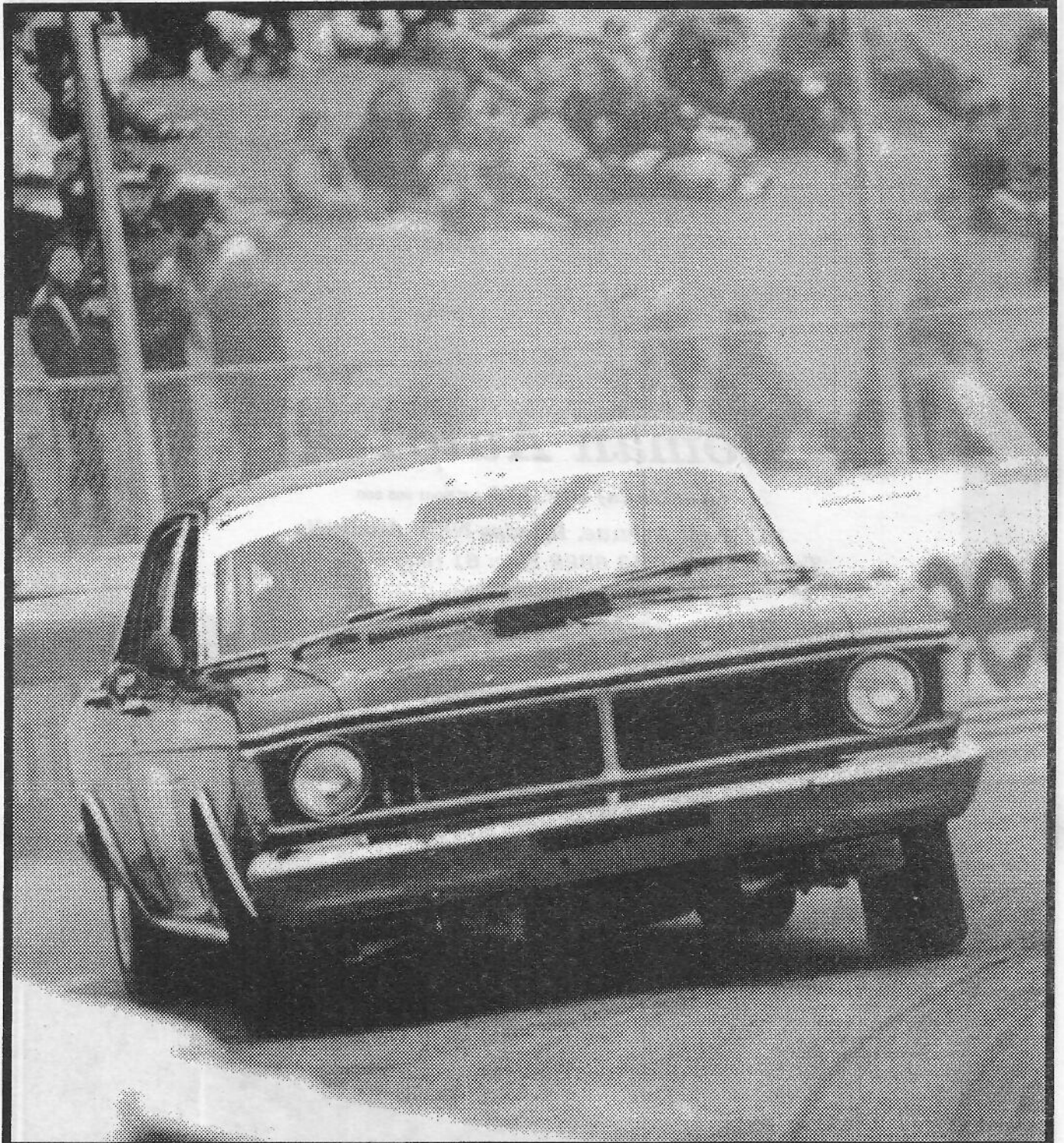


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Action-Line

Journal of the Appendix J Association of NSW Inc



GENERAL MEETING

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

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PRESIDENT'S REPORT

AT LAST MONTH'S Club Night there was some spirited discussion concerning high profile meetings. Before exploring that subject I would like to express my thanks to the majority of those who contributed to the debate. Thank you for being orderly.

If we can approach all controversial topics without recourse to trying to shout other people down then we can have a healthy and constructive debate rather than a slanging match as per those in Parliament House.

Let me reiterate my comment from last month. Our Club is for all Groups (Na, Nb and Nc) and we must ensure that everybody is treated fairly and that the well-being of our category overall is not jeopardised.

So, to Bathurst in October. There is a commercial promoter (Bobby McGee) who, in conjunction with Advantage International, is intending to run a Group N race at Bathurst.

This promoter originally stated that he was only interested in V8s and Toranas, but, some lobbying from Terry Thompson, Des O'Loughlin, Chris Wilson and Lloyd Cleaver persuaded him to expand his thinking to include some sixes and fast fours.

Thus, the Club now has an opportunity for some of the Nc as well as some of the Nb Division I runners to receive an invitation to compete at Bathurst on the first weekend of October.

However, this is not an Appendix J Association of NSW event and all that the above Committee Members have tried to do is to ensure that more of our members get an opportunity to compete. If you do not get an invitation, please do not blame this Club, it is directly attributable to the promoter.

There is always an outside chance that you might get a last minute invitation to compete because the numbers are looking thin. I will leave it to you as to whether or not you choose to help the promoter out. I know what I would do.

Maybe this promoter (and others) has failed to understand that Group N exists in totality and that if we remain as a cohesive whole, then we have strength in numbers and will not be fragmented by other people's commercial interests. Again, this is one for all of the Club membership to consider. Is any individual Group N competitor or small group more important than the total mass of Group N competitors represented in this Club?

Now consider the Queensland Historic meeting at Ipswich on July 17-18. That club has made a serious attempt to involve all elements of Group N, from the slowest Na to the fastest Nc, with trophies for every capacity class. Thank you to our Queensland colleagues for your efforts to promote Group N in total.

I am sorry that I won't be competing and it now looks unlikely that I shall be able to fly up there for the weekend, so good luck to all NSW competitors, I'll be with you in spirit if not in body.

Also on matters interstate, congratulations to Jon Priddle and Aaron Gabriel for your performances at Winton on the weekend of May 29-30. It is good to hear that that newer Nb competitors can show people interstate that NSW drivers can

handle wet and/or unpleasant situations with aplomb.

Finally, talking about handling certain situations, we now have the departure of Greg Swann the Chief Executive Officer of CAMS. This is the individual who bypassed the Historic Commission and authorised advertising on Group N at the Australian Grand Prix and Sensational Adelaide events in March and April this year.

Is it too much to hope that we might get a new CAMS CEO who understands club motorsport, Historic racing, the role of the Historic Commission, and, the basic business principles of delegated authority?

That's it for this month, other than to say that I hope to see you on the track at Oran Park on July 11 and July 24-25. Also, make sure that you enter the HSRCA All-Historic at Eastern Creek on September 18-19. It would be great if we could get two full grids!

- Andrew Pursey

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**Next issue DEADLINE
is Wednesday July 21**

NSW EXECUTIVE COMMITTEE

	Business Phone	After hours
PRESIDENT Andrew Pursey	017 922693	9680 3137
VICE PRESIDENT Bob Asher	9874 9164	9874 4144
SECRETARY Fred Burley		9644 6381
TREASURER Don Tifume		9521 5409

NSW GENERAL COMMITTEE

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

NSW APPOINTMENTS

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

CORRESPONDENCE
PO Box 547 Burwood NSW 2134

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

EMAIL
aperure@nsw.bigpond.net.au

WEB SITE
www.themotorweb.com.au/AppendixJ

LIFE MEMBERS
Mike Dyer Max Stahl

Teams Challenge

AT THE HSRCA'S Eastern Creek Historic meeting this year the club is attempting to organise an interstate teams' challenge. Terry Thompson has started the search for a suitable trophy with Historic significance and hopefully the event can become an annual attraction.

The idea is to make up teams of competitors to compete for points, the winning team to be awarded the significant trophy for the ensuing twelve months. It is hoped that we can attract interstate competitors to attend the NSW premier Historic event of the year at Eastern Creek. More information at the July general meeting. J

Social event

THE COMMITTEE HAS been discussing several social events and would like members views at the next meeting.

It is proposed that instead of the traditional annual Presentation night, we combine the presentation with the usual Christmas party and BBQ, at Mt Annan Botanic Gardens near Camden in December.

Also on the agenda is a fun day BBQ at a race circuit like Oran Park in around February next year. Several requests have been submitted for a repeat of the successful Warwick Farm/Oran Park fun days and those who remember them would no doubt enjoy a repeat.

The committee seeks the views of members, and recommends that those with an opinion should come along to the next meeting and tell the decision makers what they think. J

Indy looks shot

FOLLOWING ON THE last two issues where *Action-Line* reported that Group N was on the Indy Car program on the Gold Coast in October, it now seems that has been canned.

Serious doubts arose when a Bathurst offer came along (see below) which would jeopardise a full field at Surfers just two weeks later. However before any of this would materialise, those backing Porsche Cup cars exercised a long-standing promise by organisers to ensue the German marque would again grace the streets of the Gold Coast. J

Bathurst possible

HISTORIC TOURING CARS look like returning to Mt Panorama on the October long weekend this year through Holden HQ promoter Bobby McGee. McGee who is staging the HQ Nationals was approached by Advantage International to suggest another category to which he proposed Group N.

McGee has already had talks with Committee personnel Des O'Loughlin, Terry Thompson, Chris Wilson and Lloyd Cleaver and has told them he wants a primarily V8 field and only the best of the non-V8s.

McGee has already conceded that he will not get the inter-staters he wished for which is good news for those regulars that might not have got a start.

However there is still some doubts over the whole meeting with CAMS refusing to grant a licence to run the event and Bob Jane's AUSCAR officials likely to step in. J

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Historic Commission talks turkey about Group N

THE HISTORIC COMMISSION met in Melbourne on June 19 and considered a very full agenda. Decisions were taken on a variety of issues and minutes from the meeting should be available for discussion at the meeting.

Many matters pertaining to the 5th category were discussed, including the following which related directly to Group N:

- Signage on 5th Category vehicles. Recent events have caused concern to members of the commission and the historic community in general.

After consideration it was decided there would be no change to the existing restrictions on signage and that further investigation would be undertaken that would determine the policy stance the commission would adopt on the issue.

- The window net issue was discussed and a bulletin has been issued which clarifies the position.
- The recent Group Nc review was adopted and is to take

effect from January 1, 2000.

- Matters pertaining to Safety Equipment were considered and recommendations made, details of which will be published in the minutes. As stated in last months eligibility report, new regulations regarding driving suits and underwear are in force.
- There was discussion about the possible inclusion of both Group C and Sports Sedan classes within the 5th category
- The commission upheld representations from members of both Groups N and S to be included with the rest of the 5th category in regard to exemptions for the use of Avgas.
- There was some discussion about eligibility procedures and clarification of appeal procedures. Decisions were made and will be documented.

If you wish to discuss any of these matters or any other 5th category matter then please speak to me at the meeting next Tuesday or call me.

- Robert Asher

Another gem

THIS PIECE OF humour is from *Brain Caldersmith's A-Z Of Classic Motorsport*. The book is a combination of humorous anecdotes and illustrations relating to all facets of motor racing and is well worth sourcing your very own copy.

