

# Action-Line

*Newsletter of the Appendix J Association of NSW (and Vic) since 1981*

## BATHURST 1000



**GENERAL MEETING and Video (Appendix J from the '80s)**

**Tuesday March 3, 7:30 for 8:00 pm sharp start**

**Burwood RSL Club, 96 Shaftsbury Road, Burwood**

# PRESIDENT'S REPORT

The competition year has well and truly started with the running of our first Historic meeting for 1998 at Amaroo Park. It is indeed sad that this could be the last Historic at the venue with the impending sale of Amaroo and the tale of woes that is the Australian Racing Drivers Club at the moment.

From all accounts some good racing was had and most enjoyed their weekend at the Annangrove circuit. A race report appears elsewhere in this magazine.

Unfortunately the next meeting, the Na/Div Nb Division II State Championship round at Amaroo on February 22 was so poorly attended that the State Championship rounds the committee have worked so hard to organise had to be cancelled because of lack of competitors.

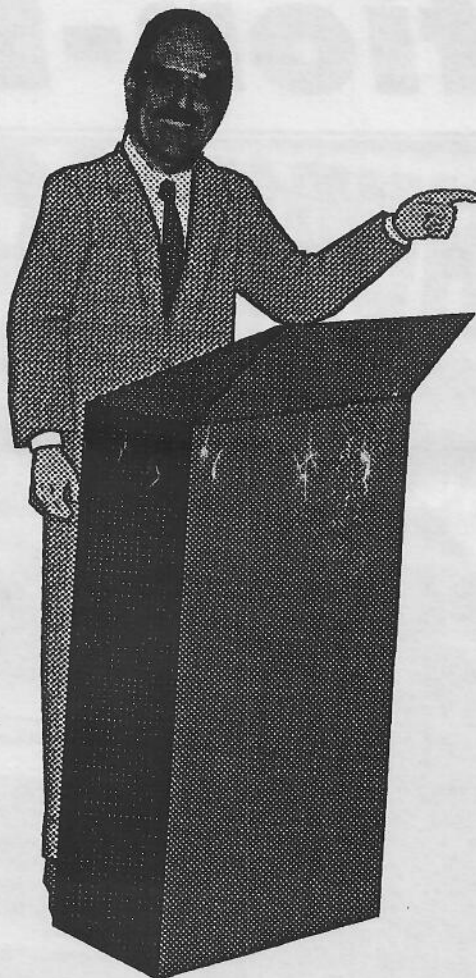
This in turn puts the other rounds that were to be State Championship rounds at risk. It was disappointing after all the hard work that went into producing the calendar of events so early that it faltered at the start from lack of entries.

Perhaps it was too early to contemplate a state series but one thing is plainly evident, unless we get competitor support, then these meetings will be lost, perhaps forever. It is ironic that those who complained so bitterly about the loss of Division II such a short time ago failed to support the reinstatement of that division.

Better news is that we have a new sponsor for the Truck rounds this year. We welcome Roman Autotek as our backer. We will be working hard with Oran Park to make this series the success it should be and I hope that this association can be a long and happy one.

I also hope to be able to let you know the details of this liaison at the general meeting next Tuesday. As well as that series we are included as a support category at the Super Touring race meeting, scheduled for April so we will have some busy times ahead.

My apologies about my report last month which of course was a reprint of my September '97 report. I know you all missed my ramblings and anyone who went into withdrawal symptoms from not having read it can still



obtain a copy by phoning me. My editor informs me that someone pressed the wrong button but is not sure who "the someone" is! I wasn't even in the country at the time so be assured it wasn't me.

But it was interesting that the magazine made it by remote control. For this, thanks are due in part to my wife and son who manned the presses so none of you missed out on being well informed about club matters.

Although the holiday season brought a slow down in happenings within the category and the resultant lack of race meetings, the West Australian Appendix J Group put together a proposal to change the way the category is administered which was then sent to CAMS and a number of other people.

It indicated support from NSW, amongst others. Unfortunately we did not have the opportunity to peruse the document and when we did the committee certainly did not agree with parts of the proposal. The committee has written to all those to whom the document was sent to solicit support, pointing out that NSW was not in support of the

proposal as presented.

This highlights the need to get the other clubs throughout Australia together under the auspices of the HTCAA again, so that a united view can be formulated and we can go forward as a united and responsible group. Discussions that took place at the Historic Commission meeting in December about the proposed review of the Nc regulations had suggested that the forum for a review should be a reconstituted HTCAA and already some work has begun to get us all together.

It is indeed a pity that the aforementioned document was made public before we all agreed to its contents and this committee will be working hard to make sure that there is adequate discussion about a united approach to such matters in the future.

Anyway, the new competition year is under way and to get you in the mood we have an interesting video to screen next Tuesday night at the Burwood RSL. Make the effort to come along and join us all. If you have not already rejoined for 1998 it will give you the opportunity to do so and catch up with what is happening.

If we have not seen you for some time it would be a great opportunity to renew old acquaintances and get you back in the swing of what Appendix J racing is all about. Great fun!

See you there!



- Regards Bob

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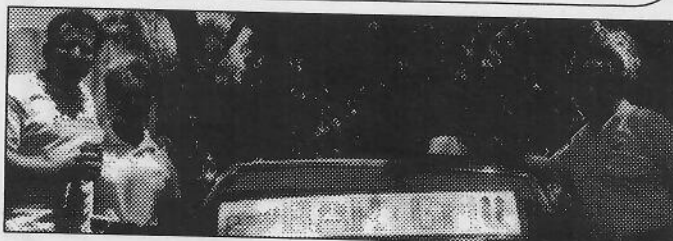
**LIFE MEMBERS**  
**Mike Dyer**

**Max Stahl**


# CONTENTS

**FRONT COVER - AMAROO HISTORIC ACTION** - Top: Group One winner Phil Power leads Chris Strode and Dominic Truelove. Bottom left: Mike Dyer inside Bob Pearson. Bottom right: Peter Ward's new Torana leads Dave Beveridge and Bob Hayden.


<b>PRESIDENT'S REPORT</b> - tidings from the chief	.....2
<b>NEWS</b> - the good and the bad	.....3-7
<b>ELIGIBILITY</b> - whats right	.....7
<b>1998 CALENDAR</b> - phew! a busy year	.....8
<b>GENERAL MEETING MINUTES</b>	.....9
<b>CAT CHAT</b> - pushing to the public	.....10
<b>NET NEWS</b> - talk with the world	.....11
<b>AMAROO HISTORICS</b> - frantic group one	.....14-15
<b>AMAROO HISTORICS</b> - serious group two	.....16-17
<b>HILLCLIMBING</b> - going up	.....18
<b>CLASSIFIEDS</b> - up for grabs	.....18
<b>RECENT RACE DETAILS</b> - the official stats	.....19
<b>POINTSCORE</b> - new year first earners	.....20



## Travel plans

A TRIP TO the Hunter Valley is being thought about for towards the middle of the year. Rosco's Bar and Grill's Jenny and Bob Adams along with Rosco are currently formulating a package that is expected to offer great accommodation, dining and of course, drinking deals, and maybe even travelling cuts. More next month. 

## Confusion reigned

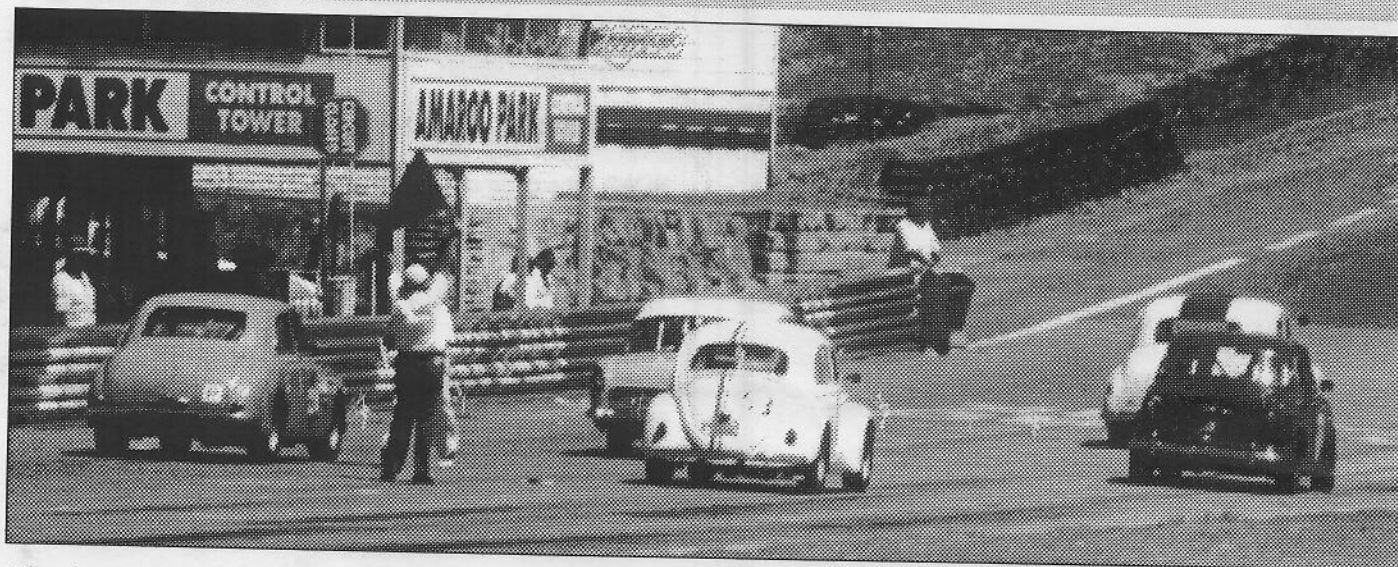
CONTRARY TO MOST thoughts, the ARDC Eastern Creek meeting on March 22 never included Group N. It has been the ARDC's policy to have less categories and more races and to drop each category from at least one meeting. 

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.

**April DEADLINE is  
Friday March 27**

# AROUND THE TRAPS - news

## State Championship Shambles



The foresight of staging a State Championship for Group N was left in a shambles when only nine cars were entered for what was to be the first round for Na and Nb Division II.

