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# Action-Line

*Journal of the Appendix J Association of NSW Inc*



## **GENERAL MEETING**

*Tuesday February 2, 7:30 for 8:00 pm sharp start*

Burwood RSL Club, 96 Shaftsbury Road, Burwood

# PRESIDENT'S REPORT

LET ME START 1999 by wishing all our readers a competitive, but safe, season of motorsport.

Also, as I know a number of officials read this publication, let me thank all officials in advance for the efforts that they put in to ensure that we can go out and play in our cars.

I hope everybody has managed to get their new licences from CAMS, despite the hiccup with separate Entrant's Licences. The new photo card licence looks good to me (although my photo looks rather suspect) and the occasion that I had to ring the hotline resulted in a prompt helpful reply.

I noticed that with the licence CAMS included a brochure on Drugs in Motor Sport. Please ensure that you read this and make yourself fully aware of your responsibilities in this area.

I have seen the Police breath test drivers on the Dummy Grid at a couple of race meetings, and there is no reason to doubt that this is a topic that will receive increasing attention.

Also, on the subject of CAMS, I have received a couple of letters.

Firstly, Chris Edwards is keen to get vehicle specification sheets developed and consolidated as soon as possible in order to make life easier for Eligibility Officers, and, those people just starting out to build a car. Please, could you help Lloyd Cleaver by working

with him to ensure that spec sheets are completed and recorded for your car.

Secondly, Chris Edwards has reinforced the message that the practice of re-grooving tyres is not permitted in Group N (or Group S). This will obviously be an area that will be checked at Scrutineering so make sure that you comply, or face the consequences.

As you will see elsewhere in this magazine, we have a competition calendar developed for 1999 - and we are now also running four separate CAMS State Championships for Na, Nb (Div II), Nb (Div I) and Nc.

Originally we had planned to put our toe in the 'Avgas' by running three rounds for each category as we used this season, to get the State Championships up and running.

However, CAMS has stipulated that we must run over six rounds so we have had to incorporate the additional rounds in a number of other meetings - please do your best to enter these rounds and fly the Group N flag in the NSW championship.

Talking of entering meetings, please try to get your entries in early for each and every race meeting. This will be particularly important for the Truck meetings at Oran Park where it will be a case of "first in, best dressed" - paperwork correctly completed, and, the entry fee fully paid.

We are a category that is expanding and the more that we show promoters that we can give them the numbers, particularly well before the close of entries. Then the more likely it is that we will get split grids or even races for specific vehicle models.

I look forward to the day when we have separate races for Toranas and Falcons, followed by a combined final for the top qualifiers.

We have an excellent entry for the HSRCA all-Historic Race Meeting at Oran Park on February 6-7 and we have two good-looking grids - let us start 1999 with some great racing and maintain that pace for the rest of the season.

At Oran Park we will be providing a barbecue (food only - this Club will not distribute alcohol at race meetings) staffed by volunteers.

We will be looking for a different group of volunteers to run the barbecue at other race meetings - stick your hand up to help for one meeting, because a lack of volunteers will result in the lack of a barbecue.

Finally, please make sure that you have renewed your membership so that we can keep the Treasurer happy (and surprise our Bank Manager) with a very positive cashflow.



- Andrew Pursey

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# AROUND THE TRAPS - news

## Good Start

SEASON 1999 KICKS off this weekend with the traditional summer Historic meeting. This time however, it has moved from the regular Amaroo Park venue to Oran Park. As usual Group N is very well represented with 55 entries covering two fields.

Seventeen Group Nb Division II cars, and eight Na competitors square off as Group One. The Cortinas of Phil Powell, Rod Brincat and Dominic Truelove, Chris Dubois' Ford Anglia, the Zephyrs of Stuart Schofield and Jon Priddle, and Matthew O'Brien and Barrie Brown appear likely to fight out line honours.

Not far behind them should be the early Holdens of Phil Barrow, Bob and Brad Harris, together with John Sivell (Cortina), the Morris Minor of Aaron Gabriel, Dave Probin's A35 and Phil Windus in his Hillman Minx. Not a stranger to Minis but new to Group N, Mark Whitehouse could prove to be a dark horse.

Meanwhile the Na cars will be scurrying along at their heels with Paul Rodenhuis and Andrew Pursey expected to head the charge in their respective Zephyr and Oxford as Na champ Bill Dixon is a non-starter.

Chasing them will be Arthur Huxley, Don Titcume, Terry Thompson and Bruce Smith who are again expected to provide an enthralling duel. Joining also are two new boys, Jonathon Perrin in an A30 and Bryan Wells' Lancer.

In the faster Group Two, Ross Donnelley looks unbeatable in his Nc Ford Mustang. Having recently acquired the Jose Fernandez Falcon GT, Nb Cortina punter Doug Westwood, also Division II Champion, could be a likely contender as too Max Hutchins whose Monaro made a fiery debut late last year at the Wakefield Park Historic.


Nb Division I's Rob Tweedie can never be discounted from outright contention in his Falcon Sprint while the Toranas of Mike Dyer and Bruce Stewart will be in close contention.

There are a myriad of XU-1s with newcomers Vince Macri and Ian Sawtell joining Duane Corner, Michael Kavich, Ross Hogarty, Garry Kirwan, Michael Terry and hillclimber Warren Bossie.

The immaculate Falcon of Jason Foley returns after being scarred at its Wakefield debut, up against regulars Rick Rogers' Nc Cooper S and the Mustang of Andrew Smyrnis.

Nb has some interesting muscle with a now-rare northern excursion for Gordon MacKinlay in his Studebaker Lark.


Ross Muller is hoping for a proper outing for his much-awaited Chevy Nova but the strongest challenge to the V8 dominance of the class will come from the four-cylinder Cooper S' of Greig Malaure, Graham Russell, Jason Humble and Andrew Bergan.

Anton Mechtler's Lotus Cortina and the Holden EH's of Ken Ballantyne and Bob Hayden, and Bill Callan's Vauxhall Velox are expected to be thereabouts, ahead of Tim Wilson (Lotus Cortina), Derek Smith (Mini), Ken Ross (EH) and Robin Marshall (Cortina). 

## Tough checks for AGP

A CAMS HISTORIC memorandum from David Twigg to NSW Group N Eligibility Officer Lloyd Cleaver has warned that those who intend taking up one the limited Historic Touring Car Association of Victoria's invitations to compete at the Australian Grand Prix, better be prepared for stringent eligibility checks when they arrive in Melbourne.

One of the conditions of entry include a provision that all cars must have a recent eligibility check by the relevant State Eligibility Officer who along with competitors, need to be aware that all cars will be subject to a stringent check on the Wednesday prior to the AGP.

Areas for close attention will include major components such as engine blocks, cylinder heads, gearboxes, differentials and brakes, and need to be able to supply proof of the eligibility of contentious items. Entrants with ineligible items will not be allowed to compete. Further information is available by contacting Rian Nott on (03) 9532 1409 or David Twigg on (03) 9666 9393. 

## CONTENTS

FRONT COVER - Wakefield Park, the other weekend was a bit of a benefit for the Wollongong connection. Driving Trevor Hutchins' Holden EH, Daniel Sugden took the Na/Nb Div II feature while Grant Elliott won the main in Nb Div I/Nc aboard the refurbished Holden Torana.