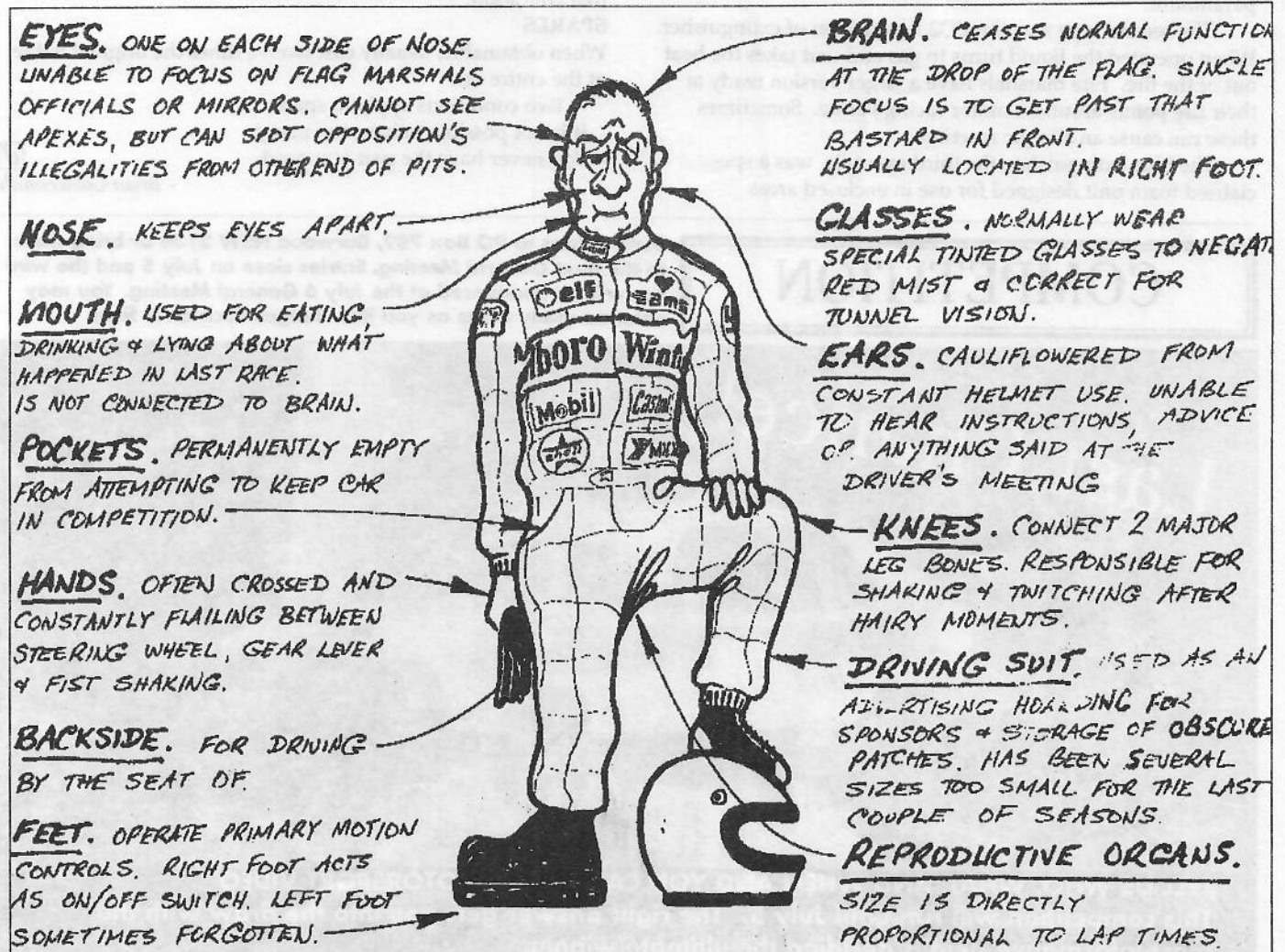
COMPETITORS

THEY COME IN all sizes, shapes and ages and compete for

many reasons and with various objectives.

However, remember at all times that they only exist so that officials can officiate and rules and by-laws can be generated.

It may become apparent to you that competitors are inconsequential to the running and organisation of the sport. This is only because they are inconsequential to the running and organisation of the sport.



AROUND THE TRAPS - news

Fire and safety

At the June General Meeting special guest speaker "Tiny" Prentice spoke of fire and safety and warned drivers and car owners that they should check and maintain their car's fire extinguisher on a regular basis. He also expressed the importance of taking that safety into the family home.

At the invitation of the Club "Tiny" explained many fire-fighting issues as well as describing the different types of extinguishers before fielding numerous inquiries for the gathered members.

"Tiny" has been Chief Fire Marshall for around 11 years at all levels of motor sport in this country, and has up to 45 people under his control at any given event.

Everyone in the crew is doing it not for any financial remuneration but for the sheer love of motor sport. His focus these days leans more to club level motor sport but that still means a commitment of around 33 weekends a year.

It is often a thankless job for the one thing he advises people to do in a fire emergency is to do what they are told, but that can be treated with disdain by those the fire marshals are trying to assist.

"Fire is a combination of three elements - heat, fuel and oxygen. Remove one and you have no fire," "Tiny" stated.

He had the three most recognisable extinguishers on hand. "Tiny" advised that the dry chemical (powder) unit with the plastic handle is only good for one year and that the metal ones are the only type that can be recharged. He further suggested that checking and periodically shaking of the unit was paramount.


The second type was the CO2 liquid form of extinguisher. When operated the liquid turns to gas and that takes the heat out of the fire. Fire marshals have a larger version ready at their fire points around a motor racing venue. Sometimes these can cause an allergic reaction.

The blue extinguisher, the third example, was a specialised foam unit designed for use in enclosed areas.

He further added that owners should also keep close tabs on expiry dates.

In case of fire the first rule is not to panic . . . and switch off the electrics, "Its something AJ hasn't learnt," "Tiny" added on the latter. Drop and roll is the rule when physically on fire.

"If my guys see a fire, they will kill it," he further insisted and chillingly warned "Historic racing is probably more dangerous than modern racing."

In conclusion he said people should be fully protected in the home with several inexpensive smoke detection devices around the house and workshop. One should also always be aware of exit points in public places such as shopping centres, for quick escape in case of an emergency. 

A-Z Of Classic Motorsport

ALCOHOL

Was and can be used, as a fuel additive by appropriate cars (with appropriately inscribed Logbooks) to assist performance.

You will see or hear of the perpetual mixing and blending, in never ending attempts to improve something or other, and stories of the thorough cleansing and purging required after use, which is why only the truly dedicated seem to enjoy the challenge on a regular basis. A special breed.

Alcohol is most often used by drivers and crew to assist post event discussions and race descriptions.

ROTARY ENGINES

Except for aircraft, they hold no interest for Classic enthusiasts and have no place in historic motorsport.


However, by the very nature of our sport, time will change that condition.

SPARES

When obtainable, usually cost twelve times the original value of the entire car.

Two conditions apply to spares:

- It is not possible to have too many.
- You never have the part you need.

- Brian Caldersmith 

COMPETITION

Send entries to PO Box 789, Burwood NSW 2134 or bring them to the next General Meeting. Entries close on July 5 and the winner will be announced at the July 6 General Meeting. You may enter as many times as you like. Judges decision is final.

Last Chance!



TELL US WHO, WHAT, AND WHEN AND YOU CAN WIN A MOTORSPORT VIDEO
This competition will run until July 5. The right answer gets you into the draw with the most informative details deciding the ultimate winner.

AROUND THE TRAPS - news

Who's who

CONFUSED AS TO who is in Group Nb Division I and II, check below for a list of NSW Club members that are running in the latter group. If a name doesn't appear here, and they race a Group Nb car then they are Division I.

Phil Barrow - Holden FJ
Vince Bates - Ford Cortina GT
Ken Brigden - Peugeot 403
Barrie Brown - Morris Mini Cooper S
Dick Bryant - Nissan Skyline GT
Fred Burley - Morris Mini Cooper S
Robert Butt - Ford Cortina GT
Bill Callan - Vauxhall Velox
Ralph Clarke - Alfa Romeo Guilvia
Steve Clifton - Morris Mini Cooper S
Leo Cucinotta - Ford Cortina MkI
Tony Dains - Triumph 2000
Paul Donnelly - Ford Cortina GT
Chris Dubois - Ford Anglia Super
John Dunning - Jaguar MkII
Robert East - Holden EH
Aaron Gabriel - Morris Minor
Angelo Giannoulis - Fiat 1500
Chris Haig - Jaguar MkII
Bob Harris - Holden 48/215
Brad Harris - Holden FJ
Graham Hill - Austin A35
Graham Lord - Jaguar MkII
Mike McGee - Morris Mini Cooper S

Peter Molesworth - Triumph 2000
Mathew O'Brien - Morris Mini Cooper S
Norm Oakey - Holden EH
Ken Oberman - Alfa Romeo Guilvia
Peter O'Brien - Morris Mini Cooper S
Robert Owers - Morris Mini Cooper S
Phil Powell - Ford Cortina GT
Bob Priddle - Ford Zephyr MkIII
Dave Probin - Austin A35
Ken Ross - Holden EH
Stuart Schofield - Ford Zephyr MkIII
Gary Smart - Ford Cortina GT
John Sivell - Ford Cortina GT
Chris Strode - Ford Cortina GT
John Tight - Ford Zephyr MkIII
Dominic Truelove - Ford Cortina GT
John Ward - Holden EH
Mark Whitehouse - Morris Mini Cooper S
Allan Wick - Ford Cortina GT
Phil Windus - Hillman Minx

Northern invasion

ENTRIES ARE BELIEVED to have top the 60 mark with more late acceptances due for the Historic Touring Car Cup to be staged at the new Queensland (Willowbank) Raceway on July 17-18.

The entry fee includes Friday practice, Saturday qualifying and at least four races (at least one Saturday race) before the title-deciding race. Queensland sources say interest from NSW is particularly strong.

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GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, June 1, 1999

Meeting opened at 8.10 pm.

Apologies

A. Huxley, D. Titcume, P. Barrow

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

Presidents Report

- Reference to Justin Brown's correspondence about major meetings. A motion was put to the meeting and carried that AHTCA should be the organising body and not the individual clubs.
- Members should take note of article in June *Action-Line* re Code of Conduct being monitored by CAMS

Treasurers Report

Balance of \$7476.13 plus \$10,000 IBD.

Eligibility

- Advice from CAMS is that window nets are only required in Group N vehicles when the vehicle is being raced in an event other than a 5th category race, for instance when running with club cars in a mixed grid.
- Exemption from the requirement to fit external "kill" switches on 5th category vehicles is still current.
- FIA approved clothing requirement to commence January 2000. Underwear will require ISO 6940 labelling.

Historic Commission Meeting

Bob Asher reported that he will be attending the next HC meeting on June 19, also reporting on minutes from a CAMS Technical Committee would be placing recommendations on:

- Safety Harnesses
- Rollover Protection
- Tyre and Rim standards
- Apparel
- Scattershields

Bob also advised that two matters from the Nc Review had been sent back to Revue Committee for reconsideration. Nc members to see Bob after meeting for details

Bob to raise limitation re avgas by CAMS at HEC meeting.

Competition

- Entry forms available for NSWRRRC meeting on 11 July 1999
- 31 vehicles entered for Truck Meeting
- Bathurst may be on agenda for October.

Secretary's Report

Correspondence in:

- Invitation to the Historic Racing meeting at new Queensland circuit on July 17-18 and Classic 100 on September 17-18.
- CAMS newsletter
- CAMS survey about membership

General Business

- Motion of confidence in Eligibility Officer Lloyd Cleaver, was put and carried, without any vote to the negative.
 - Des O'Loughlin to be commentator at Super Truck race meeting on June 13.
 - Web site address has changed, see front of magazine.
 - Bruce Smith raised query about covering inside line when cornering in code of conduct.
 - "Tiny" Prentice gave address on safety at the track and his team with crash truck.
 - Raffle won by Bill Callan.
- Meeting closed at 10.30 pm.

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ELIGIBILITY

FOLLOWING ALONG FROM the eligibility report in last months *Action-Line* the committee had discussions regarding the introduction of the Yokohama tyre as a control tyre for Group Nb from the start of the 2000 competition year in both club pointscore and state series events.

Of course, this would only happen if the fair majority of competitors agreed to that end. Gordon Leven of Yokohama has agreed to attend the August meeting to answer any questions competitors may have in relation to tyres.

What we need to do is discuss the matter freely over the next couple of meetings to make sure the benefits are explained and that all competitors agree with the decision.

You will notice that there is no stipulation on the type of Yokohama tyre and this will allow competitors to continue to use up the older A008R's which are still in quite reasonable supply in sizes over 14". So the intention is to run either the A008R or A032R.

Come along to the meeting join in the the discussion on this important issue and formulate any questions you may have for Gordon for the following month's meeting.

- Lloyd Cleaver

CAT CHAT

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

Any reasons for the poor turnouts these days? There are plenty of meetings, but not too many. There are invites to other club events, rather than just Historics. There is a Club pointscore. There is the CAMS NSW State Championship. There are support races to Super Tourers and Super Trucks. There are interstate meetings. There are even high profile meetings for the chosen few.

So where are all the entries? Have people run out of money? If so, then I sympathise. Have people lost interest? If so, what will rekindle your interest? Please, give the Committee some feedback so that we can address the issues where possible.

Also, we will soon have to think about next season's calendar and it would be helpful if we had some indication of the

focus for the majority of competitors - so that we can do the right thing by the promoters.

If you want to get rid of your race car then use the *Action-Line Classifieds*. That way maybe a new member can buy themselves a proven vehicle. Don't just leave your car lying around, there is nothing sadder than an unexercised race car, unless it is an unexercised driver!

