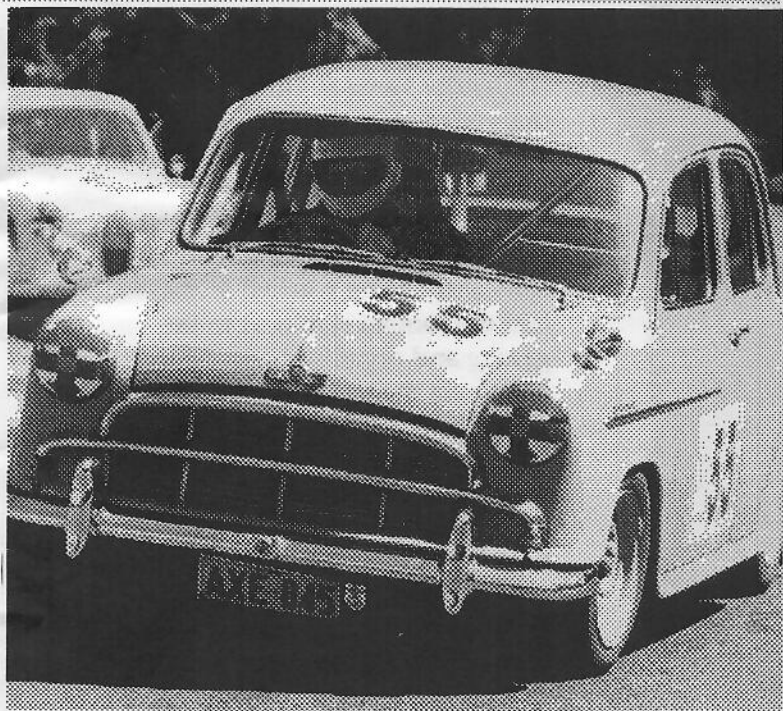


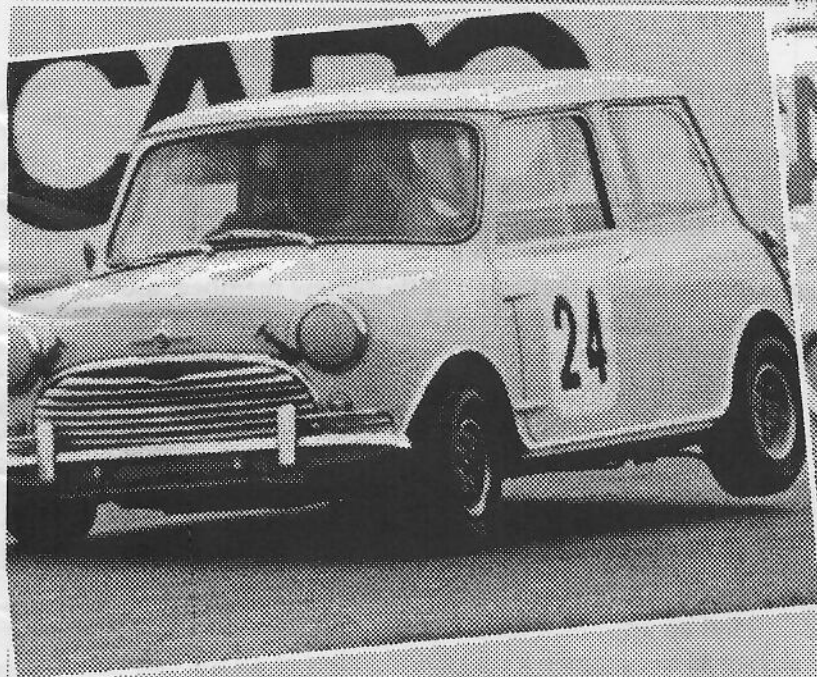
Action-Line

Newsletter of the Appendix J Association of NSW Inc

George Aungie photograph



Alan McConnell photograph



**Next GENERAL MEETING Tuesday May 6,
7:30 for 8:00 pm sharp start**

Burwood RSL Club, 96 Shaftsbury Road, Burwood

It is hard for me to conceal my disappointment at the

decision last meeting to defer the question of Division I and II again for another month.

Many of the people who have been vocal about the question from the previous month failed to attend knowing that it was on the agenda for the meeting, and many at the meeting were uninformed about what had happened previously.

Just to refresh your memories, presently there are no divisions of Nb, it is just Nb, and quite frankly the entries at some of the meetings on the pointscore couldn't even justify one division, let alone two.

If people are unwilling to compete at meetings, we should consider cancelling meetings rather than talking of reinstating Division II.

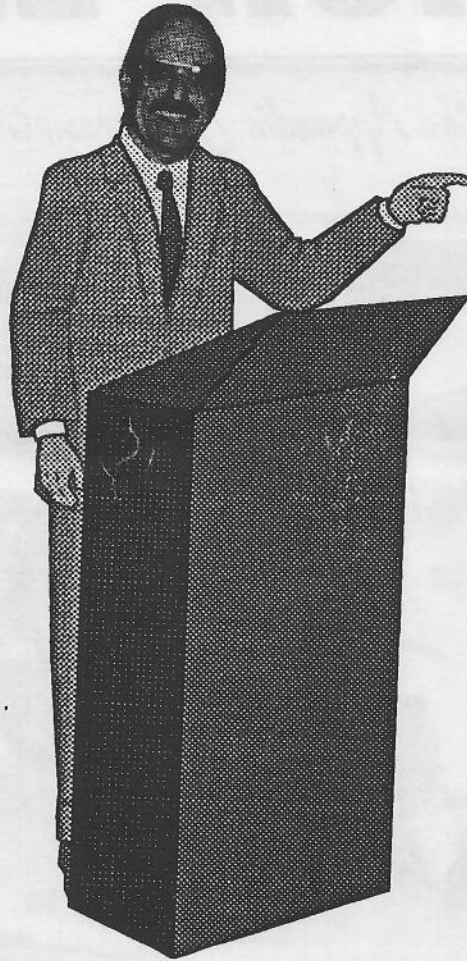
The only meetings held this year which have been well subscribed have been the Historic in January and the Truck meeting on the weekend before last, and you all had me holding my breath there until the last minute as to whether we would have enough entries.

The club has a sponsor to look after and we need 25 entries or more to justify the exercise. But having said that, the Truck meeting came up trumps with a great entry of 29. As usual there were a couple of dropouts which is unavoidable, but in all a good rollup and a successful meeting with good atmosphere and great racing.

The third race unfortunately brought about an enormous amount of damage to many cars after a first lap incident. It is a great pity that some can't get the red mist under control in the first corner, always a vulnerable time in a race, as innocent competitors invariably always suffer.

In this case at least three, probably more, innocent vehicles were extensively damaged, including my own which was written off! It's happened before and unfortunately it will probably happen again, but it all does seem a bit pointless when you stand back and

PRESIDENT'S REPORT



look at the damage. Departing the accident scene as "the" passenger in an

ambulance is sobering and different. Those damaged, myself included, will just have to "grin and bear it", repair the damage and hope they are not in the wrong place at the wrong time the next time someone starts a chain reaction.

The improvements to the Appendix J area at Oran Park were marvelled at by many and thanks are due to Brian Jessop and Alan Wick.

They pitched in and have excavated a drain to stop the road from constantly being washed away, laid the cement slab next to the garage and organised several to help erect the new structure.

Ross McKenzie spent all last Saturday working on the garage and I have to tell you it is now lockable, clean, and looking better than I ever remember it.

Thanks guys for you help. Your efforts are appreciated and certainly noticeable and the speed and enthusiasm the task was tackled was mindboggling.

I am pleased to observe that our membership has now passed the 170 mark with the addition of several new members in the last month or so.

The growth in our membership has been amazing and I look forward to some of those new members making it out onto the track.

It's great also that some of those new members are younger than the traditional Appendix J'ite, securing the future for our category. I would hope that in the future those younger members will take an active part in the running of the club instead of just going home with the trophies.

Another interesting facet is that those newer members are across the board, Na, Nb and Nc. Great to see some driving cars that were probably built before they were born!

Had an approach from some of the Appendix J stalwarts to organize a real get together of all the old Appendix J identities from the past, sixties and all. Maybe a weekend reunion at Rooty Hill RSL, a dinner, maybe Eastern Creek Historics could be the date, an Appendix J smorgasboard. Any ideas? Prepared to have an input? See me!

Come along to the meeting at Burwood on Tuesday night. I'll see you there.



- Regards Bob

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

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FROM THE DESK

Race meetings have been basically running at one a week in the last month, so you could expect it has been a touch busy of late.

The Group N month's itinary began on the long circuit at Oran Park with around ten cars. Unfortunately by "post time" we had lost a couple. But it was interesting to see the category mix coping with each other.

At the Oran Park Supertrucks a week later, it was much more of a heavyweight scene with some of the guns coming out, most notable the number of Toranas that are now making their presence felt.

Two of the stalwarts of the category turned out in the shape of Bruce Stewart and Mike Dyer. Bruce showing good early form to grab an initial spot on the front row. Mike on the other hand did get some qualifying laps in at Eastern Creek before a cam lug flew out.

Mike certainly enjoyed his race return though, quipping "When I stopped racing four years ago, I was dicing with Greg Toepfer and now I'm back, I'm still dicing with him." Indeed he was involved in several very good tussles as were Greg, Graham Russell, Rod Stait, Alan Heath, Max Ullrich and Bob Asher. The crowd simply lapped it up.

Then we had Sandown's effort at the V8 Supercar round. Again the crowd were blown away which indicates the category is enjoying plenty of spectator support. May be worth noting when approaching promoter about showpiece events.

This issue of *Action-Line* is the largest we have tackled, it certainly stopped the President for a moment or too, and includes an updated pointscore for the first time this year. Tuesday is General Meeting night, and I have it on good authority, that there will some in-car videos from the Auto Fever heats to be shown. J

JUNE DEADLINE is Friday May 23


AROUND THE TRAPS - news

Apology and Thanks

Due to my untimely departure from Oran Park on April 20th, the social end of the day fell into disarray. Please accept my apologies for being unable to officiate at the presentation.

