

# Action-Line

*Newsletter of the Appendix J Association of NSW Inc*

George Aungie photograph



Alan McConnell photograph



**Next GENERAL MEETING Tuesday July 1,**  
**7:30 for 8:00 pm sharp start**

Burwood RSL Club, 96 Shaftsbury Road, Burwood

**Guest speaker - Safety Expert, Dr Michael Henderson - see inside for profile**

# PRESIDENT'S REPORT

What a good month we have had for Group N! We started

with our guest speaker Garry Coleman at the last general meeting who was very well received.

He gave an interesting talk on the history, role, and involvement in our chosen sport. With such positive feedback on Garry's visit, the committee has decided, with Garry's permission to include his contact numbers in the committee register in the front of this magazine. It is so that any members who should want to contact him have his numbers at hand. A club chaplain so to speak!

On the competition front we had a great meeting at the second round of the Auto Fever series at Oran Park with a fully subscribed field.

Wasn't that good to see? And the racing was fantastic with dices all down through the field.

The crowd really enjoyed it and from people outside our group I got the impression we were the stars of the day.

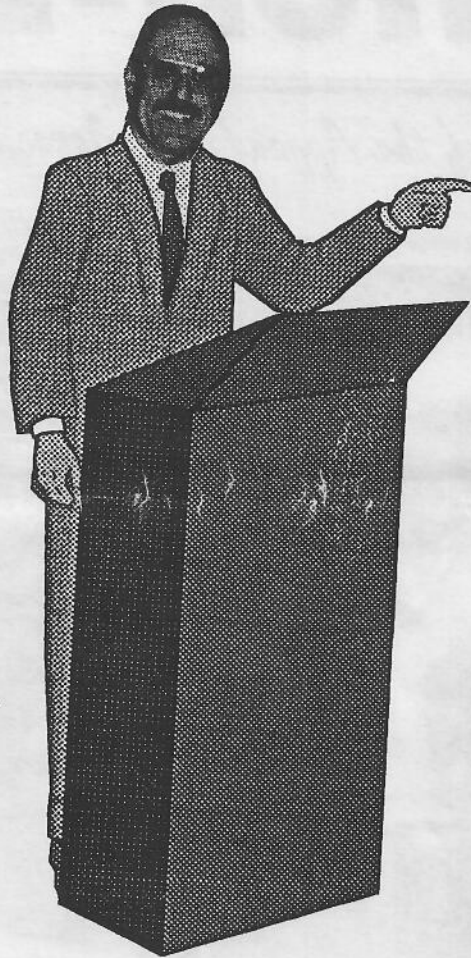
As if that wasn't enough, we had a very well attended social gathering to christen our new facility and present the *Appreciation Plaque* to Brian Jessop for his outstanding efforts and the presentation of trophies for the days competition.

Winners of the "Auto Fever Draw from the Hat" were selected, Rosco's Bar and Grill was well worked and we enjoyed an amber ale or two.

It was great to see a rather crowded Appendix J area. Next time out we'll need a parking attendant in the area!

We had an unprecedented number of visitors and enquiries about the club and more than one person remarked to me that they didn't know the *old days* still existed, and "Now that I know I'll get involved" were typical of the comments passed. The day was a success for those competing and a great promotion for Group N in general.

Following on from that successful day I have been approached by one of the motoring magazines



who wish to do a feature on our category and wish to know which meeting they should base it around.

I have suggested that the Historic at Eastern Creek in September is perhaps the meeting at which the most diverse range of cars is likely to be entered.

We should be able to field good numbers of each of our three categories in two divisions, so it is hoped we can have a record turnout at that meeting.

Take note all you Nc exponents, this is your opportunity to get the category some recognition, in fact as a combined Group N promotion this opportunity could be just the ticket, so start planning for it now.

As well as that, Revolution Racegear of Wollongong have donated some items to be dispensed as a "Draw from the Hat" at the August 24 NSW Road Racing Club meeting at Oran Park on the short circuit.

With the advent of our Oran Park improvements we intend to have *Rosco's Bar and Grill* also at that meeting to utilize the *Jessop Enclosure* to everyone's benefit so

there is plenty of time to prepare. That is our next meeting. Be there! Entries are available now, see Lionel!

Our guest speaker at the meeting on Tuesday is Dr. Michael Henderson. Be sure to read the profile on Michael elsewhere in the magazine if you don't know who he is.

We are very lucky to be able to get Michael along to speak to us as his credentials as a safety expert are impeccable and he has been involved with the sport at the very highest level.

I am working on getting another guest along to next month's meeting already, so mark the meeting dates in your diary now.

You should not miss any of these guest speakers and it is also an opportunity to socialize with your fellow club members.

As you can see, all things in the near future look positive, we have a little break before the next meeting and now the calendar has fallen into place, a little forward planning is possible.

We now have a real roll on so let's take the opportunity to capitalize on the present situation and support those upcoming meetings. See you on Tuesday night at Burwood.



-Regards Bob

PROUDLY PRINTED BY

**SNAP**  
PRINTING

1064 Victoria Road, West Ryde

CONTACT

PETER DYASON on  
(02) 9804 6566

FOR ALL YOUR PRINTING  
REQUIREMENTS

# COMMITTEE

	Business Phone	After hours
<b>PRESIDENT</b> <b>Bob Asher</b>	9874 9164	9874 4144
<b>VICE PRESIDENT</b> <b>Chris Dubols</b>	9724 4541	9523 1101
<b>SECRETARY</b> <b>Fred Burley</b>		9644 6381
<b>TREASURER</b> <b>Don Titcume</b>		9521 5409
<b>CAMS DELEGATES</b> <b>Bob Asher</b> <b>Chris Dubols</b>	9874 9164 9724 4541	9874 4144 9523 1101
<b>CAMS ELIGIBILITY</b> <b>Lloyd Cleaver</b>	(042) 68 3191 (fax also)	
<b>EDITOR</b> <b>Garry O'Brien</b>	9282 8184	9521 5893
<b>TROPHIES &amp; POINTSCORE</b> <b>Daniel Sugden</b>		(042)674483
<b>SOCIAL</b> <b>Ross McKenzie</b>	9905 9000	0412 212792
<b>COMPETITION</b> <b>Lionel Walker</b>	9476 6777	9482 1855
<b>CHIEF SCRUTINEER</b> <b>Lloyd Cleaver</b>	(042) 68 3191 (fax also)	
<b>PUBLIC RELATIONS</b> <b>Chris Wilson</b>	(046)289911	(046)772559 018 670753
<b>CHAPLAIN</b> <b>Garry Coleman</b>	9772 4082	9725 7599 018 867582
<b>GROUP Na LIAISON</b> <b>Andrew Pursey</b>	017 922693	9680 3137
<b>GROUP Nb LIAISON</b> <b>Phil Powell</b>	0411 429482	9913 8771 9913 7142(fax)
<b>GROUP Nc LIAISON</b> <b>Vacant</b>		
<b>CORRESPONDENCE</b> PO Box 789 Burwood NSW 2134		
<b>CONTRIBUTIONS</b> <i>Action-Line</i> , 4 Tramway St, West Densitone 2114 <i>Action-Line</i> , 8 Hunter St, Kirrawee 2232		
<b>LIFE MEMBERS</b> <b>Mike Dyer</b>	<b>Max Stahl</b>	

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.

# CONTENTS

FRONT COVER - The 1996 CHAMPIONS - Top left, Andrew Pursey, Na; top right, Garry Smart, Nb Division Two; below left, Dave Beveridge, Nb Division One; below right, Ross Donnelley, Nc.	
NEWS - the latest.....	4-7
ELIGIBILITY.....	8
GENERAL MEETING MINUTES.....	9
ON THE NET.....	10
GROUP Na NEWS.....	11
GROUP Nb NEWS.....	12
GROUP Nc NEWS.....	13
RACE REPORTS.....	14-16
RACE RESULTS.....	17
CALENDAR.....	18
CLASSIFIEDS.....	18
POINTSCORE.....	19

## FROM THE DESK

As we brace ourselves for a relatively quite six-week period on the track after this weekend, the stuff having off the race circuit has been rather intent.


Firstly the paint scheme issue has flared up. Personally I agree with both Ross and Bruce, the addition of graphics and wilder paint schemes is attractive and would broaden the appeal of the category, especially Nc. But as they say "Rules are rules".

Having Garry Coleman along at the last General Meeting was truly an eye-opener. Not that I am particularly religious, but I see his role as vital to the sport particularly as the pressures of modern day life can result in sometimes unpredictable complications.

Guest speakers (and the odd video night) are on the agenda for future meetings with Dr Michael Henderson coming along this week. It is hoped that in the future we will be able to bring you some more warning so you can plan accordingly.

This issue also sees the first of what we hope will be a semi-regular feature call Car Spot, a profile on members' racing cars. If the response is positive, ie people send in some details and a picture, we make expand to a Driver Spot as well.

We have the results of the Victorian elections plus plenty of newsworthy happenings as well as race reports from New South Wales, Victoria and Great Britain.

Finally look to page seven for details on the Eastern Creek Historic with plenty of special promotions as well as a tribute to a couple of greats of the sport. 

**JUNE DEADLINE is Friday July 25**

# AROUND THE TRAPS

## Guest life saver

Dr. Michael Henderson has kindly accepted our offer to be a guest speaker at the next meeting on July 1.

Michael is a road safety consultant now, and became prominent in that field in the early 1960's. Working in aircraft safety he realised that some of the same principles could be applied to motor vehicles.

Michael was a motor racing enthusiast so his ideas on safety soon found support within motor racing circles and his involvement with people such as Jackie Stewart culminated, amongst other things, in the development of the Willans six point harness. All this led to acceptance, fitment and use of seatbelts generally in road and racing cars.

Michael migrated to Australia from England in 1968 and was instrumental in bringing about the acceptance of the six point harness in racing cars at a time when fitment was not mandatory.

He was involved with Australian icons such as Leo Geoghegan, Neil Allen, Johnny Harvey and Kevin Bartlett. On the domestic front he was involved in the introduction of compulsory seat belts to cars in this country in the early 1970's

Michael could quite aptly be labeled the "Father of the seat belt in motor cars" and I urge you not to miss his visit.



- Bob Asher

## Thy maker honoured

The committee and members of the Appendix J Association presented an *Appreciation* plaque to Brian Jessop at Oran Park Truck round on June 8 for "services beyond the call of duty".