Talking of participation and commitment. I went to a fundraising lunch for the Paralympics and the speaker was Lisa O'Nion. This young lady wrecked her spinal cord in a motorbike accident about 10 years ago. Now she is a leading member of Australia's wheelchair basketball team. Her talk was really inspiring and so, whilst I may actively dislike the main Olympics, the

Paralympics will definitely have me as a spectator and supporter. Forget the grubby Games - support the Paralympics! Get back to keeping on revving....



- Axeman

NET NEWS

PAUL RODENHUIS (Na Ford Zephyr MkII) has done some more development work on the new Web site for the Club. Go to <http://members.xoom.com/AppendixJ> (note the shortened URL) whilst you are surfing the Net.

However, make the most of your surfing before the Federal Government turns Australia into a full-on police state, thanks to the incredible stupidity embodied in the Broadcasting Services Amendment (Online Services) Bill.

This ill-conceived piece of technically difficult and globally irrelevant legislation planned by Richard Alston as a sop to the "Tasmanian Turkey" (aka Brian Harradine) is guaranteed to make Australia a laughing stock throughout the world. However, the implications are extremely serious and any reader who uses the Net can expect to see Internet performance degrade as the "Thought Police" filter and inspect every piece of electronic traffic.

If you have a business that uses the Net, be prepared for your customers to complain about declining accessibility - and see what the impact is on your business's bottom line.

Oh how evil! I used the word "bottom" and in the future some software filter is no doubt going to determine that this is a suspect word. Other words/phrases such as "big ends", "tail pipe", or, "rods", "pistons", "helmet", "donk", etc, can also be used as an innocent word that can be misinterpreted.

A piece of artificial intelligence (read man made stupidity) software is used to electronically scan raw text without full contextual intelligence and interpretation capabilities. How can you take seriously software filters that classify as suspect sites that discuss "breast" cancer, for example?

This is Big Brother and the Nanny State gone mad, particularly as it was all intended purely to pacify the moral posturing of Brian Harradine and thus gain his support for Government initiatives. There's another oxymoron for you.

Does any of this really affect us? Yes! It has the potential to severely restrict personal freedom, and, reduce the "information superhighway" to a crawl. Do we really want Australia to be left behind in the technology race, particularly after all the hoo-ha a few years ago about the "clever country"? I don't think that I need to say any more, other than to suggest that you really examine this topic and speak to your local politician (if you so desire).

So let me close by suggesting that you check our new site

at <http://members.xoom.com/AppendixJ> (provided it passes the filter test) and give Paul some feedback on ideas for enhancements. 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

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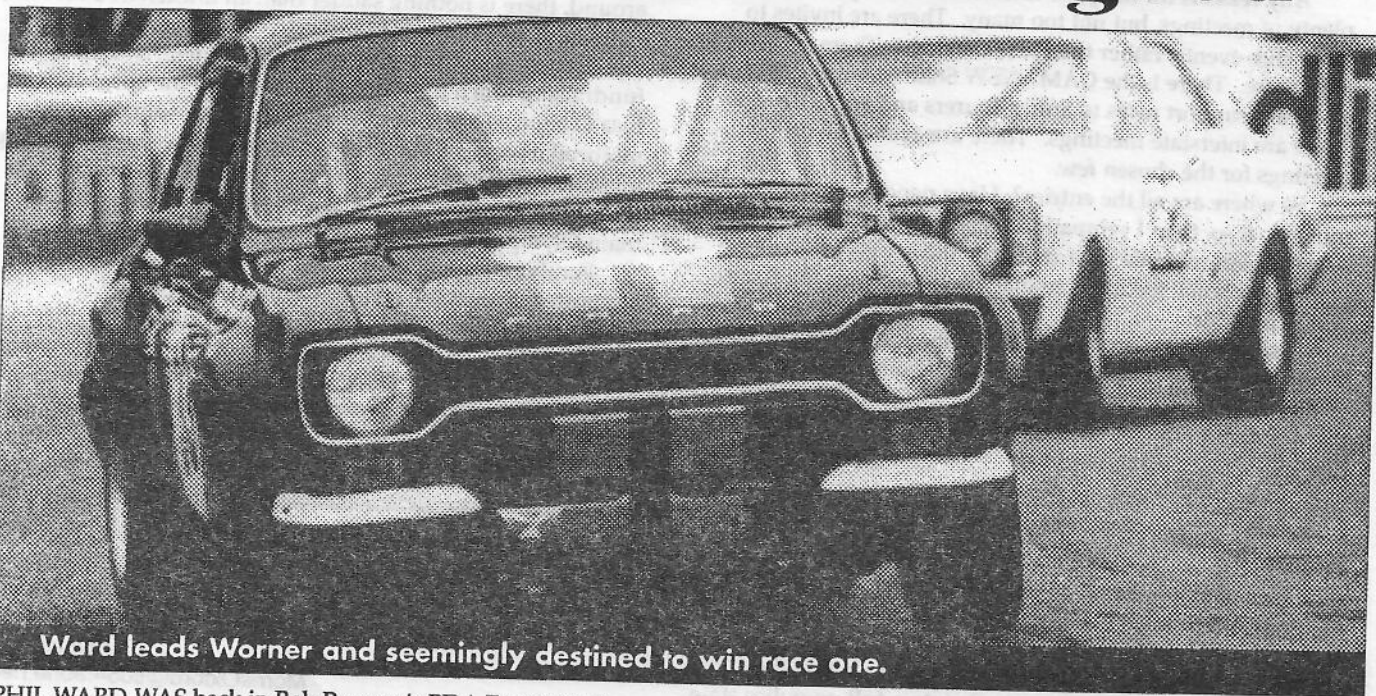
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AROUND THE TRAPS - racing

Roman Autotek Series - June 12-13 - Oran Park

Ward and Escort too good



Ward leads Worner and seemingly destined to win race one.

PHIL WARD WAS back in Bob Pearson's BDA Escort to take on the V8 Fords and six cylinder Toranas on a cold and dismal Queens Birthday long weekend. After an exciting first up clash with Cam Worner, the Falcon challenge faltered while the Holdens didn't have the muscle to go head-to-head with the potent four cylinder missile.

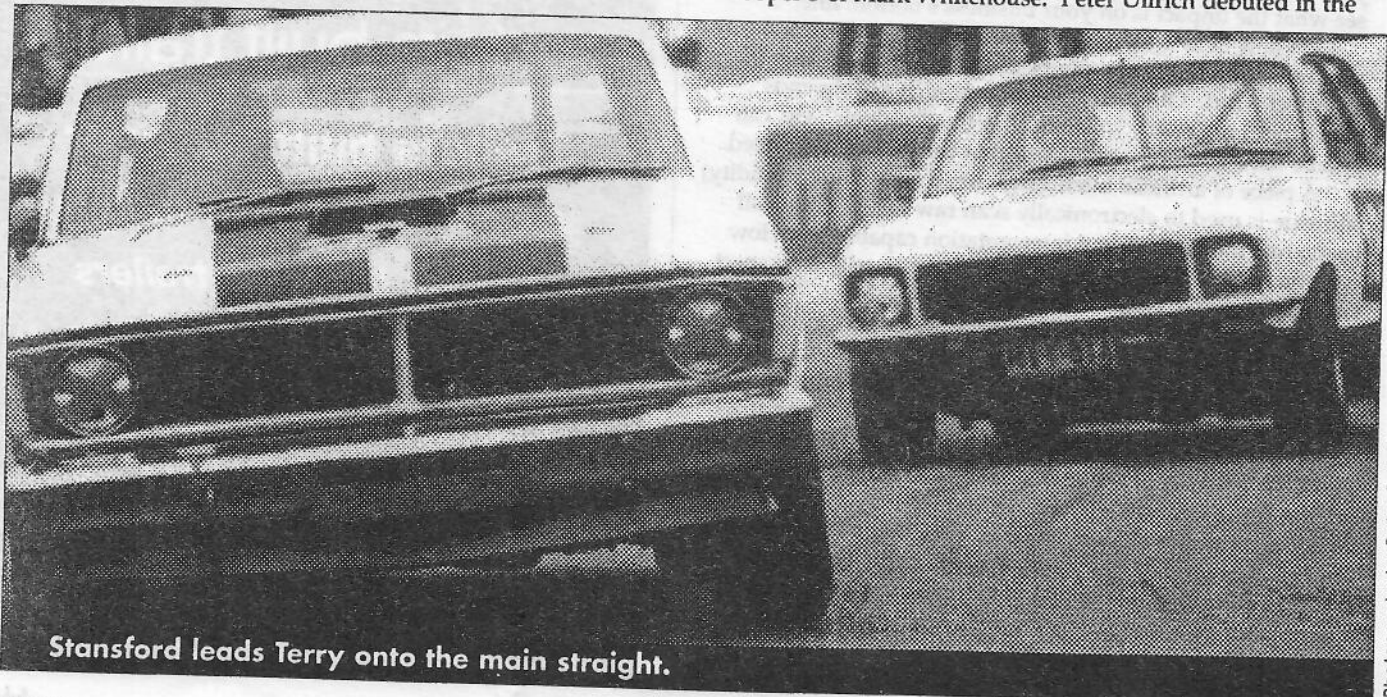
Qualifying

THE BATTLE FOR pole was indeed tense with Ward steering the Bob Pearson Escort BDA around in 48.8269 seconds which shaded Worner by a mere two hundredths of a second. Jose Fernandez nestled in on the inside of the second row with Mike Dyer alongside.

On row three was the Torana duo of Duane Corner and Vince Macri who edged out Matthew Hunt and Brad Tilley. Behind the latter duo Cameron Tilley and Russell Stanford shared the fifth row.

In 11th and 12th spots on the grid were the Alfa of Wes Anderson and Jason Humble in his Cooper S. Then followed Anton Mechtler, Garry Kirwan, Doug Westwood and Ross Muller whose Chev Nova would be a no-show come Sunday due to clutch problems.

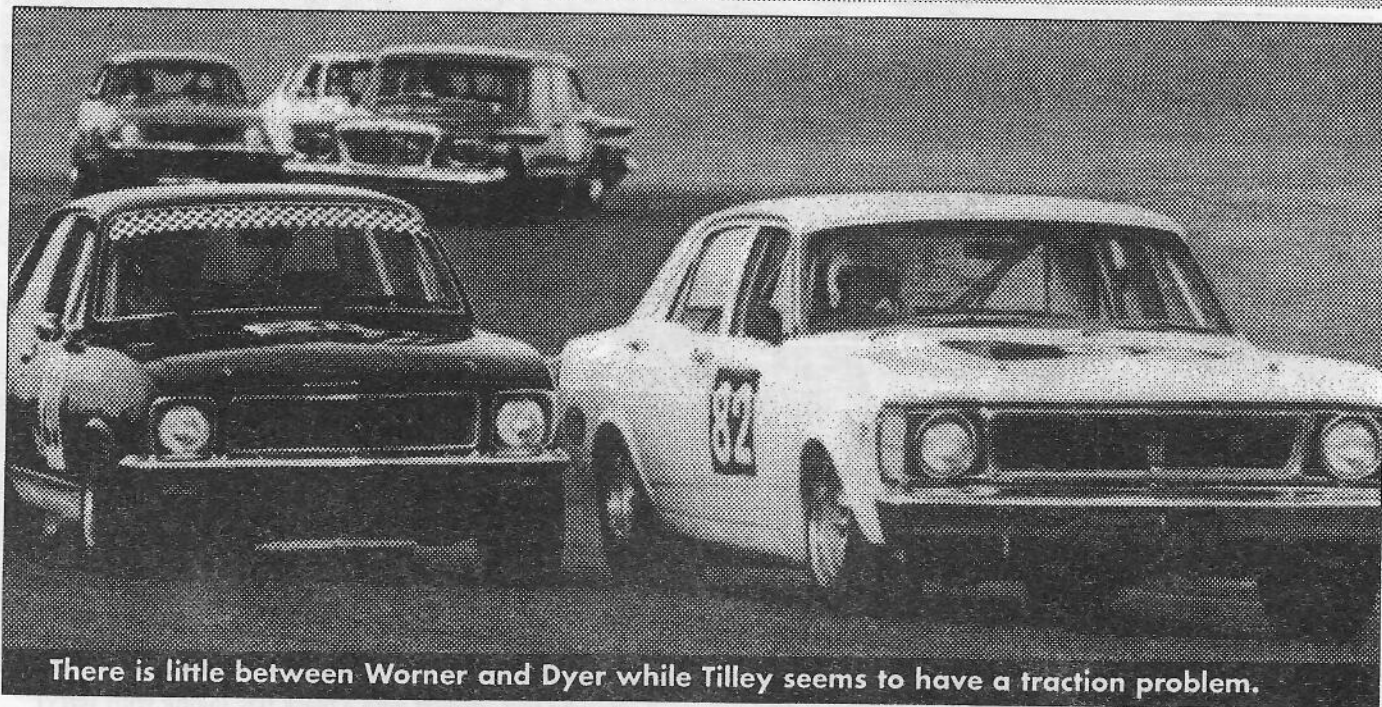
Steve Butchart put his Holden EH on grid position 17 but was not a starter in race one. After Michael Terry, Ray Bailey ran a bearing in his EH and was out of all races as too the Cooper S of Mark Whitehouse. Peter Ullrich debuted in the



Stanford leads Terry onto the main straight.

