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Action-Line

Newsletter of the Appendix J Association of NSW Inc



Group C - is this the next step? See page 4



GENERAL MEETING and special guest (see page 3)

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

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

Another month gone by and no competition during the month would suggest it had been a quiet time for the committee of this organisation. Not so! We have been as busy as ever! And we start the new month off with a record entry for Round 2 of the Auto-Tek Truck Series at Oran Park.

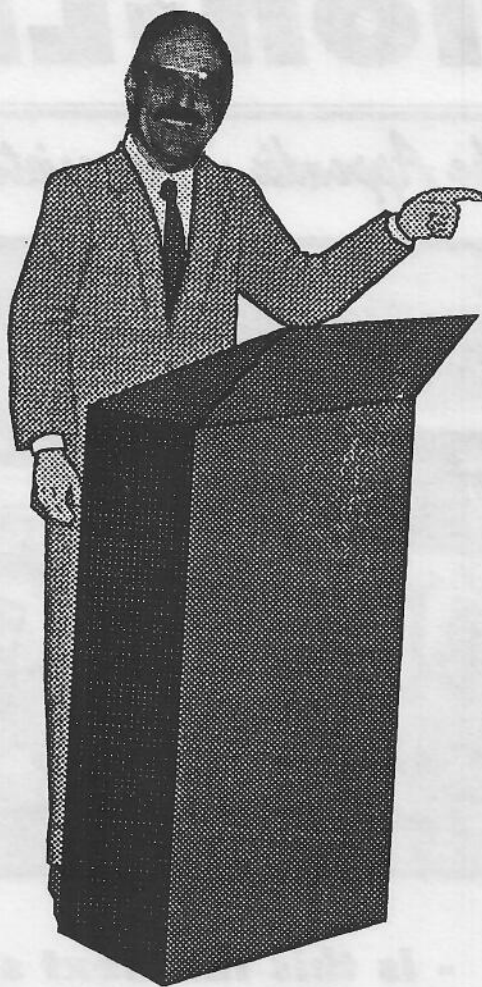
Would you believe we have a record entry of 20 Nc cars for the meeting and with the addition of Division 1 means the meeting is over-subscribed.

We have had to contact the Division II entrants to let them know the situation and I am now having talks with Oran Park to ensure that if the excellent support for the series continues to grow we will be able to accommodate competitors in both Nb and Nc for 1999.

This would entail some changes to the format which at this time are not clear but it is pleasing to note that the organisers are sympathetic to the plight of those who have supported the series so well in the past being displaced by the newer Nc category and are prepared to support Nb as well. I will fill you in on details as they become available but wanted to assure those who have been unable to run at these meetings because they have been displaced by faster cars that the future looks bright if we continue to grow our support of these events.

The last general meeting discussed the events that surrounded the red flag incident at the Oran Park Two Litre round and I am pleased to report that I have had many good reports about the way club members conducted themselves and the quality of communications with the CAMS office. I am assured that our voice was heard and that there will be discussion and perhaps review of some of the procedures that brought about our displeasure. These matters of course did not alter the fact that the fines stood firm and had to be paid but the way our members accepted the inevitable makes me proud to be associated with the category.

I attended the Judicial Investigation into events at the previous Truck round and have at last received a report on the findings. It would be remiss of me if I did



not inform you that my impressions of the findings are somewhat similar to the way the competitors who were involved in the red flag incident felt about their treatment by officials on the day. I cannot say that I am happy with the way we were treated, either on the day or during the investigation, and the outcomes as promulgated so far, in my opinion leave much to be desired.

Whilst CAMS is changing for the better in so many ways, and this was evidenced by my attendance at the State Council meeting at Wyoming last Saturday (23/5), there are many areas which need instant improvement to bring CAMS up to speed in 1998. The way some officials administer their duties to competitors and members alike, such as we have experienced over the past six weeks is something that must be improved without delay. Competitors are volunteers too and they pay for their pleasure!

At the last committee meeting we discussed the future directions the club should take and the people in the club who should be encouraged to take part in the new committee for 1999. I know it is early in

the year to be talking of elections when our year does not end until October but like everything, a little forward planning is necessary. Please give some serious thought to your involvement with the club, if somebody doesn't do it then it won't be done and no one would be able to enjoy the benefits that flow from a strong club such as ours.

We have had more than 175 members re-join the club for 1998, a little down on our total for last year when our membership topped the 200 mark but hopefully we will pull in many of the stragglers with our last reminder sent out this month. That number though, still makes us the largest Group N club in the country.

The meeting that will hopefully put the HTCAA back together has been set down for 28th June in Melbourne. It is hoped representatives from all states will attend and we can establish the HTCAA as a truly Nationally representative body. Don't forget that the vote will be taken at this month's meetings on the funding of that body by levy so if you have anything to say on this subject please make sure you are there to have your say on the subject.

Our guest speaker has some exiting new concepts for the televising of our race meetings which should not be missed also so you have plenty of reasons to be at Burwood on Tuesday night. I'll see you there!

- Regards Bob

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**July issue DEADLINE
is Friday June 27**

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TV exposure

THE SPECIAL GUEST at this month's general meeting is Steve Maher who is heading up the new *Overdrive* program on Optus-Vision. The venture is aimed at all aspects of motor racing from the grass-roots through to the top end. Steve will be presenting a video overview of the concept, and hopefully, a tape of one of the first-to-air programs. The venture has a host of innovations including the opportunity for clubs to provide their own footage of race meetings and events using Optus equipment and tuition free of charge. The show is televised weekly, live on Thursday evenings on Optus-West, the community channel. It is replayed around three times in the course of the week, not only on Optus-West but also on Optus-South and Optus-North which covers the entire Sydney basin. 

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.

COVER STORY - group C

IN THE EARLY part of November of 1993 the Historic Car Committee declined the application of the Australian Group C Touring Cars to be recognised by the Historic Committee, the reason cited was that the category was too young as it finished in 1984. But the letter that was penned by John Dawson-Damer did suggest that the topic would again be addressed twelve months later.

A following letter in September 1994 confirmed that indeed the proposal would be tabled at the October meeting of the Historic Car Committee. Dawson-Damer's personal support was offered, his feeling was that the proposal was now appropriate for serious consideration.

There still was some concern that with a category only ten years out of the motorsport mainstream, the introduction of the total year period was inappropriate. The suggestion to cut off the period at 1979 and introduce Group C in two phases was not considered as a viable option and in the interests of keeping the whole category together the decision was made to defer the introduction to a later date.

The proposal referred to former Australian Group C Touring Cars which, at the end of 1984, were replaced by vehicles complying with the European Group A Touring Car regulations. Group C encompassed the period from 1973 to 1984 and immediately follows the

period represented now by Group Nc.

In 1986 the Group C Touring Car Association was formed in an endeavor to prevent these the cars from being lost to by being turned into road cars or (more often) turned in sports sedans, therefore losing their historic significance.

To preserve these vehicles the association provided for them to run as a separate class and Group C and the NSW ROAD Racing Club, the Street Sedan Racing Association and the Australian Racing Drivers Club promoted races at club level. The combination of members in teams at various Six-Hour Relays in Victoria and NSW proved extremely successful, no doubt reflecting the cars were originally built with endurance racing a primary objective.

A simple form of register was put together and it contained particulars of over 70 vehicles with many more able to be located when the need arose. Indeed the magnitude of cars, and the lobbying of several representations to CAMS urged the governing body to add a new category to the 1990 manual, under what was described as Group 3G which is described below.