Brian worked tirelessly to have the facility improvements finished in time for the Truck round with little help from others. And its a first class job too!

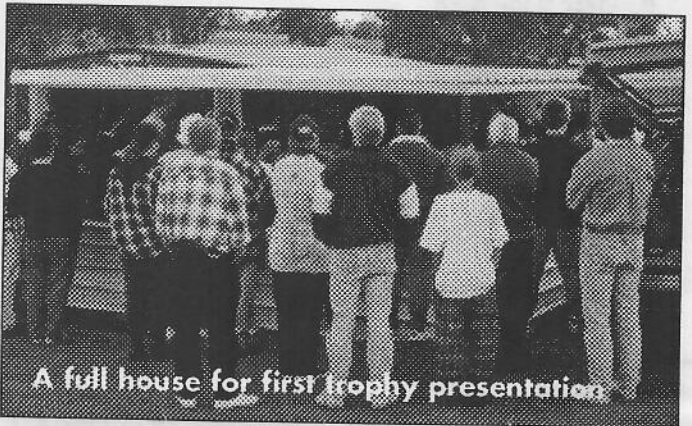
Several members put some finishing touches to the place which has been named *Jessops Enclosure* before the official opening and then we held the presentation in the newly lighted enclosure.

It is hoped that the improvements to the facilities will help to make the Appendix J area more comfortable for competitors and their family members and I would urge you all to help look after it so we can derive some benefit from the fine efforts of the volunteers who helped erect it.

Other improvements not to be overlooked also included the repair of the existing garage to enable it to be locked, the drainage that was installed to prevent washout of the road, the installation of lights and power point in the enclosure, the re-erection of the sign and general maintenance of the area.



- Bob Asher



A full house for first trophy presentation

## Successful christening

Hello race fans. I'd just like to thank everyone who joined us for the presentation of round two of the Auto Fever series. It was great to see so much support on the social side as well as the racing at Oran Park.

The hard work our committee put into the organisation of the meeting certainly paid off. The whole weekend was a great success, racing wise and financially.

As you can appreciate these days, it's pretty hard to make ends meet, yet we achieved it with all your support! As always I could not have done the BBQ without the help of my very good friend - Bob and Jenny - and the other committee members.

Out next social will be held at the NSW Road Racing Club's restricted outing and we will have *Rosco's Bar and Grill* fired up at the new *Jessops Enclosure*.

So Please, come and support the club and let's all make a great day of it. See you at the bar.



- Rosco

**REVOLUTION**  
**RACEGEAR**  
WOLLONGONG



521 PRINCESS HIGHWAY, WOONONA, 2517  
PHONE: (042) 85 1013 FAX: (042) 85 4305

**All your racing needs from**  
Track Suits, Seats, Seat Belts, Stop  
Watches, Lock Wire, Racing Brake  
Fluid, Competition Brake Pads in  
grades 3 to 15,  
Fuel Cells, Fuel Foam Bricks

**MOMO, R.P.M, SPARCO**

If in doubt call  
Lloyd Cleaver

**MEMBERSHIP PRICE STRUCTURE APPLIES**

# AROUND THE TRAPS

## *The unsung saviour*

Garry Coleman's words at the June General Meeting were a great insight to something that is not a preoccupation with most. Far from being a religious conversion program Garry Coleman - Motor Racing Chaplain, offers counselling and supportive program unlike any other.

Garry's talk covered many things ranging from his early days in a service station in Woolloomooloo, his introduction to motor racing as a mechanic and karting enthusiast before going to Bathurst to help out a mate who was driving a Holden FJ.

He is celebrating 35 years in the religious ministry and 11 of those with his Motor Racing Chaplaincy. The latter began with the Australian Racing Drivers Club and Amaroo Park and has since progressed nationwide.

It now comes under the title of the Sports and Leisure Ministry with 19 chaplains around the country

and covering a multitude of sports, but as Garry added "Motor sports is bigger than the others."

Grand Prix motor bikes come under their umbrella as too Melbourne's Thunderdome which is run similarly to the the Chaplaincy that looks after the American NASCAR scene.

"The pastor's role is the same in motor racing as in life, but the difference here is we don't preach," he said. "We have some tremendous needs in our lives. Motor racing really reflects life . . . how to run family, life, business etc, we can't live alone, even on the race track as we are part of a group responsible to others."

Garry also admits a passion for motor racing, anywhere there is a track and the smell of fuel you will find him. Not only can he be of comfort and advice but the service is one of the only things left in our society that is absolutely free. J

## *Stirring the paint*

It was a case of "cover up or don't run" for Ross Donnelley and Bruce Stewart at the Oran Park Truck meeting on June 8.

Both had been informed that their cars were in breach of the regulations regarding paintwork which forced Donnelley to tape over his graphic of a racing steed that decked the flanks of his repainted Mustang while Stewart opted to leave his car at home.

"My intention was to brighten up the image of the category. I wanted to do something different to get away from that Cobra white with blue stripe paint scheme. There are about four similar Mustangs around at the moment.

"It was very big in America at the time to give the cars graphics, and everyone who commented on it simply loved it. Like me they thought it would be good for the class," Donnelley said after winning all three races.

Stewart was astounded by the decision "I'm amazed, they talk about spirit of the day and then pick on the car's graphics when they're letting SVO blocks and GT40 heads in. The cars in this Group N specification never existed then anyway."

Appendix J President Bob Asher defended the official move. "The arguments about the colour schemes and graphics on cars recently could have been prevented had competitors read the regulations carefully.

He then quoted the preamble to the Nc regulations stated in paragraph three:

"It is envisaged that most vehicles in this class will not have a racing history and these are acceptable provided they are accurate in detail both mechanically and visually. Vehicles with a racing history may be presented in the most predominant form in which they raced in the period, including the sponsor signage, even though this specification may not comply with these rules".

He then added that if a particular vehicle raced with a wild paint scheme, and the vehicle exists, a certificate of description, if granted (see para 1.3 p.8-16 of the CAMS manual) would allow it to run as it was but replica vehicles will only be allowed the paintschemes used by the majority of vehicles of the period.

"If anyone is planning a wild painscheme, apply first and save yourself the embarrassment and expense of having to effect a change.

"After discussions with several people about matters such as these it is quite evident that many have not actually sat down and read the regulations, they have relied on what others have told them and in many cases, those doing the telling have also not actually read them. A lot of problems would be a lot less time consuming and less stressful were people to actually open and read the manual before embarking on passionate dreams. The 5th category, by nature is not written for the 'here and now' but a 're-creation of the past'. "Those who want to break new ground are in the wrong category and should look to the 2nd category which caters for their entire needs," he concluded. J



# AROUND THE TRAPS

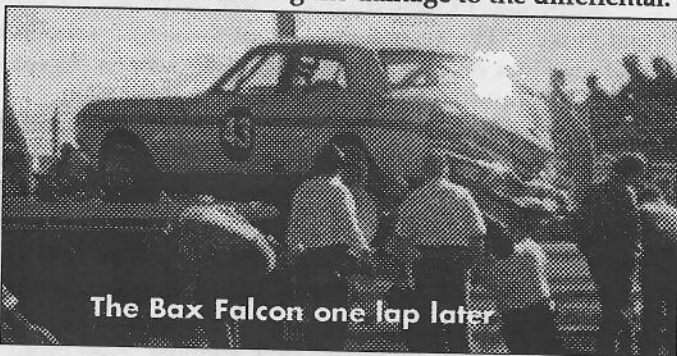
## Bax bent but back for Lakeside

Queensland Falcon GT driver Lloyd Bax is working day and night to get his Group Nc Ford ready for next weekend's Lakeside Historic following a huge accident on his home track on June 15.

In the Club Car SATCC support race a back marker Commodore lunched an engine in the notoriously quick section near the Dunlop Bridge. "There weren't any oil flags out and I was one of many who hit it and spun. The car that caused the oil was parked down at Hungry and they had the oil flags out there," he lamented "These things happen, its no good spitting the dummy over it."

The Falcon was badly damaged, one tail light pushed up to the rear window and the floor was creased. "It's a long re-cut but the Historic people have been really good. Dave Barkley and his crew have been a great help," he enthused as the XY went off to be welded last Wednesday.

The under-body damage has yet to be totally determined with Lloyd unsure of what condition the gearbox would be in, considering the damage to the differential.



The Bax Falcon one lap later




The Bax Falcon with the leaders

"It's a bit of shame really for we were leading the Club Car series for a while, but I think I'll wait a while before I race with them again," he added.


The car had been going really well at Lakeside, qualifying on pole in some of the early rounds of the Club Car series and currently holds the Group N outright lap record, eclipsing the magic minute with a 59.9 second lap.

Provided the Falcon is mechanically okay, rivals (especially the interstate ones) will have to be on their very best form to down the local specialist. The meeting is set to be a popular event with numerous Historic classes racing and one of the highlights will be the demonstration laps by as many as five great Group C cars, including Lloyd's own ex-Allan Moffat Federation Falcon XD.


As to whether he will venture south to the Eastern Creek Historic, well that depends on how the rapid Ford shapes up over the coming months. There is even a suggestion he may do the final Auto Fever round at the Oran Park Trucks in November. 

## Paddock mumblings


### Hat pick

Mathew O'Brien, Dave Beveridge, Andrew Smyrnis, Trevor Scheumack and John Lyle. Congratulations for winning the Auto Fever's "Hat draw" at Oran Park. 

### More spoils


Revolution Racegear of Wollongong have donated several items for a "Draw from the Hat" style raffle at the August 24 NSW Road Racing Club Meeting. All entrants will have their names included in the draw at the presentation and winners will then select their prize. Our thanks to Revolution and Lloyd Cleaver. 

### New Role


Club member Greg Neal has been appointed to a marketing role in the ARDC. Its probably the most challenging and exciting period in the club's history with the addition of Eastern Creek and we wish him well. 

### Mirror mirror


We understand that the only reason for the coming together of the McGee and Hill vehicles at the Guyra

GP (as reported in the last month's *Action-Line*) was that both had spied the television cameras. McGee was busy combing his hair and Hilly was putting his make-up on, in the cars' mirror. Now is that vain or what? 

### Calling all cars

A spy tells *Action-Line* that new member Simon De Low is really great under brakes, especially in the wet and particularly when he is towing a car and trailer. Albury police are still looking for the car that slid through an intersection, jack-knifed both vehicles and calmly continued on its way, around the corner without even batting an eyelid, leaving a queue of drivers aghast. Take a bow Simon. 