Photography by Peter Schell

AROUND THE TRAPS - racing



There is little between Worner and Dyer while Tilley seems to have a traction problem.

family Fairlane and started next ahead of Noel Roberts (Torana) and John Sivell while Steve Mason was on the entry list but his Mustang was still awaiting parts.

Race One (5 laps)

WARD AND WORNER squared off on the front row with the latter surging ahead at the green lights. Fernandez (Falcon) was baulked off the line and lost places to Dyer, Macri, Corner, Hunt (Falcon), Brad Tilley (Plymouth Barracuda) and Cameron Tilley (Valiant).

Corner was out of top-line contention early having gone straight on at turn one as Ward took the challenge up to Worner, going under the Falcon into turn one, and grabbing the lead. From that point Ward appeared to have charge as he had a couple of car lengths on the Falcon, which in turn was clear of Dyer and Macri.

Fernandez was fifth from Hunt, Cameron Tilley who was up a place due to the retirement of his brother's Barracuda (caused by a wayward bolt that allowed the gearbox oil out). Then followed Westwood, Humble, Stanford, Terry, Mechtler,

Corner, Kirwan, Roberts, Ullrich and Sivell.

Going into the final lap Worner pulled a "desperate" to grab back the lead at turn one. Ward tried to salvage the situation at Super Rimula corner, but contact occurred between the two and they both spun out. Further complicating the issue was the fact that the Escort's left front flared guard became entangled with the rear bumper of the Falcon.

Dyer arrived on the scene and sailed through to take the win from Macri and Fernandez. Hunt was next from Cameron Tilley. Worner recovered to finish ahead of Stanford, Terry, Mechtler, Corner, Terry, Roberts, Ullrich and Sivell while Ward failed to finish, the Escort in need of front end repairs before heat two.

Race Two (8 laps)

DESPITE STARTING FROM the rear of the grid Ward wasted no time getting towards the front. At the end of the first lap Dyer led from Fernandez and Worner. After a brief gap Macri was just in front of Cameron Tilley, Ward and Corner. Then

Continued over page



Ward heads the Fernandez Falcon.

AROUND THE TRAPS - racing

Roman Autotek Series - June 12-13 - Oran Park



Its race two lap one and Dyer is being molested by birds of prey.

followed Westwood, Brad Tilley and Hunt with a break to Humble, Mechtler, Terry, Stanford, Anderson, Ullrich, Terry, Roberts and Sivell.

On lap two both the Falcons passed Dyer as Ward moved to fourth, both he and the Tilley Valiant getting the better of Macri who was now under challenge from Corner.

Fernandez was now the leader with Worner the challenger until the latter was ousted in a spectacular slide off through turn one due to a broken input shaft. That elevated Ward to second and he was soon able to take Fernandez.

By the chequered flag the Escort was a tidy winner from Fernandez with Dyer third ahead of the Tilleys, Cameron and Brad, Corner, Macri, Hunt and Westwood. Stanford gained the upper hand over Humble after an absorbing battle while Mechtler finished in front of Anderson, Terry, Kirwan, Ullrich, Roberts and Sivell.

Race Three (10 laps)

DYER OUTPOINTED WARD off the start but by the time they exited turn one, the latter's Escort was in front and away to lead comfortably at the end of the opening foray. Dyer found himself under pressure from the Tilley Valiant as they crossed the start/finish line and the Torana was relegated to third shortly after.

Fernandez was next and was closely pursued by Brad Tilley ahead of Corner, Hunt, Macri and Stanford. Then followed Westwood from

Terry who was greeted with a black flag (along with Terry) displayed by race officials, Humble, Mechtler, Anderson, Butchart, Ullrich, Terry and Sivell ahead of Roberts, albeit briefly.

As Ward continued to open his leading margin, Fernandez slowly moved closer and closer to the second-placed Tilley Valiant, ultimately getting by on lap six but then slowing and retiring almost immediately with gear selection problems. Brad Tilley was elevated to the final podium place, finishing behind his brother and the race winner Ward.

Corner was able to close on Dyer in the latter stages but there was still a second and a half between the Holden Torana pair by flag fall. Hunt finished seventh having been passed by Macri just after mid-distance while Stanford was clear of Westwood's defence of ninth from Humble.

Anderson took 11th ahead of Butchart and Ullrich while a lap down Kirwan was well clear of Ullrich, Roberts, Sivell and Terry who was another lap away after visiting the pits and rejoining the race in the early laps. 7



The battle for placing was on, Macri leads Corner, Hunt and the Tilleys.

AROUND THE TRAPS - racing

State Championship - May 29-30 - Oran Park GP

Tested on longer haul



Allan Reid posted his best results at this meeting.

CAMERON WORNER'S RECENT dominance at Oran Park was put to the test when the Nc State Championship moved to the long circuit. Again the Falcon driver had too much on his rivals in the dry conditions of the main race but Vince Macri was a worthy adversary when conditions were greasy earlier in the day.

After squaring the races at one apiece, the Torana driver featured in a torrid encounter with Mini punter Greig Malaure as they later battled for third behind Des O'Loughlin.

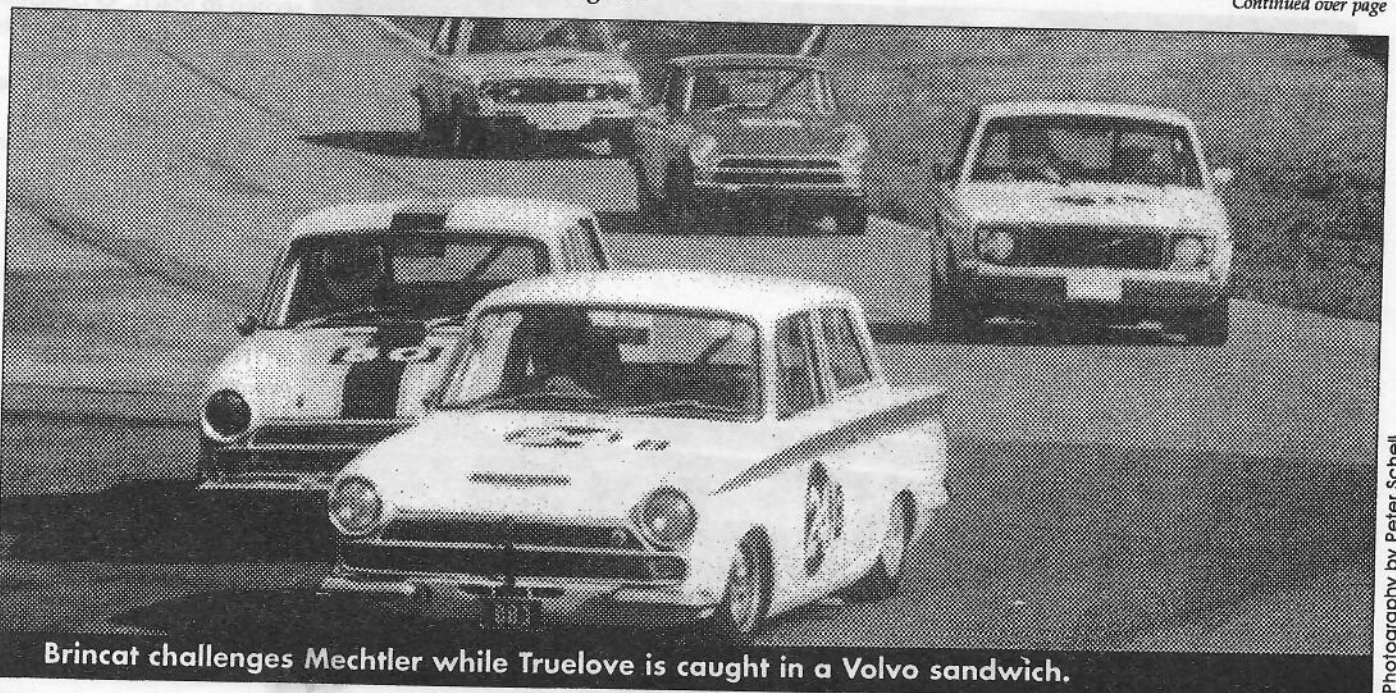
Qualifying

WORNER SET THE pace, snaring pole with a 1m21.0439, which was 1.4 seconds faster than the Falcon of O'Loughlin

who would share the front row. Behind would be Malaure and Macri and then Allan Reid and Duane Corner. On the fourth row was Jason Humble and Michael Terry ahead of John Lyle's Lotus Cortina and the Alfa Romeo of Wes Anderson.

Out of the top ten Anton Mechtler and Ken Ballantyne shared the sixth row ahead of Ric Rogers' Nc Mini, Rod Brincat in the Cortina GT, Vince Harmer's Volvo and Tim Wilson. Rounding out the numbers were Dominic Truelove, Max Ullrich, and the Nc Alfa of Greg Lamond, while the Volvo of Norm Bolitho and the Cortina of Tim Wilson didn't get a lap in.

Continued over page



Brincat challenges Mechtler while Truelove is caught in a Volvo sandwich.

Photography by Peter Schell

AROUND THE TRAPS - racing

State Championship - May 29-30 - Oran Park GP



Malaure heads Lyle, Humble and Corner.

Race One (4 laps)

WORNER GRABBED THE lead from the outset while Reid surprised by being second ahead of O'Loughlin, which gave the Falcons an early one-two-three. Macri was nest ahead of Malaure, Corner, Terry, Humble and the Cortina duo of Lyle and Mechtler. Then followed Ballantyne ahead of Ullrich, Rogers, Brincat and Truelove.

The Volvo pair of Harmer and Bolitho followed while Wilson was a first lap retiree. Anderson had left the track after qualifying to effect engine repairs for the following day.

As Worner cleared out to a comfortable six-second victory, O'Loughlin gained the upper hand over Reid to take second while Malaure hounded Macri all the way. Corner called it quits on the third lap leaving Terry sixth ahead of Humble, Lyle, Mechtler, Ballantyne and Ullrich. Others who failed to

go the distance were Bolitho and Rogers who meant Brincat, Truelove and Harmer were elevated in the placings.

Race Two (4 laps)

OVERNIGHT RAIN CONTINUED into the early morning before cloud cover and cool conditions ensured a greasy track for the first round of races at least. It was evident right from the start that the track was far from its best as Worner bogged down and Macri's less powerful Torana shot through to lead.

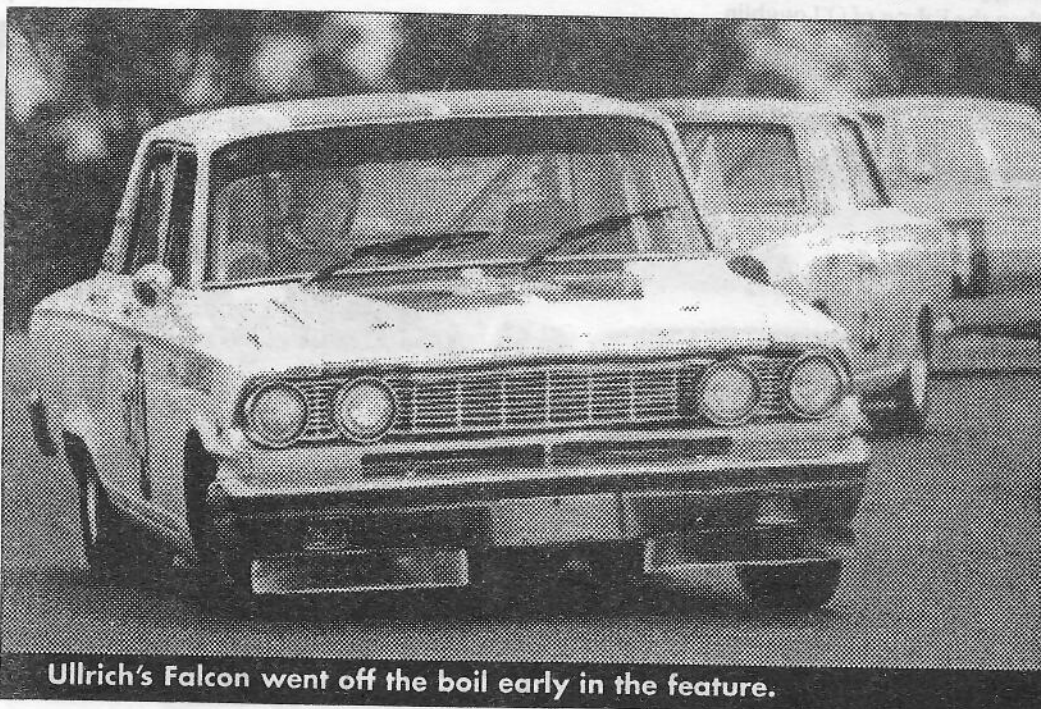
Third at the end of the first lap was O'Loughlin from the Minis of Malaure and Humble. Lyle was next, in front of Corner, Ballantyne, and Reid after an indifferent first lap, Ullrich, Harmer, Terry, Brincat, Truelove, Bolitho and Mechtler.