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## NSW EXECUTIVE COMMITTEE

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<b>SECRETARY</b> <b>Fred Burley</b>		9644 6381
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## NSW GENERAL COMMITTEE

<b>Lloyd Cleaver</b>	(042) 68 3191 (fax also)	
<b>Des O'Loughlin</b>	0414 302 351	9605 1601
<b>Terry Thompson</b>	9578 7500	9599 3726
<b>Dominic Truelove</b>	9899 6066	9654 2080
<b>Chris Wilson</b>	9820 5611	4677 2559

## NSW APPOINTMENTS

### CAMS DELEGATES

<b>Bob Asher</b>	9874 9164	9874 4144
<b>Chris Dubols</b>	9724 4541	9523 1101

### CAMS ELIGIBILITY

**Lloyd Cleaver** (02) 4268 3191 (fax also)

### APPOINTED HTCAA

<b>Chris Dubols</b>	9724 4541	9523 1101
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### EDITOR

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<b>Warren Bossle</b>	9366 3182	9771 1657
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### LIFE MEMBERS

**Mike Dyer** **Max Stahl**

## AROUND THE TRAPS

### Not in the groove

CAMS Assistant Manager of Motor Sport, Chris Edwards recently issued a memorandum to the Historic Racing Car Clubs and relevant parties, re-inforcing the stance of not permitting the re-grooving of tyres in Group N and S.

The statement read "It was brought to my attention at the Historic Commission meeting on December 5 that a number of competitors had been in the practice of re-grooving tyres.

"I would like to take this opportunity to remind you, that the only tyres permitted for use in Groups N and S are those tyres listed on the eligible tyre list. These tyres are part of an eligible tyre list and they are subject to the provisions of a control tyre as detailed in Article 4, Schedule E - Wheels and Tyres, in the CAMS Manual of Motor Sport.

"Accordingly as control tyres for the category the statement which reads as follows is particularly applicable: 'Specified control tyres may not be modified other than by the reduction of tread depth.'"

He concluding by stating "Please take the opportunity to convey the message to your members that the practice of re-grooving tyres is not permitted in Groups N and S."

### New Tow Laws

ON DECEMBER 18, 1988, the Traffic Amendment (Towing and Mass Limits) Act 1988 commenced. It removes the speed restriction of 80 kmh for certain motor vehicles that tow trailers (having a laden weight exceeding 750 kg). In addition, the Act increases the weight ratio allowed for certain towing vehicles and trailers or vehicles they tow.

General speed limits now apply for vehicles with a Gross Vehicle Mass (GVM) not exceeding 4.5 tonnes towing trailer more than 750 kg.

But a motor vehicle with a GVM not exceeding 4.5 tonnes must not, without the approval of an Authority, tow a trailer with a mass (including any load) more than the capacity of the towing apparatus, or the relevant maximum trailer mass specified by the manufacturer of the motor vehicle.

If the motor vehicle manufacturer has not specified the maximum trailer mass, or the limit cannot be identified, the maximum trailer mass (including load) is one and a half times the unladen mass of the vehicle if the trailer is fitted with brakes, or without brakes the mass cannot exceed the unladen mass of the vehicle.

For further details contact the Roads and Traffic Authority Enquiries on (02) 9830 5555.

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.

**March issue DEADLINE  
is Friday February 19**

# AROUND THE TRAPS - presentation night

THE ANNUAL PRESENTATION was held at Five Dock Memorial Bowling club on Saturday November 28 and the good attendance enjoyed an entertaining evening.

## Plaques for winning 1997 championships

- Appendix J Cup Nd Div II - Garry Smart
- Appendix J Cup Nd Div I - Bob Hayden
- Nb Champion Div I "Brian Muir Trophy" - David Beveridge
- Nc Champion - Grant Elliott

## 1998 Auto-Tek Series

### Group Nb

- 1st Ken Ballantyne (plaque + seat)
- 2nd Cameron Tilley (plaque + seat belt)
- 3rd Steve Mason (plaque + steering wheel)

### Group Nc

- 1st Grant Elliott (plaque + seat)
- 2nd Mike Dyer (plaque + seat belt)
- 3rd Cameron Worner (plaque + steering wheel)

**Most Improved for 1998** - Doug Westwood

**President's Trophy for 1998** - Bill Callan

**Sportsmanship Award for 1998** - Chris Dubois

## Appendix J Cup

- Group N Div II - Wes Anderson
- Group N Div I - Grieg Malaure

## Club Championship Runner Ups

- Group Na - Bruce Smith
- Group Nb Div II - Phil Barrow
- Group Nb Div I - Steve Mason
- Group Nc - Cameron Worner

