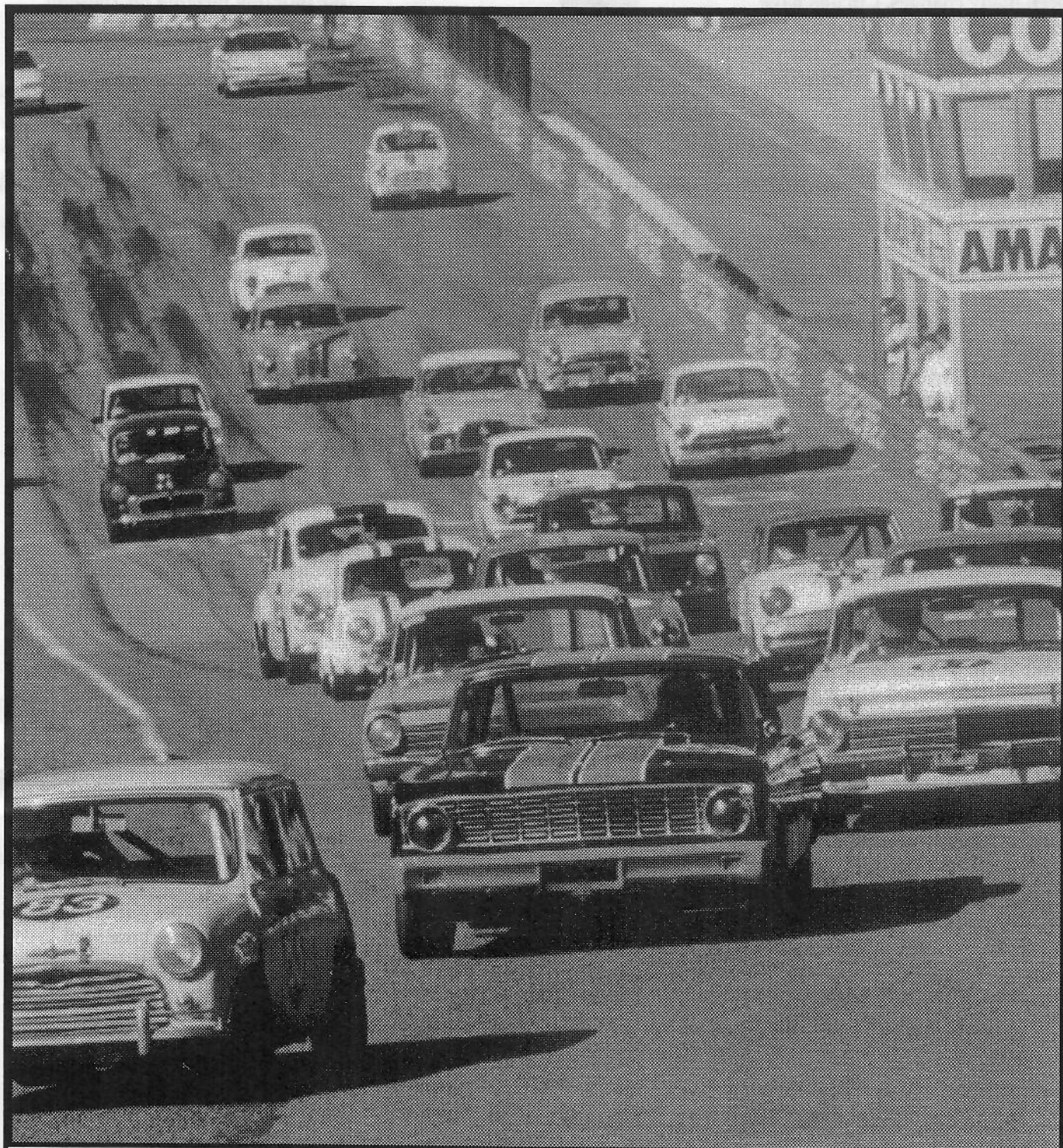


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Newsletter of the Appendix J Association of NSW Inc



ANNUAL GENERAL MEETING

Tuesday October 6, 7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

As this will be my last report as President, perhaps it is an appropriate time to reflect on our immediate past. It has indeed been an honour for me to serve as your President over the last three years.

I have been part of the committee for nearly six years now and during that period there have been many changes. Circuits have come and gone, promoters have come and gone, there have been changes in 5th Category administration and rules. In fact the whole face of motor sport in this country has changed considerably during that time. Even in our own category we have in fact added two new categories and extended our historic period from 1964 to 1972. This has given us a challenging period attempting to integrate those newer additions harmoniously.

Despite the addition of the potentially higher profile Nc category, Nb has managed to hold it's own and is in fact still the largest of the three categories with over fifty competitors on the 1998 pointscore. Shortly after I joined the committee, several others and I identified some things we could implement to move forward in these challenging times and secure the future for the club. It is perhaps a good time to review how successful we have been.

By any standards the club is in a healthy position. Our membership over the past three years has almost doubled to be around the two hundred mark rather than nearer one hundred. During that same time we have integrated both Na and Nc into our fold. It is interesting to note that nowhere outside NSW does Na really exist and yet we have nearly a dozen Na cars, and talk of more. Nc should be able to field a full field for their division in the coming year, in fact we have already had the largest group of Nc cars in the country entered for one race meeting at twenty. On top of all this we have had excellent attendances at all manner of functions such as general meetings, presentations, race meetings and social gatherings.

The relationship we have had with our sister 5th Category club in NSW, the HSRCA has improved considerably over the period to the point where we have combined the trophy presentations at the last two HSRCA meetings and our club enjoys a respectability with the 5th Category not seen before.

Our monthly magazine, thanks to the efforts of Greg Neal in the early stages and then Garry O'Brien keeps not only our own members in touch with what is going on but is sought after in other states as a communication

tool for the category nationally. For three years it has arrived in your mail box on time to remind you of the monthly meeting on Tuesday night and is no doubt one of the reasons our monthly meetings are so well attended. But on top of that it informs ALL members of what is happening with OUR club and gives you the opportunity to have YOUR input even if you cannot, or choose not to attend the monthly meetings.

Recent work done to re-establish the National organisation that had fallen by the wayside has seen the establishment of the AHTCA. Unlike it's predecessor, the HTCAA, the AHTCA has been recognised by both the Historic Commission and CAMS as the national voice of Group N. In the past, CAMS and the Commission

were approached on an ad hoc basis and many decisions were made which were only the views of a minority rather than the Group N community as a whole. So for the first time in our history we have the mechanism in place that allows us all to take part in determining our future. Recent appointments to the Historic Commission demonstrate their commitment with no fewer than three of the ten-man team being drawn from Group N ranks.

On the competition front we have appeared at the Oran Park Truck series which has only got bigger and better over the period with more prizes than ever seen before for our category. We attended the last ever AGP meeting in Adelaide as a support category. We have enjoyed unprecedented representation at Historic meetings. We had just the best presentation at Bathurst by none other than Sir Jack Brabham. We secured the Brian Muir lap board as a perpetual trophy and enjoyed the company of Bruce McPhee to present it. We extended our Oran Park facility and have regular BBQ presentations at most meetings. And the list goes on!

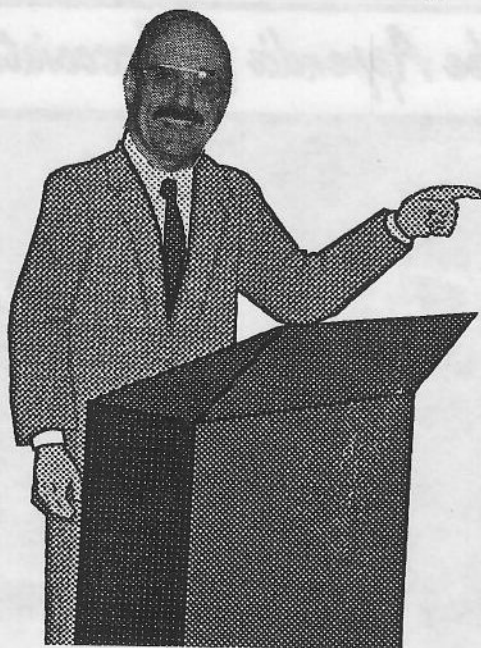
I would like to extend my thanks to those who worked so hard and helped bring all these things about. It is as a result of those efforts that we can look forward to the future as a well disciplined group of motor racers and members of a well respected motor sporting club.

On Tuesday evening a new committee will be nominated and voted upon and it requires you to think very carefully about the future of our club. I believe all members, regardless of their car or category deserve equal representation and hope that I have been able to accomplish that during my term. My hope is that it will continue in the future.

Until Tuesday night,



- Regards Bob



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**November issue DEADLINE
is Friday October 23**

CONTENTS

FRONT COVER - Amaroo Park is no more but Group N was there to signal its closure with one of the best dices ever seen on the tight and twisty Annangrove circuit.

| | |
|--|-------|
| PRESIDENT'S REPORT - farewell from the chief . . . | 2 |
| NEWS - things you should know | 4-5 |
| GENERAL MEETING MINUTES | 6-7 |
| MAILBOX | 7-8 |
| ELIGIBILITY | 8 |
| CAT CHAT - within the groups | 9 |
| RACING - farewell to Amaroo | 10-11 |
| RACING - eastern creek group one | 12-13 |
| RACING - and group two | 14-15 |
| THE BRITISH SCENE - its origins | 16 |
| THE BRITISH SCENE - and now | 17 |
| POINTSCORE - who's where in the groups | 18 |
| NET NEWS - talk with the world | 19 |
| CLASSIFIEDS - up for grabs | 20-21 |
| RACE DETAILS - in full | 21-22 |
| RACING - mallala masters | 22-23 |
| OVER THE HILL - from a climbing perspective . . | 23 |
| 1998 CALENDAR - phew! a busy year | 24 |

Important Date and Venue Change

**Annual Presentation and
Dinner Dance**

**Five Dock RSL Memorial Bowling Club,
November 28**

**Tickets available from Anne Bailey,
Phone (02) 9452 2242**

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

Tribute to racing great

THE 120 AVAILABLE places sold out in just three days leaving many who wanted to be in attendance unable to. Looking at the array of motor sport identities there, it was easy to see why.