### No buck spared

Who took out the "most laps completed" award at the recent at the recent truck meeting? Fred Burley that's who! He totalled 42 laps in qualifying and 23 more over three races. "Your've gotta get your money's worth," says Fred whose quick calculation that the \$135 came out at \$2.07 a lap, and that's economic racing. 

# AROUND THE TRAPS

## Brothers tribute

The Historic Sports and Racing Car Association will soon open entries for its major Historic Meeting at Eastern Creek over the weekend of September 13-14.

In past years this meeting has attracted up to 400 competitors for the 34 events with strong fields in the open wheeler categories including Formula 5000s plus plenty of sports cars and so many Group N Tourers that they have to be split into two groups. Many classics, exotics and rare race cars come out to run in the regularity events, brisk exercise without the risk of full-on competition.

This years event will feature a tribute to the Geoghegan brothers, Leo and Ian (Pete) who dominated gold star and touring car racing through the 60's. Leo and Pete will attend the meeting to talk with fans, sign autographs and make a few parade laps in some of their former cars. Several current owners have offered their Lotus sports and racing cars plus Ford Cortina, Mustang and Falcon GT as well as Valiant Pacer and Charger, the list goes on.

Another brilliant poster is currently being prepared by artist Brian Calder Smith and autographed versions will be keenly sought as the ultimate souvenir. Many of

In salute to the outstanding motorsport careers of the legendary  
**"Brothers Quick"**  
 Leo and Ian ("Pete") Geoghegan



The 1997 All Historic Race Meeting (Eastern Creek) is dedicated to the Geoghegan Brothers with a festival of memories  
 - Trophy Races for open wheelers, sports cars and sedans, static and on-track displays of significant cars from the Brothers' competitive years - with Jaguar, Ford and Lotus, in particular evidence.



A very special "Geoghegan Suite" establishment above P4 Lane for this meeting will provide comfortable viewing and quality meal facilities for members, their families, sponsors and guests. Plus an opportunity to talk over the old days with Leo and "Pete", pass on your best wishes and secure that autographed poster or programme.

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



**"Champions" Dinner Pass** - Ideal for current HRSCA members and corporate groups. Prior booking is essential. \$85 per person for a night of memory-writing "Geoghegan" message. Your "Champions" Pass includes pre-dinner drinks, champagne, three course banquet meal, non-alcoholic beverages, plus slices of pie, coffee and mints. A cash bar will fulfil personal beverage selection. OR \$800 for a table of ten people as above.

Photographic memory of chosen trophies and the Lotus racing collection.

**"Gold Star" Meeting Pass** - Tailored for the non-Club members' guests and corporate groups needing the ultimate in "Geoghegan" message. Prior booking is essential. \$145 per person. Your "Gold Star" Pass includes Geoghegan Gala Testimonial Dinner on Wednesday 10/9/97 or "Champions" Dinner Pass, Circuit Entry Pass and P4 Pass/Upgrade for Sunday 14/9/97, Official Dress programme and poster (to collect three autographs), entry to the "Geoghegan Suite" and privileged viewing area. Delicious hot/cold buffet luncheon on Sunday. Access to Suite's cash bar facilities for personal beverage selection. OR \$1,400 per table of ten people, as above.

**"Geoghegan Suite" Luncheon Pass** - Ideal for members' families and guests. \$48.50 per person. Prior bookings preferred, some passes may be available at the door, no guarantee of unbooked entry on the day. Includes entry to "Geoghegan Suite" and privileged viewing area. Delicious hot/cold buffet luncheon. Access to Suite's cash bar for personal beverage selection.

Name \_\_\_\_\_ Company (if applicable) \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone:  Champions @ \$85 ea  Gold Star @ \$145 ea  Geoghegan Suite @ \$48.50 ea  
 Tables:  Champions @ \$800  Gold Star @ \$1,400 (Tables are multiples of 10 persons)  
 HR phone no. \_\_\_\_\_ Total Payment enclosed \_\_\_\_\_  
(CHEQUES ONLY PAYABLE TO TOMOTOR TRADING VENT)

Post your booking and payment to:  
**"Geoghegan Tribute"**  
 TOMOTOR  
 PO Box 118  
 Armclife NSW 2205

the boy's sponsors and supporters have been approached with several showing keen interest in taking corporate suites plus other support for the meeting and the tribute.

The Classic and Collector Car Clubs have been invited to join the event and on Sunday a large display of vehicles is planned for the spectator area along the main straight.

A tribute dinner is planned for Wednesday night September 10 at the Parramatta Parkroyal with several guest speakers to "roast" the brothers, some rare movie footage of the golden years and plenty of publicity for the big weekend.

Group N will be competing for trophies in each of six races with each of those broken up into capacity classes. The HRSCA will have trophies and a competitors plaque, the

Appendix J Association will have trophies and the trophy race winners will get their name on either the Jack Myers Trophy for Na, the Ian Geoghegan Trophy for Nb and the Brian Foley Trophy for Nc. The form shown will be printed for full tear-out return next issue.

- Terry Thompson

## More paddock mumblings

### Hat pick

Mike Conway of Group A fame has gone "back to the future", painting his recently acquired ex-John Bove Falcon Supercar in 1960's striped livery. "It looks like a real racing car" he said and "everybody loves it".

### No Nc man

Our Group Nc Liason Officer has resigned his position. The move is an immediate one as Mick Donaher cites continuing work pressure and the commitment to the Ultra-Tune VP Commodore's limited five litre program as the reasons. He felt that he could have still done the job, but could not really do it justice. But don't think you have seen the last him or his quick LJ Torana XU-1 for Mick plans to run the car when the opportunity presents itself. As well he should still be a regular at the monthly General Meetings.

### New Role

Appendix J Association of NSW members have met with mixed success at high profile touring car meetings of late. Super Touring Vauxhall Cavalier Bob Tweedie

was involved in dramatic accident with Dave Aunger at Phillip Island while closer to home, the inaugural AMSCAR sedan series saw Mick Donaher finished second overall with Bob Pearson's Product Holden Commodore VR third.

### VIC elections

On the evening of Wednesday June 26 the Historic Touring Car Association of Victoria held its annual committee elections. Reigning club president Eddie Dobbs retained his position as President with a close decision over contender Paul Burchall. The attendance was considered the best seen in some time but nominees for the other positions stood unopposed. Social organiser and race reports caretaker Justin Brown takes on the responsibility of vice president while Brian Deveson moves from competition to replace Graham Harris as secretary. Ian Watt has vacated his position as Treasurer where Rob Bailey now takes over. At committee level the new faces include John Brash, Gordon Cox and Ray Harrison who will join regulars Ian Jones and Rian Nott. We wish the new force well for the future.

# ELIGIBILITY

At Oran Park for the Truck round on the 8th June we continued our research on car weights by weighing the following cars:

12	Wes Anderson	Alfa	956kg
164	Ken Oberman	Alfa	991kg
50	Rod Brincat	Cortina GT	901kg
6	Trevor Schumack	Cortina GT	873kg
2	Gary Smart	Cortina GT	856kg
5	Doug Westwood	Cortina GT	910kg
17	Laurie Donaher	Mustang	1448kg
75	Ross Donnelly	Mustang	1262kg
34	Alan Heath	Mustang	1291kg
68	Trevor Hutchins	Holden EH	1189kg
11	Paul Axiak	Monaro GTS	1495kg

Other weights which have become available to be published by us are the following weights taken at Philip Island March 1997:

26	Ernest Martinez	BMW	918kg
3	Greame Hooper	Chev Nova	1417kg
45	Robert Butt	Cortina	869kg
60	Brian Deveson	Cortina	881kg
94	Mark Johnson	Cortina	874kg
84	Dominic Leo	Cortina	856kg
7	Jeremy Mantello	Cortina	863kg
95	Chris Ralph	Cortina	865kg

98	Liam Read	Cortina	862kg
77	Ian Robinson	Cortina	859kg
25	Justin Brown	Falcon XM	1375kg
71	Rian Nott	Falcon XY	1422kg
69	Graham Hunt	Mustang	1520kg
54	John Mann	Mustang	1406kg
31	Stephen O'Neil	Mustang	1363kg
61	Michael Stupka	Hillman Imp	622kg
53	Brendon Wilson	Holden FC	1094kg
27	Eddie Dobbs	Holden FE	1074kg
72	Fred Bath	Holden EH	1077kg
16	Lindsay Cripps	Holden EH	1153kg
35	Mark Brewster	XU1	1045kg
50	Greg Burrowes	XU1	1038kg
96	Ray Challis	XU1	1058kg
76	Trevor Talbot	XU1	1152kg
43	Stan Peters	Austin Mini	636kg
1	Ted Brewster	Cooper S	627kg
38	Anthony Ramadage	Cooper S	610kg
9	Adrien Reid	Cooper S	602kg
56	Daniel Reid	Cooper S	612kg
5	Len Reid	Cooper S	595kg
19	Ian Watt	Triumph 2000	1113kg
79	John Brash	Valiant Pacer	1345kg
32	Bill Callan	Vauxhall	1235kg
22	George Opoczynski	Volvo	1005kg

It is quite interesting to study the weights and the differences, as those in NSW know the cars were weighed with the driver out, in Victoria the driver remained in the car and the drivers weight was deducted afterwards.

At Oran Park several cars were logged for missing items of trim, others items were also noted as missing on other cars eg. door trims, kick plates etc. Please note that should your car be fitted with these items then they should be fitted, we are checking in an endeavour to get these things right.

Save yourself the embarrassment of being logged and if your car is missing any such items, endeavour to obtain and fit them, or speak with me if there is a problem.

All the Mustangs were inspected to determine what heads and blocks were fitted as the SVO block, GT40 head eligibility is being looked into.

Several Nc cars were also observed with items in breach of item 12, advertising p8-17, please read the regulations and correct any abnormalities.

On another issue, a competitor was charged for "pesenting and competing in an illegal vehicle" after his car was checked randomly and found to be running oversize wheels.

The matter was reported to the scrutineers who after consultation with the committee referred the matter to the Clerk of Course.

Thank you all for your co-operation at Oran Park, it makes a difficult job easier when everybody is understanding.