I have been told that many helped in the retrieval of mine and other damaged cars during that time and the third race incident certainly put a dampener on the proceedings. It was unfortunate that the social end of the weekend was marred in such a way but we'll make up for it next time..


Thank you to those who ran the BBQ and the Raffle. Rosco, Samantha, Bob and Jenny Adams (as always) who also donated a basket which they kindly raffled making the club \$100. If only we had a couple more of those two!

Thank you all those who helped in the retrieval of my belongings to my home, particularly the Freds Burley, my daughter Robbie, my crew Brent and David, all those who have rung, called in and enquired after me, and all those who offered help, parts and assistance, and most of all, encouragement. Thanks all of you. You all help to make the Club what it is. Terrific! 


Bob Asher

Hat Winners


The draw from the hat unfortunately was not done correctly, and only one was drawn. Embarrassingly it

was Bob Asher but there were supposed to be four others which we will organize and draw at the next club meeting. Unpresented trophies and gift vouchers will also be distributed at that meeting. 


Car change

Robert East has purchased the Craig Shiel Holden EH that belonged to Bruce Stewart and before that, John Lisle. Looking forward to seeing Robert on the track. 

Driver change

Mick Donaher's entry into the ARDC Privateer's Challenge at Amaroo last weekend behind the wheel of the Ultra Tune Holden Commodore VP meant the Nc Holden Torana XU-1 would be parked. However he asked Greg Toepfer to step into the breach and run the car. We will have full details next month. 

Bathurst off

It is now official! No Group N at Bathurst on the long weekend of October. The ARDC has listed Porsche Cup, ROH Commodore Cup and a three-hour V8 Privateer race as its support package. It is understood that the organisers would be fully stretched, and reluctant to take on another category, and at the time the decision was made, the ARDC only had nine Appendix J entries for its open meeting of the year on May 5. 

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AROUND THE TRAPS - news

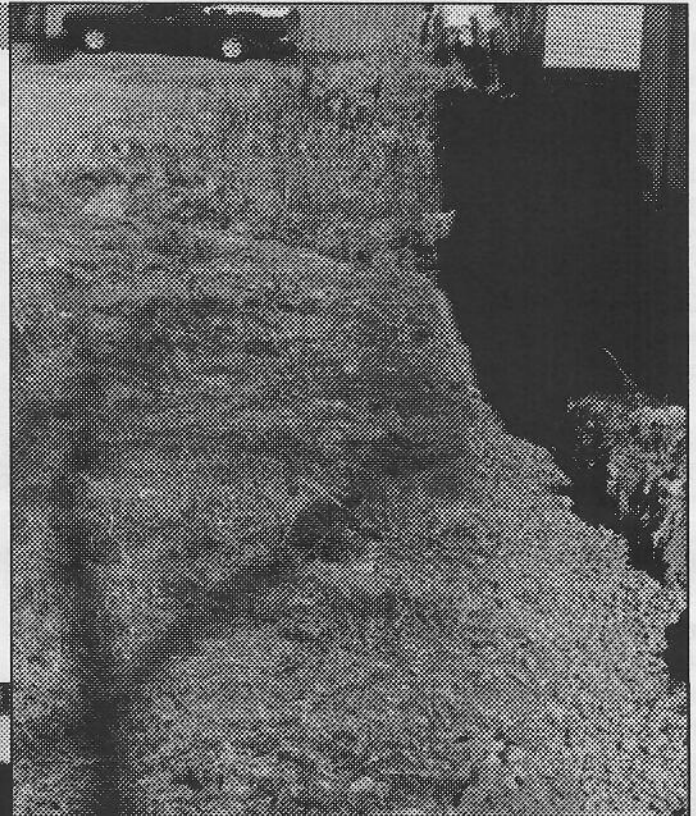
Oran Park Improvements

After a poor response from a call for volunteers at the last meeting, the upgrading at Oran Park went ahead under the guidance of Brian Jessop and Alan Wick, with Alan's son in law, John Campbell also providing a much-needed hand.

As a result of Brian's determination and hard work a drain has been installed to stop the road continually being washed away. Next to the garage the new slab has been laid while the garage itself was cleaned by Alan with the "Guerney". Rosco spent a day repairing and beautifying where possible. The Appendix J "Happy Home" sign has been re-erected and the area is looking cared for once again.

Alex Brincat and Lloyd Cleaver have donated building materials and another working bee had been scheduled for May 4 to erect the rest.

Next time you see them, just say "Thanks" to these great guys, we're all in their debt. 




Wider availability

CAMS is aiming to improve the CAMS Report and increase its circulation within the national membership. The periodical which highlights the activities within the motor sport's governing body, is currently only available to licence holders.

Other members do not get it because CAMS does not have addresses for many of those people. They are now hoping, through both individuals and various affiliated car clubs, to amass a database of contact details for all members, and that can be done by phoning or writ-

ing to any state office. The CAMS Report, which originates from Melbourne, will then be sent free of charge to everyone.

CAMS also advises that the CAMS Manual, which is available to all members, can also be purchased by any non-member from their nearest state office.

It's all part of an infrastructure that will make the often-maligned group more accessible to its members and also includes a computing system overhaul, with Internet access across Australia. 

INFORMATION RELEASE

The Historic Commission met for its first meeting of 1997 in Melbourne on Saturday, 5th April. Guests at the meeting included Brenda Campbell (Historic Winton), Roger James (VHRR), Eddie Dobbs (Appendix J of Victoria), and Graham Hoinville. A wide range of subjects were discussed.

A number of matters of eligibility were discussed. There have been applications for 66 new vehicle log books since October last year and, of these, 22 were for replacement log books and 44 were for new applications. The value of having a duty eligibility officer at all major Historic meetings was reviewed and will be continued.

The Commission also noted the resignation of the eligibility officer in WA, Don Behets, and approved his replacement, Alan Munday. It also noted the resignation of Paul Burchall in Victoria, and a replacement is being sought.

The Commission reviewed the results of the recent tests of the Hoosier Vintage 500-13 and 550-13 tyres and approved the Historic Eligibility Committee's recommendation to accept these tyres for use on Group M, O and Q cars effective immediately.

There was also discussion on the outcome of the Group N Eligibility meeting which had taken place on the 15th February. The Commission approved the decisions taken during the meeting and the directions being set for the future.

The Commission offered encouragement to the Group N clubs and competitors to reactivate the Historic Touring Car Association of Australia in the interests of all Group N competitors.

The attractions to the Historic Commission of having one body involved with Group N as the advisory group to the Commission was discussed and recognised. A number of ways by which the Commission can communicate better with the Group N competitors was presented and will be acted upon by the Commission.

The decision to extend the Historic category beyond 1977 had been circulated during 1996 and it was agreed to have the new rules finalised to start the category at the beginning of next year. In brief, Group Q will now be extended beyond the end of 1977 and will absorb Group P.

End dates will vary generally up to the end of 1986 according to class of vehicle but with FIA Formula 1 to the end of 1985, Australian Formula 2 to the end of 1985, sports racing cars to the end of 1987, FIA Formula

Historic Commission Meeting.
I enclose an Information Release which will give you brief details of the outcome of discussion at the recent meeting of the Historic Commission which was held in Melbourne on the 5th April.

Please feel free to use this information for the benefit of your members as you wish. Should you wish to discuss any aspects of this information, please do not hesitate to give me a call.

with regards,
John Dawson-Damer
Chairman - Historic Commission.

3 to the end of 1984, Formula Ford to the end of 1983 but excluding the Swift DB1, and Clubman sports cars to the end of 1981. Group Q will also be split into Group Qa and Group Qb.

The Commission was brought up to date on progress with the Incidents Database which was instigated in the latter part of last year. It is intended to continue the database in its present format for further review over the next twelve months.

There was considerable discussion on the proposed regulations for Isolating Switches which the Commission does not feel are workable in the Historic Category as they stand at present. No positive solution was found and the Commission

intends to seek further guidance from CAMS on what could be termed an appropriate compromise.

The Commission discussed the use of modern electronic devices on Historic cars. It considered that some of these devices, such as rev limiting devices, can be a permitted useful protection for old engines but that other devices such as car to pit radio and on board lap timing devices are not appropriate in the category. A list will be developed to make it clear what will and what will not be acceptable.

There was considerable discussion on the effect on the Historic movement of events being run outside of the CAMS system. There was concern that activities of event organisers outside the CAMS system might in effect be detrimental to the interests of the Historic movement as a whole. The Commission agreed to entertain further discussions with those bodies that are operating outside of the CAMS system to find common ground for discussion.

The Association of Historic Motor Racing Promoters also indicated that they would be making contact with those bodies to also seek common ground for discussion to prevent these activities from having serious negative impact on the Historic movement as a whole.

At present, the Dorian timing is not a compulsory requirement on Historic cars during 1997. The Commission discussed submissions on this subject and agreed that Dorian timing will not need to be a requirement at the All Historic events in 1998 since there appears to be adequate facilities to continue with semi-automatic timing during next year.

This decision applies to the All Historic events only and does not necessarily apply when Historic groups are invited to events by other promoters. The subject

ELIGIBILITY

will again be reviewed during 1998.

The representatives of the Association of Historic Motor Racing Promoters presented a number of subjects for discussion. They supported the discussion and decision on Dorian timing. They encouraged the Commission to continue with the steps that it is taking in the management of Regularity events. They advised of work they are carrying out to achieve a "standard" set of Historic supplementary regulations. They expressed concern at the scheduling of Wakefield Park events.

They expressed concern at the increasing cost of a CAMS basic licence. They sought an update on the longstanding issue of an FIA International Historic Licence. They expressed concern at the new requirements for isolating switches.

There was some discussion on the 1995 income and expenditure statement relevant to the Historic category. In view of the differences in which the 1994 and 1995 divisionalised accounts had been prepared, it was decided that there would be no useful discussion on the subject.

However, it was agreed that a letter would be written to the Chief Executive Officer of CAMS expressing the need for accurate breakdowns of the financial data to provide factual information for the use of the Commission.

