that the Board of CAMS had been unable to reach agreement on previous proposals in regard to isolating switches and had put on hold any further consideration on this topic. The Commission then agreed that it would encourage the fitting of isolating switches in Historic cars and, at this stage, without any further qualification as to placement. Such statement would appear in a future edition of the manual.

The Commission discussed the use of electronic devices on Historic cars. Its proposals will be finalised

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ELIGIBILITY

shortly at which time it will circulate its views to the clubs for comment. There was discussion on the Groups N and S tyre lists. A proposal to allow the Yokohama AOO8R seemed appropriate and that tyre is now in its final stages of approval. 

MAILBOX

Dear Bob,

Thank you for your letter of November 29 regarding housing of Appendix J memorabilia at Wakefield Park.


We are very pleased to be chosen to be the custodian of this important part of history and we acknowledge that these items will always remain the property of the Appendix J Association.

As suggested, the Brian Muir Lap Board will be displayed on a wall in the main office and the photograph will be displayed in the 'Steering Wheel Club'.

We appreciate the support your members have given Wakefield Park this year and look forward to our continued association in 1998.

Yours faithfully,

Robert Colgan, Circuit Manager.


Wakefield Park Motor Racing Circuit Pty. Ltd. 

VALE - Kevin Anker

Kevin was a long time member of the club, joining just after its formation in 1980 and taking the decision to prepare a 3.8 Jaguar. He was a person who would not turn away from adversity hence his desire to race a car, which was not common, and his involvement with Jaguars was a natural progression. His early exploits were of mixed success as he came to grips with the car.

I came to help Kevin in 1986 and together with a new found reliability we campaigned the old green car until we pensioned off the body in 1990, building up a new red racing shell. We enjoyed many years of racing together and had many memorable moments during that time. Kevin's career highlight was his first Bathurst race. Kevin decided to build up a new V8 car so I purchased his half of the Jag in 1992.

Kevin began building up a two-door Chevrolet Nova. He had prepared the shell up to painting and had an engine built by Ivan Walker. A twelve-month working stint in Queensland delayed progress. During this time he and Jackie spent their weekends together, going to places other than the racetrack.

It is ironic that as he began to get the urge to be involved again, he fell ill, and passed away in Ryde Hospital on December 4, 1997. His illness was short and a shock to his family and friends. His loving wife Jackie and sons Richard and Christian survive him. 

- Lionel Walker

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AROUND THE TRAPS - racing

1997 ARDC AMSCAR Sedan Series support - December 7 - Eastern Creek

Although a qualifier in the past, the Ford Escort RS1600 of Bob Pearson finally made its race debut . . . and what a impressive Group Nc race car the menacing black Ford Escort is destined to be . . . once the "bugs" ie, a full compliment of gears, and brakes, are ironed out.

Qualifying

Mark Ducquet set the benchmark in Saturday's first qualifier but Pearson came back to snare pole in the later outing with a 1m50.0072 which undercut the Galaxie by almost three seconds.

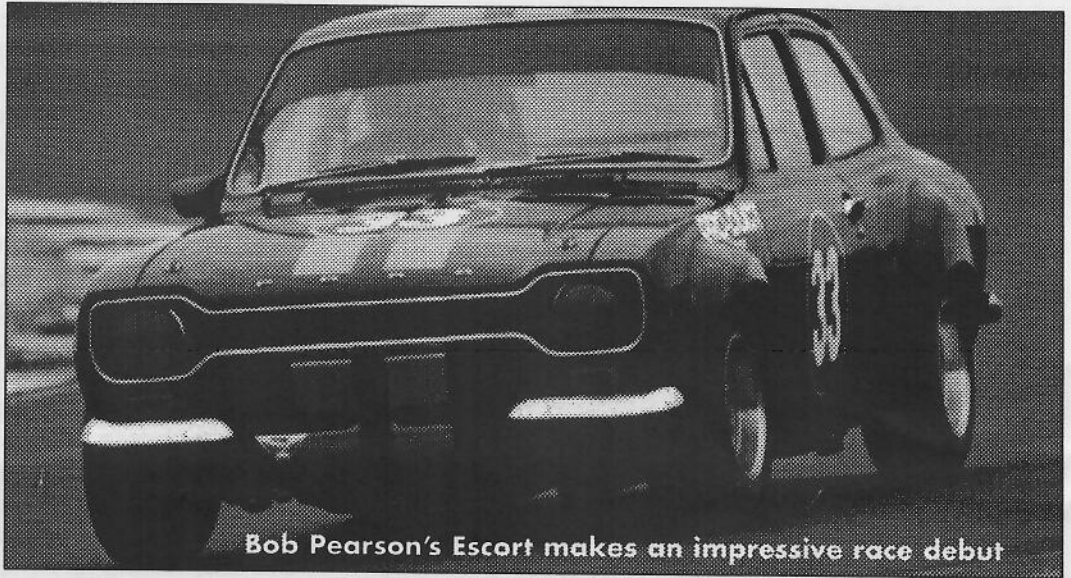
Robert Tebb and Scott Fleming circulated in the "56's" and retained their second row places ahead of Anton Mechtler, Max Ullrich and Steve Butchart while Simon De Low's Ford Escort, Garry Kirwan, Tim Wilson, Chris Strode and Des O'Loughlin rounded out the entry.