The two in front were always close but Worner couldn't utilise his useful power advantage to motor past the nimble

Torana thus finishing a close second to Macri. O'Loughlin was next almost five seconds away and a couple of car lengths ahead of Malaure that along with Corner pushed Humble back to sixth. Little changed in the remaining order apart from Ullrich dropping places to Harmer, Brincat and Terry.

Race Three (10 laps)

BY THE TIME the feature event came around the lingering damp conditions had evaporated, even a warm sun was making its presence known. Worner's Falcon had plenty of grip off the start line this time and bolted away. Similarly O'Loughlin began well but couldn't pass the Macri Torana or Malaure in



Ullrich's Falcon went off the boil early in the feature.

AROUND THE TRAPS - racing



Terry negotiates turn one just in front of Brincat, Truelove and Harmer.

the Cooper S on the long straight run to the first set of corners.

Corner was fifth as they stormed through the esses, clear of Reid, Terry and Humble. Next was Ullrich ahead of Ballantyne, Mechtler, Lyle, Anderson, Brincat, Harmer, Truelove and Bolitho. Humble was gone shortly after, caught up in a melee that seen the Mini jettisoned into a sand trap and not moving any further.

With a considerable power advantage O'Loughlin glided past Malaure once they crossed the line the first time, and settled in behind Macri for the tighter sections. Next time around and O'Loughlin had second. In the meantime Worner had disappeared into the distance, establishing quite a lead.

After four laps it was Worner well ahead. O'Loughlin was beginning to ease away from Macri who could do little as Malaure began harassing the rear of the Torana. Then came Corner on his own as too Reid further back. Terry was next ahead of the Lotus Cortina duo with Lyle now ahead of Mechtler. Both had relegated Ballantyne and Brincat also jumped ahead of the Holden, but only for a brief spell.

Both the Volvos headed Truelove while Anderson had relinquished several spots but wouldn't be bothered by Ullrich who was well off the past and only going for a finish at the back of the grid.

Certainly the interest in the race centred between Macri and Malaure. The former's Torana had a power advantage and could shake the Mini on the straight. But the remainder of the circuit was strictly Cooper S territory, particularly in the esses where Malaure literally threw the car through the twists and hauled in metres at a time.

Malaure passed Macri initially on lap five, but his third position

was short-lived. Then the next bold move came as they came off the bridge on lap eight with Malaure pushing past Macri and armed to try and put some distance on the Torana. But the next time down the straight Macri was again able to nab third.

Worner continued his discipline run for a comfortable win as O'Loughlin was not troubled for second. Macri was able to hold third, albeit narrowly, for the remainder.

Behind Corner and Reid, the Lotus Cortinas slowly hauled Terry in. Lyle eventually taking a narrow seventh but Mechtler could only shadow the white Torana across the line.

Once he gained back the lost spot to Brincat, the Cortina GT did not trouble Ballantyne. However Brincat came under pressure from Anderson and could not hold out the Alfa. At the back the Volvos of Harmer and Bolitho were split by Truelove.

7



Macri led the second race throughout.

AROUND THE TRAPS - racing

Queensland State Championship - May 29-30 - Lakeside

Emson domination



Beahan was just out of the points in the first, but improved in the second.

THE OPENING ROUNDS of the State Championship attracted 23 entries, the best field of Group N cars seen at a non-historic race meeting for many years. A resounding endorsement of Steve Emson's efforts as HRCCQ Group N manager and his reward was to dominate both eighth lap races.

Driving the familiar yellow Ford Falcon GT he showed the way to Lloyd Bax in the rapid Valiant Charger and the Monaro of Gary Jackson.

Qualifying

IT WAS ALSO great to see a good mix of cars, ten pre '65 Nb cars and 13 of the later model Nc cars. Sunday dawned warm and sunny, and the stage was set for a top day of racing.

Qualifying was hectic with so many cars and just ten minutes, traffic was bound to be an issue for everyone. When oil went down from Karusel to the bus stop, the level of difficulty went up another notch.

Pole position still went to the man expected to be fastest on the day, Emson with 60.20. Bax was second on a time of 62.12 in his last drive of the now-sold E49 Charger.

Third fastest was Greg Burrowes in his Holden Torana GTR XU-1 with a 62.78. Next was Jackson on 63.17 in the HQ Monaro GTS 350. Don Thallon rounded out the top five with 63.44 in his Chew Nova 327, the first of the Nb cars.

Guy Gibbons was sixth fastest with 63.93 in his well presented XU-1. John McKeon was seventh with 63.99 in another Torana. Anthony Beahan was eighth with 64.65 in yet another of the Toranas. In all seven XU-1s were entered.

Allen "Cusso" Boughen followed with a 65.14 in his neat Falcon XT GT 302 and was fastest of four Group N debutantes. Rounding out the top ten was John Beatty (66.08) in his Mustang 289, second of the Nb cars. Unfortunately a broken gearbox put John out for the rest of the meeting, a disappointing end to a welcome return.

Graeme Smith was eleventh fastest for his first ever car race, after years on motorcycles, Graeme's time was 66.29 in a Torana. Twelfth was Ken Nelson the first small cars, in his Nc Mini Cooper S. Then came Gary Michael at 66.79 in his Holden EH, quick enough to be third Nb car ahead of John Stratton who was fourteenth with 67.07 in the Mini Cooper S.

Fifteenth was John Attard all the way from Lismore, with

67.39 in his XU-1. This was John's first car race meeting after years in karts.

David Paterson was sixteenth with 68.27 in the Datsun 1600. Rhonda Burrowes was next with 68.88 in her Mini Cooper S. Falcon XM pilot Rick Boughen was next, recording 69.16, the Falcon looking untidy on its new tyres.

Kerry Finn had an unhappy session, a failed piston ring in his Torana pressurising the sump and restricting his best time to 69.32. Making a welcome return to Queensland, Lionel Ayres rounded out the top 20 with a 71.07 in his neat Lotus Cortina.

Peter Gilbert was another competitor returning from a long lay-off, taking it steady in the Cortina GT and recording 71.46. Bill Russell was next with 72.06 in the Ford Anglia.

Jeff Brazier was unlucky not to record a time in his Fiat 1500, a broken accelerator preventing him from completing a lap. Fortunately it was repairable and Jeff was able to race, albeit starting both events from the rear of the field.

Race One (8 laps)

EMSON WON THE start and led into the first corner, behind the Falcon, Bax led Burrowes, Jackson and the rest. As the race wore on Steve simply walked away from the pack and won by nearly 12 seconds from Bax.

Gibbons and Jackson both passed Burrowes on the second lap and the top five held station for the rest of the journey while McKeon took finished sixth outright, the last point scoring position in the State Championship.

Beahan finished seventh, ahead of Nelson, who was first four cylinder car home. Michael took eighth and first in Nb, narrowly beating Stratton.

Then ensued Smith nearly ten seconds ahead of Rhonda Burrowes, the only lady in the event. Paterson was right behind her Mini at the finish and the last car on the lead lap.

Ayres was the last to be lapped by the race leader, finishing just in front of Gilbert, Russell, Attard and Brazier who rounded out the field.

Incredibly the Boughen father and son Falcon team, retired together when both cars ran out of fuel on lap four. The only other non-finisher was Thallon whose Nova broke an axle on lap six whilst leading group Nb comfortably

AROUND THE TRAPS - racing

Race Two (8 laps)

FOR A CHANGE, Emson didn't lead into the first corner. Bax won the start and had led the first half lap before the big Falcon grabbed a lead which was never to relinquish. Lloyd then stayed in second spot for the rest of the race, finishing 12 seconds behind Emson and eight seconds ahead of Gary Jackson. The top three stayed the same in both races but after that there was a reshuffle.

McKeon finished fourth and Beahan rounded out the top five. Ten seconds further back was Smith who did very well to score a State Championship point in his first race meeting on four wheels!

Nelson was next, again the first four-cylinder, six seconds in arrears of the Torana and only just beating Stratton who topped Group Nb by four seconds.

Michael finished ahead of Paterson who rounded out the top ten and again, was the last car on the lead lap. Attard was next ahead of Ayres who was third in Group Nb. Gilbert, Brazier and Russell comprised the remainder of the 15 still running at the end.

Hard luck award must go to Greg Burrowes who was running strongly in the top five and leading

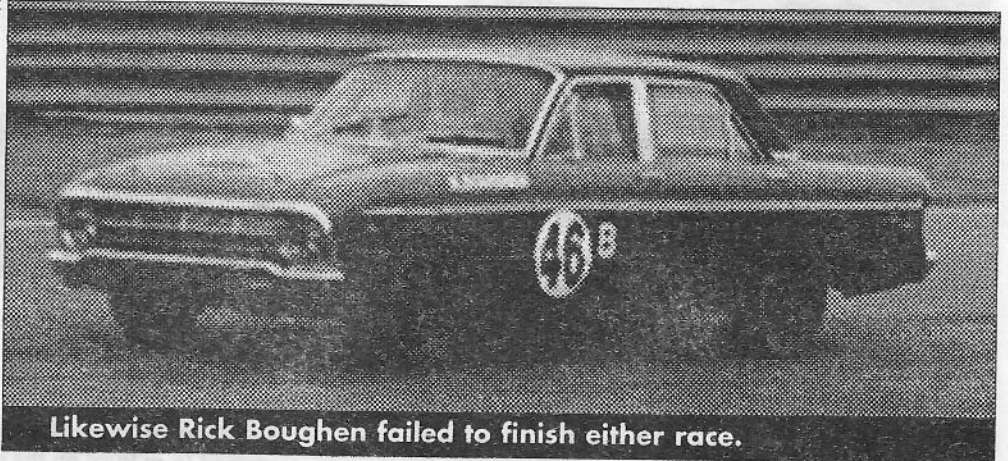
his class when a conrod punched a large hole in the side of the Holden block with only one lap to go.

Rhonda Burrowes also recorded a rare failed-to-finish after spinning at Karussell on lap five whilst trying to avoid a very sideways Rick Boughen and losing the clutch when she tried to rejoin the circuit.

Later that lap the latter's Falcon went straight ahead at Bryan Byrt corner and hit the wall heavily causing the car to leap high in the air. Fortunately, Rick was unhurt and vowing to be back next meeting. Quite surprisingly the car wasn't seriously damaged.



- David Paterson



Likewise Rick Boughen failed to finish either race.



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AROUND THE TRAPS - racing

Historic Winton - May 29-30 - Winton

Priddle leads southern storm



Priddle on pole for the Division Two race, ahead of some heavy Victorian metal.

MEMBERS OF THE Appendix J Association of NSW and rain descended on Winton Raceway left a lasting impression.

Ford Zephyr driver Jon Priddle led the way by snaring pole position for the weekend's first race. He followed that up with a win in the five lapper and also the fastest lap on a very wet Benalla layout.

Priddle dominated the race, crossing the finish line almost

eight seconds ahead of the Holden FE of Eddie Dobbs with John Bourke's Holden EH another 7.2 seconds away.


Fourth was the V8 Mustang of Greg McPherson ahead of Tasmanian Rodney Creed in a Cooper S, Jim Collins (Cortina), the Volvo of George Opoczynski, Jeremy Mantello who had started from third on the grid in his Cortina, and the Triumph 2000 of Ian Watt.