## 1998 Club Champions

Group Na - Bill Dixon

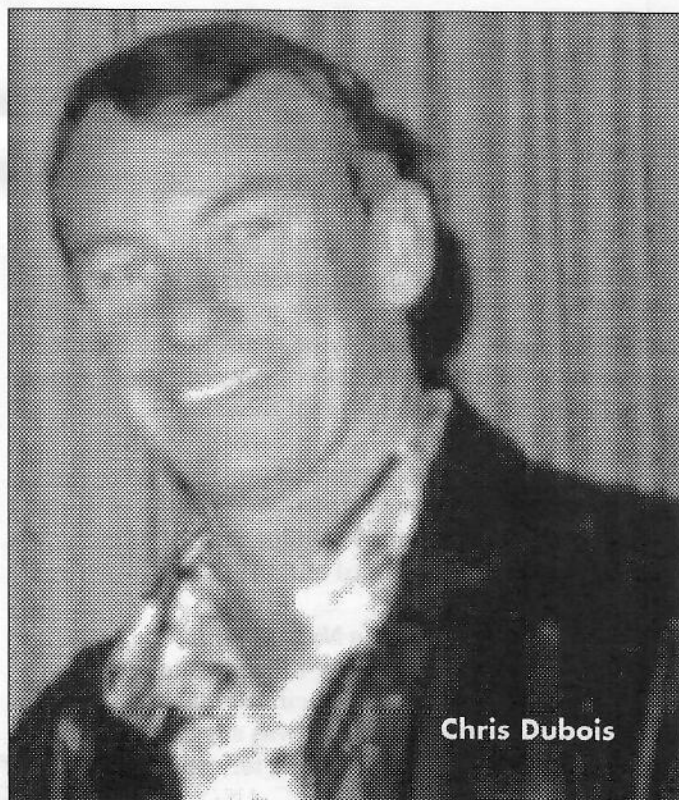
Group Nb Div II - Doug Westwood

Group Nb "Brian Muir Trophy" - Grieg Malaure

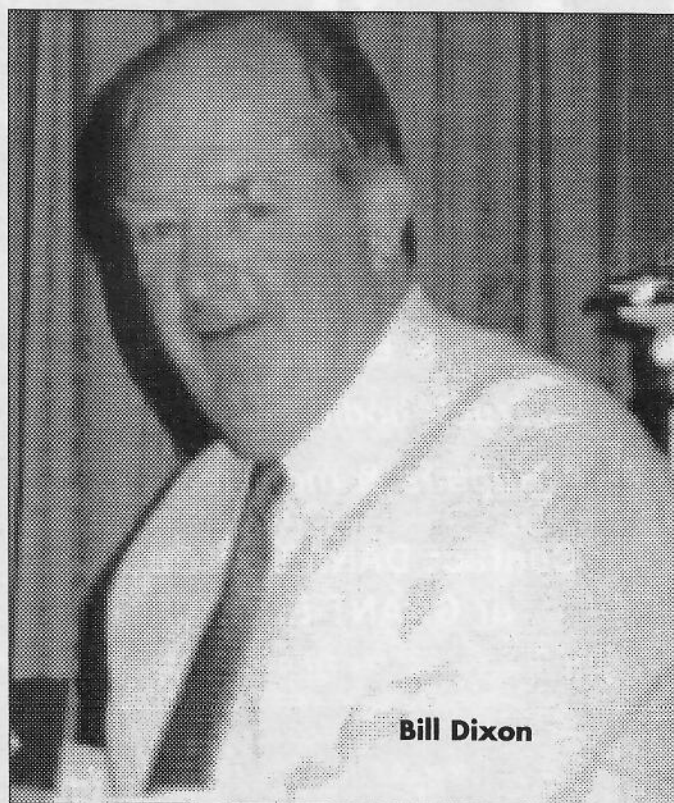
Group Nc - Mike Dyer



Grieg Malaure



Chris Dubois



Bill Dixon

# HISTORIC COMMISSION MEETING

THE HISTORIC COMMISSION met on the December 5, in Sydney. Present were a number of guests including Appendix J President Andrew Pursey and Eligibility Officer, Lloyd Cleaver.

Many items made up for a very full agenda and minutes are available for your perusal by seeing me. If there are any matters you wish to discuss please feel free to speak with me. I will summarise the main points pertaining to Group N.

## *HC 201 Suitable Tyre sizes for Groups N and S*

A deal of work has been done with regard to updating the tyre list. Some tyres have become unavailable ie. Bridgestone Potenza and Yokohama A008R. Provisional approval for a replacement tyre, the Yokohama Advan-032 R, was granted subject to a suitable test being conducted and circulated, before final approval is given for inclusion.

## *HC 206 Changes to 1999 CAMS Manual of Motor Sport*

Within these recommendations was suggested the following amendment members should be aware of: "Electronic engine RPM limiters are permitted in all groups, but only limiters that are separate from and not part of the tachometer and that perform no other function." This was put forward as result of some concern with the present wording and the possible ambiguous

meaning. Also raised was the lack of clarification of the issue of roll cages for Group N. A paper developed by Graham Hoinville should be the basis for re-wording the present roll cage regulations. It was agreed that the proposed wording should be circulated for possible inclusion in the 1999 regulations by means of a bulletin.

## *HC207 Signage*

The Commission discussed the matter of signage on 5th category vehicles with relation to recent proposals brought about by upcoming high profile meetings and after lengthy discussion is not moved to alter it's position at this time.

The Commission did however support the suggestion by Bob Cracknell to establish a task force to review the signage restrictions particularly in relation to 5th category cars appearing at non-historic events. The task force will consider in relation to all categories of historic racing and will comprise Bob Cracknell, Patrick Ryan and Peter Mohr.

## *HC 208 Approval of new Eligibility Officers*

The commission noted the approval of Rian Nott for Group N in Victoria.

## *HC 213 Incident Database*

The current status of the incident database was discussed. It is the intention of the Commission to extend the collection of information from incidents to include competitors at non-historic meetings. The Commission seeks the support of Group N clubs in obtaining a summary of incidents involving judicial action or otherwise that arise from non-historic meetings.

## *HC 216 Group N and the AHTCA*

The recent incorporation of the AHTCA was noted with support and encouragement for such a representative body.

## *HC222 Safety Issues in the 5th Category*

Concern was expressed that many safety issues relating to the 5th Category are addressed without representation from the 5th Category. The Commission recommended that a position be made available for a representative of the 5th Category on the National Safety Committee. Dr Michael Henderson would seem a more than appropriate person for that role.

## *HCC 223 FIA Standard Apparel*

The introduction of new standards for fireproof apparel was discussed. Michael Henderson was requested to investigate the FIA standard and other suitable options.

## *HCC 229 Compulsory Group N membership*

The proposal that compulsory membership of a Group N club to compete in races specifically for Group N was not thought appropriate. But it was suggested that the matter be referred to the AHTCA for consideration.

- Bob Asher

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# GENERAL MEETING MINUTES

## Minutes of the General meeting of the Appendix J Association of NSW, December 1, 1998

Meeting commenced at 8.05 pm.

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

### Correspondence

- Letter from CAMS, re promoters' meeting December 5, 1998.
- Press release Adelaide Speed Week '99.
- Notification of dates - Huntley Hill Climb '99.

### Treasurers Report

Balance at bank \$3424.97 plus \$7000 IBD.

### Presidents Report

- Some concern at driving standards of some members competing at Wakefield Park Historic.
- Successful presentation night.
- To attend Historic Car Commission meeting next Saturday as invited guest.
- Eight spaces reserved for our club at the Motorfest display on Australia Day, Contact Andrew Pursey for details.
- Attended the Historic Sports Racing Car Association's Registrars Meeting representing our club.

### Presentations

Three trophies were presented to winners for 1998 in the following categories:

- Presidents Trophy - Bill Callan
- Nb Division 1 Runner up - Ray Cleaver
- Drivers Championship Runner up - Bruce Smith

### Australian Historic Touring Car Association

The AHTCA is now incorporated in Victoria and formally recognised by CAMS. Elections for the AHTCA committee require candidates from all clubs. Nominations are to be sought for an election to be held. Further details in the New Year.

### Competition

- Terry Thompson and Des O'Loughlin to attend promoters meeting to finalise 1999 calendar.
- HSRCA calendar is available.
- Emphasis on ensuring opportunity exists for everyone to have good racing in 1999.
- Looking for team members to compete in the 1999 Six-Hour Relay race scheduled for Eastern Creek in the last quarter of the year. Contact Terry Thompson for further details.

### Group Nc Meeting

At the recent Nc meeting, a resolution was taken by those present to put forward to the Historic Commission that the existing rules pertaining to Nc remain unchanged.

### General Business

The subject of staffing the traditional race barbecues was discussed at length. It was finally resolved that the committee investigates alternate means of staffing by the use of charity organisations.

Three volunteers have come forward to arrange the barbeque for the Oran Park Historic, they are Warren Bossie, Brian Jessop and Allan Reid.

Meeting closed at 9.00p.m.



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# GROUP Nc REVIEW MEETING

ATTENDING THE GROUP Nc review meeting which was held in Sydney on December 6 were Historic Commission members Bob Cracknell as Chairman, John Dawson-Damer, Tony Caldersmith, Bob Asher and John Kingcott.

Also invited and present, were Chris Edwards from CAMS and club representatives Tim Bradley (WA), Peter Nightingale (SA), Victoria's Justin Brown, Mike Dyer (NSW) and Queensland's Mike Jonathon.

With representation from around Australia and lengthy healthy debate, this meeting was expected to come to resolutions over a number of areas of concern.

The findings are intended to provide recommendations to the Historic Eligibility Committee who in turn would present suitable and appropriately worded recommendations to the Historic Commission for final approval and implementation.

It went very smoothly, agreement and spirited discussion about many matters ensued, with all matters being resolved. Following are the summaries and recommendations for changes to the existing regulations.

## Reasons for the review

The Historic Commission recognised at the end of 1997 that a number of problems were continually raising their head in relation to the interpretation of Group Nc regulations across the country.