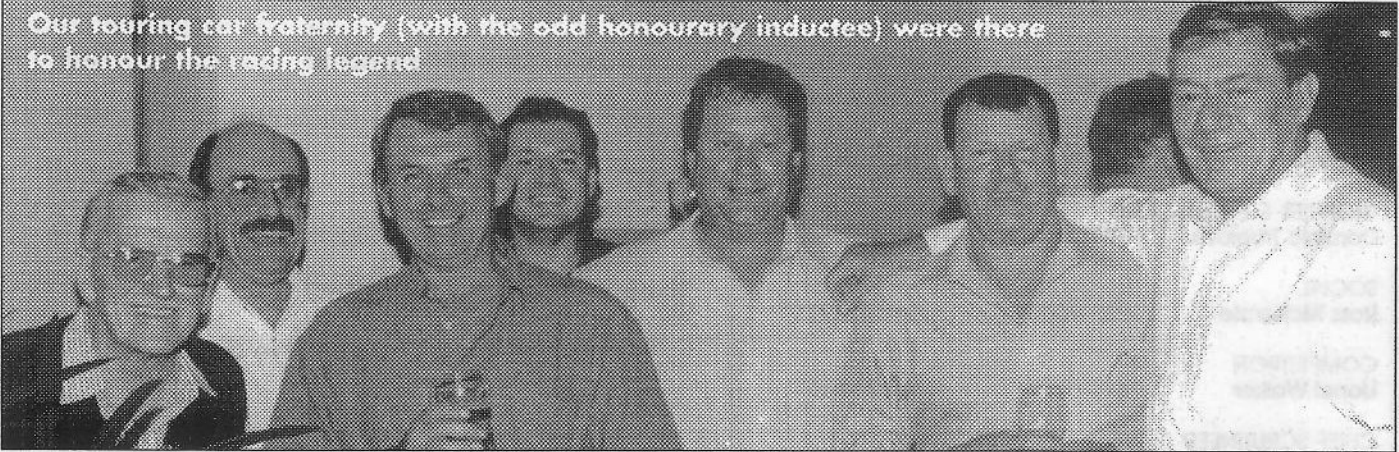
Those who took the microphone to recount memories of Kevin Bartlett included Niel Allen, Brian Foley, Colin Bond, Warwick Brown, John Leffler, Peter Molloy, Jon Davison, John Medley and Shell's Arch White. Even an old girlfriend told amusing tales of Kevin's younger days! Many of the speakers paid tribute to Kevin's wife Rana, one describing her as motor racing's "perfect

wife." Judy Muir and Cheryl Riley reminded the gathering of fun times with the "Downunder Doghouse Club", an organisation of motor racing's wives and girlfriends who arranged charity do's and dances in the sixties and seventies.

HSRCA's Peter Mohr, MC for the night read congratulatory messages from many including Sir Jack Brabham and Kerry Packer.

Kevin spoke of his fondness of racing cars and his unfulfilled desire to drive in F1. He remembered fondly the friendships formed in an era so different from the cut and thrust of motor racing today. J

Our touring car fraternity (with the odd honorary inductee) were there to honour the racing legend



Photography by Peter Scheil

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AROUND THE TRAPS - news

Election platform

WITH THE COMMITTEE elections on Tuesday, Action-Line made available space for candidates to put their particular case forward. Only Andrew Pursey who is running for President, has taken the opportunity to state his position. His words follow

I don't believe in hidden agendas, so here is my view of the world.

I'm 51 and I've been involved in motorsport activities (racing, rallies, autotest, production car trials) in various capacities (competitor, official, organiser) since the mid 60s, both here and in the UK.

I see Group N as a Historic 5th Category Group, which means that we stay under the auspices of the Historic Commission and observe their directions. This would include adhering to the no advertising rule (and I do not support exceptions to this rule), etc.

With the honourable exception of a few original period cars, the great majority of Group N cars have no in-period racing history and have been built subsequent to the period that they represent. Let the original cars run as they were, but let the subsequent build cars run within a tightly controlled set of regulations covering specifications that limit car performance and encourage driver skill.

With the introduction of Groups Na and Nc I think that the title Appendix J in our Club name is past its use by date and I would prefer to see a change of name to something such as Historic Touring Car Association of NSW.

In the near future I believe that the CAMS will transfer Group C Touring Cars into the 5th Category. I fully support this move as I believe it will help to preserve cars with a genuine racing history, and, I would like to see these cars actively involved in our Club (even more so with my views on a name change) as I think that our Club must continue to be the premier historic tin top club in Australia.

Finally, I believe that all members of this Club must play an active role within the Club to ensure that we remain viable. If elected, I will be seeking to encourage more members to join small task groups so that more people can contribute to our activities without having to face the full load of Committee membership.

Thank you.

- Andrew Pursey

Points struggle

DUE TO THE Committee's pointscore caretaker, Dominic Truelove being away on the round Australia Safari, the pointscore has not been updated with the Eastern Creek Historic. At the time of press the points take in the Goodbye Amaroo meeting of August 23 and Action-Line will be up to date by the November issue.

Bill Dixon's Na lead is being whittled away by Bruce Smith, while Nb Div II's Ken Ballantyne and Doug Westwood are closing on Phil Barrow. Nb Div I is where things are very tight with less than three points between Steve Mason and Greig Malaure.

Eastern Creek thanks

"WHAT WOULD WE have done without the tireless helpers at Rosco's Bar and Grill?" posed NSW Appendix J President Bob Asher. "The recent Eastern Creek HSRCA meeting was our biggest and best yet and the same names come up again and again," he said, as he earmarked a special thanks to Don Titcume.

Don was responsible for organising the liquor licence, a job in itself that took a concerted effort, and then he backed up for bar duty.

"A million thanks Don from all in the club and I can't leave out Rosco and Jodi!" Asher said, also thanking Sandra Titcume, Bob and Jenny Adams, Brian and Carol Jessop, Ross and Necia Muller, David Grieg who is not even a member, just a helper, Phil Windus, and Dave Proban.

"Without the help of these wonderful people we would not have been able to have the great gathering at Eastern Creek that so many enjoyed, Thank you all!" he added.

Trophy acknowledgement

Through club president Bob Asher, the Appendix J Association of NSW has acknowledge the supply of trophies for the Eastern Creek Historic. "Ross Donnelley from Jolly Roger Marine was responsible and our special thanks are due to him. Many thanks Ross!"



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MEMBERSHIP PRICE STRUCTURE APPLIES

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, September 1, 1998

Meeting commenced at 8.20 pm.

Apologies

A. Huxley, P. Rodenhuis, B. Smith, D. Truelove, S. Fowler, W. Clifton.

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

Correspondence Inward

- Entry forms for Matthara Hill Climb.
- Invitation to join other car clubs at Eastern Creek on October 11 in aid of children with cancer.
- Application form from Derek Smith.

Correspondence Outwards

- Letter to R. Donnelly
- Letter to A. Smyrnis

Presidents Report

- Reminder that elections are to be held next month and nomination forms are contained in the magazine.
- Successful Oran Park historic meeting with good racing over both divisions. Presentation held in our area by HSRCA well attended and received. Everyone seemed to enjoy hospitality and BBQ.
- Those that attended the last race meeting at Amaroo

reported a most nostalgic event with good racing and atmosphere. Demolition of the garages has commenced and the track has been blocked.

- Received telephone call from Colin Osborne, board member from CAMS thanking club for complimentary magazine, which is always good reading.
- Alterations that were approved at last months meeting on the proposed changes to the Nc regulations were incorporated in the printing of that proposal in this months magazine. A further meeting of the sub-committee had been held during the month but there had been no further proposals received from members for the sub-committee to consider. One proposal had been handed to the sub-committee this evening. Comments were requested on the review from the meeting but none were received.
- The last aborted State Council meeting has not as yet been re-scheduled.

Treasurers Report

- Balance at bank \$2854.70 plus \$7000 IBD
- Payments for advertising still coming in.
- Liquor licence for meeting at Eastern Creek had been obtained but rules apply. Please be on best behaviour.

Public Relations

- Contact has been made with Greg Cox who is the replacement for Geoff Leeds at Oran Park Motorsport.
- Unfortunately "All-Torana Race" at the last Truck Meeting will not be able to proceed.
- Next years programme for OPMS at this stage undecided but further talks scheduled. Consideration may be given to commercial propositions next year.

Competition

- Next event is Eastern Creek Historic on September 12-13. Numbers are down on last year with 55 cars entered. Recent running of post 60 meeting may have had an influence. Two divisions running and there may be possibility of first all Nc race depending on late entries.