Race One (5 laps)

In the preliminary where conditions were still a little slippery after some early moisture the Escort slipped and slid to an eventual second place.

It bogged down severely at the start and spun at the turn nine hairpin, rejoining at the back of the field. In the meantime Marc Ducquet's huge 427 cubic engine enabled the Ford Galaxie to street the opposition while Ullrich, John Lyle's Cortina again in the hands of Fleming, and Butchart battled over second until the Escort worked its way back into to contention.

On the final lap Pearson had difficulty getting past the group, even clouting Ullrich at turn nine did little to shift the hefty Fairlane out of the way.



Bob Pearson's Escort makes an impressive race debut

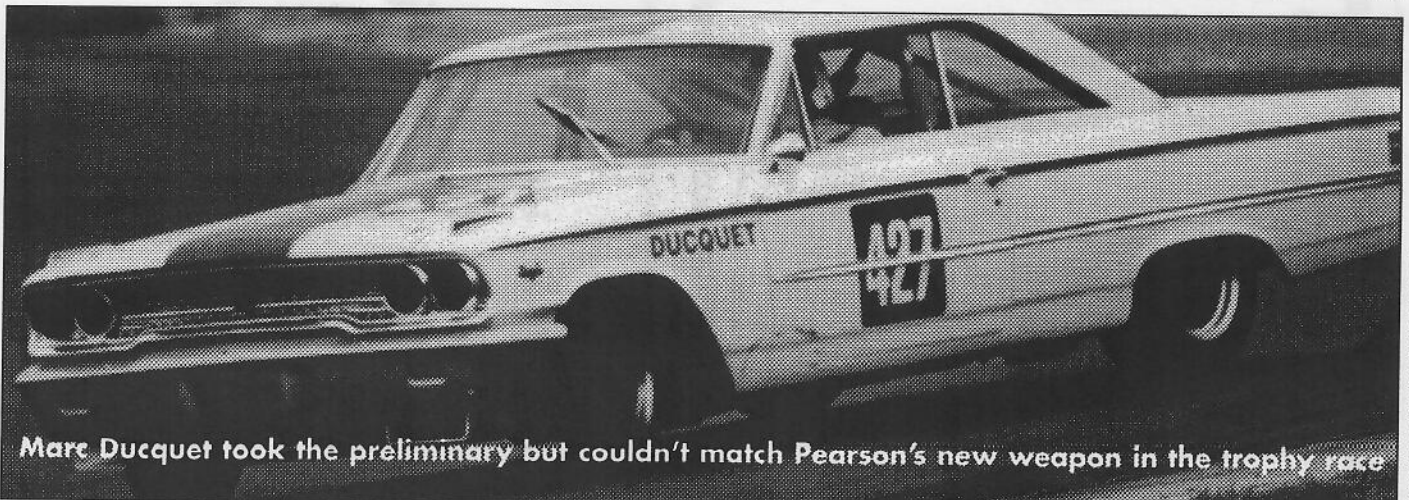
The Escort took second three seconds behind the Ducquet Galaxie while Ullrich was clear of Butchart and Fleming who were locked together. A long way back O'Loughlin had his best result with sixth ahead of Tebb, De Low, Wilson, Strode and Kirwan.

Race Two (8 laps)

If that was an inauspicious beginning then the trophy would be the opposite. This time Pearson lit out to lead comfortably but was a little too impetuous and was pulled in at the end of the first lap. Ducquet was again a solid leader with Tebb's Torana, Fleming, Ullrich and Butchart the next four through.

Behind them Des O'Loughlin (Ford Falcon XW GT), the Torana of Kirwan, Strode's Cortina and the Ford Escort of De Low were soon overwhelmed by the returning Pearson who wasted little time progressing to second place.

By lap seven Pearson had the lead and charged away to win by over a minute as Ducquet slowed with drivetrain problems but still held off Tebb, Ullrich, Butchart and De Low while Kirwan joined Lyle on the sidelines.



Marc Ducquet took the preliminary but couldn't match Pearson's new weapon in the trophy race

Photography by Peter Schell

AROUND THE TRAPS - racing

1997 Tattersall's Historic - November 8-9 - Sandown



Forty six cars entered for the weekend including two entries from Sydney with the promise of a good, close and fast racing, particularly when you see the qualifying times for the first five cars which were split by less than half a second.

This Sandown meeting was a real screamer in the terms of the weather, as well Rian Nott ran the immaculate LeMans Classic-built Bob Mirum Bailey-owned Mustang number two. He lowered John Mann's lap record down to 1m24.3847. But it was expensive for some with engine failures accounting for Mann, Tino Leo, Les Dole, Jim McKeown, Brendan Fitzgibbon. Young Dom Leo went out with a graceful rollover in the Cortina during qualifying.

