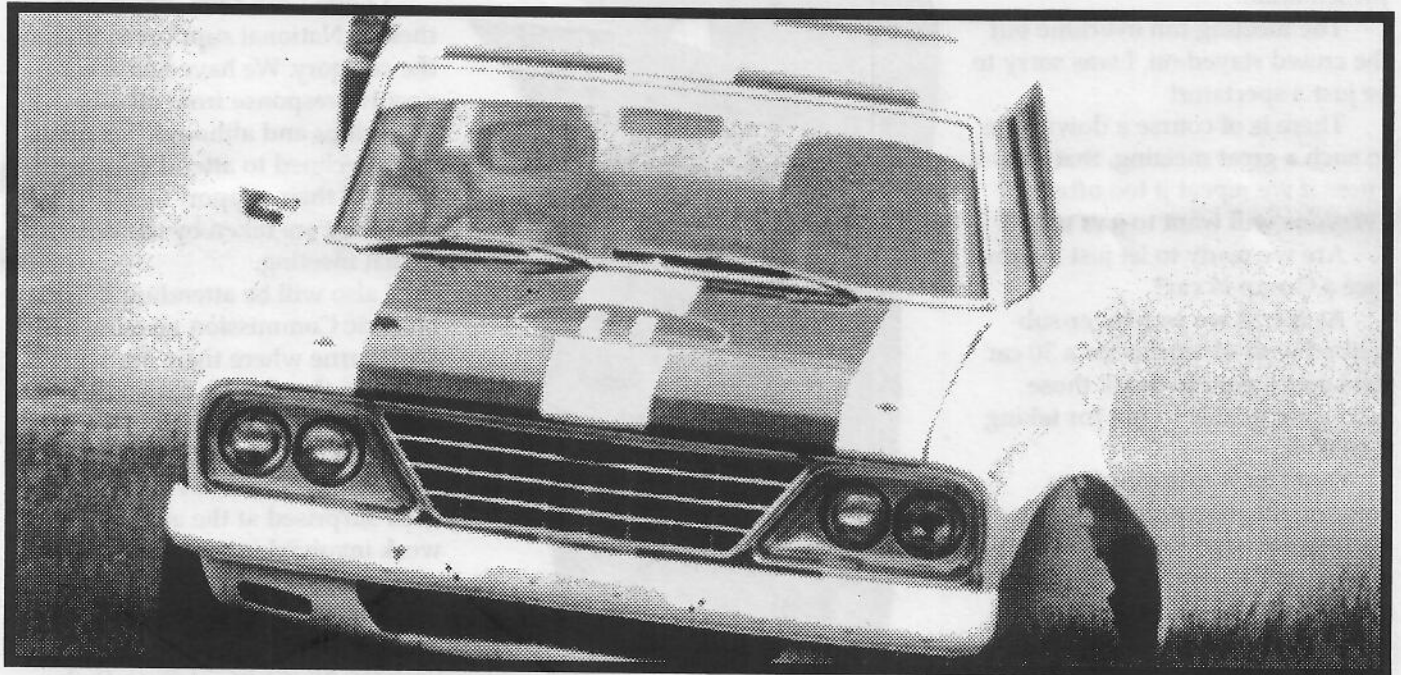


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Action-Line

Newsletter of the Appendix J Association of NSW Inc



Racing again after the drought



GENERAL MEETING and video

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

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

Time certainly flies when you are having fun and that is just what we had at Oran Park on the June 15 for round three of the Roman AutoTek series.

The racing was just great, and the atmosphere at the meeting left little to be desired. And what a roll up to *Rosco's Bar and Grill* for the presentation!

The meeting ran overtime but the crowd stayed on. I was sorry to be just a spectator!

There is of course a down side to such a great meeting, that is I guess if we repeat it too often, everyone will want to join us!

Are we ready to let just anyone race a Group N car?

As it was we were over-subscribed with 41 entries for a 30 car field and I want to thank those who were unable to run for taking it so well.

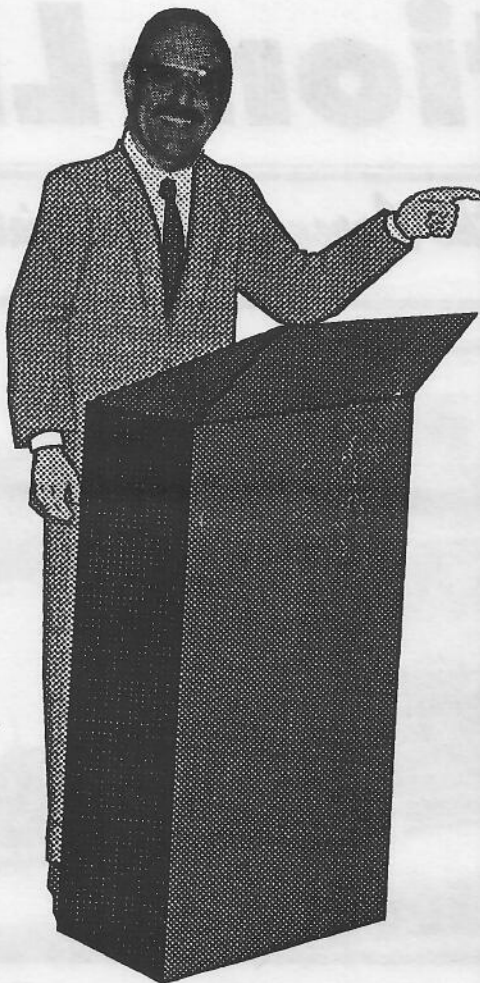
Don't let it stop you from entering the next round though, because we need to show promoters we are prepared to enter in good numbers and support our sponsor as well as we can.

The Auto-Tek product raffle was well appreciated by those lucky enough to win a prize and of course the hopefuls and our evergreen helpers were there also making sure the club funds were well helped on such an occasion.

What more can I say? It was just one of those fabulous meetings that went so well and makes all the effort so worthwhile! Congratulations to the victors and the prizewinners!

Of course all this makes for a great presentation later in the year! If the competition for the prizes on the track is so hot then what a night we will have at Drummoyne RSL when the main prizes for the year's competition are presented. I hope you have marked the date down as Saturday November 14. The person to book with is Anne Bailey.

The business of running the club goes on and I am pleased to report that by the time you read this news the HTCAA will hopefully be re-constituted. Chris Dubois and I have a meeting in Melbourne this weekend (June 27-28) that will hopefully bring about the desired results for the category.



Whilst on the subject of the HTCAA I would like to thank the members for their support in last month's motion to fund the HTCAA by levy.

It was pleasing to see that the vote at the meeting was unanimous, which is just about as good as you can get!

I hope I can soon report that there is National support to re-unite the category. We have had a very positive response from all other state clubs and although Tasmania have declined to attend they have pledged their support to any decisions that are taken by the delegates at that meeting.

I also will be attending the Historic Commission meeting in Melbourne where there are several items on the agenda which directly affect this category.

It is a new experience being on the Commission and I have already been surprised at the amount of work involved in making the 5th category tick so well.

Unfortunately a couple of race meetings have been cancelled lately. Both the NSWRRRC at Oran Park and Wakefield have cancelled meetings because of lack of entries. Fortunately we were the biggest supporter at the Wakefield Park meeting but just the same the meeting will not go ahead, and we were not down for Oran Park.

On the other side of the coin a large contingent of NSW Appendix J cars have headed for the Lakeside historics. For those going have a great time, safe travel and safe racing.