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MEETING MINUTES

- Now Amaroo has gone, the first Historic Meeting for 1999 will be held at Oran Park on February 6-7, 1999.

Point Score

- Point Score in magazine up to last Oran Park meeting.
- It was noted that more cars had competed in the point score this year than in 1997.

Category Representative

- Organised structure of dummy grid for Amaroo seemed to work. Will continue this approach for meetings where three categories are represented.

Social

- Eastern Creek BBQ organised.
- Tribute dinner for Kevin Bartlett. See Bob for reservations.
- Annual Presentation Dinner booked for November 14. It was noted that this was the same weekend as Bathurst. Committee to check date and alternatives.

General Business

- Regalia orders sent to supplier but not yet received.
- Raffle was drawn.
- Video screened.

Meeting closed at 10 pm.



MAILBOX

An open letter to members,
AS MOST PEOPLE would know, we participated in touring car racing during the years 1965-1972, the current Nc regulation period. For this reason I joined the Appendix J Association to re-enjoy those memorable times and the cars of that era.

Over the last twelve months, we have heard argument after argument over blocks, heads, rims etc. from current Nc competitors, and why they should be allowed to use these parts. I have also heard responses from the committee, which I must say have been both tolerant and well informed, on our place in the Fifth Category and how it must be protected, at all costs, to ensure our future viability. The committee has consistently looked to apply the "historic" banner to all of our undertakings in fielding sometimes quite hostile representations from members.

Of more recent times it appears that there are some sections of the Association who seem hell bent on removing this element of sanity from a committee which quite freely gives its time and efforts to manage our affairs. And for what? To allow more freedoms to their cars based upon a misguided view of historic precedence?

As one who competed in that era, I can assure you that cheating, outside the regulations, was just as alive

(Continued over page)

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MAILBOX

then as it is now. What was illegal then is still illegal and should not be used in any way, shape or form to illustrate historic precedent

Our committee is right in seeking to protect our future. Ask yourself why is it necessary to seek confrontation with the Historic Commission over such issues? What are the likely consequences of behaving in this manner? What have these people ever done for the Association and where are they going to lead not only the Nc competitors, but Nb and Na as well? Why would you believe their assertions over a committee with so many rungs on the board and such a track record?

I am not one who would normally be vocal in these situations but I believe we have a good club and would hate to see it ruined by a misguided approach. We all no doubt joined the Appendix J Association in the full knowledge that it was an historic motor racing club. We joined because we wanted to race our cars in that spirit. Why are some people wanting to change that, once a member?

I urge you to support the current committee's approach to preserve our future, and come along on election night to ensure that occurs.


- Mark Cortese
- Chris Cronan

IT IS A sad day when a race circuit closes - I remember the closure of Crystal Palace in London - and now we have lost Amaroo Park.

It is an even sadder day when the motorsport media in this country virtually ignores such a newsworthy event. Is it too much to expect that AA and MN might have given the final Amaroo race meeting some decent coverage? Just for once, could they not have given some attention to all the club racers who turned up there for a final run.

It is club motorsport that is the grassroots of motor racing in this country and just once maybe they could


Venue change

THE 1999 GUYRA GP is slated for April 17, but will likely be run at Uralla or, even Armidale. Further details are forthcoming. 

Tin Top turnout

MANY OF THE Group Nc competitors held a meeting on September 15 in Sydney, and formed a working committee to address the future Nc. Their concerns included the Regulations Draft, the lack of high-profile race meetings, and a greater Nc representative on the NSW committee.


Other areas discussed included doubts about the Oran Park Truck series next year, the National Championships at Lakeside next year, and advertising on cars at major events.

Entry forms were also on hand for the Historic Sandown to be held on October 24-25 where the largest entry of Nc cars yet seen is expected. 

have had some decent coverage.

Also, why was there no attempt by the media to say thank you to all the officials who have tirelessly toiled in all weathers to allow racers at all levels to enjoy their sport at Amaroo Park? So, on behalf of all Group N competitors, a very big thank you to all the officials for all your hard work over the years.

Congratulations to SBS Speedweek for covering the final Group N trophy race. I was down at Wakefield Park doing the commentary on the weekend when they showed our race, but fortunately I managed to catch up on the coverage a couple of days later.

Well done John "Cummo" Cummins and Chris Hones, plus the SBS crew, for covering more than just the front runners (a lesson here for certain other channels?). The race looked good on TV and was a good promotion for our Group, but the real buzz was actually racing at Amaroo Park for that one last time. 

- Andrew Pursey


ELIGIBILITY

FOR THOSE WHO are not aware of the roll cage changes intended for 1999 please take note. From January 1999, no new log books will be issued for cars fitted with roll cages of alloy construction.

If anyone has a car under construction that uses an alloy cage, and it will not be in a position to apply for a log book before the end of November, it will be necessary to take a series of photographs. These photos should show the stage of construction including the roll cage and then be forwarded them to me. Therefore when the log book is applied, I'll have proof that construction was well advanced at the time the roll cage ruling came into effect. This applies to cars currently being built that were started in the last twelve to eighteen months, rather than cars started many years ago but for one reason or another never finished.

So far I have not received a report on the inspection carried out at Eastern Creek of Nc cars. From all accounts the officers were reasonably happy with the outcomes and thanked those who participated for their co-operation. There was some discussion about cages and it is unfortunate that the document detailing some of the changes and the reasons for them has not been forthcoming from CAMS (after the matter was discussed some eighteen months ago).

Also overheard at Eastern Creek was discussion about those Autometer 5" Tachos with the shift lights. If anyone is using one please mount it below the wind-screen line and out of full view, as they are not popular with many in the 5th Category.

Recent additions to the tyre list were contained in CAMS bulletin B98/55, which allows the use of Dunlop D93J tyres for Na, Nb and Nc as well as Group S and that is effective from September. 

- Lloyd Cleaver

CAT CHAT

Let me start with some observations regarding the "Farewell to Amaroo" race meeting" run by the ARDC at Amaroo Park on August 22-23. We didn't get enough Group N entries to warrant a split grid and so we had to work out a solution that would still give all of our 33 entries a run on that weekend.

In the end I agreed with Brian Goulding of ARDC (Meeting Secretary) that it would be best to run Na and Nb together - this gave us 25 cars, which is the Group N grid limit for Amaroo. The eight Nc cars went into a combined sedans race and gave the others a run for their money! So, thanks to Brian and the ARDC for accommodating us to ensure that we all got a run.

The second point about Amaroo concerned the qualifying sessions for the Group N races. Within Na and Nb we had the full range of handling and performance extremes, Morris Major 1500 cc to Ford Falcon 4700 cc.

With a likely wet qualifying and the restricted visibility around certain parts of the circuit this could have posed problems. I therefore approached Steve Preece, Clerk of Course to request permission for us to "structure" our qualifying sessions - he agreed and the following briefing note was produced for Na and Nb drivers.

"Previous experience of running the extremes of Groups Na and Nb together has shown that there is a very big spread of performance and handling characteristics. This weekend the situation is also exacerbated by the fact that some of the really quick competitors have not run before with the slow cars, and, vice versa. Given that qualifying is "unstructured", in comparison to a race where you have a good idea on which lap lapping of slower cars is likely to commence, and, as we are likely to have wet qualifying sessions, it is suggested that we as a group of competitors organise the first couple of laps of each of our qualifying sessions. This idea was floated last Appendix J Club Night.

This matter has been discussed with the Clerk of Course and there is no objection to us adopting the following procedure.

When our qualifying sessions are called to the Dummy Grid, please form up in the sequence listed. Proceed out onto the circuit at a reduced pace to allow all cars plenty of time to get onto the track.

Maintain a moderate pace behind the lead car and do not overtake until you exit Stop Go Corner. Then accelerate up to your desired pace and overtake as

required - this should allow the quicker cars some clearer track before catching the slower cars, and, all of us should by then be "settled down"."

Most drivers seemed happy with the way it worked out as they were placed in a roughly seeded sequence, and, our first qualifying on a wickedly greasy track went extremely well. So, thanks to Steve Preece and his team for working with us on this aspect of making sure that we take a sensible approach to addressing risk.

Some may ask "What has it got to do with us?" Answer, plenty! It is all about relationships between competitors and officials in all motorsport locations - work with event organisers and their officials, and, treat them reasonably; that way we will get treated reasonably in return. We are all in a sport and the emphasis is in having fun as much as driving hard. The officials are all volunteers and without them we have no race meetings. Stropy competitors cause problems for us all, both on and off the track. Enough said and soapbox mode off.

Actually, it was pleasing to see a couple of our drivers doing their flag duty at the HSRCA all-Historic at Eastern Creek. What was even better was when Phil Windus then volunteered to help at various times on the Sunday as well. If you have some hours to spare at a race meeting maybe you could help in some way and gain an insight into the organisational side of a race meeting. I'm sure that you would find it interesting, informative and beneficial.