The Commission also considered the recent decision by CAMS that any organisers proposing to conduct an event under insurance other than that provided by CAMS is satisfied that the proposed alternative insurance is equal or superior in all aspects to that provided by CAMS.


In the light of this, the Commission agreed to ask CAMS for a list of permit fees without the insurance component included.

The Commission considered the qualifications necessary for a competitor to acquire an FIA Historic International Driver's Licence.

It will recommend to CAMS that any Historic competitor who has a General Competition driver licence may qualify for an FIA grade H1 FIA Historic International Driver's Licence and any Historic competitor who has a Basic licence may qualify for an FIA grade H4 FIA Historic International Driver's Licence.

The Commission also discussed the longstanding problems generated by the conditions imposed on an FIA Historic International Driver's Licence on those overseas competitors who might like to compete in Australia.

The solution to this problem relies on the restructure of the FIA Historic Cars Commission which is scheduled to be approved by the World Motor Sport Council when they meet on the 10th June.

As soon as the restructure has been approved, the Chairman of that Commission will be able to open up the opportunities of Historic competitors internationally, that being one of his stated goals. 

12th April, 1997

At the HCC meeting of 5th April, the resignation of Paul Burchall as National Eligibility Officer was accepted and a replacement is being sought. Reports elsewhere in the magazine cover other decisions and aspects of that meeting but eligibility matters included the Isolating Switch saga.

The Commission felt that the present regulations are not workable in the Historic Category and further guidance is sought from CAMS on what could be termed a workable compromise.


The use of modern electronic devices such as "pit to car" radio, on board timing devices etc are not termed appropriate in the Historic category. Devices which limit revs are permitted as they can provide useful protection to old engines.

During the last month several interesting log book applications have been received and it has been a pleasure to inspect Bob Pearsons Escort which was "to the book" and "spot on" so that is the end of the stories! If Paul Axiak can drive his Monaro HQ 2 door as well as it looks, then its a winner! and Laurie Donaher's "Moffat look-alike" Mustang is ready.

At Oran Park many of the competing vehicles were weighed and the results are as follows:

72	Holden FJ	Alan Barrow	1093kg
131	Holden FX	Bob Harris	1081kg
8	Holden Torana	Bruce Stewart	1079kg
9	Holden Torana	Dennis Sargent	1066kg
20	Holden Torana	Mike Dyer	1069kg
34	Holden Torana	Brian Jessop	1072kg
37	Holden Torana	Robert Tebb	1087kg
39	Holden Torana	Grant Elliot	1052kg
77	Holden Torana	Mick Glover	1040kg
88	Holden EH	Greg Toepfer	1113kg
190	Holden EH	Graham Hart	1156kg
19	Falcon GT	Peter O'Brien	1475kg
41	Falcon GT	Rod Stait	1452kg
80	Ford Mustang	Andrew Smyrnis	1341kg
84	Ford Fairlane	Max Ullrich	1492kg
197	Hillman Minx	Phil Windus	970kg
13	Cooper S	Graham Russell	615kg
26	Cooper S	Dave Beveridge	610kg
21	Cooper S	Fred Burley	625kg
40	Cooper S	Barrie Brown	651kg
45	Cooper S	Bob Asher	633kg
25	Lotus Cortina	John Lyle	834kg
42	Lotus Cortina	Rob Ingram	810kg

I would like to thank all the competitors for their co-operation on the weekend of April 20. What we are doing in co-operation with the other states is compiling a list of weights with the view to introduce a minimum weight to the specification sheets for each vehicle. Thanks once again.

For those who intend to travel to Lakeside I have made contact with a motel which is approx 15 minutes from the track and they have offered a bulk booking deal. For more information contact me on 042 673706 after 7pm. 

- Lloyd Cleaver

The 5th Category - WHY?

Historic racing essentially provides the opportunity for drivers to race historic cars in an atmosphere somewhat similar to that enjoyed in the various historic periods.

The two major guiding principles of the activity must be authenticity and amateur sport. Preservation, restoration and appropriate display and use of such historic cars, in that order, must be paramount. An attitude of good keen competition, within the bounds of good sportsmanship is encouraged.

Whilst the category was designed originally to cater for the actual cars that raced in the historic periods, the category has since been expanded to include some classes for cars which, although not endowed with a racing history, are considered a suitable addition to Historic racing and are cars representative of a period. It is under this that Group N as a "pre-'65" category, gained admission to the 5th category from 1980.

The primary task of the Historic Commission, the controlling body of the 5th Category is to manage and guide Historic motor sport in a manner that is in the National interest. In meeting the needs of competitors the Commission needs to ensure that specific group interests are not being put before the National interest.

The members of the Commission are selected on the basis of their personal discipline and knowledge of both Historic motor sport in general and specific selected aspects of the category. Portfolios are allocated to Commission members and include Touring Car Groups, Event Promotions and Sponsorship, Safety Issues, Eligibility Matters and Committee, all of which relate specifically to our group.

The next task is to ensure that Historic racing should accurately depict the cars that existed in the past. Particular attention is paid to the periods of the cars, the authenticity of their specifications, and the group categories in which they compete. The Group Categories include Group N Touring Cars, not necessarily with a racing history, built before the end of 1972 and is divided into three subgroups. Na, Nb and Nc.. The regulations have been formulated to depict as appropriately and practically as possible, three distinct historical periods of Touring Car racing in Australia.

The National Competition Rules (NCR's), as they apply to Historic motor sport, are reviewed annually or more frequently if the need arises and rules of the "5th Category-Historic Cars" are the exclusive responsibility of the Historic Commission. Alterations and additions to the rules are advised to the CAMS Ltd. as they are determined.

Eligibility matters are the responsibility of the Historic Eligibility Committee which makes recommendations on matters relating to rules, compliance with the rules and log book applications. There is a Group N Eligibility Committee comprising representatives from all states and a Group N Eligibility Officers post, at present vacant following the resignation of Paul Burchall although a replacement appointment is imminent. All matters of eligibility policy are determined by the committee, not any individual, for ratification by the

Commission and administered by the various state eligibility officers.

The unequalled popularity of Historic meetings to Group N competitors in recent years suggests there is strong support for our continued inclusion within the Historic movement. Surveys done over the years have confirmed that it is a popular place for us to reside.

We also enjoy opportunities to appear at high profile events such as the AGP and Bathurst 1000 meetings and regularly appear as support events at Touring Car rounds around the country, so it could be said that we enjoy the best of both worlds. We can continue to do what we have done in the past while still enjoying the advantages of the 5th Category, but we must be careful that pressures from promoters or those seeking to promote our categories beyond the charter afforded us by the Commission, do not jeopardise the privileges and respect we already enjoy.

It was most gratifying therefore to read in the Historic Commissions most recent Information Release, the following statement:

"There was also discussion on the outcome of the Group N Eligibility meeting which had taken place on the 15th February. The Commission approved the decisions taken during the meeting and the direction being set for the future.

The Commission offered encouragement to the Group N clubs and competitors to reactivate the Historic Touring Car Association of Australia in the interests of all Group N competitors. The attractions to the Historic Commission of having one body involved with Group N as the advisory group to the Commission was discussed and recognised. A number of ways by which the Commission can communicate better with the Group N competitors was presented and will be acted upon in the future."

This statement from the HCC would have to be the most significant recognition of Group N in its seventeen year history and signals strong support from the Commission. In this regard it is sincerely hoped that the Historic Touring Car Association of Victoria will reverse its recent decision to withdraw from the Historic Touring Car Association of Australia. Our association with the "5th Category" has been stormy at times but recognition by, and compatibility with the powers that be does come at a price. The price is "conformity with the rules and ideals of the 5th Category" and what we get for that price is the advantage of "the umbrella of protection of the 5th Category" and the benefits associated with being "Historic."

In effect we can compete in our own Groups, Na, Nb and Nc, in events at "Historic only" meetings, and additionally mix in the world of commercial racing as support events while still restricting our fields to only those vehicles which come under the "Historic Banner." Were we to remove ourselves from the 5th Category, and instead establish some exclusive category based on our specific year period we would find ourselves in a nightmare with the 2nd Category where existing categories

The 5th Category - WHY?

already cover touring car racing. Only by staying "Historic" can we preserve our category. Our exclusivity is in fact our History.

If we became a 2nd Category class, it is likely we would be absorbed within Club Cars or Sports Sedans. There would be greater freedoms, like advertising and an unlimited choice of tyres. You could lightweight those guards and use all the mod cons you like. But you would not be able to run at Historic meetings and you would have to compete with more modern machinery and larger budgets than we have been used to. You would also lose some of the freedoms afforded to you in safety and other areas which are privileges only enjoyed by "Historic categories".

There is already the opportunity for those who seek

to change the regulations governing our category to do what they wish by moving to another category. They can use any tyre, write advertising all over their car, fit the engine blocks they wish, change the rules to their whim!

But should those individuals be allowed to take the whole category with them? Quite simply, if they do not like the rules the way they are, and are not prepared to work within the Commission guidelines, then let them go to another category. Leave our racing the way it is, and leave it to us.

If we can't present a national consensus through the HTCAA then do we deserve the Commissions respect?



- Bob Asher

GROUP Na NEWS

The NSWRRRC race meeting on the GP circuit at Oran Park on 12/13-March saw only 3 Na runners:

Axeman - Morris Oxford

Mission - Holden FJ

Ticko - Morris Major

Congratulations to Dean on being the first Na home in several of the four races - but how come he spun away his lead in the feature race (I wasn't that close to him)?

As there were only six Nb entries NSWRRRC combined Group Na, Group Nb and - wait for it - Street Sedans.

This produced an interesting clash of cultures, worthy of some comment - all intended to be constructive and hopefully generating some letters to GarryO.

Hand Signals. I heard a number of the Holden V8 Commodore drivers joking about the hand signals from the Na cars - "pointing furiously as if to say don't hit me, don't hit me" - see further comments below.

As a result I watched, from the spectator mounds, the quality of hand signals in a number of the categories - the general standard was pretty poor. Surely, decent hand signals contribute to all competitors' safety and race flow?

Mixed Grids. I think most competitors in Group N understand the speed and handling variations between Na, Nb and Nc, and, we all seem to run together (when necessary) without too many problems.