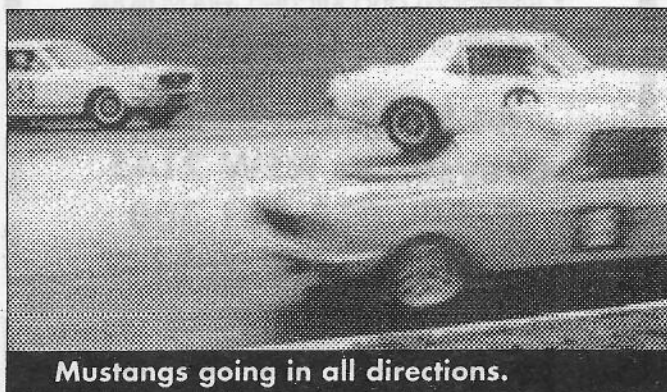
In the first race for the faster Division John Mann steered his Ford Mustang to victory. He was hard-pressed all the way by Henry Draper in his Mini and finished just over two seconds behind.

Third was long-time Mini exponent Ted Brewster narrowly ahead of the similar machine of Barry Devlin, Ray Challis' Torana, Mark Johnson's Lotus Cortina, the Mustang of Chris Stephen, Nick Stillwell's Mini, Chris Stillwell (Cortina) and Daniel Read in another Mini.

Driving his Nb Morris Minor, Aaron Gabriel was 16th and finished ahead of some handy company including Bill Trengrove (EH), the Toranas of Steve Coad, Trevor Talbot and Ian Jones, Len Read (Mini) and Andrew Cannon (Mustang).

In the longer races where conditions eased and lap time improved, Talbot beat Jones and Read home in the division two race whilst Mann scored another victory, this time beating a swarm of Minis where Draper showed the way to Spence, Brewster, Devlin and Nick Stillwell.

Jones took out the first Handicap from David Pike and Don Knight before Chris Stillwell took the second staggered start event from Mini driver Steve Hall with Mann third. 



Mustangs going in all directions.

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AROUND THE TRAPS - racing

CSCC (GB) Championships - May 29-30 - Croix-en-Ternois (France)

Channel crossing for classics



Cripps won his first Group 1 race, albeit a non-championship one

Historic and Classic Saloons

IN THE CHAMPIONSHIP race on Saturday, Roger Stanford took a lights to flag victory. After Nigel Vaulkhard's Lotus Cortina went off in a first corner incident, Stanford's Lotus Cortina was in complete control and he never looked like losing the race.

Graeme Dodd's Jaguar MkII closed on him when his team-mate Hammond's Jag seemed to hold up the Cortina when he was being lapped late in the race.

The non-championship race on Sunday gave Sanford another easy victory in the second Historic Saloon car race. Again it was Dodd who provided the only real opposition. Chris Saunders took another third place, thereby repeating the Saturday result.

Post Historic and Classic Thunder

RICK TANTON WON the Classic Thunder race in a Lotus Cortina after his nearest and virtually only rival Nigel Vaulkhard spun onto the gravel at the first corner losing a lap in the process.

With only three runners the race was run alongside the Post Historics, won by Nigel Garrett who took an easy victory from Terry Van der Zee, although it could have ended in tears on the opening lap when David Howard appeared to forget about the brakes on his Escort during the run down to the first corner, just missing the Dolomite as he headed for the gravel trap.

The class winners Jim Utting's Ford Mustang V8 in A, Alec Hammond (Jaguar MkII) in B, Ed Bourne's Ford Escort RS2000 in F, and the NSW TTS of Glen Canning.

Group One

ON AN EXCESSIVELY hot day in France, Brian Steven's Jaguar held on to victory in the championship CSCC Group 1 race by just 0.71 seconds after being given a 10 second penalty for a false start.

Rick Tanton in a BMW 2002 tried everything he knew to catch him, but after being held up by Garrett's Triumph Dolomite early in the race, he could not catch the Jag in the remaining laps.

Garrett came home third ahead of 1998 Champion Graham Scarborough's Ford Capri. Scarborough managed to hold off the nimbler Escort of Steve Cripps.

After repairing a half-shaft, which came loose in Friday testing, Staffordshire driver Steve Higgs' Penrite Oils sponsored Capri suffered fuel vaporisation and had to pit on lap 8. Steve Cripps took his first ever Group 1 victory in Sunday's non-championship race after 'Skid' Scarborough spun off in dampening conditions.

The experienced Capri driver had been pushed by Cripps hard all weekend, with the Escort better suited to the tight French track. Third place went to Vickers in his Golf, which was being caught by the wet weather expert Ken Clarke, in his Escort XR3. David Howard, Escort RS2000 left the track with a broken car, and Steve Higgs' misfire returned after 10 laps. [7]

Over The Hill

SUNDAY MAY 16 saw round six of the NSW HCC contested. For the first time in 1999 there was a good turnout of Group N competitors. A welcome addition to the field was Grant Elliot in the Flying Silver XU-1 who took almost 2 seconds off the existing record and the class win. Second went to Bossie some 5 seconds off the pace set by Elliot. Third place went to K Brown in yet another XU-1, Lohr was relegated to fourth by the prevalent engine problems that have plagued the car she shares with Bossie this year. Beb Fox in the Volvo rounded up the class in fifth. As a testament to the high level of presentation of many Group N cars, Grant Elliot took a well deserved award for the best presented car at the event. Current Championship points for the year are as follows Nb S Dartell 14, Nc Bossie 28, Brown 25, Lohr 20 and Fox 19. [7]

- Warren Bossie

RACING DETAILS

50th INTEREUROPEAN CUP - May 22-23 - Monza (Italy)

TURISMO A - Qualifying: Richard Longman (Morris Mini Cooper S) 2:28.238, Claude Boissy (Cooper S) 2:29.079, Chris Lewis (Cooper S) 2:29.387, Lars Fritz (Cooper S) 2:29.406, Alain Miran (Cooper S) 2:30.492, Ulf Lindberg (Cooper S) 2:30.966, Arcangelo Priulla (Cooper S) 2:30.993, Romolo Raimondi (Cooper S) 2:31.395, Daniel Vettoretti (Cooper S) 2:31.424, "Rino Loino" (Cooper S) 2:31.458, Riccardo Raimondi (Cooper S) 2:31.967, Jonathan Lewis (Cooper S) 2:32.903, Salvato Cosma' Piccione (Lancia Fulvia Coupe) 2:32.987, Maurizio Milla (Cooper S) 2:33.397, G. Sisti (Cooper S) 2:33.479, Florian Lacroix (Cooper S) 2:33.551, Dominique Duruply (Cooper S) 2:34.514, Dieter Dahlemann (Cooper S) 2:34.580, Giuseppe Tropeano (Cooper S) 2:34.886, Federico Boratto (Cooper S) 2:35.647, Olivier Jaubert (Cooper S) 2:36.219, Jean-Francois Lacroix (Cooper S) 2:36.329, Gregorio Roggia (Lancia Fulvia) 2:36.585, Francesco Tessaro (Fiat Abarth 1000 Ber) 2:36.846, Graziano Tessaro (Abarth Ber) 2:39.053, Alessandro Rinolfi (Cooper S) 2:41.022, Matteo Barbieri (Cooper S) 2:42.379, Sergio Gualandi (Alfa Romeo 1900 Super Ti) 2:42.879, Massimiliano Bulgarini (Cooper S) 2:42.963, Alain Jaubert (Cooper S) 2:44.246, Marco Zorzi (Abarth 1000 Tc) 2:45.383, Alberto Barbieri (Cooper S) 2:45.578, Enrico Questa (Cooper S) 2:45.744, Angelo Rossi (Alfa Giulietta) 2:46.087, Massimo Dall'olmo (Alfa Giulietta) 2:46.487, Roberto Piatto (Abarth Tc) 2:46.749, R. Bulgarini (Cooper S) 2:47.306, Edilberto Mandelli (Alfa Super Ti) 2:47.947, Gerard Zwart (Ford Anglia Super) 2:48.574, Maurizio Antoniazzi (Lancia Fulvia) 2:49.330, Paolo Canal (Abarth Tc) 2:49.693, Domenico Fasano (Abarth Tc) 2:50.823, Bart Uiterwaal (Anglia) 2:52.416, Fabio Gementi (Abarth Tc) 2:53.464, Stefano D'amico (Alfa Giulietta Ti) 2:54.261, Giuseppe Giuffre' (Abarth Tc) 2:56.301, Arnaldo Pieraccini (Abarth 850 Tc) 2:59.221, Alessandro Bartoli (Anglia De Luxe) 2:59.437, Corrado Bergagna (Alfa Giulietta) 2:59.753, Edoardo Caspani (Alfa Giulietta) 3:00.300, Alberto Perduca (Lancia Fulvia) 3:00.310, Piero Rizzi (Alfa Giulietta) 3:05.385, Renato Ambrosi (Alfa Giulietta) 3:07.576, Edoardo Tenconi (Fiat 1100 Berlina) 3:08.792, Conrad Waser (Alfa Giulietta) 3:09.516, Alessandro Bartoli (Anglia De Luxe) 3:10.209, Di Bona Maria Cristina (Alfa Giulietta) 3:14.066, Arrigo Cocchetti (Fiat 1100) 3:14.152, Luigi Somaschini (Alfa Giulietta) 3:14.212, Claudia Waser (Alfa Giulietta) 3:21.557, Pierre Moroni (Cooper S) 3:37.089, Paolo Carlo Brambilla (Abarth 850 Tc) 54:22.880.

Turismo A - Race (24 laps): Boissy/Miran 61:52.075 1, Fritz/Lindberg 61:00.374 2, Questa/Giuliani 62:19.006 3, Lacroix/Lacroix 62:46.800 4, Dahlemann/J Lewis 62:49.535 5, Vettoretti/Priulla 62:56.867 6, Roggia/Piccione 63:08.990 7, Sisti/Tropeano (23 laps) 8, Tessaro/Tessaro (23 laps) 9, Barbieri/Barbieri (23 laps) 10, Bulgarini/Bulgarini (22 laps) 11, Gualandi/Mandelli (22 laps) 12, "Rino Loino"/Boratto (22 laps) 13, Piatto/Ranzatto (22 laps) 14, Dall'olmo/Rossi (22 laps) 15, Uiterwaal/Zwart (21 laps) 16, Giuffre' Giuffre' (21 laps) 17, Antoniazzi/Perduca (21 laps) 18, Bartoli/Bartoli (19 laps) 19, Waser/Waser (19 laps) 20, Rizzi/Di Bona (19 laps) 21, D'amico/Marita (18 laps) 22, Somaschini/Caspani (18 laps) 23, Longman/C Lewis (16 laps) 24, Cocchetti/Tenconi (16 laps) 24, Fasano/Canal (8 laps) dnf, Michel/ (6 laps) dnf, Raimondi/Raimondi (4 laps) dnf, Jaubert/Vanpe' (4 laps) dnf, Veistoffer/Servies (4 laps) dnf, Rinolfi/Moroni (4 laps) dnf, Thieffain/Duruply (4 laps) dnf, Ambrosi/Ambrosi (4 laps) dnf. Fastest lap: Fritz (Morris Mini Cooper S) 2:28.158.

Turismo B - Qualifying: Paolo Tassi (Alfa Romeo Giulia Sprint) 2:18.728, Carlo Facetti (Giulia) G1 2:19.134, Ulf Larsson (Lotus Cortina) 2:19.198, M. Sordi (Giulia) 2:19.602, Denny Zardo (Ford Mustang) 2:21.333, Fabio Sordi (Giulia) 2:21.618, Bo Warmenius (Lotus Cortina) 2:21.863, Gerry Marshal (Lotus Cortina) 2:22.594, Max Rostron (Lotus Cortina) 2:23.001, Ferdinando Pedrazzani (Giulia) 2:23.425, Mike Moore (Ford Falcon Sprint) 2:23.779, Wolfgang Schachinger (BMW 1800 Ti) 2:24.238, Ruggero Zuliani (Giulia) 2:25.722, Richard Bremmekamp (BMW) 2:25.868, Raffaele Frasson (Giulia) 2:26.400, Ernst Juengten (BMW) 2:26.914, Rolf Kiene (BMW) 2:26.978, Luigi Matricardi (Giulia) 2:27.115, Matthias Oertz (Giulia) 2:27.351, Mike Bennion (Falcon Sprint) 2:28.477, Richard Bateman (Lotus Cortina) 2:29.751, Tony Lanfranchi (Lotus Cortina) 2:29.770, Nicholas Atkins (Lotus Cortina) 2:30.107, Marco Theil (Giulia) 2:30.262, Jonathan Dooley (Giulia) 2:30.756, Patrick Quiniou (Lotus Cortina) 2:31.440, Bernard Peruch (Lotus Cortina) 2:31.498, R Steinhoefer (BMW) 2:32.556, Arnaldo Rizzi (Mustang) 2:33.582, F. Marcolin (Lotus Cortina) 2:33.705, Andrea Frasson (Giulia) 2:34.195, Fulvio Bettenzoli (Lotus Cortina) 2:34.856, Agatino Corsaro (Giulia) 2:34.903, Francesco Macri' (Alfa Romeo 2600 Sprint) 2:35.925, Renato Benusiglio (Alfa 2600) 2:36.184, Alessandro Zambon (Giulia Ti Super) 2:37.410, Nicola Scialia (Giulia) 2:38.619, Andrea Polli (Mustang) 2:38.714, Hoegen Von Horchler (BMW) 2:39.101, Cristiano Ferretto (Mustang) 2:39.373, G Lepron (Volvo 122) 2:39.703, Michel Raymond (Volvo) 2:40.324, Dario Nicolosi (Alfa 2600) 2:42.025, Daniel Vettoretti (Fiat Coupe 2300) 2:42.120, Lorenzo Prandina (Lotus Cortina) 2:44.270, Mauro Galli (Alfa 2600) 2:45.663, Cesare Gatti (Giulia) 2:46.618, Pierantonio Conte (Fiat Coupe) 2:50.007, Giovanni Di Bella (Giulia) 2:51.288, Enrico Casini (Giulia) 2:52.489.