The hosts, the ARDC, who were over the moon at the entry for the Eastern Creek Historic and Bathurst last year, were so stunned by the disappointing roll-up, that it had to can the first round. This appears to have

had the effect of scuttling the whole CAMS-inspired series not only for this group but for Nb Div I and Nc.

After the close of entries a further four pulled out. Only the late inclusion of Bruce Smith did the entry list reach the half dozen.

Detractors to the re-emergence of Nb Div II were also angry as they attempted to grasp the logic of it all, considering support numbered just two entries.



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# AROUND THE TRAPS - news

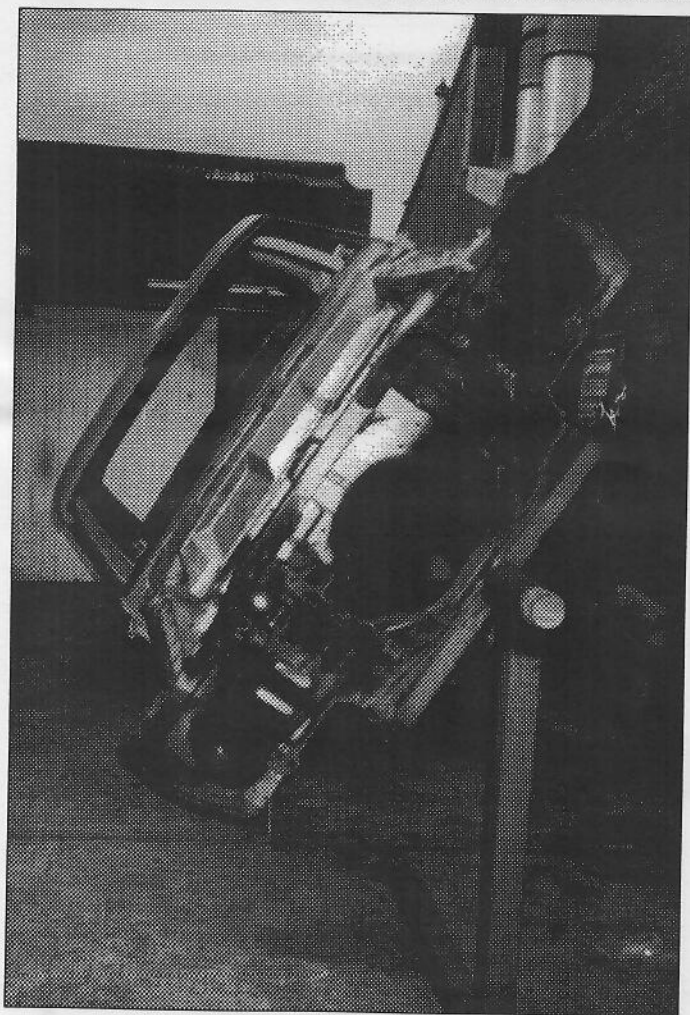
## Falcon hell for rivals

Another Ford GT is scheduled to join the ranks of Group Nc in April when Jose Fernandez debuts his XY GTHO at the Roman Autotek opening round at the Oran Park Trucks.

The 29-year-old motor mechanic from Enmore has painstakingly worked on the car since purchased as barely a shell (in the picture at bottom). Now the car

(below) is painted in an eye-catching light blue with bold orange GT stripes.

Jose has had a year in go-karts and has learnt the cut and thrust that should put him in good staid for Nc. He has also pit crewed in the top categories and worked at Bathurst and in the Australian Super Touring Car Championship.



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# AROUND THE TRAPS - news

## Numbers to go

WITH THE CLUB membership now exceeding two hundred there is pressure to reallocate race numbers not being used. Starting this year, if a member does not use his race number for competition at one of our meetings, that number may be reallocated for 1999 to someone who has a competition record in 1998. 

## Zinner recovers


LONG TIME VICTORIAN member of the HTCAV and current Treasurer, Ken Zinner recently suffered a couple of massive heart attacks on February 2 and only the efforts of ambulance personnel enabled was he able to survive. After hospitalisation Ken is now reported to be recovering well at home and we would like to wish him a speedy recovery. 

## Musical racing chairs


VICTORIAN CARS ARE changing hands with Chris Ralph's well known Cortina going to Brian Deveson after Chris felt the time was right to move to a "bent eight", that is the ex-Andrew McDowell Ford Mustang which was Greg Neal's at one stage and now being prepared by Paul Trevethan.

The superbly turned out Chevy Nova that belonged to Peter Roach is now in the hands of Les Walmsley while the latter's Cortina GT has been taken over by

Roach crew member Wayne Purdon. Roach himself has the Rian Nott Falcon GT and hoping for a maiden outing at the end-of-month Phillip Island meeting.

Steven O'Niell is set for a return, in the Cortina GT he has purchased from Mark Johnson who is going to spectate until he returns in a new Lotus Cortina. 


## Here too

AND IN NSW reports suggest Peter Hopwood has purchased the Andrew Smyrnis Lotus Cortina. It will be good to see the yellow ex-Lloyd Cleaver machine back out on the racetrack! 

## Tch, Tch

IT WAS INDEED unfortunate that a small number of our members behaved like the current crop of professional racing drivers (on and off the track) at the recent HSRCA Amaroo meeting.

Behaviour of that type is not becoming and if the members involved, and they know who they are, cannot control their egos then perhaps they should look to another category.

It is a timely reminder that this is a fun category, not a stepping stone to glory and we race in the main only for trophies. It should be Motor Sport not Motor Racing, and if you don't feel that way about it, then the majority would rather you move on! 

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# AROUND THE TRAPS - news


## Mountain celebration

THIS EASTER THE famous Mt Panoram turns 60 and to celebrate the occasion, the Bathurst Light Car Club is putting together a feast of motor sport. Starting on Good Friday, April 10, there will be a Mountain Straight hillclimb which starts at the hump and finishes near Reid Park.

Saturday's event is on the regular hillclimb circuit but will be conducted in the reverse direction. It will start on Skyline near the Castrol Tower and finish on the

Conrod Straight side of Forrests Elbow outside the club's headquarters.

Easter Sunday will see the conclusion with a Caltex Chase supersprint start on the flat section of Conrod Straight and concluding at the Hell Corner end of Pit Straight with two cars competing at a time.

There will be classes for all types of vehicles including Historics and social activities are planned for each evening. For further details contact event promoter Brian Nightingale on (02) 6332 2741 or 0417 234 065. 

## ELIGIBILITY


The first race meeting for 1998 is now well and truly run and I conducted what will be the first of many random checks for eligibility for the year.

At that meeting we checked Division II Nb and Na cars for electronic ignition and other devices of that ilk, to determine some of the usage patterns so that we can discuss these devices at the upcoming National Eligibility meeting.

That meeting is scheduled for March 21 and if anyone has any matter he would like brought up for discussion I would urge you to contact me as soon as possible so that I may agenda it.

Checks at the recent Sandown meeting (on the V8 Supercar program) revealed that one NSW car did not have any headlights.

I would remind competitors that all 2nd category equipment must be fitted and operational. That includes factory fitted bonnet catches, headlights, parking lights, wipers etc.

A quick look and read in the manual may save you the embarrassment of not realising a particular item must be functional and I would recommend that you look to these items as they are often forgotten. 

- Lloyd Cleaver

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# CALENDAR

January 25	BLCC	Hillclimb	Bathurst	Na, Nb, Nc NSWHC1
January 31-	HSRCA	Historic	Amaroo Park	Na, Nb DivII
February 1				Nb DivI, Nc
February 3	<i>1st General Meeting of 1998 (February)</i>			
February 8	MWSCC	Hillclimb	Wakefield Park	Na, Nb, Nc NSWHC2
February 22	ARDC	Restriceted	Amaroo Park	Na, Nb Div II
March 1	WP	Restricted	Wakefield Park	Na, Nb Div II (pre 1960)
March 3	<i>March General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
April 5	OPMS (Trucks) Open		Oran Park SC	Nb Div I, Nc
April 7	<i>April General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
April 25	TSCC	Hillclimb	Tamworth	Na, Nb, Nc NSWHC3
April 25/26 —	TOCA (2lt)	Open	Oran Park SC	Nb Div 1, Nc
May 6	<i>May General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
May 18	WSCC	Hillclimb	Wollongong	Na, Nb, Nc NSWHC4
June 2	<i>June General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
June 7	WP	Restricted	Wakefield Park	Na, Nb DivII
June 7	GSCC	Hillclimb	Grafton	Na, Nb, Nc NSWHC5
June 14 —	OPMS (Trucks) Open		Oran Park SC	Nb DivI, Nc
June 21	NSWRRC	Restricted	Oran Park SC	Na, Nb DivII
July 7	<i>July General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
July 12 x	ARDC	Restricted	Amaroo Park	
August 2	NMRC	Hillclimb	Ringwood	Na, Nb, Nc NSWHC6
August 4	<i>August General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
August 9	HSRCA	Historic	Oran Park GP	Na, Nb DivII
				Nb DivI, Nc
September 1	<i>September General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
September 12-13	HSRCA	Historic	Eastern Creek	Na, Nb DivII
				Nb DivI, Nc
October 6	<i>Annual General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
October 11	MGCCN	Hillclimb	Matiara	NSWHC7
October 25 <sup>5</sup>	WP	Restricted	Wakefield Park	Na, Nb DivII
November 1	OPMS (Trucks) Open		Oran Park	Nb DivI, Nc
November 10	<i>November General Meeting - Burwood RSL Club 7:30pm for 8:00pm sharp</i>			
November 22	HSRCA	Historic	Wakefield Park	Na, Nb, Nc
November 29 <sup>x</sup>	ARDC	Restricted	Eastern Creek	
December 2	<i>December General Meeting - Burwood RSL Club 7:30 for 8:00pm sharp</i>			
December 13	<i>Christmas Party - Get Together - Moola Picnic Area #4 - Lane Cove</i>			

OPMS - Oran Park Motorsport, WP - Wakefield Park, HSRCA - Historic Sports & Racing Car Association, ARDC - Australian Racing Drivers Club, NSWRRC - New South Wales Road Racing Club, BLCC - Bathurst Light Car Club, TOCA - . \* One week later than usual due to the Melbourne Cup.

# GENERAL COMMITTEE MEETING

## Minutes of the General meeting of the Appendix J Association of NSW, February 3, 1998

Meeting commenced at 8:30 pm.