- Lloyd Cleaver

## MIKE DYER ENGINE RECONDITIONING P/L

"EST 1967"

Specialist in Automotive &  
Marine Engineering

*Same day cylinder head servicing  
Head and block milling  
Cylinder block reboring  
Con rod resizing  
Crankshaft regrinding  
Complete engine rebuilding*

Unit 2, 1-5 Thew Parade  
Dee Why West 2099

Tel: 9982 1233 Fax: 9971 0968



# GENERAL COMMITTEE MEETING

## Minutes of the General meeting of the Appendix J Association of NSW, June 3, 1997

Meeting opened at 8.10 p.m.

### Apologies:

J. Tight, P. Donnelly, A. Huxley, J. Dowsett, R. Donnelly.  
The Minutes of the previous meeting as printed in *Action-Line* were accepted as a true record.

### Correspondence In:

- Department of Sport and Recreation re Volunteer Training Courses.
- Application to join Optus Local Vision.
- Victorian June Magazine.
- Flyer from Classic Car.
- Advertisement from Edge Maxvision at Katoomba for Super Speedway film.

### Correspondence Out:

- Letter to *Auto Action* re club.

### Presidents Report:

Need to ensure support for race meetings. ARDC have cancelled our invitation to their V8 series on June 22 because of lack of entrants.

Oran Park Truck meeting has excellent entry with 32 cars competing.

Vote of thanks to Brian Jessop for his work in completing the extension to our facilities at Oran Park. Great job!

Last State Council meeting for CAMS held in Canberra. Peter Bready and Greg Swan from CAMS were present. Much more open meeting which was encouraging.

### Treasurers Report:

Current balance \$3,271 plus \$7,000 IBD.

### Eligibility:

There was some discussion on paint schemes for two Nc cars currently being considered by Eligibility Officers. The issue of SVO blocks was also discussed as to their eligibility. Matters to be raised with the HCC.

### Editor:

Seeking information on Group N events and welcomes members contributions and Driver profiles.

### Public Relations:

Chris Wilson reported that it was good to see Group N being regarded so well by the letter in *Auto Action* and

this was also the case from surveys done by Oran Park.

### Guest Speaker:

Garry Coleman, CAMS Chaplain gave an interesting address on his role and experiences in motor sport. This was well received by members via acclamation.

### General Business:

- A suggestion was put forward by Ross Donnelley that the club examine its identity for now and in the future. The proposal was for adopting the slogan Muscle Cars - Fast from the Past. Some discussion ensued on this topic. It was generally felt that we need to reinforce our position initially by ensuring adequate entrants at meetings prior to considering a change in profile.
- It was decided to remove unfinancial members from membership privileges.
- Phil Ward has offered a free race day on July 23 (more in Na News column).
- HSRCA conducting regularity event June 22. Contact Trevor Bailey.
- CVVTMC Drag Meeting as part of Historicar Festival at Eastern Creet - contact Terry Thompson - entry \$50.00.
- The two-up raffle was won by Darren Stewart.

Meeting closed at 10.20 p.m.



## Performance Exhaust & Custom Sports Systems

**ALL WORK GUARANTEED**

Crontec Exhaust &  
Undercar Centre

**(02) 9540 1444**

11-15 Captain Cook Drive,  
Caringbah

### **Need a PHOTOGRAPH?**

**See a picture in *Action-Line* you like?**

*For a wide range of Group N shots  
from Historic and Open Meetings,*

Contact **Peter Schell**  
**PO Box 67 Liverpool 2170**  
**Phone: (02) 9602 5317 (ah)**

*Extensive negative library*

## ON THE NET

There has been a lot of discussion on the vintage-race list concerning the cost of race meeting entries in the USA, and, what you get for the money both on and off the racing track. The amount of track time varies, but, we seem to do fairly well at meetings over here. In some cases it appears that you are lucky to get one qualifying session and two races, whereas we would expect one qualifying session and a minimum of three races. At some events you get a barbecue during the day and a formal dinner on the Saturday night – maybe we should send *Rosco's Bar 'n Grill* on a world tour.

During the discussion about entry fees it became apparent that many people were unaware of the costs of running a race meeting. There are charges for the circuit itself, plus ancillary facilities, plus medical coverage, plus permit fee, plus insurance, plus postage for Regs and results, plus other equipment hire, plus officials' lunches, plus, plus. So next time that you whinge about the entry fees, give a thought to the costs and maybe you'll realise that its not such a bad deal after all.

The Morris list is just starting to cover activities relating to 50 years since the launch of the Morris Minor – amazing how these little cars continue to command a following amongst a bunch of very dedicated enthusiasts. It is also surprising to hear what some people will do to a Minor – my favourite is the Minor with a Rover 3500 V8, which used to run around the tracks in the UK at one time (now wouldn't that be an interesting Group

N car). The British-cars list has been discussing another round of California legislation aimed curbing emissions – fortunately there are some sensible politicians (surely an oxymoron) who understand that enthusiasts' older cars are usually pretty well maintained and therefore less likely to be "gross polluters".

Needless to say, our crop of "snout in the trough", "my superannuation has to be really generous", "the overseas visit was most productive", "piss public money up against the wall" politicians would be incapable of applying common sense to this topic (or any other topic based on their record).

Quickly climbing down from my soapbox, let me leave you with this quote that appeared on the vintage-race list - "It has been said that motor racing shares in common with sex the distinction of being one of the most popular, most maligned and least understood of human activities." Charles Beaumont and Phillip F. Nolan (*Omnibus of Speed*, 1958).

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

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



- Andrew Pursey

MorrisOxford@s054.aone.net.au

## MASTER DISTRIBUTION SYSTEM P/L

ACN 068 289 903

**DISTRIBUTORS OF VENDING  
MACHINES AND SUPPLIES**

115 QUEEN STREET

NORTH STRATHFIELD NSW 2137

PH (02) 9743 6955 FAX (02) 9743 6831

**FOR MORE INFORMATION  
SPEAK WITH ALLAN WICK**

## CONVEYANCING

By Solicitors

**Buying, selling or Re-Financing  
\$500 flat fee\***

- Professional Service
- Affordable Prices
- Finance available
- Obligation free written quote

**Ph: 9552-6288**

Smyrnis & Co. Solicitors  
91 Glebe Point Road, Glebe

\*Residential Properties only. Disbursements not included

# GROUP Na NEWS

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

Last month, I went to Eastern Creek to watch the Shell Australian Touring Car Championship round. It was interesting to be on the other side of the fence. I watched V8 Supercars, Formula Holden, Formula Ford and Club Cars from turn two, by the entry point, so that it was possible to observe the second half of turn one. It was most interesting to watch some of the lines.

Overall observation was that V8 Supercars wasn't that appealing, although it was good to see Bob Pearson back on the track in the Commodore, and, Richard Mork (NSWRRC stalwart and a real club racer – have you ever seen him without a smile on his face?) having a run in a V8. Formula Holden was pretty boring – too few cars and too little action. In contrast, both Formula Ford and Club Cars were good for a spectator – full grids and plenty of close racing.

The FFs had obviously had an advance roasting from the Clerk of Course, because whilst they were damn close they were also (almost) contact free in turn two. The only hit was really due to a rather optimistic dive under brakes – but they all tried hard and put on a good show. The Club Cars were great – a wide variety of car types and lap times, but still close dicing amongst small groups – they were soon spread out and there was plenty to watch all the time (not unlike Group N?).

I again donned my spectator garb and went to the Truck Meeting at Oran Park. Sorry to say that I can't relate to trucks. With that pall of smoke, etc that they leave hanging over the circuit – and as Percy Hunter said to me "Gee, don't you hate passive smoking".

In contrast, I loved the Group N races for Nb and Nc. I walked over to the far side of the circuit to watch the second race and was glad that I'd made the effort – cars spread out quickly all around the track, plenty of action and some interesting little dices through the field (just like those Club Cars at Eastern Creek).

The crowd loved it and it was a damned fine advertisement for Group N – good one! It was also great to see that Ross Donnelly, Peter O'Brien and Alan Heath were able to keep up a fantastic pace without appearing to have too many problems lapping other competitors.

Both of these race meetings convinced me, yet again, that a big grid is vital to spectator enjoyment and that a spread of cars is good for maintaining interest. That puts Group N in a very good position, given the number of cars and the spread of performance – if we can get a solid turn-out at Oran Park in August, then we should be able to really go to town at the HSRCA all-Historic at Eastern Creek in September (just imagine two full grids of Group N).

Back to Na for a moment (about bloody time too say some). Phil Ward, as mentioned at last Club Night, is trying to put together some mid-week events, in conjunction with his Kart Blanche activities, on the figure eight at Oran Park and has issued an invitation to Na

and slower Nb cars to have a test to see if it is a viable proposition. The next time out will be Wednesday July 23. If you are interested, give me a call on 9680 3137, or ring Phil Ward on 018 276 323 for further information.

On the subject of last Club Night, it was suggested from the floor that each Group have their own slogan, so for what its worth may I suggest:

Na drivers do it at unusual angles

Nb drivers do it the old-fashioned way

Nc drivers do it with a lot of grunt

However, I reckon that to have individual slogans is pretty divisive – instead, why don't we operate as a united class with:

Group N drivers do it at their own pace, but always with superb style

In conclusion, I will be acting as commentator for Group N at the Wakefield Park Tin Top Day – if you are competing and want to give me your "lie sheet", I'll be happy to use it during the commentary. Also, please be prepared to talk to prospective Group N competitors – I'll be pushing the Appendix J Association message during the day and will point them in your direction.

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



- "Axeman"

## THE ULTIMATE IN AUTO BODY REPAIRS AND PAINTWORK

We are experienced in all forms of accident repair and use the latest hi-tech equipment with expertise to ensure customer satisfaction and a first class repair.

Our workshop is equipped with the Autorobot XL damage repair system to ensure perfect alignment of all mechanical and body components - this is the only way to guarantee accuracy.

Paintwork is carried out in our new generation Garmat Spray Booth and Baking Oven which ensures the optimum control and quality of paintwork that is vital when matching existing paint finishes.

We offer personal service and satisfaction is guaranteed.



## BINDING SMASH REPAIRS

17 SYDENHAM RD. BROOKVALE

Call Frank Binding 9905 5770 Lic No 44/00095 1/7

# GROUP Nb NEWS

Firstly I must say what a great turnout at the Oran Park Truck Meeting. Thank you to those members who responded to my pleas to enter. We achieved a full grid which entitles the club to a rebate from the organiser if we can achieve the same number of competitors at the third round later in the year. Hopefully my car will be back in running order by then and I'll see you there.

