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Action-Line

Journal of the Appendix J Association of NSW Inc



GENERAL MEETING

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

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

WELL DONE EVERYBODY who competed at the first race meeting of the 1999 season. The HSRCA all-Historic at Oran Park (see reports elsewhere). The number of entries was very good, especially so early in the season, and, the racing was extremely good.

I did the commentary for the quick race group and competed with the slower group. In the quick races it was a pity that some of the V8s dropped out in order to save themselves for that little local event down in Melbourne. However, the performance of the remainder of the competitors was very solid and there was plenty of dicing all through the field.

Congratulations to Bruce Stewart for holding out Mike Dyer, who got his nose in front several times but couldn't hold the lead. Just behind was new member Vince Macri having his first race in Group N in an absolutely immaculate Torana. This will be a car/driver to watch.

Also immaculate was Ross Muller's Chev Nova. Better still was the sound, which even had Graham Howard drooling up in the commentary box and waxing lyrical about a tin-top (for the first time in living memory!).

Another well-presented car was that of Ken Ross having his first ever race at Oran Park, in his Holden EH with a grille that was almost as wide as Ken's grin of enjoyment.

The slower group had some great dicing throughout the field, but particularly at the front where it was very close when they lapped me. One noticeable element of the slower group was that we all managed to race hard and not mess up the lapping process.

Once again we managed to prove that with some common sense, broad vision (front and rear), and, strong racecraft

we can happily mix cars with significantly differing performance and handling characteristics.


Again, this group contained a number of newcomers (Mark Whitehouse and Jonathan Perrin) who seemed to enjoy their weekend.

Overall, the presentation of our Group N cars was very good. Thank you all for making an effort to showcase our Group. A particular congratulation to Jason Foley, whose Falcon GT won the award for Best Presented Car at Scrutineering, no mean feat given the high standard of presentation across all the Historic groups at the meeting.

A note of thanks is due to Brian Jessop and his volunteer crew for the terrific job at Sunday's BBQ, those steak sandwiches were brilliant. Imagine, slaving over a hot BBQ instead of cooking in an overheating race car on a hot day! Please don't forget that we shall need a new group of volunteers for our next race meeting. Be prepared to stand up and be counted at the next Club Night.

We are still having problems with the race calendar for Nc and Nb Div I. Terry and Des are doing their best to find you some additional racing for the first half of the season, but please be patient as it is due to circumstances way beyond our control.

Of course, one thing we can all control is getting our entries in early for race meetings. The more positive we are in submitting early entries, the more helpful the promoters will be when we are desperately seeking additional races to cover a shortfall. How many more times do I have to repeat this message?

- Andrew Pursey 

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AROUND THE TRAPS - news

Entries urged in face of date changes

THE CANCELLATION OF the Trans Tasman Truck Challenge has resulted in a reshuffle of the Roman Autotek series. Oran Park Motorsport has moved the scheduled first round of the Australian Super Truck Racing Championship on April 18-19 to the vacant June long weekend date. This now means the Roman Autotek series will only be contested over two rounds, June 12-13 and October 23-24.


"To further complicate matters, the two litre guys have moved their March 13-14 opening round to May 1-2," added the Appendix J Association's man Terry Thompson. One logical answer would be to make that meeting the first round of the important Autotek series.

That leaves a huge gap in between races for Group Nc who would be unlikely to race in NSW until May. "I contacted Rob Colgan at Wakefield and he is happy to make up two grids on March 20-21 as long as we get enough starters," he said "So Nb will still get their own races.


"We need to get the word spread around for the entries and sub regs are already out. The members need to let everyone know as soon as possible so we can get substantial numbers for Wakefield. 

Fords changing hands


CONTRARY TO SUGGESTIONS made in our form guide of last month, Doug Westwood has not brought Jose Fernandez's Falcon GT. After negotiations broke down Doug head north and has purchased John McKeon's Ford Mustang. This is car with a long history and racing many times in NSW including Bathurst (by John English) and Eastern Creek in more recent times.

In the meantime Doug's Cortina GT has found a home next to Dominic Truelove's similar Ford. It came with a host of spares and is intended that Dom's son will make his debut in the car. "I already had a heap of spares and now I reckon I have enough to put together a couple of more cars," the father and mentor added. 

Pressure cooker

A WELL-FOUNDED RUMOUR doing the rounds at the moment is that CAMS have approved windscreen signage for the Group N races at the AGP. While the sponsor name was not available at the time of press, it is believed through sources that the CAMS sanction has come without the consent or knowledge of the Historic Car Commission. One would expect further ramifications to become evident. 


Back our boys

WITHOUT ANY ADVICE or contact between the Victorian organisers and the Appendix J Association at club level, Action-Line has no information on who exactly is going to race in Melbourne at the AGP. Suffice to say we wish them every success on the track at Albert Park. 

Paddock whispers

- Many have shown support for Dr Michael Henderson to be asked to become further involved in safety issues in Historics.

Paddock whispers

- The concept of an all-Torana race had not died and may happen this year.
- The advent of Group R (Racing and Sports Racing circa 1970-1983) at Historic meetings will further clutter an already big entry list. This could hold ramifications for Group N which will be looking to run three grids in the future.
- The West Australia club has invited east coasters to run at their July 17-18 meeting at Wanneroo. Unfortunately it clashes with the National Championships at the new Queensland circuit.
- NSW's first Valiant Charger is believed to have been built and is understood to have tested in late January. The new car supposedly hails from the Northern Tablelands and will take the Charger numbers nationally to four. There are two in Victoria and one in Queensland that have already raced.
- There are another two more stages in the long saga of the Group Nc Review before any rules can be set in concrete.
- Doubts about the continued support of Roman Autotek have apparently been removed. 

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FRONT COVER - Action from Oran Park caught by lensman Peter Schell. At top is a grasshopper's view of mid-field action in Nb Div II featuring Stuart Schofield, John Dunning, Rob Priddle and Dominic Truelove. At bottom Ross Hogarty leads Jason Foley and Garry Kirwan.

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April issue DEADLINE
is Wednesday March 24

Super transition

"YES IT WAS just one of those times when everything goes right," said Mark Whitehouse, commenting about his great start in the feature Group N Division II event at the Oran Park Historic a couple of weeks ago.


In his debut Group N meeting Mark and the Mini Cooper S (pictured right) shot through to lead the field into the first corner and after a thrilling race ultimately finished second.