However, when mixed with other categories I think this presents some problems because the other category competitors (this works both ways) are generally an unknown quantity.

Surely, this merits some special comment at driver briefings, and, a quick discussion between categories

after the first practice session (to identify and minimise any problems)?

Body Panels. Following on from my first two points I think it is very important for all Group N competitors to push the message (particularly at mixed grid meetings) that we are not a "biff and barge" category, although we can still drive hard with each car at the limits of its performance envelope.

Many of the Group N cars, particularly Na and more unusual Nb vehicles, have body panels which are very difficult (sometimes almost impossible) to replace - runners in other categories may not understand this element, so clear hand signals can help to reduce the potential for body damage.

Numbers of Entries. Following on from the above, one way to avoid the mixed grid situation is to ensure that there are plenty of Group N

entries, thereby ensuring our own races.

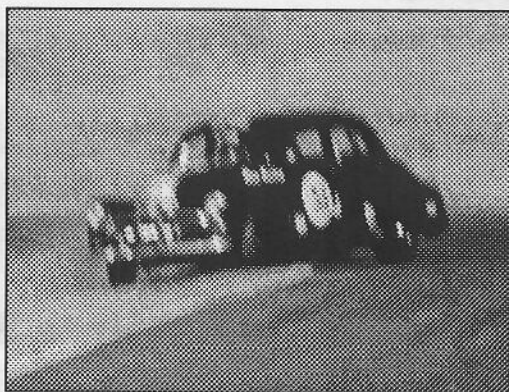
I have had several people say to me that they won't enter a meeting because they don't want to be forced to run with other categories (or even another Group N sub-Group).

Being a bear of small brain, I find the answer bleeding obvious - if you never, never go, you'll never, never show! I can understand that people have personal (family, financial, etc) and mechanical reasons for not entering race meetings, but, if you don't enter how on earth are we going to get enough entries to give you the type of grid that you prefer?

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



- "Axeman"



GROUP Nc NEWS

This month I would like to talk a little bit about eligibility. In recent months there has been much talk about this subject and one of the decisions made was to outlaw 3.3 litre cylinder blocks in XU-1 Torana's (now this is an issue that is close to my heart as I race an XU-1).

It was always my belief that there was no difference between a 3.3 litre block and a 202 block other than the writing cast into the side. After having talked to various people and inspecting the two blocks in question, it has become obvious that there are a few differences and these differences could be seen as a definite performance advantage. As such it would seem appropriate to have those blocks banned from Nc without further argument.

The other item of concern lately has been the use of pedal boxes or non-standard pedals. Under the rules set out for Nc cars, it is legal to use different master cylinders, calipers, remove booster, different disc, wheel cylinders etc, but there is a question over the most important component of all the brake pedal assembly.

It seems ridiculous to me that such wholesale changes can be made to the braking system while the most fundamental component cannot be changed to suit the massive increase in pedal pressure.

In the case of a Torana we are talking about a pressed metal brake pedal that was never designed for this purpose. There are those that would say that if you don't feel comfortable with the factory pedals don't

change the brakes. Well I say it would be far easier to allow this small piece of race car technology to be fitted and keep the entire braking system up to a very high standard.

It must be remembered that Nc cars in general have bigger wheels and in some cases more power than ever before and the brakes must reflect this.

On the racing side there are a few long awaited debuts happening over coming races. Paul Axiak (GTS Monaro) and Bruce Stewart (XU-1 Torana) were due to appear in the Truck Series and Laurie Donaher (Mach 1 Mustang) was to have his first run at the Sandown Touring car race round. So welcome to Nc those competitors, I believe Bob Pearson's Escort is also about to have its maiden voyage but is still waiting for an engine.

Na, Nb and Nc, they seem to be working OK together for the moment but it seems that there are some conflicts of interest when it comes to voting and specific matters concerning a particular class.

For instance the current discussion regarding Division I and II in Nb, maybe only the class affected by such decisions should vote on. Such matters or maybe the committee should decide who votes where they see fit. Anyway a discussion on this topic at the next general meeting should be on the agenda.

That's all for now, see you at the next meeting.

- Mick Donaher

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HISTORIC COMMISSION MEETING

As usual, a huge Agenda with over 30 items was addressed, and almost three hours devoted to Group N matters. Items of particular interest were as follows.

A report of the Group N Eligibility Forum held in Sydney on 15 February, 1997 was formally received by the Commission and the overall direction proposed on a range of issues was endorsed.

- Considerable discussion

took place on the roll cage issue, where it was confirmed that Graham Hoinville would draft some rules for distribution and further discussion. It was agreed that as general principles, the welding in of steel cages in Nb and Nc cars, and the tagging of the main hoops of the cage to the body shell would be formalised, but as a general rule, the cage must remain within the passenger compartment of the vehicle.

The picking up of original rear suspension mounting points and rear shocker towers, etcetera, was acceptable. It was agreed that retrospective modification of cars was generally undesirable, and where existing cars clearly did not conform with the proposed regulations, each car would be dealt with on its merits, and if changes were required, owners would be given ample time to make the modification.

- Tyres were discussed at length and the procedure for evaluating potential new additions to the tyre list was confirmed. A submission from Stuckey Tyre Services seeking inclusion of the Dunlop Formula RSV tyre as a replacement for the Formula W1 on the Group N tyre list was discussed, and the need for a formal back-to-back evaluation, before approval, was confirmed.

The Hoosier Vintage tyre was approved for use in Groups M, O and Q only, after back-to-back tests against the Dunlop CR65 on two leading clubman cars. Although only currently available in 500 x 13 and 550 x 13 (roughly equivalent to 205 and 225 x 13), Tony Caldersmith has requested that someone try them on an Nb or Nc car to assess their suitability on heavier cars.

They have a more rounded profile than the traditional cross-ply Dunlop racing tyres and a chunky block pattern not unlike the Hoosier Dirt Stocker. If promising, Hoosier would produce them in a range of sizes.

- The issue of Torana 3.3 cylinder blocks was discussed and the consensus was that whilst the original early model blocks were in ready supply, the later ones would not be approved. Again, owners were to be given ample time to replace them.

This raised the issue of cylinder blocks in general in Historic cars, and the fact that whilst Group N cars were regularly scrutinised it was widely known that engine and cylinder block irregularities were not uncommon in the racing and sports car groups. It is likely that a specialist engine Eligibility Officer will be appointed to

"The following is a summary of the main issues of interest to Group competitors from the Historic Commission meeting held on 5 April, 1997, a version of which will appear in the next HTCAV Newsletter. It would be appreciated if it could be circulated amongst your members."

- Rob Cracknell

concentrate on this area exclusively.

- The resignations of Paul Burchall as National and Victorian EO and Don Behets as WA EO, were discussed and the replacement of the latter by Alan Munday, current President of the Western Australian Appendix J Association, was approved.

It was noted that as a general rule, Eligibility

Officers would be appointed following recommendations from their local Club. The need for an additional EO in Victoria, particularly to look after Group Nc was acknowledged.

- The trend towards the use of modern electronic devices, such as transistorised ignition, rev limiters, on-board lap timers, and car to pit radios in Historic cars, was discussed and the consensus was that as a general rule they were unacceptable.

However, it was agreed that a strong case exists for the use of rev limiters as a wallet protecting device, and any of these electronic aids are perfectly acceptable in private practice, but not in racing. A discussion paper will be prepared to clarify which particular devices will be acceptable.

- The extension of the fifth category to a range of cut off dates in the mid 1980s was approved to commence from 1 January, 1998, with detailed draft regulations to be circulated and agreed over the next few months. Group Q will be split into Qa and Qb, based on performance criteria with the current Group P Formula 5000 cars being subsumed into the faster Group. ANF2 cars up to the end of 1985 will be included.

The recent decision of the HTCAA to establish a register of original Group C cars and sports sedans as a precursor to the possible establishment of a post Group Nc category was also endorsed by the Commission.

- Eddie Dobbs was present as a guest and made a strong presentation outlining the concerns of HTCAV members on a range of issues relating to representation, appointments to the Commission, rule changes, particularly to the tyre list, and the need for more transparent procedures and more accountability. Eddie was strongly supported by Roger James, President of the VHRR, who was also present as a guest, and the concerns were clearly taken on board by the Commission.

A discussion ensued on the desirability of re-establishing the HTCAA as a means of gaining consensus amongst Group N competitors, and whilst this did not go as far as a formal relationship with the Commission with financial support, the Commission strongly endorsed the establishment of a National Body to represent the interests of Group N competitors, and hoped that Victoria would see its way clear to renew its involvement with the HTCAA.

GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, April 1, 1997

Meeting opened at 8.07 p.m.

Apologies: J. Tight, P. Lopez, B. Priddle, G. Russell, R. McKenzie, A. Huxley, A. Wick, R. Donnelly, S. Schofield, P. Axiak.

Minutes of the previous meeting were accepted as a true record - Moved J. Truelove.

Matters arising:

Bob Asher responded to the history of tyre selection for mini's raised at the last meeting.

Correspondence:

- Little from Bob Cracknell re HTCAA.
- Advice from Cams on club TV programme.
- Cams newsletter.

President's Report:

Next meeting is Truck Meeting at Oran Park. Only 23 entries so far which is disappointing. We need 25 to secure our sponsorship arrangements. Volunteers needed to progress Oran Park improvements. Please see Brian Jessop. Suggestion to invite Gary Coleman, Chaplain of Motor Sport to speak at our meeting accepted. To be arranged.

Treasurers Report:

Current balance is \$4211.14 plus IBD of \$7000.00.

Public Relations:

Sponsors for trophies have been secured for remaining events for 1997.

Editor:

Plea for articles from members re their cars. Classifieds are always welcome.

Na Report:

Wakefield Park pre 1960 meeting very successful. There are several more cars in field.

Nc Report:

Several new cars almost completed. 50% of entry at Truck Meeting is Nc.

Eligibility:

Paul Burchall has resigned as National Eligibility Officer. No replacement as yet. 7-8 log books processed this month, mainly Toranas. Two more are in final stages. Congratulations to Paul Axiak on the quality of presentation and workmanship of his Nc Monaro. Log book applications need to be specific in detail requirements to prevent delays.