Wasn't it great to see the return of a Tilley Valiant to the racetrack. Hopefully this is the start of a return to form for the whole family. Looking forward to seeing Valiant power at more events.

Just thought I'd give you an update on the new cars under construction. Peter Hopwood is becoming quite involved in rebuilding Anton Mechtler's Lotus which rolled at Amaroo in private practice. They are looking at having a team of three Lotus's with Peter driving one of them. Now that would be good to see!

There is another Cortina and a Zephyr on the way to the track as well and why not as we have great racing and a great club.

If you have any friends interested in buying or building a car I have finally finished the starter pack. This took some convincing CAMS to give me the necessary forms even when I offered to do all the photocopying.

The pack consists of all the Cams forms you will need for licence and log books, Appendix J club membership forms and names and numbers of the organis-

ing clubs for entry to each event. Also included in the pack is a copy of the NB rules to ensure any new cars comply. If you want a copy please ring me or I will bring a couple to Tuesday night's meeting.

J

- Phil

## MAILBOX

Dear Mr Asher,

I am writing you regarding your letter in Auto Action recently, I won't take up your time as I am sure you are quite busy, but I was wondering where and how I would go about finding when your class, Group N of course, will be racing in the future.

It is a great disappointment that I can never find out. There are never ads in AA or some of the other magazines or I'm not seeing them!

I am a big fan of Touring car racing in this country and especially its history and would dearly like to see an Appendix J or Group N meeting. If you could assist me in some way I would be most appreciative, thank you.

J

Yours sincerely  
Peter Trifunovil

P.S. Do you guys have a state series?

# FORMULA trailers

custom built trailers

## Trailers built to order

- \* Open & Enclosed trailers
- \* Truck bodies & trailers
- \* Repairs & modifications

Contact **DANIEL SUGDEN**

2/92 Auburn St, Wollongong 2500  
Ph (042) 271 075 019 669 822



**AMERICAN AUTO PARTS**  
Spares, Accessories and Performance.  
ACN 003 390 605  
One call buys it all!

**RARE  
SPARES**

### Three Big Locations

**HOMEBUSH** Corner George St and Parramatta Rd.  
Ph: 9746 1188 Fax: 9764 4106

**LIVERPOOL** 478 Macquarie St  
Ph: 9821 4022 Fax: 9601 7432

**BEVERLY HILLS** 478 King Georges Rd  
Ph/Fax: 9502 1030

Windscreen seals - rust panels -  
rubber extrusions - door, boot  
and body seals - braided hoses and  
fittings - manifolds, carbs, seat  
belts, roll bars and padding

**ALL YOUR Na, Nb AND Nc NEEDS**

\* Show membership card for discount \*

# GROUP Nc NEWS

Well once again Group N has put on a great show at the Trucks and in particular the Nc class. This group led the way in the results and I believe there was also a new lap record set by Peter O'Brien in his XY GT, congratulations.

Accolades also to Denis Sargent on a much improved drive in his Holden Torana XU-1. Paul Axiak's gleaming Monaro had the tongues wagging too, both in performance and appearance.

At the last general meeting there was plenty of debate about colour schemes on race cars and whether or not they are considered to be within the spirit of the day.

While the talk continues as to what constitutes the correct style of livery, I think it is fair comment that would probably be a wise move to read the fine print, and address any queries to the right people before going to the expense of invoking a colour and/or graphic combination that might get the chop before you hit the race track.

On a very positive note I have been informed that an influential national motoring magazine is about to commence an indepth article on our category, Group N. The emergence of Nc will obviously represent a primary focus for the magazine.

What I would like to see over the next few race

meetings is some committment and effort to get this class the recognition it deserves. The way we can acheive that is by filling the grids. So come on, lets make the effort over the next six months to present something we can really crow about.

On the hard luck side it was dissappointing to see my father's Mustang expire in qualifying due to a major engine failure. It seems the the engine dropped a valve, a most unusual occurance given the highly reliable performance of his Bob Mealey-built small block powerplants.

Further, after nearly two years as Nc Delegate, I have decided to step down as of next month. The main reason for this move is that I have secured a drive in a five litre touring car for the duration of the AMSCAR series. This has encroached heavily into the limited free time (not to mention business hours) I have. I feel I am no longer in touch with what is going on.

I still fully intend to compete when I can in my Torana and I will be a regular at the general meetings. But I feel that the Nc representative should be able to spend more time on the job. More than I can at the moment.

Finally I like to say "thanks" for the support of the Nc guys, now lets keep the ball rolling.

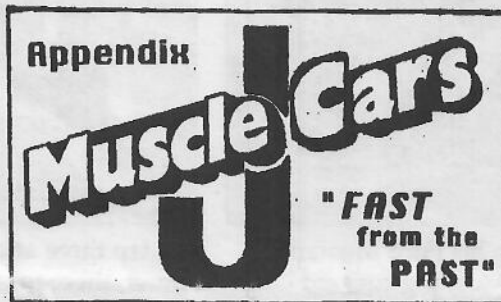
- Mick Donaher

## Standing together under one umbrella

Uniting the Association under a common identity is becoming a persuit of various members. One such is Ross Donnelley who offered the slogan below.

Ross says it spells "attitude" and would help promote the category as an exciting division. "Muscle Cars - Fast From the Past" would sound great on a televisions coverage."

Many agree with his idea which he imagines would also take the form of a sticker and be display on all the cars - which is allowed under the Historic regulations.



He has left the door open for members thoughts on the idea, as well as encouraging them to come up with ideas of their own.

He even hinted that a reward may be on offer for the best offering.

One thought on the logo was that it represents Nc more than Na and Nb. But the "Muscle Car" could change to a term more atuned to these two categories while maitaining the look and theme.

## CAR SPOT - Max Ullrich's Ford Fairlane

The Fairlane was originally built in the early 1980's by Ross Muller. The car was Ross's family sedan. He would drive it to meetings, and used it through the week as a road car. Mike Kennedy purchased it around 1987, raced it a few times and then sent it to Tim Slako in Western Australia to be sorted out.

Tim raced the car in Western Australia and it returned last year. I have raced it with mixed success, its best outing was at Eastern Creek in the hands of Peter Hopwood. The Fairlane has drum brakes all round, surprisingly they are probably the car's best point. It still runs the original 289 cubic inch engine built by Ross and which hasn't been out since 1985.

- Max Ullrich

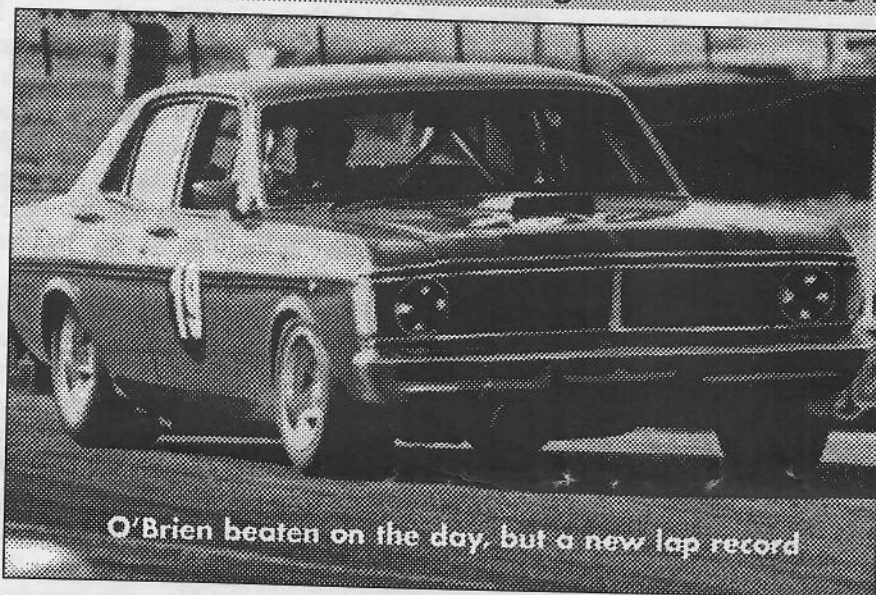


# AROUND THE TRAPS - racing

## Oran Park Trans Tasman Truck Challenge - June 8 - Auto Fever Rd 2

Fourteen and a half thousand souls went to Oran Park on June 8 to see the Shell Trans Tasman Truck Challenge. Or so they say, in fact we all know they came out in their droves to see the Classic Touring Cars of Group N.

After missing the opening meeting, Ross Donnelley returned for a clean sweep of the three races. His major rival for both outright and Group Nc honours was round one victor Peter O'Brien who set a new lap record in his chase. Nb top runner all the way from

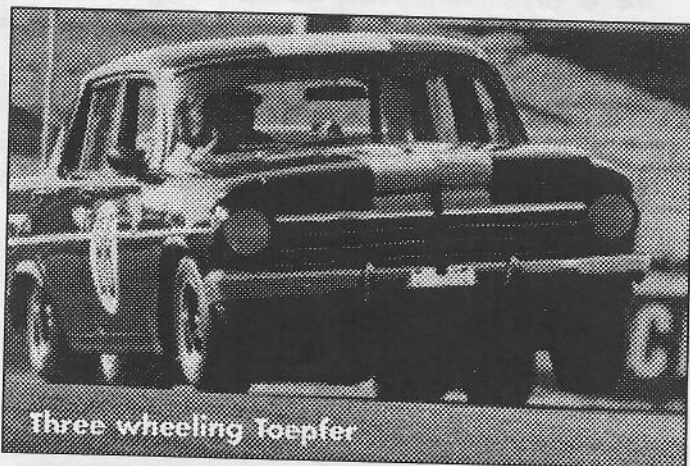


O'Brien beaten on the day, but a new lap record

Donnelley, forcing the leader to put on his best to win. Elliot (for a stop/go penalty) and later Tilley, pitted as Heath improved to third. Behind Stait, Paul Axiak's new Monaro finished ahead of Toepfer, Dyer, Trevor Hutchins, Beveridge, Denis Sargent and Max Ullrich's smokey Fairlane.

As O'Brien smoked the tyres and again bogged down at the second race start, Donnelley shot away with Axiak grabbing ahead of the Falcon, Heath, Dyer, Hutchins, Toepfer, Stait, Elliot from the back, Sargent and Beveridge. The Monaro went a little too deep at Agip

the second race start, Donnelley shot away with Axiak grabbing ahead of the Falcon, Heath, Dyer, Hutchins, Toepfer, Stait, Elliot from the back, Sargent and Beveridge. The Monaro went a little too deep at Agip



Three wheeling Toepfer



Stait consistent again

South Australia was Alan Heath in his Ford Mustang.