After many seasons in Super Minis he is keen to contest the remainder of the newly formed State Championship plus other selected events.

"There was nothing happening in Super Minis, they haven't got a calendar for this year yet, so I came to Group N," he added.

He sold his Mini 1000 as a Sports Sedan and now runs an ex-Rocky Canto Cooper S that was built in 1985 and had only been raced a dozen times. He wasn't without dramas on the weekend either having to put in long evening hours after qualifying to re-engineer bent suspension components.


Mark had thought of racing Group N in the past "I built a car in 1991 and gained one of the last log books out of the old Parramatta office." However political (within the category) lobbying at the time prevented him from running the car.

He freely admits to wanting to stay in Div II and doesn't mind racing on the slower Dunlop tyres. He simply doesn't have a sufficient enough budget to go further. If he does, watch out! 

Finished project finishes strong


FOR SOMEONE KEEN to take it easy and gain another signature on his licence, Vince Macri's first outing was indeed impressive. At the helm of a pristine red Holden Torana GTR XU1 (right), Vince finished right on the heels of the Bruce Stewart and Mike Dyer, two deft hands in making the six-pot screamers move quickly.

The car he ran is a genuine XU1, a former road car that had been involved in a bad highway crash. It was subsequently brought by Barry Seton who intended to build it up for son Glenn.

However the plans were shelved and the car pushed into a little-used corner of the Seton workshop until Vince was able to grab hold of it and re-ignite the plans for the car. 

Orange and white

FORMER SUZUKI CUP competitor Ian Sawtell from the central west city of Orange was another of several who made his Appendix J debut at Oran Park recently.


Driving a newly built white Torana GTR XU1 the air conditioning contractor qualified eleventh and finished the first race in ninth spot. In the handicap he took eighth and in the feature was dicing for fifth with the Minis of Derek Smith and Jason Humble before a spin relegated him to twelfth. 

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.

AROUND THE TRAPS - news




New body, new livery

ROD BRINCAT'S NEW lime green Cortina GT (pictured below) looked a treat at Oran Park recently. While the bodywork and sparkling new paint work are fresh, much of the running gear is off the old car. Seems that particular body was getting a little tired and probably explains why the new car was so quick. 



Paddock whispers

- At least one Queensland has shown strong interest in Group Na following a visit here recently.
- Na is believed not to be exclusive to NSW anymore. Word has crossed the nation that a Simca is well underway in West Australia.
- Paul Rodenhuis, familiar behind the wheel of his Na Ford Zephyr, has an overseas source for anyone interested LHD 351 Ford Mustangs up to 1972 and at reasonable prices. 



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GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, February 2, 1999

Commenced: 8:07pm.

President Andrew Pursey welcomed all and wished the best for the New Year.

Apologies: Bob Asher, Fred Burley, John Dowsett, Cam Worner, Ross McKenzie.

New Members: Vince Macki.

Visitors: Graham Moran, Steve Land.

Minutes of last meeting accepted as printed in January/February issue of *Action-Line*. Moved by Chris Dubois and seconded by Terry Thompson. All in favour - unanimous, no matters arising.

President's Report

- Excellent entry for H5RCA Oran Park 6-7 February - 56 cars. We must keep up the good fields throughout the year.
- Bob Asher reappointed to Historic Car Commission
- Around 50 per cent of membership returned so far - don't forget, or technically you're unfinancial, in CAMS eyes for your licence.
- Volunteers needed throughout the season for BBQ etc.

Treasurer's Report

- Balance as per bank statement January 25 1999

\$ 6,968.46.

- Deposits since statement \$950.00.
- Agrees with Cash Book S 7,918.46.
- Term deposits:
 - \$2,000.00 Due February 24 - Term 3 months
 - \$8,000.00 Due July 4 - Term 6 months.
- Accounts submitted for payment tonight will be attended to at Committee meeting ~ February 8, 1999.
- Thanks to members for their prompt payment of membership renewals. Those who have not paid yet, please do so as soon as possible.

Secretary

Correspondence In:

- Dominic Truelove noted correspondence in Fred Burley's absence.
- Many renewals in but over 100 still to come.
 - Many requests for lower racing numbers - committee will re-issue after membership renewal cut-off at end of March.
 - CAMS - many documents, mainly about new licencing system.
 - Adelaide Speed Week, April 12-18, Mallala etc.
 - Targa Tasmania.
 - Willowbank Raceway will be taking over Lakeside Historics in July.
 - Other events on the Gold Coast following Queensland Historic.
 - Australian Classic Car Monthly - Alfa contest.

Correspondence Out:

- No report in Secretary's absence.

AHTCA

- Chris Dubois advised of no movements over the Christmas holidays.

Competition

- Terry Thompson advised of a possible calendar change for Na and Nb Div II at Eastern Creek. CAMS wish to move from June 20 to April 24-25. An objection has been lodged due to Anzac Day commitments by some of the older drivers, but the change looks set in concrete, so please note modification on calendar.
- Des O'Loughlin has organised an additional event for NC and Nb Div I in March to fill a long gap in the Calendar. We will be a support category to Round 1 of ASTCC (2

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GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, February 2, 1999

litres) at Oran Park on March 13-14 - entry forms soon.
Possible TV coverage.

- Invitation to compete in WA, however there is a date clash with Queensland on July 17-18, whilst it is also only one week before HSRCA Historic event (July 24-25) at Oran Park on the Grand Prix circuit.

Historic Commission

- Bob Asher sent his apologies. Andrew Pursey reminded members at the meeting that Bob is on the Historic Car Commission to represent all NSW Historic competitors, not just Group N.
- Review of Nc notes in magazine are yet to be ratified thus are not applicable as yet. The committee advises that members do not assume they are law yet.

Regalia

- No activity after Christmas.

Eligibility

- Lloyd Cleaver advised members going to Australian Grand Prix to make sure their cars are right. Despite Victorian direction, Lloyd will not sign any papers for NSW cars going to the event as things may be changed between when he sees the car and when it arrives in Melbourne. The cars will have to be inspected on the designated day in the AGP pit compound.

Ross Donnelly requested a letter from the Appendix J Association of NSW Club stating details of Lloyd's stance. Andrew Pursey advised that as the NSW club has been completely by-passed in the arranging of the AGP support-event, that it would not be entering into the controversy. It will be up to individuals themselves to satisfy the scrutineers and eligibility people at the AGP.