### **Apologies:**

G. Russell, R. Stait, P. Sugden, A. Huxley, B. Pearson, B. Hayden, W. Clifton, C. Strode.

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

### **Correspondence - Inward:**

- Invitation to Baskerville by the Hobart Sporting Car Club on February 22, 1988.
- Christmas cards from Beach Thomas and the NSW Road Racing Club.
- Advice from CAMS of the fee structure for 1988.
- CAMS newsletter for January 1988.
- Letter from Paul Gilchris, manager of Quick-Speed Performance of Hornsby, offering discounts to club members.
- Letter from Wakefield Park accepting proposals for the Brian Muir memorabilia.
- NSW Motorsports Officials magazine.
- Advice from CAMS of extension to closing date for Historic Commission nominees.

### **Presidents Report:**

- Reflection on a great year in 1997 and promises to be even better in 1998.
- Apology for outdated President's Report in the magazine.
- Attended HEC meeting as guest along with Lloyd Cleaver. They were interested in the club's proposal to revisit Nc.
- Yokohama's 008R tyre now added to the official tyre list.
- Some concern on fragmentation nationally with the HTCAA. Need now to get everyone together. Contact has been made with all the state presidents.
- There have been some calendar changes. New calendar is presented in this issue of *Action-Line*.
- Oran Park's Truck Series and Super Touring meetings confirmed. Some doubt on the V8 Touring Car round.
- Entries low for the first round of State series at Amaroo on February 22. Only nine so far but entries will remain open until Wednesday February 11.
- Some problems with the handicap event at recent Historic at Amaroo Park. We need to decide what we want and advise HSRCA.
- Report of inappropriate behaviour by one of our competitors at the Amaroo Historic.
- CAMS meeting for State Council to be held next Saturday, February 8.

### **Treasurers Report:**

- Balance of bank is \$4732.57 plus \$5000.00 IBD.

### **Public Relations:**

- No photos as yet from members for display at the

Goulburn restaurant. Please contact Chris Wilson urgently.

### **Competition:**

- Sponsor still to be finalised for the Truck Series however all is looking impressive at this point.
- If first round of the State Series is cancelled due to lack of entries we may have to revisit the series.

### **Categories Report:**

- Problems have emerged in the "Butchers Picnic" races at Historic meetings. There is a primary necessity to organise the dummy grid.
- So far a mere six entries for the Group N category at Wakefield's Pre '60s Meeting.
- Report from the ARDC meeting says that approval has been given to the board to sell, or lease, the assets at Amaroo, and to lease the property and assets at Bathurst.

### **Eligibility:**

- Thanks to be conveyed to the HEC on approval of the Yokohama tyre and co-operation exhibited. Thanks also to Mike Dyer.
- Members need to consider mounting points concerning the use of large tachometers, that is, to stay within the spirit of Historic Group N racing.

### **Social:**

- Ross McKenzie seeing members' interest in having a weekend away in the Hunter Valley with discount accommodation, transport, meal and tour costs.

### **For Sales:**

- Tom Mott has a HQ four-door roll cage on offer.
- Stewart Schofield has a roll cage for an early model Ford Cortina that he has put on the market.
- Paul Axiak is willing to part with a Salisbury rear end with Detroit Locker (suitable for Holden Monaro) and is ready to do a deal.

Raffle was drawn and won by Max Ullrich.  
Meeting closed at 10:25 pm.



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# CAT CHAT

**Amaroo Park** on 31-Jan/1-Feb was a great weekend, particularly as it will probably be the last all-Historic Race Meeting there. The Saturday weather was ideal and everybody seemed to improve their lap times. Sunday was perhaps too hot – and it didn't rain (shame, I hear many of you say).

Almost all races for all categories were incident-free, and, what incidents did occur only resulted in damage to vehicles and thankfully not to their drivers.

It was good to see Lloyd Cleaver doing the eligibility check and pulling all cars in straight from the race. Eligibility Officer is a pretty thankless task – so thank you Lloyd for checking that we were all within the rules that you checked on that day.

My only observation would be that for future checks (and I believe that they should take place every time we race, with a different topic each time), perhaps we could have a few more people marshalling the cars by/through Scrutineering so that we don't cause problems for other competitors in other categories as they attempt to get to the Dummy Grid.

Talking of trying to get through crowds/cars – the NRMA Motorfest in Sydney on Australia Day. I drove the Oxford down to Parramatta Park and then convoyed with Alan Challis in Terry's "Herbie" in the CVVTMC Run to the SCG – the sound of the Oxford in the Harbour Tunnel was wonderful and brought a smile

to the face of this ageing hoon.

Then we were in a huge convoy that ended up at Macquarie Street. Eventually we had the Oxford parked directly behind the Beetle just by Hyde Park Barracks. We covered both cars in notices about Group Na, and, the coming Amaroo Race Meeting (which was also heavily promoted by HSRCA at their static display not far away).

I spoke to Stephen Knox (organiser of Motorfest) and he would be happy to talk to us about having a Club static display next year covering Na and Nb – any views on this from the membership?

Of course, having any Club display requires some active members. Looking at the low level of entries for some of the coming race meetings I guess we should ask – are our members active or inactive? Once you have determined an answer that is suitable for this family publication you might realise that this is a serious topic.

If we don't enter race meetings we won't get invites to future race meetings, resulting in a self-fulfilling prophecy that it is all a declining spiral.

Last year was terrific, with large grids at many events – do we want to see our category go into decline this year? If you feel that there is a problem, then please talk to me – that is part of what my role as Category Representative is about. This is not about saying "I'm from Head Office, I'm here to help you", this is saying we are all part of this Club and we are collectively responsible for ensuring the continued well-being of our category. Soap-box mode off.

On a lighter note may I leave you with the thought that Morris Dancing has not been recognised as an official sport for the Sydney Olympics.



- Axeman

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### Torana showdown

WHAT STARTED AS good idea has quickly developed into a great concept! Committee Chris Wilson lobbied the Committee meeting recently to run an All Torana Race at the final truck meeting this year.

It recieved the consent of the Committee and further good news came in the guise that Oran Park Motorsport has also embraced the concept for the October 31-November 1 program provided certain conditions are met.

It is planned to get as many Holden Toranas XU-1s at the meeting and those contesting the Roman Autoteck series will not be have their chances in that series jeopardised.

It is expected that an influx of interstate Torana owners could bolster the field for the special two-race feature as many as thirty considering there are 21 registered Toranas in NSW.

OPMS will only continue to support the idea if the numbers are there so it is important to nominate early so arrangements can be made. Those who are interest should phone Chris on (02) 4628 9911 (bh) (02) 4677 2559 or on mobile 0418 670 753.



March

# NET NEWS

Intrigued by the aside from "the Boys for the West" in last month's mag stating "for a while we thought the Axeman from NSW was on a clandestine journey to the West via the Net". This conjures up a new concept for Group N – interstate virtual racing in the comfort of your own computer!

All we need is a games specialist to develop the appropriate software, then we load it onto our computers, select our Group N race car of choice, arrange a suitable date/time with fellow virtual racers, dial into our virtual track and away we go for another round of Cyberracing – hmmm, need to think about that.

There would be one problem with the above concept – response times! The Net has been running very slow recently – almost as slow as a wet week in Blackpool – and it has taken a long time to get onto some sites and download the information.

Our Web site (have you visited it yet?) - <http://www.themotorweb.com.au/AppendixJ> - received a plug from me on the British cars list – it will be interesting to see if we get many hits from overseas.

Fred Burley, who is travelling to the UK (more trick bits in the cabin luggage?) asked me if there was a site listing UK events. There are several, so anybody planning overseas trips might like to visit <http://www.onid.com/car.events.uk/> or <http://www.classicar.co.uk/> for UK events, or <http://www.team.net/www/vintage-race/> or <http://www.victorylane.com/> for US events.

At this point I realise that I have been guilty of assuming that everybody understands the terminology, so I have included a simple glossary – this service is free, but a detailed education session is a chargeable activity by my Woodberry Web business unit (end of shameless self-promotion):-

## GLOSSARY

**Applets** - a small computer program that can be downloaded from a Web site and which will then run on a user's PC. In most cases the user will be completely unaware of exactly what function an applet is performing on their PC. Can present a significant security threat, but is now a standard feature used on many Web sites to add value to their presentation.

**Cookies** - a small computer program that can be downloaded from a Web site that tracks the user's pattern of access to that site and returns the information to the original Web site the next time that site is accessed. Can present a significant security threat.

**GUI (Graphical User Interface)** - a user-friendly means of presenting information on the user's PC screen employing WIMP (Windows, Icons, Mouse and Pull down screens) technology – employs an intuitive capability that permits the user to "point and click" their way around their screen to request additional information displays.

**Home Page** - the entry (welcome) page for a Web site. May be the only page for a Web site, or, may be the start point for a series of interconnected pages forming a

complex Web site.

**Internet** - the physical infrastructure and logical algorithms by which communications are transmitted and devices are addressed.

**IP (Internet Protocol)** - an addressing schema (in numeric strings and sub-strings) that provides each logical entity on the Internet with a unique address, thereby permitting those entities to directly addressed from any computer device or location in the world.

**Java** - a computer programming language.

**Search Engine** - a piece of software that runs on a dedicated computer, containing an index of all registered Home Pages and documents, that helps you navigate your way around the Net and explore the contents of Web sites.

**URL (Universal Resource Locator)** normally expressed as a series of words and characters, this represents the unique address (in IP terms) of a Web page or document.

Example: <http://www.panjuteroy.com.au> where panjuteroy is a domain name (in this case a company name), com indicates the type of domain (com = company, gov = government, mil = military, net = network, etc) and au is a 2-character standard abbreviation for the country where the domain is registered (US being the nerve centre of the universe does not display this).

**Web Browser** - a piece of software that helps you navigate your way around the Net and explore the contents of Web sites.

**Web Server** - a computer that hosts one, or more, Web Sites and provides controlled access capability that allows user to enter the Web site(s).

**Web Site** - one, or more, pages of information fronted by a home page. The site provides graphical display pages for users to access, and, may also contain Java applets and/or cookies that will provide additional functionality on the user's PC and permit tracking of the user's Web activity.