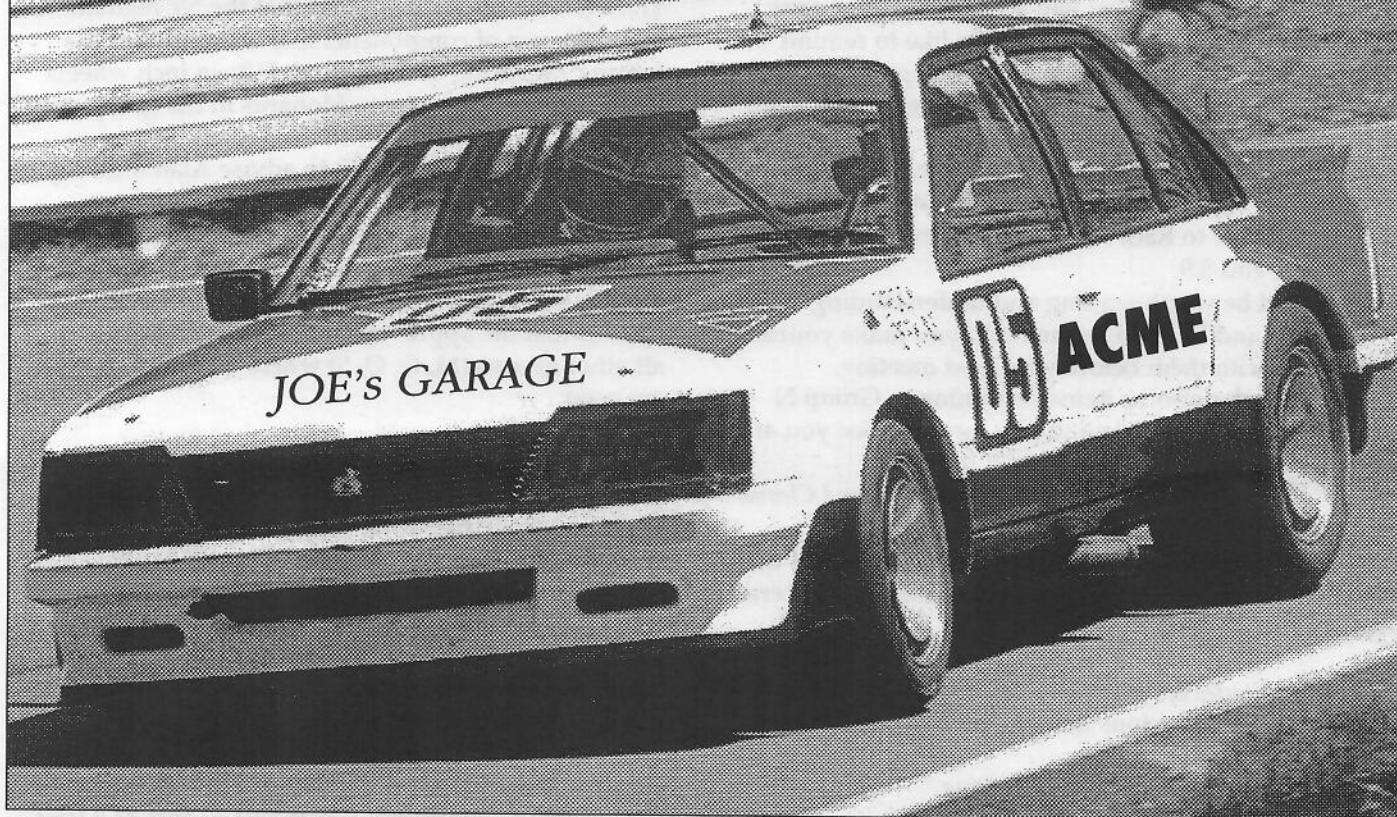
The requirements made Group C truly historic in that no new cars can be constructed and the only cars that will be recognised as eligible are those that actually raced as an Australian Group C Touring Car, or had had a Group C logbook issued.

Cars will be able to run in their original livery, with original advertising



COVER STORY - group C

What you probably won't see in the advertising stakes



Any eligible vehicle may compete in the specifications of the regulations that applied for any year that it raced. For instance an L34 Torana that competed in 1978 and was updated to A9X specs in 1979, could be raced as either a '78 or '79 L34 or a '79 A9X. If the said car had not been updated, then it can only run in its original L34 specification.

There was the muted suggestion that the 1973 to 1980 cars be accepted initially as a historic class with the 1981 to 1984 brigade considered for induction later on. This was deemed unacceptable as the whole expanse should be treated as one group in order to retain homogeneity within the movement.

Advertising went hand-in-hand with Group C, but it was bound to cause conjecture with the Historic Commission that bans the practice in normal respects. But the revision of the category also encompassed encouragement of competitors to present their vehicles in the same colours and advertising signage as was on their cars at a particular point in time which corresponds with their year of eligibility, in similar circumstances as F5000 in Group Q.

Indeed each new category that is considered for inclusion under the ever-broadening circle of the Historic Car Commission will have to tackle the tricky issue objectively and fairly.

Next issue, the story continues and the major players formulating a game plan to take to the Historic Commission. The main stumbling issue appears to be the idea of limited non-historical advertising!

J

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ELIGIBILITY

Apart from the troubles ensuing from the two previous Oran Park meetings I have had a relatively quiet time over the last month. I would however like to remind members that eligibility checks will be ongoing at race meetings. So please pay attention to the eligibility matters with your car.

A couple of important things to come out of the investigative hearing involve eligibility and references have been made to Race Meeting Standing Regulations Clauses 4.4 and 5.9.

It would be worth reading and understanding those two clauses and I would recommend you make yourself conversant with them before your next meeting.

Also listed are some items pertaining to Group N from the recent National eligibility meeting. See you at the Truck meeting.

- Lloyd Cleaver

The Historic Eligibility Committee met on March 21 and from that meeting we publish points of interest concerning Group N.

HEC148 - Minutes of the previous meeting

Minutes of the previous meeting are accepted as previously distributed.

HEC148 - Business from previous meeting

- Holden Monaro 15" wheels

Alan Munday requested background on this decision. The basis for the decision was that the Nc regulations allow the use of components that were used in the touring car racing of the period. Fifteen inch wheels were used on one or more Monaros in the group period.

Action: Chris Edwards (CE) to advise Alan Munday.
- Cooper S 1100 blocks

It was agreed that this previous decision to allow the use of Morris 1100 blocks as a substitute for 1375 Cooper S blocks would apply to both Group Nb and Nc and that the approval should be extended to cover all other groups (M, O, Q, S) where Cooper S engines are used.

HEC149 Eligibility Procedures

The Chairman provided a brief overview of the current eligibility procedures and asked if any problems were present. Signing off and delivery of applications to CAMS were raised as current problems, Chris Edwards to re-inform each of the state offices that applications should not be directed to the National office unless they have been signed off by the local eligibility officer, and also to reinforce the general Historic Eligibility procedures.

Discussion was held on the issuing procedures for the Certificate of Description it was agreed that as a trial,

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ELIGIBILITY

copies of the completed Certificate of Description are to be distributed to the originating officer for review and to be returned to the Administration within seven days. Upon return of the copy the Certificate of Description should be laminated and issued.

ACTION: CE to trial C of D approval change and AEC to revise procedure if acceptable.

HEC150 Use of Electronic Equipment in Fifth Category Vehicles

The meeting was provided with the results of the recent survey that was distributed on this topic. The Chairman expressed his disappointment at the lack of responses to the survey, and reviewed the results that were received. However due to the small number of replies it would become difficult to draw any conclusions from these results.

It was noted that there was solid support for the allowable use of rev limiters for the purposes of engine longevity. It is requested that the survey recipients be re-addressed and further responses be requested in order that more details can be provided to the Historic Commission, this re-distribution will include additional items that were raised by recipients and Historic Eligibility Officers.

Action: AEC to prepare submission to Historic Commission

HEC157 Holden Torana blocks

The meeting reviewed the information and the 202 and 3.3 blocks that were supplied for inspection. The following criteria was agreed as a method of evaluating substitute components:

For a substitute to be approved the original component must be shown to be practically unavailable, or only available at a prohibitive cost. If this is the case, then a replacement component will be acceptable if:

- It does not offer a performance advantage,
- It has the same appearance,
- It was manufactured on or near the period of the original components.

On this basis the meeting decided that as 202 Torana blocks were currently available and the 3.3 blocks did have the potential to provide some performance advantage, the meeting re-affirmed its decision of June 1997 to reject the use of 3.3 Torana blocks as a substitute for the 202 blocks.

The decision was confirmed by a vote of nine against, five in favor, with two abstentions. A separate vote of Group N Eligibility officers had the following outcome, one in favour and four against.

Action: CE to inform applicant.

HEC158 Ford 4-Bolt and SVO blocks

The meeting discussed the use of Ford 302 Windsor Boss blocks in Group Nc. From the evidence provided it was accepted that these blocks were used in the Group Nc period and that they would therefore be acceptable in vehicles that used these blocks in the group period. Ford SVO information provided

showed that the four-bolt blocks were used in competition from 1966 onwards (the Group Nc period). Having accepted that these blocks were acceptable for Group Nc, the meeting then reviewed the substitution criteria (as per minute HEC157) for accepting the later version of these four-bolt blocks and on the basis of lack of availability of the original blocks agreed that the Ford block (part No. M6010-A4) would be allowed as a replacement for the original Boss blocks. A vote was taken and was passed, nine in favour and five against.

Action: CE to advise applicants and inform relevant parties.