Accordingly the Commission requested a review be undertaken into the suitability of the current regulations and that the review identify any problems that may exist with the regulations.

It would provide appropriate recommendations that will ensure that differing interpretations of regulations are removed, and that the end product would be a set of unambiguous regulations that would be applied consistently across the country.

## Aims and philosophy of Group Nc

The meeting recognised that there were a number of philosophical issues that required attention as the first step in the process, after which all decisions should be based on. These include:

Recognising that there were two distinct sets of regulations during the period Improved Production and Series Production Touring Cars. Do we now require two sets of regulations or do we continue with just one set of regulations?

It was agreed that it was only workable to have one set of regulations.

Should Series Production cars that competed in Improved Production car races during the period but only as Series Production cars, now be permitted freedoms that were not afforded to them in the period?

It was agreed that on the basis that we will be operating under one set of regulations all vehicles that meet the eligibility criteria should be afforded the full freedoms as permitted to the Group Nc category.

"The meeting recognised that the Group Nc category should be a representation of vehicles that competed in Improved Production car races in Australia throughout the period from 1965-1972. The Group Nc regulations currently encompass this philosophy but require some clarification of certain issues in order to remove any confusion that may be associated with their current wording.

It was also recognised and accepted that the Group Nc regulations do allow some vehicles freedoms that were not afforded to them during the period.

The meeting recognised the desirability of including a wider range of touring cars than those that only competed in improved touring car races in Australia during the period."

## Specifications of cars

Having agreed to the philosophy of the regulations, the meeting then proceeded to discuss the allowable specifications of vehicles in the category under the current wording of the regulations, and made the following recommendations to the Historic Eligibility Committee:

That the current regulations be amended as follows:  
**Preamble**

Group Nc is an Historic group introduced on January 1 1995, to cater primarily for vehicles of a make and model which competed in Australia between January 1 1965, and December 31 1972 in either the Australian Touring Car Championship and/or races specifically

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# GROUP Nc REVIEW MEETING

for 3rd Category Group C Improved Production Touring Cars.

The Group Nc rules have been established to enable competition under a common set of rules which reflect the nature of touring car racing in the period.

3rd Paragraph to read as follows

It is envisaged that most vehicles in this class will not have a racing history and these are acceptable provided they conform to the general specifications of cars that raced in the period. Vehicles with a racing history may be presented in the most predominant form in which they were raced in the period, including the original sponsor signage, even though this specification may not fully conform with these rules.

4th Paragraph to be removed completely

This sentence may be removed as it is covered under Article 1.5 and the recommended inclusion of an eligible vehicle list under the Eligibility section will also remove the need to have this sentence included in the preamble.

## 1. Eligibility

1.1 Amended by the addition of the following wording to the end of the current paragraph

1.1 Touring cars of a make and model which competed in Australian between January 1, 1965 and December 31, 1972 in either the Australian Touring Car Championship or in races specifically for 3rd Category Group C Improved Touring Cars and Series Production Touring Cars as detailed in the following list:

*(Eligible vehicle list to be inserted here)*

1.2 Vehicles shall compete in the following capacity classes:

Class E	Up to 1500cc
Class D	1501cc - 2000cc
Class C	2001cc - 3500cc
Class B	3501cc - 5000cc
Class A	Over 5001cc

1.3 Owners of recognised vehicles with a competition history during the period are encouraged to present the vehicle in its original format evident at a given point in its history. Historic precedence will prevail over the following regulations with regard to these vehicles. Proof of this precedence falls to the owner and acceptance of it is at the absolute discretion of CAMS.

1.4 For a vehicle to be constructed, approval must be given by CAMS. The applicant must provide proof that the particular make and model competed in touring car races in Australia during the period.

1.5 A comprehensive detailed specification of each make and model and the permitted modifications for that vehicle will be provided upon approval for construction being granted by CAMS.

## 2. Body

The bodywork, fittings and interior trim in its entirety must be as supplied by the manufacturer except for the

modifications detailed below.

### 2.1 Body Modifications

The following body modifications are permitted: The inner lip of the wheel opening may be folded back for tyre clearance.

Mudguard extensions of a style used on that model in the group period may be used.

The drivers seat may be replaced by a driving seat in accordance with Schedule C of the CAMS Manual.

The steering wheel may be replaced with a sports steering wheel of 320mm minimum diameter.

Floor coverings may be removed.

The use of undertrays, fairings etc. designed to improve the aerodynamic form of the vehicle are not permitted unless supplied as standard equipment for the make and model. If brake cooling ducts or scoops are fitted, they must be separated by a minimum of 300mm, so as not to form an aerodynamic aid and their sole function shall be to assist in the supply of air to the brakes.

Additional instruments may be added providing all original instruments and switches remain intact and that additional equipment is fitted to a separate panel.

## 3. Engine

Mechanical modifications are permitted subject to the

*Continued over page*

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# GROUP Nc REVIEW MEETING

following restrictions:

The original type and design of cylinder block and crank case as originally used in the make and model must be employed. The bore may be increased to (by) a maximum of 1.5mm, the stroke must remain standard as specified for the make and model.

Dry sump lubrication systems are not permitted unless fitted as original equipment (lubrication may be modified and additional cooling provided).

The original type and design of cylinder head casting as originally used in the make and model must be employed; it may be modified provided that such modification is achieved only by the removal of metal.

Electronic ignition devices are not permitted unless fitted as original equipment.

The meeting feels that these recommended wording amendments will clarify the regulation and agree that this regulation must now be enforced.

#### 4. Induction

Modifications to the induction system are permitted provided that the following restrictions are observed:

- Fuel injection is not permitted unless fitted as original equipment.
- Carburettors of a make and model not available during the period are not permitted.

#### 5. Transmission

The original type and design of transmission and drive train assemblies as raced in the period, including the number of forward and reverse ratios, assembled and operating as originally supplied by the manufacturer shall be retained. The use of alternate ratios is permitted. Fully floating hubs are permitted. The gear lever may be modified but the original shift pattern must be retained.

#### 6. Suspension

The original configuration of suspension whether by leaf spring, coil spring, torsion bar, air, rubber etc for the make and model must be retained. The following modifications are permitted :

- Modifications to ride height are free; shock absorbers are free.
- Additional control arms and equipment may be added but must not override the original component function.
- Spherical joints may not be used to replace existing components.
- The original wheelbase dimensions must be retained. The track may be increased by not more than 50mm.

#### 7. Brakes

The original form and type of braking system must be

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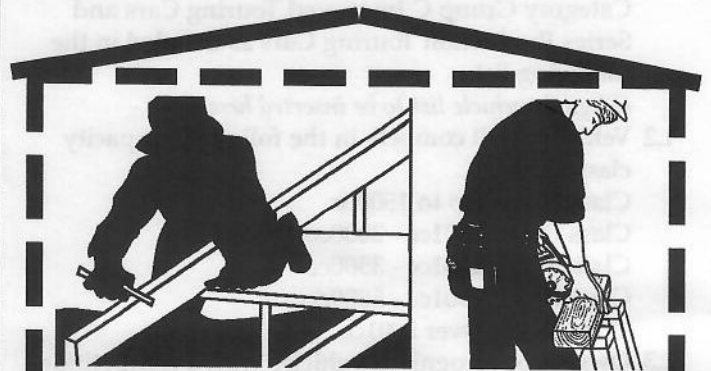
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# GROUP Nc REVIEW MEETING

employed, eg: disc/drum.