**WWW (World Wide Web)** - the logical linking of Web Servers, Web sites and Home Pages supported by a graphical display function with an ability to download/upload information and files.

I hope that helps – if you want clarification talk to me at a Club night or at a race meeting. The technology is (fairly) straightforward and the facilities are (quite) user-friendly, and, your kids can probably tell you all about it anyway!

If you have Internet access, I do recommend that you subscribe to some of the Team.Net lists (visit <http://www.team.net/team.net.html/> and see what delights are available); 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....

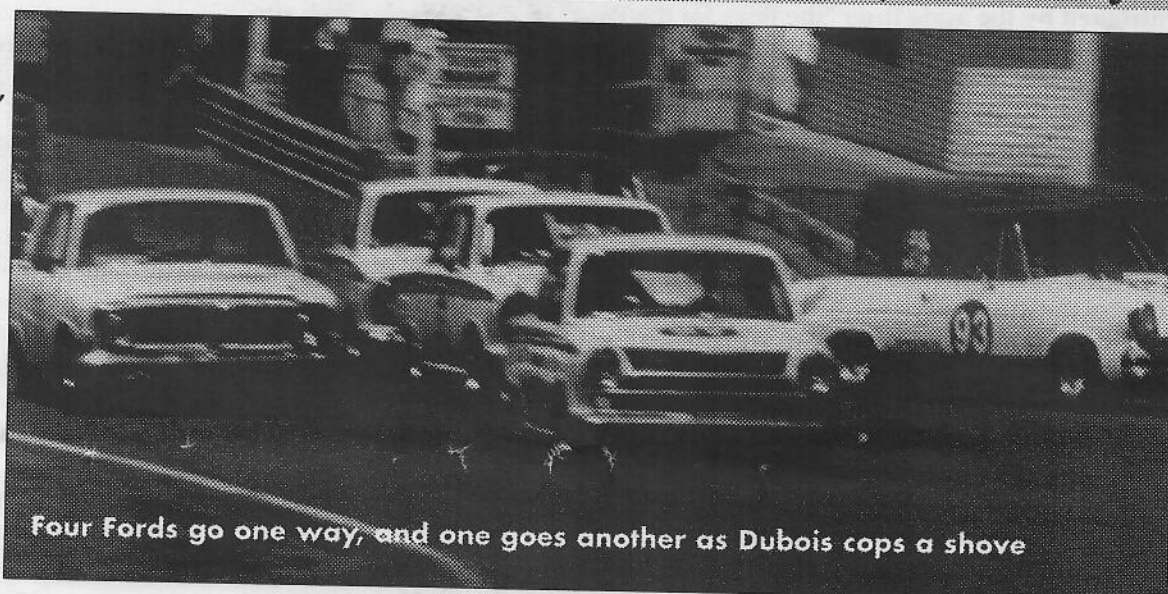


- Andrew Pursey  
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or [saabsux@hotmail.com](mailto:saabsux@hotmail.com)

# AROUND THE TRAPS - racing

**HSRCA Historics, Na and Nb Div II - Amaroo Park - January 31-February 1**

Coming from behind on more than one occasion, Phil Powell proved too good for a worthy Group One (Na and Nb DivII). It became something of demolition for Cortina GT with only Chris Dubois' Anglia getting amongst them. In Na Rob Priddle was in a league of his own.



Four Fords go one way, and one goes another as Dubois cops a shove

## Race One (7 laps)

POWELL'S POLE POSITION was all for nought as Chris Stode and Chris Dubois stormed past off the line (was he double-Chrissed?). Phil Windus had been very pleased with his fourth grid position, but was less so with his start as Dave Probin stormed away in his fast improving Austin A35, closely followed by Phil Barrow's FJ, leaving the Windus Hillman Minx to fend off Rob Priddle in the Na Zephyr.

Stuart Schofield's Nb Zephyr was atoning for a miserable practice by blasting from seventeenth position to have a serious attempt at catching the leaders.

Emerging from the loop for the first time, Mike Walsh's big Fiat took to the grass allowing its baby brother, Rupert Gunnell's 1500 and several others to get by.

At the front, Powell's Cortina set out after Strode's example with Dubois in pursuit. These three had a small break over the pursuing multicultural gaggle consisting of Austin, Fiats, Holden FJ and FX, Zephyrs, Morris' Minor and Major, Wolseley, VW and MG.

Through this automotive gauntlet Schofield and Rod Brincat (where did he come from?) were threading their way.

Rodenhuis (Zephyr) and Bob Harris (FX) were enjoying their dice, ahead of Andrew Pursey's Oxford, Bruce Smith's Magnette and Dean Wesley's FJ, while Ralph Diaz (in Terry Thompson's VW) and Major of Don Titcume resumed their battle which has been going on for years, or so it seems.

Dubois was now on the tail of the two Cortinas.

Schofield moved up to fourth, and Powell passed Strode for the lead and began to lap traffic. Dubois tried hard to put Chris off his stride, but ran out of laps.

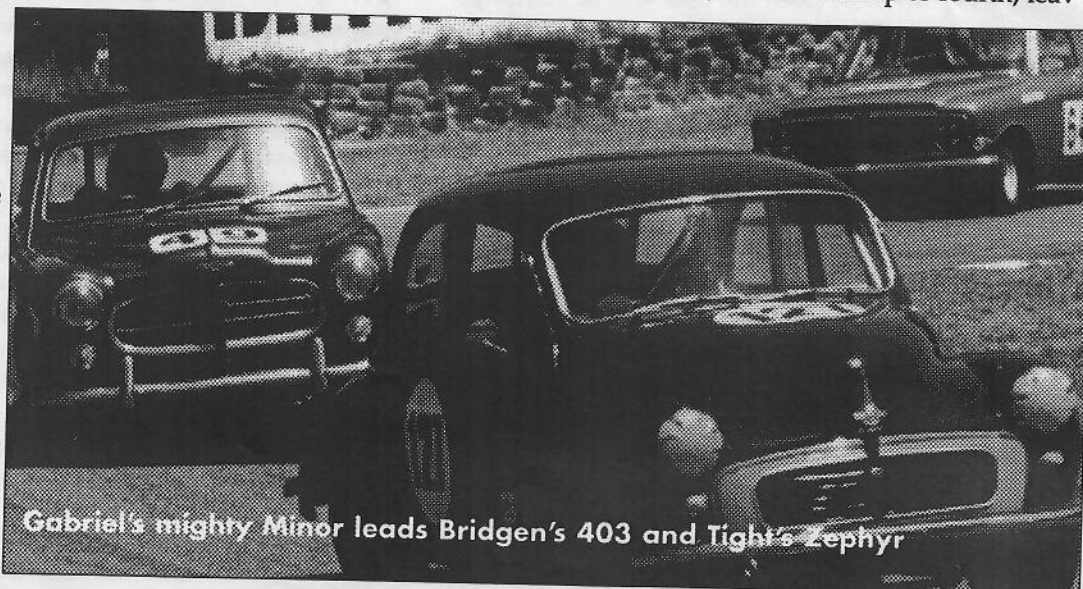
In mid-field, Priddle led home the Na brigade from Aaron Gabriel's Minor and Bill Dixon's Wolseley, these two separated by Gunnell's Fiat and John Tight's Zephyr. Powell took the chequered flag, from Strode, ahead of Dubois by a fifth of a second.

## Race Two (8 laps)

THIS TIME POWELL took full advantage of his pole position to lead the Cortinas of Strode and Truelove, while Probin forged ahead of the slow starting Dubois. Windus's Hillman lead the next group consisting of Priddle, leading Na, Walsh's Fiat, Gargiel's Minor, Brigden's Pugeot.

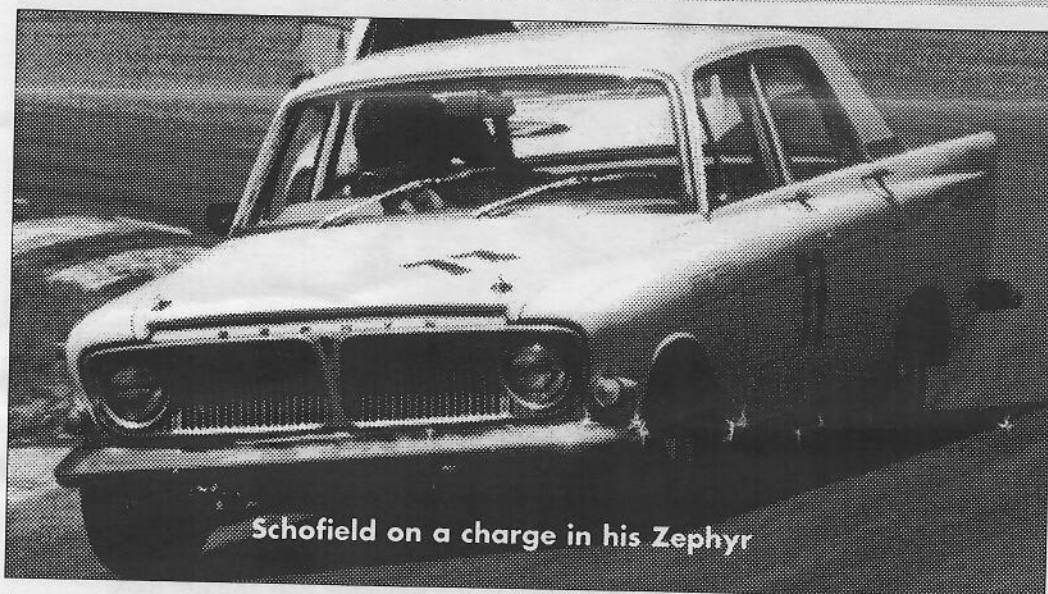
Brincat ranged up behind Tight's Zephyr and Harris lead the Holden brigade as Barrow retired, the FJ's powerplant having developed a pronounced rattle.

The next time round, Dubois was up to fourth, leav-



Gabriel's mighty Minor leads Bridgen's 403 and Tight's Zephyr

# AROUND THE TRAPS - racing



Schofield on a charge in his Zephyr

ing a very close bunch gently swapping some paint through Honda. Included in that was Tight whose left rear wing was stoved in as the similar Zephyr of Schofield tried the outside line in the Loop.