HEC156 Group Nc Review

The Chairman indicated that there is a Group Nc review pending with the Historic Commission and that eligibility officers would be advised as to its resolution and any changes to the rules that result. The meeting is of the general consensus that the Group Nc regulations should be representative of the components that were permitted for use and were used during the group period.

Action: AEC to advise eligibility officers of Nc review decisions.

HEC165 Disc brakes on Escorts

Carl Stecher addressed the meeting on this issue outlining that some competitors currently compete using Ford discs from other Ford vehicles and are making major modifications to some discs in order to make them suitable for use on these vehicles. Carl suggests that the readily available Brembo brand discs be used. The Committee agrees that this product can be used on the premise that it is a straight fin disc.

Action: CE to revise the specification sheets for this vehicle accordingly, and inform competitors of this alteration.

HEC166 Studebaker Lark Daytona - Group Nb

The meeting approved this two-door vehicle to compete in Group Nb.

Action: CE to advise applicant and notify competitors of approval.

HEC167 Chevy Nova - Group Nb

The meeting approved this two-door vehicle to compete in Group Nb.

Action: CE to advise applicant and notify competitors of approval.

HEC168 Plymouth Barracuda

The meeting approved this two-door vehicle to compete in Group Nb.

Action: CE to advise applicant and notify competitors of approval.

HEC168 Group Nb -Electronic Ignition

It was raised that the Nb regulations do not specifically exclude electronic ignition where as the Group Na and Nc regulations specifically exclude this.

Recommended that the regulations for Group Nb be amended to specifically exclude this component from this class. It was agreed that the included wording should be as per that for the current Group Na regula-

ELIGIBILITY

tions.

Action: CE to prepare recommendation to Historic Commission.

HEC170 - Austin A35 Group Na

Discussion was held as to the suitability of this vehicle for Group Na. As this car was never commercially available in Australia it should not be permitted to compete in Group Na.

HEC159 Ford GT 40 heads

The proposal to accept Ford GT 40 heads as a replacement for the original Windsor heads was reviewed using the substitution criteria (as per minute HEC157) and rejected on the basis that the original heads were readily available. The vote on this issue went accordingly, five in favour and eight against.

HEC160 Homologated components in Groups N & S

This issue to be held over until the next meeting as Graham Hoinville had at this point left the meeting, and was unavailable to discuss this issue.

HEC161 Substitute heads for Chevrolet engines in Group Nc

The meeting reviewed an application to allow the use of modern replacement heads for Chevrolet engines used in Group Nc and after reviewing the application with reference to the substitution criteria, rejected the application on the basis that the original heads (commonly known as the Double bump straight plugs, big plug head) were reasonably available.

The discussion pointed up the need for more definitive information on Chevrolet engines for the eligibility officers. David Sullivan (DS) volunteered to create an information file for the Eligibility Manual covering the various Chevrolet engines and their identification. ACTION: DS to create an information document on Chevrolet engines.

HEC162 Ford three-bearing motors

CS highlighted the future problems with availability of three bearing Ford Anglia motors and asked the meeting for any information on sources of supply for these blocks. Failing that he suggested that the meeting might soon have to consider the use of the five bearing blocks as a replacement.

HEC163 Escort 1300 GT specifications

CS sought information on the specification for Group Nc Escort 1300GT. The Chairman indicated that it was the competitors responsibility to put up a suggested specification, with appropriate justification, which the Eligibility Committee would then review.

HEC164 Seven inch wheels on Group Nb Mustangs

The meeting reviewed an application to change the specifications for the Group Nb Mustang to allow the use of seven inch wide wheels. After consideration the meeting declined to change the present regulations that limit rim width to a maximum of six inches for these vehicles.

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AROUND THE TRAPS - news

Safety man's crash

Action-Line AND the Committee were jolted with the news of Michael Henderson's serious accident and subsequent time in hospital. He suffered injuries to both legs in a practice shunt at Amaroo recently. Michael, the father of modern racing harnesses, is progressing as well as can be expected, and he thanks our members for their card of well wishes for a speedy recovery. [7]

Lifer on mend

ANOTHER DOING TIME in hospital of late, also getting attention to his legs, is life member Max Stahl. Max was in the Central Coast hospital recently although his ailment was not accident-related, having more to do with age - it was suggested by someone! We hope Max is out and about soon. [7]

Heritage, historic together

FOLLOWING A REQUEST from the owners for photographs of Appendix J cars in action, the Goulburn Heritage Motor Lodge now has a good display of our cars. Mention that you are from Appendix J and you will be made very welcome and you can also check out the photos whilst enjoying a complimentary port in the restaurant. The motel is easily found on the Sydney road at North Goulburn. A timely reminder with meetings coming up at Goulburn, that the motel offers discounts to members whilst staying in the city and racing at Wakefield Park. [7]

Knowhow for nothing

RECENT EVENTS AT the last two Oran Park meetings have highlighted the fact that as a club we do not have many members involved as volunteers with CAMS, our national body. Whilst some have done flag point duties as part of the competition licencing requirements, scrutineers and stewards are thin in club ranks. It is obvious that the club's plight at the recent meetings, could have been eased considerably, had members been armed more knowledge about CAMS procedures.

To encourage members to do courses in either scrutineering or stewarding, the committee has made the decision to pay the costs of training for any member who is willing to undertake such a course.

Already one committee member has taken advantage of this incentive and has undergone a scrutineers course held at Bathurst last weekend. This would be a good way to help yourselves, the club and CAMS, all at the one time. [7]

Gathering the right folk

ELECTION TIME IS just around the corner and the wheels have already been put into motion early this year as there will be changes on the Committee for 1999. Members have been identified who are prospective committee members and speaking to several of them has revealed a willingness to be involved in the running of the club.

So many things have improved with the club over

the last few years that the foundations are down to go forward. But it all happens with the club members who are prepared to do something to help the club.

So let someone on the Committee know if you are willing to be a part of the running of this dynamic organisation as either a committee member or a part of a smaller team of helpers which is intended to be put into place next year, to manage the many tasks that make a great club function. [7]

Same place again

ON THE SUBJECT of smaller teams who perform tasks for the club, Anne Bailey has been on the move and has booked the Presentation Night for 1998 at the same venue as last year. It will be held on November 14 at Drummoyne RSL, so circle the date now. If you could lend Anne a hand or have any ideas about the presentation you can ring her on 9452 2242. [7]

Meeting coming up

A HISTORIC COMMISSION meeting is set down for June 27 and if you have any items for the agenda or would like to know what is on the agenda for that meeting then please contact Bob Asher before June 12. [7]

HTCAA gets closer

REPRESENTATIVES OF ALL Group N Clubs are planning to meet on June 28 in Melbourne to discuss the re-formation of the HTCAA. It is hoped that a re-formed HTCAA will get a national consensus on the many issues that have troubled the group over past years and the category can speak with one voice.

The matter of funding for the group, should it be re-formed, is likely to be endorsed in a positive way by this the largest club in the country, which at its June meeting is expected to endorse, and it is believed that the Victorian club is also in favour of funding the HTCAA in such a way. [7]

Happy Hunter frolic

THE PLANNING HAS been in swing for some time, now the date has been set and it is on! *Rosco Bar & Grille* Tours, a subsidiary of the famous post-race barbecues and refreshment amenities, is launching the Hunter Valley Weekend Escape on July 25-26.

At the almost ridiculous cost of just \$70 per person, the mid-year venture includes bed and breakfast at the Black Opal Hotel on the Saturday night after coach travelling through the Hunter Valley with wine tasting at all the main vineyards. Whilst the luncheon venue is still to be decided, the self-pay dinner is set for the reasonably priced Babe's Restaurant and Bistro for those still capable of continuing on. Sunday has been set as purchasing day while that day's lunch optional.

Those who want to join this enthralling venture should not hesitate in getting in touch with Ross 'Rossco' MacKenzie to ensure their place is reserved. He can be contacted on (02) 9905 9000 (bh) or mobile 0412 212 792. [7]

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, May 5, 1998

Meeting commenced at 8:35pm.

Apologies:

C. Worner, T. Thomas, R. Stait, A. Huxley, G. Hill, T. Mott.

Minutes of the previous meeting as printed in the magazine were accepted as a true record.

Correspondence:

- Minutes of the Historic Eligibility Committee meeting of the March 21 1998.
- Advice of new date for State Council meeting.
- Letter of thanks from Motor Racing Ministries.
- Items for sale from Bill Callan.
- Advice from Australia Post of change of postcode to 1805 for Burwood Post Office.