Components may be replaced with those from another make and model of production touring car that was produced before December 31, 1972, provided there is no increase in the swept area or diameter of the disk or drum. Dual/tandem master cylinders may be used. Brake bias must not be adjustable by the driver when in the normal driving position.

## 8. Wheels and tyres

Wheel diameter must be as originally supplied by the manufacturer or that which was commonly used on the model in competition during the period. Wheels may be replaced by period style alloy wheels. Maximum rim width permitted is:

- Class A and B maximum 8 inches
- Class C and D maximum 7 inches
- Class E maximum 6 inches

Tyres must be of approved tyre radial or cross-ply construction with a minimum aspect ratio of 60 percent as determined by the tyre and rim association. (refer Na, Nb, Nc, Sa, Sb and Sc tyre list, page 8-30)

*Notes:*

Requirement to have the tyre and rim association mentioned should be reviewed.

Competitors should be informed that re-grooving of tyres is not permitted under the Group N regulations as many would seem to be unaware of this.

## 9. Cooling system

The radiator may be replaced but must retain its original location, form and function and support panel opening. The radiator cooling fan may be removed. An electric fan may be fitted.

## 10. Fuel tank

The fuel tank may be foam filled or replaced with a fuel tank of a capacity not exceeding the original capacity and fitted in accordance with Schedule N of the CAMS manual. Should a replacement tank be fitted in an alternate position, the original tank must remain in its original position.

## 11. Safety requirements

- 11.1 A laminated windscreen is required to be fitted in all vehicles.
- 11.2 A roll cage conforming with Schedule J is required to be fitted in all vehicles. Side intrusion bars and other additional braces are permitted provided they do not pass through any part of the bodywork. Rollcages must be contained wholly within the passenger compartment.

(To be removed as it is covered under the recommended amended wording for article 10)

*Note:* Information paper of Graham Hoinville's regarding roll cages to be redistributed

## 12 Advertising

No advertising material or sign may be distributed from

or carried on any vehicle in this category provided that this rule shall not apply to the manufacturer's usual name plate.

CAMS reserves the right to permit also the display - in neat, unobtrusive lettering - of the name of the entrant and/or the driver and/or the State of his residence on the scuttle or the side of the vehicle. The total area of all such signs shall not exceed 75mm in height and 600mm in length on each side of the vehicle.

Club badges of an acceptable motoring club can appear on the vehicle. Each badge must be not larger than 150mm by 100mm and must be placed below the window line. Only two such signs are permitted.

The territory of origin of the driver may be shown on the vehicle. Each sign must be not larger than 100mm by 150mm and must be placed below the window line. Only two such signs are permitted.

No other signs may be displayed.

*Note:* Further recommendation to the Historic Commission that all vehicles be required to have their Group noted by means of the full letters of the Group (eg: Nc, Sa, M) adjacent to their competition number (see wording Group R)

## 13. Spirit of the regulations

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

- Bob Asher

## AROUND THE TRAPS - news

### Anne is out

THE TURNOUT FOR the annual Xmas Picnic was the poorest ever. Organiser Anne Bailey has relinquished the role after just three people turned up at Lane Cove Park. "Only Louise and Ken Ballantyne, and their daughter came along," reflected Anne disheartedly. "Despite that Ken didn't have to don the Santa suit."

### Support plead

WITH THE RELEASE of the competition calendar, Terry Thompson has called for all to support nominated meetings, "We have to keep faith with the promoters, so plan your year now," he said. "If we don't get the numbers up, we won't get invited next year!"

He also suggested that a Nc only race was on the cards on July 24-25 at Oran Park, and there is a Nb only drawcard at Wakefield Park on March 20-21. At the truck meetings entries will be on a "first-come, first-served basis".

# CAT CHAT

DID YOU READ Graham Howard's article in *Auto-Action* before Christmas on the subject of Historic Racing?

Did you notice that a number of our Club members had their cars in the accompanying photos? At last some recognition as to just how much Group N is growing - and I hear that there are even more cars and new drivers waiting in the wings.

A few more Na cars are appearing such as the Austin Lancer of Brian Wells and Jonathon Perrin's Austin A30. But we could do with many more.

In contrast Nc is growing exponentially and it is only a matter of (very short) time before we should see full grids of Nc cars, which will then probably result in full grids of Nb cars, with some Nb cars spilling down to join Na in another grid.

Hmmm, three full grids of Group N sounds more than exciting, but it will also present a challenge to ensure that everybody gets a reasonable chance at a sensible number of race meetings during the year.

Look carefully at the competition calendar and give Terry Thompson or Des O'Loughlin any constructive feedback so that the category can plan the way into 2000.

The year 2000, why it's the wonderful world of the Olympics, that corrupt five-technicolour-ringed yawn! Isn't it funny that the people consuming public money don't want to be open about what they are doing with our money? But we trust them, don't we?

Of course, as it is all a matter of money with the Olympics these days, you could exact retribution by refusing to purchase any product or service from any organisation promoting itself as an

Olympics sponsor. But you wouldn't do that, would you?

Talking of sponsorship, did you see the latest report from the Australian Bureau of Statistics showing that Australian business spent \$466.6 million on sponsorship in 1996-97, and, more than 60 per cent went on sport. Motor racing, excluding the Grand Prix, attracts about \$46 million a year in business backing whilst the Australian Football League receives \$42 million and tennis about \$32 million. Now, do you reckon that television coverage occurs in similar proportions?

Talking of proportions. What about the latest CAMS medical check? Hooray for somebody recognising that Body Mass Index is fairly meaningless as an absolute number. By using the Civil Aviation Safety Authority

scoring system as well it is now possible to have a second numeric opinion.

The only problem I can see for most of us in Appendix J racing, with the CASA score, is that advancing years score high points.

That means that to compensate we should keep our cholesterol and blood pressure levels down and avoid smoking. But that seems like a fair exchange to me if we want to keep racing for even more years.

Talking of exchanges, what about the leadership changes in the NSW Opposition parties as a precursor to the State Election? Looks just like another set of snouts in the non-productive over-superannuated trough to me.

Of course, you could cause some embarrassment at political meetings with parliamentary candidates by asking them whether they voted in favour of that infamous midnight hike in their super.

Then, you could ask them the supplementary question - were you actually in the Chamber on the night in question? If not, why not - don't you go to work even when overpaid for it?

But we shouldn't be unkind to our politicians (bloody hell, why not, they deserve it!) as they have done us a favour and rationalised the NSW towing regulations. Gone is the 80 km/h limit on trailers over 750 kg - now you have to observe the same posted speed limits as cars, which is a pretty good deal.

Also, the weight restrictions have been eased, check your vehicle manufacturer's specification sheet for the maximum permitted towing weights for your vehicle.

These changes may mean that if you are looking for a new tow vehicle you may be able to avoid

having to go the whole hog and buy a huge 4WD. Think of the fuel money you'll save.

If there is no specified towing limit for your towing vehicle you can tow up to 1.5 times the weight of the tow vehicle. Sounds scary to me, can you imagine an Isis towing a trailer carrying an Oxford even though that lot is under the 1.5 multiple.

A final word, still on the subject of towing. Do you use heavy chain to restrain your car on the trailer? Might be worth thinking about, particularly as you will now be travelling much faster.