- Des O'Loughlin asked if electronic shift lights and other such devices are still OK. Lloyd Cleaver verified that they have been banned since August, 1998.
- Question asked regarding window nets. Lloyd advised that an exemption has been applied for on all 5th Category cars. No decision on the subject has been reached yet.

Na Matters

- Terry Thompson advised of two new cars scheduled to run at Oran Park Historic. He suggests (tongue in cheek) that all Na competitors are shaking in their boots at the possibility of Rosco McKenzie driving an Austin Lancer amongst them.
- Terry also advised about a new car from Queensland and a Simca that is said to be in race preparation in West Australia.

Nb Matters

- Dominic Truelove spoke of strong Nb numbers yet again this year. Several cars have changed hands and some new cars being built. He added that some former Nb competitors are not wishing to run with the faster Nc, so the sooner there are full Nc grids, more Nb cars will come out of mothballs. Wakefield Park in March, and Oran Park in July will be the opportunity for Nb only races.

Nc Matters

- Des O'Loughlin advised all Nc folk to read the review details in the magazine but wait until they are ratified by HCC and CAMS. Many new and continuing members list

Nc cars, but we have not seen them yet. Maybe 1999 will be the year they will appear.

Other Business

- Andrew advised that your membership number is your race number and that the number is what is sent on to the various promoters. He also added that competitors do not assume they can grab another number at will.
- Yokohama's A008R tyres have become unavailable in some sizes. The maker's alternative 032R is due for evaluation this weekend along with some other brands with similar specifications. Tony Caldersmith to be asked for a quick resolution as some competitors will not be able to continue racing without A008Rs or similar.
- Chris Dubois advised that if your licence is not back you must ring CAMS in Melbourne to get yourself on the list to be faxed to HSRCA for this coming weekend. Entrants licences are a big problem.
- Terry Thompson asked for support for the Historic Sports and Racing Car Association's event on July 24-25 as Queensland Nationals are on the weekend before, and some people may drop out of HSRCA rather than rush home. Those going to Queensland assured of support for the HSRCA (provided their cars were not too knocked about as result of their trek north) as they do not wish to miss a State Championship round.

Meeting closed at 9:03 pm.



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AROUND THE TRAPS - racing

Oran Park Historics - February 6-7 - Group Na/Nb Div II State Championship

Nb two puts on its best shoe



Na action, Huxley leads
Pursey and Smith

A THREE-WAY TUSSELE in the feature grew as six staked claims for first round honours. Out of one of the most closely fought, yet cleanly contest encounters, Chris Dubois stole two narrow Group Nb Division II and outright victories.

It couldn't have been a better start for the Appendix J Association of NSW. The club's numerically strongest, and closest matched category squared off brilliantly in the face of its peers among the Historic fraternity.

The major adversary in the fight for supremacy was Phil Barrow in his FJ Holden. The combination took a second in their first encounter but lost out in the final lap of the main, due to some close following pursuers.

In Group Na Paul Rodenhuis and his Ford Zephyr Mk II dominated with comprehensive wins over Andrew Pursey in both scratch racers as well as the handicap.

Qualifying

DOMINIC TRUELOVE TOOK the year's first pole with a quick 54.63-second lap that put him clearly ahead of Chris Dubois (55.31). However it was very tightly bunched after that. Phil Barrow was just two tenths away and newcomer Mark Whitehouse a fraction further off in his Cooper S.

Phil Powell and Chris Strode couldn't be separated when both posted identical 55.64s while Barrie Brown snuck in ahead of Rod Brincat's new mount, Matthew O'Brien, John Dunning and Stuart Schofield. John Sivell, Jon Priddle and Dave Probin headed Brad Harris, the time in the family FJ.

Paul Rodenhuis was far away (nearly three seconds) ahead of the Na field where Andrew Pursey was second fastest in front of Arthur Huxley, Bruce Smith, Don Titcume, Jonathon Perrin and Aaron Gabriel who



Whitehouse leads a congested field
into the first corner of the feature

AROUND THE TRAPS - racing

Round One

should have been much further up the grid.

Race One (8 laps)

DUBOIS AND BARROW put on a good stoush first up with the former's Anglia just getting the judges' nod over the FJ Holden. Whitehouse was third clear of O'Brien and they were followed by the Cortinas of Truelove, Powell and Brincat.

In eighth was Brown well ahead of Dunning, Priddle, Gabriel, Windus Schofield and Brad Harris. Na honours Went to Rodenhuis who downed Pursey, Huxley and Titcume.

Race Two (6 laps) Handicap

THE STAGGERED STARTING order had the first lot away a lap ahead of the scratch cars. Brad Harris took the race by two seconds over Dunning with Priddle third just fractions of a second ahead of the earlier Zephyr of Rodenhuis.

Barrow put in a solid drive to finish fifth ahead of O'Brien, Probin, Dubois, Schofield, Powell, Brincat, Brown and Whitehouse.

Race Three (10 laps)

WHITEHOUSE SHOT THROUGH from the second row to head Barrow and Dubois. Pole man Truelove was shuffled down the order and trailed the Cortinas of Strode, Brincat and Powell, the Minis of O'Brien and Brown, Schofield and Dunning's Jaguar. Close behind was the second Mk III Zephyr (Priddle).

Probin led the next charge consisting of Windus, Brad Harris, Aaron Gabriel, John Sivell and the first of the Na cars, Rodenhuis. The latter's Zephyr Mk II had already stolen a march on Pursey and Smith who were closely situated while both were clear of Huxley, Perrin and Titcume. Innes was a non-starter in the misfiring Beetle along with Bob Harris.