Donnelley, his newly liveried Mustang covered because of a Historic wrangle, stormed off the line to lead race one from O'Brien, Grant Elliot's Torana, Cameron Tilley's Valiant, the Falcon of Rod Stait, Heath, Greg Toepfer's EH, and Mike Dyer. Dave Beveridge was the leading Mini driver as Graham Russell had spun due to a stripped crown wheel and pinion.

On lap three O'Brien closed on

on lap three and took the escape road. "I hadn't been down there for a while, so I thought I would go and have a look," he quipped.



A mixed day for Hutchins

Donnelley was comfortably ahead at the flag with O'Brien and Heath filling the minors placings. Stait and Elliot were the next two, clear of Sargent, the XU-1 of Robert Tebb, Beveridge, Axiak and Andrew Smyrnis. Hutchins and Dyer had clashed mid-distance resulting in the pair being classified as non-finishers while Toepfer was

## AROUND THE TRAPS - racing

pulled in for allegedly jumping the start.

O'Brien made a better fist of it in the third race (shortened by a couple of laps because of time restrictions), but still lost out to Donnelley in the charge to the first corner.

Sargent had made a great start and charged through most of those ahead. He was third ahead of Heath, Elliot,

Tebb, Axiak, Beveridge, Stait, Toepfer and Smyrnis.

With the Falcon closer this time, the battle was on in earnest.

Several times O'Brien looked like he could wrestle



Tebb busy on a two state front

away the lead, but ultimately he overcooked it at Agip, getting somewhat loose and again finished second. Heath claimed third while Axiak nabbed both Elliot and Sargent before he was shown the black flag.

That elevated the Toranas to fourth and fifth

ahead of Stait, Toepfer, Beveridge, Smyrnis, Dyer, Hutchins, Axiak and new boy Trevor Scheumack whose Cortina just held John Lyle. Thereafter came Brincat, Burley, Anderson and Smart. J

### 21st Winton Historic - May 24-25

New South Welshman Robert Tebb and local John Mann emerged the big winners from Historic Winton this year. The entry numbers were so large that Group N had to be run in two groups with both drivers recording a pair of victories each.

The Mustang driver began the weekend well, namely being the fastest qualifier and sauntered off for a easy win in the Saturday's group one race. Ian Jones in his Torana XU-1 was second, all on his own, while Barry Devlin had Adrian Read closing in on the final lap.

Behind Jim McKeown's Lotus Cortina, a Mini Cooper great scrap culminated in Ted Brewster edging out Steven McKay. Frank Dartell chased home Len Read and they were decisively ahead of Andrew Cannon.

First of the pushrod Cortinas was Drew Marget in eleventh ahead of the similar Fords of Andrew Cornish and Ian Robertson. Meanwhile Greg McPherson was not so fortunate with his Lotus Cortina for it rolled on lap three.

Within a week of winning, the word was out about Robert Tebb's success in Victoria. The story going around at Oran Park the following week said nobody has ever seen a smile so broad and continuous. An why shouldn't it be?

The Torana driver recorded a resounding six second win in the first group two race. While he may have made it look easy, there was plenty action for the minor placings. The ex-Bryan Thompson Chev Nova, now in the hands of Peter Roach lumbered around for second, a failed limited slip differential making it almost uncontrollable.

Anthony Ramadge took third ahead of the barn-

storming Greg Nicolls who didn't get to qualify the Ford Mustang and start from the rear of the grid. Also in close company at the flag were Justin Brown in the Falcon XM and the FE Holden of Eddie Dobbs.

Jones had the better of the start in the second group one race, but it wasn't long before brute power came to the fore and Mann was into the lead and pulling away. Third was Read from McKeown, Devlin and Brewster with Len Read next ahead of Dartell. Les Warmsley beat Cornish, their fellow Cortina rival Marget pulling out near the end with a drivetrain vibration.

Retirements came thick and fast, and included Grodon MacKinlay in the familiar Studebaker Lark which had oil leaks after not qualifying. Bill Trengrove had similar woes while McKay broke a driveshaft and Ray Challis copped a puncture after a rival propped in front of the Torana.

Tebb again led the charge in the next outing for group two. He maintained the front running for the entire eight laps but it was never as comfortable as the first outing. Ramadge's Cooper S was a mere one second behind at the flag as the pair streeeted the remainder by a good 13 seconds.

Brown was third across the line, kept busy for much of the time by Jemery Mantello's efforts to get past. Likewise Dobbs was in a similar position fending off Mick Hall and too, Alan Esmore ahead of Stephen Clifton in his Cooper S.

The weekend for Group N finished with a pair of handicap races. In the group one it was a Mustang tussle to the wire with Mann blasting past Nicholls in sight of the flag. Meanwhile Liam Reed took the other finishing ahead of Peter Sneddon and John Brash. J

# AROUND THE TRAPS - racing

## Oran Park NSW Road Racing Club Restricted - June 1 - Nb and Nc

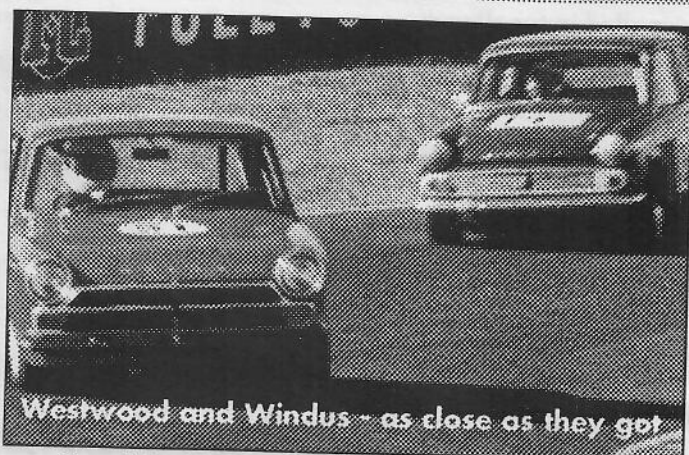
With the Auto Fever round on the following weekend the entry dwindled to just five which would be lost among the V8 Commodores and other Street Sedans.

The likely winner looked likely to be either Geoff Pallister or Glenn Smith in their respective Nb Morris Mini Cooper S and Holden EH. The pair qualified best of the group (and 13th and 14th overall) with times of 53.72 and 53.94 respectively.

Phil Windus was third with a 59.21 in the Hillman Minx which was 1.1 seconds better than the Ford Cortina of Doug Westwood. Meanwhile the sole Na representative Michael St John Cox wielded the mammoth Jaguar around in 62.56 seconds.

In the initial race's squabble for position after the start, especially with others from outside the category unintentionally getting in the way, Smith stole the advantage and held the Mini for the six lap duration. Several places away Westwood was third three seconds in front of Windus while St John Cox rounded out the finishers.

The trophy event, over 12 laps, Pallister pulled a



Westwood and Windus - as close as they get

good break in the opening foray and never gave Smith any chance of catching him. In fact there was over 11 seconds and a couple of other cars between them at race's end. Again Westwood never looked in danger from Windus while the Jaguar, sans competition in its own right, at least under cut its previous best times set on the day.



## ICS Classic Touring Car Championship - Great Britain

### Thruxton - May 5

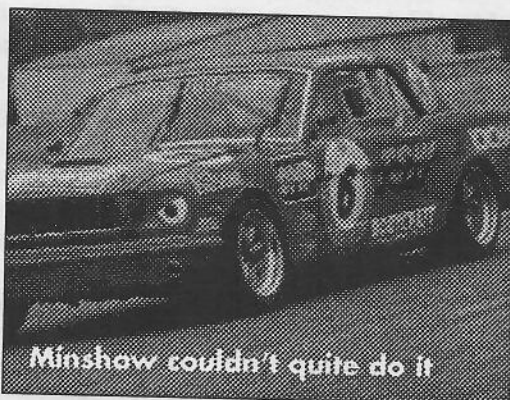
A double header on England's fastest track situated on the A303 just west of Andover. Wet qualifying mixed the grid up somewhat but not for Jason Minshaw who led race one from the start. Andy Bacon came from a mid-grid position to be on the Mustang's tail by half race distance.

Shortly after the big Chev Camaro surged to the lead with Minshaw executing a neat spin when trying a little too hard under brakes in the Chicane. Peter Hall and Dennis Clark grasped the opportunity to close up before the latter touched the kerb at Allard and slammed the armco.

The pace car was out for all but the last two laps. Bacon continued on to win while Minshaw crossed the line in second place but was relegated to third behind Hall after a restart infringement. Fourth was Jeremy Rossiter who came from last after stalling at the start.

Minshaw was the early leader of race two from Bacon, the repaired Camaro of Clark, Hall and Rossiter. Clark was again in trouble at the same section of the track, but this time due to a tap from behind. A couple laps further on, Hall and Rossiter relegated Bacon. Ultimately it was Rossiter who successfully challenged Minshaw, doing so on the last lap and taking victory.

Bacon displaced Hall when he miscued at the Chicane while Alan Minshaw took fifth in the Demon Tweaks Chev Malibu.



Minshaw couldn't quite do it

### Oulton Park - May 26

Heading north past Birmingham is like going home for Jason Minshaw who absconded with pole by over a second and put that down to the fact this was the one place they test. Jeremy Rossiter slotted the Roly Nix Camaro alongside on the front row and then proceeded to blow the Mustang away off the start line.

However right near the end of the first lap Minshaw squeezed past for the lead he would never relinquish.

He was steadily pulling away from the Camaro chasing, until the pace car took to the circuit when the Cortinas of George Bryan and Norman Ricketts tangle. They also managed to involve the Mustang of Julian Unsworth which was shadowing the pair.

At the recommencement of race pace, Minshaw kept the lead but Andy Bacon almost immediately slipped by Rossiter. The Camaro duo were being chased by Peter Hall, Dennis Clark and Alan Minshaw.

Rossiter was not going to settle for third and just after halfway passed Bacon. The latter also was determined to finish ahead and struck back with two laps to go. Rossiter's Chevy was just about of brakes by this stage and became easy prey for Hall on the final tour.

Clark and Alan Minshaw resolved their battle with a clash that put the latter out and left the Camaro to limp home in ninth. Meanwhile Simon Crompton had it all over Geoff Kimber-Smith for class D honours while Nick Swift won the Mini stakes when Graham Churchill suffered clutch problems.