If other categories have the support that we have provided you should be in for a great time knowing what that Queensland hospitality is all about. I don't suppose we could have a race report for the magazine from someone there, could we?

I was sorry for Steve Maher, our guest speaker last month. After coming along to tell us of the plan to televise club motor sport through Optus Vision, he had the rug pulled out from under his feet the week after when Optus withdrew support for the program . . . and he already had several programs "in the can" as they say in the TV industry.

It is a pity as apart from getting some exposure for our category, those who were prepared to put in some time could have learned new skills.

Garry O'Brien is looking through his archives to find a video of some historic nature to show at the next meeting so don't forget to be there next Tuesday.

- Regards Bob

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**July issue DEADLINE
is Friday July 24**

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A night with Tony

A **BENEFIT NIGHT** has been organised to assist Tony Warrener through his traumatic time of waiting for, and undergoing heart surgery.

Tony who was an instigator in the setting up of the TAFE Repair Centre with motor apprentices in NSW and most notably at Bathurst, won international acclaim for his efforts and an Order Of Merit at home. He has also felt the financial restraints of this long illness so Alan Rogerson has arranged top class comedian Peter Dee, auction, and several big name Australian motor racing identities (some recipients of his team's efforts at The Great Race) to be part of this very special evening.

It is scheduled for July 30 at Castle Hill RSL at \$100 a head, dress smart casual. Tickets are available by contacting Alan on (02) 9623 4600 (bh), (02) 9680 4335 (ah) or mobile 0417 077789. Get a group together and organise a table - there has not been many racers who have not benefited from Tony's unselfish efforts. 

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.

FEATURE - lesson from near tragedy

On Tuesday June 9, I received a graphic demonstration of why we need our friends from crash rescue and first aid at all of our on-track activities.

Bob Pearson and the Pro-Duct team had hired Oran Park for private practice with the Group A Commodore and the Group Nc BDA Escort. During the morning session Bob ran the Escort on the south circuit to set it up for the truck meeting the following weekend. Apart from needing a shorter diff the pocket rocket was flying with it's fresh engine and Bob was looking forward to a David & Goliath deal with the Mustangs.

The Commodore went out on the control Yokohamas with both Bob and WA co-driver Alan McCarthy sterring at different times as springs and shockers were varied. A jovial lunch break with a few bawdy jokes and some pyrotechnic ideas from Blinky Bill had all of us in a good mood as Bob resumed, doing a couple of laps on the latest settings with Alan standing by to jump in and get some miles up.

He had oversteer onto the main straight and hit the rev limiter down the chute seeing a 1:13 for the GP circuit. Then the car disappeared as it headed down under the bridge and did not come out. An eerie silence fell as we looked at one another for maybe 30 seconds before someone yelled "in the ute quick", the boys hung on for grim death as it took off and headed down to the far end of the circuit.

Around the corner and there it was, sideways across

the track under the bridge, bits of suspension and wheels all over the place, white painted barrier tyres spread everywhere and Bob slumped forward.

Can't open the drivers door! Switch the battery off, someone call an ambulance! He's bleeding, get the helmet off! Take it careful! Alan knows what he's doing so he takes charge, one person talks to him and keeps him conscious, gets some water to wipe his face, open the left side doors open, where is that bloody ambulance! Lucky Alan has some idea of what to do.

I can tell you there can be very few more gut wrenching experiences that that long, long wait until I heard the siren in the distance. While we tried to keep Bob talking, we had to watch a great mate bleed. We sat virtually helpless, wondering what had happened.

It looks like a front strut broke and sent the car on a wild ride along the grass to slam the drivers side into the wall of the brige support. All the safety gear worked, the belts, the harness, the lot. But when your body stops suddenly, the brain keeps moving inside the skull and Bobs took a fair old wack, let me tell you.

Comming on top of a pervious and similar thump in his Lotus Cortina about twelve months ago, it looks like his recovery willl take a while as his vision and hearing hopefully get back to normal. But he will be back because he's a fighter. He is keen to hear the gossip on Groups A and N when ever I call to see him and the frustration of being cooped up is very evident, so holding him down will take a few good nurses, which reminds me of a story about Bob, but not now!

I was contemplating what had happened, when I heard of Dave (Tiny) Prentice's plan to put together a private crash rescue vehicle. Manned by his crew of volunteers it would not only be available for race meetings to bolster current resources, but may be able to attend practice sessions at very reasonable cost. What a great idea! Tiny's team do a fantastic job, almost every weekend and we do not appreciate or support them nearly enough. My latest hobby horse is to see Tiny and the guys get as much help as we can give them.

The HSRCA committee voted to donate \$250, and a whip-round at the HSRCA General Meeting rased \$480. I suggest all clubs and drivers should tip in whatever they can afford to keep this ball rolling. Bob Pearson, when told about all the folks who wanted to send him flowers or get wll baskets said "Please, thank them very much for the thoughts but please don't." I am sure that Bob would perfer you to support Tiny's team instead.

So please think about saftey and back up, don't go practicing without it and put as much support as you can behind Tiny's terrific team, it may not be money, maybe you can supply gear or services to keep the truck going. Whatever you can do to help will be appreciated and is to your benefit.

PS: Authorities told Tiny he could not have names already in use such as CRAFT so he has tentatively called the truck Fire And Rescue Qualified Services - check out the intinals!

- Terry Thompson

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FEATURE - accepting group C

In June *Action-Line* the issue of a future association with Group C was discussed. The group and the Appendix J Association of NSW are cordial in their want to bring the two eras closer together as it is mutually agreed that Group C touring cars are viewed as a natural flow-on from Group N cars.

Sponsorship was touched on, and it would be the major conflicting area in the eyes of Group C members and car owners, and the Historic Car Commission if the former would want to come under the umbrella of the latter's Fifth Category.

It was apparent from the outset that the HCC were reluctant to agree to the name of a series sponsor appearing on any historic vehicle, although the Appendix J Association is in favour of such group sponsorship. The HCC is totally opposed to any further advertising on historic cars and will fight hard in this regard.

It is generally regarded that original sponsorships be allowed although this will no doubt act unfairly as some sponsors are still current and others are not. Therefore those with current sponsorship would be able to obtain money for carrying such sponsorship.

Series sponsorship is also favoured on vehicles as is in the case of the Appendix J support race at the Australian Grand Prix when Gibson Freight sponsored the event, and the company name appeared on the windscreen of every competing car.

The Group C fraternity also views the topic of replicas as an important area for consideration. Should replica cars be allowed to be built? If so what differ-



Appendix J Association member Frank Binding's Escort looks much the same as in its heyday when Bob Holden raced it

Photos from Chevron Publishing books

ences (if any) will be drawn between original and replicas?

The HCC is understood to maintain the truly historic car stance. But one thought proposed was, that if replicas were allowed, with a view to increasing competitor numbers and perhaps keeping down costs then original cars would be allowed to carry their original signwriting whereas replicas would not be permitted to carry any signage. However under the present ruling (see below) replicas are outlawed.

Group C is a recognised category in the CAMS manual and is described as follows:

Group 3G - Formerly Group C Touring Cars

This formula describes cars which have particular significance for Australian motor racing, being as they were one of the most popular classes of racing cars in the world from 1973 to 1984. Races for these cars may be conducted only at club level meetings. It should be noted that they are not Fifth Category Historic Cars, and thus do not fall under aegis of the historic Car Committee.