Whitehouse led past half distance but then lost out to the Barrow/Dubois duel on the seventh cir-

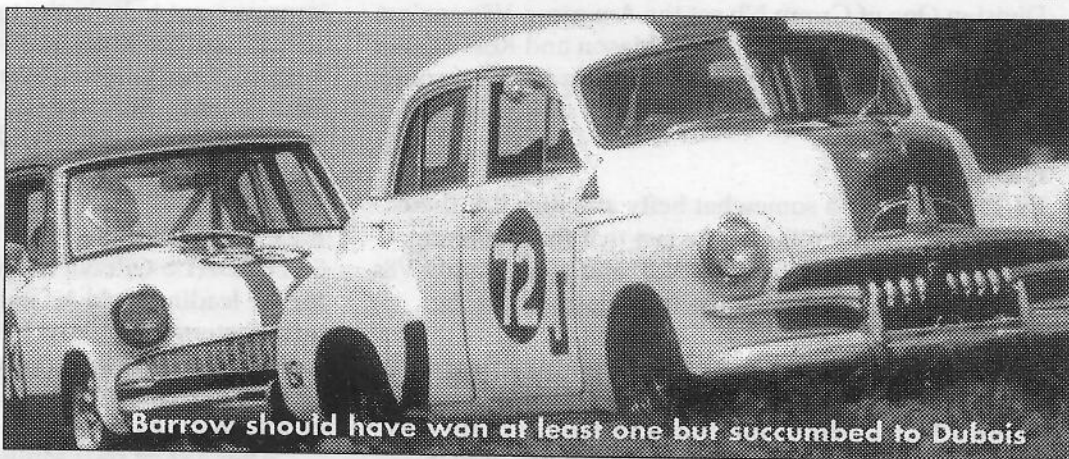
cuit. Strode had dropped out of the battle behind, leaving Brincat barely ahead of Powell as Brown had toppled O'Brien in the Mini scrap.

By the halfway point, Truelove had regained several places and was making inroads into the gap to the Coopers, going away from Dunning and Priddle. Gabriel appeared to have the measure of the next group but his Minor became another race casualty near the end. That retirement elevated Windus a spot as he showed the way to Probin, Brad Harris, Sivell and the Na boys where the order remained the same.

With a lap to go Barrow held a very tentative lead over Dubois with Whitehouse third and ready to pounce. By this stage Brincat, Powell and Brown had also joined the front running freight train.

In an enthralling last lap Dubois secured victory as Whitehouse and Brincat relegated Barrow to fourth in the very last corner. A close finishing Powell had Brown challenging clear of Truelove and O'Brien while Priddle gained the upper hand over Dunning.

In the Na class Rodenhuis had a clear advantage for the duration while Pursey was shadowed by Smith. Then followed Huxley who had a lonely race but Titcume persisted in his chase of Perrin and reaping the rewards of a positional gain in the latter stages. 



AROUND THE TRAPS - racing

Oran Park Historics - February 6-7 - Group Nb Div I/Nc State Championship

Terrific Torana Trifecta



Stewart heads the three fast Holdens which were never more than this far apart

THE SIX CYLINDER Holden Toranas came out to play with the XU1s of Bruce Stewart, Mike Dyer and Vince Macri dominating the Nc and outright situation. Division One of Group Nb set the American V8s against the English hot fours with Steve Mason and Ross Muller downed the Minis in their respective Ford Mustang and Chev Nova.

Qualifying

IN THE FACE of a somewhat hefty absentee list, there was still a healthy rollout. The fact that those missing were busily preparing for the AGP and were mainly V8s meant Toranas dominated the front positions of the quality grid.

Stewart (50.58) and Dyer shared the front row, three tenths of a second apart and ahead of Macri in his new pristine XU1. Greig Malure was fourth on the grid and first of the Nb Division I group ahead of the similar Mini Cooper of Derek Smith and Max Hutchins'

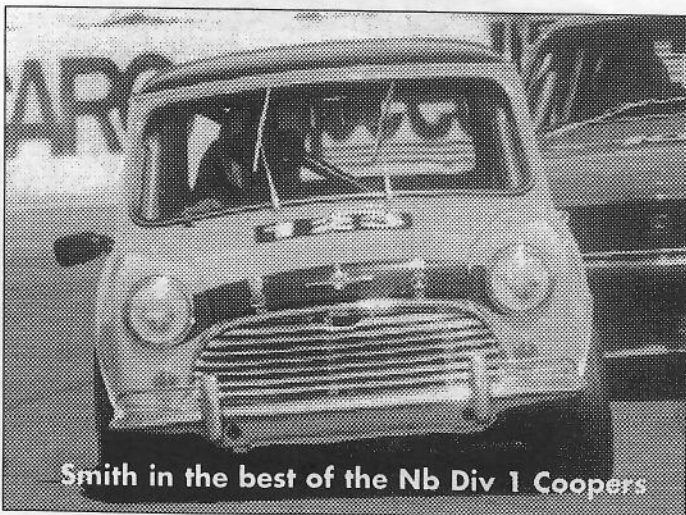
Monaro. A late entry brought Mason in and he was seventh on the grid inside Muller's impressive new Nova.

The next Garry Kirwan and Michael Terry showed improvement to be in the top ten ahead of Ian Sawtell's Torana, and the Minis of Jason Humble and Andrew Bergan. Then followed Warren Bossie, Ken Ballantyne, Ross Hogarty, Rick Rogers, Jason Foley, Bill Callan, Tim Wilson, Robin Marshall and Ken Ross in his sparkling Holden EH.

Race One (Six laps)

SATURDAY'S OPENING FORAY was a one-two-three for the leading Holdens with Stewart and Dyer putting on an entertaining show before the former narrowly took the laurels. Macri trailed the duo to be a handy third whilst clear of Mason and Malaure who were closely matched.

After a slow start Muller closed to challenge the brake-troubled Monaro of Hutchins for sixth. Behind



Smith in the best of the Nb Div I Coopers



Impressive debut of Muller Nova

Photography by Peter Schell

AROUND THE TRAPS - racing

Round One



More Toranas, here Kirwan leads Terry and others

them Terry, Sawtell and Humble finished together while Bossie was clear of Ballantyne, Hogarty, Callan, Foley and Kirwan.

Race Two (8 laps) Handicap

ROSS AND MARSHALL had a fair jump on the others and circulated together for most of the journey. Wilson settled into third but was to retire before half distance as Ballantyne steadily closed on Callan for third. However coming up on them fast were Bergan and Humble.

After a good opening push Malaure could not go on with it and his Mini was somewhat wayward in the latter stages as Stewart overcame the early traffic and began making inroads.

Dyer, Macri, Mason and Muller were not nearly as fortunate, particularly the latter as his Chevy was overheating.

Ross shook off Marshall but the challenge was instantly replaced with the charging Bergan. However the EH driver scrambled over the finish line barely a car length ahead. Humble was third with Ballantyne finishing ahead of Callan, Wilson and Stewart.