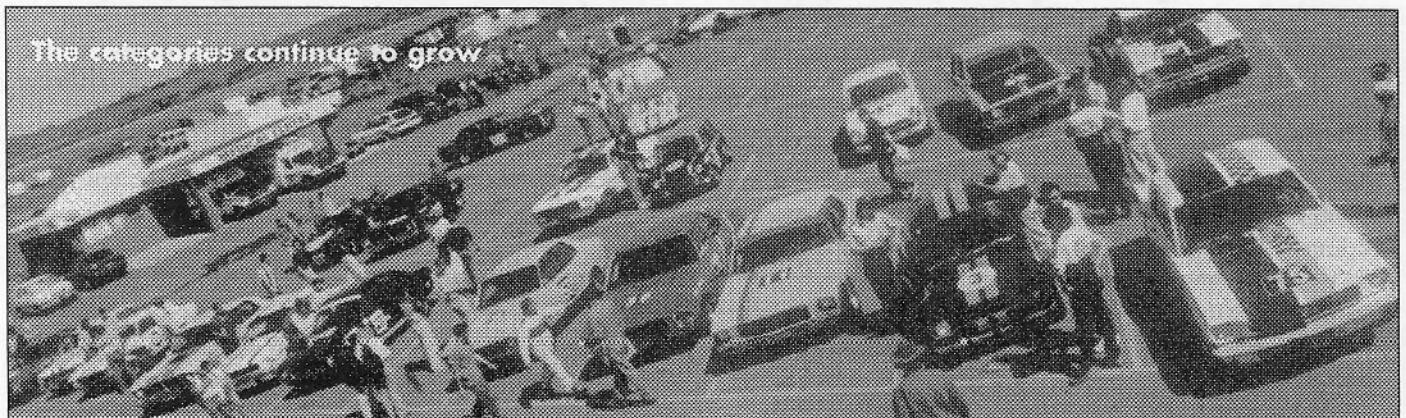
Talking about interesting events, I will refrain from commenting on the Federal Election, other than to say that I don't care who the winner is, just as long as all politicians stop playing party politics and instead concentrate on getting the economy moving. How much longer have we got to tolerate a bunch of total incompetents (applies to 95% of them everywhere) who can't organise their working environment properly, let alone organise the greater working environment?

That's it for this month, except to repeat my request for scuttlebutt, etc. New readers, please note that I am happy to receive any news of Group N that you wish to pass on for publication. Also, this column is always happy to receive feedback - preferably in the form of a glass of one of Australia's brilliant wines.

Keep on revving.



- Axeman



Photography by Georgie Arcus

AROUND THE TRAPS - racing

Goodbye Amaroo Park - August 22-23

The final meeting at Amaroo was a fitting venue for one of best lead dices ever seen, there or anywhere for that matter, as Alan Heath came over from Adelaide to do battle with Greig Malaure.

Qualifying
THE FIGHT FOR pole could not have been tighter. The faster times came from the drier second session where Cameron Tilley

snared pole in his Valiant S. At 59.6600 he just outpointed the quick Mini of Malaure while Heath was breathing right down their necks.

Steve Butchart settled on the outside of the second row with Ken Ballantyne's similar Holden EH and Doug Westwood's Cortina on row three. They were followed by Dominic Truelove, Chris Dubois, Rick Rogers and Stephen Clifton rounded out the top ten.

Phil Barrow was next in the FJ with Bob Boulter in Bill Callan's Vauxhall alongside. Then came Dave Probin, Rod Brincat, Aaron Gabriel and the first of the Na cars, the Zephyr of Paul Rodenhuis. Bruce Smith snuck ahead of Andrew Pursey while Phil Powell's time came in the first session as Chris Strode, Don Titcume and Arthur Huxley completed the line-up.

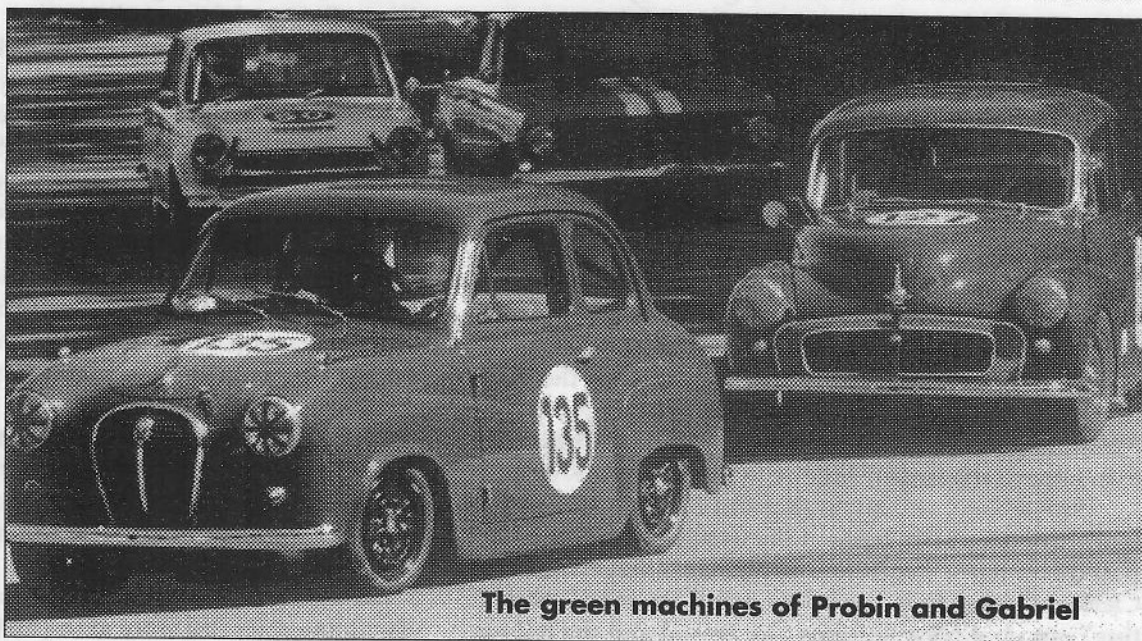
Race One (7 laps)

TILLEY TOOK COMMAND from the outset whereas Heath's fourth position behind Malaure and Butchart at the end of the first lap indicated a less than perfect opening stint. Ballantyne held fifth ahead of the Cortinas of Westwood and Truelove, Dubois in the Anglia and Rogers.

Barrow had improved a spot at Clifton's expense as Powell had progressed significantly to chase the pair in twelfth. Brincat was next from the green machines of Probin and Gabriel, Brincat, Rodenhuis, Boulter, Pursey, Smith and Titcume.

On the second lap the South Aussie Heath displaced Butchart suggesting the Falcon Sprint driver was all out to claim a top spot. Meanwhile Boulter relegated the leading Na car of Rodenhuis before Heath grabbed second two laps later. It was an eventful lap for Malaure had to pit before resuming in ninth, Dubois displaced Rogers as Powell did the same to Clifton and Brincat likewise on Gabriel.

For the rest of the race Tilley maintained control,



The green machines of Probin and Gabriel

Photography by Peter Schell

finishing almost three second in advance of Heath. The Holdens were next with Butchart clear of Ballantyne with Westwood next. Rogers reclaimed his spot ahead of Dubois but the Anglia driver not only struck back but also claimed Truelove's sixth.

Malaure managed to get one spot back while Powell finished tenth and Strode pushed Barrow back a further place. Clifton was next but Brincat's elevation ahead of Probin didn't last as Boulter shadowed them across the line ahead of Gabriel. Rodenhuis clearly won Na while it was fairly close between Pursey and Smith for second ahead of Titcume.

Race Two (12 laps)

THE POLESITTING VALIANT was sidelined as the grid formed up. At the start Malaure was best away but the superior power at Heath's disposal soon won through. But the Mini struck back at Stop/Go taking the laurels for the first lap as Butchart clung to the tail of the Falcon. They had dropped off Ballantyne who led Westwood, Dubois, Truelove and Clifton who would be passed on the next lap by Rogers.

Barrow held tenth ahead of Boulton who had the Cortinas of Strode and Powell bearing in quickly. Probin showed the way to Brincat and the Morris Minor of Gabriel as Rodenhuis again led Na with Pursey, Smith, Titcume and Huxley chasing, the latter retiring after two laps.

Heath had the lead at the end of the second lap but the race was far from over. In fact for the next ten laps the pair exchanged the front running on several occasions in what was, fittingly one of the best race duels ever seen at Amaroo.

Almost each time up the hill the Falcon's superior power would see it surge past but the nimble Mini was more than a match in the braking and cornering department. Each lap after the lead changed it became increas-

AROUND THE TRAPS - racing

ingly evident that Heath was struggling with grip, the Falcon getting sideways more often than not.

Yet Heath still managed to take the fight to the Malaure Mini. With two laps to go Heath again held the lead across the start finish, something he hadn't done since lap four, and this time he held on to win.

Butchart stuck with the two early but ultimately lagged nine seconds away third with a further seven seconds to Ballantyne. Behind fifth placed Westwood a three-way tussle between Dubois, Truelove and Rogers resulted in the latter coming out on top on the last lap and the Anglia driver relegated the Cortina.

Clifton finished not far ahead of Powell while Stode and Probin were the last to go the distance. Boulter accounted for Brincat, Barrow and Gabriel as Rodenhuis was well ahead of his Na opposition where Smith took second off Pursey with four laps to go, and Titcume was fourth in class.