# RECENT RACING DETAILS

## BARBAGELLO - THE AUTUMN CLASSIC - June 20

**Qualifying:** Bill Meeke (Ford Falcon Rallye Sprint) 68.55, Cono Onofaro (Morris Cooper S) 73.65, Tim Bradley (Cooper S) 73.66, Lance Stannard (Cooper S) 74.15, Steve Bruce (Cooper S) 74.26, Frank Viskovich (Cooper S) 76.07, Phillip Morris (Holden EH) 77.99, Stephen Smith (Ford Cortina GT Mk1) 78.05, Roy Prout (Holden EH) 78.11, Colin Wilkinson (Chev Belair) no time.

**Race One (6 laps):** Meeke (7:00.1770) 1, Stannard (7:34.3255) 2, Bradley (7:34.5635) 3, Bruce (7:35.5855) 4, Wilkinson (7:38.6821) 5, Onofaro (7:40.2375) 6, Viskovich (7:41.3781) 7, Morris (7:58.3393) 8, Prout (7:59.3975) 9, Smith (5 laps) dnf. Fastest lap: Meeke (68.1379).

**Race Two (6 laps):** Meeke (7:35.1973) 1, Bradley (7:47.4725) 2, Morris (7:50.0240) 3, Onofaro (7:50.8189) 4, Stannard (7:51.2295) 5, Bruce (8:07.6100) 6, Viskovich (8:15.9815) 7, Wilkinson (3 laps) dnf. Fastest lap: Meeke (70.5073).

**Race Three (5 laps) Handicap:** Onofaro (7:30.4485) 1, Viskovich (7:31.1992) 2, Bruce (7:34.7503) 3, Stannard (7:49.3492) 4, Meeke (8:06.9154) 5, Bradley (8:09.9611) 6, Prout (3 laps) dnf. Fastest laps: Onofaro (79.4788).

## THRUXTON - ICS CLASSIC TOURING CAR CHAMPIONSHIP - May 5

**Round Three (10 laps):** Andy Bacon (Chevrolet Camaro) 19m57.332s 1, Peter Hall (Camaro), 19m58.902 3, Jason Minshaw (Ford Mustang) 3, Jeremy Rossiter (Camaro) 4, Alan Minshaw (Camaro) 5, Simon Crompton (BMW 1600) 6, George Bryan (Lotus Cortina) 7, Geoff Kimber-Smith (Cortina) 8. Fastest lap: Bacon (1m29.490).

**Round Four (10 laps):** Rossiter 15m16.285 1, Minshaw 15m17.461 2, Bacon 3, Hall 4, Minshaw 5, Clark 6, Crompton 7, Kimber-Smith 8. Fastest laps: Rossiter (1m29.237).

## WINTON - 21st HISTORIC WINTON - May 25

**Event Eight (5 laps) Group 2:** Robert Tebb (Torana XU-1) 6:22.34 1, Peter Roach (Chev Nova) 6:29.10 2, Anthony Ramadge (Cooper S) 6:29.53 3, Greg Nicholls (Mustang) 6:29.81 4, Justin Brown (Ford Falcon XM) 6:30.41 5, Eddie Dobbs (Holden FE) 6:31.13 6, Mick Ha11 (Cooper S) 6:34.59 7, Jerenv Mantello (Cortina) 6:35.08 8, Liam Read (Cortina) 6:37.77 9, Brian Deveson (Cortina GT) 6:39.20 10, Stephen Clifton (Cooper S) 6:46.84 11, George Opoczynski (Volvo) 6:50.35 12, Alan Esmore (Lotus Cortina) 6:51.72 13, Ian Watt (Triumph) 6:52.71 14, Mike McGee (Cooper S) 6:57.33 15, Peter Sneddon (XU-1) 7:05.40 16, vince Bates (Cortina GT) 7:05.79 17, Ian Pringle (Cooper S) 7:06.28 18, Aaron Gabriel (Morris Minor) 7:06.50 19, Michael Wilson (Ford Anglia) 7:07.76 20, John Brash (Valiant Pacer) 7:29.51 21, Michael Stupka (Hillman Imp) 7:32.53 22, Brendon Hare (EH) 4 laps 23, Fred Bath (EH) 3 laps dnf. Fastest Lap: Nicholls (73.54).

**Event 15 (5 laps) Group 1:** John Mann (Ford Mustang) 5:48.55 1, Ian Jones (Torana XU-1) 5:53.66 2, Barrv Devlin (Morris Cooper S) 5:54..98 3, Adrian Read (Cooper S) 5:56.30 4, Jin Mckeown (Lotus Cortina) 5:57.735, Ted Brewster (Cooper S) 5:58.166, Steven Mckay (Cooper S) 5:58.60 7, Len Read (Cooper S) 6:03.33 8, Frank Dartell (Cooper S) 6:08.86 9, Andrew Cannon (Torana XU-1) 6:12.72 10, Drew Marget (Ford Cortina GT) 6:15..91 11, Andrew Cornish (Cortina GT) 6:19.86 12, Ian Robertson (Cortina GT) 6:21..34 13, Daniel Read (Cooper S) 6:21.56 14, Bill Trengrove (Holden EH) 6:23.38 15, Mark Johnson (Cortina GT) 6:23.54 16, Miconael Bugelly (Cooper S) 6:25.24 17, Domenic Leo (Cortina GT) 6:25.57 18, Les Walmsley (Cortina) 6:25.85 19, Ray Challis (Torana XU-1) 6:26.51 20, Doug Juniper (Holden EH) 6:29.58 21, Darren Collins (Cortina GT) 6:30.02 22, Raynond Cleaver (Cortina GT) 6:30.52 23, Chris Ralph (Cortina GT) 6:34.54 24, John Rourke (Holden EH) 6:35.02 25, Ernest Martinez. (BMW) 3 laps 26, Greg McPherson (Lotus Cortina) 2 laps dnf, Lian Reed (Cortina) dnf. Fastest lap: Mann (67.78).

**Event 21 (8 laps) Group 2:** Tebb (9:53.36) 1, Ramadge (9:54.35) 2, Brown (10:07.31) 3, Mantello (10:08.57) 4, Dobbs (10:10.4 4) 5, Hall (10:10.88) 6,

Esmore (10:20.82) 7, Clifton (10:20.98) 8, Pringle (10:23.46) 9, Opoczynski (10:47.35) 10, Watt (10:49.44) 11, McGee (10:58.84) 12, Bates (10:51.14) 13, Wilson (11:04.61) 14, Brash (11:07.62) 15, Deveson (11:12.29) 16, Gabriel (11:14.04) 17, Stupka (7 laps) 18, Sneddon (6 laps) Bare (2 laps) dnf, Reed (1 lap) dnf. Fastest lap: Ramadge (72.78).

**Event 27 (8 laps) Group 1:** Mann (9:18.04) 1, Jones (9:22.93) 2, Read (9:24.58) 3, Mckeown (9:30.18) 4, Devlin (9:30.68) 5, T Brewster (9:30.84) 6, L Read (9:35.84) 7, Dartell (9:45.73) 8, Walmsley (9:46.60) 9, Cornish (9:50.39) 10, Johnson (9:52.26) 11, Robertson (9:52.81) 12, Collins (9:53.31) 13, D Read (9:54.46) 14, Bugelly (9:59.40) 15, Greg Nicholls (10:03.08) 16, Ralph (10:08.57) 17, Juniper (10:11.18) 18, Leo (10:15.00) 19, Bourke (10:37.14) 20, Martinez (7 laps) dnf, Marget (6 laps) dnf, Cleaver (5 laps) dnf, Challis (4 laps) dnf, Cannon (3 laps) dnf, Trengrove dnf, MacKinlay dnf, Mckay (2 laps) dnf. Fastest lap: Mann (68.65).

## OULTON PARK - ICS CLASSIC TOURING CARS - May 26

**Round Six (21 laps):** Jason Minshaw (Ford Mustang) 25:56.343 1, Andy Bacon (Chevrolet Camaro) 25:59.684 2, Peter Hall (Camaro) 3, Jeremy Rossiter (Camaro) 4, Simon Crompton (BMW) 5, Geoff Kimber-Smith (Lotus Cortina) 6. Fastest lap: Minshaw (1:07.771) new lap record; Crompton (1:09.350) new class record; Nick Swift (1:10.614) new class record.

## ORAN PARK - NSWRRR JUNE TROPHY MEETING - June 1 \*

**Qualifying:** Geoff Pallister (Morris Cooper S) 53.72, Glenn Smith (Holden EH) 53.94, Phil Windus (Hillman Minx) 59.21, Doug Westwood (Ford Cortina) 60.31, Michael St John Cox (Jaguar MKVII) 62.67.

**Race One (6 laps):** Smith (5:37.02) 1, Pallister (5:37.73) 2, Westwood (6:00.25) 3, Windus (6:03.33) 4, St John Cox (5 laps) 5. Fastest lap: Pallister (53.77).

**Race Two (12 laps):** Pallister (11:02.51) 1, Smith (11 laps) 2, Westwood 3, Windus 4, St John Cox (10 laps) 5. Fastest lap: Pallister (53.78).

\* Combined events with V8 Commodore/Street Sedan category.

Placings reflect time and laps in an overall context, positions after Group N placings only.

## ORAN PARK - AUTO FEVER SERIES Rd 2 - June 8

**Qualifying:** Ross Donnelley (Ford Mustang) 48.6639, Peter O'Brien (Ford Falcon XY GT) 48.9037, Laurie Donaher (Mustang) 49.1043, Paul Axiak (Holden Monaro GTS 350) 50.2654, Grant Elliot (Holden Torana XU-1) 50.7678, Cameron Tilley (Valiant S) 50.8763, Alan Heath (Mustang) 51.2112, Rodney Stait Falcon XY GT) 51.2817, Mike Dyer (XU-1) 51.4129, Graham Russell (Austin Cooper S) 51.4322, Trevor Hutchins (Holden EH) 51.6209, Greg Toepfer (EH) 51.7691, Denis Sargent (XU-1) 52.0499, Andrew Smyrnis (Mustang) 52.1202, Steve Mason (Mustang) 52.2128, David Beveridge (Morris Cooper S) 52.2563, Robert Tebb (XU-1) 52.6991, Max Ullrich (Ford Fairlane) 52.7201, John Lyle (Lotus Cortina) 53.1684, Trevor Sheumack (Ford Cortina GT) 53.4531, Rod Brincat (Cortina) 54.2945, Wes Anderson (Alfa Romeo Giulia) 54.2960, Garry Smart (Cortina) 54.2978, Fred Burley (Cooper S) 54.3109, Matthew O'Brien (Cooper S) 55.4822, Graeme Hart (EH) 55.6014, Doug Westwood (Cortina) 55.8915, Alan Barrow (Holden FJ) 56.3306, Robert Hayden (EH) 56.9844, Robert East (EH) 57.4552, Bob Harris (Holden 215/48) 58.6861, Ken Oberman (Alfa) 61.0061.