Race Three (10 laps)

FROM THE OUTSIDE of the front row Dyer made a marginally better start to edge out Stewart at the first corner. Malaure beat Marci into third. Then followed

Mason, Sawtell, Smith and Humble.

Stewart took the front running on the second lap but Dyer was not about to be shaken. In the meantime both Macri and Mason had relegated Malaure.

Behind Sawtell and Humble, Terry and Bergan were about to be passed by a slow-starting Muller as Bossie just held Ballantyne. Then followed Foley's Falcon, Hogarty, Wilson, Ross and the Lotus Cortina of Marshall.

On lap five Dyer's persistence was reward. He grabbed the lead and held it for the next two laps. The pair had dropped off Marci a little and the latter was the target for Mason who appeared to make inroads for a couple of laps at least.

Muller had been putting in quick successive laps and had climbed to fifth ahead of the dueling trio of Sawtell, Smith and Humble.

With four laps to go Stewart regained the lead and despite Dyer's every attempt held on to win. Macri closed on the pair in the final laps and reasserted his break over Mason.

Ninth went to Terry clear of Ballantyne as Foley picked up a place due to the retirement of Bossie with a lap to go.

A good result for Sawtell went with an early spin and finished in between Wilson's Lotus Cortina and Hogarty in his XU1.

CAT CHAT

THERE SEEMED TO be a problem with CAMS licences for some competitors at Oran Park - the licences hadn't been fully processed, so had to be covered by a special note. Of course there were problems with the CAMS licensing system, but let's be honest, how many competitors left their licence renewal until the last minute?

The separate Entrants Licences really were a mess. The mailing house didn't send out the documentation at the planned time. I didn't receive my paperwork for Formula Historic Motorsport until a couple of weeks before Oran Park, but CAMS still managed to turn it round prior to the event.

I rang the members hotline and received an answer back from Phyl Stuckey at 7pm, so we can't complain about the staff not making an effort, and, that it seems to be pretty effective. However, it might have been better if somebody had thought about mailing list management and made an effort to set (and monitor) performance targets for the mailing house.

Talking about making an effort - have you noticed how everybody connected with the Sydney Olympics is making an effort to avoid accepting responsibility for their actions. So, just for the record, the shame list of those who got us into this taxpayer-funded mess includes Nick Greiner, John Fahey, Bruce Baird, Rod McGeogh, John Coates, Phil Coles and Kevin Gosper, plus the subsequent crew of Michael Knight, Graham Richardson and Sandy Hollway.

It is bloody disgraceful that these people should have pissed NSW taxpayers money up against the wall on an activity that does precious little for Sydney and bugger all for regional NSW. It is even more disgraceful that they should

seek to pretend that they were not involved in the decision making process and were not properly informed, given the significant amounts of money that they were/are paid to perform their duties relative to the Sydney Olympics.

What has this got to do with our sport. Plenty, because in September 2000 we lose the HSRCA all-Historic Race Meeting at Eastern Creek, and, the ARDC loses an income stream for the full duration of the period that the NSW Government appropriates Eastern Creek for Olympics purposes and this must surely put the viability of Eastern Creek at risk.

Talking of Eastern Creek, CAMS has decided that the Na and Nb Div 2 State Championship round should be moved to the Anzac Day weekend, despite strong lobbying by Terry Thompson to retain the original date of June 2.

Its an interesting decision by CAMS, given that most of the competitors are of an age where they either seen active military service or served in the military and would participate in Anzac Day ceremonies. Shame on CAMS for its action and apologies in advance to the promoters if entries are down.

At all other events we should expect to see high entry levels, must be all those new cars in build. Seriously, it is great to see the new cars appearing, just make sure that you liaise with Lloyd Cleaver to create a specification sheet for your car.

I am looking forward to seeing some interesting and rarer cars appearing in Na. But most of all I am looking forward to seeing some different models in Nc and I don't mean at the sharp end of the field. We should expect to see some smaller cars having fun at the tail end.



- Axeman

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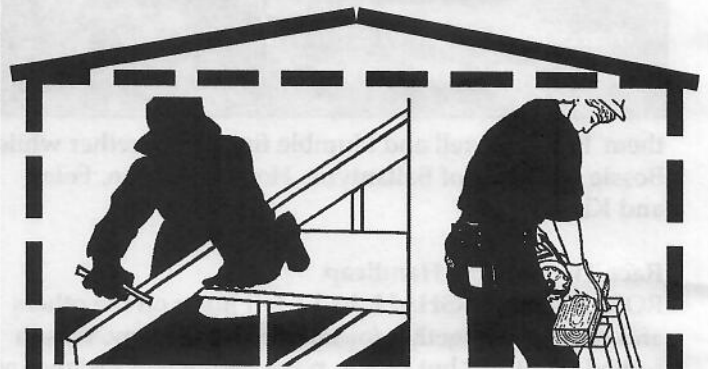
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Action-Line CLASSIFIEDS

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

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

FORD CORTINA. 1966 Mk 440. Front end damage. Been in family since new, 63,000 original miles. 1500cc auto. Car did have ground up restoration 5000 miles before accident. Wverything has been overhauled. Also have enough parts to build another complete car, minus shell. \$1000 ono. Contact Angelo or Peter 02 9624 6131.

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

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

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

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

FORD MUSTANG. No '68 GT Coupe. Fresh engine, dyno sheets, Webbers, Top Loader and Gold Track GT diff. Very light, completely legal, current historic log book and capable of podium finish in the right hands. Maintained to the highest levels and offered at \$50,000 ono. Please call Andrew Smyrnis on 0419 202 623.

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

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

HOLDEN 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.

HOLDEN HQ. Immaculate condition, never circuit raced. National Hillclimb championship winning car. Ideal for cheap conversion to Group Nc. Price on application. Phone Lance Weiss on 0412 398 870.

HOLDEN TORANA A9X: 1978 Group C touring car with logbook. This car is one of three GMH race builds, prepared by Tait-Philips Automotive for Allan Grice, Peter Jansen and Marshal Brewer. This is the Brewer car in full Group C specification. Only done 48 hours since new and is in pristine condition. Features 308 fully speced Group C V8 dry sumped with three stage pump and alloy tank, aluminium Super-T10 with close ratios, Detroit Locker with three ratios, four-wheel discs with four-spot calipers front and rear, full aluminium roll cage with door intrusion bars, 15x10 Magnesium racing wheels with slicks, 26 gallon alloy drop tank with safety bladder, triple plate Girling racing clutch. Ph Rob or John on 08 8644 0283 or 0411 649 636.