The Volkswagen managed to put Gunnell's Fiat between itself and its long-time companion, Titcume's Major, which was busy dealing with Wesley's Na Humpy.

The Anglia of Dubois began closing on the leading trio, leaving Probin as the only car without a playmate. Smith and Diaz pursued Pursey passionately in the Na ranks, while Schofield tried an ambitious outside pass on Priddle at Stop-Go . . . and he got away with it too.

Rodenhuis and Dixon were just ahead of Pursey, but astern of Priddle and Gabriel who were squabbling over the Na honours. Schofield and Brincat were making fast compensation for their lowly grid positions with some interesting passing manoeuvres.

Brigden stayed marginally in front of Windus until the latter reversed the normal order of things at Stop-Go, and retired. Meanwhile Dubois passed Truelove and turned his attention to Strode. The Diaz/Titcume

duo were reunited as Gunnell moved up a place behind Smith and Pursey. The leaders began to lap traffic as Dubois got by Strode at Honda on the last lap, and despite some artistic use of the throttle, could not match the flying Powell who went on to take the flag. Gabriel's Minor took the Na class from Priddle and Dixon.

## Race Three (5 laps)

### Handicap

A MISSED GEARCHANGE cost Dubois dearly off the

line. He was nailed by Strode and jetison at right angles to the way everyone else was going. By the time Chris bought the Anglia under control a mass of desperadoes, all determined to lead over the hill, had surged ahead.

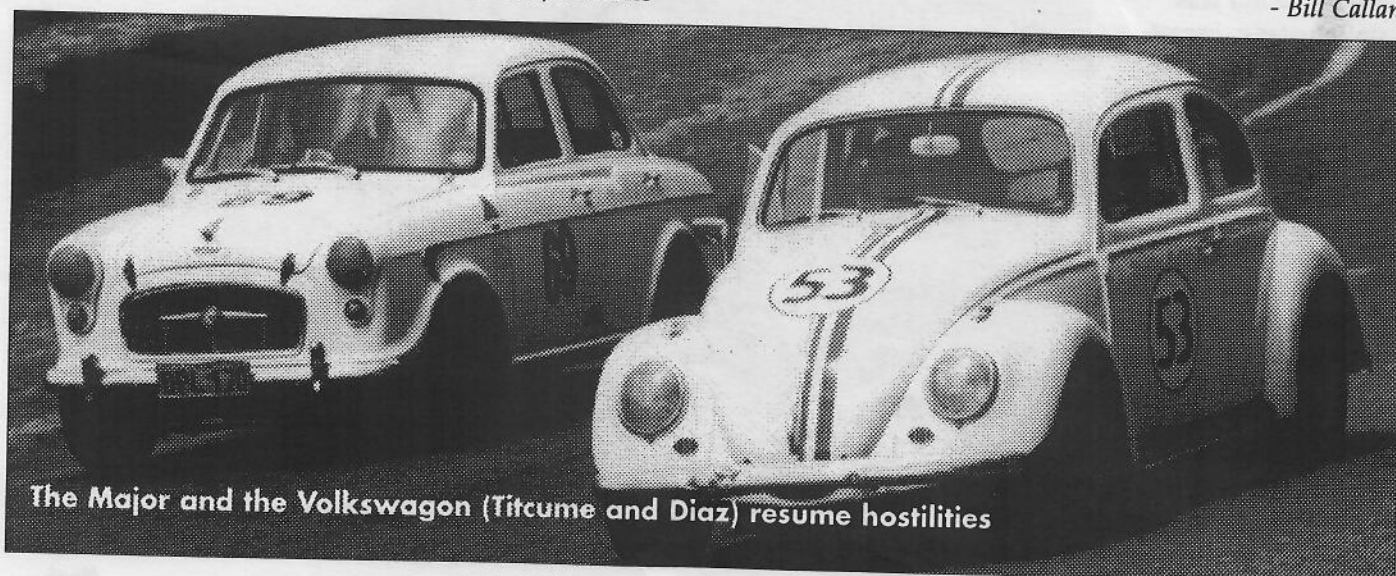
Schofield was the most persuasive, leading narrowly from Brincat and Powell in serious negotiations over second place, then Strode and Probin who was having a great meeting in the Austin. Back in the pack, Tight just held off Gabriel albeit temporarily.

On the third tour, Schofield found himself in third, with Powell reasserting himself in front of a gap to Brincat. Priddle set about getting around Brigden and the Blue Humpy of Harris which had ingratiously slipped towards the rear, passed the Black one of Wesley.

By the culmination of the last lap, Powell led home Brincat, Dubois, Schofield and Strode, while further back Windus tried an outside pass on Rodenhuis but could not account for Dixon. The man with the calculator then did some sums, before declaring Probin the winner from Brincat and Strode.



- Bill Callan

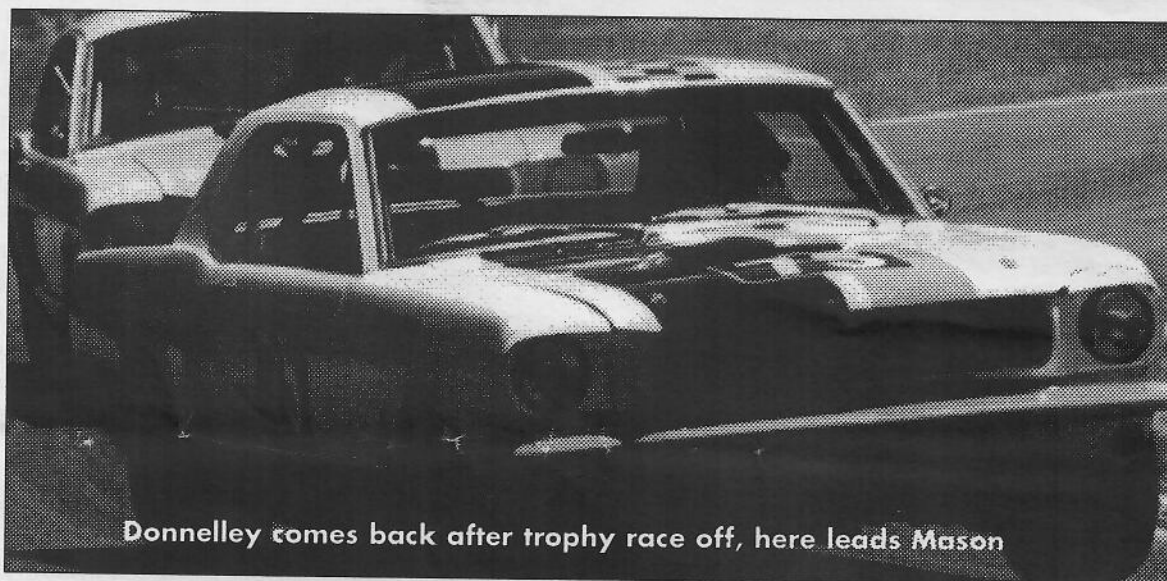


The Major and the Volkswagen (Titcume and Diaz) resume hostilities

# AROUND THE TRAPS - racing

*HSRCA Historics, Nb Div I and Nc - Amaroo Park - January 31-February 1*

Ten years since it first graced our racetracks, the Falcon Rallye Sprint of Rob Tweedie is still the top Nb car in the country, and not far off holding down the elitist number one position overall judging by the performances at the Amaroo Historic. It was not a good day for Ross Donnelley it must be said and that allowed Mike Dyer to take Nc honours.



Donnelley comes back after trophy race off, here leads Mason

## Race One (7 laps)

PRACTICE FOR THIS group was conducted in an atmosphere of great density, not all of which could be attributed to the humid overcast conditions. Interest centred not only on the Ford V8 battle but also on the first Amaroo appearance of Bob Pearson's Escort.

As it turned out, the Escort was not a happy vegemite, and pole was taken by Ross Donnelley's Mustang with a breathtaking lap in the low 57's. Bob Tweedie's Falcon was also under 58 seconds, so things looked interesting. Graham Hill's immaculate, sexy, gorgeous Pacer (biased? who? me?) spat out a head gasket every three laps, so Graham spent the rest of the weekend fighting off the oppressive weather with therapeutic amber fluid.

Anyway, at the start of the first race, every soul at Amaroo was leaning over a fence to get a view of the expected fireworks. They didn't have to wait long. Tweedie made a good start and Pearson made an even better one, so the order at the top of the hill was Falcon, Mustang, Escort, Mike Dyer's XU1, Steve Mason's Mustang and Peter Ward's new Torana.

Corner retired his Torana at the 50-yard mark, after setting an encouraging fourth fastest practice lap.

Both the big white Fords charged into the loop at impossible drift angles. The Falcon drifted a fraction wide and the Mustang ranged up inside. The Falcon shut the door firmly, but in doing so drifted out

slightly again and the Mustang had another look. Eventually, the laws of physics intervened, contact was made and centrifugal force did the rest.

So first time down the hill, the black Escort led from the black XU1 with Mason and Ward in close attendance, with Anton Mechtler's Lotus looking very determined to stay with the action. Denis Sargent retired his Torana, as first Donnelly then Tweedie recovered their composure and rejoined behind a furious dice between the EH's of Bob Hayden and Ken Ballantyne, and Tony Wilson's Lotus Cortina.

Ahead of that lot, Grieg Maloure's Mini was spectacular with its inside rear wheel a foot in the air through every corner, while hot on his heels the Nb and Na Coopers of Ian Pringle (all the way from S.A.) and Frank Binding were locked in a battle which went all the way to the line with Binding's final lunge just failing by a very short Mini bonnet.

Ballantyne retired on the last lap, leaving Hayden to fend off Wilson. Donnelly's swift progress through the field had him up behind the leading trio by the last lap,



Dyer emerged Nc victor

# AROUND THE TRAPS - racing



**Corner leads the handicap from Metchler, Sargent and Tweedie**

but a damaged guard was rubbing on the left front tyre, which cried enough on the last tour of the Loop so he had to console himself with the fastest lap.

The Escort held on for a nice victory by less than one second ahead of the fast and consistent Dyer, while the Nb class was headed by Mason's Mustang from Mechtler, Maloure and Tweedie. So the score on the first day was Black cars two, White cars nil, and many questions left in abeyance for tomorrow.