Group Nc

IT WAS ORIGINALLY touted as possibly the first Nc exclusive event. But a decided lack of entries and a full



Malaure and Heath were seldom more than this far apart

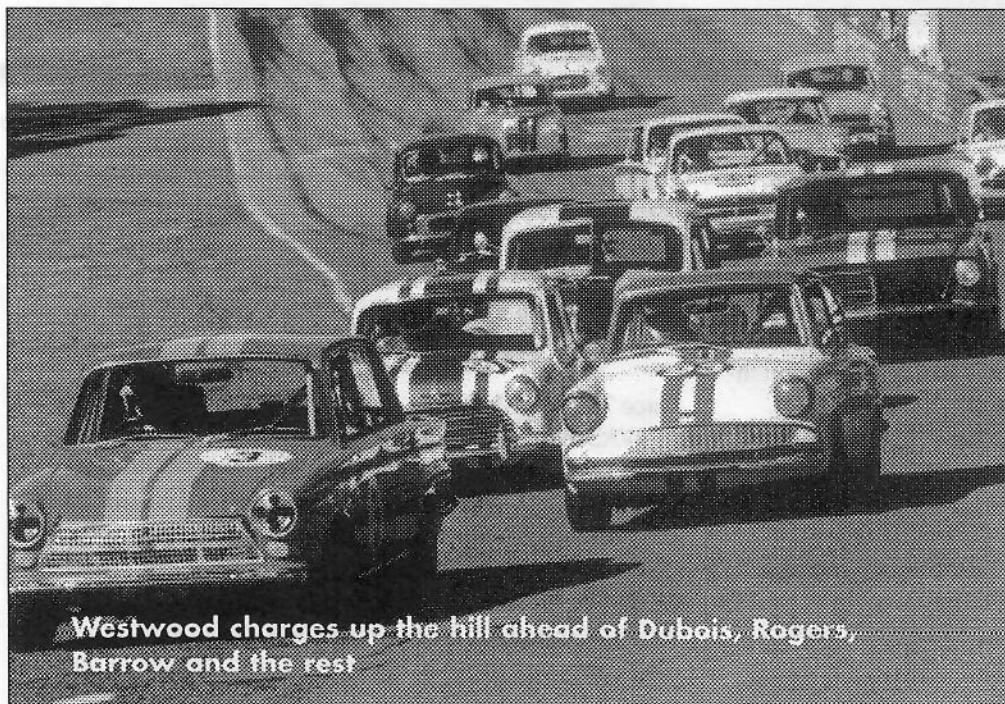
complement of Na/Nb vehicles meant that the newer generation of Group N cars were pushed into a combined category that included several sports sedans and a street sedan at Amaroo's last fling.

Despite the imparity Cam Worner put his Falcon on the front row but was no match for David Krause's Holden EH which was almost five seconds quicker. Mike Dyer and Duane Corner shared the second row in their Toranas with the Falcon of Des O'Loughlin and debutant Michael Kavich on row three. Also in the field was hillclimber Warren Bossie and Michael Terry.

Best of the Nc cars in the seven-lap sprint was Dyer who was third at the end of lap one and just ahead of Worner before the Falcon driver moved past on lap two.

Both progressed another spot when the Commodore of Steve Mantle was hauled into the pits for a quick visit. But Worner's second spot was temporary as he too sojourned to the pits. Dyer went on to claim second just ahead of Corner with O'Loughlin also not far away. Worner was next ahead of Bossie, Terry and Kavich.

A poor start from the pole-sitter in the trophy allowed Dyer to lead the first time around. Worner was third on the road but leapt ahead on the second tour before being relegated to second by Krause for the duration. Dyer was next while O'Loughlin was trailed home by Kavich with Bossie slowed by overheating. J



Westwood charges up the hill ahead of Dubois, Rogers, Barrow and the rest

AROUND THE TRAPS - racing

Eastern Creek Historic - Group Na/Nb Div 11 - September 12-13



Smart had some trouble with Smith's Holden in the early stages

Photography by Peter Schell

IT LOOKED A foregone conclusion after they decided the grid but nothing could have been further from the truth as the top Nb Div II candidates fought it out in three encounters. There were only four Na cars contesting the Jack Meyer Trophy and the accompanying races.

Race One (7 laps)

EVEN AN ENORMOUS three second advantage in qualifying was of no help to Wes Anderson when his Alfa Romeo Giulia slipped off at turn one on the opening lap. That left Ray Cleaver the opportunity to streak away to win easily but Anderson bounced back after recovering to the circuit, ultimately taking a well-earned second place.

Finishing a close third was the man who stunned them at the Oran Park Post '60s meeting, Ken Ballantyne. His Holden EH accounting for Garry Smart and Glenn Smith while there was nothing between the Anglia of Chris Dubois and Rod Brincat's Cortina.

Fred Burley was next from Stuart Schofield whose Zephyr picked up several places from qualifying, finishing in front of the Jag of John Dunning, Chris Strode, Bob Harris, Mike Walsh, Ken Brigden, Mike Gunnell, and Brad Harris.

Brad Harris took the Na sector of the race from Dixon where Terry Thompson and Bruce Smith filled the minors, separated by the Nb cars of Ken Ross and Jon Priddle.

Failing to make the finish line were Dave Probin's Austin A35, Phil Barrow whose FJ's engine developed

the death rattles leaving Phil a sleepless night building up the spare, and the Alfa of Ken Oberman.

Race Two (4 laps) Handicap

THE HANDICAPPERS MAY have missed their mark in one respect, but in another way they were spot on. Where they lucked out was predicting how far Priddle would win by. Debuting in the Zephyr he was a comfortable winner.

The ageless Peugeot 403 of the long-time stalwart Ken Brigden claimed second, appearing to have enough in reserve if the conglomerate following were to get any closer.

Out of the big group circulating together, picking off the slower runners ahead, Cleaver posted third just ahead of Dunning and Westwood. Next was Schofield just in front of the Holden EH pair of Ballantyne and Smith while Anderson followed ahead of Dubois, Smart, Dixon, Probin, Strode, Bruce Smith, Ross, Thompson, Barrow and Oberman.

Race Three (8 laps)

IT WAS ALL over for Gunnell as they formed up on the grid, his Fiat heading instead for the pitlane. Cleaver was best away with Anderson tucked into second ahead of Westwood. Smith was next head a dice between Ballantyne and Smart that raged all the way to turn five.

Behind Corporate Hill the lead changed hands and Anderson had a narrow advantage at the end of lap one. They had gapped Westwood by a couple of sec-

AROUND THE TRAPS - racing



Anderson takes trophy with Cleaver in very close company

onds as Ballantyne slipstreamed past Smith. Then followed Smart who would also pass the EH, Brincat, Oberman, Dubois, Barrow, Dunning, Strode and Burley.

Following on came Schofield, Probin, Bob Harris, Brigden, Ross, Priddle and Na's Dixon in the Wolseley. Brad Harris was next and second in the category, and again locked in a close duel were Thompson and Bruce Smith in their respective VW and MG Magnette.

By half distance the winner was destined to come from the first two as Ballantyne continued on his own in third having passed Westwood. Glenn Smith had a small reprisal on lap two, retaking Smart but it was short-lived and he was not seen again.

Once they had settled down, Brincat found he had Dubois on his tail and the Anglia went ahead after trailing the Cortina for a couple of laps. Then came Dunning having improved several places to head Barrow, Burley, Bob Harris, Strode, Brigden, Ross, Priddle, Dixon and the Magnette now ahead of Thompson. The others had fallen by the wayside.

The second half of the race had two great dices going. The one for the lead and the one sixth. Cleaver took the lead on lap six but lost out to the Alfa at turn one the next time around. This time Anderson maintained the front running to the flag.

Likewise Brincat siezed a similar opportunity on the same lap but this Cortina also lost out the next time around.

He was left to shadow the Anglia to the flag, the two well behind third-placed Ballantyne and the Cortinas of Westwood and Smart (with a couple of last lap position swaps), with Dunning, Oberman, Barrow, Bob Harris and Brigden finishing on the same lap.