Qualifying

The visitor from the north, Ross Donnelley captured pole with Nott alongside. Tino Leo and the other interstate arrival Laurie Donaher shared the second row with Mann next. Fitzgibbon did well to have the Falcon sixth and ahead of Greg MacPherson and the first of the six Toranas entered. That being the XU-1 of Dole from Mark Brewster and Andrew Cannon in similar Holdens

Then followed Adrian Reed's Cooper S, Dom Leo who wouldn't be racing, the Ray Challis Torana and the rest with Ian Jones trailing the horde after the Torana driver missed the session.

Race One (6 laps)

Donnelly was the best away at the start of Saturday's race with Tino second ahead of Mann, Donaher, Fitzgibbon. Nott remained stationary on the grid as everyone filtered past. Mann stormed through to lead on the second lap but retired with engine woes shortly

after. Then it was Donaher who had a turn with the front running until Donnelley reclaimed the premier position.

Meanwhile Tino continued but problems plagued the Monaro which ultimately let the Falcon through to third. Nott salvaged fifth ahead of MacPherson, Jones in the first of the XU-1s after a great drive, Mark Brewster, Dole and then Jim McKeown in the Lotus Cortina took tenth.

The continual battle between the Mini rivals Brewster and Adrian Reed seen them next across the line ahead of Challis. Len Reed came home 15th while Bill Trengrove was clear of the pushrod Cortinas of Drew Marget, Chis Ralph, Mark Johnson and Andrew Cornish.

Race Two (8 laps)

Sunday was another hot day with Donnelley getting away with ease. Tino was next with Nott trying hard to find a way around. That was resolved ultimately with the Monaro failing to go the distance. Donnelley made it two from two ahead of Nott with Fitzgibbon third ahead of MacPherson and Donaher.

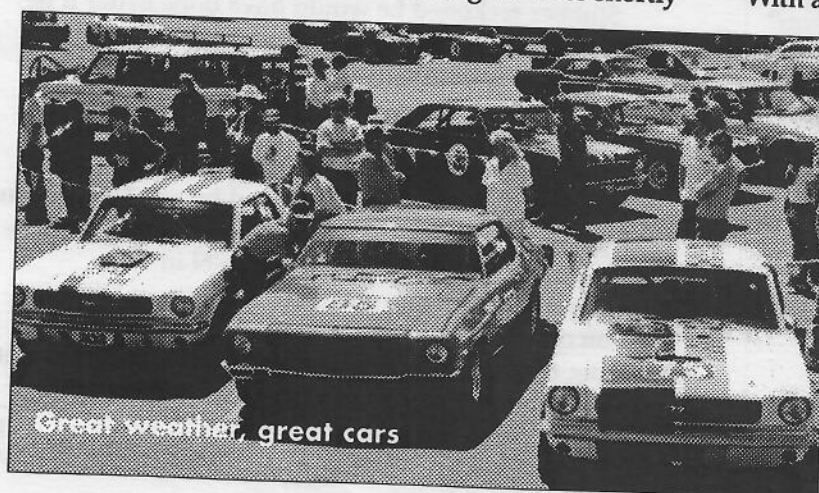
Behind that bunch was a great Holden Torana battle with Brewster's car victorious over Cannon, Dole and Jones. Then came Adrian Reed and Ted Brewster in their Minis with McKeown sandwiched in between. Len Reed headed home the Cortina shoot-out, this time it went to Johnson from Marget and Ralph. The Holden EHs of Trengrove and Robin Bailey followed, ahead of Michael Bugely's Mini and Cornish.

Race Three (6 laps Handicap)

With a lengthy impasse before the flags signalled "go", it was hardly surprising to see many jump prematurely. In the final analysis Don Knight won the event in his Cortina GT from the Valiant Pacer of John Brash whilst Brendon Wilson took third just ahead of Ian Watt with Eddie Dobbs next ahead of Ken Zinner (the first lap leader) and Nott.

Jones had hoped to follow the latter through the traffic but blew the gearbox and park off Rothmans Rise. He was to be joined on the spectator mounds by Fitzgibbon after his Falcon ventilated the 351. Of the New South Wales brigade, Donnelley was seventh whilst Donaher pulled out after three laps.

- from Ian Jones, Historic Touring Torque



AROUND THE TRAPS - racing

WASCC short course championship - November 16 - Wannero

The inaugural day/night WASCC short course championships were held in fine weather on November 15 with the feature race being the Historic touring Car Endurance over 15 laps.

This event called for a compulsory driver change and thus attracted some high profile drivers from other categories including four-time state champion Gordon

Mitchell and 1997 Formula Ford Champion Garth Tander (in Bill Meeke's Falcon). Also entered was "Sir, Morris Oxford" in Garretts' Cooper S. For a while we thought the "Axeman" from NSW was on a candlestine journey to the West via the Net.

Practice was a steady affair in warm conditions with mostly slow times due to a sump full of oil being deposited on the racing line by a certain Lotus Escort. Meeke was fastest, by a sizeable margin from Perozzis' Chevy Nova, the Cooper S of Munday, Stubber in his EH, the Minis of Garret, Stannard and Bradley with Toepfer's old EH next in the hands of Freeman.