President's Report:

- It was pleasing to note that at both the recent meetings entries were in fact over subscribed. Attrition resulted in everyone participating but thanks to members for their support.
- The recent unfortunate incident at Oran Park had been subject of an enormous amount of discussion between members, committee and CAMS. At this stage only one appeal of the twenty-one lodged appears to be proceeding however a number of letters

have been forwarded to CAMS expressing competitors concerns at the way the matter was handled. The CAMS office has indicated that they propose further inquiries and have been complimentary on how our members have conducted themselves both during and after the meeting. Bob Asher expressed the view that we put this matter behind us as an unfortunate occurrence and move forward in what we really enjoy. ie. motorsport.

Treasurer's Report:

- Balance as at May 5 1998 was \$5070.06 at bank plus \$7000.00 on IBD

Competition Report:

- The next event is Wakefield Park on June 7 followed by the Truck meeting on the June 13-14. Entry forms are in the post.

Pointscore:

- Several corrections have been made and an updated version is as printed in the magazine.

Editors Report:

- In Garry's absence the President reported on the excellent photographs being supplied by Peter Schell and the assistance given by our printer in producing the final copy at such short notice. Members are encouraged to give their support to these businesses.

General Business:

- The President reported details of the incidents involving a competitor at the recent Truck meeting at Oran Park and the club's involvement in the subsequent CAMS investigative inquiry. At this stage no decision has been promulgated from the inquiry but it should be available within the next four days.
- Andrew Smyrnis has investigated a supplier for club regalia and items were available for inspection. The quality appears excellent and the price competitive. Details will be obtained to allow a bulk order to be placed as soon as possible. Andrew was thanked by acclamation for his efforts.
- A great deal of discussion took place on the need to fund a revitalised HTCAA and how this could be accommodated. A motion was put by Chris Dubois that a levy of \$10 per member per annum be sought from NSW members to be used to fund the meetings of the HTCAA but collection would only occur if the other states agreed to the same proposal. This motion was seconded by Ross McKenzie and will appear in the magazine for voting at the June meeting.

Raffle was drawn and won by Steve Mason. Members viewed a video tape of the truck meeting events in which we participated in April of 1998. Meeting closed at 10.10pm.

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CAT CHAT

First, a simple test – read this word – Committee. Still reading? Well done, because most people switch off the moment you mention the word Committee – it seems that most people in any club/organisation are terrified that they may be asked to serve on “The Committee”.

Now, let me make you an offer you can't refuse. How about being part of a small group (team) that reports to a Committee Member and is tasked with performing some simple tasks and thus ease the burden on the Club Officers and Committee?

Look around you at the next Club Night – we have a bunch of people with a wide diversity of skills/experience. Why don't we harness those skills/experience in order to keep this Club driving forwards? We have grown Na and Nc and now we welcome Group C into our ranks – it will mean more work, but we could spread the load without placing a too onerous burden on any one individual.


Let me give you some examples. You may have car preparation and driving experience from the Na, Nb, Nc or Group C periods – maybe you could help Lloyd with some aspects of Eligibility? You may have practical Accounting experience – maybe you could help Don with the Treasurer's role? Maybe you could help Rosco with his Bar and Grill and ease the burden on his current band of helpers? Maybe you could arrange the creation of race trophies and then bring them to a Race

Meeting? Maybe you are a whizz on Excel and could develop a program to help Dom with the Pointscore? Maybe you just want to add something to the Club, but don't have the time to serve on the Committee?

Whatever you can offer – your Committee will be happy to receive support from a volunteer with skills that can be put to good use for the Club (we've already had some great support from members such as Brian Jessop and his team who built the Jessop Enclosure at Oran Park and Anne Bailey in organising our Awards Night).

Please, take the time to think about what you can put into our Club and our category – the Club is making good progress and your help will ensure that we continue to grow and develop in a manner that will benefit us all. Soapbox mode off!

On a personal note, I am working on an initiative that should bring Group N and Group C together as we grow as the Historic Touring Car category. When the time comes, I'll be asking a number of you to help me in this activity – watch this space, but most of all, make sure that your cars are fully prepared and race ready for what could be a good session. Be patient, all should be revealed next month.

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

- Axeman

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FEATURE - the origins

THE HISTORY OF TOURING CAR REGULATIONS IN AUSTRALIA (and the

Early history of touring car racing

AUSTRALIAN TOURING CAR Racing as we know it today had its origins in the early 1950's. Today's enthusiast may find it hard to comprehend that there was no event for touring cars at the 1953 AGP at Albert Park.

A few touring cars had run at the 1952 AGP (at Bathurst) and at the 1954 AGP (at Southport) but in both cases the touring cars were mixed in with sports cars in a combined event.

At the 1955 AGP (at Port Wakefield) there was an event specifically for touring cars and by the 1956 Albert Park AGP, touring cars had become a regular part of race programs.

At the time, the regulations under which these events were conducted were quite fragmented - there were no regulations in the Manual of Motor Sport and generally the event promoters wrote their own regulations to suit their particular thinking.

Probably the best illustration of this situation was provided by Len Lukey when he established a new national record (a remarkable 130 miles per hour, in one direction) at Coonabarabran in 1957, in his Ford Customline. The record he established was attributed to the sports car category as there was no provision for touring cars in our National Sporting Code!

As a result of this fragmented approach, there was wide variation in the style of touring cars being raced. The fitment of a 4 speed Jaguar gearbox to a Ford Customline was perhaps acceptable (because it was unseen), as was a Holden fitted with an MGTC gearbox.

Less than acceptable were, say, FJ Holdens with completely stripped interiors, fitted with flat sheet metal bonnets and front wings reminiscent of a World War II Jeep. As a result of this less than satisfactory situation, the National Council of CAMS decided in 1959, that CAMS should produce a uniform set of regulations covering touring car racing.

The Secretary-General of CAMS, the late Donald Thomson, commissioned me to prepare a set of regulations and the well known Appendix J, which came into force on 1st January 1960, was the result of my efforts.

With only minor modifications from time to time, Appendix J was to serve as the basis for touring car racing for some five years.

By today's standards, production of 100 units to establish "series production type saloon" status may seem a relatively low number, but in the circumstances of the time this figure was deemed appropriate.

The concept of Appendix J was to allow competitors a fairly free hand in mechanical modifications representing the technology of that era.

An essential factor of Appendix J was that the bodywork and trim was to be strictly original in its entirety; this was implemented specifically to encourage a high standard of presentation of competing cars, as distinct from the "stripped specials" which had been allowed to proliferate during the 1950's.

The introduction of "Series" regulations

WHILST APPENDIX J was intended to cover touring car racing through to the mid-1960's, a different style of touring car racing was initiated by the Light Car Club of Australia in 1960.

As the original Armstrong 500 race, this touring car competition was divided into classes according to retail price of the car (as distinct from engine capacity) and the essence of the regulations was that the cars had to be strictly showroom standard ("bog standard" to use the down to earth phrase).

The stringency of the "showroom standard" philosophy is perhaps best illustrated by a story involving Geoffrey Russell, now a resident in Queensland and a regular historic racer. For the final Armstrong 500 held at Phillip Island, Geoff was the lead driver of a Ford Zephyr entered by the Ford Motor Company.

Although a relatively new model, the car was developing a reputation for a lack of bonnet security under hard driving. Russell sought to overcome this worry by being allowed to fit an additional bonnet strap (such as CAMS regulations have now required for years), but his request was refused by the organisers on the grounds that it was a departure from "standard".

True to expectations, the bonnet did come up and Russell can provide a very colourful description of the experience of a bonnet coming up at 100 miles an hour down the main straight at Phillip Island!

By 1964, it had become apparent that this new style of touring car racing was gaining strength (the race had moved to Bathurst in 1963) and clearly there was need for an additional set of regulations covering the racing of touring cars in strictly standard mechanical condition. These new requirements were met by the introduction on 1st January 1965, of two new touring car groups which superseded the old Appendix J. These were Group C for Improved Production Touring cars, and Group E for Series Production Touring cars.

The Improved Production Touring cars were fundamentally a follow-on from the earlier Appendix J regulations, although constraints were placed on variation in engine capacity (the allowance contained in Appendix J by which variation in bore and stroke was permitted provided the relevant engine capacity class was not exceeded, was replaced by restricting the bore and stroke to standard except for a maximum over-boring limit of 0.040 inches subject to the engine capacity remaining in the original capacity class).

In the case of the Series Production Touring cars, the permitted modifications were quite minimal, limited to standard proprietary components - spark plugs; muffler; battery; ignition coil; shock absorbers; brake linings, etc., although again an overboring limit of 0.040 inches was allowed, subject to the car remaining in its original capacity class.

