

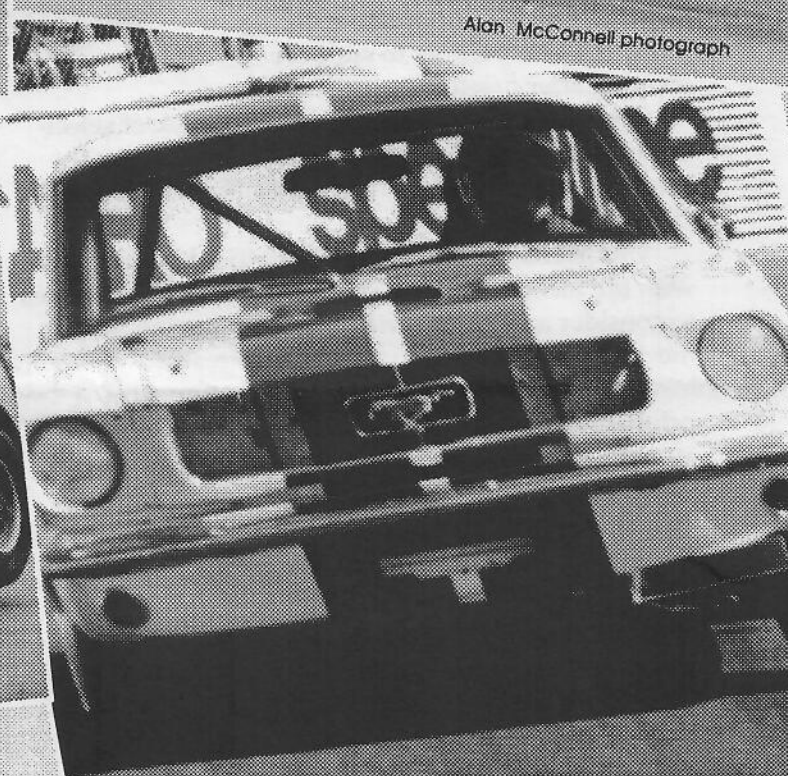
# Action-Line

*Newsletter of the Appendix J Association of NSW Inc*

George Aungie photograph



Alan McConnell photograph



**Next GENERAL MEETING Tuesday June 3,  
7:30 for 8:00 pm sharp start**

Burwood RSL Club, 96 Shaftsbury Road, Burwood  
**Guest Speaker: Gary Coleman - Motor Racing Chaplain**

# PRESIDENT'S REPORT

It was really heartening at last month's meeting that

most members agreed that in the interest of the club, the divisionalisation of Nb should cease until such time that there are enough entries at race meetings to warrant such a move.

The attendance at the meeting was excellent and after a rational and controlled discussion a very decisive vote reaffirmed the decision taken some time back

I like everyone else would dearly love to have enough entries to fill fields for all three categories and then split them into two divisions, but the reality of it is, that we are not in that situation at the moment.

Whilst the club is going through a period of unprecedented growth with more members now than ever before, we are not racing our cars as often as we have in the past.

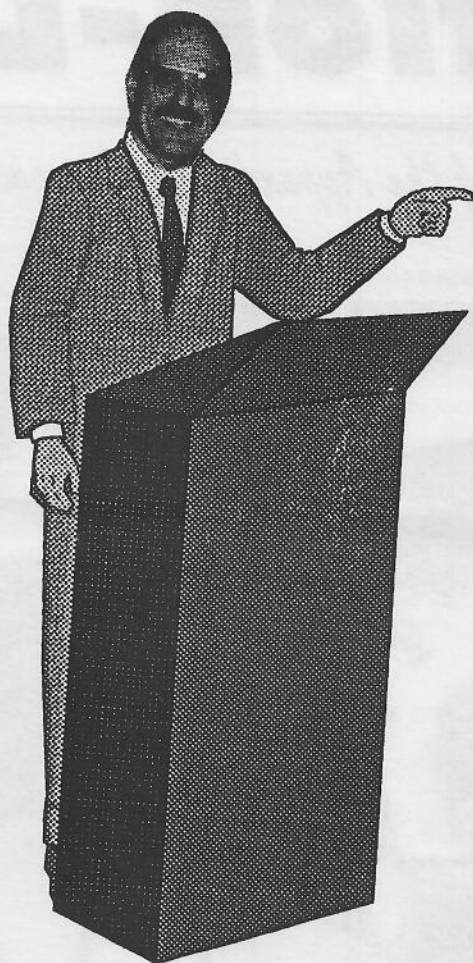
With more race meetings available to us than ever before there is pressure put on the relatively few competitors to support meeting after meeting.

The Committee has the unenviable task of selecting from the large list offered by race promoters the meetings that we feel the club can support with sufficient competitors.

Unfortunately it is not possible to select all, even with the meetings we do select there are compromises to consider and we invariably end up having more meetings on our calendar than is desirable.

Appendix J has enjoyed for a long time now, a privileged position when selecting the meetings we attend. This came about not only because we were exciting to watch and had a great diversity of motor vehicles.

But our clubs were active and well organised. When negotiations were under way with promoters they knew we would, and could, deliver. In short, and to quote one promoter, "Appendix J is a well disciplined group of motor racers, we are able to deal with them as a group."



In an individual endeavour such as motor racing, these elements are rare

and usually short lived, but it has been our strength and the reason we have been able to appear at the venues we have over what is now a considerable period of time.

It is all too easy to take for granted the status this club enjoys and we cannot rely indefinitely on reputations from the past. This is why your club needs your support, and it is important to understand that without that support we will lose the advantage we have over other similar groups.

Unless we continually fill fields to a sufficient level, we will be mixed with other categories. To some this is OK, to others abhorrent, but at the least, it dilutes us and we lose our identity.

This is an important factor in our success. Part of the attraction is the "group", Group N, small cars, large cars, V8s and 4s, fast and slow, and all to the same formula and from the same period. The club can control the mix within our own three categories but if you mix some of us with club cars or street sedans, it loses the specta-

tor appeal, our greatest asset. We must not lose our identity.

Because the numbers entering some race meetings is declining I feel it is important we do not lose sight of what we are going to do to ourselves as a club if we chose to spread ourselves thinly over non club meetings as opposed to calendar events. Your support of the club race calendar will ensure your club can support you.

Brian Jessop is doing wonders with the Oran Park improvements but finding the going tough with too few volunteers and completion before the Trans Tasman Truck meeting may not take place.

If you can lend him a hand, give him a ring on 018 281300 and see what you can do to help, he sure could use it.

It has been a quiet time for race meetings of late giving me a little time amongst my club duties to get on to the repair my car but, I am afraid I will have to miss the next Truck round so don't you miss it, we need you there, likewise don't miss the meeting on Tuesday night at Burwood RSL where Gary Coleman, the Motor Sport Chaplain is our guest speaker.

See you there!



- Regards Bob

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Editorial contributions are welcomed but may be edited for readability or to meet space requirements. *Action-Line* insists opinions expressed in this publication should not be taken as those of the Association, its Committee or the Editorial personnel. Every endeavour will be made to verify the facts stated but *Action-Line* cannot be responsible for their accuracy.

# CONTENTS

FRONT COVER - The 1996 CHAMPIONS - Top left, Andrew Pursey, Na; top right, Garry Smart, Nb Division Two; below left, Dave Beveridge, Nb Division One; below right, Ross Donnelley, Nc.

NEWS - the latest.....	4
ELIGIBILITY.....	5
HINDSIGHT - 1987 reviewed.....	6-12
FROM THE WESTERN REACHES - happenings in WA.....	12
GENERAL MEETING MINUTES.....	13
GROUP Na NEWS.....	14
ON THE NET.....	15
CALENDAR at least.....	12
ON THE NET - observations.....	15
GROUP Nc NEWS.....	16
THE GUYRA EXPERIENCE.....	16-17
CLASSIFIEDS.....	17
CALENDAR.....	18
POINTSCORE.....	19


# FROM THE DESK

Its a world of contrast. After a month without respite in April, May was very quite. So quite in fact, that the only race meetings we can talk about were either out of the state or out of the country.

With this in mind it presented us with an ideal opportunity to have a look back down the "track" so to speak. Ten was a figure we plucked out of the air for the first of these reviews. So 1987 is the first of the occassional series we have tackled. What we have done basically, is to give a quick report on each NSW meeting Appendix J attended that year.