General Business:

The subject of re-examination of the decision to abandon Division 2 Nb cars was raised for discussion. A motion was put by A. Brincatt and seconded by L. Donaher that the matter be deferred until next meeting due to many competitors not being present. A vote was taken and carried to this effect. A Fund is being established to assist John Cummins to rebuild his historic vehicle which was damaged. Donations to be made to the HSRCA. Raffle was drawn and won by Gary Amont. Meeting closed at 9.30 p.m.



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ON THE NET

This column has had to be created in a hurry due to my being busy travelling, so once again I've "done a Darville" and copied some things off the Net - but maybe you prefer that to my usual prose?

Anyway, here goes with some cultural observations (probably politically incorrect - but who gives a s*** for the Thought Police):

What's a European's idea of heaven? It's where the English are the police, the French are the cooks, the Swiss are the bankers, the Italians are the lovers, and the Germans are the engineers.

What's a European's idea of hell? It's where the English are the cooks, the French are the engineers, the Swiss are the lovers, the Italians are the bankers, and the Germans are the police.

Cultural Differences Explained

Aussies: Dislike being mistaken for Pommies (Brits) when abroad.

Canadians: Are rather indignant about being mistaken for Americans when abroad.

Americans: Encourage being mistaken for Canadians when abroad.

Brits: Can't possibly be mistaken for anyone else when abroad.

Aussies: Believe you should look out for your mates.

Brits: Believe that you should look out for those people who belong to your club.

Americans: Believe that people should look out for and take care of themselves.

Canadians: Believe that that's the government's job.

Aussies: Are extremely patriotic to their beer.

Americans: Are flag-waving, anthem-singing, and obsessively patriotic to the point of blindness.

Canadians: Can't agree on the words to their anthem, when they can be bothered to sing them.

Brits: Do not sing at all but prefer a large brass band to perform the anthem.

Americans: Spend most of their lives glued to the idiot box.

Canadians: Don't, but only because they can't get more American channels.

Brits: Pay a tax just so they can watch four channels.

Aussies: Export all their crappy programs, which no-one there watches, to Britain, where everybody loves them.

Americans: Will jabber on incessantly about football, baseball, and basketball.

Brits: Will jabber on incessantly about cricket, soccer, and rugby.

Canadians: Will jabber on incessantly about hockey, hockey, hockey, and how they beat the Americans twice, playing baseball.

Aussies: Will jabber on incessantly about how they beat the Poms in every sport they play them in.

Americans: Spell words differently, but still call it "English".

Brits: Pronounce their words differently, but still call it "English".

Canadians: Spell like the Brits, pronounce like Americans.

Aussies: Add "G'day", "mate" and a heavy accent to everything they say in an attempt to get laid.

Brits: Shop at home and have goods imported because they live on an island.

Aussies: Shop at home and have goods imported because they live on an island.

Americans: Cross the southern border for cheap shopping, gas, & liquor in a backwards country.

Canadians: Cross the southern border for cheap shopping, gas, & liquor in a backwards country.

Americans: Drink weak, pissy-tasting beer.

Canadians: Drink strong, pissy-tasting beer.

Brits: Drink warm, beery-tasting piss.

Aussies: Drink anything with alcohol in it.

Americans: Seem to think that poverty & failure are morally suspect.

Canadians: Seem to believe that wealth and success are morally suspect.

Brits: Seem to believe that wealth, poverty, success and failure are inherited things.

Aussies: Seem to think that none of this matters after several beers.

Speaking as a Brit, I can accept most of the above except for the beer comment which is incorrect in that English beer is not warm per se, it is warm in relative terms to Australian beer - the piss view is generally correct, except for Banks's Bitter which is amber nectar!

Returning to the Net for a moment - there is a frightening rumour that the President has taken the plunge and raced into Cyberspace: I will buy a (cold) beer for the first person to call him Bob "R2D2" Asher to his face.

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



Andrew Pursey
MorrisOxford@s054.aone.net.au

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AROUND THE TRAPS - racing

Oran Park NSW Road Racing Club Restricted - April 13 - Nb and Nc

The opportunity to "feel" Oran Park's GP circuit one week before the showpiece Auto Fever races was too good to miss for several members even if mingled in with Street Sedans which include some rather quick Commodores. The most consistently competitive and evenly-matched group of the club would resume their good scraps in these surroundings.

But the group of four consisting of Wes Anderson, Garry Smart, Rob Brincat and Raymond Cleaver lost the latter during qualifying when the Cortina lost an argument with a concrete wall and had its front quarter rearranged. Ken Oberman and Doug Westwood who wouldn't be back after qualifying while Don Titcume had a scary moment when a wheel centre tore out.

The first of four races went the way of Smart's Cortina which grabbed victory by a mere 0.25 of a second over Anderson's Alfa Giulia. A further seven tenths away, Brincat shadowed the pair. In the Na stakes Pursey was a clear cut winner over Dean Wesley



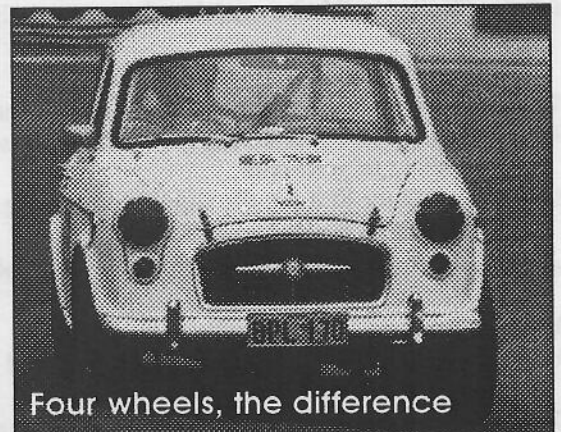
It started close ...

Commodores lapping the older brigade towards the end. Anderson headed Smart and Brincat the first time around but it was not long before the Cortinas had switched places. A Commodore which spun and rejoined in their midst split them briefly before it was again on its way.

Brincat's chances went with a spin on lap six and Smart hit the front among the Group N runners with a lap to go taking the honours as Anderson slipped away



... stayed close ...



Four wheels, the difference

and Titcume who had done well to source another wheel and get back on track.

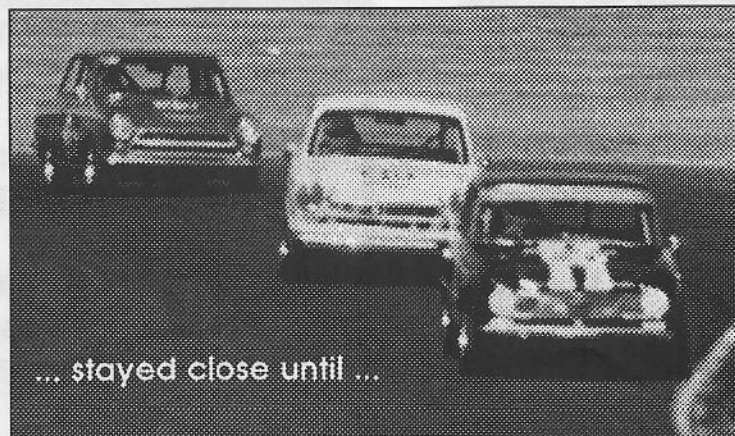
Anderson and Smart turned on another stoush in Sunday's first of three offerings. Brincat was further back but joined the leading duo in the closing stages of the four lapper with the three covered by half a second at the conclusion.

Wesley turned the tables on Pursey this time, his FJ getting ahead of a Corolla in the early stages thus stealing clear of the Morris Oxford which could not find a way past. Ultimately it beat both and with Titcume the three wrapped up the race.

The eight lap trophy had the added zest of the front running

by around three seconds. Brincat was a distant third ahead of Pursey who trailed Wesley in the early part until the Holden FJ driver spun going into the Dip on lap three. The latter was able to recover only losing a spot and still clear of Titcume for the duration.

For the last Anderson came back to restore the order with another tight result over the Smart and Brincat Cortinas. Wesley split the program at two all with Pursey after heading the Morris Oxford to the line. With a shade over a second and half between them, it also represented their closest finish. Out-horspowered, Titcume filled the minor spot once again.



... stayed close until ...

GROUP Nb NEWS

Firstly I must apologise for being away from the last club meeting. I have difficulty in attending both the club meeting and the Committee meetings in each month as my business demands that I be away from home around three weeks out of every six.

Unfortunately many other members were not able to attend the last meeting either due to the unfortunate timing of the meeting hot on the heels of the Easter weekend and in the middle of the school holidays. This meant that there were insufficient numbers to vote to resolve the question regarding the two Divisions within Group Nb.

This topic was discussed at the last Committee meeting in some detail and as the President Bob Asher pointed out there is not a sufficient number of Group Nb cars to really justify two divisions. Figures Bob presented actually showed that over the last three meetings more Group Nc cars entered each event.

This means it may be coming harder to justify reversing the decision made at the February meeting to combine the Divisions. We will be discussing the matter further at next week's meeting.

What we really need is more cars competing. We have very good support for the Historic Events but not the other meetings. There are a lot of Appendix J cars sitting idle in sheds or for sale at very good prices for anyone looking for an entry level into motor sport.

What other category of motor racing offers such a

wide range of race meetings and circuits to compete at! These include Amaroo, Oran Park, Eastern Creek, Wakefield Park, maybe even Bathurst and if you wish to travel, Historic Events in most States of Australia.

Next year we may even be included in the program at the Australian Grand Prix at Albert Park. No other category of racing offers this variety of meetings.

For anyone toying with the idea of entering motor racing I am currently putting together an Appendix J kit. This would include a club entry form, cams entry form (including licence and log book), contact details of the organisers of the race meetings and a copy of the Group Nb rules to assist with correct car preparation. This hopefully will make entry into racing a little less formidable.

Another topic of discussion at the last Committee meeting was the proposal for a Division 2 series including Group Na. To make it a bit fairer for the Na boys we would run with open diffs and the same tyres.