1. Cars must satisfy the eligibility requirements of Australian Group C Touring Cars as promulgated by CAMS from 1973 to 1984 inclusive.
2. Cars will be required to fully comply with the eligibility requirements for a particular year during which the subject car was recognised as eligible and actually competed as an Australian Group C Touring Car.
3. No new cars may be constructed, and only those in respect of which a Group C logbook was issued will be recognised.
4. Cars may not be constructed from spares or damaged and cast-off components. A chassis/body does not necessarily constitute a car.
5. Owners of recognised cars are encouraged to present their vehicles in original format including where possible signage, colour schemes, etc.



The Everlast Falcon is still in the O'Brien clan

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, June 2, 1998

Meeting commenced at 8.30p.m.

Apologies

J. Dowsett, A. Huxley, G. Hill.

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

Correspondence

- Notification of new office bearers for W.A.
- J Torque Newsletter from W.A.
- CAMS Newsletter.

Presidents Report

- Entries for the next Truck Meeting at Oran Park were oversubscribed with a large sector of Nc cars competing. Unfortunately this has displaced some of the traditional supporters of this event in Nb vehicles because of grid limitations. Oran Park Motorsport have indicated that if the size of this support by Group N continues, there are possibilities for an additional event for Nb cars in 1999.
- The open meetings, such as the Truck events are international meetings and operate under FIA regulations. As such all matters, including eligibility issues are in accordance with those regulations and there will be no leniency applied because we are historic vehicles.
- The committee has agreed to fund course costs of any

member wishing to train as a CAMS official.

- A new licensing system is to be introduced for 1999 and further details are to be published. Any member who has any suggestions on improvements should see Bob who will place it before State Council.

Treasurers Report

- Balance at bank \$4138.84 plus \$7000 IBD.

HTCAA

- A meeting has been organised in Melbourne for June 28, 1998 and it is anticipated that all states will be represented.

Competition

- Next meeting at Wakefield Park for Division II and Na on June 7. So far 20 entries.
- A further meeting for Division I and II has been organised for July 5 at Wakefield.
- 36 vehicles have been accepted for Oran Park Truck Meeting.
- Please enter early for Post 60 Historic on the Grand Prix circuit at Oran Park.

Social

- Please let Ross McKenzie know ASAP re the winery weekend away.
- Ross also has Appendix J stubbie holders (beer, not shorts) for sale at \$6.00 each.

Special Business

- The motion regarding the funding of the HTCAA as published in *Action-Line* in May was put to the meeting and carried unanimously.

Guest Speaker

- Steve Maher gave a talk on the opportunity to present events on the Optus community channels by the provision of videos. A short sample video was shown.

Raffle was won by Ross McKenzie.

Meeting closed at 9.45p.m. J

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ELIGIBILITY

Firstly I would like to thank the competitors for their help and support at the last couple of meetings. It really makes my job a lot easier when there is unconditional co-operation and that transferred to proving the worth for one competitor when a crack was observed in a front brake disc.

The thankful competitor said that he had checked them only a couple of days before the meeting and would have raced without another check with possible consequences better not contemplated.

At the truck meeting a wheel came loose on a Falcon GT and on being returned to the scrutineering bay for checking it was notice that the steel nut was not seating properly in the aluminium seat. As a result of this it had started to damage the wheel.

The senior scrutineer, Greg Black and myself

inspected several of the cars and found the same problem occurring elsewhere so it may be prudent for you to check that your wheels are not a problem in this area.

There are two methods to rectify the situation.

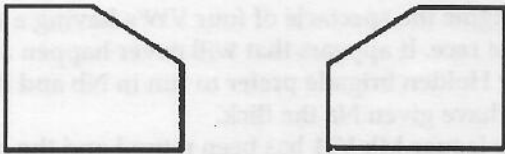
1. This method requires the fitting of a steel insert similar to that shown in Diagram 1 so that the wheel nut tightens on a steel seat. Then tighten the nut to the manufacturers specification.

2. This method requires the hole to be bored out to receive a standard mag nut and washer as shown in Diagram 2.

3. With Falcons where the wheels have been manufactured to suit the larger V8's, then change the car (eg: XW-XY) setup to suit the later model wheels. The later XB hub helps to locate the wheel in the centre..

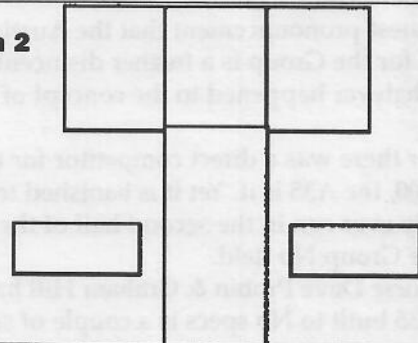
If anyone is having trouble or does not understand

Diagram 1



Bore wheel to depth of insert and press insert into wheel.

Diagram 2



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ELIGIBILITY

the problem then please speak with me as this matter is a safety issue and requires some vigilance to prevent wheel loss should a problem go un-noticed.

It would seem that the Dunlop R has been approved as an alternative tyre for Minis giving an alternative to the Hoosier for the 10 inch wheels. But as yet there has been no official paperwork has come through, so don't

rush out and buy without checking first.

I know you all know the CAMS manual backwards but can I suggest as reading for the month, you have a look at Schedule 1, safety harness/window nets page 6-17 Diagram 7. The shaded one! This is July 1998, so be up to date.

- Lloyd Cleaver

MAILBOX

DEAR SIR

At last I have something for you and your column. Following the latest issue of *Action Line* I am prompted to communicate with you as follows: Will Group Na wither on the vine?

The latest pronouncement that the Austin A35 is ineligible for the Group is a further disincentive to run in Na. Whatever happened to the concept of 'run-on models'.

If ever there was a direct competitor for the Morris Minor 1000, the A35 is it. Yet it is banished to Nb where it will only ever run in the second half of the slower section of the Group Nb field.

Of course Dave Probin & Graham Hill have shown that an A35 built to Nb specs is a couple of seconds

quicker (at Wakefield Park) than a similar car built to Na specs. So now we are likely to see more Na cars bring upgraded to Nb as their owners seek to achieve the maximum potential of their cars.

The long awaited debuts of more Na cars has not occurred. Why aren't there several FJ & FE Holdens and a similar number of VW's?

Imagine the spectacle of four VW's having a race within a race. It appears that will never happen as the humpy Holden brigade prefer to run in Nb and the VW people have given Na the flick.

The Jaguar Mk V11 has been retired and the other Austin Lancer/Morris Major projects appear to have been put in the 'too hard basket'.

One Austin A90 being built for Na may now be

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MAILBOX

upgraded to Nb as the Group fades away. Victoria appears to have abandoned Na. One is hard pressed to recall any Na cars from Victoria.

It was a telling moment when the first three cars in the slower group of the Group Nb handicap race at Winton on May 31, 1998, were the three Na entrants from NSW.

So what is to be done to encourage more entrants in Na? It should be a class where competitors can enjoy their motor racing in relatively sedate surroundings

without the frenetic pace of Nb.

Perhaps the same syndrome as that affecting Sa is at work, being that the drivers tend to be twenty years older than the cars they drive, and there are fewer and fewer 60+ year old drivers. With one notable exception, most of the Na drivers are well past their 50th birthday.

Is Na destined to fade away? Is this what the administrators want? It sure looks like it - aided and abetted by the eligibility committee.