The first thing that strikes home is the number that rolled up at each, even at the restricted club affairs. Then note most of the names that appear will be familiar - many are still competing today.

This month we also take a look at the new national Eligibility Officer Carl Stecher. It will give you a greater insight into one of the folk who are influential in the direction that the category takes.

Besides being the Queen's Birthday break, the long weekend coming up also features round two of the Auto Fever series and again there was a battle to come up with sufficient numbers, we were not so fortunate for the Eastern Creek set down for two weeks later. 

**JUNE DEADLINE is Friday June 20**

# AROUND THE TRAPS - news

## *Into the breach . . . the new National Eligibility Officer, Carl Stecher*

Carl Stecher was appointed the National Eligibility Officer for Group N last month after the resignation of Paul Burchall.

Carl is 53 and resides in Norman Park, a Brisbane suburb, with his wife and two children. I was surprised to learn that Carl is not in fact a native born Australian. His paternal family is American and he was born in America, coming to Australia as a child.

Carl first became interested in motor racing after seeing motor racing at Sydney's Amaroo Park in the sixties when he was in his late teens.

His first love of motor racing, and it has remained so over the years, is the Group A sports car. He is a "hoon at heart and loves V8s", add a little finesse and it is no wonder he loves the Group A sports cars which were in their golden years in Australia in the '60s and '70s.

Carl owns a large collection of Veteran and Vintage cars which includes a Talbot, a Buick, several Big Healeys, MGBs and Midgets, Mk1 Sprites, a Rennmax open wheeler and a GT 500 Cortina.

He raced a 100/4 Healey some years ago at Lakeside and over the years has been a participant in all areas of club motorsport. He is Secretary of the Austin Healey Owners Club of Qld. and President of the Marque Sports Club. These two clubs basically cover all club level sports cars in Qld.

With the able assistance of Joan Appleby, Carl was involved in the organisation of the very popular "All

Historic Meetings" at Lakeside until 1991 when the existing Historic Racing Car Club of Queensland, of which Carl is also a member, took over.


Carl first got interested in the eligibility side of things in 1979, and became the Historic eligibility officer for Queensland two years later. Although a member of the club Carl feels the eligibility side of things should remain detached and he keeps those matters at arms length.

He also is a Grade 2 Scrutineer, and is often called upon to officiate as Clerk of Course.

As National Eligibility Officer for Group N, Carl wants to tidy up the grey areas in eligibility within our group. "I want to make it work with no confusion, we need ordinary people to be able to come along and build a car, understanding the reasoning behind the rules," he said.

"No add hoc rules! We need a common set of rules throughout Australia, with no interstate changes easily approached." was Carl's answer when asked what needs to be done.

To sum Carl up in a couple of lines;

Carl is a tireless worker in many areas of motor sport with a vast range of knowledge and experience who is more patient than his sometimes direct manner might suggest. He is gladly and who is confident there is nothing in Group N that can't be sorted out with clear guidelines and good communication. 

- Bob Asher

## *Fords and all square off for truckie crowd . . .*


Graham Russell and Peter O'Brien venture to Oran Park this weekend in a bid to extend their respective class leads in the 1997 Auto Fever series. However both are expected to face stiff opposition.

In Nb the Mini driver will again have Greg Toepfer and South Australia's Alan Heath to contend with. The added inclusion of Cameron Tilley in the Valiant, and Trevor Hutchins' Holden EH is set to make it a wide open event.

Meanwhile the much vaunted debut of Paul Axiak's Holden Monaro is sure to worth going to see. The O'Brien Falcon is the Nc pace setter at the moment, but the Monaro and the return of last year's champion Ross

Donnelley has certainly hotted things up for the locally-sourced Ford V8.

Grant Elliot is expected to be snapping at their heels in his Torana XU-1 along with Mike Dyer's similar Holden and the Falcon of Rod Stait. Steve Mason also returns to the track after a four-month layoff due to business, his Mustang a good performer at its last outing at Eastern Creek.

The spread of cars means Nb and Nc are intermingled to a degree and others that could find themselves in the top ten include Dave Beveridge, the big Fairlane of Max Ullrich and the improving Mustang of Andrew Smyris. 

## *. . . but forget about the Creek*


The Australian Racing Drivers Club has scrapped Appendix J from its Eastern Creek June 22 meeting. Following a poor representation from Appendix J the organising club had no other course.

"With only 10 entries, we have been dropped. If the trend continues we are likely to lose more meetings where inclusion with other classes is not possible," commented a dejected Bob Asher, adding "The Committee's words of warning are becoming a reality."

## *Toddie crook*

John Todkill, well known through his association with Toddies Tyres has been ill with a resultant change in business arrangements.

John is well known to many of our members and in years gone by was an avid supporter of the club sponsoring race meetings and even a series at one time.

He is recuperating at home at present and would love to hear from anyone who would like to call him. We wish him a speedy recovery. 

# ELIGIBILITY

Some concern has been expressed in HCC circles that paint schemes on some particular vehicles are not within the spirit of the regulations.

Some vehicles applying for log books have had their applications rejected or where they have been log booked cars, have been asked to correct the situation within a certain time frame. The relevant notation has been placed in the respective log books.

CAMS is in the process of conducting a survey on rollover protection. This survey is of all categories, not just Group N.

Some cars were checked at the Oran Park Truck meeting and others will be checked at future race meetings.

It is not a "witch hunt" but it may be advisable to check that your situation complies to the manual. For Na cars it is type 3 or 4, Nb and Nc has a minimum requirement for Type 4.

Close attention should be paid to the mounting plate, both under and over requirement.

The latest update on the battery isolation switch as at May 1 is as follows:

The original intent was to have it in place as at 1/1/97, but as we know many were unhappy with the regulation the way it was worded and the time available for modification, and it was sent back for reappraisal.

The envisaged incoming regulation will hopefully achieve the following requirements:

1. Opening the switch shall not only isolate the battery but also switch off all electrical componentry of the racing car, for example the fuel pump, the ignition etc.

2. Construction of the switch shall not be that it is rendered inoperative in the short term by the effect of fire.

3. The switch will be operable either directly or by remote mechanism by the driver in his normal driving position with the harness worn.

4. The switch shall be operable either directly or by remote mechanism by rescue personnel using a "hooked pole". The suggested location for external mounting is adjacent to the right hand windscreen pillar and to be identified by the standard sign.

As yet this is not law as CAMS have not issued the Official Bulletin and no decision has been made whether to make it applicable to 5th Category vehicles.

To finish off, a word of warning to competitors intending to travel interstate to race meetings. The onus is on you to make sure your car complies to the regulations. It is a long way to travel with a car in tow to be told you can't race.

- Lloyd Cleaver

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# HINDSIGHT - *delving into the past*

## 1987 - a vintage year

The economic times today would suggest that filling a grid would be a fair bit easier today than it was ten years ago. Yet in 1987, thrity-plus was typical at both Amaroo and Oran Park, and rather contrary to current trends.

In all, the Appendix J Association of NSW participated at ten meetings in that year, three catered for by the New South Wales Road Racing Club, one offered by the Street Sedan Association of Australia and several open meetings that included a touring car championship round plus an endurance round for Group A touring cars. That's not to mention the odd interstate jaunt!

### Amaroo - January

Traditionally the year starts with the big Historic meeting. The first race was held after qualifying on Saturday afternoon and was won by Rob Tweedie. Minis finished one-two with Bob Asher second ahead of the Holden of Greg Toepfer who started from the rear of the grid.

From pole Tweedie led the first Sunday event away, heading Lindsey Dive and Domenic Truelove. Mark Oberg had an early spin in his Impala while Asher retired with a broken gearbox. Truelove capably held out George Bubalo for fifth place as Dive held off Toepfer ahead of them. Another good scrap, this time for seventh, was taken out by Paul Corner just ahead of Rocko Canto.

Blastnging off the line well in the ten lapper, Oberg stormed into fourth behind race leader Dive, Tweedie and Truelove. The lead changed hands on lap two with Tweedie going ahead of Dive, and Oberg passed Truelove for a brief third before Toepfer and Corner went past.