## Race Two (8 laps)

THE FIELD WAS lacking the black Escort which didn't return Sunday due to ongoing gearbox problems, leaving Dyer and Tweedie to take on the Donnelly Mustang, which they did in no uncertain terms off the line. The unlucky Corner doubled his pleasure this time by reaching the one hundred-yard mark before retiring.

First time down the hill, Tweedie led from Donnelly, Dyer, Mason and Maloure. Hayden and Mechtler were next with Beveridge's 'S' charging through from the back of the grid. Next time around, Donnelly was missing but he reappeared behind Mechtler and ahead of Ward, Hayden with Pringle and Binding resuming their

scrap, this time with Wilson sandwiched between them.

Tweedie began to draw away from his pursuers, but Donnelly was already on the heels of Sargent's Torana and Maloure's three-wheeler. Donnelly turned his headlights on, which always makes you go faster, and quickly forged past the Torana and the Cooper and then Mason's Mustang.

Tweedie was also having a go, evidenced by some smokey braking into Stop-Go. Beveridge charged through the field to lead Ward, Hayden and a good dice between Pringle, Wilson and Binding. Mechtler retired and Dyer began to reduce the gap to the

leader, but Tweedie was still 200 meters ahead at the flag. Donnelly was closing on Dyer... but ran out of laps. Mason's wheel-spinning Mustang was second in Nb, ahead of Maloure and Beveridge.

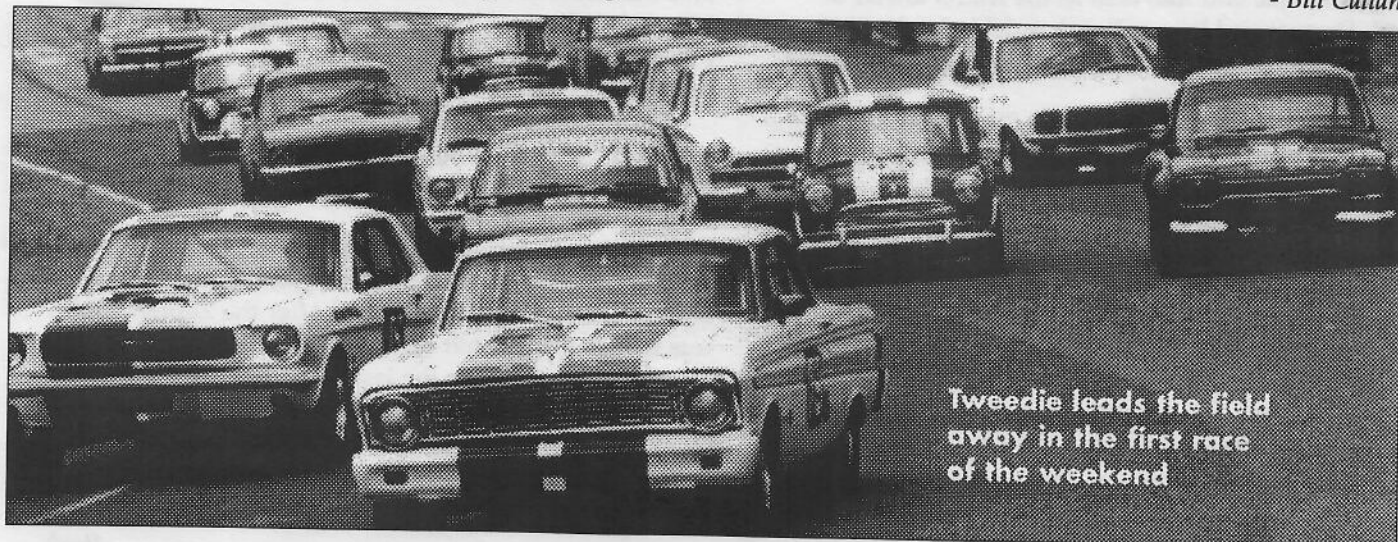
## Race Three (5 laps)

YOUR HUMBLE SCRIBE was too hot and thirsty to work out the grid positions for this race (even the most attentive couldn't). Tweedie appeared to start from somewhere near the centre of the pack, so Corner, having a change of luck at last, led the field from Mechtler, Sargent and Tweedie.

Mason had no luck and retired. Sargent passed Mechtler and Tweedie passed both. Maloure led Beveridge, as Pringle passed Dyer and vice versa. Corner was still in the lead until Tweedie used some gently locked up tyres to get by.

Dyer got past Maloure and Mechtler but Tweedie was past the flag before he could catch Corner and Sargent. Beveridge just failed to catch Maloure on the line. Mathematical computations ensued, giving the win to Ian Pringle from Sargent and Beveridge.

- Bill Callan



**Tweedie leads the field away in the first race of the weekend**

# AROUND THE TRAPS - racing

## SATCC Support - January 31-February 1 - Sandown

The first Victorian meeting for the year was the Shell ATCC support at Sandown. Whilst it is an excellent venue with fantastic facilities, there was a very poor showing for the Historic Touring Car brigade.

What can we do? All the good O'l boys, on and off the committee, did the ring around to try and save face with Jon Davidson (the promoter) with the final entry stretching to 27.

Of these entries we had a good variety of fine automobiles, ranging from the titanic Galaxy to the Hillman Imp. We were a bit light on for Minis, with only Mike Bugelly and his new point job left to drive a wedge between the Cortinas. An excellent shoing of Nc cars being 12, albeit six Toranas. Where have all the Fords gone?

Only a few of the 27 entries appeared for Friday practice under a burning sun before the bulk turned out for Saturday's two qualifiers.

On a beautiful Melbourne day the grid was decided with NSW's Marc Ducquet taking the mammoth Ford Galaxy to pole from the local gun Graham Hunt in his Ford Mustang. Ian Jones put his Holden Torana XU-1 on the inside of the second row, eclipsing the Mustang of Rob Bailey.

Graham Hooper put his Chev Nova on grid spot five with a brace of Toranas around it, namely the XU-1s of Trevor Talbot, Les Dole, Eddie Dobbs and Ray Challis.

Fords took the next five spots with Greg Nicholls (Mustang), Drew Marget (Cortina GT), Tony Osborne's Mustang, and the Cortina GTs of Mark Johnson and Ian Robbo.

Mike Bugelly interspersed the Fords with his Mini ahead of Graeme Hitchell's Escort, Brian Deveson and Jemery Mantello in Cortinas, Peter Sneddon's Torana, and the Cortinas of Don Knight, Les Walmsley and Brad Wright. The Holden FJ of Ken Zinner and Michael Stupka's Hillman Imp rounded out the field.

### Race One

AT THE DROP of the flag Hooper emerged from the startline smoke and mayhem as the leader ahead of Hunt, Ducquet and Jones. Roach quickly latched onto the latter pair's heels while Bailey showed a keen interest in relegating the Nova.

They had a slight break on the next group where the Toranas of Talbot, Dobbs and Dole had the Mustangs of Nicholls and Osborne close at hand.

Then came a good scrap between the leading smaller capacity cars with Marget showing the way to Robbo, Johnson, Mantello, Sneddon, Walmsley and the Valiant of John Brash. After that were Deveson in the ex-Ralph Ford, new Group N member Wright and Zinner.

The final placings had Hunt and Jones pushing Hooper back to third while Roach picked up fourth. Ducquet had an excursion into the kitty litter at the end

of the front straight when trying to match Jones' Torana in the braking department.

### Race Two

AS A PROGRESSIVE grid was the order of the day, there was shuffling from the first line-up, the most effected being Ducquet who was now out of eighth. At the green light Hunt was best away with Hooper, Roach, Jones, Talbot and Ducquet in tow. Also well up were Marget and Hitchell.

They settled down with Hunt out in front while Ducquet surged through to second ahead of the Roach Nova. Jones was again struck with gearbox maladies and found it increasingly arduous to hold off Talbot.

Down in the pack a good battle developed between Bugelly and Brash. Walmsley was slowed by an engine misfire and retired, as too Challis who unfortunately came off second best after a tyre barrier encounter at XR6 corner.

At the head though, the race was run and won by Hunt with Ducquet and Roach filling the podium places. The Novas again took third and fourth with Hooper trailing Roach.

- Rian Nott (Historic Touring Torque)

## ARDC Trophy - February 21-22

Despite being pipped for pole position, Andrew Bergan had sufficient firepower to take all three Group N races at the opening ARDC Restricted meeting. The club was hosting the opening rounds of the NSW State Championships but with only six entries Group N had to settle for trophies while the other categories flourished with state prestige.

Philip Barrow put the Holden FJ on pole while the Na Wolseley of Bill Dixon and the Zephyr of Paul Rodenhuis shared the second row ahead of Ralph Diaz in Terry Thompson's VW and the late MG Magnette entry of Bruce Smith.

Bergan won the drag to the top of the hill in the first and was untroubled for the remainder of the first. Meanwhile Rodenhuis tried to match it with Dixon but the Wolseley gradually drew clear, with a similar situation between the final pair as Diaz took fifth.

Barrow eclipsed the Mini off the start of the second and likewise Rodenhuis outpointed Dixon initially. But the suitation remained static between the third pair with the VW in front.

Within two laps though the finishing order of the first race was re-established and again Bergan won with Barrow second and Dixon third. After the Zephyr, Diaz was to lose fifth at mid-distance.

They rolled out for the last five lapper and again the Holden saw off the Mini to the top of the hill the first time. Rodenhuis had the jump on Dixon but that was only temporary while Smith continued to show

# AROUND THE TRAPS - racing

## Nightmasters - January 31 - Wanneroo

Pats on the back were being dollied around for the meeting running ahead of time. But this was not reciprocated by our guys. A scrutineering debacle had tempers rising as we were shuffled backwards in the HQ line, officials oblivious to the historic qualifying session.

After a reasonable cooling down period, the stalwarts of Group N just managed to get a field together for a Split Reverse Grid handicap. Diehards Smith and Bell unfortunately had oil pressure problems and couldn't join the fun.

Jeff Morris led the new kids Stannard and Kieth. He tasted the front of the pack for two laps until Kieth passed, revelling in his first race. It wasn't long before the 15-second bunch loomed in his mirrors led by determined Bradley with Stannard (Jnr), Freeman and Morris in for a go too!