The laws of physics would seem to suggest that an inadequately secured race car on a trailer could become a lethal missile if it moves about too much.

Safe towing and safe racing in 1999.



- Axeman



# AROUND THE TRAPS - racing

## Phillip Island

ON HIS WAY to downing a potent Victorian line-up, NSW's Laurie Donaher set a new lap record in his Boss Mustang when at the island circuit late last year.

Stacked up against John Mann, Greg McPherson, Andrew Marget, Chris Ralph and Peter Roach in their Fords V8s plus the nimble Holden Torana XU-1s of Ian Jones and Les Dole, Donaher's Boss Mustang proved too strong.

After a race-long tussle with the Mann Mustang, Donaher eased sufficiently on the main straight to post two victories.

Jones was a lonely third in the feature with McPherson and Marget the next two. Further back another good scrap centered around Dole, Garry Treloar's Charger and the Ford Cortinas of Mark Johnson and Ian Robertson.

## Barbagallo

THE CURTAIN CAME down on the year at the WA Night Masters at Wanneroo in December last year. After the retirement of Phil Morris' Falcon GT, Lance Stannard went on to take the early six-lap event narrowly from Trevor Stannard with Tim Bradley taking the final podium spot.

The Stannard duo started race two from where they finished the first. Bradley was third early but relegated the second-placed Trevor Stannard just as Leo Jameson

worked his Studebaker Lark Daytona up to fourth. By flag fall the latter was through to third.

Lance Stannard again set the early pace in race three. But shortly after both Trevor Stannard and Tim Bradley surged past to be followed later by Jameson and Tristan Bruce. Jameson then passed Bradley and closed on Trevor Stannard before the conclusion.

The next race went to Stannard from Jameson, Lance Stannard and Steve Bruce while Trevor Stannard took the last ahead of Tristan Bruce and Bradley.

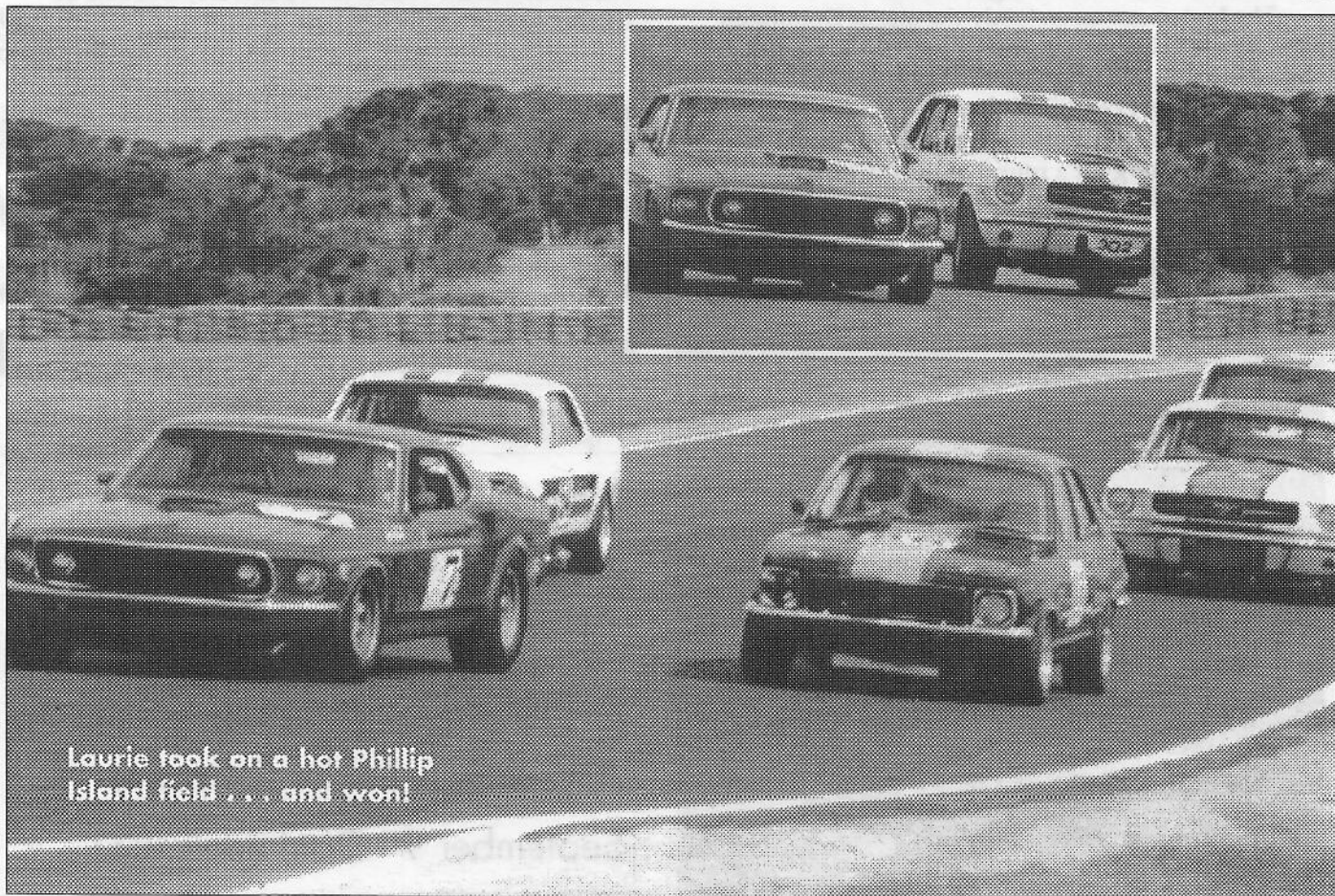
## Basketville

FORD MUSTANG DRIVER Derek Kooistra had pole for the final round of their series. Brendan Diprose already had the title in the bag but the runner-up placings were up for grabs.

Kooistra led the field away with Diprose second ahead of the Holden EH of Barry Mitchell and the Mustangs of Steve Bye and David Frost.

After the first lap Bye executed a clean maneuver on Mitchell but the Holden driver hit back the next time around. The race came to a premature conclusion when Corey Baker rolled his Mini on lap five. The results were declared which meant Kooistra's win gained him second overall with Bye third.

Earlier Diprose won the first preliminary from Bye and Mitchell and then recorded another victory, this time from Mitchell and the Holden Torana GTR of David Cooper.

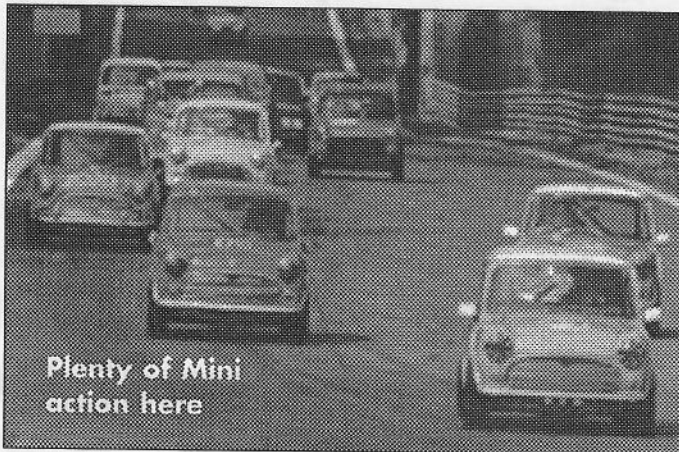


Laurie took on a hot Phillip Island field . . . and won!