With many falling by the wayside with mechanical attrition, Tweedie was also in trouble as his engine began smoking. He crossed the finish line still in first place, and as the engine let go. Toepfer was in similar circumstance after shedding a fan belt at mid-distance.

### Oran Park - February 15

The Narellan circuit celebrated its Silver

Anniversary with an extravaganza of some magnitude. It comprised round one of the national Motorcraft Formula Ford series, the Castrol Clash for Cash for tourists, and several support races including the Racing Car News Trophy and Anniversay Cup races for Group N.

Three drivers competing, Kevin Bartlett, Syd Grevett and Tom Thompson (the latter two Appendix J members) were also there for the inaugural meeting 25 years before. But probably the most worthy attraction for the good spectator roll-up was the sight of Ian Geoghegan driving the famous multi-Championship winning Mustang.

Big "Pete" thrilled the masses in much the same way as he did in his hey day as he wheeled around the circuit in the Ford that had been restored to its former glory by its owner, sports sedan Victorian driver Bob Gill.

Driving a Mustang Ray Lintott powered to lead the former event with Steve Travica second after the start, his black Valiant heading the Holdens of Mike Dyer, Ben Visser, David Brien and Toepfer. Chasing the six were John Tilley's Valiant and the EH of Truelove.

Lintott spun out on lap two and Toepfer wrote his Holden off in a spectacular wipe out at the Dogleg on the last lap. The final result went to Travica from Dyer, Brien, Visser and Truelove.

Lintott would not be caught out in the second longer race. He grabbed the lead just after the start and stormed away to win by six seconds. Again Travica had his mirror full of marauding Holdens in the shape of Visser, Dyer, Brien and Truelove. They were chased by Dive and Asher, both who were soon relegated by Brad Tilley. Travica struck mechanical problems shortly after relenting to Dyer and Visser before retiring. Tilley claimed another two places to finish fourth.

### Amaroo Park - February 22

One week later another healthy entry contested the opening round of the Toddies Tyres series where \$2000 in trophies and awards



Tom Thompson

# HINDSIGHT - *delving into the past*

was up for grabs. In the wet qualifying Dive took pole in his Mini with Lintott alongside.

Dyer was third fastest pipping Toepfer who was very competitive in his new car which took a week to put together. He was only able to salvage the engine, rear doors and seats from the Oran Park wreck.

The third row was occupied by the Minis of Bruce Allen and Rob Tweedie ahead of Frank Dartell's Cooper and Grevett in his EH. The first of three heats was led away by Dive. However Lintott had the lead over Nissan Skyline. Allen was third after one lap, showing the way to Dyer, the Chevy Nova of Marc Ducquet, Toepfer, Tweedie and Dartell.

Lintott's race (and day) was over shortly after with the demise of second gear, and that left Dive in front until Allen passed him late in the race. Having displaced Dyer, Ducquet took third as Toepfer finished fifth as Tweedie and Dartell chased ahead of Brad Tilley.

Dive was best away in the second heat but Allen again passed this time skipping away to control the race. Ducquet started tenth on the grid and was fourth behind Dyer at the end of the opening lap. He eventually finished second with the EH third. Dive had slipped back and Dartell took fourth after slipping under Tilley's Valiant at the last corner. Asher was next ahead of Toepfer, Grevett and Visser.

Ducquet stormed past eight cars to be second behind Dive in the opening laps of heat three. Dyer was next from Toepfer until the Holden pair was split by Allen. On the lhc next lap the Nova led and Allen had progressed to second with Dive third ahead of Dyer. Toepfer and Dartell were hard at it behind and likewise Grevett, Tilley and Asher.

Ducquet's race finished a couple of laps later with a

broken timing chain causing considerable damage. That handed the race on a plate to Allen and gave the Mini driver a trifecta of wins while Dyer snatched second from Dive in the concluding stages and Dartell slipped past Toepfer within sight of the flag.

## Amaroo - March 29

Twenty eight entries, dominated by Cooper S's and Holden EHs with seven apiece, were logged for the Moderne Art back support at the AMSCAR opener. Allen took the preliminary while Toepfer's EH broke its diff at the start and went nowhere. A Mini whitewash was only avoided with Chris Oxley's Cortina splitting Tweedie and Dartell. Dyer, Tilley and Asher were the next three to greet the judge.

Allen was in top form at this time, again taking the lead in the feature and going on to score his fifth Amaroo win in as many starts.

Tweedie could only chase in his wake while Oxley's run ended prematurely with a rear suspension breakage in the early part of the race.

Toepfer soldiered on to claim third, despite a

blown head gasket and considerable attention from

Dartell in the latter stages. Asher took fifth ahead of a good scrap between Dyer and Visser.

## Oran Park - May 10

For a "clubbie" 35 entries in the program was huge. Notwithstanding many of the top guns were out for a play including the Wagga-based Ford Mustangs of Denis O'Brien and Rick Christian. The pair shared the front row and pair lept away to immediate lead

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# HINDSIGHT - delving into the past

## 1987 - a vintage year Continued from previous page

although the latter was nabbed for being a little too impetuous.

Into the first corner the EHs of Visser and Toepfer snuck under the second placed Mustang which was then chased by the Bubalo and Tilley Valiants and the Mini of Frank Binding. Both Allen and Kevin Talyor spun and shortly after the black S-model Valiant displaced Christian and Tilley pulled out allowing Binding and his persuers through.

O'Brien had disappeared into the distance leaving Visser and Toepfer to dispute second which was resolved in the favour of the latter. Christian regained his spot ahead of Bubalo and claimed third later when Visser retired. Binding was next ahead of Dyer, Dive and the EH of Geoff Harker.

Recovering from his earlier off Allen stormed home to finish fourth while Taylor progressed to seventh. In the earlier event, O'Brien scored comfortably and avoided a multi-car pile-up in the opening lap first corner. Out the dust Dive emerged to finish second.

### Amaroo - June 21

For the second year on the trot, Finnair backed what was the ultimate showdown. And being the eighth round of the Shull Ultra Australian Touring Car Championship, a sell-out crowd was on hand.

Qualifying deemed Lintott and Victorian John Mann would share the front row with Ducquet (Lotus Cortina) and Tweedie on the second. Behind them were O'Brien and the Cortina of Tony Hunter ahead of Asher, Dive, Toepfer and Dartell.

Mann made the better start to head Lintott as Ducquet slotted into third. O'Brien was a non-starter so Tweedie was next from Hunter, Christian who had progressed well from out of the top ten, Toepfer, Dive and Dartell. Oberg and Ted Brewster went off at Mazda

House in their respective Chev Impala and Mini . . . never to return!

The three leading Ford ran in unison all the way to the flag while the action behind was thick and fast.

Initially it was Tweedie fourth then Hunter while further back Christian was working overtime to hold off Dive, Toepfer and Dartell, slipping behind a one point but ultimately nailing the EH for fifth as Tweedie became mixed up in the action. Dive was sixth from Dartell and Tweedie at the flag.

The earlier scratch race seen Lintott mess up the start and fall back to sixth in the opening foray. Mann was the leader from O'Brien, Ducquet, Tweedie and Hunter. Behind the polesitter came Toepfer, Dartell, Dive, Dyer and Oberg who had a spectacular lose, was narrowly missed by Christian but Visser wasn't so lucky, coming into contact with the cumbersome Chevy.

Mann won from O'Brien as Lintott improved to third. The Cortinas were next from Toepfer. Travica gained the award for the most unusual finish, losing the left rear wheel at the last corner. He three-wheeled the Valiant to the line, just getting pipped for twelfth by Asher.

### Oran Park - July 26

An explosive start from Laurie Donaher at the NSWRRRC July Trophy Meeting had he and his Mustang

come from nowhere to swamp all by the first corner. Bubalo picked up second ahead of Asher as they headed poleman Toepfer. Then followed Tilley, Taylor, John McGill's EH, Truelove and Dyer. The second time past the start/finish Toepfer and Tilley both had the legs on Asher, the former then joining Bubalo in pressing Donaher.