Meeke was the only 30-second backmarker and his handicap encouraged him to fire the Sprint to put in a 58.87 lap on his way to the front. Morris found the big Falcon would not go around the corners with the ignition cutting out all the time, and managed to find the good dust bowls.

Meeke went on to win from Bradley with his tyres just about worn through. Lance and Andrew were next

just ahead of Tom Freedman, Trevor (his first-up effort) and Jeff.

With a progressive grid for the second race, the front row pair put on a good show as Bradley put in a screaming 60.3, as well as some cheeky comments about the Sprint's speed across the top.

Lance, Tom and Phil circulated quickly to fill the next three spots. The "kids" had a good dice at the end, only after Andrew had a scare on Yokohama ripple strip. You could see the frown on Phil's face as the Falcon shone its lights on the bouncing Mini. Trevor got up to beat Andrew this time and Jeff's EH came home sounding like it was on five cylinders . . . because it was.

Jeff put the last plug lead on for the last and promptly knocked four seconds off his lap times. Meeke started from the rear and managed to cleanly get through all the traffic to make take a hat-trick result for the night.

The finishing order was similar to the second outing however it was Trevor who had a moment this time as he headed for the lake in avoiding the sideways GT. Not a bad night, despite the poor fields. Andrew Kieth took out Provisional Driver of the Day.

- Tim Bradley

## - Amaroo Park

improvement as he raced ahead of the Diaz. The latter was troubled and subsequently put the VW away after the second tour.

It took almost a full two laps this time for Bergan to wrestle away the lead from where he went on to a triple for the day as again Dixon in the Wolseley gained the upper hand over Rodenhuis.

On receiving their trophies for taking the podium

positions, all three made mention of their disappointment with the lack of support in the entries. But on the other hand thanked the ARDC for its continued backing of the category.

The most positive statement made came from Barrow who admitted that he would have been unlikely to have won an outright trophy if the usual compliment of runners had shown up.




# AROUND THE TRAPS - hillclimb

**Warren Bossie** posted a new lap record on his way to taking the first round of the NSW Hillclimb Championship at Mt Panorama on February 25. Driving a Holden Torana XU-1 Bossie eclipsed his previous benchmark by three hundredths of a second with a new best of 22.24 seconds in the climb from Forrest Elbow to Skyline.

A disappointing five (all Nc Toranas) encountered wet conditions until early afternoon when the track quickly dried out for the final two runs. In the morning Grant Moiler was the pacesetter with his first run netting 45.81 with Irene Lohr and Kevin Brown posting 49.56 and 49.64 respectively.

Moiler went quicker at his next opportunity (44.19) but James Beatty undercut that with a 39.45 ahead of Brown's 42.30 and Lohr on 46.40.

With the advent of the sun came the serious times. Bossie immediately posting a lap record and over three seconds clear of Moiler's 36.31, the 37.28 of Lohr who had Beatty right behind on 37.49. Brown was next on 39.28 and then broke into the high 38's on his final run.

Beatty couldn't match his previous nor Bossie but the second place outcome rested with the last run. Lohr managed a '36 but it was sixth tenths past Moiler's third run and only good enough for the final podium spot. 

- Jim O'Brien

**Round Two** of the New South Wales Hillclimb championship at Wakefield Park, saw 7 entries for Group N, 6 in Nc with five Toranas and a Volvo and the Dartell Mini alone in Nb.

Goulburn turned out the type of weather I have come to expect cold, cloudy and windy, with the cold track seeming to keep times around a second or so higher for most competitors.

It wasn't to be a trouble free day for the Dartell Mini, which stripped two rotor buttons due to the distributor fouling on an engine cooler.

The problem was solved using a Torana rotor button and Simon managed to record three times, with his final run giving him fastest Group N time on the day.

The Bossie/Lohr Torana spent most of its time between runs with the bonnet up, chasing carburettor mixture problems and replacing suspension shims which had decided to leave during one run.

Brown spun off on run four on what looked like it should have been his quickest run, relegating him to fifth place.

Final result (Pointscore):

Nb - Dartell.S (0 Not registered)

Nc - Bossie (28), Moiler (22), Lohr (18), Beattie (14), Brown (12) & Fox (5).



- Warren Bossie

## Action-Line CLASSIFIEDS

### FOR SALE - CARS

**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 COTINA GT.** Group Nb. Queensland's fastest four door GT. Under 16600 Championship winning car. As new with Dunlop race tyres. New Garry Brown engine two meetings old. Immaculate condition, complete with numerous spares. \$10,000 ono. Ph John Sorraghan on (07) 3269 0770.

**HOLDEN EH.** 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 (02) 4227 2871 or mobile 0416 272871.

**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.

**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.

### FOR SALE - CARS

**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.

### FOR SALE - GENERAL

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

**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.

**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).

**WEBBERS:** Four x 48 IDA, near new \$3000. Three x 45mm DCOE fuel rail linkages \$1000. Ph Cameron on (02) 9905 0105.

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# RECENT RACING DETAILS

## NIGHT MASTER SERIES - WANNEROO - JANUARY 31

**Qualifying:** Bill Meeke (Ford Falcon Rallye Sprint) 59.9662, Tim Bradley (Morris Mini Cooper S) 61.1556, Phil Morris (Ford Falcon XY GT) 62.0581, Lance Stannard (Cooper S) 62.9738, Andrew Keith (Cooper S) 63.4315, Tom Freeman (Holden EH) 63.5033, Ian Bell (Cooper S) 63.5261, Michael Smith (Ford Cortina GT) 64.5596, Jeffery Morris (Holden EH) 65.9072, Trevor Stannard (Cooper S) 66.6814.

**Race One (10 laps):** Meeke (10:44.1906) 1, Bradley (10:44.6032) 2, L Stannard (10:51.9268) 3, Keith (10:56.1106) 4, Freeman (11:00.1216) 5, T Stannard (11:05.7742) 6, J Morris (11:13.4513) 7, P Morris (8 laps) dnf. Fastest lap: Meeke (58.8702).

**Race Two (6 laps):** Meeke (6:16.2521) 1, Bradley (6:17.7145) 2, L Stannard (6:26.4231) 3, Freeman (6:33.3935) 4, P Morris (6:35.1369) 5, T Stannard (6:39.8835) 6, Keith (6:39.9841) 7, J Morris (7:10.6824) 8. Fastest lap: Meeke (59.7821).

**Race Three (6 laps):** Meeke (6:17.9985) 1, Bradley (6:19.8870) 2, L Stannard (6:26.5569) 3, Freeman (6:34.0372) 4, Keith (6:39.5293) 5, P Morris (6:47.3977) 6, J Morris (6:51.1508) 7, T Stannard (6:51.2196) 8. Fastest lap: Meeke (58.7475).

## SATCC GROUP N SUPPORT - SANDOWN - JANUARY 31/FEBRUARY

**Qualifying:** Marc Duquet (Ford Galaxy) 1:25.7076, Graham Hunt (Ford Mustang) 1:25.9085, Ian Jones (Holden Torana XU-1) 1:27.3335, Robert Bailey (Mustang Trans Am) 1:27.4781, Graham (Chevy Nova) 1:29.0610, Trevor Talbot (XU-1) 1:29.1060, Les Dole (XU-1) 1:30.5041, Eddie Dobbs (XU-1) 1:30.8476, Ray Challis (XU-1) 1:32.2832, Greg Nicholls (Mustang) 1:32.9077, Drew Marget (Ford Cortina GT) 1:33.2493, Tony Osborne (Mustang) 1:34.8052, Mark Johnson (Cortina GT) 1:36.4662, Ian Robertson (Cortina GT) 1:36.8540, Michael Bugelly (Morris Mini Cooper S) 1:37.3301, Graeme Hitchell (Ford Escort RS1600) 1:37.7004, Les Walmsley (Cortina GT) 1:38.0592, Brian Deveson (Cortina GT) 1:38.4455, Brash John (Valliant Pacer VG) 1:38.5423, Jeremy Mantello (Cortina GT) 1:39.2080, Peter Sneddon (XU-1) 1:40.5381, Don Knight (Cortina GT) 1:41.6518, Brad Wright (Cortina GT) 1:44.0171, Ken Zinner (Holden 214/48) 1:46.2822, Michael Stupka (Hillman Imp) 1:47.6442.

**Race One (6 laps):** Hunt (8:48.6317) 1, Jones (8:56.6872) 2, Graham (9:02.6911) 3, Roach (9:05.1466) 4, S\$ (9:06.2901) 5, Talbot (9:07.2194) 6, Dobbs (9:14.9526) 7, Duquet (9:15.6310) 8, Nicholls (9:33.1343) 9, Osborne (9:33.9466) 10, Marget (9:42.2127) 11, Sneddon (9:49.1529) 12, Robertson (10:01.1295) 13, Johnson (10:02.4062) 14, Brash (10:04.6953) 15, Bugelly (10:06.3637) 16, Mantello (10:08.0924) 17, Walmsley (10:10.8367) 18, Deveson (10:11.3267) 19, Knight (10:22.5115) 20, Zinner (5 laps) 21, Wright 22, Stupka 23, Hitchell (5 laps) dnf, Dole (4 laps) dnf, Challis (1 lap) dnf. Fastest lap: Hunt (1:25.1958).

**Race Two (6 laps):** Hunt (8:51.7344) 1, Duquet (9:02.5704) 2, Roach (9:05.7762) 3, Graham (9:08.4835) 4, Talbot (9:09.1458) 5, Jones (9:09.6732) 6, Dobbs (9:19.0598) 7, Dole (9:30.9338) 8, Nicholls (9:34.1095) 9, Sneddon (9:39.7736) 10, Osborne (9:46.1649) 11, Marget (9:46.6833) 12, Bailey (9:47.2890) 13, Hitchell (10:02.8780) 14, Robertson (10:03.8693) 15, Johnson (10:05.8805) 16, Mantello (10:07.8928) 17, Bugelly (10:15.9862) 18, Brash (10:19.1289) 19, Knight (10:25.2070) 20, Deveson (10:38.4668) 21, Zinner (5 laps) 22, Wright 23, Stupka 24, Walmsley 25, Challis (2 laps) dnf. Hunt (1:25.3458).