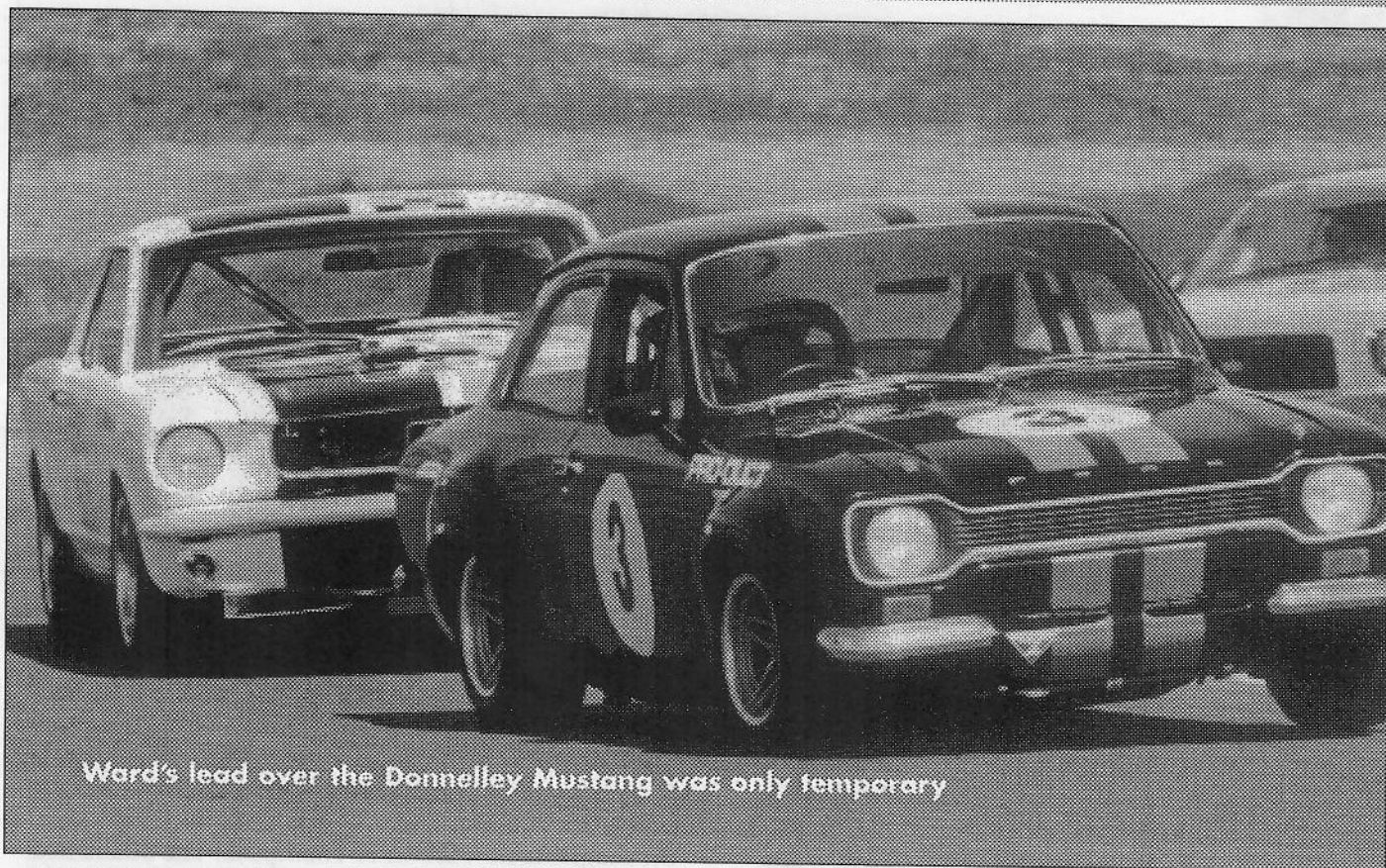
One down and next was Dixon ahead of Ross, Priddle while Brad Harris' retirement put more onus on the continuing battle between Smith and Thompson where the Magnette gained a narrow judges' decision. 7



Bill Dixon on the way to the Jack Meyer Trophy win

AROUND THE TRAPS - racing

Eastern Creek Historic - Group Nb Div 1/Nc - September 12-13



Ward's lead over the Donnelley Mustang was only temporary

Photography by Peter Schell

AMONG THE BIG V8 cats boldly stood the potent Escort RS1600. The little Ford didn't have its usual pilot Bob Pearson aboard, instead Phil Ward jumped into the breach to taken on the muscle and while he could show most of them the way around, there was nothing he could do about the Ross Donnelley Mustang. The latter would reclaim the Brian Foley Trophy. Nb's Steve Mason did as well with the Ian Geoghegan Trophy but this in a different Mustang.

Qualifying

WELL OVER THREE seconds was the advantage Donnelley had over his opposition after the grid decider. Ward claimed the outside of the front row ahead of Paul Axiak and Jamie Lang in John Whatmough's four-door HQ, which meant an all-Monaro second row.

Queenslander Greg Burrows was the quickest of the Torana brigade but not by much as Duane Corner and Mike Dyer were within two tenths and ahead of another visitor from the north, John McKeon.

Jose Fernandez claimed ninth but a mix-up over numbers meant he would start the first race from the back of the grid. Greig Malaure's Cooper S was the first Nb car on the grid, taking tenth spot but Mason didn't post a competitive time and would have been ahead if he had.

Race One (7 laps)

DONNELLEY TOOK THE Saturday race and didn't really need to extend the Mustang in doing so. Ward

was second with Axiak heading home Burrowes and Dyer. Two great performances came with the Fords of Mason and Fernandez. From the rear of the grid they finished sixth and seventh with the latter's Falcon also recording the race's fastest lap.

Michael Kavich came home a strong eighth in only his second outing, shadowed all the way by Don Thallon in the Chev Nova and McKeon.

Then followed Brian Jessop, Des O'Loughlin, John Lyle, Brian Potts, Allan Reid and Terry Thompson who had a drive of the Product Lotus Cortina.

Race Two (4 laps) Handicap

WITH THE HANDICAPS applied post race, the field gridded up in qualifying manner. Donnelley out dragged Ward to the first corner where Axiak also surged past.

Into the tighter sections of the course, the Escort revelled and passed the leader, but when they hit the long straight Donnelley simply surged past. Axiak was also able to make up ground while McKeon was clear of Fernandez (who started from his rightful spot), Burrows, Dyer, Mason, Kavich and Thallon who would lose his place to Lang shortly after.

Donnelley had Ward's measure for the remainder as they cleared away from Axiak, and after some jousting with Burrows, Fernandez finished fourth. McKeon lost two more places on the final lap as Mason and Burrowes slipped by while Dyer finished ahead of Kavich and Thallon.

AROUND THE TRAPS - racing



Kavich and Thallon were never far apart

After O'Loughlin, Jessop, Smyrnis, Andrew Bergan and Potts came Lang who went bush at turn two on the last lap and finished ahead of Lyle. With the handicaps applied, McKeon was the winner, from Kavich, Ward, Mason, O'Loughlin, Axiak and Dyer.

Race Three (8 laps)

THE ESCORT BOGGED down at the start of the main allowing Donnelly to pull clear and Axiak and the fast-starting Thallon ahead. It was a brief interlude for the Nova driver as Ward took the challenge up to the Monaro, getting by before turn twelve but then losing


out on the main straight.

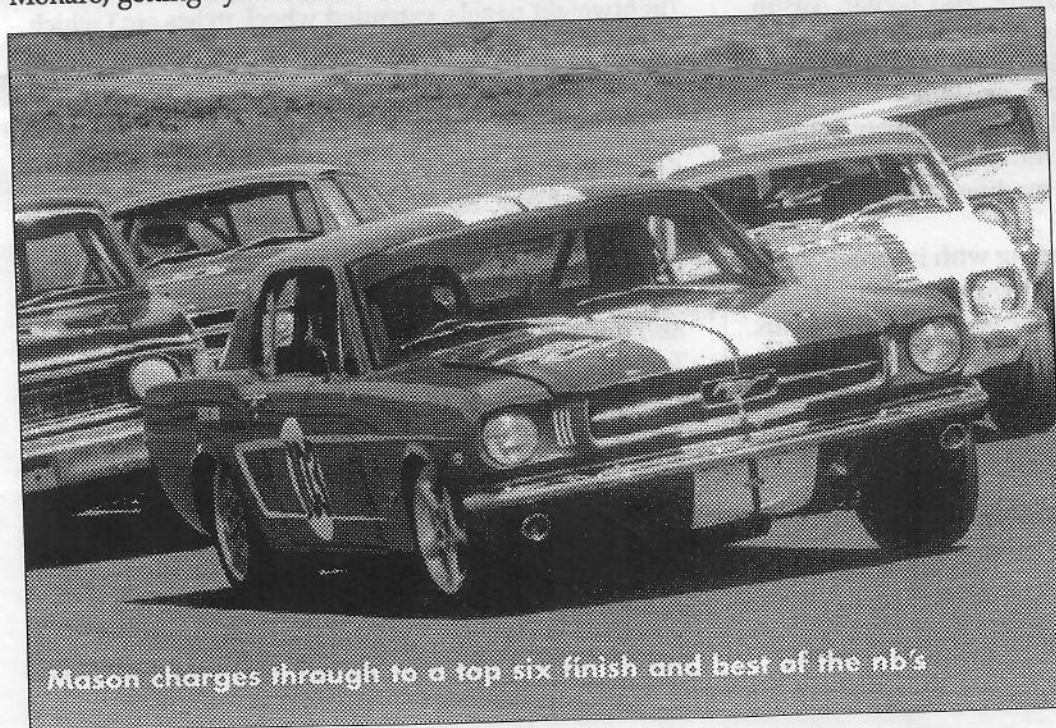
By the end of the lap Fernandez was fourth from Burrowes, Mason, Dyer, Thallon, Kavich, Lang, Jessop and the Falcon of Matthew Hunt. Then followed Hill ahead of Lyle, Smyrnis, O'Loughlin and Reid.

Coming out to turn nine on lap two and surprise, there was no sign of Donnelly in the leading bunch. Instead it was Ward in front from Axiak with the Mustang languishing sixth after the fuel pump mysteriously cut out. It happened another couple of times before coming good.

It did not stop him from fighting back, surging back to the lead with a couple of laps to go and winning with four seconds in hand. Behind Ward, Axiak had a moment at the turn nine hairpin, and lost sufficient momentum and was nabbed by Fernandez in the shadows of the post.

Burrows took fifth, repelling the challengers of Mason while Lang at his third attempt, downed the Toranos of Dyer and Kavich, the latter under pressure from Thallon for the entire race.

The remainder comprised Jessop, Smyrnis, O'Loughlin, Lyle, Reid, and an overheating Graham Hill Valiant driven by Potts. 



Mason charges through to a top six finish and best of the nb's

AROUND THE TRAPS -racing

Origins of the British Classic Saloon Car Club

Action-Line will be following the many series' in Great Britain, on the Continent and in the USA. To understand what the differences and similarities are, Action-Line will endeavour, where possible, to give back-ground information and rules. This month we look at the Classic Saloon Car Club of Great Britain.