Turismo B - Race (26 laps): Pedrazzani/Tassi (1h02:15.617) 1, Warmenius/Larsson (1h02:42.271) 2, Beretta/Sordi (1h04:35.338) 3, Frasson/Frasson (25 laps) 4, Rostron/Marshall (25 laps) 5, Bremmekamp/Schachinger (25 laps) 6, Kiene/Juengten (25 laps) 7, Zuliani/Matricardi (25 laps) 8, Steinhoefer/ (25 laps) 9, Peruch/Quiniou (24 laps) 10, Lanfranchi/Lanfranchi (24 laps) 11, Marcolin/Bettenzoli (24 laps) 12, Halliday/Dooley (24 laps) 13, Galli/Benusiglio (23 laps) 13, Lepron/Raymond (22 laps) 15, Conte/Vettoretti (22 laps) 16, Casini/ (22

laps) 17, Sordi/Facetti (15 laps) 18, Corsaro/Di Bella (12 laps) dnf, Oertz/Theil (8 laps) dnf, Bennion/Moore (7 laps) dnf, Atkins/Bateman (7 laps) dnf, Polli/Zardo (6 laps) dnf, Prandina/Turrisi (3 laps) dnf, Nicolosi/Macri' (1 lap) dnf, Zambon/Artusi dnf, Ferretto/Rizzi dnf. Fastest lap: Pedrazzani (Alfa Romeo Giulia) 2:19.625.

NSW STATE CHAMPIONSHIP Nb Div I/Nc - Oran Park GP - May 29-30

Qualifying: Cam Worner (Ford Falcon XW GT) 1:21.0439, Des O'Loughlin (Falcon XY GT) 1:22.4420, Greig Malaure (Morris Mini Cooper S) 1:23.6754, Vince Macri (Holden Torana GTR XU-1) 1:23.9974, Allan Reid (XY GT) 1:24.3493, Duane Gerner (XU-1) 1:24.3639, Jason Humble (Cooper S) 1:24.5853, Michael Terry (XU-1) 1:25.8839, John Lyle (Lotus Cortina) 1:26.6932, Wes Anderson (Alfa Romeo Giulietta) 1:26.8620, Anton Mechtler (Lotus Cortina) 1:26.9944, Ken Ballantyne (Holden EH) 1:27.0434, Richard Rogers (Cooper S) 1:29.2641, Rodney Brincat (Ford Cortina GT) 1:29.3501, Vince Harmer (Volvo 12?) 1:29.5428, Tim Wilson (Lotus Cortina) 1:29.6416, Dominic Truelove (Cortina GT) 1:29.6867, Max Ullrich (Ford Fairlane) 1:30.0495, Greg Lamond (Alfa) 1:33.4181, Norm Bolitho (Volvo 12?) dnf, Tim Wilson (Lotus Cortina) dnf.

Race One (4 laps): Worner (5:35.2056) 1, O'Loughlin (5:41.3169) 2, Reid (5:46.6434) 3, Macri (5:47.3753) 4, Malaure (5:47.6926) 5, Terry (5:52.5102) 6, Humble (5:53.2606) 7, Lyle (5:58.1095) 8, Mechtler (5:58.9067) 9, Ballantyne (6:01.5936) 10, Ullrich (6:11.6649) 11, Brincat (6:12.3369) 12, Truelove (6:17.4535) 13, Harmer (6:17.7065) 14, Rogers (3 laps) dnf, Corner (3 laps) dnf, Bolitho (3 laps) dnf, Wilso (1 lap) dnf. Fastest lap: Cam Worner (Ford Falcon XW GT) 1:21.6290.

Race Two (4 laps): Vacri (6:43.1560) 1, Worner (6:43.5419) 2, O'Loughlin (6:48.2659) 3, Malaure (6:49.9745) 4, Corner (6:53.2594) 5, Humble (6:56.0420) 6, Lyle (6:57.5982) 7, Ballantyne (7:01.6347) 8, Reid (7:07.5643) 9, Harmer (7:11.2252) 10, Brincat (7:16.9344) 11, Ullrich (7:17.6792) 12, Truelove (7:18.4493) 13, Bolitho (7:19.0052) 14, Mechtler (7:24.9416) 15. Fastest lap: Cam Worner (Ford Falcon XW GT) 1:36.1683.

Race Three (10 laps): Worner (13:53.7864) 1, O'Loughlin (14:05.7402) 2, Macri (14:10.1251) 3, Malaure (14:10.5439) 4, Corner (14:16.0526) 5, Reid (14:34.7515) 6, Lyle (14:46.8371) 7, Terry (14:47.0873) 8, Mechtler (14:47.7933) 9, Ballantyne (14:57.3851) 10, Anderson (14:57.7250) 11, Brincat (15:05.1295) 12, Harmer (15:08.0544) 13, Truelove (15:19.6372) 14, Bolitho (15:22.3009) 15, Ullrich (9 laps) dnf, Humble (1 lap) dnf. Fastest lap: Cam Worner (Ford Falcon XW GT) 1:22.1310.

QUEENSLAND STATE CHAMPIONSHIP Rd 1 - Lakeside - May 30

Qualifying: Steve Emson (Ford Falcon XY GTHO Phill) 60.20, Lloyd Bax (Valiant Charger R/T E49) 62.12, Greg Burrowes (Torana XU-1) 62.78, Gary Jackson (Holden Monaro GTS350) 63.17, Don Thallon (Chev Nova) 63.44, Guy Gibbons (Holden Torana GTR XU-1) 63.93, John Mckean (Torana XU-1) 63.99, Anthony Beahan (Torana XU-1) 64.65, Allen Boughen (Falcon XT GT) 65.14, John Beatty (Ford Mustang) 66.08, Graeme Smith (Torana XU-1) 66.29, Ken Nelson (Morris Mini Cooper S) 66.29, Gary Michael (Holden EH) 65.14, John Stratton (Cooper S) 67.07, John Attard (Torana XU-1) 67.39, David Paterson (Datsun 1600) 68.27, Rhonda Burrowes (Cooper S) 68.88, Rick Boughen (Falcon XM) 69.16, Kerry Finn (XU-1) 69.32, Lionel Ayres (Lotus Cortina) 71.07, Peter Gilbert (Ford Cortina GT) 71.46, Bill Russell (Ford Anglia) 72.06, Jeff Brazier (Fiat 1500) dnf.

Race One (8 laps): Emson (8:18.12) 1, Bax (8:29.99) 2, Jackson (8:32.84) 2, Gibbons (8:34.38) 3, G Burrowes (8:39.71) 4, Mckean (8:40.53) 5, Beahan (6:47.67) 6, Nelson (9:04.59) 7, Michael (9:05.14) 8, Stratton (9:06.02) 10, Smith (9:09.92) 11, Burrowes (9:19.03) 12, Paterson (9:19.91) 12, Ayres (7 laps) 13, Gilbert (7 laps) 14, Russell (7 laps) 15, Attard (7 laps) 16, Brazier (7 laps) 17, Thallon (6 laps) dnf, Boughen (? Laps) dnf, Boughen (? Laps) dnf, Fastest lap: Steve Emson (Ford Falcon XY GTHO) 60.80.

Race Two (10 laps): Emson (8:17.90) 1, Bax (8:30.10) 2, Jackson (8:37.95) 3, Mckean (8:42.51) 4, Beahan (8:46.96) 5, Smith (8:57.40) 6, Nelson (9:03.44) 7, Stratton (9:04.15) 8, Michael (9:08.38) 9, Paterson (9:27.44) 10, Attard (8:22.63) 11, Ayres (8:27.41) 12, Gilbert (8:40.86) 13, Brazier (8:46.14) 14, Russell (8:48.99) 15, G Burrowes (7 laps) dnf, Boughen (5 laps) dnf, R Burrowes (5 laps) dnf, Gibbons (4 laps) dnf. Fastest lap: Steve Emson (Ford Falcon XY GT) 60.97.

HISTORIC WINTON - Winton - May 29-30

Qualifying: John Mann (Ford Mustang) 1:15.24, Ray Challis (Holden Torana GTR XU-1) 1:16.18, Steven McKay (Morris Mini Cooper S) 1:16.57, Chris Stephen (Mustang) 1:16.81, Henry Draper (Cooper S) 1:17.12, Trevor Talbot (Torana) 1:17.34, Cameron Spence (Cooper S) 1:17.67, Barry Devlin (Cooper S) 1:18.32, Garry Treloar (Valiant Charger R/T E49) 1:18.33, Drew Marget (Mustang) 1:18.65, Daniel Read (Cooper S) 1:18.66, Mark Johnson (Lotus Cortina) 1:18.82, Len Read (Cooper S) 1:18.88, Nick Stillwell (Lotus Cortina) 1:18.93, Ian Jones (Torana) 1:19.03, Andrew Cannon (Mustang) 1:19.31, Ted Brewster (Cooper S) 1:19.31, Steve Coad (Torana) 1:19.42, James Lightfoot (Cooper S) 1:19.64, Chris Stillwell (Ford Cortina GT) 1:19.80, Andrew Tickner (Cortina GT) 1:20.79, Anthony Ramadage (Cooper S) 1:20.79, Doug Juniper (Holden EH) 1:21.01, Bill Trengrove (Holden EH) 1:21.29, Peter Roach (Mustang) 1:21.56, John Bryant (Cortina GT) 1:21.68, Wayne Purdon (Ford Falcon XY GT) 1:21.78, Aaron Gabriel (Morris Minor) 1:21.78, Steve Hall (Cooper S) 1:21.84, Jonathon Priddle (Ford Zephyr MkIII) 1:22.00, Greg Nicolls (Mustang) 1:22.06, Jeremy Mantello (Cortina GT) 1:22.22, Greg McPherson (Mustang) 1:22.23, Jim Collins (Cortina GT) 1:22.23, John Bourke (Holden EH) 1:22.39, Eddie Dobbs (Holden FE) 1:22.61, Peter Barr (Alfa Romeo Sprint GT) 1:22.61, Rodney Creed (Cooper

RACING DETAILS

S) 1:22.88, Ian Robertson (Cortina GT) 1:22.89, Fred Bath (Holden EH) 1:23.05, Dylan Innes (Torana) 1:23.15, George Opoczynski (Volvo 122) 1:24.37, Denis Sargent (Torana) 1:24.42, Kevin Brown (Cooper S) 1:24.80, Brad Wright (Cortina GT) 1:25.24, David Pike (Holden EH) 1:25.30, Peter Sneddon (Torana) 1:26.29, Ian Watt (Triumph 2000) 1:27.06, Justin Brown (Ford Falcon XM) 1:27.17, Don Knight (Cortina GT) 1:27.49, Michael Lemmens (Torana) 1:27.56, Michael Stupka (Hillman Imp) 1:29.64, Brian Deveson (Cortina GT) 1:30.74, John Luxmoore (Cortina GT) 1:31.12, Brian Beasy (Ford Capri) 1:32.16.