- Bill Dixon

AROUND THE TRAPS - news

United prospects good

THE NATIONAL MEETING of the Group N Associations of Australia was as a huge success. Representatives from NSW (Bob Asher and Chris Dubois), Victoria (Justin Brown and Bob Cracknell), West Australia (Tim Bradley), South Australia (Alan Heath) and Queensland (Mike Jonathon and John Kingcott) agreed on the need for such an organisation.

It was decided that the organisation should be affiliated with CAMS and also be incorporated. It was also agreed that the body should be funded by a special levy which was set at \$10 per member. Discussions on matters such as National Championship, National Newsletter, National co-operation with race meeting calendars and a unified approach towards matters handled by CAMS and the Historic Commission were agreed upon.

Preliminary discussions on the impending Nc review established the parameters for delegates to that examination and suggested that once appointments are made and the review is under way, agreement on the small changes to the regulations (if practical) were entirely achievable.

The task of putting together the Australian Historic Touring Car Association is being carried out at present by the Victorian association with help from Chris Edwards from CAMS. The first task of the body will be the Group Nc regulations review as forecast by the commission last December.

The assemble people expressed their pleasure at the high level of agreement between all those present at the meeting and looked forward to working together in harmony for an even more improved category.

John Dawson-Damer of the Historic Commission addressed the meeting and confirmed the Historic Car Commission's support for a National Group N organisation. He said dealing with the many fractions within the category in the past had been difficult and a truly representative body, within the terms of the Historic policy statement, was fully supported by the HCC.

The meeting's minutes were taken by Bob Cracknell and would be available to the various committees within the month.

- Bob Asher

Tyre supplies back

NSW distribution for Hoosier Race Tyres effective as of May 1, 1998. Spinning Wheel Tyres has been in business as an independant dealer for some 26 years and has developed a large customer base in the performance car area. Current turnover runs around \$3,000,000 per annum with a very high repeat factor. The company is aware that there have been some problems with the supply of Hoosier tyres in NSW over the last few years and intend to address and improve the situation that has existed to date.

Hoosier tyres are manufactured in the USA and during recent years have turned up on the world motor-sport stage outside of the USA (especially Europe). Demand has expanded dramatically and has put pressure on supply to markets such as Australia.

To assist at arriving at a situation where regular demand is available SWT will need as much input as possible from competitors such as yourselves regarding volumes in the required tyre sizes. SWT cannot afford to hold stocks where no know demand exists and needs input from interested people.

Thet should contact Peter Gallagher or Ric DeGiorgio at Spinning Wheel Tyres on 02 9358 5444.

Stay and save

TRAPPER'S MOTOR INN in Locker Street Goulburn are prepared to offer discounted accommodation when attending meetings at Wakefield Park. They also have a restaurant and function centre, so keep them in mind when organising your next Goulburn visit.

CLASSIFIEDS

WANTED

CARBY: 45mm DCOE Weber. Complete or body only. Contact Grant Elliott on (02) 4267 1226.

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

AROUND THE TRAPS - racing

Historic Winton - Winton Raceway - May 30-31



Photography by Angelo Giannoulis

Jones leads the Hunt Mustang

A field of 50 Group N cars, arranged in two groups, competed in six races on the shorter (original) circuit at the Historic Winton weekend of May 30-31.

Although the weather was mainly cool and overcast, none of the threatened rain eventuated and comfortable race conditions resulted on both days.

Race One (5 laps)

HOLDEN DRIVER DOUG Juniper won comfortably from John Bourke. The pair were then followed by the Bruce Shearer Mini, Doug Westwood in his Cortina GT and the FE Holden of Eddie Dobbs.

A quartet of Cortinas ensued with Liam Reed, Brian Deveson, Mark Johnson and Chris Stillwell ahead of the Minis of Anthony Ramadge, Stephen Schmidt and Cameron Spence close behind.

In all 23 cars finished the race with a number of Na cars from NSW among the participants. In twenty-first place Aaron Gabriel's Morris Minor headed the Zephyr of Bob Priddle and John Wakeling who was having a run in Bill Dixon's Wolseley.

Race Two (5 laps)

WITH ADVENT OF the faster group, Ian Jones proved too good, his Torana taking the honours from Graham Hunt's Mustang and the XU-1s of Ray Challis and Trevor Talbot. Behind them a three-way dice was contested with the Cooper S's of Len Read and Steven McKay, and the new Valiant Charger of Jody Mason.

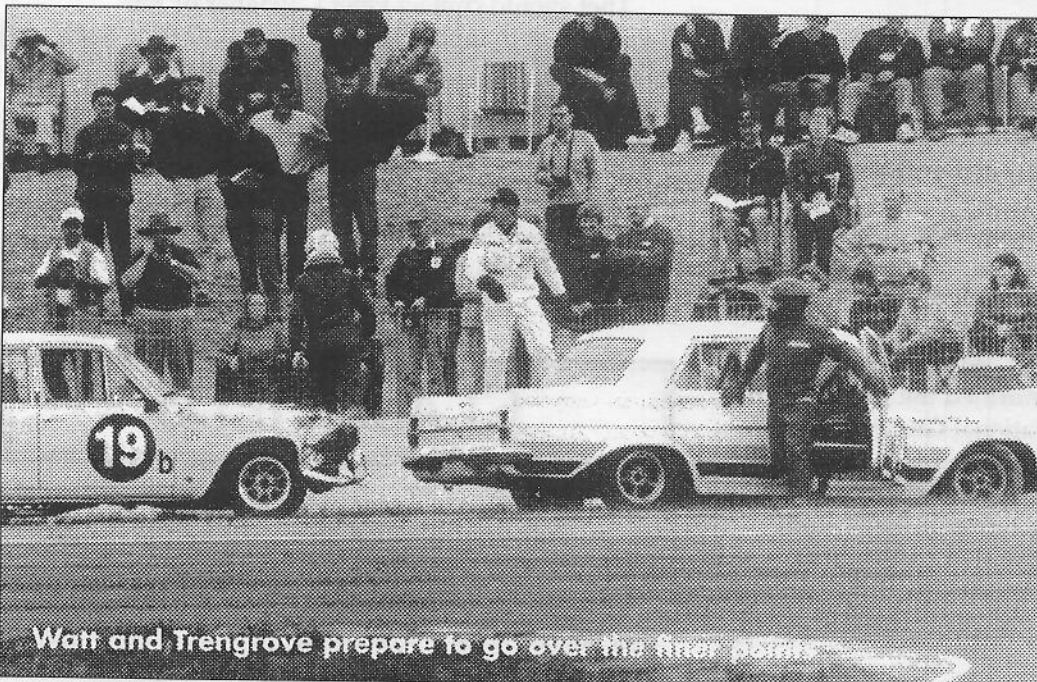
The top ten were completed by Drew Marget and Darren Collins where Ted Brewster's Mini split the Cortinas. In their wake came the Mustangs of Chris

Ralph and Greg MacPherson just ahead of Steve Coad, Ernie Martinez, Jeremy Mantello, Daniel Read and Ian Robertson.

Race Three (8 laps)

AT HIS SECOND outing, Juniper again tasted success. The next three positions followed the same pattern with Bourke, Shearer and Westwood taking the places. Fifth went to Pringle in the Mini, then trailed Williams, Schmidt, Reed, Stillwee and Dobbs.