In 1974 a group of amateur racing drivers got together to form a club which would promote affordable racing for the popular saloon cars of the fifties and early sixties. MG, Triumph, Jaguar and other sportscars had always been well catered for but the Austin A35, Morris Minor etc. had been left in the cold for some time. Racing in those more relaxed times allowed owners to 'arrive and drive' (only needing a crash helmet and licence to compete).

Times have changed somewhat since those days and so has the Club but the watchword in all the regulations is stability which ensures the return of competitors year upon year.

During the past twenty-four years the Club has evolved and expanded. It now includes four championships and a series of races for cars that would have been eligible for the FIA Group 2 and FIA Group 5 Touring Car Championships of their day. This series is Classic Thunder.

The four Championships are divided by year of manufacture and therefore reflect the relevant period of British Saloon/Touring Car racing applicable to each era. Furthermore, each Championship is sub-divided into classes depending on engine size.

Classic Saloon Cars (pre 1960). Based on the regulations applied to the original British Saloon Car Championship, this caters for cars such as the Austin A35, Morris Minor, MG Magnette, Mk1 Jaguar, Austin A60, Ford Zephyr 6 and any other pre 1960 saloon which a competitor may wish to enter. Since its inception, regulations have changed very little.

The major revisions revolve around safety equipment although cars can now run with alloy wheels and there is a class that caters for modified Morris Minors.

Historic Touring Cars. In keeping with its policy of providing continuous racing for saloon cars, the Club developed this championship for pre 1967 touring cars. Known as the Historic Touring Cars Championship it provides close and exciting racing for cars such as the Mk2 Jaguar, Ford Falcon and Mustang, Lotus and GT Cortina, Hillman Imp, Mini Cooper and many other marques.

Within this Championship is a category for cars prepared to FIA Appendix K regulations, which mainly apply to the Lotus Cortina. Marcus Pye, in his *Autosport* report from Thruxton in 1996, described the Historic Touring Cars Race as "The best race seen at Thruxton for some years."

Post Historic Touring Cars. As with the national RACMSA Championships the cars and regulations changed throughout the years. Cars, which had raced for some time within club saloon championships suddenly found themselves uncompetitive due to the advances made in the early eighties by the car manufacturers.

The Post Historic Touring Cars Championship was introduced to cater for cars such as the Triumph Dolomite, Ford Capri and MkI Escort, Jaguar XJ6 and XJ12, Mazda RX3, Mini 1275GT and many others. The key to this Championship revolves around FIA homologation and it is therefore a close reflection of the British Saloon Car Championship circa 1973.

Group 1 Touring Cars. By the end of 1973, the FIA concluded that its rules for Saloon Car racing were not in keeping with the developments in car manufacture and therefore a change to Group 1 regulations would encourage more manufacturers into motorsport. These FIA regulations form the basis of the Club's pre 1983 Group 1 Touring Cars Championship and spectators are once again able to witness battles between Alfa Romeo GTV, Rover SD1, Capri 3.0S and 2.8i, Triumph Dolomite, RS2000, Jaguar XJS, Ford Escort XR3i and Fiat Mirafiori etc. A description of the action typical in this Championship came from Marcus Pye in his *Autosport* report from Thruxton in May 1996. The Capris of Best, West and Drew "Achieved hitherto unseen angles of dangle in their battle for third place".

Classic Thunder. The period from the mid - sixties to 1982 was the era of modified touring cars. Major manufacturers and independent preparation companies (e.g. Broadspeed) produced specially designed body packs (lightweight panels, extended wheel arches etc.) which allowed the cars to be fitted with wide wheels and non-standard racing engines.

The earlier cars (up to 1970) ran as Group 5 and it was common to see Porsche 911s running as touring cars. Over the next twelve years to 1982 BMW, Ford, Jaguar and later, Rover dominated this class of racing in the European Touring Car Championship. The Club encourages owners of these fantastic cars to use them in competition in the Classic Thunder series. This series is also open to cars that were prepared for the Classic Touring Car Championship, which ran within the TOCA package.

With up to seventy or more entries at an average meeting and twelve meetings per year The Classic Saloon Car Club can be justifiably proud of its achievements in the last twenty-two years. Many more modified and therefore more expensive "club" championships have failed due to running costs but the CSCC however goes from strength to strength by maintaining a policy of stability in its regulations

AROUND THE TRAPS -racing

The British Wrap

ROUND SIX OF the Post Historic Touring Car Championship was held at Thruxton in England's south west on June 7. Driving his XJ12 Brian Stevens had to withstand a strong challenge from the Class C Triumphs of Nigel Garrett and Mark Osborne before going on to claim a four-second victory. In the other classes Graeme Dodd's Jaguar MkII, the Hillman Avenger GT of David Nixon and Glenn Cannings NSU were winners.

ON THE SAME program the Group One Touring Car Championship round saw the Class B Ford Capri make the early running before Julian Belcher's Rover SD1 assumed the lead. Steven's Class A Jaguar joined the two and the three repeatedly exchanged the lead before a clutch disorder by the latter enabled Scarborough and Belcher ahead. Fourth went to the Escort RS2000 of Steve Cripps with class honours also going to Will McAteer's VW Golf and Graham Fermor's Ford Fiesta.

MEANWHILE THE SMALLER cars revelled in the wet at the Classic Touring Car Oulton Park round on the same weekend. Rick Tanton set the pace in his Lotus Cortina but mistakely switched off his fuel pump to allow Geoff Kimber-Smith to snap up the race honours in his similar car. Peter Hall picked up second in his Camaro while Gordon Streeter's Anglia surprisingly finished ahead of the Camaro of Andy Bacon.


TWO WEEKS LATER on June 21, the Classic Touring Cars visited Snetterton where it resulted in a Camaro benefit. Bacon led until challenged by Roly Nix. Both ran off the circuit and Hall was in position to split them before the flag where Nix won and Bacon was third ahead of the Falcon Sprint of Chris Conoley. In Class C reigning champion Simon Crompton maintained the lead in his BMW despite the repeated efforts of George Bryan to get past in his Lotus Cortina, and Graham Churchil posted another small capacity class win Mini.

THE CLASSIC SALOONS and Historic Touring Cars had their next series round at Lydden Hill on June 28. Roger Cope set the pace in his Jaguar S Type before getting stuck in the kitty litter. Fortunately the race had to be restarted and was he resumed for an all-the-win over the Lotus Cortinas of Les Nash, Roger Stanford and Rick Tanton in Classes A and F. The Classes B, C, D and E race battle went to Perter Snowdon's Cortina GT over the Cooper S of Jim Brurrows with James Claridge next in another Cortina from the Hillman Imp of Mike Dowsett. Other class winners were the Austin A40 and A50 of Derek Harris and Trevor Kilby.

THE ENSUING POST Historic Touring Car battle had Pete Hallford come from behind John Wright to take the win. In the concluding stages the second placed Escort was taken on and beaten by Christian Griffin in an Dolomite Sprint and Cope who was backing up for

another run. Class winners were the Mustang of Andy Gill, David Nixon's Avenger, Clive Tonge in a Clubman GT, and the NSU of Glen Canning.

GRAHAM SCARBOROUGH HAD the Group One event all his own way when he drove his Capri to victory over the similar Ford of Colin Potter, Steve Cripps' RS2000 and the Dolomite of Christian Griffin. The Class D and E event was taken by Will McAteer in the Golf, far and away ahead of Peter Taylor's Lotus, and the Fiestas of Mark Astrup and Graham Fermor.

ON JULY 4-5, Brands Hatch played host to a tremendous HSCC Superprix with featured the FIA Thoroughbred Grand Prix Car Championship and just about every major crowd-pulling historic category. Included were the Historic Racing Saloons where Peter Goring again had no peers taking victory in the Kar Kraft Ford Mustang. Despite a shredded tyre he just beat Peter Wray's smokey Lotus Cortina home. Behind the Alfa of Peter Sugden, Graeme Dodd endured a last lap charge from the BMW of Ronnie Fielding to get his Jaguar MkII home fourth. Louis Bracey took a class win in his Anglia, staving off the similar of Glen Maskell while Adrian Oliver took the small class in his Imp. 