The leader gained grace as Toepfer tried to grab second. Meanwhile further back, Taylor passed Asher, then Tilley before the black Holden became his next victim. The latter then lost out to the blue Valiant prior to both relegating Taylor. Toepfer then tried to take both Valiants in one foul swoop but lost it in the

EVENT 29	APPENDIX J TROPHY RACE (Fastest 30 cars from Practice)	12 LAPS
1. W. Marshall/Paul Corner	Mustang	White/green 4998
2. Warwick Agustin	Mini S	Green/yellow 1300
3. Dominic Truelove	Holden EH	Blue/navy 2998
11. Trevor Kelly	Holden EH	Grey/white 2999
12. Appendix J Assoc/Ian Stewart	Cooper S	Red/black 1293
13. O'Briens Diesel/Geoff Parker	Holden EH	Orange 2989
14. VSCC/Geoffrey Pallister	Cooper S	Green 1293
15. Lindsay Dive	Cooper S	Green/green 1299
16. Leigh Drennan	Valiant	Red 3600
18. Frank Binding	Cooper S	Green 1300
20. Dyer & Potts Racing/Mike Dyer	Holden EH	White/green 2989
23. Tom Thomson	Holden EH	Yellow 2998
28. Michael Kennedy	Fairlane 500	Blue/white 4700
29. NSWRRRC/Garry Smart	Cortina	Blue 1598
30. C. Kelly Sand/Gravel/Darryl Kelly	Mustang	White/blue 5014
34. WSCC/Bruce Allen	Mini	White/black 1293
35. AROC/Ron Lighton	Alfa	White 1570
36. John McGill	Holden EH	Maroon/beige 2994
37. Brian Hawkins	Triumph 2000	Green 1999
43. Jim Cutler	Cortina GT	White/red 1598
45. Bob Asher	Cooper S	White/black 1293
47. Paul Arnott	Alfa	Blue 1570
48. Frank Dartell	Cooper S	Red 1293
49. Ken Bridgen	Peugeot 403	Blue 1598
54. Robert Owers	Cooper	Green 103C
56. Chris Strode	Galaxie	Green/white TBA
59. Grand Prix Sportique/John Sexton	Lancer	White/green 1598
60. Brad Tilley	Valiant	Blue 310C
62. Doug Scott	Holden EH	Grey/white 295C
68. Trevor Hutchins	Holden EH	Red 299C
70. David Smith	Holden EH	Black/gold 299C
71. de Caux & Ullrich/Marcus de Caux	Holden	Brown 300C
72. Alan Barrow	Holden FJ	Green 255C
77. B. Tilley/Jason Tilley	Valiant	Blue 370C
85. Dennis Brown	Holden EH	Grey/white 299C
87. Syd Grevett	Holden EH	Green/white 298C
88. Greg Toepfer	Holden EH	Black 299C
89. Ben Visser	Holden EH	TBA TBA

RACE 4 - GROUP N (APPENDIX J) CARS - 5 LAPS		
2	Warwick Agustin	Cooper S Green/yellow
3	Appendix J Association/ Dominic Truelove	Holden EH Blue/navy
11	John McGill	EH Holden Maroon & be
16	Leigh Drennan	Valiant Red
17	Laurie Donaher	Mustang Blue
18	Frank Binding	Cooper S Green
19	Mark Walsh	EH Holden Blue/white
20	Dyer & Potts Racing/ Mike Dyer	EH Holden White/Green
23	T. W. Thomson	EH Holden Yellow
27	Travica & Bubalo/ Steve Travica	Valiant Black
29	Syd Grevett	Holden Green/white
37	Brian Hawkins	Triumph 2000 Green
59	Chris Oxley	Lotus Cortina White/green
60	Brad Tilley	Valiant S Blue
63	Richard Mingay	EH Holden Maroon/whit
69	Marc Duquet	Lotus Cortina Wte/green
70	Appendix J Assoc./ Mark Tilley	Cooper S Yellow & green
77	Brad Tilley/Jason Tilley	Valiant Blue
79	Robert Tweedie	T.B.A. T.B.A.
88	Greg Toepfer	Holden EH Brown
89	Ben Visser	EH Holden White-blue
91	Raymond Tigani	Triumph Red & gold
99	Peter Lisle	EH Holden Red/white/b

PLACEGETTERS :

(1) ..... (2) .....

(3) ..... (4) .....



# HINDSIGHT - delving into the past

esses.

While this was all going on Donaher was out on his own, and took the flag. Tilley snared second in the closing stages and headed the black similar car across the line. Asher and Taylor were the next two ahead of McGill, Toepfer and Truelove. Ray Tigani would have been next but had a last corner spin in his Triumph and that allowed Ron Leighton, Jason Tilley and Paul Arnott through.



ilar manner. Allen's endeavours to gain the lead worked, albeit briefly to start with as the V8 had the legs on the straight.

But ultimately the successful raids under the brakes worked and he was able to go on and win. Ducquet also got by but wouldn't catch the winning Mini. Tilley appeared to have the measure of his antagonists Dive and Asher but slid off onto the grass on the last lap, not only letting them through but also Drennan.

In the preliminary Donaher led from start to end. Allen was the nearest challenger but his pitstop in the early part put paid to that. Ducquet finished second from Dive, Tilley, Asher, Toepfer and Visser.

## Oran Park - August 30

Donaher continued his good form to the next outing, this time at the first endurance round, the Pepsi 250. He narrowly led Ducquet and Allen around the first time with Brad Tilley's Valiant showing the way to the Minis of Dive and Asher. Following that trio were Leigh Drennan, Travica, Oxley, the Mini of Tony Brosens and Toepfer who started in the field's wake after stalling and being pushed off the grid.

The race quickly split into various dices with Ducquet and Allen switching places on several occasions and individually having a crack at the Mustang. In the meantime Tilly and Dive were performing in sim-

## Oran Park Grand Prix - September 13

In something of an upset, Toepfer and his six cylinder EH toppled all to claim at the Street Sedan Association of Australia's long circuit venture Group N races' pole. But beating fellow front rower Donaher down the straight from the start was an entirely different proposition. Indeed the Mustang blew the Holden away decisively but Toepfer came back strongly under brakes and in the tighter parts.

With the second row vacant, Binding rolling his Mini in an earlier race and Tilley not fronting, the lead-

### ORAN PARK — PEPSI 250

#### Event 8: Group N (appendix j) Trophy

Start Time 12.45 pm 8 Laps South Circuit

Entrant	Driver	Car	Capacity
Dominic Truelove	Dominic Truelove	Holden	2998
Jubilee Ford	Ray Lintolt	Ford Mustang	4272
Peter Van Hoorn	Peter Van Hoorn	Holden	2798
John McGill	John McGill	Holden	2998
Volvo Sporting Car Club	Geoffrey Pallister	Morris Cooper S	1293
Lindsay Dive	Lindsay Dive	Morris Cooper S	1299
Bayview Mini Mart	L. Drennan	Valiant	
L. Donaher	L. Donaher	Mustang	4798
Frank Binding	Frank Binding	Morris Cooper S	
Mark Walsh	Mark Walsh	Holden	2990
T.W. Thomson	Tom Thomson	Holden	2998
Travica & Bubald	Steve Travica	Valiant	3811
Syd Grevett	Syd Grevett	Holden	2989
David Moyes	David Moyes	Vauxhall	3.3
Wollongong S.C.C.	Bruce Allen	Morris Cooper S	
Alfa Romeo Owners Club	Ron Lighton	Alfa Romeo	1570
Paul Corner	Paul Corner	Cortina GT	1556
R. Asher	Bob Asher	Morris Cooper S	
Paul Arnott	Paul Arnott	Alfa Romeo	
Chris Strode	Chris Strode	Ford Galaxie	6700
Chris Oxley	Chris Oxley	Lotus Cortina	
Brad Tilley	Brad Tilley	Valiant	3700
Ian Evans	Ian Evans	Renault R8	1289
Toddies Tyres	Marc Ducquet	Lotus Cortina	
Brad Tilley	Jason Tilley	Valiant	3700
Finnair	Rob Tweedie	Anglia	1300
C. Toepfer	Greg Toepfer	Holden	2990
Ben Visser	Ben Visser	Holden	2990
Raymond Tigani	R. Tigani	Triumph 2000	1998
Tony Brosens	Tony Brosens	Morris Cooper S	1275
Peter Lisle	Peter Lisle	Holden	2990