These two groups continued to be operative from 1965 through to 1972 (which correlates with Historic

FEATURE - the origins

influence of FIA Homologation)

Group Nc) and apart from stated variations in eligibility requirements over those years, the detail of the regulations varied little. Attachment A to this document summarises the changes in the eligibility requirements during 1965-72 for both groups of production touring cars.

Eligibility criteris - the influence of the motor market
IN ORDER TO completely understand the moves in eligibility requirements during those years, it is essential to revisit and understand the thinking behind Australian touring car racing in those years.

The primary aim was to provide competition for the various makes and models which were present on the Australian motor market.

Firstly, there were the Australian manufacturers who were locally producing either uniquely Australian cars or derivatives of vehicle produced by their parent company in other parts of the world.

Insisting on FIA recognition would have caused complications on the Australian scene. Firstly, some manufacturers were identified as being totally disinterested in motor racing activity (eg. GMH operated under a worldwide policy of having no involvement in motor sport).

Secondly, the dramatic differences in size between The Australian automotive market and its European or American counterparts meant that production quantity criteria applicable to European or American manufacturers were quite inappropriate for the Australian market. For example, in America it would be easy to sell 5000 units of a "superior specification" model (eg. larger engine, 4-speed transmission, disc brakes). In the much smaller Australian market, perhaps two hundred units would be an equivalent marketing objective.

Additionally, there was a need to accommodate imported vehicles which formed a fundamental part of the Australian motor market.

In many cases, such imported vehicles did not have precisely the same specification as the European homologated version (to meet unique requirements of the Australian market) and again two hundred units as sold in Australia was a reasonable requirement.

Whilst it may appear that over the seven year period now covered by Group Nc, there were a number of changes in the eligibility requirements, and these were undertaken in order to meet changing market situations with the objective of catering for the competition of cars, which were genuinely available to the Australian public through the bona fide motor trade.

FIA and CAMS regulations - similarities and differences

IF WE EXAMINE the FIA Group 1 regulations and the CAMS Group E regulations circa 1970, we find there is a general similarity. Essentially the cars had to race in the "manufactured" specification and permitted modifications were quite minimal.

Broadly the changes which could be made were:
Jets, or components which metered fuel, were free.
Battery capacity (but not location) was free.

Ignition system components were free (subject to there being no change in the type of ignition system).

An alternative gearbox was permissible, provided it had been incorporated in 50% of the required production.

Shock absorbers were free subject to use of the original mountings.

Material of the brake and clutch linings was free.

However, when we move to the "improved" versions of the cars there are some similarities but many significant differences between the requirements of FIA Group 2 and CAMS Group C - these differences representing a fundamental divergence in the processes by which the "improved" versions of production cars were controlled.

Under the provisions of FIA Group 2, a manufacturer could document an extraordinary range of competition components or modifications simply by using the "Variant Option" provisions.

Simply by declaring that one hundred "kits" would be made available through their dealerships, the manufacturer could facilitate the use of the following competition components and/or modifications (none of which were required to have been used in the production of the motor car):

Freedom of cylinder head - subject to the number of valves and cam shafts remaining unchanged.

Freedom of flywheel and clutch.

Freedom of clutch housings, differentials and gearboxes.

Dry sumping.

Lightweight coachwork elements (aluminium or fibreglass panels, plastic windows).

Additionally, the manufacturer could document wing extensions and brakes of any type or dimensions without having to have produced a single example.

Given that as mentioned earlier there were manufacturers who were completely disinterested in motor racing activity, and in the case of imported makes and models we could have manufacturers who were keen on racing but their local importer was not (or vice versa), CAMS recognised that linking our Group C regulations to FIA Group 2 prescriptions would result in a playing field that was far from level!

For these reasons, recognition of a vehicle in FIA Group 2, together with all the ramifications of Variant Options, was never included in the regulations for Group C - Improved Touring Cars.

Nevertheless, the recognition of a car in FIA Group 2 did provide prima facie evidence of production of 1000 units in 12 months, whilst the initial 12 pages of the homologation document did detail the specification of the car in its manufactured form.

FEATURE - the origins

THE HISTORY OF TOURING CAR REGULATIONS IN AUSTRALIA (cont'd)

It was in this context, namely prima facie evidence of production numbers and the specifications of the vehicle as manufactured, that FIA Group 2 homologation papers were of value in establishing the acceptability of an automobile under CAMS Group C requirements of the era.

To provide a graphic picture of a possible scenario, had CAMS included FIA Group 2 homologation as an eligibility status under Group C, we could have had:

Car A: Holden Torana L34 - exactly as it left the production line at Fisherman's Bend, and then subject to the various modifications permitted under Group C regulations.


Car B: Ford Escort RS1600 - after leaving the production line at South Ockendon, the car is fitted with the following Variant Options:

- Aluminium cylinder block
- Triple plate clutch
- 5 speed ZF gearbox
- Heavy duty full floating rear axle
- Dry sump system
- Heavy duty front cross member
- Large ventilated disc front brakes
- Disc brakes at rear

- Aluminium door panels
- Fibreglass bonnet and boot
- Plastic windows

..and then be subject to the various modifications permitted under CAMS Group C regulations. Hardly a "level playing field"!

To sum up the decision of CAMS at the time, taking into account the factors discussed earlier under "Eligibility Criteria - The Influence of the Motor Market", all cars for "Improved" racing should have their basic specification strictly as originally manufactured, then the range of permitted modifications as detailed in the CAMS Group C regulations (these would apply equally to all cars).

This paper has been intended to provide an outline of the philosophies behind Australian Touring Car regulations during the era up to 1972, and so develop a better understanding of the concepts of our Historic Group N regulations. A particular object has been to explode the myth that anything listed in FIA Group 2 Homologation Papers was acceptable in Group C at the time and this is acceptable under Historic Groups Nb and Nc today. 

- Graham Hoinville

AROUND THE TRAPS - racing

EASTER SPEED WEEK - Mallala

This turned out to be a great event. Rosco McKenzie and I arrived on Easter Sunday and were hosted by Alan and Annie Heath at their charming vineyard retreat in the Adelaide hills.

On Easter Monday the car club had organised a parade and static display at Nuriootpa, the scene of the 1950 Australian Grand Prix. But we were in party mode and a decision was made to leave the Pacer on the trailer and attend the Oakbank picnic race meeting instead. Rosco provided the tips using his unique secret system and we just romped in!!

Wednesday was a hoot! Collingrove hillclimb, and being the only Nc car the result was a predictable well-run first place! I like winning!

Friday was practice at Mallala and fellow New South Welshmen were in all sorts of bother. The Cleavers were replacing an engine and Simon De Low was running around trying to borrow some wheels

after some light fingers took a liking to his the night before.

The Pacer was like a moon rocket with it's new Dyer and Potts engine, complete with magic wand, but the old voodoo of overheating was to return putting paid to my chances of a wonderful weekend on the track.



The author and the runabouts

AROUND THE TRAPS - racing

EASTER SPEED WEEK - Mallala (cont'd)

Alan helped that somewhat, offering me a few laps in his Falcon Sprint whilst Rosco was tearing around the place in Heathy's "Hummer" pretending he was straight out of "Operation Desert Storm". Simon's Escort had developed gearbox problems and he was grateful for the use of our host's workshop in an effort to get things right for Saturday.

Saturday's qualifying saw Clem Smith's Mustang, driven by Mike Irvine, sharing the front row with the Heath Sprint. Rob Lonnie driving Heathy's Mustang shared the second row with my Pacer. Ray Cleaver blew the rest away with a stunning performance to take fifth on the grid.

Race performance was minimal, the Pacer blew yet another head gasket on lap three so Rosco the punter, became chief mechanic and went to work replacing it.

Heathy won Saturday's scratch race and Simon de Low, after all his troubles, claimed the handicap.

Sunday morning saw the rain come down and unfortunately, it only got worse as the day went on. There was a compulsory pit stop in our first race just to make things interesting. Heath again won and we started from the back of the grid to doodle around with the Minis and Cortinas.

Ruth Franck won the next handicap in his Mini whilst the Pacer showed its disgust with the weather, breaking a rocker stud on the warm up lap and let us know that the slightly thinner gasket we had used, had interfered with the valve clearance.

Heath's Sprint dominated the final race, actually he revelled in the conditions, thus throwing down the gauntlet to the Donahers, Tweedies, Donnellys and Pearsons to beat him on his home turf!

Couldn't we have a great time if we had a larger group to travel west next time, with Rosco organising the socials!

- Graham Hill, Valiant Pacer #92

SATCC Support - Phillip Island - April 18-19

Group N was one of the support categories invited to attend round four of the SATCC. Unfortunately it was a bit light on for competitors, with only 22 competitors lining up for a great weekend of racing.