This sounds like some tyre smoking sideways fun. We could run it over 3 club race meetings with a trophy for the series. How do you feel about this - please let me know?

Hope to see you on Tuesday night and if you know anyone interested in getting into Appendix J racing, give them my number and I will happily send them a starter kit.



- Phil

PADDOCK TALK

New EO appointment

Queensland's Carl Stecker has been appointed the Historic Commissions Advisor on Group N eligibility. As the new National Eligibility Office, Stecker replaces the departing Paul Burchall.



Big Winton Historic

Winton's Historic meeting scheduled for May 23 is looking pretty impressive. At the time of this publication wrapping up and going to press, 61 entries have been confirmed with a smattering of interstates. It is likely that the category will run in two groups, for fast and slow.



Crowd loved it

Independent reports from Sandown suggested Group N was a popular act at the Shell Australian Touring Car round. On an unseasonably warm late April Sunday, the big crowd gave the Classics a rousing ovation during and at the culmination of each of their three races.

The Victorian powers had knocked back the opportunity to run at Phillip Island a fortnight earlier, thrusting an all-out effort on Sandown. It is hoped that worthy effort could see the category being invited back in September as a support to the Sandown 500.



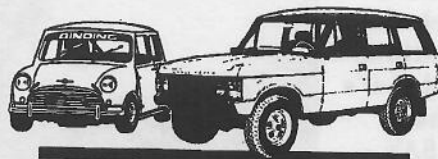
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AROUND THE TRAPS - racing

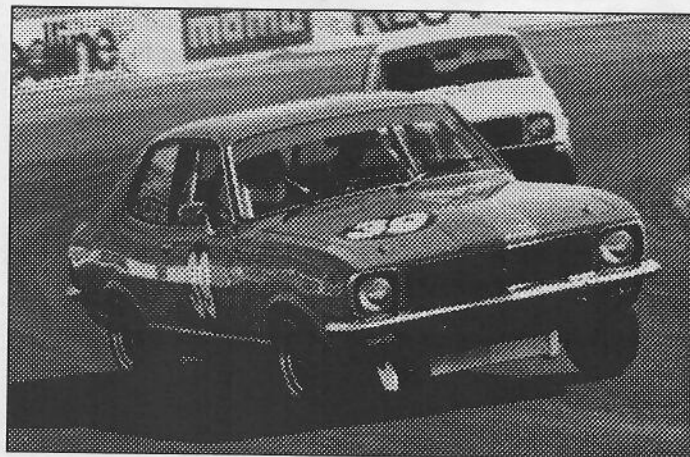
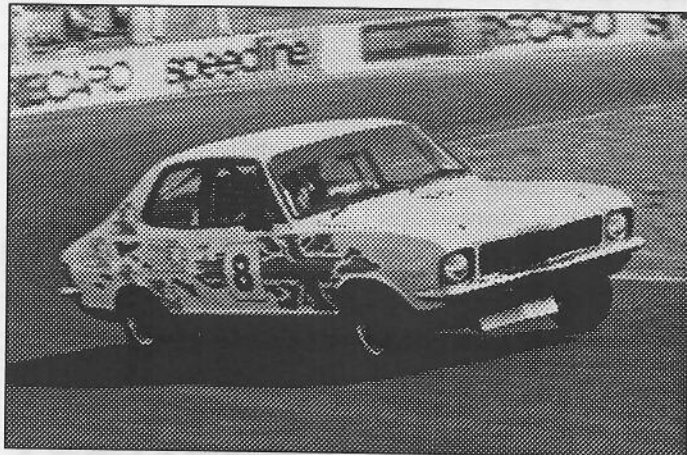
Oran Park Supertrucks - April 19-20 - Auto Fever Rd 1

Having a potent 351 V8 nestling under the bonnet gave Peter O'Brien a decisive edge as he steered his Falcon to three wins from as many starts in the first round of the Auto Fever series. In each case the Nc cars showed the way, a gaggle of Toranas chasing the rapid Ford in each heat at the opening



Alan Heath in his Mustang.

Then followed Greg Toepfer, Mike Dyer and the Minis of Dave Beveridge and Bob Asher. Behind the Mini came Robert Tebb, Andrew Smyrnis and Max Ullrich. Ray Bailey was next ahead of Bill Callan, Dennis Sargent, Brian Jessop, Barrie Brown, John Lyle, Allan Barrow, Bob Harris and Phil Windus in the Hillman Minx.



Supertruck round.

O'Brien produced his best qualifying time to take pole but missed a beat at the start of race one, allowing the XU-1s of Grant Elliot and Mick Glover through. Elliot led the first lap as O'Brien regathered to second.

Bruce Stewart successfully debuted his Torana for a share of the front row and pushed Glover to fourth ahead of Rod Stait's Falcon, Graham Russell and SA's



There was nothing surer that O'Brien would take the lead with his car's superior straight line speed and acceleration and that happened on lap three. Back in the pack, Russell lost his spot to the other V8 Fords at the same time and then shortly after Dyer and Toepfer took their dice past the Mini as well.

At the start of the second Elliot left away best of all while O'Brien faulted. But it was Stewart who emerged with the

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Graciously supplied the pictorial Auto Fever action



AROUND THE TRAPS - racing

lead. Glover joined them to make it a Torana one-two-three as O'Brien headed Heath, Dyer, Toepfer, Russell, Beveridge, Ullrich's Fairlane, and a slow starting Stait.

Heading the Ford chase was Asher from Sargent, Tebb, Lyle, Bailey, Fred Burley, Jessop, Smyrnis, Callan, Hart, Brown, Rob Ingram, Barrow, Harris and Windus.

O'Brien picked off the Toranas and maintained an edge for the remainder, Elliot being the easiest for he stopped mysteriously on lap three. Toepfer's EH passed the Torana of Dyer on lap two, then a smokey Heath on lap six.

For several laps, with Russell in tow, they exchanged places before the Mustang greeted the flag just ahead he fellow Nb competitors. Dyer was seventh just ahead of the advancing Stait and Beveridge. Tebb followed and Ullrich was pipped at the post by the Symmis' Mustang.

Stewart made a glorious start in the last but was stopped after an accident blocked the circuit at the first




corner. A hit from behind caused Toepfer to spin around into a head-on confrontation with Ullrich.

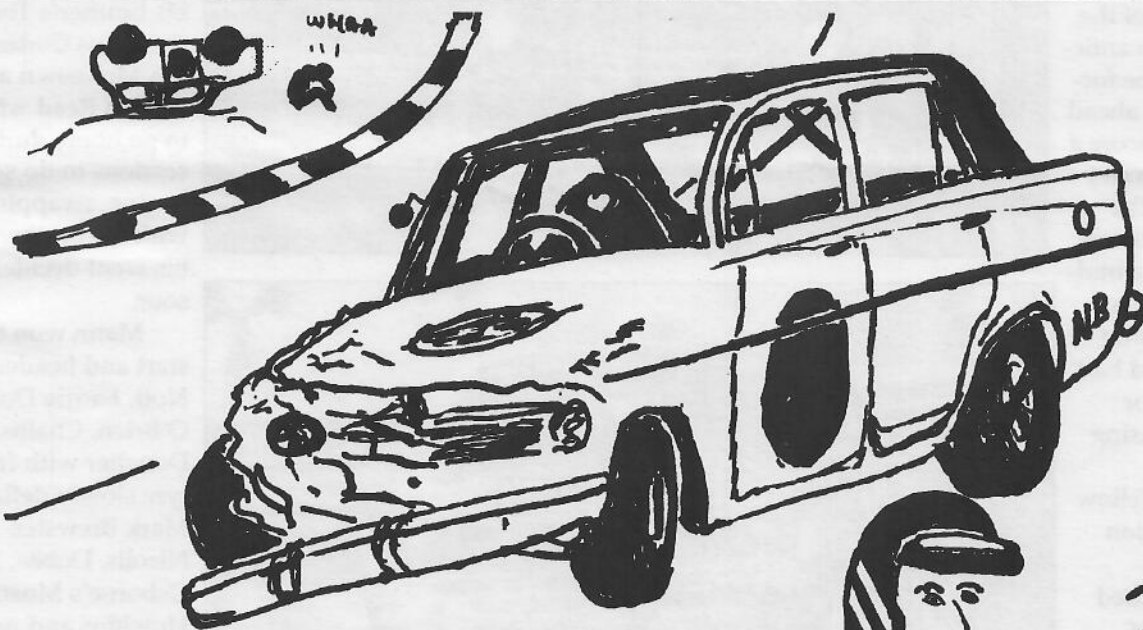
Asher's Mini was also slammed from behind and catapulted into the back of the Fairlane from where it bounced heavily into Ray Bailey's EH.

Low oil pressure ruled Stewart out of the restart

leaving Glover to bolt away to a good lead over Dyer, Stait and Elliot who came from the rear rounding up many negotiating the first corner.

O'Brien was next and soon displaced the Torana before the pair progressed to first and second ahead of Glover by the end of the race.

But the best dice was for fourth between Dyer, Russell and Stait. Ultimately it came down to the Mini and the Falcon as Dyer slipped behind and maintained a front row viewing seat, Stait ultimately getting the judges' decision. Beveridge was seventh ahead of Symmis and Tebb. 



"QUICK, GET SOME TAPE. THAT SHUNT HAS SHAKEN MOST OF THE BOG OUT!! WE'LL NEED TO COVER UP THE RUST HOLES BEFORE THE SCRUTINEERS SEE IT"

AROUND THE TRAPS - racing

Sandown Park - April 26-27 - SATCC Group N support



Sandown pictures by Chris MacGeorge

John Mann seems to have ironed out the bugs in his now Nc spec Ford Mustang and pulled off a stunning performance at Sandown on April 27.

Mann grabbed pole for the three Sunday races and then won the three five lappers. On each occasion he downed the Ford Falcon GTs of Peter O'Brien and Rian Nott.

The clash of the two was much anticipated with the former one tenth ahead in practice to score a place on the front row ahead of the rival Falcon. It was on a shoestring budget this particular weekend running old rubber, and had been pinged for noise twice during qualifying.