Continued over page

#### Event 8 MODERNE ART GROUP N (APPENDIX J) - TROPHY RACE 12.45 pm 5 Laps CAPACITY

CAR No.	ENTRANT/DRIVER/RELIEF DRIVER	CAR	COLOUR	CAPACITY
1	D. CLEMENT/David Clement	Cooper S	White/Green	1293
2	W. AGUSTIN/Warwick Agustin	Cooper S	Green/Yellow	1293
3	D. TRUETOLOVE/Dominic Truelove	EH Holden	Blue/Navy	2998
5	B. FERGUSON/Barry Ferguson	Cortina	Red	1598
17	L. DONAHER/Laurie Donaher	Mustang	Blue/Silver	4700
18	F. BINDING/Frank Binding	Cooper S	Green	1293
20	DYER & POTTS RACING/Mike Dyer	EH Holden	White/Green	2947
28	R. MULLER/Ross Muller	Farlane	Blue/White	5000
29	S. GREVETT/Syd Grevett	EH Holden	Green/White	2998
34	WOLLONGONG SPORTING CAR CLUB/ Bruce Allen	Cooper S	White	1293
35	ALFA ROMEO OWNERS CLUB/Ron Lighton	Alfa Giulia	White	1570
36	J. MCGILL/John McGill	EH Holden	Maroon/Beige	2998
37	B. HAWKINS/Bruce Hawkins	Triumph	Green	1998
43	J. CUTLER/Jim Cutler	Cortina	White/Red	1598
44	P. CORNER/Paul Corner	Cortina	Red	1556
45	R. ASHER/Rob Asher	Cooper S	White/Black	1293
48	APPENDIX J ASSOCIATION OF NSW/ Frank Dartell	Cooper S	Red	1293
49	K. BRIGDEN/Ken Brigden	Peugeot	Blue	1598
59	C. OXLEY/Chris Oxley	Cortina	White/Green	1598
60	B. TILLEY/Brad Tilley	Valiant	Blue	3700
63	AUSTRALIAN RACING DRIVERS' CLUB/ David Brian	EH Holden	Grey/White	2998
66	L. CLEAVER/Lloyd Cleaver	Cortina	White/Blue	1560
69	TODDIES TYRES/Marc Ducquet	Chev Nova	Green/Yellow	5100
79	FINNAIR/Robert Tweedie	Cooper S	Blue	1293
82	AUSTRALIAN RACING DRIVERS CLUB/ Pat Peck	Riviera	Red	69/0

# HINDSIGHT - *delving into the past*

**1987 - a vintage year** *Continued from previous page*



Toefer heading Asher, Kelly, Dive, Dartel, Dyer and Tilley.

Kelly soon came away with the upper hand while the leading Holden dropped several spots. In the second half where Corner's pace was telling on Allen by the look of the smoke emitting from the Mini. He was still clear of Kelly who was being pushed hard by Asher and Dartel, taking turns.

In the end it was Corner comfortable, Allen soldiered on for second from Kelly. Dartel kept Toefer out of fourth while Dive was next ahead of Dyer, Tilley and Asher. McGill was the beneficiary of one place when Drennan parked his Valiant on the last lap.

ing duo held a handy advantage over Visser, Travica, Drennan, Syd Grevett, Ducquet (from the back but soon to be out) and the other EHs of Peter Lisle, Truelove and Dyer who also started rear of grid.

Donaher and Toefer continued their concentina-style dice all the way to the flag with the Mustang driver never surrendering the lead. From a lead of 15 seconds at the halfway the gap blew out considerably to third, particularly with Visser pulling out and leaving Drennan to fend off a late charge from Lisle, Dyer and Grevett in their revised order.

## Oran Park - November 21

Numbers were so big for the annual NSWRRRC day/night meeting, that split heats had to be run with the strongest 30 contesting the final. Bill Marshall had brought Denis O'Brien's Ford Mustang for Paul Corner to put on pole in the bigger engined heats. Corner had the legs to take the honours from a fleet of Holdens, Toefer the best ahead of Dyer and John McGill with Darryl Kelly fourth in another Mustang.

Heat two again went to Corner, the expected early challenge of Toefer evaporated with a blown diff off the start, leaving Dyer to fend off the Valiant of Brad Tilley. Kelly started badly but during the course of the race systematically picked off Grevett, Visser and Leigh Drennan to be fourth.

The second lot of heats resembled a Super Mini grid with no less than six Coopers heading the field. Allen won the first from Dive, Asher, Dartel, Binding and Agustin. Despite a slow start in the second, the Wollongong driver also took the second. Dive was again second but Dartel was able to snare third ahead of Asher, Binding and Agustin.

With the advent of night and the lights, the field assembled for the 12-lap final. Allen gained the initial jump but the Mustang soon powered away for Corner to lead. It was tight for third in the early part with

*Continued over page*

## 1987 - What others were doing

- Allan Moffatt and John Harvey won the first ever touring car championship race in a Holden Commodore, but only after the three BMW M3s that took lines were excluded for lightweight panels.
- Australian reaped the benefits here as well, when discrepancies over the front guards of the Texaco Ford Sierra gave Peter Brock (with David Parsons and Peter McLeod) victory number nine . . . he has yet to get the magic 10.
- A keenly contested Australian Touring Car Championship came down to the wire with Jim Richards and Glenn Seton vying for the title at the final Oran Park round. A race incident between the pair allowed the former in a M3 to win another championship.
- Production cars had climbed from a rebirth to be very strong, featuring drivers of the calibre of Brad Jones, Peter Fitzgerald (who was the first champion that year), Garry Waldon, Leo Geoghegan, Des Gibbs, Mal Rose, Roland Hill and former English cricket captain Tony Greig.
- Sports Sedans were on at every meeting. Leading lights around Amaroo and Oran Parks including Keith Carling, Trevor Ashby, Steve Reed, Bob Tindal and now-truck racer Bill Sieders. On several occasions the Victorians came to town and included Bryan Thompson, Bob Jolly and the like, yet there had been no championship for the second time in a row.
- The third of Sir Jack Brabham's sons David was contesting the Formula Ford Driver To Europe, his major opposition Peter Verheyen, Garry Jones and Simon Kane. Brabham took the Gold Star that year in a one-off race in Adelaide for Formula Two cars. Arthur Abrahams took the AF2 title.
- Two Queenslanders who would make a name for themselves in latter years were enduring the cut and thrust of Holdne Gemini racing. They were Paul Morris and Troy Dunstan.
- It was a great year of Williams (its not often it isn't) with Nelson Piquet taking out the World Drivers' Championship, Nigel Mansell finishing second, and the Constructors' title in the bargain.
- John Bowe was cruising around the country taking outright lap records where ever he ventured with incredible Veskanda sports car, but Andy Roberts took the title.