FOR SALE - CARS

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

LOTUS CORTINA. 1963, Original green and gold Ron Hodgeson car. Ex-Pearson, currently maintained by Peter Hopwood. Fresh rebuilt motor and drivetrain, all aluminium panels, genuine mini-lite plus pro-life wheels. Excellent all round performer, first in class last outing. Includes Targa Rally package. Absolutely nothing to spend-race next weekend \$25,000 ono. Ph. Peter Hopwood on 02 99131084.

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

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

FOR SALE - GENERAL

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

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

FORD MUSTANG PARTS: ProSprint (Minilite style) race wheels 14x6 set cost \$1200, sell \$600. Rebel race wheels (Nb) 15x6 set cost \$1200, sell \$500. Miloden oil-pan full race with pickup, 289/302, cost \$1100, sell \$550. Ford starter motor, 289-390, cost \$385, sell \$175. Lincoln brakes with 4-spot discs and uprights, pair \$790. Flomaster muffler 4" two chamber, 4x10" body, cost \$350, sell \$190. 1965 Mustang oil vapour tank, cost \$350, sell \$150. Accel dizzy twin point with tachometer, cost \$285, sell \$190. Jones tachometer mechanical 4" with tell-tail and cable, \$190. Mustang heavy duty radiator suit webers, cost \$650, sell \$390. Crower USA 289/302 conrods \$400. Speedpro 289-302 pistons, plus 30 and plus 60, \$390. Isky cam flat tapped with followers/pushrods \$195. Full alloy lightweight diff spool, cost \$350, sell \$190. Ph Ross Donnelley 9450 2988 (bh) 9913 2427 (ah).

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

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

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

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

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

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

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

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

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

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

1999 POINTSCORES

NSW STATE CHAMPIONSHIP

GROUP Na (R1 - 7-2-99)

Paul Rodenhuis	40	Arthur Huxley	26	Stuart Innes	12
Andrew Pursey	36	Don Titcume	20		
Bruce Smith	30	Jonathon Perrin	13		

GROUP Nb Div II (R1 - 7-2-99)

Chris Dubois	40	Matthew O'Brien	20	Bill Callan	14
Phil Barrow	34	Ken Ross	21	Aaron Gabriel	10
Mark Whitehouse	30	Barrie Brown	18	Rob Priddle	8
Rob Brincat	25	Chris Strode	17	Bob Harris	5
Phil Powell	23	Stuart Schofield	16	John Sivell	5
Dominic Truelove	22	Brad Harris	13		
John Dunning	20	Phil Windus	11		

GROUP Nb Div I (R1 - 7-2-99)

Steve Mason	40	Ross Muller	31	Greig Malaure	18
Ken Ballantyne	30	Robin Marshall	23	Tim Wilson	14
Jason Humble	28	Derek Smith	17		

GROUP Nc (R1 - 7-2-99)

Bruce Stewart	40	Jason Foley	24	Warren Bossie	12
Mike Dyer	32	Ian Sawtell	16	Garry Kirwan	5
Vince Macri	28	Max Hutchins	16		
Michael Terry	23	Ross Hogarty	14		

THE FINER POINTS

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

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

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

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

Competitors must compete in all three rounds to be eligible for championship awards.

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

1999 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (7-2-99)

Andrew Pursey	30.00	Arthur Huxley	19.00	Stuart Innes	11.50
Bruce Smith	25.00	Don Titcume	15.00		
Paul Rodenhuis	25.00	Jonathon Perrin	12.50		

GROUP Nb Div II (7-2-99)

Chris Dubois	33.50	Matthew O'Brien	18.00	Bill Callan	12.50
Phil Barrow	29.00	Barrie Brown	17.00	Rob Priddle	12.00
Mark Whitehouse	26.00	Stuart Schofield	17.00	Aaron Gabriel	10.00
Rob Brincat	23.00	Ken Ross	15.50	John Sivell	6.00
Phil Powell	22.50	John Dunning	15.00	Bob Harris	5.50
Dominic Truelove	22.00	Brad Harris	13.50		
Chris Strode	18.50	Phil Windus	12.50		

GROUP Nb Div I (7-2-99)

Steve Mason	27.00	Ross Muller	20.50	Greig Malaure	14.50
Ken Ballantyne	22.00	Robin Marshall	16.00	Tim Wilson	11.50
Jason Humble	21.00	Derek Smith	16.00	Andrew Bergan	5.00

GROUP Nc (7-2-99)

Bruce Stewart	34.00	Jason Foley	16.50	Warren Bossie	9.00
Mike Dyer	28.00	Ian Sawtell	13.00	Rick Rogers	4.00
Vince Macri	24.00	Max Hutchins	12.50	Garry Kirwan	3.50
Michael Terry	19.50	Ross Hogarty	11.00		

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 Div I and II will be decided on the results of the three NSW Historic Meetings at Amaroo, Eastern Creek and Wakefield Park.

RACING DETAILS

ORAN PARK HISTORICS - February 6-7 - Group Na/Nb Division II NSW STATE CHAMPIONSHIP Rd 1

Qualifying: Dominic Truelove (Ford Cortina GT) 54.63, Chris Dubois (Ford Anglia Super) 55.31, Philip Barrow (Holden FJ) 55.53, Mark Whitehouse (Morris Mini Cooper S) 55.58, Phil Powell (Cortina GT) 55.64, Chris Strode (Cortina GT) 55.64, Barrie Brown (Cooper S) 55.91, Rod Brincat (Cortina GT) 55.97, Matthew O'Brien (Cooper S) 56.30, John Dunning (Jaguar MkII) 56.58, Stuart Schofield (Ford Zephyr MkIII) 57.13, John Sivell (Cortina GT) 57.29, Jon Priddle (Zephyr MkIII) 57.45, Dave Probin (Austin A30) 58.33, Brad Harris (Holden FJ) 58.55, Phil Windus (Hillman Minx) 58.83, Brad Harris (Holden 48/215) 59.54, Paul Rodenhuis (Zephyr MkII) 60.97, Andrew Pursey (Morris Oxford) 63.71, Arthur Huxley (Morris Major) 64.27, Bruce Smith (MG Magnette) 65.25, Don Titcume (Morris Major) 66.79, Aaron Gabriel (Morris Minor) 73.27.