O'Brien's fellow NSW Association member Mick Donaher qualified fourth ahead of Trevor Talbot and Laurie Donaher in his debut outing in

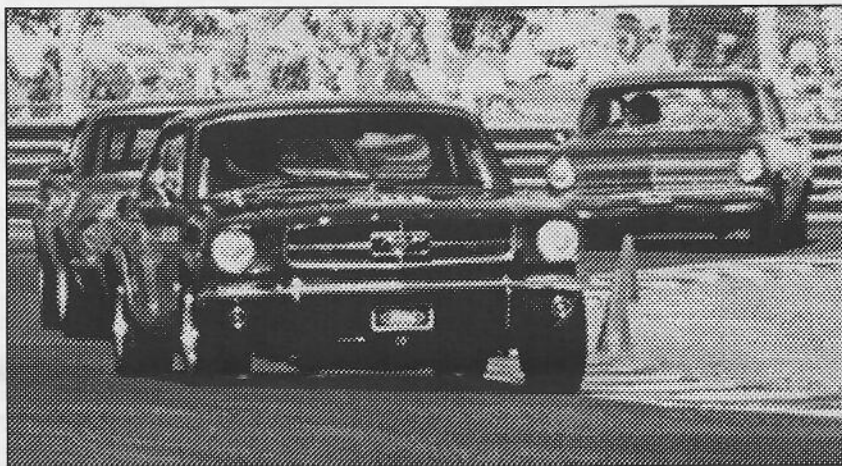
the Boss Mustang. Talbot was not able to take his place on the grid come Sunday for he crashed during the second qualifier.

NSW's Ray Challis posted the seventh quickest

time, pipping Mark Brewster in an XU-1 and Dubbo's Trevor Hutchins' Holden EH. Greg Nicolls rounded out the top ten, ahead of the Eddie Dobbs in his brother's Torana, the Lotus Cortina of Jim McKeown and Adrian Read who had to go home during the sessions to do some engine swapping with his brother when his went decidedly sour.

Mann won the start and headed Nott, Laurie Donaher, O'Brien, Challis, Mick Donaher with front tyre slowly deflating, Mark Brewster, Nicolls, Dobbs, Tony Osborne's Mustang, Hutchins and reigning Vic champion Ted Brewster.

As Mann pulled



AROUND THE TRAPS - racing

out a big lead, the NSW contingent were in trouble. Both the Donahers were in trouble, Mick pitting with a broken gear stick, and Laurie black flagged for leaking diff lubricant. Challis pulled out at the end of the straight with fuel woes.

Mann was a clear winner over Knott with O'Brien next. Then followed the Brewster Torana, Nicolls, Dobbs, McKeown and Ted Brewster.



The Falcons of Nott and O'Brien surged past Mann into the first corner of the second race relegating the Mustang to third for the first lap at least. Mark Brewster was fourth from Dobbs, Challis, Nicolls and Mick Donaher who had started from the rear of the grid. Then followed Hutchins, Ted Brewster and Laurie Donaher.

Knott and Mann went ahead on the second tour, but in their endeavours to beat each other, O'Brien slipped past the pair to lead across the line the second time. Mick Donaher's surge ceased when the oil filter came adrift and the harmonic balancer broke.

O'Brien had gotten away, but once Mann settled the score with Nott, the Mustang quickly made inroads, getting by with two laps to go. The ACT driver maintains second for the duration ahead of Nott. Laurie Donaher worked his way up to fourth but was ousted with fuel problems near the end.


Mark Brewster had already retired with gear shift problems and that enabled Challis to pick up fourth

ahead of Dobbs, Hutchins, McKeown, Ted Brewster, Adrian Read (now in his father Len's car after another engine failure) and Nicholls in tenth place.

Mann kicked the last off by going to O'Brien and letting the Falcon to head the field past the post the first time. O'Brien had second from Nott, Challis, Nicholls, Dobbs, the Donaher Mustang, Hutchins and

Mick Donaher again coming from the back (as too Mark Brewster).

The Donahers were the movers in the field, Laurie fifth at the halfway point, with Mick in hot pursuit. Mann was also gaining on the race leader. However when the Mustang hit fourth place the fuel problems again emerged, forcing Laurie Donaher out. Mick took the spot as Mann caught and passed O'Brien virtually in sight of the flag. The latter unfortunately delayed by the brake-troubled Valiant of John Brash. Challis completed a good weekend with fifth behind Nott and the Donaher Torana while Nicholls finished just a second ahead of Hutchins.

McKeown finished eighth, three seconds up on Adrian Read and Mark Brewster split by a bare four tenths while Ted Brewster was 1.5 seconds behind. After Dobbs, Les Walmsley was the first of the Cortinas, heading home the similar GTs of Domenic Leo, Mark Johnson, Drew Marget and Jeremy Mantello. 


- Yvette Donaher

ICS Classic Touring Car Championship - Great Britain

Donington - March 31

Fresh from last year's Ford Fiesta series, Jason Minshaw stepped into his father's Demon Tweek's Ford Mustang and recorded a resounding win at the opening round. He scooted away leaving the Chev Camaros of Dennis Clark and Peter Hall to decide the minors.


At the start Minshaw was beaten off by fellow Mustang driver John Young but was soon into the lead with faster exit speed from the esses. Young then had two subsequent spins at the Old Hairpin and Goddard and then put the car away with overheating problems.

The two ensuing Chevs were joined at intervals by Alan Minshaw in the Malibu before Clark grabbed second in the latter stages. Debuting in the category Geoff Kimber-Smith took the ex-Nick Stagg Lotus Cortina to a class victory ahead of George Bryan and Norman Ricketts. Nick Swift's Mini took the small class after Graham Churchill blew an engine just after the start. 

Silverstone - April 20

It was described as one of the best races ever when Dennis Clark steered his Chev Camaro to victory in round two of the TOCA supports series. In damp qualifying, giant killer Nick Swift put his Mini Cooper S on the pole inside George Bryan's Lotus and ahead of Jason Minshaw and Graham Churchill.

Minshaw's Mustang was advantagous in the dry race start, storming ahead but spinning at Becketts, then again at Abbey. Alan Minshaw, driving Dennis Leech's Camaro, took over for the next five laps. He was hounded by Clark, the issue being resolved with a fairly major engine detonation by the leader.

Clark was fortunate not go off himself with the amount of oil around, also doing well to keep the Mustang of John Young at bay. Andy Bacon and Peter Hall were also close while Churchill narrowly took the Mini honors as Byran also scored class success. 

PADDOCK TALK

Engines stop some

Expected to be at Oran Park for the Auto Fever opener, both Paul Axiak and Ross Donnelley encountered engine dramas and could not run their respective Nc Monaro and Mustang. Both were out on the Friday prior to the meeting, the former lumbering around in an unhappy Holden while the latter at least got some competitive laps in, at the helm of Andrew Symmis' Mustang. He was positive about the car citing suspension as the major target for future development. J

In Victoria also

Torana driver Ian Jones was unable to compete the weekend before last at Sandown because his engine was undergoing a Tait refit. Likewise the Mustang of Stephen O'Neill which also undertaking on an engine refurbishment. The Youlden Monaro has not been sighted since Calder last year and one thinks it would need considerable attention to match the pace of the current stock of Nc Ford Mustangs and Falcons. After blowing them to the weeds at Phillip Island, Graham

Hunt was another significant absentee. The pressure of business, ie President Ford, meant the new Nc Mustang remained at home for the weekend. J

Pacer on way

It is understood Ray Harrison E49 Valiant Charger is not all that far away. The car is being readied by Ernie Martinez whose Nc BMW was unveiled at Phillip Island a little while ago. It was an impressive debut for the new car particularly in the final damp race. The new car has yet to receive a locked differential and its close ratio five-speed gearbox. J

Race in honour

The West Australian venture for Group N runners at the round of the V8 Supercars series has been given further status by being tagged the Neptune Cup. This is significant as it celebrates the 30th anniversary of the last appearance of the famous Neptune-Trident team of the '60s which comprised Norm Beechey, Jim McKeown and Peter Manton. J

RECENT RACING DETAILS

DONNINGTON March 31 ICS CLASSIC TOURING CAR CHAMPIONSHIP Rd 1 (10 laps): Jason Minshaw (Ford Mustang) 18:45.979 1, Dennis Clark (Chevrolet Camaro) 18:48.478 2, Peter Hall (Camaro) 3, Allan Minshaw (Camaro) 4, Andy Bacon (Camaro) 5. Fastest Lap: Jason Minshaw (1:50.629).

ORAN PARK April 12-13 NSWRC*

Race One (4 laps): Garry Smart (Ford Cortina GT) 6:09.3260, Wes Anderson (Alfa Giulia T1) 6:09.5765, Rod Brincat (Cortina GT) 6:13.2202, Andrew Pursey (Morris Oxford) 7:05.3141, Dean Wesley (Holden FJ) 7:15.1454, Don Titcume (Morris Major) 7:21.2278.
Race Two (4 laps): Anderson 6:09.7536, Smart 6:09.9543, Brincat 6:10.2064, Wesley 6:58.4923, Pursey 7:01.6534, Don Titcume 7:20.7950.
Race Three (8 laps): Smart 12:11.885, Anderson 12:14.8741, Brincat 12:35.8181, Pursey 7 laps, Wesley 7 laps, Titcume 7 laps.
Race Four (4 laps): Anderson 6:08.3814, Smart 6:08.6828, Brincat 6:09.0929, Wesley 6:59.6042, Pursey 7:01.2996, Titcume 7:24.6620.
 * On this program Group N was mixed in with the V8 Commodore/Street Sedan category. Therefore only Group N are listed in our results.