A welcome addition to the ranks was the Falcon XY GT of Phil Morris which qualified at a very creditable time of 1m13.79, his son Geoff took over his regular mount, the ex-Sharp Holden EH.

Race One (15 laps) Daytime Long Circuit

As the co-driver was required to do a minimum of five laps, there were no early pits stops for a driver change but there was certainly some spirited driving in the early laps with Tander leading the field ahead of Munday, Perozzi, Stubber, Freeman, Morris and Bradley all of whom were squabbling for the minor placings.

Both Perozzi and Freeman (terminal) succumbed to problems and Bradley did a dry run pitstop as his co-driver, starting in another car, pitted for a stop-go penalty. Who was that guy in the helmet waving at him?

The Stannard crew had the quickest stop with other rapid changeovers by Munday and Bradley. However, it was soon all over for both with fuel pump problems for the former and a failed wheel bearing for the latter's number 86 car.

Despite the slower pit stop for the Tander/Meeke, they went on to win by a mere 1.15 seconds over Munday with Stubber third. The Wilkinson Chev Impala finished fifth despite doing about an extra lap with all his impressive sideways driving.

Race Two (5 laps) Nighttime Short Circuit

As practice was conducted on the long circuit, it was an exciting time for eleven intrepid racers to grid up for a



Formula champ Garth Tander joined Bill Meeke for a narrow win

five lap screamer on the short circuit in darkness. Especially as the last short circuit event was held about six months previously.

Furious racing was the order of the night yet not one car came into contact with another throughout. Meeke went on to win by a scant 0.11 seconds over Munday while Perozzi, Bradley, Stubber and Stannard followed.

Just eight seconds covered the top five with one of the highlights being the backwards exit of Stubber on the approach to the Barbagello hairpin and that allowed Perozzi and Stubber through. Both were to comment later that they have never seen someone going backwards and out of control, yet still smiling "like a Cheshire cat".

Race Three (5 laps) Nighttime Short Circuit

As progressive grids are not the order of the day in the west, there were a few gaps appearing at the start but there was no shortage of contenders to fill the breach in the second five lap sprint, our last event for 1997.

This time Munday got up to win after "doing a number" on Mitchell (having a guest drive in the Nova) and Meeke when they both went too deep into the hairpin on the final lap. Both Stubber and Bradley had a race long dice with Freeman in the Morris XY GT, this time less than five seconds covered the top six finishers.

Stubber reckoned he would have done better if he hadn't been watching the action up front, through Munday's video monitor screen. True story, believe it or not.

BOTH FIVE LAPPERS were a fitting finale to a great 1997 season and thoroughly enjoyed by all. Once again, our group was given top billing at the trophy presentations - such is the recovery by Group N in WA.

Our next challenge will be to compete in NSW in '98, an occasion many of the serious competitors are looking forward to. We'll need your help on this one, it could be the first national Group N meeting outside of the Adelaide GP era. See you there.

- The Boys for the West

AROUND THE TRAPS -racing

Victorian State Series - October 26 - Sandown

Les Dole took on the thunder of the V8s when his Holden Torana XU1 outlasted his Falcon, Mustang and Monaro opposition. Pole man Rian Nott had an engine let go before completing a race lap while non-qualifier Tino Leo looked the goods early but then the big Holden also ran into dramas.

Race One

Brendon Fitzgibbon was an all-the-way winner in the first event, his Falcon comfortably four seconds ahead of Dole at the end of five laps. Maintaining third and fourth for the duration were Tony Osborne and Drew Marget ahead of Richard Fairlam.

Chris Ralph held sixth ahead of Michael Bugelly and Mark Johnson but was out with two laps to go, as Johnson displaced Bugelly. Anthony Ramadage and John Brash's Valiant were also close together at the conclusion while Brian Deveson and the Hillman Imp of Michael Stupka were the last runners to greet the finish judge.

Race Two

Fitzgibbon began in the same manner as the first. At the end of the first lap he led the Mustang of Osborne, Dole and Tino Leo who stormed through from the rear of the grid, was already fourth.

Then followed Greg McPherson in the Mustang, the Cortinas of Marget and Johnson ahead of Bugelly's Cooper S.

The EH of Fairlam held ninth ahead of Ralph, Eddie Dobbs in his XU1, Ramadage, Bill Trengrove, Justin Brown's Falcon, George Ginis, Brash in the Pacer, Deveson and Stupka.

Leo had the lead on the second lap and from that point was not headed. Fitzgibbon's race ended shortly after the first tour as Dole grabbed second from Osborne and preceding McPherson whose Mustang

grabbed third. Dobbs had jumped numerous spots to be seventh and claimed another two before race's end.

At the culmination of the five-lapper Leo was 3.1 secs ahead of McPherson's Mustang while Dole was around one and a half a seconds in arrears and clear of Osborne. Behind Dobbs, Marget just held Johnson while Ralph had the measure of Bugelly and the Holdens of Fairlam and Trengrove.