**Race One (5 laps):** Donnelley (4:12.6791) 1, P O'Brien (4:13.4302) 2, Heath (4:27.3751) 50.8069 3, Stait (4:28.4541) 4, Axiak (4:31.3049) 5, Toepfer (4:31.9885) 6, Dyer (4:34.5753) 7, Hutchins (4:34.8045) 8, Beveridge (4:35.8991) 9, Sargent (4:36.8846) 10, Ullrich (4:41.4067) 11, Smyrnis (4:41.9454) 12, Elliot (4:42.4039) 13, Tebb (4:42.9764) 14, Sheumack (4:46.8406) 15, Lyle (4:47.4618) 16, Burley (4:48.7451) 17, Smart (4:52.6107) 18, Tilley (4:53.4327) 19, Anderson (4:53.9685) 20, Hart (4:55.1655) 21, Brincat (4:55.6609) 22, East (5:03.5860) 23, Barrow (5:04.6253) 24, Westwood (5:06.6541) 25, Harris (5:11.3330) 26, Hayden (4 laps) 27, Oberman 28, Russell (3 laps) dnf, M O'Brien dnf, P O'Brien (48.0401) new lap record.

**Race Two (8 laps):** Donnelley (6:41.0072) 1, O'Brien (6:45.4010) 2, Heath (7:05.0920) 50.5781 3, Elliot (7:07.0408) 50.9527 4, Sargent (7:13.6317) 51.9147 5, Tebb (7:14.3397) 52.2422 6, Beveridge (7:15.3820) 52.3952 7, Axiak (7:19.1288) 50.2873 8, Smyrnis (7:19.2943) 51.8011 9, Lyle (7:24.8357) 53.5711 10, Stait (7:24.9431) 51.3164 11, Sheumack (7:25.2214) 53.4798 12, Toepfer (7:27.2561) 51.7950 13, Hart (7:34.9679) 54.3156 14, Burley (6:41.2095) 55.0552 15, Anderson (6:42.5514) 54.7501 16, Brincat (6:42.8184) 54.7887 17, Smart (6:43.3229) 54.1798 18, Barrow (6:59.2736) 56.9197 19, Oberman (7:13.3109) 58.7269 20, Dyer (4 laps) dnf, Ullrich dnf, Harris dnf, Westwood dnf, Hutchin (3 laps) dnf, O'Brien dnf, East dnf. Fastest lap: Donnelley (48.1333).


**Race three (8 laps):** Donnelley (6:44.0297) 1, P O'Brien (6:44.9888) 2, Heath (7:02.2410) 3, Elliot (7:04.6990) 4, Sargent (7:08.1616) 5, Stait (7:08.4309) 6, Toepfer (7:10.6201) 7, Beveridge (7:13.3743) 8, Smyrnis (7:13.8432) 9, Dyer (7:15.8792) 10, Hutchins (7:16.3804) 11, Axiak (7:20.6486) 12, Sheumack (7:22.9860) 13, Lyle (7:23.1404) 14, Brincat (7:27.5266) 15, Burley (7:31.1661) 16, Anderson (7:32.0102) 17, Smart (7:33.0531) 18, Tebb (6:56.7751) 19, Barrow (6:59.3002) 20, Westwood (7:00.6448) 21, Harris (7:10.0618) 22, Hart (7:20.4650) 21, Oberman (7:43.4873) 22. Fastest lap: Donnelley (48.2762).

## DONINGTON - ICS CLASSIC TOURING CAR CHAMPIONSHIP - June 15

**Round Seven (18 laps):** Simon Crompton (BMW) 31:25.694 1, Graham Churchill (Morris Cooper S) 31:30.343, George Bryan (Lotus Cortina) 3, Harvey Death (Cooper S) 4, Geoff Kimber-Smith (Cortina) 5, Nick Swift (Cooper S) 6. Fastest lap: Kimber-Smith (1:37.425).

## Pointscore latest

Current standings in Victoria at the moment sees Jim McKeown with a handy lead overall. His 140 points favours well over reigning champion Ted Brewster while John Mann is the first of the Nc brigade with 97 points. Fourth is the Volvo of George Opoczynski who heads up tight bunched group that includes Michael Stupka, Johnson, John Brash and Domenic Leo.

Meanwhile on the other side of the world BMW driver Simon Crompton, the winner of the last two Classic Touring Car Championships, is again in strong contention after success at the latest round, a wet Donington in England. But at this stage youngster Jason Minshaw leads the series in his Ford Mustang with 64 points. The Mini Cooper S of Nick Swift is just two points adrift while Geoff Kimber-Smith holds third on 55 with Crompton and George Bryan equal on 53. 

# CALENDAR UPDATE

DATE	EVENT	CIRCUIT	PROMOTER	RESTRICTION
July 5-6	Historic	Lakeside	Q'LD	All
July 5-6	Tintop	Wakefield	Wakefield	A
July 5-6	Shell ATCC	Barbegello		B and C
August 24 *	Padstow Printing Club meeting	Oran Park	NSWRRC	All
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
October 26-27	Historic	Sandown	VIC	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 22-23	Historic	Wakefield	HSRCA	All
November 30	Cabramatta Auto Electrical Club meeting	Oran Park	NSWRRC	A and B
December 7	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

\* Special entrants prize draw

## CLASSIFIEDS

### CARS FOR SALE

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

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

**EH HOLDEN.** Well known yellow and black 149, constant under 2600 cc class winner. Is in first class condition with spares including Holinger gearbox, Hustler mags, front and rear springs, and some panels. \$10,000 ono. Ph John Ward (042) 27 2871 or mobile 0416 272871.

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

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

### CARS FOR SALE

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

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

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

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

### GENERAL

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

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

# 1997 POINTSCORES

## AUTO FEVER Oran Park Series

Dave Beveridge	44.60	<b>Nb</b>		Barry Brown	11.00
Greg Toepfer	41.00	Trevor Hutchins	18.30	Gary Smart	8.60
Alan Heath	37.90	Bob Harris	17.30	Robert East	6.30
Graham Russell	30.90	Max Ullrich	17.00	Matthew O'Brien	6.00
Fred Burley	30.30	Robert Ingram	13.60	Bill Callan	5.30
John Lyle	29.60	Bob Asher	11.60	Cameron Tilley	4.60
Graham Hart	25.90	Wes Anderson	11.30	Bob Hayden	3.60
Alan Barrow	25.00	Rod Brincat	11.30	Doug Westwood	3.00
Trevor Sheumack	23.00			Ken Oberman	2.00

Peter O'Brien	43.90	<b>Nc</b>		Robert Tebb	20.90
Grant Elliot	37.30	Denis Sargent	24.60	Bruce Stewart	16.30
Rod Stait	28.60	Ross Donnelley	24.00	Paul Axiak	13.00
Mike Dyer	27.90	Mick Glover	21.00	Laurie Donaher	1.00
Andrew Smyrnis	27.30			Brian Jessop	0.30

**OUR SPECIAL THANKS TO AUTO FEVER  
YOUR AUTOMOTIVE RACING BOUTIQUE  
195 Parramatta Rd, Flemington Ph: (02) 764 3949  
CALL IN AND SPEAK WITH RAY OR SUE HUMPHRIES**

## APPENDIX J ASSOCIATION OF NSW

### GROUP Na

Michael St John Cox	60	Arthur Huxley	26.50	Paul Roderaus	18.50
Andrew Pursey	38.50	Aaron Gavriel	22.00		
Don Titcome	28.50	Terry Thompson	19.00		

### GROUP Nb

Dave Beveridge	73.90	Geoff Pallister	28.50	Phil Windus	15.50
Rod Brincat	65.80	Phil Powell	26.60	Anton Mechler	15.00
John Lyle	61.60	Graham Hart	25.90	Domenic Truelove	15.00
Graham Russell	51.50	Barry Brown	24.00	Graham Hill	14.50
Bob Harris	47.40	Trevor Sheumack	23.00	Vince Bates	14.00
Gary Smart	42.10	Bob Hayden	22.60	Robert Ingram	13.60
Greg Toepfer	41.00	Stuart Scofield	22.00	Bob Asher	11.60
Mike McGee	38.00	Doug Westwood	20.50	Dick Bryant	11.50
Alan Heath	37.90	Bob Pearson	19.60	Robert Owers	11.00
Alan Barrow	37.60	Glen Smith	19.50	Robert East	6.30
Ken Ballantyne	36.60	Fred Burley	19.30	Cameron Tilley	4.60
Matthew O'Brien	30.00	Bill Callan	18.30	Steve Mason	4.30
Max Ullrich	30.00	Trevor Hutchins	18.30	Ken Oberman	2.00
Wes Anderson	29.30	Ray Cleaver	16.50		

### GROUP Na

Grant Elliot	67.80	Mike Dyer	32.60	Paul Axiak	13.00
Andrew Smyrnis	44.30	Mick Donaher	31.50	Warren Bossie	7.50
Peter O'Brien	43.90	Ross Donnelley	24.00	Brian Jessop	4.30
Rod Stait	42.20	Robert Tebb	21.90	Laurie Donaher	1.00
Mick Glover	41.00	Kevin Charlton	20.00		
Denis Sargent	34.60	Bruce Stewart	16.30		

# Auto Fever

ACN 071 270 794

AUTOMOTIVE  
BOUTIQUE  
CLOTHING & ACCESSORIES



PH: (02) 764-3949  
195 PARRAMATTA RD., FLEMINGTON 2140

RECARO



## is back in '97

supporting us at the Oran Park Trucks on  
**APRIL 20**      **JUNE 8**      **NOVEMBER 2**

First in Nb in round two of the Auto Fever series - Alan Heath, Ford Mustang

**"AUTO FEVER"**

YOUR AUTOMOTIVE RACING BOUTIQUE  
CALL IN AND SPEAK WITH RAY OR SUE HUMPHREYS