ORAN PARK - April 19-20 AUTO FEVER SERIES

Qualifying: Peter O'Brien (Ford Falcon XY GT) 0:49.4910, Grant Elliot (Holden Torana GTR XU-1) 50.7116, Bruce Stewart (XU-1) 50.8226, Mick Glover (XU-1) 51.1989, Graham Russell (Austin Mini Cooper S) 51.3806, Rodney Stait (Falcon GT) 51.7295, Brian Jessop (XU-1) 51.7425, Alan Heath (Ford Mustang) 51.8522, Greg Toepfer (Holden EH) 51.8848, Mike Dyer (XU-1) 52.0720, David Beveridge (Morris Mini Cooper S) 52.5214, Robert Tebb (XU-1) 52.6095, Andrew Smyrnis (Mustang) 52.6109, Bob Asher (Cooper S) 52.8615, Denis Sargent (XU-1) 53.8977, Fred Burley (Cooper S) 54.1089, Max Ullrich (Ford Fairlane) 54.2358, Bill Callan (Vauxhall Velox) 54.3465, Ray Bailey (Holden EH) 54.6336, Barrie Brown (Cooper S) 55.1564, John Lyle (Lotus Cortina) 55.8944, Graeme Hart (Holden EH) 56.7033, Robert Ingram (Lotus Cortina) 57.0144, Alan Barrow (Holden FJ) 57.3679, Bob Harris (Holden 48/215) 58.2526, Phil Windus (Hillman Minx) 1:01.0554.
Race One (5 laps): O'Brien (4:22.0261) 1, Elliot (4:24.6553) 2, Stewart (4:25.3455) 3, Glover (4:30.3679) 4, Heath (4:33.1783) 5, Stait (4:35.1960) 6, Dyer (4:35.8552) 7, Toepfer (4:36.4027) 8, Russell (4:36.7808) 9, Beveridge (4:37.4234) 10, Asher 11, Smyrnis 12, Tebb 13, Ullrich 14, Callan 15, Bailey 16, Sargent 17, Jessop 18, Ingram 19, Brown 20, Hart 21, Lyle 22, Barrow 23, Harris 24, Windus 25, Burley DNF.
Race Two (8 laps): O'Brien (6:55.2345) 1, Stewart (6:59.9510) 2, Glover (7:03.5235) 3, Heath (7:10.8063) 4, Toepfer (7:11.1123) 5, Russell (7:11.4374) 6, Dyer (7:14.9601) 7, Stait (7:15.3567) 8, Beveridge (7:21.2561) 9, Tebb (7:27.0586) 10, Asher 11, Smyrnis 12, Ullrich 13, Sargent 14, Lyle 15, Burley 16, Bailey 17, Hart 18, Brown 19, Barrow 20, Harris 21, Ingram 22, Windus 23, Jessop DNF, Elliot DNF, Callan DNF.
Race Three (10 laps): O'Brien (8:36.5119) 1, Elliot (8:38.3543) 2, Glover (8:38.8659) 3, Stait (8:49.6063) 4, Russell (8:50.0650) 5, Dyer (8:51.1015) 6, Beveridge (9:01.4326) 7, Smyrnis (9:01.6403) 8, Tebb (9:03.5180) 9, Sargent

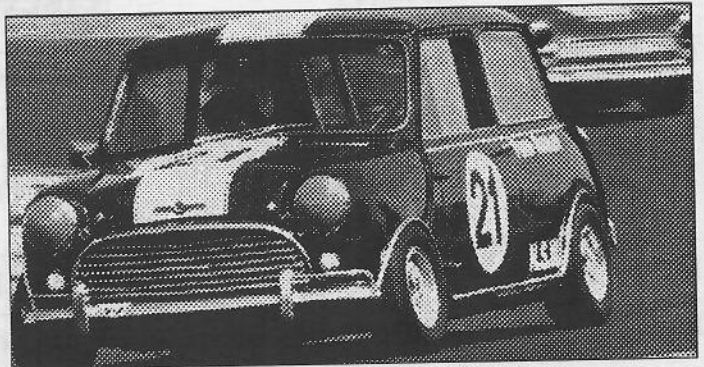
(9:16.9073) 10, Ingram 11, Hart 12, Brown 13, Barrow 14, Harris 15, Windus DNF.

SILVERSTONE APRIL 20 - ICS CLASSIC TOURING CAR CHAMPIONSHIP Rd 2 (10 laps): Dennis Clark (Chev Camaro) 16:37.094 1, John Young (Ford Mustang) 16:37.094 2, Andy Bacon (Camaro) 3, Peter Hall (Camaro) 4, Jason Minshaw (Mustang) 5, George Bryan (Lotus Cortina) 6. Class winners: Clark, Bryan, Graham Churchill (Mini Cooper S). Fastest lap: Alan Minshaw (Camaro) 1:34.636; Bryan (1:39.525); Nick Swift (Cooper S) 1:40.015.

SANDOWN April 26-27 Shell Australian Touring Car Championship support

Qualifying: John Mann (Ford Mustang) 1:24.8103, Peter O'Brien (Ford Falcon XY) 1:25.2765, Rian Nott (Falcon XY GTHO) 1:25.3713, Michael Donaher (Holden Torana GTR XU-1) 1:26.7745, Trevor Talbot (XU-1) 1:27.4111, Laurie Donaher (Mustang) 1:28.0185, Ray Challis (XU-1) 1:30.1896, Mark Brewster (XU-1) 1:30.8320, Trevor Hutchins (Holden EH) 1:30.8751, Greg Nicholls (Ford Mustang) 1:31.5314, Eddie Dobbs (XU-1) 1:31.7156, Jim McKeown (Lotus Cortina) 1:31.9632, Adrian Read (Morris Cooper S) 1:32.5341, Graeme Hitchell (Ford Escort) 1:33.4395, Tony Osborne (Mustang) 1:33.4619, Ted Brewster (Cooper S) 1:33.5215, Domenic Leo (Ford Cortina GT) 1:34.4061, Mark Johnson (Cortina GT) 1:35.9588, Drew Marget (Cortina GT) 1:36.4925, Les Walmsley (Cortina GT) 1:37.7815, Jeremy Mantello (Cortina GT) 1:38.0601, George Opoizynski (Volvo 122) 1:38.0610, Chris Ralph (Cortina GT) 1:38.8123, John Brash (Valiant VG Pacer) 1:44.1023, Liam Reed (Cortina GT) 1:44.2843, Michael Stupka (Hillman Imp) 1:53.0786.
Race One (5 laps): Mann (7:22.6845) 1, Nott (7:24.9683) 2, O'Brien (7:28.5759) 3, M Brewster (7:51.9053) 4, Nicholls (7:52.0715) 5, Dobbs (8:00.4080) 6, Mckeown (8:09.1944) 7, T Brewster (8:15.7983) 8, Leo (8:16.8930) 9, Johnson (8:19.4456) 10, Walmsley 11, Marget 12, Mantello 13, Opoizynski 14, L Reed (4 laps) 15, Brash 16, Stupka 17, L Donaher (3 laps) DNF, Osborne DNF, Challis (2 laps) DNF, M Donaher DNF, Hutchins (1 lap) DNF, A Read DNF. Fastest lap: Mann (1:25.7859).
Race Two (5 laps): Mann (7:21.4472) 1, O'Brien (7:22.5216) 2, Nott (7:26.5048) 3, Challis (7:56.7339) 4, Dobbs (7:57.9146) 5, Hutchins (7:58.6138) 6, Mckeown (8:08.3211) 7, T Brewster (8:10.8586) 8, A Read (8:11.4444) 9, Nicholls (8:23.7107) 10, Marget (8:25.7383) 11, Johnson 12, Walmsley 13, Opoizynski 14, Mantello 15, Leo (4 laps) 16, L Reed 17, Stupka 18, Brash 19, L Donaher (3 laps) DNF, M Brewster (2 laps) DNF, Osborne DNF, M Donaher (1 lap) DNF, Ralph DNF. Fastest lap: Mann (1:24.6706).
Race Three (5 laps): Mann (7:17.8669) 1, O'Brien (7:18.5884) 2, Nott (7:22.3121) 3, M Donaher (7:43.0777) 4, Challis (7:45.8179) 5, Nicholls (7:52.8594) 6, Hutchins (7:53.7812) 7, Mckeown (7:57.2360) 8, A Read (8:00.3703) 9, M Brewster (8:00.7041) 10, T Brewster 11, Dobbs 12, Walmsley 13, Leo 14, Johnson 15, Marget 16, Mantello 17, Opoizynski 18, Reed 19, Brash 20, Stupka 21, L Donaher DNF, Ralph (1 lap) DNF. Fastest lap: Mann (1:24.9584).

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CLASSIFIEDS

CARS FOR SALE

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

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

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

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

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CARS FOR SALE

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

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

CALENDAR UPDATE

DATE	EVENT	CIRCUIT	PROMOTER	RESTRICTION
January 25-26	Historic	Amaroo	HSRCA	B and C
February 23	Club meeting	Eastern Creek	ARDC	A and B
March 2	Wedel Holding Marketing	Oran Park	NSWRRC	A
March 16	Historic	Phillip Island		All
March 23	Historic Pre '60	Wakefield Park		A and B
April 12	Club meeting	Oran Park GP	NSWRRC	A
April 19-20	Auto Fever Truck series Rd 1	Oran Park	OPMS	B and C
May 4	Ultra Tune Hurstville V8 series Rd 1	Amaroo	ARDC	B and C
May 25	Historic Winton	Winton	VOC	All
June 1	Club meeting	Oran Park	NSWRRC	A and B
June 7-8	Auto Fever Trans Tasman series Rd 2	Oran Park	OPMS	B and C
June 22*	Jolly Roger Marine V8 series Rd 2	Eastern Creek	ARDC	B and C
July 5-6	Historic	Lakeside	Q'LD	All
July 5-6	Tintop	Wakefield	Wakefield	A
July 5-6	Shell ATCC	Barbegello		B and C
August 2-3	Shell ATCC	Oran Park GP	OPMS	B and C
August 24	Padstow Printing Club meeting	Oran Park	NSWRRC	All
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
October 26-27	Historic	Sandown	VIC	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 22-23	Historic	Wakefield	HSRCA	All
November 30	Cabramatta Auto Electrical Club meeting	Oran Park	NSWRRC	A and B
December 7*	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

* To be confirmed

1997 POINTSCORES

AUTO FEVER Oran Park Series

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

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

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GROUP Na

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

GROUP Nb

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

GROUP Na

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

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First round winner Peter O'Brien leads Grant Elliot

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