We had two qualifying sessions on Saturday, with the second or afternoon session proving to be the faster. The battle for pole went to Robert Bailey (Mustang) with a 1:52.6509 from Ian Jones (XU-1) his 1:52.9425 using the Mustang as a tow. Third was Ray Challis (XU-1) with 1:53.9929 then Les Walmsley's Nova with a 1:55.5801 and Greg McPherson in the Nb Mustang setting the scene for an interesting first race.

Race One

IT TURNED OUT that the weather was not quite as good as Saturday with overcast, cool conditions. Being an open meeting, the field were instructed that there would be one observation lap, grid-up, a warm up lap, regrid, and then race.

Everyone went out on the observation lap, some warmed tyres, some didnt, waiting for the warm up lap. And yes folks, you guessed it, they decided to cancel the warm up lap and put them under starters orders, catching everyone off guard.

At the start it was mayhem, with everyone struggling to find gears and trying to get a good start with cold tyres. At turn two Les Dole rolled his beautifully prepared Torana. Luckily, Les escaped unharmed, although a little rattled, with only minor damage to the front left hand side and roof

After four laps the finishing order stood at Ian Jones in the black Torana first, Challis second, Peter Roach in his first race in the Falcon third followed by Bailey who was caught out on the start, or so he says, McPherson

and the Eddie Dobbs Torana.

The first Mini home was Steve McKay's in seventh place followed by Chris Ralph, who is getting quicker with every race in the red Mustang. Ted Brewster and Les Walmsley, also caught out by the start, rounded out the top ten

Race Two

SIX HOURS LATER, the afternoon started in wet and greasy conditions and yes, there was an observation lap and then a warm up lap this time.

Some excellent racing throughout the field provided quite a lot of excitement, even The Big Guns like Skaife, Lowndes, Seton and Perkins came out and stood in pit lane to have a look at the action. Ian the rainmaster Jones led the whole six laps without anyone even getting close.

Steve McKay in the Cooper S finished second, Walmsley was next after starting tenth. He was followed by Ted Brewster, Dobbs, and Dole who had to kick the rear screen out to keep on racing, came home to pick the bits of bug and rubber out of his teeth in sixth place. The latter's was the Drive of the Day.

Next was McPherson's Mustang, then came Challis in the Torana and the Falcon of Roach, these two had a coming together over Lukey Heights at one stage. Coming home in tenth was Eddie Martinez in the extra flared BMW.

All in all, it was a good weekend in reasonable conditions with some excellent times and personal bests for a lot of competitors. It was also great to see Hugh Grieve in the EH back and racing.

By the way!, Where are all the Ford guys??

- Rian Nott

AROUND THE TRAPS - the world at large



Group One action features Dolomites, Capris, Escort etc

THE SECOND OUTING for the troupe consisting of Classic and Historic Touring Cars, Post Historic and Group One was held at Oulton Park.

Les Nash looked to be in line for the major honours in the earliest group but overstepped in the latter part and thus handed the win to the Jaguar S Type of Roger Cope.

Rick Tanton was second ahead of Alec Hammond and the Lotus Cortina of Nigel Valkhard. Class winners included Roddy Pratt's Triumph 2000, Peter Snowdon, the Cortina of David Hall and the Imp of Michael Dowsett.

Brian Stevens had his second win of the year, lead-

ing home the Dolomites where Nigel Garrett surrendered second to Christian Griffin in the latter stages. Meanwhile Michael West provided a great drive to fend off defending champ Nigel Garrett.

But a spin by the latter in the closing stages meant Fords filled the first two places with Steve Cripps' taking second in his Escort behind the Capri. The BMW 2002 of Stanford filled third spot whilst Garrett recovered to finish fourth.

IT WAS RAINING bucket loads when the Group One cars staged their race at Snetterton on April 5. Driving an Escort RS2000 MkII, Tony Dickinson best handled



Defending ICS champ Crompton at a wet Donington

AROUND THE TRAPS - the world at large



the tricky conditions, fending off a succession of challengers that included Grahma Scarborough, the Mustang of Jim Utting and lastly the hard-charging Capri to claim victory. Third was Colin Potter in another Capri ahead of the Escort XR3I of Ken Clarke. First, second and fourth were also class winners along with Utting and the Renault of Keith Spencer.

Post Historic honours went to the Jaguar XJ12 of Brian Stevens ahead of Christian Griffin who had been as low as tenth in the early part of the race. David Nixon was next in an RX3 ahead of the Jaguar of Alec Hammond. Clive Tonge and Glenn Canning were other class winners in their Mini 1275GT and NSU TTS.

Hammond was a favourite in the Classic Saloons and Historic race but could only manage third behind the Mustang of Andrew Gill and Les Nash's Lotus Cortina with Roger Cope fourth in his Jaguar S Type. Peteer Snowdon's Cortina GT, Andy Roberts' Triumph 2000 and the A35 of Tony Roberts were recipients of class winning laurels.

AT PEMBREY ON April 18-19 Alec Hammond was highly impressive in taking out the race for Classic Saloons and Historic Touring round where he downed

the Les Nash Lotus Cortina while Roger Cope's Jaguar S Type and the Cortina of Rick Tanton filled the next two places. Class wins went to Hammond, Nash, the Mini Cooper S of Jim Burrows, and Mike Dowsett's Hillman Rallye Imp.

At the helm of a Jaguar XJ12, Brian Stevens showed the way to the Post Historic Triumph Dolomites of Nigel Garrett, Christian Griffin and Trevor Pickard. Hammond and Stevens were class victors along with the Mini 1275GT of Clive Tonge, the NSU TTS of Glenn Canning and Garrett.

The combined event for Group One, Two and Five saw Colin Woodcock clean up in his Capri MkIII with Tanton second and Garrett third and tops in Group One. Then followed Julian Belcher in a Rover Sdi while class winners also included a Ford Escort XR3i driven Ken Clarke and a Renault 5TS in the hands of Jonathon Vamplew.

THE CLASSIC TOURING Cars, which featured on the TOCA Super Tourer show up until this year, were at Donington Park on April 19 supporting the TVR Tuscans. Dennis Clark led for most of the eight-lap journey but was tipped into a spin as a result of a last-

AROUND THE TRAPS - the world at large (cont'd)



Peter Goring's Mustang

Bracey's Ford Anglia were the next two. Included in the class winners was the Hillman Imp of Adrian Oliver.

The German Touring Car runners made their UK debut with a big field.

Steve Perry gained the measure of Freddy Gotzinger's Mustang until the race was stopped to retrieve an abandoned Alfa. The Falcon driver then had to do it all again.

It was an all-Ford affair as the Mustangs of Titus Dittmann and Ralf Weber taking third and fourth. In the classes Harald Peter, Reinhold Koster, 'Willie Wynn', Ronny Retburg, Dieter Roschmann placed first in their

corner attack from Andy Bacon.

The latter's Chev Camaro took the win with Chris Conoley's Ford Falcon inheriting second ahead of Simon Crompton in the championship defending BMW while Clarke recovered for fourth. Joining the class winners Bacon and Crompton was Graham Churchill's Mini Cooper S.

SILVERSTONE'S ENSUING ROUND on May 2-3 had Roly Nix's Camaro roll the similar Chevy of Peter Hall with Connolly third ahead of Bacon. Crompton was again a class winner while in a great battle for top Mini honours Churchil cheated Harvey Death by just over half a second.

Also on that program was HRSR Alfred Blackmore Historic Racing Saloons. Peter Goring took the 15 lap race, his Mustang downing the BMW 2000Ti of Ronnie Fielding while Bob Sherring's Ford Galaxie and Louis

respective Steyr Ruch, Fiat Abarth, Cooper S, Alfa Romeo and BMW 1800.

CLOSER TO HOME Bill Meeke took the honours at WA Torque Trophy event at Wanneroo. He led the first of two races from start to finish but had to come from behind in the Handicap. The Chev Nova chased the Falcon Sprint in the first event, ahead of the Phil Morris Falcon GT. Ultimately Paul Stubber relegated him to fourth while Trevor Stannard spun but maintained his position ahead of Andrew Keith.

Leo Jameson took the early running in the later race until his Daytona Lark was passed by the Holden EH of Jeff Morris. Both Phil Morris and Stubber were retirees while Stannard had a brief glimpse of the lead before Meeke barrelled past.

A late spin by Jeff Morris enabled Perozzi to grab second place ahead of Stannard.