# HINDSIGHT - *delving into the past*

**1987 - a vintage year** *Continued from previous page*




Picture courtesy Chevron Publishing

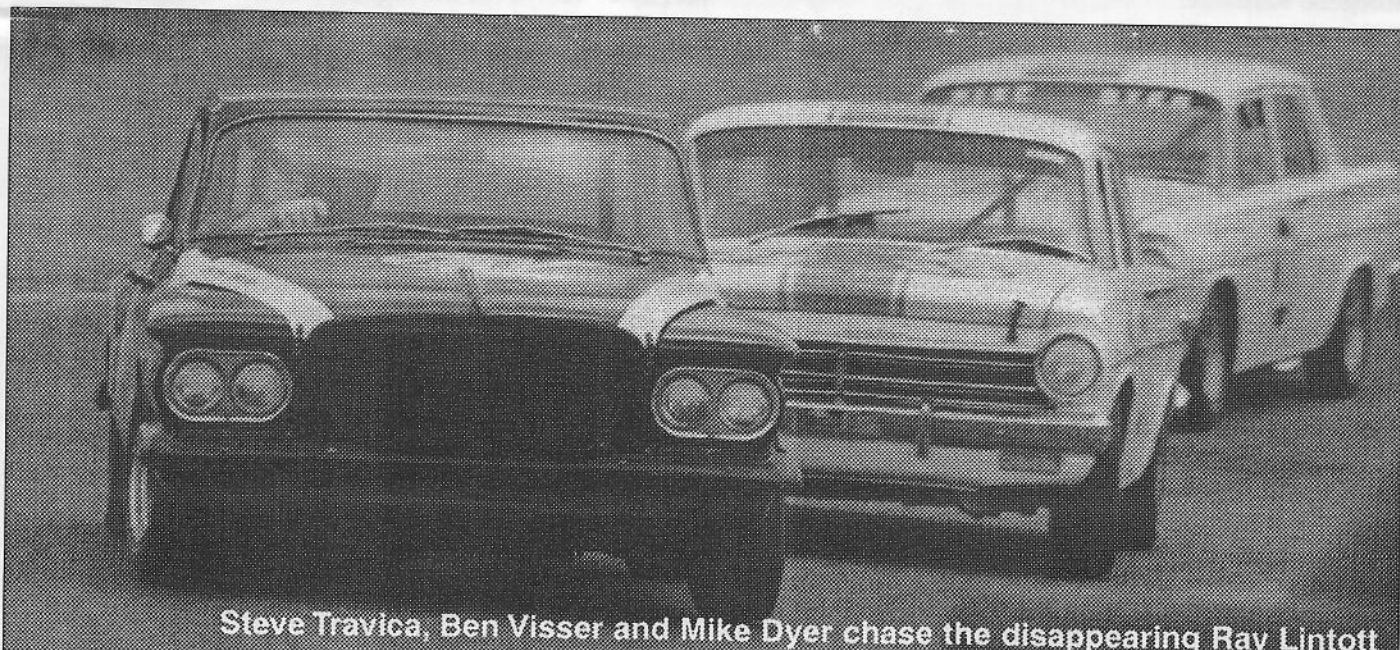
## **Amaroo - November 29**

The last outing for the year had Toepfer and Allen sharing the front row with the EH Holden gaining the initial jump before both were swamped by the Valiant S of Tilley.

But the Mini driver struck back immediately and led them around the first time with Tweedie and Dartell the next best in fourth and fifth. Dive was next but was soon shoved into the Toledo Tools wall.

McGill was the next to go out when he crashed his Holden. That happen about the same time Tweedie took second from Toepfer. Second came shortly after as the Valiant faulted, the Mini driver then narrowed the gap to Allen, but the post was too near.

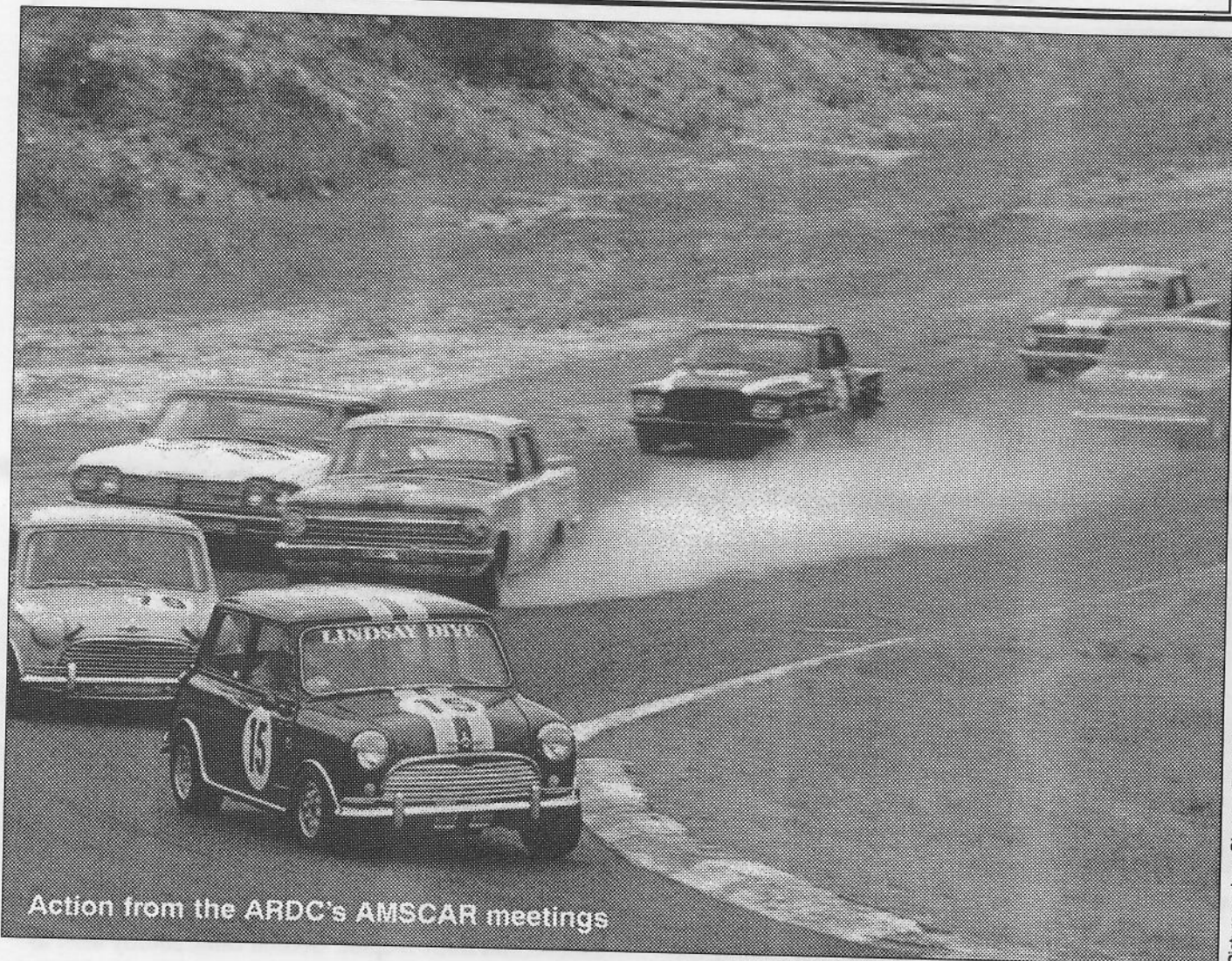
It became another huge result for the little bricks with Dartell and Asher filling the next places. Then followed Toepfer from Tilley, Canto, Ron Leighton and Ken Brigden. 



Steve Travica, Ben Visser and Mike Dyer chase the disappearing Ray Lintott

Picture courtesy Chevron Publishing

## HINDSIGHT - *delving into the past*



Picture courtesy Chevron Publishing

## FROM THE WESTERN REACHES

On May 19 the Autumn Classic meeting was held at the Barbegello Raceway.

Practice was held in extremely wet and windy conditions which enabled the Minis of Bruce, Stannard, Onofaro and Bradley to qualify ahead of the V8's of Meeke (Falcon Sprint) and Perozzi (Chec Nova) plus several EH Holden's of Morris, Prout and Eastwood.

Race one and it was clear and dry, so Meeke and Perozzi moved through on the Mini's on the second lap. Bruce had already retired after the engine fan had broken and punctured the radiator and timing case causing a few hairy moments for those following close behind. Stannard ran wide at Kolb corner allowing Bradley and Onofaro through.

Despite some close racing and several passing moves, the order required the same with Meeke the winner on a track that was still slippery, mostly from sand washed onto the track by the heavy rain. The Morris EH was a retirement due to Metland being put in the tank in error and Prout with a blown head gasket.


Race two also saw Meeke as the victor with Perozzi

finishing well down the order after a spin at Yokahama on Lap 5. However, the highlight of the race was the dice for the entire distance between Bradley, Stannard and Onofaro. Never were these three more than a few metres apart and although they finished in the above order they had been passing each other several times each lap, at times 2 and 3 wide through some of the corners.

"Butcher's Picnic" - A smaller field fronted for the reverse grid handicap which was taken out by Stannard after a race long effort to hold out Bradley with Onofaro and Meeke a further distance behind ahead of Phil Morris's EH.

The next meeting will feature the V8's Supercars as well as the Appendix J interstate challenge which will feature several top class NSW entrants.

All is in hand for an excellent meeting with a near capacity grid of almost 30 cars, not to mention the range of social activities to help set the mood for fast and furious racing.

- By Your Western Scribe! 

# GENERAL COMMITTEE MEETING

## Minutes of the General meeting of the Appendix J Association of NSW, May 6, 1997

Meeting opened at 8.15 pm.

**Apologies:** A Pursey, A. Huxley, P. Sugden.

The minutes of the previous meeting as printed in Action Line were accepted as a true record.