The Triumph of Ian Watts and Bill Trengrove's EH had a coming-together



Watt and Trengrove prepare to go over the finer points

AROUND THE TRAPS - racing



Bourke leads Juniper and Shearer

on Shell Straight on the second lap resulting in both being abandoned. Two laps later Gordon Mackinlay's Studebaker Lark shed it's front left front wheel as he rounded Auto Action.

Race Four (8 laps)

THE SECOND GROUP I outing was dominated by Jones, Talbot, Hunt and Challis, the quartet finished well ahead fo the rest of the field and all undercut Jones' 1997 lap record. It was not surprising that Jones claimed the new benchmark of 1:07.40.

The Minis of McKay, Malaure and Read played support act ahead of Marget, McPherson and Darren Collins who steered the second-best placed Cortina home, Brewster, and the XU-1 of Steve Coad. Mason should have been ahead of many of these but the Charger driver reverted to some entertaining off-track excursions.

Race Five (5 laps Handicap)

THE SLOWER CARS took advantage of their elevated grid positoin and by the end of the race Priddle had taken the honours from Wakeling, Gabriel and the Holdens of Hare and Dobbs who were closing.

Fords filled the next places with Johnson heading Brown's Falcon XM, Reed and Stillwell. Juniper picked up several places, his EH ultimately tenth ahead of the South Aussie John

Bryant in a Cortina GT, Deveson and SA's Ian Williams.

Race Six (5 laps Handicap)

INCIDENTS IN SOME of the earlier races, namely bikes and the Formula 5000 events delayed this event by around an hour, thus light and temperature had dropped significnatly.

Hunt made up good ground in the Trans Am but could only snare third behind Nicholls and Brewster. Read followed ahead of Challis, Domenic Leo's Cortina, Michael Bugelly, Nick Stillwell, Daniel Read, Chris Ralph in his Mustang and Jones who took eleventh and probably would have finished much higher if he had not been for negotiating slower traffic.

- Anglio Giannoulis



McKay's Nb leads Read's Nc Mini

CAT CHAT

This month's column starts by referring to Bill Dixon's letter, printed elsewhere in this August (no, its really July) journal.

Bill is, as most of you know, a regular Na competitor, plus campaigning his Austin-Healey in Group S. He is quite right to be concerned at the low rate of growth in Na numbers. There are actually three cars in preparation at present – Austin A90, Morris Major and Austin Lancer.

However, contrast this growth rate with that in Group Nc, which is progressing steadily. I don't know what the answer is, but, I would welcome some input from other Na competitors, and, earlier Nb competitors – maybe we should be thinking about moving the Na cut-off date, or some other idea? On the subject of growth in Nc – should we expect to see any more new cars or are people holding off until the review of Nc rules is completed?

Maybe it would help if somebody published a definitive list of eligible cars for Nc, then this could be supplemented by specification sheets for each of those cars. I know that sounds a bit like bureaucracy, but surely it would make life easier for competitors and Eligibility Officers alike – thoughts?

Talking about thinking and bureaucracy – did you enjoy the recent spectacle in the NSW Upper House? The sight of a drunken clown in his circus clothes pre-

siding over a bunch of layabouts of whom none had the bottle to tell the chief clown that he was out of order really makes you think what an awful bunch NSW politicians are.

Add to that their remarkable ability to try and keep their snouts secretly in the public trough – the Super scandal – and you could be forgiven for thinking that the world had finally gone mad. I guess we just have to be thankful that we live in a civilised country – in some places the excesses of some of these people on the public payroll would surely by now have earned them a midnight visit from the lynch mob.

Talking draconian punishments – have you noticed that, if you are a prominent person, it is quite acceptable to commit high-range drink-driving offences or speeding offences and you will only get a token punishment? Contrast that with the powers that the Police have to seize cars that exhibit "sustained loss of traction on the public highway".

Why should anybody escape severe punishment when found guilty of a high-range drink-driving charge, and, why should they not have their car confiscated and then sold, with the sale proceeds going into the Victims Fund to cover those people injured by drunk drivers?

What messages is society sending to young drivers by this apparent situation of one set of rules for one

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CAT CHAT

group and another set of rules for a different group?

What has all this got to do with motorsport – plenty, in my book – ask Michael Schumacher for a start. Why should a high profile international driver escape punishment when in lower ranks similar behaviour earns a severe rebuke?

It must be difficult for our local Race Stewards to do their job properly when the highest level of the sport seems to operate by another set of rules – loop closed and soapbox mode off. Back to our category. It was a pity the July 5 race meeting at Wakefield Park had to be called off due to lack of entries. We did our bit with 12

entries, plus 7 in Group C – out of a total of 27 entries.

The next Wakefield Park race meeting is a two-day event over Saturday and Sunday of August 15-16. The categories running are Formula Ford, Australian Formula Two, Formula Alfa, Street Sedans, HQs, Marque Sports, Super Minis and Group N.

It should be a good meeting, so do your best to be there and represent our category – I'm sure that you'll get plenty of coverage in the commentary!

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

- Axeman

NET NEWS

The team.net lists have been fairly quiet recently – nothing exciting to report. However, one interesting development is the increasing proliferation of Websites created by individuals as well as clubs (like ours). Some of the individual sites are quite good, although rather closely focussed – so you have to like a particular model of car to really enjoy certain of the sites.

Another development recently is that more of the pictures appearing on sites have been taken with a digital camera (for the Morris Dancers amongst us, the Minor Mania site has some great pictures of the Morris Minor 50th Anniversary gathering at Blenheim Palace in the UK). The quality of digital cameras has increased dramatically, whilst the prices have fallen dramatically – not uncommon with technology items. If any of our readers have acquired a digital camera I'm sure that a number of our readers would be interested in reading a "road test" – any offers?

Talking of offers, the scam factor is apparently building up on the Net – another opportunity to make easy money for some shonky people.

There are a number of sites that can assist in spotting and reporting scams like www.scambusters.com, www.coriolis.com/webpsychos/wpscam.htm, www.netcams.com, www.accc.gov.au/smallbus/smallbus.htm, www.accc.gov.au/search.htm

I hope that these may be of some assistance in helping you to avoid the activities of certain members of the global electronic community.

That global electronic community continues to expand, with more Internet users by the day, and, more people conducting electronic commerce. The increasing number of users can impact traffic throughput – so be prepared for some sites to take a while to download. The increase in electronic commerce does open the doors for people to take advantage of the unwary – be certain that you know who you are going to do business with, and, be careful about sending sensitive information (credit card number) across the Net unless you are certain that you are doing business in a secure transaction environment.

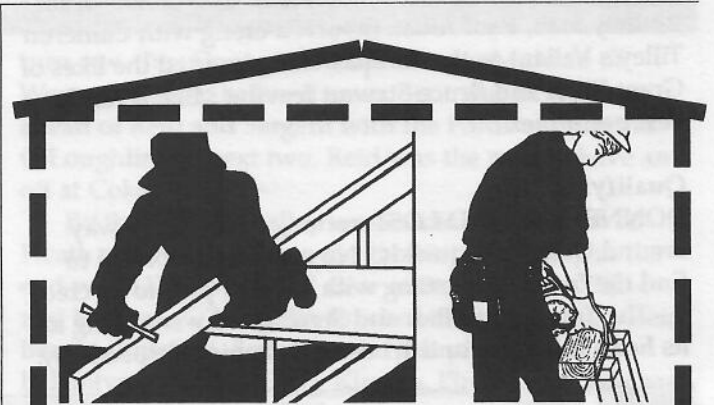
Don't forget that you can use email to communicate

with a number of motorsport operations, such as CAMS, Wakefield Park, ARDC, etc – its sometimes easier than using the phone (no tag games) and people seem to respond more readily to email.