Race One (8 laps): Dubois (7:36.65) 1, Barrow (7:36.65) 2, Strode (7:38.24) 3, Whitehouse (7:38.57) 4, O'Brien (7:41.48) 5, Truelove (7:43.68) 6, Powell (7:45.16) 7, Brincat (7:45.49) 8, Brown (7:46.15) 9, Dunning (7:50.76) 10, Priddle (7:52.30) 11, Gabriel (7:57.24) 12, Windus (8:00.21) 13, Schofield (8:00.43) 14, B Harris (8:8:01.53) 15, Probin (8:05.32) 16, R Harris (8:05.81) 17, Rodenhuis (8:38.22) 18, Pursey (7 laps) 19, Huxley 20, Stuart Innes (VW Beetle) 21, Titcume 22, Sivell dnf, Perrin dns. Fastest lap: Chris Strode (Ford Cortina GT) 54.27.

Race Two (6 laps) Handicap: B Harris (6:03.56) 1, Dunning (6:05.64) 2, Priddle (6:08.50) 3, Rodenhuis (6:08.99) 4, Barrow (6:09.65) 5, O'Brien (6:10.97) 6, Probin (6:11.08) 7, Dubois (6:11.69) 8, Schofield (6:12.29) 9, Powell (6:12.45) 10, Brincat (6:12.89) 11, Brown (6:13.28) 12, Whitehouse (6:14.60) 13, Windus (6:18.44) 14, Strode (6:18.61) 15, Truelove (6:21.19) 16, Gabriel (6:21.68) 17, Pursey (5 laps) 17, Smith 18, Titcume 19, Perrin 20, Innes 21, R Harris (4 laps) dnf, Sivell (2 laps) dnf, Huxley dns. Fastest lap: Chris Dubois (Ford Anglia Super) 53.66.

Race Three (10 laps): Dubois (9:28.42) 1, Whitehouse (9:28.42) 2, Brincat (9:29.08) 3, Barrow (9:29.41) 4, Powell (9:31.17) 5, Brown (9:32.10) 6, Truelove (9:41.16) 7, O'Brien (9:41.38) 8, Schofield (9:44.79) 9, Dunning (9:45.56) 10, Gabriel (9:50.17) 11, Windus (9:54.51) 12, Probin (9:54.51) 13, B Harris (9:56.32) 14, Sivell (10:13.57) 15, Rodenhuis (10:26.92) 16, Pursey (7 laps) 17, Smith 18, Huxley 19, Titcume 20, Perrin 21, Priddle (6 laps) dnf,

Strode (5 laps) dnf, Innes dns, R Harris dns. Fastest lap: John Sivell (Ford Cortina GT) 54.66.

ORAN PARK HISTORICS - February 6-7 - Group Nb Division I NSW STATE CHAMPIONSHIP Rd 1

Qualifying: Bruce Stewart (Holden Torana GTR XU1) 50.58, Mike Dyer (XU1) 50.86, Vince Macri (XU1) 51.09, Greig Malaure (Morris Mini Cooper S) 51.41, Derek Smith (Cooper S) 51.52, Max Hutchins (Holden Monaro GTS350) 52.12, Steve Mason (Ford Mustang) 52.23, Ross Muller (Chevy Nova) 52.29, Garry Kirwan (XU1) 52.73, Michael Terry (XU1) 52.84, Ian Sawtell (XU1) 52.95, Jason Humble (Cooper S) 53.11, Andrew Bergan (Cooper S) 53.17, Warren Bossie (XU1) 53.33, Ken Ballantyne (Holden EH) 53.55, Ross Hogarty (XU1) 53.61, Rick Rogers (Cooper S) 53.77, Jason Foley (Ford Falcon XY GT) 54.00, Bill Callan (Vauxhall Velox) 55.03, Tim Wilson (Lotus Cortina) 55.91, Robin Marshall (Lotus Cortina) 57.45, Ken Ross (Holden EH) 58.60, Graham Russell (Austin Cooper S) dnf.

Race One: Stewart (6:59.58) 1, Dyer (6:59.69) 2, Marci (7:00.57) 3, Mason (7:04.69) 4, Malaure (7:04.85) 5, Hutchins (7:10.07) 6, Muller (7:10.78) 7, Terry (7:14.08) 8, Sawtell (7:14.63) 9, Humble (7:15.95) 10, Bossie (7:20.51) 11, Ballantyne (7:26.71) 12, Hogarty (7:32.26) 13, Callan (7:33.47) 14, Foley (7:35.12) 15, Kirwan (7:35.83) 16, Ross (7 laps) 17, Marshall 18, Russell dns, Smith dns, Wilson dns. Fastest lap: Mike Dyer (Holden Torana XU1) 50.97.

Race Two (6 laps) Handicap: Ross (5:48.28) 1, Bergan (5:48.77) 2, Humble (5:49.65) 3, Ballantyne (5:51.08) 4, Kirwan (5:51.69) 5, Callan (5:51.96) 6, Marshall (5:52.07) 7, Sawtell (5:52.23) 8, Malaure (5:52.62) 9, Terry (5:52.95) 10, Mason (5:55.86) 11, Muller (5:58.33) 12, Foley (5:58.72) 13, Dyer (5:58.83) 14, Macri (5:58.99) 15, Bossie (6:00.47) 16, Hogarty (6:07.17) 17, Smith (6:07.50) 18, Kirwan (5 laps) dnf, Wilson (3 laps) dnf, Hutchins dns, Russell dns. Fastest lap: Bruce Stewart (Holden Torana GTR XU1) 50.20.

Race Three (10 laps): Stewart (8:42.18) 1, Dyer (8:42.29) 2, Macri (8:43.11) 3, Mason (8:49.43) 4, Muller (9:02.23) 5, Smith (9:03.66) 6, Humble (9:03.99) 7, Terry (9:08.93) 8, Ballantyne (9:12.66) 9, Foley (9:17.88) 10, Wilson (9:31.78) 11, Hogarty (9:32.11) 12, Sawtell (10:02.89) 13, Marshall (9 laps) 14, Ross 15, Bossie 16, Kirwan 17, Malaure (4 laps) dnf, Bergan (3 laps) dnf, Russell (1 lap) dnf, Callan dns, Hutchins dns. Fastest lap: Bruce Stewart (Holden Torana GTR XU1) 50.58.