Club clothing pending

ANDREW SMYRNIS ADVISES that the new club clothing will soon be available. But in order to get the best possible prices, he suggests that all members wishing to buy apparel, that they need to send him a completed order form, with name and address details, and duly

signed, so he can bulk order. He will need the detailed requirements by June 22 so the orders can be placed and then the prices can be published in the July issue of *Action-Line*. The form below should be completed and faxed to him on (02) 9660 7349 or phoned to him on (02) 9552 6288.



STYLE	COLOUR	SIZE	QUANTITY
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Short Sleeve Chambray Shirt			
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NET NEWS

Two more Historic motorsporters join the electronic age – motornoter Graham Howard and Lotus Elite pilote and artiste extraordinaire Brian Caldersmith. I'm waiting Graham's electronic input so in the meantime I'll give you an offering received via e-mail from Brian:

OCCUPATION IDENTIFICATION - Sub titled: What you say is who you are. The following are the typical responses by various occupations to the simple question - What is 2 + 2?

ACCOUNTANT - "Well this year with a Discounted Cash Flow, we could make it 2.6, but we could also make it 5.6 with some asset backing. What do you want?"

ARCHITECT - "Traditionally it has been 4, but I've always felt that it could be so much more if we approached it from a new perspective."

CLERK - "I've been asked this before. Wait. Don't tell me. Just wait. I'll look it up."

DOCTOR - "Could possibly be somewhere around 3, 4 or 5, but we'll have to run some tests."

ENGINEER - "4.000"

ENVIRONMENTALIST - "We don't agree with any answer unless it is the same as ours. And we aren't prepared to give an answer until an E.I.S. is completed that finally agrees with whatever we want."

GESTAPO - "Ve vill ask zee questions!"

HIPPY - "Hey Man, it doesn't matter, whatever makes you happy, Man."

HISTORIAN - "It has always been 4. Are you suggesting it should change?"

INSURANCE SALESMAN - "2 + 2 becomes 4, then 6 then 10 then 15. And so it goes. Just sign here."

LAWYER - "Whilst in the past it has resolved to 4 under normal conditions, it may be different under extenuating circumstances and could only be resolved by litigation."

MAGICIAN - "Anything I want it to be"

MECHANIC - "4, but the front 2 need replacing."

METEOROLOGIST - "There's a fifty percent chance that tomorrow it will be 4, but the following day is more doubtful, with a likelihood of fractions."

PATHOLOGIST - "We cannot say definitely, but it is a well defined numeral"

PILOT - "Foxtrot Oscar Uniform Romeo"

POLITICIAN - "I'm glad you asked that question. Because it is significantly, both relevant and irrelevant to the important issues at hand. And well might you ask, "What are the important issues at hand?" I can only repeat again, what I said in response to Sir Henry Quodge Dipple in the House today - "We must all be aware of the vital matters concerning the conditions that affect & % \$ # @"

PSYCHOLOGIST - "Why is it important to you?"

PUBLIC SERVANT - "You have to take a number first, before I can discuss anything. Then we need to establish which form you will be required to complete. After you have satisfactorily ticked all the boxes and satisfied all the requirements, we may then be able to refer you to an appropriate department. Next!"


STOCKBROKER - "If you had contacted me earlier, I could have got you 3.8, maybe 3.9. Depends, are you buying or selling?"

TEACHER - "The rite answer isn't important. Its what aproach you uze and how you get their what maters."

UNIONIST - "8. Actually a base 4, but with annual leave loading, Superannuation, overtime, danger money, boredom money, stress loading, travelling allowance, meal allotments, etc. etc., it comes out at 8."

USED CAR SALESMAN - "Normally 6, but for this weekend only, it will be 4!"

YUPPIE - "I've got three of them, and my original blue one was the first. These later 2 + 2's are only following the trend which is now heading towards the 2 x 2 and 3 + 3's. But I've already got a 4 x 4!"

Thanks, Brian, and now back to the Net. Don't forget that you can gain access to sites that contain useful travel information – you can work out a holiday that coincides with significant motorsport events overseas. The obvious travel sites are those run by the airlines (such as <http://www.qantas.com.au>), but do try others such as <http://www.visitbritain.com/> or <http://www.t-net.travel.com.au> which give you info on events and travel facilities. 

- Andrew Pursey

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or saabsux@hotmail.com



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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 FALCON XR GT. January 1968 build. One owner for 30 years. Matching numbers and compliance plate. In fair condition due to being driven everyday and now needs restoration. Complete and running and was registered until the end of February this year. \$7500 ono. Ph Doug Westwood on (02) 9888 6976 (home) or 0419 449 310.

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

FORD MUSTANG L28 COBRA JET. Left hand drive, motor fully rebuilt with right bits. All parts to complete rebuild including rubbers, seat covers and dash cover. \$16,000. Ph Bob Ralph (02) 9759 2247.

FORD MUSTANG. Green convertible four-speed. Rally dash, handling package, repainted motor and overhauled new clutch. Has been converted to RHD, new hood, interior needs finishing off. Engineers certificate. \$13,000. Ph Bob Ralph (02) 9759 2247.

HOLDEN EH. Well known yellow and black 149, consistent 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 (02) 4227 2871 or mobile 0416 272 871.

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

JAGUAR MKVIIM. Moby Dick seeks a new Captain for 1998 season. Enjoy tyre smoking action in 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 log-book. 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 C/R box, LSD. \$35,000 ONO. Product Motorsport (02) 9758 1277.

MG 'C' GT. Coupe, manual overdrive. Converted to RHD, bare metal up repaint, front seats retrimmed, new carpet. Needs some interior finishing and has engineers certificate. \$13,500. Ph Bob Ralph (02) 9759 2247.

MORRIS MINI COOPER S. 1966 ex-works, raced at Bathurst in 1967, completing 20 laps. Dismantled for restoration. Rolling shell, all parts there. All numbers matched. Car confirmed by Bob Holden. \$3500 ono. Ph John Titcume, Bulli on (02) 4267 3578.

SUNBEAM TIGER. LHD 260 V8. Needs full restoration but very original and is all there with new hood and new parts. \$21,000. Ph Bob Ralph (02) 9759 2247.

TRIUMPH HERALD. 1962 1200 convertible. Complete, running vehicle requires only minor work for registration. Has little rust and would be easy restoration project. Offers over \$2,500 considered. Ph Stewart Follows on 9890 3434 (bh) or 9896 4616 (ah).

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

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

FOR SALE - GENERAL

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

AP 7 1/4" triple plate racing clutch and pressure plate assembly. \$250 ono, ring Lloyd on (02) 4268 3191

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

CORTINA PARTS: One set of Rallye 6x13 Rallye wheels \$300. Assorted diff centres and housing \$600 per set. Assorted bedded-in disc brake pads at \$75 per set. Springs and other parts can be negotiated. Call Andrew on (02) 9552 6288 (bh) or 0419 202 623.

KM200. Body and space frame never built. Triumph Spitfire front support. \$1500. Ph Bob Ralph (02) 9759 2247.

Action-Line CLASSIFIEDS are a free service to the members of the Appendix J Association of NSW. To ensure its objective as a useful communicative, please inform *Action-Line* or any of the Association Committee when an advertisement is no longer required or the contents need to be altered.

CLASSIFIEDS

FOR SALE - GENERAL

PISTONS: Six new 202 +060 Aires Racing pistons, \$650. Standard 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).

POSSIBLE TOW VEHICLE: 1984 F160 series Landcruiser. Immaculate condition, rust free body in white. Five-speed gearbox and 4.2 litre petrol engine, air conditioned, power steering, bull bar, tow bar with trailer brake electrics and registered until November. Only \$12,000. Phone Stewart Follows on 9890 3434 (bh) or 9896 4616 (ah).

TRANSPORTER: Dodge 400 V8 318 dual cab, tilt tray, tyre racks, electric winch, tool boxes etc. One or two cars. \$14,900. Ph (02) 9938 6293 (BH), (02) 9982 2318 (AH).

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

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

WANTED

CARBY: 45 mm DCOE Weber, complete or body only. Ph Grant Elliott on 02 4267 1226.

MIKE DYER ENGINE RECONDITIONING P/L

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Head and block milling
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Complete engine rebuilding*

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RACING DETAILS

CURRENCY CREEK WINERY HISTORIC - April 18-19 - MALLALA

Race One (5 laps Scratch) track-dry and warm: Allan Heath - Ford Falcon Sprint (6:56.61) 1, Mike Irvine - Ford Mustang (7:17.54) 2, Darren Collins - Ford Cortina GT () 3, Christopher Anderson - Cortina GT () 4, Ian Williams - Holden EH (7:41.43) 5, Ian Pringle - Morris Cooper S (7:42.42) 6, Robert Butt - Cortina GT (7:44.67) 7, Simon de Low - Ford Escort T/C (7:46.54) 8, Ruth Franck - Morris Cooper S (7:47.63) 9, John Bryant - Cortina GT (7:53.29) 10, Robert Lonie - Mustang (4 laps) dnf, Imy Lapins - Cooper S - dnf, Raymond Cleaver - Cortina GT (0 laps) dnf, Grahame Hill - Valiant Pacer E34 - dnf, Ian Gear - EH - dnf. Fastest lap: Heath (1:21.56).