Photography by Chris MacGeorge

# AROUND THE TRAPS - review

## FIA European Challenge for Historic Touring Cars



Plenty of Mini action here

STRONG FIELDS AND great racing were the highlights of the 1998 season for the FIA European Challenge for Historic Touring Car Challenge.

However the points allocation system became something of a farce where the overall struggle for supremacy came down to a small Alfa Giulietta against a big over three litre Ford Falcon.

Justice did prevail with the victory of B.Winquist driving his red Ford Falcon SP.

Nine points were on offer to the winner of each class over six races. The series covered most of Europe, starting at Monza in Italy, then Zandvoort, Zolder, Nurburgring and a journey across the English Channel for the final round at Donington Park.

The best race was certainly the one of Donington Park where D.Dahleman and J.Dentici won the race in their 1150cc Cooper S in front of the Falcon of Winquist in extremely wet conditions.

That Donington meeting was held in conjunction with FIA meeting for a round of the GT (Sports Cars) World Championship and thus attracted many, many spectators. There were many drivers during 2 meetings : Monza and Nurburgring (200).

In my opinion the best two meetings were Monza



Early positional sorting is taken seriously

and Nurburgring (200). They had everything, great quantities of drivers and cars, terrific organisation, fantastic track, and the weather was superb.

My father and I finished 45th overall as we finished only two races in the season. I hope next year we will do better.

The 1999 season will be longer with seven races. The Paul Ricard (ex F1 track in my home country of France), Zandvoort, Monza, Knutstorp, Nurburgring, Zolder and Donington.

We are anticipating the arrival of several English drivers with their Mini Coopers (after participating in the Mini Miglia Challenge). It is hoped that Carlo Facetti and Reine Wissel (ex F1 drivers) will also be coming to that Challenge.



- Florian Lacroix

Historic Touring Cars Challenge Website is accessible at the following URLs:

<http://come.to/htcc>

<http://come.to/racingcars>

<http://perso.wanadoo.fr/htcc>

and you can mail Florian at

[florian.lacroix@wanadoo.fr](mailto:florian.lacroix@wanadoo.fr)

### 1999 FIA Historic Touring Challenge

April 5 - Paul Ricard (France)

May 9 - Zandvoort (Netherlands)

May 23 - Monza (Italy)

July 4 - Knutstorp (Sweden)

August 8 - Nurburgring (Germany)

August 21 - Zolder (Belgium)

September 9 - Donington (UK)



One of a couple of Jags also made their presence felt

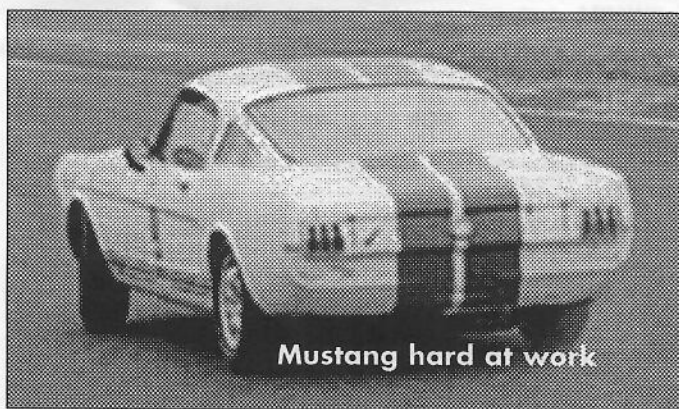
# AROUND THE TRAPS - review



Those 'big' Fords



Three way Mini action



Mustang hard at work



Italian challenge,  
Alfa and Fiat

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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.** 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.** 1966 Mk 440. Front end damage. Been in family since new, 63,000 original miles. 1500cc auto. Car did have ground up restoration 5000 miles before accident. Wverything has been overhauled. Also have enogh parts to build another complete car, minus shell. \$1000 ono. Contact Angelo or Peter 02 9624 6131.

**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 adustable strut tops. Painted light yellow, originally green velvet. \$14,000 ono. Ph Doug Westwood on 02 9888 6976 (home) or 0419 449 310.

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

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

**FORD MUSTANG.** 1964 model, fastest Nb Mustang in Australia. Ground up built race car owned by Bob Pearson and Alan Heath - no expense spared. Black with gold stripes, 289 legal V8 developing 470 bhp. Best of everything, fully developed and ready to win. Will trade anything, \$50,000 ono. Ph Alan Heath 0418 802 228, fax 08 8231 8700.

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

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

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

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

## FOR SALE - CARS

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

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

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

## FOR SALE - GENERAL

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

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

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

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

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

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

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

**MINI ENGINE AND GEARBOX.** 1071 cc short with a Mk II 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. \$14,900. Ph 02 9938 6293 (BH), 02 9982 2318 (AH).

**TYRES:** Four 205/60/14 A008Rs. Little use \$400. Phone Cameron on 02 9905 0105.

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

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# 1998 POINTSCORES

## APPENDIX J ASSOCIATION OF NSW

### GROUP Na (FINAL)

Bill Dixon	169.33	Andrew Pursey	84.50	Terry Thompson	26.00
Bruce Smith	123.99	Bob Priddle	52.00	Doug Wesley	14.00
Paul Rodenhuis	99.50	Don Titcume	38.83	Arthur Huxley	3.00

### GROUP Nb Div II (FINAL)

Doug Westwood	114.99	Glen Smith	50.50	Lloyd Cleaver	22.66
Phil Barrow	108.83	Fred Burley	48.16	John Tight	21.50
Bob Harris	101.83	Rod Brincat	47.50	Phil Windus	21.33
Phil Powell	99.16	Barrie Brown	47.33	Rob Priddle	17.50
Chris Dubois	98.16	Stuart Schofield	43.16	John Dunning	17.00
Wes Anderson	89.50	Brad Harris	42.00	Rupert Gunnell	16.50
Dave Probin	86.10	Ken Brigden	41.00	Bob Hayden	14.50
Chris Strode	80.33	Bill Callan	38.83	Jon Priddle	13.50
Garry Smart	70.32	Ken Oberman	36.99	Ken Ross	13.50
Ken Ballantyne	70.16	Stephen Clifton	28.83	Robert Owers	17.33
Aaron Gabriel	56.00	Mike Walsh	28.00	Robert East	3.00
Dominic Truelove	51.00	Daniel Sugden	27.00	Matthew O'Brien	3.00

### GROUP Nb Div I (FINAL)

Greig Malure	129.83	Alan Heath	47.00	Geoff Pallister	25.00
Steve Mason	127.98	Max Ullrich	46.49	Robert Tweedie	21.50
John Lyle	116.82	Steve Butchart	45.33	Derek Smith	12.66
Andrew Bergan	106.99	Tim Wilson	44.50	Terry Thompson	11.50
Cameron Tilley	85.66	Trevor Hutchins	39.50	Frank Binding	10.00
Ray Cleaver	75.00	Peter Hopwood	36.33	Graham Russell	8.00
Anton Metchler	47.45	Dave Beveridge	32.00	Ray Bailey	4.00

### GROUP Nc (FINAL)

Mike Dyer	161.98	Brian Jessop	46.33	Mathew Hunt	19.00
Cameron Worner	159.83	Rick Rogers	45.50	Michael Donaher	17.00
Des O'Loughlin	103.49	Andrew Symrnis	45.50	Graham Hill	16.66
Grant Elliott	101.99	Alan Reid	44.99	Jason Foley	15.50
Ross Donnelley	95.00	Bob Pearson	42.66	Helen O'Loughlin	15.50
Denis Sargent	71.33	Michael Kavich	40.50	Brian Potts	14.50
Paul Axiak	69.00	Peter Ward	39.00	Jamie Lang	13.50
Garry Kirwan	60.65	Duane Corner	32.50	Max Hutchins	11.50
Michael Terry	60.49	Warren Bossie	30.50	Chris Wilson	8.33
Rod Stait	47.33	John Whatmough	29.99	David Stone	3.00
Jose Fernandez	47.00	Phil Ward	23.00		

### 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 pointscore 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.