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

- Andrew Pursey

MorrisOxford@s054.aone.net.au
or saabsux@hotmail.com



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AROUND THE TRAPS - racing

Roman Autotek series Rd 3 - Oran Park - June 6-7



Donnelly heads a competitive Tilley, Heath, Axiak, Elliot, Worner and Dyer

Photography by Peter Schell

Ross Donnelley may have missed the first two rounds of the Roman Autotek series at Oran Park, but he struck back hard at the ensuing round, taking all three heats with consummate ease.

Behind the Mustang there were all sorts of dices for the minors with the V8s Alan Heath, Cameron Worner, Rodney Stait, Paul Axiak involved along with Cameron Tilley's Valiant as the Toranas' luck deserted the likes of Grant Elliot and Bruce Stewart leaving Mike Dyer the best performer.

Qualifying

DONNELLEY HAD LOST nothing in finding a way around Oran Park quickly. No one was surprised to find the familiar Mustang with another pole to its credit. The Toranas of Elliot and Stewart were snapping at its heels six tenths and 1.1 seconds behind respectively,

and ahead of a V8 block of Stait (Falcon), Heath (Falcon Sprint), and the Monaro of Axiak.

Dyer grabbed the inside of the third row ahead of Worner's Falcon and Nb protagonists Tilley and Mason. The top ten was completed by Denis Sargent's Holden Torana XU-1 and Des O'Loughlin before the latter's Falcon lost a wheel in the second qualifier.

Several new cars were on show for the first time but encountered trouble in their debuts. David Stone's green Torana lunched its engine and both John Whatmough and Ross Muller retired their respective Monaro four-door and Chev Nova to another day after striking maladies, while Graham Hill's Valiant continues to give trouble.

Race One (5 laps)

THE FIVE LAP opener had Elliot best away initially, but Stait soon stormed ahead in the Falcon. Polesitter Donnelley was a poor starter and trailed in fifth behind Stewart who would be pinged for jumping the start, and Tilley. Then followed Worner, Heath and Axiak together, Mason, Dyer, Greig Malaure's Mini Cooper S and O'Loughlin.

Stait defied Elliot's advances as Donnelley zeroed in on the pair. After two laps Worner had advanced to head a three-way battle for Nb supremacy where Heath was second, having relegated Mason and now targeting



Reid's Falcon featured more prominently

AROUND THE TRAPS - racing



The Lotus Cortinas of Lyle and Mechtler were never far apart

the Tilley Valiant while Axiak in the Nc Monaro was also involved.

Back in the pack Andrew Bergan was thirteenth ahead Sargent, Steve Butchart's EH, Anton Mechtler in the Lotus Cortina, Allan Reid's Falcon, John Lyle's Lotus, Tim Wilson and Andrew Symrnis. In the meantime Max Ullrich put the Fairlane away for the day.

By the end of lap four though the Mustang was in front as Elliot spun. That elevated Worner to third ahead of Heath. At the flag Axiak was fourth ahead of Mason who was second in Nb as the Valaint slowed with a wayward plug lead. That enabled the Torana of Dyer to pick up another outright placing.

Sargent finished ninth ahead of the recovering Elliot and O'Loughlin while Malaure won the battle of the Minis by just two tenths of a second. A smoky Reid Falcon held off Butchart and the Lotus Cortina duo.

Race Two (8 laps)

WHILE THE FORD Cortina of Doug Westwood stalled and eventually launched a distant last. Donnelley missed the start just marginally and Worner lost many places enabling Stait to grab the initial lead. Donnelley however muscled past over the dogleg and Heath followed the Mustang through at Recaro corner. Tilley was next ahead of Mason, the pair swamped by Axiak on the ensuing tour.

Elliot led the Torana brigade until going wide at

turn one, thus Dyer picked up the mantle ahead of Worner's Falcon before it spun. Stait was next just ahead of Reid and Sargent with the Fords of Lyle and O'Loughlin the next two. Reid was the next to have an off at Coke.

By the flag Donnelley was comfortably ahead of Heath and Axiak. Mason got the better of Tilley in the end while Dyer was well clear of Stait, Worner, Elliot and Sargent. O'Loughlin finished ahead Mechtler, Reid, Bergan, Butchart, Smyrnis who just pipped Ken Ballantyne, Wilson, Garry Kirwan, Phil Barrow, Michael Terry's Torana and Bob Harris.

Race Three (10 laps)

TILLEY MADE A great start in the third, shadowing the

(Continued over page)



Sargent put up stiff opposition before Stait got past in the last

AROUND THE TRAPS - racing

Roman Autotek series Rd 3 - Oran Park - June 6-7 (continued)

Donnelley Mustang into turn one and then ranging alongside all the way to Shell. The Ford finally won out and led the first time around from the Valiant with Heath third ahead of Axiak, Worner, Elliot, Dyer, Sargent,




Axiak shows the way to the top Nb car, Heath's Falcon sprint

Stait's Falcon and the Mini of Andrew Bergen.

The Falcons of Reid and O'Loughlin showed the way to the EHs of Butchart and Ballantyne and the Lotus Cortinas of Mechtler and Lyle. Fernandez had a good opening lap after starting from the back to head Wilson, Kirwan, Smyrnis, Barrow, Michael and Harris.

While Donnelley shot clear, Tilley was kept busy holding Heath at bay until the Sprint eventually passed, and a great battle emerged to decide fourth. Firstly it looked likely that Monaro would have it but Axiak was

ultimately beaten by both Worner and Elliot as Dyer took seventh and Stait proved too strong for Sargent after dueling for several laps.

O'Loughlin headed another two Fords in the shape of Alan Reid and Fernandez because the Bergen Mini faulted on the final lap to be well down. Butchart had a four second advantage on his EH rival and Nb series leader while Lyle passed Mechtler and Smyrnis progressed ahead of Wilson and Kirwan while Bergen last-ed to beat Barrow, Terry and Westwood. 

OVER THE HILL

The last couple of months however have been extremely busy with the threat of track closure at Huntly Hill Dapto being first and foremost on my mind in motor racing terms, closely followed by concerns of the Hillclimb panel regarding annual presentation dinners cancelled by CAMS then re-allowed after support from several clubs, ours included.

Then an engine rebuild see below. I had hoped to have something ready for May but missed by a few days so here is the report on hillclimbs for the last 3 months. (When are we going to see that Pacer at a hill in NSW Grahame?).

Whilst March was a quiet month for the hillclimbing fraternity, I cannot say the same for April. The Easter weekend saw a three day event, with a mountain straight hillclimb on Friday, an esses descent on Saturday and a supersprint through Caltex Chase on Sunday. Whilst there were classes for Groups Na, Nb and Nc, only four Nc drivers competed.


On Friday it poured for the first half of the day making the trip up through the cutting most interesting, with Bossie actually managing to hold on to F.T.D. for the first set of runs.

However as the track dried out, times began to fall pushing him back down to 30th outright. Class results for the day had Bossie 1st, Moiler 2nd, Lohr 3rd & Brown 4th. Day two had fine weather for the trip down

the esses with the class positions remaining the same as day one. Day three was the fastest part of the event, the run down through Caltex Chase starting just before the hump on conrod and finishing at the start line. An over rev on run 1 saw the Bossie/Lohr Torana retire with no oil pressure, Bossie still managed to take the class win, with Moiler 2nd, Brown 3rd & Lohr 4th dns. Overall Bossie 1st, Moiler 2nd, Lohr 3rd and Brown 4th.