Race One (5 laps) - division two: Priddle (7:11.72) 1, Dobbs (7:19.57) 2, Bourke (7:26.77) 3, McPherson (7:32.97) 4, Creed (7:38.80) 5, Collins (7:40.12) 6, Opoczynski (7:40.61) 7, Barr (7:46.87) 8, Mantello (7:7:51.10) 9, Watt (7:41.48) 10, Brown (8:11.05.38) 11, Robertson (8:07.58) 12, Bath (8:11.15) 13, Innes (8:11.37) 14, Lemmens (8:12.36) 15, Stupka (8:13.40) 16, Knigh (8:44.16) 17, Luxmoore (4 laps) 18, Nicholls (4 laps) 19, Sargent (4 laps) dnf, Deveson (4 laps) dnf, Pike (3 laps) dnf, Wright (2 laps) dnf. Fastest lap: Jonathon Priddle (Ford Zephyr MkIII) 1:24.70.

Race Two (5 laps) - division one: Mann (6:55.34) 1, Draper (6:57.98) 2, Brewster (7:09.07) 3, Devlin (7:10.67) 4, Challis (7:17.97) 5, Johnson (7:19.07) 6, Stephen (7:22.04) 7, N Stillwell (7:22.69) 8, C Stillwell (7:23.08) 9, D Read (7:23.52) 10, Marget (7:24.28) 11, Juniper (7:24.40) 12, Hall (7:26.92) 13, Ramadge (7:27.14) 14, Treloar (7:31.21) 15, Gabriel (7:36.15) 16, Trengrove (7:39.45) 17, Coad (7:40.66) 18, Talbot (7:49.61) 19, Jones (7:49.83) 20, L Read (7:58.73) 21, Cannon (8:01.09) 22, Bryant (8:07.84) 23, Lightfoot (8:09.38) 24, Roach (8:29.98) 25, Purdon (4 laps) 26, Tickner (4 laps) dnf, Spence (3 laps) dnf, McKay (2 laps) dnf. Fastest lap: Henry Draper (Morris Mini Cooper S) 1:21.07.

Race Three (8 laps) - division two: Talbot (11:08.61) 1, Jones (11:09.21) 2, L Read (11:16.08) 3, Sargent (11:27.56) 4, Mantello (11:35.52) 5, Cannon (11:36.51) 6, Creed (11:36.90) 7, Brown (11:38.00) 8, Watt (11:43.49) 9, Innes (11:44.31) 10, K Brown (11:45.36) 11, J Brown (11:54.25) 12, Tickner (11:55.41) 13, Stupka (12:06.72) 14, Knight (12:08.42) 15, Lemmens (12:09.03) 16, Wright (7 laps) 17, Luxmoore (7 laps) 18, Pike (4 laps) dnf. Fastest lap: Trevor Talbot (Holden Torana GTR XU-1) 1:18.88.

Race Four (8 laps) - division one: Mann (10:05.45) 1, Draper (10:07.98) 2, Spence (10:22.64) 3, Brewster (10:27.03) 4, Devlin (10:27.75) 5, N Stillwell (10:34.45) 6, Stephen (10:36.21) 7, Marget (10:37.69) 8, Johnson (10:39.72) 9, McPherson (10:43.18) 10, Challis (10:43.95) 11, Ramadge (10:47.58) 12, D Read (10:48.13) 13, Coad (10:52.03) 14, Dobbs (10:52.85) 15, Hall (10:58.45) 16, Collins (10:59.93) 17, Trengrove (11:01.09) 18, Lightfoot (11:05.65) 19, Bourke (11:06.58) 20, Priddle (11:14.33) 21, Gabriel (11:29.65) 22, C Stillwell

(6 laps), McKay (3 laps) dnf, Trengrove (3 laps) dnf. Fastest lap: John Mann (Ford Mustang) 1:15.24.

Race Five - Handicap - division two (summary only): Jones, Pike, Knight.
Race Six - Handicap - division one (summary only): C Stillwell, Hall, Mann.

ROMAN AUTOTEK - Oran Park - June 12-13

Qualifying: Phil Ward (Ford Escort R/S 1600) 48.8269, Cameron Worner (Ford Falcon XW GT) 48.8497, Jose Fernandez (Ford Falcon XY GT) 49.5578, Duane Corner (Holden Torana GTR XU-1) 50.5523, Vince Macri (Holden Torana GTR XU-1) 50.7910, Brad Tilley (Plymouth Barracuda) 50.8771, Mike Dyer (Holden Torana GTR XU-1) 50.9911, Cameron Tilley (Valiant S) 51.1699, Matthew Hunt (Ford Fairmont) 51.6648, Russell Stanford (Ford Falcon XY GT) 51.7472, Wes Anderson (Alfa Romeo Giulia) 52.2730, Anton Mechtler (Lotus Cortina) 52.5787, Jason Humble (Morris Mini Cooper S) 52.5925, Garry Kirwan (Holden Torana GTR XU-1) 52.6505, Ross Muller (Chev Nova SS) 52.8311, Steve Butchart (Holden EH) 52.8819, Michael Terry (Holden Torana GTR XU-1) 53.5998, Ray Bailey (Holden EH) 54.3268, Mark Whitehouse (Morris Mini Copper S) 54.5824, Peter Ullrich (Ford Fairlane) 54.6900, Noel Roberts (Torana Torana GTR XU-1) 55.2435, John Sivell (Ford Cortina GT) 56.8312.

Race One (5 laps): Dyer (4:22.6243) 1, Macri (4:23.9471) 2, Fernandez (4:24.1125) 3, Hunt (4:27.4959) 4, C Tilley (4:27.6440) 5, Worner (4:31.6499) 6, Westwood (4:33.4227) 7, Humble (4:34.4285) 8, Stanford (4:36.7356) 9, Terry (4:38.7534) 10, Mechtler (4:39.8926) 11, Corner (4:39.8970) 12, Kirwan (4:49.0140) 13, Roberts (4:52.1606) 15, Ullrich (4:52.8631) 16, Sivell (4:56.0375) 17, Ward (4 laps) dnf, B Tilley (2 laps) dnf, Anderson (2 laps) dnf, Butchart (1 lap). Fastest lap: Phil Ward (Ford Escort RS2000) 48.9691.

Race Two (8 laps): Ward (6:46.5408) 1, Fernandez (6:48.0957) 2, Dyer (6:57.5769) 3, C Tilley (6:58.1911) 4, B Tilley (6:59.3296) 5, Corner (6:59.9077) 6, Macri (7:00.9349) 7, Hunt (7:07.2312) 8, Westwood (7:13.1116) 9, Stanford (7:13.9273) 10, Humble (7:14.4590) 11, Mechtler (7:21.8759) 12, Anderson (7:22.2083) 13, Terry (7:22.4957) 14, Kirwan (7:23.0405) 15, Ullrich (7:31.2870) 16, Roberts (7:40.3161) 17, Sivell (7 laps) 18, Worner (3 laps) dnf. Fastest lap: Phil Ward (Ford Escort RS2000) 48.8674.

Race Three (10 laps): Ward (8:21.4445) 1, C Tilley (8:36.5867) 2, B Tilley (8:37.1966) 3, Dyer (8:39.7680) 4, Corner (8:40.6962) 5, Macri (8:42.8336) 6, Hunt (8:46.9659) 7, Stanford (8:50.8012) 8, Westwood (8:56.7147) 9, Humble (8:57.5620) 10, Anderson (8:59.2896) 11, Butchart (9:01.4585) 12, Mechtler (9:02.7054) 13, Kirwan (9:09.4681) 14, Ullrich (9 laps) 15, Roberts (9 laps) 16, Sivell (9 laps) 17, Terry (9 laps) 18, Fernandez (8 laps) dnf. Fastest lap: Phil Ward (Ford Escort RS2000) 49.2080.

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FOR SALE - CARS

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

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

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

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

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

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

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

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

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

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

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

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

FOR SALE - CARS

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

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

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

FOR SALE - GENERAL

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

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

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

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

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

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

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

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

PARTS: Weber carbs, 4 x IDA 48, on manifold, suit 289/302 Windsor, linkages as new \$2900. Super T10 gearbox includes linkages/lever as new \$1800. Top Loader gearbos includes linkages \$600. Wheel alignment ramps, ideal for workshop \$850. BBS 17x8 wheel set including hubs to convert to normal stud pattern (another set of 4 also) \$1600. LSD Detroit Locker for Ford 8/9 inch, \$950. Six Carillo rods suit 289 Windsor, offers. Ph Rob Tweedie on 02 9482 2470.

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

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

WANTED - GENERAL

CARBIES: Four by 48 IDA Webers. Ph Les Wright 02 9997 3610.

**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)**

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NSW GROUP N CALENDAR

HILLCLIMB PROGRAM - Group Na, Nb and Nc

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

CLUB MEETINGS

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

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

RACE PROMOTERS' CONTACT DETAILS

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

LEGEND

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

MAJOR AUSTRALIAN EVENTS

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

NSW GROUP N CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic/State Championship - Rd 1 Nb, Rd 1 Nc	Oran Park South
March 20-21	WP	State Championship - Rd 2 Nb	Wakefield Park
May 1-2	TOCA	ASTC - Roman Autotek 1 (Nb/Nc)	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park GP
June 12-13	OPMS	Trucks - Roman Autotek 2 (Nb/Nc)	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc	Oran Park GP
August 14-15	TOCA	ASTC - Roman Autotek3 (Nb/Nc)	Oran Park GP
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
October 23-24	OPMS	Trucks - Roman Autotek4 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, R6 Nc	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

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

NSW GROUP N CALENDAR

QUEENSLAND STATE CHAMPIONSHIP

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

INTERNATIONAL RACING

CLASSIC SALOON CAR CLUB CHAMPIONSHIPS (GB)

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

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

1999 FIA EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

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

CLASSIC TOURING CAR CHAMPIONSHIP (GB)

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

CLASSIC THUNDER (GB)

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

SPORTSCAR VINTAGE RACING ASSOCIATION CHAMPIONSHIP (USA)

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

1999 POINTSCORES

NSW STATE CHAMPIONSHIP

GROUP Na (R2 - 26-4-99)

Paul Rodenhuis	80	Arthur Huxley	54	Rob Priddle	8
Andrew Pursey	72	Don Titcume	48		
Bruce Smith	30	Jonathon Perrin	13		

GROUP Nb Div II (R2 - 25-4-99)

Chris Dubois	70	Brad Harris	35	Barrie Brown	18
Phil Barrow	68	John Sivell	25	Chris Strode	17
Bill Callan	54	Bob Harris	23	Phil Windus	17
Dominic Truelove	50	Phil Powell	23	Stuart Schofield	16
Mark Whitehouse	50	John Dunning	20	Aaron Gabriel	10
Rob Brincat	42	Matthew O'Brien	20		
Ken Ross	36	Dave Probin	20		

GROUP Nb Div I (R3 - 30-5-99)

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

GROUP Nc (R1 - 30-5-99)

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

THE FINER POINTS

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

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

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

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

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

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

1999 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (24-4-99)

Andrew Pursey	69.50	Bruce Smith	47.00	John Dowsett	27.00
Paul Rodenhuis	63.50	Arthur Huxley	37.00	Jonathon Perrin	12.50
Don Titcume	51.00	Rob Priddle	28.50		

GROUP Nb Div II (30-5-99)

Rob Brincat	78.33	John Dunning	30.50	Barrie Brown	17.00
Phil Barrow	78.50	Paul Warne	30.00	Jon Priddle	16.50
Chris Dubois	73.00	Stuart Schofield	29.00	Rob Owers	14.50
Dominic Truelove	56.50	Ken Ross	26.50	Ken Brigden	13.50
Mark Whitehouse	53.50	Dave Probin	24.50	Phil Windus	12.50
Bill Callan	50.00	Phil Powell	22.50	Ken Oberman	10.50
Brad Harris	38.50	John Sivell	22.00	Chris Haig	5.00
Chris Strode	38.00	Aaron Gabriel	19.00		
Bob Harris	32.50	Matthew O'Brien	18.00		

GROUP Nb Div I (30-5-99)

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

GROUP Nc (30-5-99)

Vince Macri	48.66	Cam Worner	26.33	Max Hutchins	12.50
Vince Harmer	36.33	Des O'Loughlin	20.66	Ross Hogarty	11.00
Michael Terry	34.50	Brian Jessop	19.00	Warren Bossie	9.00
Bruce Stewart	34.00	Michael Kavich	16.66	Rick Rogers	8.00
Jason Foley	32.16	Allan Reid	15.66	Denis Sargent	4.00
Norm Bolitho	31.00	Duane Corner	13.66	Garry Kirwan	3.50
Mike Dyer	28.00	Ian Sawtell	13.00	Greg Lamond	3.00

THE FINER POINTS

POINTS ARE AWARDED to financial members only and cover the four categories of Group Na, two Divisions of Group Nb and Group Nc. The six best results will determine the final outcome. Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth. Class placings (as per the CAMS manual) are as follows:

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

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

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

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

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

1999 POINTSCORES

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