# NSW GROUP N CALENDAR

## 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
June 20	ARDC	Open, State Championship - Rd 2 Na, Rd 2 Nb	Eastern Creek
July 11	OPMS	Open, State Championship - Rd 3 Na, Rd 3 Nb	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Post 1960 only	Oran Park GP
September 18-19	HSRCA	Historic, State Championship - Rd 4 Na, Rd 4 Nb	Eastern Creek
October 23-24	WP	Open, State Championship - Rd 5 Na, Rd 5 Nb	Wakefield Park
November 20-21	HSRCA	Historic, State Championship - Rd 6 Na, Rd 6 Nb	Wakefield Park

## 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 2-4	Sensational Adelaide - Group N support	Adelaide
July 17-18	Australian Group N Championships	TBA (Queensland)
August 21-22	Rd 10 Shell Australian Touring Car Championship	Oran Park
TBA	Historic Sandown - Nb and Nc	Sandown
TBA	Historic Winton - Nb and Nc	Winton
Sept 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

## CLASSIC SALOON CAR CHAMPIONSHIP

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

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

# 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
April 17-18	OPMS	Trucks - Roman Autotek 1	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park Grand Prix
June 12-13	OPMS	Trucks - Roman Autotek 2	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc	Oran Park Grand Prix
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
October 23-24	OPMS	Trucks - Roman Autotek3 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, R6 Nc	Wakefield Park

## 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.

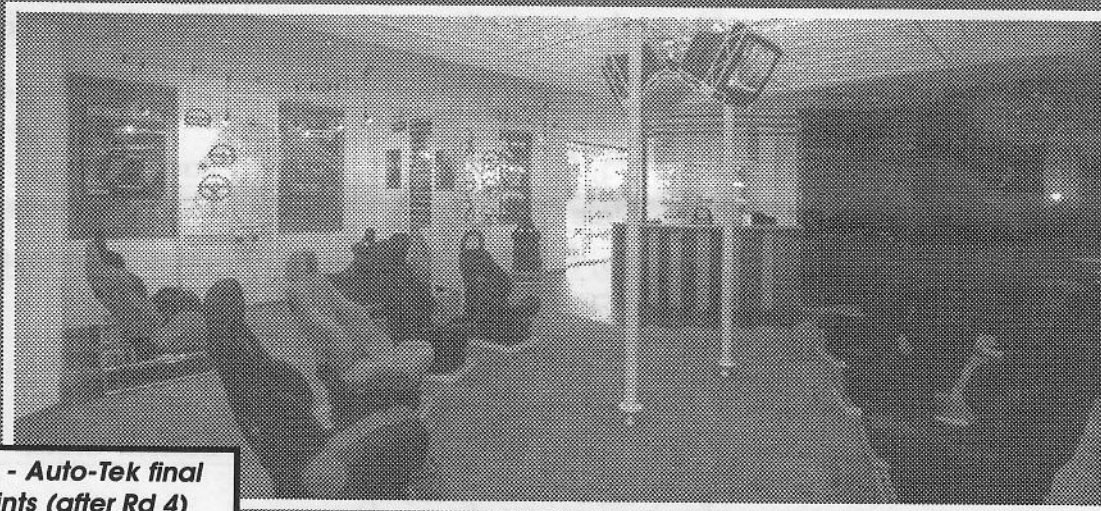
## RACE PROMOTERS' CONTACT DETAILS

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

### LEGEND

OPMS - Oran Park Motorsport, WP - Wakefield Park, HSRCA - Historic Sports & Racing Car Association, ARDC - Australian Racing Drivers Club, NSWRRC - 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.

# Auto-Tek™



**Nb - Auto-Tek final points (after Rd 4)**

K. Ballantyne	87.66
C. Tilley	85.66
S. Mason	83.65
P. Barrow	76.65
J. Lyle	72.82
A. Bergan	71.99
D. Westwood	50.50
G. Malaure	45.49
R. Harris	44.83
W. Anderson	41.66
D. Beveridge	40.50
R. Cleaver	34.50
C. Dubois	28.00
A. Metchler	26.99
M. Ullrich	26.83
S. Butchart	25.33
G. Pallister	25.00
A. Heath	25.00
F. Burley	23.00
B. Harris	20.50
P. Hopwood	18.00
T. Hutchins	15.00
B. Callan	14.33
B. Brown	14.00
P. Warne	13.50
D. Smith	12.66
T. Wilson	12.33
G. Russell	8.00
C. Strobe	7.66
R. Bailey	4.00
M. O'Brien	3.00
K. Oberman	3.00
R. East	3.00

## Roman AutoTek

(Australia) Pty. Ltd A.C.N001 305 200

14 Cavell Avenue

Rhodes NSW Australia

Tel: 61 (02) 9743 6822

Fax: 61 (02) 9743 6962

presents the

### 1998 Roman AutoTek Group N series

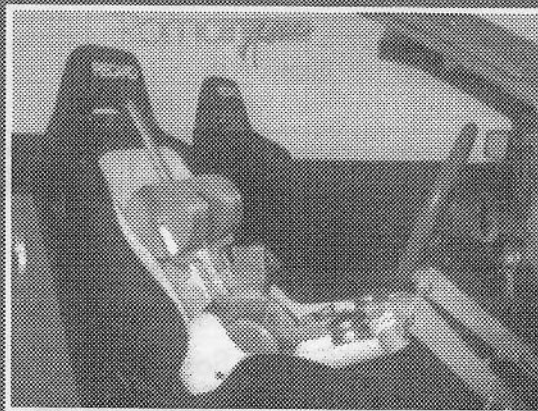
**MOMO**

**RECARO**

**Nc - Auto-Tek final points (after Rd 4)**

G. Elliott	95.99
M. Dyer	90.48
C. Worner	80.33
R. Stait	66.99
D. O'Loghlin	54.49
R. Donnelley	52.00
A. Smyrnis	35.50
B. Jessop	30.83
B. Pearson	29.16
G. Kirwan	28.99
A. Reid	25.99
D. Sargent	25.33
P. Axiak	24.00
C. Wilson	19.33
P. Ward	18.00
M. Donaher	17.00
J. Fernandez	17.00
G. Hill	16.66
J. Whatmough	13.66
R. Rogers	13.00
M. Hunt	11.00
M. Terry	8.66
M. Kavich	7.00
D. Stone	3.00

**MOMO CORSE speedline**



**Technical Centre**  
ADR/AMVGB Standards Testing Laboratory