**Correspondence:**

**Inwards:**

CAMS Newsletter April 1997.

ARDC advice on proposed dates for V8 series.

Victoria Newsletter.

**Outwards:**

Apology to ARDC re low entry to May 4th meeting.

**Presidents Report:**

Discussion on the late cancellation by CAMS of the ARDC V8 Challenge meeting of 4th May.

CAMS State Council meeting set down for Saturday 10th May in Canberra. Items required for Agenda from club members on issues that affect them. To be raised in general business.

Thanks to the volunteers who assisted with Oran Park improvements. More work needs to be done to erect carport. Please see Alan Wick or Brian Jessop.

The committee is concerned at the lack of entries at race meetings. Support is required for club organised events to ensure our future viability at being invited to participate by promoters. There was discussion on the

problems of this years calendar and it was generally agreed that there were too many events. We are hopeful of being able to organise the 1998 calendar much earlier.

**Treasurers Report:**

Current balance \$3682.90 plus \$7000 IBD. Now over 170 financial members.

**General Business:**

It was noted that following the resignation of Paul Burchall as National Eligibility Officer, Carl Stecher has now been appointed to that role.

Oran Park pleased with our events at recent Truck Meeting. They reported the crowd were very appreciative of the racing.

The matter of Division 2 Group NB deferred from the last meeting was discussed at length. The recommendation from the committee was that until such time as entries to race meetings reach such numbers as to warrant a sub-division it would not be in the clubs interest to pursue the matter at this point in time and that any consideration in this light should be deferred until that is achieved.

A motion was put and carried in this regard.

The members were asked for their questions to be put to CAMS. These were:

- In the year of club motorsport what has CAMS done or is considering doing for the members?
- Why do licences all have to be renewed at the one time of year which results in delays and inconvenience?
- Why do you have to surrender your national licence to compete overseas?
- What are CAMS doing to encourage clubs to stay within the CAMS realm?
- The effect of the fight between IMG and others has had an impact on all motorsport including club motorsport. What is CAMS doing about it?

Terry Thompson gave a report on the Guyra Grand Parade which was a great success. A number of Group N cars competed and acquitted themselves well. Next year promises to be bigger and better.

Raffle was drawn and won by Lloyd Cleaver.

Meeting closed at 9.55 pm. 7

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# GROUP Na NEWS

Let me start this column with a personal note Axeman has been axed.

I have been retrenched at the end of April, so I've started my own Management and Technology Consultancy. Why tell you this, apart from a shameless plug for getting a consultancy assignment? It means that I have parked the Oxford and hung up my helmet and romper suit until I can get some income.

However, you have been warned. It gives me an opportunity to act as commentator for Group N races, just so I can keep an eye on you guys and tell the public all (maybe not all, if you buy me the right drinks) about you. You should also be aware that I am now using my 1956 Morris Isis (AX1515) as a daily driver and this may be a development test bed for a beast to compete in the larger capacity class, watch this space, or at least watch the oil leaks (that's not an oil leak, its just my car marking its territory).

Talking of the larger capacity class, has anybody heard any more about the rumoured Customline V8 or the two Mercedes 220s? We do need some bigger cars out in Na, if only to add to the tyre smoke smokescreen contributed by Moby Dick.

Talking of smoke and mirrors, the calendar has been through further changes and this has an immediate impact on Na. There is no Na at Wakefield Park on 8 June, but there is Na (plus Nb) at Wakefield Park on July 6 and 7, so get your entry in now, repeat, now.

This late change has messed up the original idea of getting Na cars up to Lakeside on that weekend, sorry Queensland, but Don will keep you entertained on our behalf.

Final point on Na, I have sheets for most cars and drivers, which I pass on to the commentary team at most meetings where we run. However, if you want yours updated, or included for the first time, please give me the information and I'll feed it into the system.

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

We want you to join us out on the track!!!

- "Axeman"

## Hat Draw winners

Because of the crash in the last race at the last Truck meeting, the "Draw from the Hat" did not go as planned. The draw was held over to the last General Meeting where the recipients of the \$100 vouchers from Auto Fever were, in alphabetical order, Bob Asher, Dave Beveridge, Graeme Hart, Alan Heath and Graham Russell.

## Legend resigns

It was announced last Thursday that Australia's most popular racing car identity Peter Brock, has announced he will retire at the end of the year.

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## ON THE NET

This column is pleased to announce that the winner of the Bob "R2D2" Asher competition in last month's column is ....Graham Howard.... Now if that doesn't ensure that Group N keeps getting a friendly word in his weekly column in Auto Fiction, nothing will (mind you he hasn't had the lukewarm beer, yet).

The vintage-race list has been buzzing this month talking about aggressive driving at Historic race meetings. Unfortunately, there was a fatality at one meeting and there have been plenty of incidents at others within the US in May.

Much of the discussion was focussed on driver behaviour and attitudes, with the consensus being that those with an overly-aggressive attitude should be sent home after one warning.

Most people agreed that another problem was that some drivers had more dollars than driving ability and were thus not bothered about car damage. Another point was that some people did not understand that some Historic cars were irreplaceable or that panels were very difficult to find.

It was interesting to see these points coming out in open forum this month, particularly as I had covered some of them in my Na News last month. It seems to confirm the view that there is a potential problem in Historics globally as newer drivers appear on the scene, although the problem has been said to exist with some drivers who have been around for a time.

The discussion didn't arrive at a definitive solution. However, the common thread was that officials were best placed to monitor a race in total, but, drivers should be placed in Race Control to observe a different category to their own and hear the message traffic from the marshals' posts. As a result, the drivers might then spread the word amongst their fellow competitors about how some groups were performing.

In all this there was a common theme. Motorsport is dangerous and accidents can, and will, happen – as a competitor you must acknowledge this fact, particularly as you sign the indemnity form. Historic cars (generalisation) tend to offer lower levels of driver safety than modern race cars of a similar type, be they sedans, sports, or open-wheelers.

The message that I drew from this discussion was "drive hard and competitively, but not aggressively, and, be aware of your own limits and those of your fellow competitors".

I don't think that that message stops anybody from enjoying our sport, because it recognises that it is a competitive activity with an element of danger, but, it also places a responsibility on all drivers to look after each other and the track officials.

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

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




Andrew Pursey

MorrisOxford@s054.aone.net.au

An interesting site worth having a perusal of is <http://www.well.com/user/vimages/shelby>. It is a historical perspective of Shelby Mustangs and Cobras.

The site is dedicated to James Davis McLean who was Vice President and General Manager of Shelby American in the "wonder years". The site has been put together by his grandson.

Unfortunately it's not very technical and represents more of a drooling session for an era, and cars, the author obviously missed.

But it does have some good pictures, like the one below which is the parking area for cars that will be transformed into Shelby missiles, outside the new facility that was built near LA International Airport. 



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# GROUP Nc NEWS

Well, there has not been much racing of late as everyone recovers from a hectic month of events in April, but fear not because the truck series is once again upon us and two weeks later, the AMSCAR Sedan Series kicks off at Amaroo Park. Both of these events are very high profile and can be a great showcase for the emerging Nc category.

It looks like the waiting may be over for Paul Axiak and his Monaro as his long awaited debut is set for the Oran Park Trucks. If his car is half as good as I've heard then he should be very competitive straight away.

Greg Toepfer got his first taste of an Nc car when he had a steer of my XU-1 at Amaroo recently. Although I did not see him myself, my mechanic said that it was basically a case of a 'duck to water' with Greg settling into the car quickly.

I believe he was getting the car to corner at some very interesting angles, therefore demonstrating the oversteer tendencies of a Torana to all present (I must admit I forgot to hell him the tyres were stuffed!!).

Anyway Greg reckons the Torana is just like his EH but with grunt and a four speed. After seeing the dice that Greg had with Mike Dyer's Torana at the last Truck outing while driving his own earlier model Holden, I reckon he'll be looking forward to being on an equal footing at the AMSCAR event.

It looks like we can add another new car to the list of eligible vehicles for Nc. It appears that the Datsun

cricsa 1967, as there are moves afoot to have this vehicle included and a potential new member and competitor is doing his best to come up with the necessary paperwork to do just that. More on that soon.

Anyway thats all for this month and I'll see you at the next meeting.