Race Three

Leo had the frontrunning from the start, his booming Monaro showing the way to McPherson for the opening two laps before the Mustang took the lead. Dobbs was third with Dole close behind. Then came Osborne who blazed ahead of Marget, Trengrove, Johnson, Bugelly, Fairlam, Ralph, Ramadage, Brown, Ginis, Brash, Deveson and Stuka.

Leo dropped to third the next time around and then out completely shortly after. The early laps also claimed Dobbs and Fairlam while Ramadage dropped out midway through. By that point of the eight-lap affair it was McPherson from Dole with Osborne about to claim fourth.

Marget followed from Johnson and Ralph who was making good progress ahead of Bugelly and Trengrove who had lost some places. Brash was up to tenth at this point ahead of Ginis, Brown, Deveson and Stuka.

It wasn't until the final lap that the race was decided where Dole took the honours away from McPherson... there was only two tenths of a second in it! Osborne snared the third podium placing less than two tenths ahead of Marget with Johnson just half a second away.

Ralph was left on his own in the final laps, as too Bugelly while not much separated Trengrove and the Valiant. Brown took tenth while the remainder trickled in, in the order of Deveson, Ginis and the Stupka Hillman Imp.

7

Tasmanian State Races

The weather was hot, the crowd good and the racing excellent between the nineteen Group N entries and the Mini Eleven boys. The promoters and organisers must have been very happy with the weekend. This large entry proved that the Historic class has come a long way in the two short years when just three or four cars were combined with street car/club car fields.

First casualties on Saturday were Gary Wilson (Mini Eleven) and Matt Fenton (Cooper S). Gary received assistance from fellow competitors and pit crews to straighten the front of his car out enough to compete for the remainder of the weekend. Not so lucky was Matt. He intended to repair his Mini Saturday night but was called out to help bushfire fighters.

Both Barry Mitchell (Holden EH) and Greg Henri (Torana) suffered gearbox problems with both effecting overnight repairs. Greg's car suffered a fire caused from

a ruptured fuel line in the final race, retiring to the nearest fire marshall in very quick time.

Other casualties included Derek Kooistra (Mustang) shattering a brake rotor, but not before lowering the Nc lap record yet again. Meanwhile Mini Eleven's Corey Baker (ex-Ray Duff car) had a very good weekend, setting quicker lap times with each race.

Winner overall in the over two-litre category was the Mustang of Steve Bye with the similar model Ford of Kooistra taking second. Mitchell finished third while honours in the under two-litre division went to Chris Ellis in the Mini from Geoff Duggan's Datsun and the Mini Eleven of Garry Wilson.

Big meetings in Tasmania in the impending months include the Shell V8 Supercars on February 7/8 and the exciting 40th Anniversary Meeting at Baskerville Raceway on February 21/22.

7

OVER THE HILL

Well it's that time of the year when you start to think of dragging the car out of the shed and deciding what events to run for the year. Considered hillclimbing?

1998 sees the first year of Group N being run as a split division with classes for Groups Na, Nb and Nc. As all three are now considered new classes there are currently no records, so here is your chance to see your name in the record books gentlemen.

The championship this year comprises seven rounds with the first at Mt Panorama just outside Bathurst. The course starts at the Light Car Club building near Forrest Elbow and climbs to the broadcast tower on Skyline. It is scheduled for this weekend January 25.

Round two will be at Wakefield Park two weeks later on February 8. There is a break then to Anzac Day on April 25 where the series ventures to Tamworth and Oxley Lookout Road. May 17 and Huntley Hill Dapto are the date and venue for the fourth round.

Mountainview at Grafton will cater for the fifth round on June 6 and 7 and that will be followed by

Ringwood at Raymond Terrace on August 2.

The final round is scheduled for the spectacular King Edward Park Newcastle on October 11 which will also feature as part of the Mattara Festival.

Registration for the championship is \$20 with entry fees ranging from \$60 to \$80 for each round. One set of soft compound tyres like the Hoosier Street TD will generally be adequate for the season, making hillclimbing one of the most budget-friendly forms of motorsport. A CAMS Basic licence is all that is required.

Hillclimbs are single car at a time speed events, run on a sealed surface with a range of gradients and corners. The finish is at a higher point than the start. Each driver receives a minimum of four timed runs with the fastest run counting for class an outright awards.

Last year a record ten Group N cars competed with Frank Dartell taking the Championship in his Cooper S from Warren Bossie and Irene Lohr who shared the same XU-1.



- Warren Bossie

RECENT RACING DETAILS

VICTORIAN STATE SERIES - SANDOWN - OCTOBER 26

Qualifying: Rian Nott (Ford Falcon XY GTHO) 1:27.2374, Brendan Fitzgibbon (Ford Falcon GT) 1:27.8337, Les Dole (Holden Torana XU-1) 1:31.9796, Drew Marget (Ford Cortina GT) 1:35.6002, Chris Ralph (Cortina GT) 1:36.0237, Mark Johnson (Cortina) 1:36.3992, Michael Bugelly (Morris Cooper S) 1:37.5568, Richard Fairlam (Holden EH) 1:37.6827, Eddie Dobbs (XU-1) 1:40.5636, John Brash (Valiant VG Pacer) 1:40.6177, Anthony Ramadge (Austin Cooper S) 1:42.4530, Tony Osborne (Ford Mustang) 1:42.7666, Bill Trengrove (EH) 1:43.5263, Brian Deveson (Cortina) 1:45.6419, Michael Stupka (Hillman Imp) 1:50.5402, George Ginis (Cooper S) 2:05.1719.