Round three of the state hillclimb championship was held at Tamworth on Anzac day, only one Group N car competed. Warren Swain had a lonely time of it in the EH Holden, as the Sydney Torana contingent failed to attend due mechanical problems. Hopefully we will catch up with him later in the year. Bad weather and oil spills from one of the open wheelers kept his time well away from his Group N record at the hill.

The weekend of the May 16-17 saw five Group Nc competitors for the hillclimb championship round at Huntly Hill Dapto. A damp weekend kept times a little slower than usual, Bossie did however manage to lower the hill Group N record by 0.1 of a second to 28.17. Results for the day Bossie 1st, Lohr 2nd Moiler 3rd Brown 4th and Fox in the volvo 5th.

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

- Warren Bossie

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RACING DETAILS

QUEENSLAND STATE CHAMPIONSHIP Rd 1 - LAKESIDE - APRIL 19

Race One (8 Laps): Greg Burrows - Holden Torana XU-1 (8:35.91) 1, John Mckeon - XU-1 (8:39.21) 2, Don Thallon - Chevy Nova (9:00.90) 3, Bill Westerman - Morris Cooper S (9:03.43) 4, John Stratton - Cooper S (9:04.03) 5, Rhonda Burrows - Cooper S (9:18.37) 6, Gary Michael - Holden EH (9:23.81) 7, Bill Russell - Ford Anglia (9:37.59) 8, Jeff Brazier - Fiat (8:42.34) 9, Graham Lax - Ford Cortina GT (9:06.84) 10. Fastest lap (Burrows) 63.38.

Race Two (8 Laps): Burrows (8:30.15) 1, Mckeon (8:39.81) 2, Thallon (8:57.66) 3, Stratton (9:06.67) 4, Burrows (9:19.47) 5, Russell (9:43.31) 6, Brazier (7 lap) 7, Westerman (4 laps) dnf. Lax (2 laps) dnf. 67.01 Fastest lap (Burrows) 62.62.

HISTORIC WINTON GROUP II - WINTON RACEWAY - MAY 30-31

Race One (5 Laps): Doug Juniper - Holden EH (6:08.17) 1, John Bourke - EH (6:11.41) 2, Bruce Shearer - Morris Mini Cooper S (6:13.22) 3, Doug Westwood - Ford Cortina GT (6:13.71) 4, Eddie Dobbs - Holden FE (6:21.51) 5, Liam Reed - Cortina GT (6:25.63) 6, Brian Deveson - Cortina GT (6:26.40) 7, Mark Johnson - Cortina GT (6:27.45) 8, Chris Stillwell - Cortina GT (6:27.67) 9, Anthony Ramadge - Cooper S (6:30.41) 10, Stephen Schmidt - Cooper S (6:30.63) 11, Cameron Spence - Cooper S (6:32.72) 12, Gordon Mackinlay - Studebaker Lark (6:34.86) 13, Justin Brown - Ford Falcon XM (6:35.30) 14, Peter Barr - Alfa Romeo (6:35.68) 15, Ian Williams - EH (6:37.44) 16, Brendon Hare - EH (6:37.77) 17, Ian Watt - Triumph 2000 (6:38.49) 18, John Bryant - Cortina GT (6:45.96) 19, John Brash - Valiant Pacer (6:45.96) 20, Aaron Gabriel - Morris Minor (6:49.69) 21, Bob Priddle - Ford Zephyr MkIII (7:03.53) 22, John Wakeling - Wolseley (7:07.49) 23. Fastest lap: Doug Juniper (Holden EH) 1:12.67.

Race Two (8 Laps): Juniper 1, Bourke 2, Shearer 3, Westwood 4, Pringle 5, Williams 6, Schmidt 7, Reed 8, Stillwell 9, Dobbs 10, Spence 11, Johnson 12, Brown 13, Ramadge 14, Bryant 15, Brash 16, Hare 17, Deveson 18, Gabriel 19, Priddle 20, Wakeling (7 laps) dnf, Mackinlay (3 laps) dnf, Barr (1 lap) dnf, Trengrove dnf, Watt dnf. Fastest lap: Doug Westwood (Ford Cortina GT) 1:12.22.

Race Three (5 Laps Handicap): Priddle (6:54.08) 1, Wakeling (6:55.40) 2, Gabriel (6:55.79) 3, Hare (6:58.09) 4, Dobbs (6:58.48) 5, Johnson (7:00.02) 6, Brown (7:03.53) 7, Reed (7:03.75) 8, Stillwell (7:04.19) 9, Juniper (7:05.57) 10, Bryant (7:05.18) 11, Deveson (7:06.00) 12, Williams (7:06.22) 13, Watt (7:06.61) 14, Ramadge (7:06.77) 15, Westwood (7:06.94) 16, Shearer (7:07.43) 17, Schmidt (7:07.54) 18, Bourke (7:09.24) 19, Pringle (7:09.63) 20, Barr (7:11.22) 21, Spence (7:11.88) 22, Brash (7:13.47) 23. Fastest lap: Peter Barr (Alfa Romeo) 1:14.09.

HISTORIC WINTON GROUP I - WINTON RACEWAY - MAY 30-31

Race One (5 Laps): Ian Jones - Holden Torana XU-1 (5:46.20) 1, Graham Hunt - Ford Mustang Trans Am (5:48.39) 2, Ray Challis - XU-1 (5:50.10) 3, Talbot - XU-1 (5:51.53) 4, Len Read - Morris Mini Cooper S (5:56.25) 5, Steven McKay - Cooper S (5:56.36) 6, Jody Mason (Chrysler Valiant Charger RT E49) 7, Drew Marget - Ford Cortina GT (6:00.31) 8, Ted Brewster - Cooper S (6:02.79) 9, Darren Collins (6:03.33) 10, Chris Ralph - Ford Mustang (6:06.41) 11, Greg McPherson - Mustang (6:07.07) 12, Steve Coad - XU-1 (6:07.45) 13, Ernie Martinez - BMW 2002Ti (6:08.00) 14, Jeremy Mantello - Cortina GT (6:08.44) 15, Daniel Read - Cooper S (6:09.05) 16, Ian Robertson - Cortina GT (6:09.65) 17, Michael Bugelly - Cooper S (6:11.90) 18, Greig Malaure - Cooper S (6:13.17) 19, Greg Nicholls - Mustang (6:16.68) 20, Nick Stillwell - Cooper S (6:17.45) 21, Domenic Leo - Cortina GT (6:18.11) 22, Sparky O'Neill - Cortina GT (6:18.60) 23, Steve Hall - Cooper S (6:23.99) 24. Fastest laps: Graham Hunt (Ford Mustang Trans Am) 1:07.61.

Race Two (8 Laps): Jones (9:07.17) 1, Talbot (9:08.21) 2, Hunt (9:10.25) 3, Challis (9:10.85) 4, McKay (9:30.35) 5, Malaure (9:31.12) 6, L Read (9:31.28) 7, Marget (7:32.16) 8, McPherson (9:37.76) 9, Collins (9:39.58) 10, Brewster (9:39.79) 11, Coad (9:39.96) 12, Martinez (9:45.29) 13, Robertson (9:45.56) 14, Ralph (9:47.48) 15, D Read (9:47.70) 16, Jeremy Mantello (9:48.42) 17, O'Neill (9:48.97) 18, Hall (9:50.78) 19, Bugelly (9:51.22) 20, Stillwell (9:51.99) 21, Nicholls (9:57.59) 22, Mason (7 laps) 23, Barry Devlin - Cooper S (6 laps) dnf, Leo (4 laps) dnf. Fastest lap: Ian Jones (Holden Torana XU-1) 1:07.40 - new record.