- Mick Donaher

## GUYRA

In early February a big brown envelope arrived in the letter box post marked 'Guyra, NSW', and bearing a seal of Guyra Shire Council. The immediate reaction was "What the hell is this?" It turned out to be an invitation to compete in this Event organised and promoted by the Council through a Committee of local residents.

WHAT A WEEKEND! The whole town was involved and a circuit of 1.7 k.m. through the streets of Guyra was used. Each event (called a Parade) was over a given number of laps but no timing was done but it was deemed that the vehicle completing the most laps would be considered the winner of the "Parade".

Our Club was represented by Terry Thompson (NaVW), Mike McGee (Nb Cooper S), Graham Hill (Nb Austin A35) and yours truly in the mighty Major. Phil Windus came along for the weekend but did not com-

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# GUYRA

pete in his "Rootes Group Racing" Hillman Minx because I had pinched his trailer from under his car

Friday Night the local football club ran a Calcutta of all entrants at the Golf Club where on a bidding system anyone could buy a team of 3 cars for Saturday.

Saturday started with Breakfast supplied by the local Rotary Club for a drivers meeting supervised by Charles Jardine at which we were addressed by the local Police Sergeant and then by the Officer in Charge of Armidale Highway Patrol - very friendly people.

The Event was run on an informal basis with each group of cars called to the dummy grid where you organised yourself into your desired position and then you were let off in groups of 2 at 5 second intervals.

During the day each competitor had a 15 minute practice followed by "Parades" of 8-6 and 10 laps and a 10 lap "Butchers Picnic". We were encouraged to show some restraint but to put on a show for the public.

During one "Parade" Messrs. Hill & McGee had a slight coming together. Mr. McGee slipping up the inside of Mr. Hill on the straight, but I think the A35 was looking to make a right hand turn into the Bowling

Club car park to quench a parched throat.

Saturday night we attended a jazz Concert at the Showground where the local service clubs and Emergency Services combined to cater for 700 people, wonderful country home cooking. A fabulous evening of music, meeting new friends and having an odd red wine or beer. The Alex Mildren Trophy, donated by Alex was the trophy he won in the 1960 Bathurst 100, was awarded to the best and fairest driver of the day.

Sunday comprised a street parade of all competing vehicles followed by a 20 km road run headed by the freshly tuned Highway Patrol vehicle to "Ollera Station". Ollera is a magnificent Sheep Station first settled in 1838 and is today run by members of the same family. Amid the beautiful trees and old buildings we enjoyed more country hospitality, great food, more jazz and you've guessed it, more red wine etc.

Sandra and I have booked our accommodation (which is in fairly short supply) for next year and suggest that if you get the opportunity to run this unique event next year, you grab it with both hands.

- Don Titcume

## CLASSIFIEDS

### CARS FOR SALE

**HOLDEN EH.** Ex-Bruce Stewart. One meeting since full mechanical rebuild, including roller cam engine, gearbox, diff, rear bearings, wheel cylinder, brakes and master cylinder. Braided brake lines, new Hoosiers included. Fully sorted and developed, many outright and class wins, current class lap record Eastern Creek. Truck load of spares including trailer - \$8,900 ono. Ph Craig (02) 9894 2609 (H). New house and baby faced sale.

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

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

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

**HOLDEN TORANA.** LC GTR complete minus engine and gearbox. In average condition but would be most suitable as starting point for XU-1 project. \$950. Phone Greg Toepfer 9913 1919.

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

### CARS FOR SALE

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

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

**MINI COOPER S Nb.** 1275 motor, roller rockers, nitrided rank, steel main caps and flywheel, competition clutch, Jack Knight box, LSD, Spax shocks, race seat. Mini Clinic maintained. For Sale \$9800 ONO. Lynn Cowan (02) 9525 2254.

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

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

### GENERAL

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

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

# CALENDAR UPDATE

DATE	EVENT	CIRCUIT	PROMOTER	RESTRICTION
January 25-26	Historic	Amaroo	HSRCA	B and C
February 23	Club meeting	Eastern Creek	ARDC	A and B
March 2	Wedel Holding Marketing	Oran Park	NSWRRC	A
March 16	Historic	Phillip Island		All
March 23	Historic Pre '60	Wakefield Park		A and B
April 12	Club meeting	Oran Park GP	NSWRRC	A
April 19-20	Auto Fever Truck series Rd 1	Oran Park	OPMS	B and C
May 25	Historic Winton	Winton	VOC	All
June 1	Club meeting	Oran Park	NSWRRC	A and B
June 7-8	Auto Fever Trans Tasman series Rd 2	Oran Park	OPMS	B and C
June 22	Jolly Roger Marine V8 series Rd 2	Eastern Creek	ARDC	B and C
July 5-6	Historic	Lakeside	Q'LD	All
July 5-6	Tintop	Wakefield	Wakefield	A
July 5-6	Shell ATCC	Barbegello		B and C
August 24	Padstow Printing Club meeting	Oran Park	NSWRRC	All
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
October 26-27	Historic	Sandown	VIC	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 22-23	Historic	Wakefield	HSRCA	All
November 30	Cabramatta Auto Electrical Club meeting	Oran Park	NSWRRC	A and B
December 7	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

**An Appendix J  
Race Meeting  
Supporter**

## GOLD TRAK for Ford 9"

If you had a racing edge that couldn't be seen, made your car easier to drive, lowered lap times, increased your speed through the apex of corners, was faster on the straight away and reduced tyre wear ... would you tell anyone?

**GOLD TRAK** is unlike other diffs on the market that use clutches, dog-gears or springs.

**GOLD TRAK** uses a combination of gear and friction to transmit maximum power to BOTH rear wheels before the corner apex. Use **GOLD TRAK** for Oval track, Street, Targa or Circuit racing.

For information and orders, please call Ross Donnelley



**Jolly Roger Marine**



SYDNEY  
02 9450 2988

# 1997 POINTSCORES

## AUTO FEVER Oran Park Series

### Nb

Graham Russell	26.30	Bob Asher	11.60	Ray Bailey	8.60
Dave Beveridge	21.60	Graham Hart	11.60	John Lyle	8.00
Greg Toepfer	16.00	Barry Brown	11.00	Bill Calan	5.30
Robert Ingram	13.60	Max Ullrich	10.00	Fred Burley	4.00
Allan Barrow	13.00	Bob Harris	9.30		

### Nc

Peter O'Brien	21.60	Bruce Stewart	16.33	Robert Tebb	11.30
Mick Glover	21.00	Mike Dyer	16.33	Denis Sargent	7.00
Grant Elliot	18.00	Andrew Smyrnis	13.00	Brian Jessop	3.00

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## APPENDIX J ASSOCIATION OF NSW

### GROUP Na

Andrew Pursey	38.5	Don Titcome	28.5	Paul Roderaus	18.5
Aaron Gabriel	38.0	Arthur Huxley	26.5		
Michael St. John Cox	29.0	Terry Thomson	19.0		

### GROUP Nb

Rod Brincat	54.5	Stuart Scofield	22	Robert Ingram	13.6
Dave Beveridge	50.9	Max Ullrich	22	Robert Owers	12
Graham Russell	43.3	Bob Pearson	19.6	Graham Hart	11.6
John Lyle	40	Bob Hayden	19	Bob Asher	11.6
Bob Harris	39.4	Bill Callan	18.3	Dick Bryant	11.5
Mike McGee	38	Wes Anderson	18	Ray Bailey	8
Ken Ballentyne	36.6	Ray Cleaver	16.5	Geoff Pallister	8.5
Garry Smart	33.5	Greg Toepfer	16	Doug Westwood	8.5
Phil Powell	26.5	Anton Mechler	15	Steve Mason	4.3
Allan Barrow	25.6	Domanic Truelove	15	Fred Burley	4
Barrie Brown	24	Graham Hill	14.5		
Matthew O'Brien	24	Vince Bates	14		

### GROUP Na

Grant Elliot	48.5	Peter O'Brien	21.6	Robert Tebb	12.3
Mick Glover	41	Kevin Charlton	20	Warren Bossie	7.5
Mick Donaher	31.5	Mike Dyer	17.6	Brian Jessop	4.3
Andrew Smyrnis	30	Denis Sargent	17		
Rod Stait	27.2	Bruce Stewart	16.3		

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First round winner Peter O'Brien leads Grant Elliot

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