Race One (5 laps): Fitzgibbon (7:58.0589) 1, Dole (8:02.2374) 2, Osborne (8:16.4427) 3, Marget (8:17.8050) 4, Fairlam (8:18.3810) 5, Johnson (8:19.5252) 6, Bugelly (8:23.6069) 7, Ramadge (8:38.0759) 8, Brash (8:38.2730) 9, Deveson (8:58.9106) 10, Stupka (9:30.8110) 11, Ralph (3 laps) dnf.

Race Two (5 laps): Leo (7:53.5871) 1, McPherson (7:56.4557) 2, Dole (7:58.0523) 3, Osborne (8:08.7036) 4, Dobbs (8:11.0457) 5, Marget (8:15.2762) 6, Johnson (8:15.6454) 7, Ralph (8:22.1958) 8, Bugelly (8:24.3249) 9, Fairlam (8:25.5889) 10, Trengrove (8:29.0565) 11, Ramadge (8:41.9992) 12, Brash (8:48.3726) 13, Brown (8:50.5679) 14, Ginis (8:58.0620) 15, Deveson (9:08.2918) 16, Stupka (9:38.4439) 17, Fitzgibbon (1 lap) dnf.

Race Three (8 laps): Dole (12:33.0869) 1, McPherson (12:33.2895) 2, Osborne (13:11.5217) 3, Marget (13:13.3126) 4, Johnson (13:13.8225) 5, Ralph (13:20.4627) 6, Bugelly (13:33.0905) 7, Trengrove (13:40.1055) 8, Brash (13:41.1445) 9, Brown (14:02.9690) 10, Deveson (12:33.3910) 11, Ginis (13:02.8362) 12, Stupa (13:22.2995) 13, Leo (4 laps) dnf, Ramadge dnf, Dobbs (2 laps) dnf, Fairlam dnf.

SANDOWN HISTORIC - SANDOWN - NOVEMBER 7

Qualifying: Ross Donnelley (Ford Mustang) 1:25.0887, Rian Nott (Mustang) 1:25.2767, Tino Leo (Holden Monaro) 1:25.2808, Laurie Donaher (Mustang) 1:25.5238, John Mann (Mustang) 1:25.5430, Brendan Fitzgibbon (Falcon GT) 1:28.1394, Gregg McPherson (Mustang) 1:29.0663, Les Dole Holden (Torana XU1) 1:29.3335, Mark Brewster (XU1) 1:30.3857, Andrew Cannon (XU1) 1:32.5965, Adrian Reed Morris (Cooper S) 1:32.7628, Domenic Leo Ford (Cortina GT) 1:33.1130, Ted Brewster (Cooper S) 1:33.1979, Ray Challis (XU1) 1:33.3741, Jim McKeown (Lotus Cortina) 1:33.4542, Drew Marget (Cortina GT) 1:33.5325, Bill Trengrove (Holden EH) 1:33.8716, Mark Johnson (Cortina) 1:34.4722, Chris Ralph (Cortina GT) 1:34.5396, Len Read (Cooper S) 1:34.6789, Robin Bailey (Holden EH) 1:34.7799, Michael Bugelly (Cooper S) 1:36.6440, Andrew Cornish (Cortina) 1:37.2903, Chris Stillwell (Cortina) 1:37.4100, Les Walmsley (Cortina) 1:38.4061, Anthony Ramadge (Austin Cooper S) 1:39.2651, Anton Mechtler (Lotus Cortina) 1:39.6404, Eddie Dobbs (Holden FE) 1:41.5455, Peter Sneddon (XU1) 1:42.2639, John Brash (Valiant Pacer VG) 1:42.8703, Justin Brown (Ford Falcon XM) 1:43.0335, Brendan Wilson (Holden FC) 1:43.7059, Ian Watt (Triumph 2000) 1:44.1532, Donald T Knight (Cortina GT) 1:44.2850, Ken Zinner (Holden 215/48) 1:46.2884, Michael Stupka (Hillman Imp) 1:49.2178.

Race One (6 laps): Donnelley (8:49.2662) 1, Donaher (8:50.9449) 2,

Fitzgibbon (9:06.8599) 3, T Leo (9:08.9035) 4, Nott (9:08.9455) 5, McPherson (9:14.7331) 6, Jones (9:23.5332) 7, M Brewster (9:24.4852) 8, Dole (9:32.6094) 9, Mckeown (9:33.9344) 10, Cannon (9:36.6193) 11, T Brewster (9:36.8387) 12, A Reed (9:36.9495) 13, Challis (9:41.8021) 14, L Read (9:46.0964) 15, Trengrove (9:49.5454) 16, Drew Marget (9:52.4255) 17, Ralph (9:57.6531) 18, Johnson (9:57.8624) 19, Cornish (10:03.6804) 20, Bailey (10:05.8508) 21, Bugelly (10:07.0665) 21, Stillwell (10:11.6386) 22, Ramadge (10:12.2861) 23, Brash (5 laps) 24, Dobbs 25, Brown 26, Wilson 27, Watt 28, Zinner 29, Knight 30, Wilson 31, Stupka 32, Sneddon (4 laps) dnf, Mann (2 laps) dnf, Mechtler (1 lap) dnf. Fastest lap: Nott (1:24.3847).