Race Three (5 Laps) Handicap: Nicholls (6:05.97) 1, Brewster (6:07.56) 2, Hunt (6:08.33) 3, L Read (6:10.80) 4, Challis (6:12.17) 5, Leo (6:13.44) 6, Bugelly (6:13.82) 7, Stillwell (6:15.25) 8, D Read (6:15.74) 9, Ralph (6:16.51) 10, Jones (6:18.27) 11, McKay (6:18.49) 12, Devlin (6:18.60) 13, Mason (6:18.93) 14, Martinez (6:20.74) 15, McPherson (6:21.89) 16, Collins (6:22.72) 17, Robertson (6:23.32) 18, Malaure (6:33.98) 19. Fastest lap: Hunt (Ford Mustang Trans Am) 1:08.33.

VICTORIAN STATE RACE SERIES Rd 2 - PHILLIP ISLAND - JUNE 7

Qualifying: Les Dole (Holden Torana XU-1) 2:12.2783, Les Walmsley (Chev Nova) 2:16.4496, Stephen O'Neill (Ford Cortina GT) 2:21.6739, Greg Nicholls (Mustang) 2:28.5728.

Race One (4 Laps): Bailey (8:50.7523) 1, Walmsley (8:54.7141) 2, Dole (8:57.1272) 3, Nicholls (9:08.5240) 4, O'Neill (4 laps) 5. Fastest lap: Rob Bailey (Ford Mustang Trans Am) 1:55.9969.

Race Two (4 Laps): Bailey (7:57.1872) 1, Dole (7:58.0233) 2, Nicholls (8:08.3190) 3, Walmsley (8:16.1693) 4, O'Neill (8:44.7529) 5. Fastest lap: Les Dole (Holden Torana XU-1) 1:56.0010.

Race Three (5 Laps): Bailey (10:42.0082) 1, Dole (10:44.5458) 2, Nicholls (11:03.6989) 3, O'Neill (4 laps) 5. Fastest lap: Rob Bailey (Ford Mustang Trans Am) 1:56.2379.

ROMAN AUTOTEK GROUP N SERIES Rd 3 - ORAN PARK - JUNE 13-14

Qualifying: Ross Donnelley (Ford Mustang) 48.7817, Grant Elliot (Holden Torana XU-1) 49.3287, Bruce Stewart (XU-1) 49.8387, Rodney Stait (Falcon XY GT) 50.0978, Alan Heath (Ford Falcon Sprint) 50.1135, Paul Axiak (Holden Monaro GTS) 50.1310, Mike Dyer (XU-1) 50.2709, Cameron Worner (Falcon XW GT) 50.3923, Steve Mason (Mustang) 50.8869, Cameron Tilley (Chrysler Valiant S) 51.1993, Denis Sargent (XU-1) 51.3367, Desmond O'Loughlin (Falcon XW GT) 51.7223, Greg Malaure (Morris Cooper S) 51.8043, Anton Mechtler (Lotus Cortina) 52.0373, Allan Reid (Falcon XY GT) 52.1193, Andrew Bergan (Cooper S) 52.2072, John Lyle Lotus (Lotus Cortina) 52.5902, Graeme Hill (Chrysler Valiant Pacer) 52.6635, Steve Butchart (Holden EH) 53.0095, Tim Wilson (Lotus Cortina) 53.2070, Andrew Smyrnis (Mustang) 53.3299, Max Ullrich (Ford Fairlane) 53.7935, Ken Ballantyne (EH) 53.9807, John Whatmough (Holden HQ) 54.1612, Doug Westwood (Cortina GT) 54.6124, David Stone (XU-1) 55.0855, Garry Kirwan (XU-1) 55.2863, Phillip Barrow (Holden FJ) 55.9179, Bob Harris Holden (48/215) 57.4771, Michael Terry (XU-1) 59.3159.

Race One (5 Laps): Donnelley (4:16.4273) 1, Stait (4:19.0161) 2, Warner (4:19.4746) 3, Heath (4:20.9567) 4, Axiak (4:23.8488) 5, Mason (4:24.6689) 6, Dyer (4:26.6166) 7, Tilley (4:31.2855) 8, Sargent (4:31.9274) 9, Elliot (4:32.2684) 10, O'Loughlin (4:33.5282) 11, Malaure (4:34.5474) 12, Bergan (4:34.7860) 13, Reid (4:36.0412) 14, Butchart (4:37.7592) 15, Mechtler (4:38.3985) 16, Lyle (4:39.5855) 17, Smyrnis (4:45.2609) 18, Wilson (4:46.3529) 19, Ballantyne (4:46.9208) 20, Kirwan (4:49.3550) 21, Westwood (4:49.4921) 22, Barrow (4:59.3619) 23, Harris (5:03.0667) 24, Terry (5:03.3903) 25, Ullrich (3 laps) dnf. Fastest lap (Ross Donnelley - Mustang) 49.0290.

Race Two (6 Laps): Donnelley (5:10.8627) 1, Heath (5:12.5470) 2, Axiak (5:13.9568) 3, Mason (5:18.2772) 4, Tilley (5:18.9387) 5, Dyer (5:19.1354) 6, Stait (5:23.0534) 7, Worner (5:23.9188) 8, Elliot (5:25.1364) 9, Sargent (5:27.0468) 10, O'Loughlin (5:28.7085) 11, Mechtler (5:33.2552) 12, Reid (5:33.7130) 13, Bergan (5:34.5731) 14, Butchart (5:36.5374) 15, Lyle (5:37.5720) 16, Ballantyne (5:38.3494) 17, Smyrnis (5:38.4249) 18, Wilson (5:42.9166) 19, Kirwan (5:47.5982) 20, Barrow (5:56.3104) 21, Terry (5:58.4488) 22, Harris (6:00.6941) 23, Fernandex (5 laps) dnf. Fastest lap (Ross Donnelley) 49.5023.

Race Three (8 Laps): Donnelley (6:51.3209) 1, Heath (6:54.3124) 2, Tilley (6:56.4112) 3, Worner (6:57.5452) 4, Elliot (6:57.9100) 5, Axiak (7:00.9161) 6, Dyer (7:01.6355) 7, Stait (7:07.8996) 8, Sargent (7:08.5470) 9, O'Loughlin (7:12.3863) 10, Reid (7:18.3881) 11, Fernandez (7:19.0974) 12, Butchart (7:21.8146) 13, Ballantyne (7:25.5220) 14, Lyle (7:25.8605) 15, Mechtler (7:26.2626) 16, Smyrnis (7:27.6879) 17, Wilson (7:28.2788) 18, Kirwan (7:28.9372) 19, Bergan (7:34.0196) 20, Barrow (7 laps) 21, Terry 22, Westwood 23, Harris 24. Fastest lap (Ross Donnelley - Ford Mustang) 49.6679.

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

GROUP Nb Div II (14-6-1998)

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

GROUP Nb Div I (14-6-1998)

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

GROUP Nc (14-6-1998)

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

THE FINER POINTS

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

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

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

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

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

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

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

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

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

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

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