Race Two (5 laps Handicap) track-dry and warm: de Low (7:38.25) 1, Anderson (7:38.63) 2, Pringle (7:43.30) 3, Collins (7:43.57) 4, Heath (7:44.40) 5, Franck (7:48.85) 6, Cleaver (7:49.07) 7, Lapins (7:53.13) 8, Bryant (7:53.90) 9, Irvine (7:42.20) 10, Williams (4 laps) dnf, Butt (2 laps) dnf. Fastest lap: Heath (1:21.01) new record.

Race Three (5 laps Scratch) track-drying: Heath (8:40.14) 1, Erwin (8:44.21) 2, Collins (8:44.59) 3, Anderson (8:47.83) 4, Pringle (8:52.45) 5, Cleaver (8:54.31) 6, Butt (9:01.29) 7, de Low (9:03.81) 8, Franck (9:05.96) 9, Williams (9:06.62) 10, Hill (9:18.43) 11, Lapins (9:30.67) 12, Bryant (9:34.68) 13. Fastest lap: Cleaver (1:37.65).

Race Four (5 laps Handicap) track-wet: Franck (8:39.92) 1, Pringle (8:40.42) 2, Collins (8:42.06) 3, Lapins (8:47.94) 4, Cleaver (8:55.14) 5, de Low (8:56.56) 6, Bryant (9:03.43) 7, Anderson (9:05.68) 8, Williams (9:07.99) 9, Heath (9:13.98) 10, Erwin (9:15.29) 11. Fastest lap: Collins (1:37.49).

Race Five (5 laps Scratch) track-wet: Heath (8:23.12) 1, Collins (8:25.54) 2, Erwin (8:31.30) 3, Pringle (8:32.46) 4, de Low (8:43.44) 5, Williams (8:43.94) 6, Franck (8:46.13) 7, Lapins (8:49.21) 8, Bryant (9:01.24) 9, Anderson (9:27.77) 10. Fastest lap: Heath (1:37.71).

HOLDEN TORANA RACERS

Don't forget the
ALL TORANA RACE

at **Oran Park Truck meeting** on
October 31 - November 1
Your attendance is needed

If you like to be there, please
contact Chris Wilson
02 4628 9911 (bh) 02 4677 2559 (ah)
0418 670 753
to arrange numbers

Need a PHOTOGRAPH?
See a picture in Action-Line you like?

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

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PO Box 67 Liverpool 2170
Phone: (02) 9602 5317 (ah)

Extensive negative library

CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
April 4-5	OPMS	Trucks (Roman Autotek 1)	Oran Park SC
April 25-26	OPMS	Super Tourers 2	Oran Park SC
June 13-14	OPMS	Trucks (Roman Autotek 2)	Oran Park SC
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Historic - Post '60s	Oran Park GP
September 12-13	HSRCA	Historic	Eastern Creek
October 31-November 1	OPMS	Truck (Roman Autotek 3)	Oran Park
November 21-22	HSRCA	Historic	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
February 22	ARDC	Restricted	Amaroo Park
March 1	WP	Pre '60s	Wakefield Park
June 7	WP	Tin Tops	Wakefield Park
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Post '60s	Oran Park GP
August 16	WP	Open	Wakefield Park
September 12-13	HSRCA	Historic	Eastern Creek
November 21-22	HSRCA	Historic	Wakefield Park

HILLCLIMB PROGRAM - Group Na, Nb and Nc

DATE	ORGANISER	EVENT	VENUE
January 31	BLCC	State Championship Rd 1	Bathurst
February 8	ARDC	State Championship Rd 2	Wakefield Park
April 25	WP	State Championship Rd 3	Tamworth
May 18	WP	State Championship Rd 4	Wollongong
June 7	WP	State Championship Rd 5	Grafton
August 2	WP	State Championship Rd 6	Ringwood
October 11	HSRCA	State Championship Rd 7	Matiara

MEETINGS and SOCIAL

February 3 - General Meeting - Burwood RSL
March 3 - General Meeting - Burwood RSL
April 7 - General Meeting - Burwood RSL
May 5 - General Meeting - Burwood RSL
June 2 - General Meeting - Burwood RSL
July 7 - General Meeting - Burwood RSL
August 4 - General Meeting - Burwood RSL
Sept 1 - General Meeting - Burwood RSL
Oct 6 - Annual General Meeting - Burwood RSL
Nov 10* - General Meeting - Burwood RSL
Nov 14 - Presentation Night - Drummoyne RSL
Dec 1 - General Meeting - Burwood RSL
Dec 13 - Christmas Party/Get Together Moola Picnic Area #4 - Lane Cove

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

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Geoff Leeds
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4721 5035 - Carol and Brian Dale
 ARDC - (02) 9672 0258 - Brian Goulding
 HSRCA - (02) 9558 4294 - Trevor Bailey

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.

1998 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (22.2.1998)

Bill Dixon	84.00	Bruce Smith	41.66	Don Titcume	13.50
Bob Priddle	52.00	Ralph Diaz	26.00	Terry Thompson	5.00
Andrew Pursey	46.00	Aaron Gabriel	30.00		
Paul Rodenhuis	42.00	Dean Wesley	14.00		

GROUP Nb Div II (22.2.1998)

P.Barrow	53.83	B.Harris	32.00	B.Brown	14.00
R.Harris	52.50	F.Burley	23.00	D.Truelove	12.00
C.Dubois	50.50	J.Tight	21.50	P.Windus	10.00
K.Ballantyne	45.66	S.Schofield	20.50	K.Brigden	8.50
D.Probin	43.00	D.Westwood	19.50	R.Gunnell	7.00
W.Anderson	41.66	M.Walsh	19.00	K.Oberman	3.00
C.Strode	34.66	R.Brincat	19.00	M.O'Brien	3.00
P.Powell	33.50	B.Hayden	14.50	R.East	3.00

GROUP Nb Div I (22.2.1998)

S.Mason	67.66	G.Pallister	25.00	R.Cleaver	15.50
A.Bergan	59.33	M.Ullrich	23.83	F.Binding	10.00
D.Beveridge	54.00	A.Mechler	22.83	G.Russell	8.00
G.Malaure	45.50	R.Tweedie	21.50	R.Bailey	4.00
C.Tilley	44.30	T.Wilson	20.00		
J.Lyle	38.50	P.Hopwood	18.00		

GROUP Nc (22.2.1998)

M.Dyer	76.16	C.Worner	26.33	D.Sargent	12.00
G.Elliott	46.33	D. O'Loughlin	25.16	A.Reid	9.66
B.Pearson	42.66	A.Smyrnis	24.50	G.Kirwan	9.33
P.Ward	36.00	R.Stait	19.66	C.Wilson	8.33
B.Jessop	27.83	R.Donnely	12.00	D.Corner	5.00

THE FINER POINTS

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

Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth.

Class placings (as per the CAMS manual) are as follows:

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

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

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

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

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

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**Nb - Auto-Tek
points after Rd 2**

S.Mason	47.66
C.Tilley	44.33
K.Ballantyne	42.66
W.Anderson	41.66
P.Barrow	40.83
D.Beveridge	40.5
J.Lyle	38.5
A.Bergan	36.33
G.Malaure	29.83
C.Dubois	28
R.Harris	27.5
G.Pallister	25
M.Ullrich	23.83
F.Burley	23
B.Harris	20.5
D.Westwood	19.5
P.Hopwood	18
R.Cleaver	15.5
B.Brown	14
P.Warne	13.5
G.Russell	8
C.Strode	7.66
A.Mechtler	6.33
R.Bailey	4
M.O'Brien	3
K.Oberman	3
R.East	3

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RECARO

**Nc - Auto-Tek
points after Rd 2**

G.Elliott	46.33
M.Dyer	46.16
B.Pearson	29.26
B.Jessop	27.83
C.Worner	26.33
D.O'Loughlin	25.16
A.Smyrnis	24.50
R.Stait	19.66
P.Ward	15.00
A.Reid	9.66
G.Kirwan	9.33
C.Wilson	8.33
D.Sargent	7.00