Race Two (8 laps): Donnelley (11:39.5574) 1, Nott 1968 (11:40.7981) 2, Fitzgibbon (12:07.9576) 3, McPherson (12:09.8548) 4, Donaher (12:13.3004) 5, Cannon (12:17.9016) 6, M Brewster (12:18.4006) 7, Dole (12:19.0939) 8, Jones (12:25.5562) 9, A Reed (12:35.6292) 10, Mckeown (12:36.3089) 11, T Brewster (12:52.3345) 12, L Read (12:53.0791) 13, Johnson (13:02.6754) 14, Marget (13:07.5340) 15, Ralph (13:08.6068) 16, Trengrove (13:14.7508) 17, Bailey (13:15.1884) 18, Bugelly (13:16.6444) 19, Cornish (7 laps) 20, Sneddon 21, Stillwell 22, Mechtler 23, Ramadge 24, Dobbs 25, Brown 26, Brash 27, Wilson 28, Watt 29, Knight 30, Zinner 31, Stupka 32, Wilson 33, Challis dnf, T Leo (6 laps) dnf. Fastest lap: Nott (1:25.1601).

Race Three (6 laps) Handicap: Knight (9:22.3323) 1, Brash (9:24.9938) 2, Wilson (9:33.2166) 3, Watt (9:34.0885) 4, Dobbs (9:34.5271) 5, Zinner (9:45.2339) 6, Nott (9:45.7584) 7, Donnelley (9:56.6361) 8, Cannon (10:02.7622) 9, T Brewster (10:03.7986) 10, A Reed (10:05.4238) 11, McPherson (10:07.6528) 12, L Read (10:07.8934) 13, Bugelly (10:09.3226) 14, Sneddon (10:10.2867) 15, M Brewster (10:11.4145) 16, Cornish (10:11.8883) 17, Johnson (10:12.2263) 18, Challis (10:14.1582) 19, Ramadge (10:14.2753) 20, Stupka (10:14.7634) 21, Mechtler (10:16.0600) 22, Bailey (10:18.2093) 23, Trengrove (10:22.0148) 24, Ralph (10:22.8836) 25, Stillwell (10:23.9141) 26, Brown (4 laps) dnf, Donaher (3 laps) dnf, Fitzgibbon dnf, Jones (1 lap) dnf, Dole dnf. Fastest lap: Nott (1:25.8462).

INAUGURAL WASC SHORT COURSE CHAMPIONSHIPS - WANNEROO - NOVEMBER 15

Qualifying: Bill Meeke (Ford Falcon Rallye Sprint) 69.5231, Rob Perrozzi (Chev Nova) 72.4547, Alan Munday (Morris Cooper S) 73.5394, Paul Stubber (Holden EH) 73.5803, Phil Morris (Ford Falcon XY GT) 73.7982, Sir Ragnar (Cooper S) 73.8242, Lance Stannard (Cooper S) 74.9873, Tim Bradley (Cooper S) 75.1011, Tom Freeman (EH) 75.1497, Mike Van Den Rydt (Lotus Escort) 75.3470, Colin Wilkinson (Chev Belair) 76.3493, Cono Onofaro (Cooper S) 76.4676, Michael Smith (Ford Cortina GT) 78.4190, Ian Bell (Cooper S) 78.4529, Roy Prout (Holden EH) 79.4426, Jeff Morris (Holden EH) 81.7524.

Race One (15 laps): Meeke (18:59.1045) 1, Munday (19:00.2501) 2, Stubber (19:45.4229) 3, Onofaro (20:08.5336) 4, Wilkinson (20:34.2564) 5, Garratt (14 laps) 6, Smith 14 19:27.3475) 7, Stannard (9 laps) dnf, Bradley dnf, P Morris (7 laps) dnf, Prout (4 laps) dnf, Perrozzi (2 laps) dnf, Freeman dnf. Fastest lap: Meeke (70.5656).

Race Two (5 laps): Meeke (5:15.6213) 1, Munday (5:15.7376) 2, Perrozzi (5:23.5408) 3, Bradley (5:24.8374) 4, Stubber (5:26.0185) 5, Stannard

RECENT RACING DETAILS

(5:28.6254) 6, Onofaro (5:31.4663) 7, Smith (5:42.2403) 8, Wilkinson (5:50.0221) 9, J Morris (5:57.0781) 10, Prout (3 laps) dnf. Fastest lap: Munday (60.3633).