## HSRCA HISTORIC - AMAROO - JANUARY 31/FEBRUARY 1

**Na/Nb Div II Qualifying:** Phil Powell (Ford Cortina GT) 62.61, Chris Strode (Cortina GT) 64.81, Chris Dubois (Ford Anglia Super) 65.64, Phil Windus (Hillman Minx) 67.12, Dave Probin (Austin A35) 67.34, Dominic Truelove (Cortina GT) 67.45, Rupert Gunnell (Fiat 1500) 68.00, Phillip Barrow (Holden FJ) 68.27, Aaron Gabriel (Morris Minor) 68.33, Rob Priddle (Ford Zephyr MkII) 68.61, Mike Walsh (Fiat 2300) 68.71, John Tight (Ford Zephyr MkII) 69.75, Ken Bridgen (Peugeot 405) 70.25, Bill Dixon (Wolseley) 70.64, Paul Rodenhuis (Zephyr MkII) 70.86, Bob Harris (Holden 48/215) 71.02, Stuart Schofield (Zephyr MkII) 72.77, Andrew Pursey (Morris Oxford) 73.99, Bruce Smith (MG Midget) 74.64, Ralph Diaz (Fiat 1500) 74.65, Dean Wesley (Holden FJ) 75.80, Don Titcume (Morris Major) 76.51.

**Na/Nb Div II Race One (7 laps):** Powell (7:13.02) 1, Strode (7:17.69) 2, Dubois (7:17.80) 3, Schofield (7:53.71) 4, Brincat (7:57.36) 5, Probin (8:03.35) 6, Barrow (8:09.11) 7, Windus (8:10.46) 8, Priddle (8:11.70) 9, Walsh (8:13.84) 10, Gabriel (8:15.65) 11, Gunnell (8:15.82) 12, Tight (8:21.53) 13, Dixon (8:32.40) 14, Harris (8:32.79) 15, Rodenhuis (8:35.04) 16, Pursey (8:43.22) 17, Smith (8:49.27) 18, Wesley (6 laps) 19, Titcume 20, Diaz 21. Fastest lap: Powell (63.45).

**Na/Nb Div II Race Two (8 laps):** Powell (8:51.68) 1, Dubois (8:53.22) 2, Strode (8:53.88) 3, Truelove (9:13.76) 4, Schofield (9:13.76) 5, Probin (9:18.10) 6, Brincat (9:19.58) 7, Walsh (9:23.92) 8, Gabriel (9:24.36) 9, Priddle (9:26.18) 10, Bridgen (9:32.27) 11, Tight (9:40.95) 12, Dixon (9:50.34) 13, Rodenhuis (9:51.44) 14, Harris (9:56.17) 15, Pursey (10:04.62) 16, Smith (7 laps) 17, Gunnell 18, Diaz 19, Titcume 20, Wesley 21, Windus (5 laps) dnf, Barrow (0 laps) dnf. Fastest lap: Priddle (68.66), Dubois (64.53).

**Na/Nb Div II Race Three (5 laps) Handicap:** Probin (6:18.41) 1, Brincat (6:20.31) 2, Strode (6:22.28) 3, Bridgen (6:22.30) 4, Titcume (6:24.32) 5, Priddle (6:24.57) 6, Tight (6:25.00) 7, Smith (6:25.01) 8, Wesley (6:25.58) 9, Diaz (6:25.79) 10, Rodenhuis (6:26.55) 11, Dixon (6:26.56) 12, Gabriel (6:26.82) 13, Pursey (6:28.50) 14, Dubois (6:31.56) 15, Schofield (6:31.98) 16, Powell (6:32.38) 17, Windus (6:44.78) 18, Walsh (6:45.66) 19, Harris (6:56.54) 20, Gunnell (1 lap) dnf. Fastest lap: Priddle (68.33), Powell (64.32).

**Nb Div I/Nc Qualifying:** Ross Donnelley (Ford Mustang) 57.18, Rob Tweedie (Ford Falcon Rallye Sprint) 57.73, Mike Dyer (Holden Torana XU-1) 58.71, Duane Corner (XU-1) 59.98, Greig Malaure (Morris Mini Cooper S) 60.42, Bob Pearson (Ford Escort RS1600) 60.47, Steve Mason (Mustang) 60.64, Anton Mechtler (Lotus Cortina) 61.18, Denis Sargent (XU-1) 61.19, Peter Ward (XU-1) 61.69, Ian Pringle (Cooper S) 62.78, Frank Binding (Cooper S) 63.06, Graham Hill (Valliant Pacer VG) 63.66, Ken Ballantyne (Holden EH) 63.87, Tim Wilson (Lotus Cortina) 63.87, Bob Hayden (Holden EH) 64.87, Dave Beveridge (Cooper S) 68.10.

**Nb Div I/Nc Race One (7 laps):** Pearson (7:06.55) 1, Dyer (7:07.48) 2, Mason (7:12.70) 3, Mechtler (7:23.85) 4, Malaure (7:25.88) 5, Tweedie (7:28.25) 6, Ward (7:31.32) 7, Pringle (7:37.09) 8, Binding (7:37.25) 9, Hayden (7:47.25) 10, Wilson (7:51.37) 11, Corner (1 lap) nc, Donnelley (6 laps) dnf, Ballantyne (5 laps) dnf, Sargent (1 lap) dnf. Fastest lap: Tweedie (58.93), Pearson (58.19) new class record, Pringle (63.17) new class record, Donnelley (57.67) new class, category and Group N record.

**Nb Div I/Nc Race Two (8 laps):** Tweedie (8:06.69) 1, Dyer (8:09.88) 2, Donnelley (8:10.43) 3, Mason (8:17.79) 4, Malaure (8:19.33) 5, Beveridge (8:28.22) 6, Ward (8:38.22) 7, Pringle (8:46.07) 8, Hayden (8:47.67) 9, Wilson (8:48.87) 10, Binding (7 laps) dnf, Sargent (3 laps) dnf, Mechtler dnf, Corner (0 laps) dnf. Fastest lap: Tweedie (58.67), Donnelley (59.10).

**Nb Div I/Nc Race Three (5 laps) Handicap:** Pringle (5:32.14) 1, Sargent (5:32.73) 2, Beveridge (5:32.97) 3, Corner (5:33.29) 4, Wilson (5:34.33) 5, Mechtler (5:38.11) 6, Malaure (5:39.75) 7, Tweedie (5:40.61) 8, Dyer (5:44.95) 9, Mason (1 lap) dnf. Fastest laps: Tweedie (58.77), Dyer (61.18).

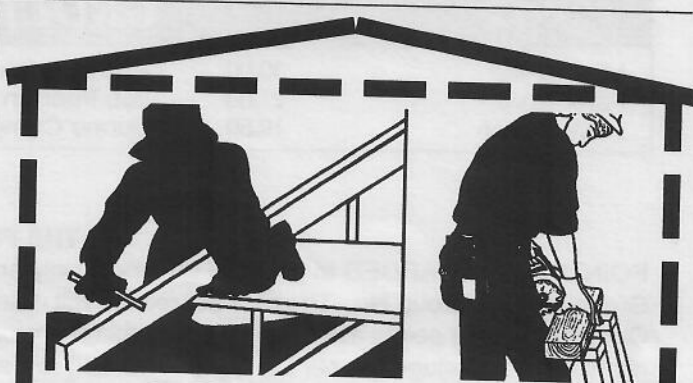
## ARDC GROUP N - AMAROO - FEBRUARY 21-22

**Qualifying:** Philip Barrow (Holden FJ) 67.2717, Andrew Bergan (Morris Mini Cooper S) 67.4539, Bill Dixon (Wolseley 1500) 68.9033, Paul Rodenhuis (Ford Zephyr MkII) 70.5085, Ralph Diaz (Volkswagen Beetle) 84.5715, Bruce Smith (MG Midget) dnf.

**Race One (5 laps):** Bergan (5:32.6513) 1, Barrow (5:51.0993) 2, Dixon (5:55.5489) 3, Rodenhuis (6:07.6868) 4, Diaz (6:26.9800) 5, Smith (6:30.5413) 6. Fastest lap: Bergan (64.4330).

**Race Two (5 laps):** Bergan (5:38.4792) 1, Barrow (5:45.4397) 2, Dixon (6:00.3661) 3, Rodenhuis (6:04.8630) 4, Smith (6:26.3816) 5, Diaz (6:26.7385) 6. Fastest lap: Bergan (64.2486).

**Race Three (5 laps):** Bergan (5:33.3460) 1, Barrow (5:40.1027) 2, Dixon (5:58.4325) 3, Rodenhuis (6:05.4016) 4, Smith (6:32.2203) 5, Diaz (2 laps) dnf. Fastest lap: Bergan (63.8435).



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# 1998 POINTSCORES

## APPENDIX J ASSOCIATION OF NSW

### GROUP Na (22-2-1998)

Bill Dixon	57.00	Ralph Diaz	26.00	Don Titcume	13.50
Paul Rodenhuis	42.00	Andrew Pursey	24.00	Ken Ballantyne	3.00
Bruce Smith	38.66	Aaron Gabriel	24.00		
Bob Priddle	28.00	Dean Wesley	14.00		

### GROUP Nb Div II (22-2-1998)

Phil Powell	33.50	Mike Walsh	19.00	Bob Harris	11.50
Phil Barrow	33.00	Rod Brincat	19.00	Phil Windus	10.00
Chris Strode	27.00	Dave Probin	19.00	Ken Brigden	8.50
Andrew Bergen	23.00	John Tight	14.50	Rupert Gunnell	7.00
Chris Dubois	22.50	Bob Hayden	14.50	Ken Ballantyne	3.00
Stuart Schofield	20.50	Dominic Truelove	12.00		

### GROUP Nb Div I (22-2-1998)

Greig Malure	26.00	Tim Wilson	20.00	Dave Beveridge	13.50
Rob Tweedie	23.50	Anton Metchler	16.50	Frank Binding	10.00

### GROUP Nc (22-2-1998)

Mike Dyer	30.00	Ross Donnelley	13.50	Denis Sargent	5.00
Peter Ward	21.00	Bob Pearson	13.50		
Steve Mason	19.50	Duane 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			
Five	17	14	11	9	6	3
Four	15	12	9	8	5	
Three	13	10	7	6		
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.