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NET NEWS

I WOULD LIKE to share the following thoughts with you, courtesy of Dr. Mark Clark of the Oregon Institute of Technology - who posted this on the British Cars List:

"I was on my way down to the local bookstore to buy my copy of Classic & Sportscar, and as I kissed my wife good-bye before hopping in my TR-4, she said, "Have a nice trip to get your car porn, love." When I asked her to explain, she pointed out how I was going to buy a magazine filled with glossy colour photos of good-looking things I couldn't have and could only fantasise about because they were too expensive. Sounded like pornography to her, and when I gave it a moment's thought, I realised she was right, I was going out to buy car porn.

Once convinced of the basic validity of the metaphor, I started to think about how one could classify the various classic car magazines on the market by comparing them to various pornographic magazines. It's easier than you might think.

"First off, Classic & Sports Car and Thoroughbred & Classic are clearly the Playboy and Penthouse of the classic car world. They have pictures of all sorts of cars, as long as they are sporty and fairly expensive. They also pretty much only have pictures that one might term "soft core" car porn. The cars have all their paint on, they look nice and are polished, and you don't see them taken apart or, heaven forbid, having big rust holes repaired. They are also the largest and the most mass market, going for a wide audience, and they have lots of words in them, not just pictures.

"Practical Classics, on the other hand, is clearly the Hustler of the classic car porn world. The cars are not as fancy and stylish as in the previous two magazines, but they are more approachable. It's easier to imagine you might actually date . . . oh, I mean buy one of them. Practical Classic is also more hard core, you get to see what is under the hood while the man with the spanner tightens a few things up.

Very intimate, lots of pictures, not as many words.

"For American readers, British Car magazine is an oddity of car porn, sort of like a combination of Big Hooters with the Journal of Gynaecology. Any kind of picture of a car will do, as long as its British, just like Big Hooters will carry any sort of picture, as long as it involves, well, big hooters. But British Car has all that detailed advice stuff as well, very clinical. I guess they want to appeal to every American no matter how weird their tastes in car porn are.

"As for the various single marque magazines, like Jaguar World or The Triumph Register, they are just like the sort of very specialised magazines found only behind the counter in plain wrappers, something like Blonde Teens Who Like Riding Horses In The Nude Covered With Chocolate Sauce.

"For these car porn devotees, only one specific kind of porn will do, only pictures of one specific kind of car will get them off . . . the couch to polish something in the garage.

"As for club newsletters, well that's just plain dirty, exactly like the stuff collected by local groups of perverts who pass around the latest child pornography. Crudely printed, amateur layout, but for the faithful the thing they must have so that they and their fellow perverts . . . enthusiasts can get together and compare what it is they have in their driveways.

"So what sort of car porn consumer am I? Well, I must confess that I am an addict. I read all kinds and I just can't get enough. Good thing my wife is so understanding, not to mention my TR-4 . . ."

So where does that put Action-Line - and the readers? Hmmm, I'll have to fantasise, sorry, think, about that.

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

- Andrew Pursey

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

INTERNATIONAL HISTORIC TOURING

CLASSIC SALOON CAR CHAMPIONSHIP

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

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

1999 FIA HISTORIC TOURING CAR CHALLENGE

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

NSW GROUP N CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic/State Championship - Rd 1 Nb, Rd 1 Nc	Oran Park South
March 20-21	WP	State Championship - Rd 2 Nb	Wakefield Park
May 1-2	OPMS	ASTC - Roman Autotek 1 - non championship round	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park GP
June 12-13	OPMS	Trucks - Roman Autotek 1 (Nb/Nc)	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc Oran Park Grand Prix	
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
October 23-24	OPMS	Trucks - Roman Autotek2 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, R6 Nc	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

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

NSW GROUP N CALENDAR

HILLCLIMB PROGRAM - Group Na, Nb and Nc

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

CLUB MEETINGS

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

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

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Greg Cox
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4736 7135 -
 ARDC - (02) 9672 1000 - Brian Goulding
 HSRCA - (02) 6945 3199 - Robyn Snape

LEGEND

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

MAJOR AUSTRALIAN EVENTS

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

Auto-Tek™



Nb - Auto-Tek final points (after Rd 4)

K. Ballantyne	87.66
C. Tilley	85.66
S. Mason	83.65
P. Barrow	76.65
J. Lyle	72.82
A. Bergan	71.99
D. Westwood	50.50
G. Malaure	45.49
R. Harris	44.83
W. Anderson	41.66
D. Beveridge	40.50
R. Cleaver	34.50
C. Dubois	28.00
A. Metchler	26.99
M. Ullrich	26.83
S. Butchart	25.33
G. Pallister	25.00
A. Heath	25.00
F. Burley	23.00
B. Harris	20.50
P. Hopwood	18.00
T. Hutchins	15.00
B. Callan	14.33
B. Brown	14.00
P. Warne	13.50
D. Smith	12.66
T. Wilson	12.33
G. Russell	8.00
C. Strode	7.66
R. Bailey	4.00
M. O'Brien	3.00
K. Oberman	3.00
R. East	3.00

Roman AutoTek

(Australia) Pty. Ltd A.C.N001 305 200

14 Cavell Avenue

Rhodes NSW Australia

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Fax: 61 (02) 9743 6962

presents the

1998 Roman AutoTek

Group N series

MOMO

RECARO

Nc - Auto-Tek final points (after Rd 4)

G. Elliott	95.99
M. Dyer	90.48
C. Worner	80.33
R. Stait	66.99
D. O'Loughlin	54.49
R. Donnelley	52.00
A. Smyrnis	35.50
B. Jessop	30.83
B. Pearson	29.16
G. Kirwan	28.99
A. Reid	25.99
D. Sargent	25.33
P. Axiak	24.00
C. Wilson	19.33
P. Ward	18.00
M. Donaher	17.00
J. Fernandez	17.00
G. Hill	16.66
J. Whatmough	13.66
R. Rogers	13.00
M. Hunt	11.00
M. Terry	8.66
M. Kavich	7.00
D. Stone	3.00

MOMO CORSE speedline



Technical Centre
ADR/AMVCB Standards Testing Laboratory