Race Three (5 laps): Munday (5:18.4492) 1, Meeke (5:18.7627) 2, Perrozz (5:19.3858) 3, Stubber (5:21.8468) 4, J Morris (5:22.7575) 5, Bradley (5:23.1915) 6, Stannard (5:29.2161) 7, Smith (5:43.8059) 8, Wilkinson (5:45.0075) 9, Onofaro (1 laps) dnf. Fastest lap: Meeke (59.9740).

VICTORIAN STATE CHAMPIONSHIP - PHILIP ISLAND - NOVEMBER 30

Qualifying: Rob Bailey (Ford Mustang Trans Am) 1:56.1731, Mark Brewster (Holden Torana XU-1) 1:57.9237, Greg McPherson (Mustang) 1:58.0155, Les Dole (XU-1) 1:58.2631, Eddie Dobbs (XU-1) 1:59.1348, Ted Brewster (Morris Mini Cooper S) 2:00.5863, Bill Trengrove (Holden EH) 2:02.6716, Tony Osborne (Mustang) 2:03.6002, Les Walmsley (Ford Cortina GT) 2:04.0740, Drew Marget (Cortina GT) 2:04.3135, Michael Bugelly (Cooper S) 2:07.0749, Jeremy Mantello (Cortina GT) 2:07.4990, Don Knight (Cortina GT) 2:11.1291, Brendon Hare (EH) 2:11.2377, Brian Deveson (Cortina GT) 2:11.8176, Michael Stupka (Hilliam Imp) 2:17.4571, Liam Reed (Cortina GT) 2:17.7068, Chris Ralph (Cortina GT) 2:22.9275, Brad Wright (Cortina GT) 2:25.0959, Fred Bath (EH) 2:31.1129, Wayne Purdon (Chev Nova) 2:48.9012.

Race One (5 Laps): M Brewster (10:04.9566) 1, McPherson (10:05.5793) 2, Dobbs (10:07.6938) 3, Bailey (10:14.0822) 4, Dole (10:14.5755) 5, T Brewster (10:19.3898) 6, Marget (10:35.6711) 7, Ralph (10:35.9831) 8, Bugelly (10:36.1919) 9, Trengrove (10:53.8023) 10, Reed (11:11.0592) 11, Knight (11:16.2483) 12, Stupka (11:59.4590) 13, Hare (3 laps) dnf, Mantello (1 lap) dnf, Wright dnf, Deveson dnf. Fastest lap: Bailey (1:55.0197).

Race Two (8 Laps): Rob Bailey (16:00.3625) 1, M Brewster 16:05.8358) 2,

Dole (16:06.9494) 3, McPherson (16:13.1043) 4, T Brewster (16:23.7748) 5, Dobbs (16:31.0615) 6, Trengrove (16:54.8662) 7, Bugelly (16:58.2380) 8, Marget (17:00.4445) 9, Knight (17:41.5547) 9, Deveson (17:49.1306) 10, Hare (7 laps) (16:18.5012) 11, Stupka 12, Mantello dnf, Reed (4 laps) dnf, Ralph (2 laps) dnf, Osborne (1 lap) dnf. Fastest lap: Bailey (1:57.3382).

ARDC GROUP N SERIES - EASTERN CREEK - DECEMBER 6-7

Qualifying One: Marc Duquet (Ford Galaxie) 1:52.9862, Robert Tebb (Holden Torana GTR XU-1) 1:56.3720, Scott Fleming (Lotus Cortina) 1:56.6967, Anton Mechtler (Ford Cortina GT) 1:57.8530, Bob Pearson (Ford Escort RS1600) 1:58.0864, Max Ullrich (Ford Fairlane) 1:59.0777, Simon De Low (Ford Escort) 2:00.4242, Garry Kirwan (XU-1) 2:01.2862, Tim Wilson (Cortina GT) 2:02.3561, Chris Strode (Cortina GT) 2:05.3922, Des O'Loughlin (Ford Falcon XW GT) 2:06.0386.

Qualifying Two: Pearson (1:50.0072), Duquet (1:54.7785), Fleming (1:57.3489), Steve Butchart (Holden EH) 1:59.1576, De Low (1:59.6541), Ullrich (2:00.0211), Wilson (2:02.3185), O'Loughlin (2:04.3304), Tebb (2:22.7028).

Race One (5 laps): Duquet (11:08.3877) 1, Pearson (11:11.3248) 2, Ullrich (11:11.8235) 3, Butchart (11:14.3549) 4, Fleming (11:14.9887) 5, O'Loughlin (11:33.9358) 6, Tebb (11:47.7254) 7, De Low (11:47.7573) 8, Wilson (11:51.4515) 9, Strode (11:52.3928) 10, Keiwan (12:00.7095) 11. Fastest lap: Pearson (2:05.9624).

Race Two (8 laps): Pearson (15:07.2385) 1, Duquet (15:50.9918) 2, Tebb (15:53.4696) 3, Ullrich (16:00.3106) 4, Butchart (16:06.9983) 5, Mechtler (16:23.1163) 6, O'Loughlin (16:47.7417) 7, Stode (17:08.9649) 8, Lyle (6 laps) dnf, Kirwan (1 lap) dnf, De Low (0 laps) dnf. Fastest lap: Pearson (1:49.8804).

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