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1998 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (23-8-1998)

| | | | | | |
|----------------|--------|---------------|-------|----------------|-------|
| Bill Dixon | 111.33 | Andrew Pursey | 61.00 | Doug Wesley | 14.00 |
| Bruce Smith | 107.99 | Bob Priddle | 52.00 | Terry Thompson | 5.00 |
| Paul Rodenhuis | 62.00 | Don Titcume | 38.83 | Arthur Huxley | 3.00 |

GROUP Nb Div II (23-8-1998)

| | | | | | |
|------------------|--------|------------------|-------|-----------------|-------|
| Phil Barrow | 130.32 | Barrie Brown | 47.33 | Glen Smith | 19.00 |
| Ken Ballantyne | 110.32 | Garry Smart | 45.32 | Mike Walsh | 19.00 |
| Doug Westwood | 102.94 | Brad Harris | 44.00 | Ken Oberman | 18.99 |
| Bob Harris | 99.16 | Aaron Gabriel | 40.00 | Ken Brigden | 18.50 |
| Chris Dubois | 91.16 | Rod Brincat | 30.00 | Bob Hayden | 14.50 |
| Dave Probin | 82.10 | Bill Callan | 21.83 | Robert Owers | 13.33 |
| Phil Powell | 80.16 | Stephen Clifton | 28.83 | Rupert Gunnell | 10.00 |
| Wes Anderson | 72.66 | Stuart Schofield | 28.16 | Matthew O'Brien | 3.00 |
| Fred Burley | 62.66 | Lloyd Cleaver | 22.66 | Robert East | 3.00 |
| Chris Strode | 59.99 | John Tight | 21.50 | | |
| Dominic Truelove | 51.00 | Phil Windus | 21.33 | | |

GROUP Nb Div I (23-8-1998)

| | | | | | |
|----------------|--------|----------------|-------|-----------------|-------|
| Steve Mason | 101.32 | Alan Heath | 47.00 | Geoff Pallister | 25.00 |
| Greig Malure | 98.49 | Max Ullrich | 46.49 | Robert Tweedie | 21.50 |
| Cameron Tilley | 78.13 | Anton Metchler | 43.45 | Ray Cleaver | 15.50 |
| John Lyle | 76.16 | Steve Butchart | 38.00 | Frank Binding | 10.00 |
| Andrew Bergan | 75.33 | Peter Hopwood | 36.33 | Graham Russell | 8.00 |
| Dave Beveridge | 54.00 | Tim Wilson | 32.33 | Ray Bailey | 4.00 |

GROUP Nc (23-8-1998)

| | | | | | |
|----------------|--------|----------------|-------|----------------|-------|
| Mike Dyer | 158.48 | Peter Ward | 36.00 | John Whatmough | 16.33 |
| Cameron Worner | 98.83 | Andrew Symrnis | 35.50 | Michael Kavich | 14.00 |
| Des O'Loughlin | 77.15 | Michael Terry | 30.33 | Rick Rogers | 13.00 |
| Grant Elliot | 68.99 | Garry Kirwan | 31.99 | Warren Bossie | 11.00 |
| Denis Sargent | 66.33 | Duane Corner | 28.50 | Chris Wilson | 8.33 |
| Bob Pearson | 42.66 | Brian Jessop | 27.83 | Jose Fernandez | 4.00 |
| Paul Axiak | 42.00 | Alan Reid | 26.99 | Graham Hill | 3.00 |
| Ross Donnelley | 37.00 | Rod Stait | 24.33 | David Stone | 3.00 |

THE FINER POINTS

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

Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth. Class placings (as per the CAMS manual) are as follows:

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

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

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

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

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

NET NEWS

The Net generally has gone wild recently, due to the release of the Starr report on Bill Clinton. What a former - semantics (or should that be sementics?) opened to a total artform. However, coming from a country that gave us collateral damage, friendly fire should we be surprised. I think not.


In contrast, the car lists were very restrained instead concentrated on matters automotive. Americans seem incapable of laughing at themselves. One honourable exception was the America passed on the following.

"In a recent television show in the UK, comedian John Cleese explained three reasons British are superior to Americans:

- They speak English.
- When they host a world championship the other countries.
- Visitors to the Head of State are only expected to kneel down on one knee."

On vintage-race there was a great deal of discussion about building Historic race cars using the FIA Appendix K rules. If you haven't seen these then visit the FIA website at www.fia.com and read all sorts of interesting info. I think that some aspects of the rules will surprise you - but be prepared to spend a lot of time reading them thoroughly.

I was surprised at how little comment there was on the Net about Michael Schumacher's confrontation with David Coulthard. Maybe most people feel that Schumacher is such a contemptible oaf that he is unworthy of further comment.

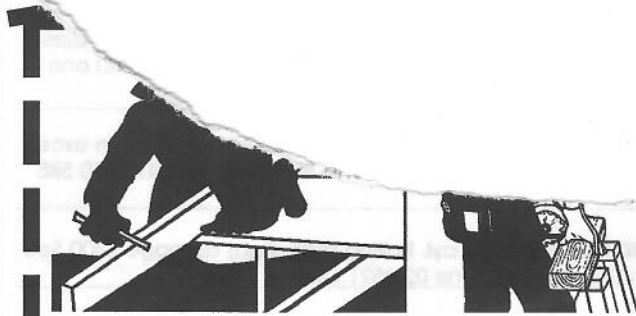
The Net continues to slow down and response times are becoming very lengthy on sites where the designers have installed incredibly complex graphics. If you are developing a site - keep it simple and that way you'll get more interest, particularly where your target audience is running with older, slower equipment (that is not a Clinton joke, although maybe it should be). Should you feel the urge to dance the light fantastic across the keyboard and send me email, address is below... 

- Andrew Pursey

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HOLDEN TORANA. 1972 Club Car. Winner 1996 Club Championship and not raced since. Big HP motor, best of everything. Lots of wheels, tyres, spares. Super reliable, good trailer. \$12,500 negotiable. Ph Steve Mason on 02 4967 1599 or 0419 505 160.

HOLDEN TORANA A9X: 1978 Group C touring car with log-book. This car is one of three GMH race builds, prepared by Tait-Phillips 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 specced 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.

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Action-Line CLASSIFIEDS

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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.

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MORRIS COOPER S. Original car, straight cut box, Minilites, RWC. \$10,000 Ph Brad Wright 03 0328 4540 (bh).

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FOR SALE - GENERAL

ALFA DISCS. Plus callipers. 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).

ASSORTED PARTS: Davis-Craig coolin fans twin 10" kit, cost \$285, sell \$150. 1970 Boss 302 heads with valves \$1200. Boss engine block, plus 30, \$2200. ProSprint (Minilite style) race wheels 14x6 set cost \$1200, sell \$700. Rebel race wheels (Nb) 15x6 set cost \$1200, sell \$600. Miloden oil-pan full race with pickup, 289/302, cost \$1100, sell \$650. Holley mechanical fuel pump, full race, cost \$185, sell \$100. 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 \$190. Accel dizzy twin point with tacho drive, cost \$285, sell \$190. Jones tacho mechanical 4' with tell-tail and cable, \$200. Mustang heavy duty radiator suit webbers, cost

FOR SALE - GENERAL

\$650, sell \$390. Crower USA 289/302 conrods \$500. Speedp289-303 pistons, plus 30 and plus 60, \$390. Isky cam flat tapped with followers/pushrods \$395. full alloy lightweight 31 spline 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 Windor 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: One set of Rallye 6x13 Rallye wheels \$300. Assorted diff centres and housing \$600 per set. Assorted bedded-in disc brake pads at \$75 per set. Springs and other parts. 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. \$14,900. Ph 02 9938 6293 (BH), 02 9982 2318 (AH).

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

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

WANTED

CORTINA GT CONSOLE. With gauge cluster. Call Liam Reed on 03 9726 7431 (ah).

RACING DETAILS

GOODBYE AMAROO PARK - GROUP Na/Nb - AUGUST 23

Race One (7 laps): Tilley (7:01.5434) 1, Heath (7:04.3235) 2, Butchart (7:16.2649) 3, Ballantyne (7:25.6916) 4, Westwood (7:28.5217) 5, Dubois (7:36.3331) 6, Truelove (7:37.1733) 7, Rogers (7:37.4634) 8, Maloure (7:38.3925) 9, Powell (7:50.7928) 10, Strode (7:52.4560) 11, Barrow (7:53.5715) 12, Clifton (7:53.7547) 13, Probin (8:01.1738) 14, Brincat (8:02.1478) 15, Boulter (8:02.3202) 16, Gabriel (8:05.3605) 17, Rodenhuis (7:16.4455) 18, Pursey (7:34.8998) 19, Smith (6 laps) 20, Titcume 21. Huxley dnf. Fastest lap: Alan Heath (Ford Falcon Rallye Sprint) 58.7517.
Race Two (12 laps): Heath (12:20.0628) 1, Maloure (12:20.3538) 2, Butchart (12:29.4792) 3, Ballantyne (12:36.2572) 4, Westwood (12:47.5165) 5, Rogers (12:59.4176) 6, Dubois (12:59.8498) 7, Truelove (13:00.2091) 8, Clifton (13:12.2951) 9, Powell (13:13.8027) 10, Strode (13:23.7523) 11, Probin (13:33.2530) 12, Boulter (11 laps) 13, Brincat 14, Barrow 15, Gabriel 16, Rodenhuis 17, Smith (10 laps) 18, Pursey 19, Titcume 20, Huxley (2 laps) dnf, Tilley dnf. Fastest lap: Greig Malaure (Mini Cooper S) 59.9485.

GOODBYE AMAROO PARK - GROUP Nc (Combined Sedans) - AUGUST 23

Race One (7 laps): Dyer (7:10.0280) 1, Corner (7:11.2833) 2, O'Loughin (7:13.2277) 3, Worner (7:17.6629) 4, Bossie (7:28.5844) 5, Terry (7:33.5904) 6, Kavich (7:34.8830) 7, Fastest lap: Cam Worner (Ford Falcon XW GT) 58.9260.
Race Two (12 laps): Worner (12:04.8251) 1, Dyer (12:11.0060) 2, O'Loughin (12:15.6077) 3, Kavich Holden (12:16.9714) 4, Bossie (8 laps) dnf. Fastest lap: Cameron Worner (Ford Falcon XW GT) 59.4122.

8th EASTERN CREEK HISTORIC - SEPTEMBER 12-13 - GROUP Na/Nb Div II

Qualifying: Wes Anderson (Alfa Gullia) 1:56.11, Lloyd Cleaver (Ford Cortina GT) 1:59.25, Doug Westwood (Cortina) 2:00.84, Glenn Smith (Holden EH) 2:01.06, Ken Ballantyne (EH) 2:01.39, Garry Smart (Cortina) 2:01.44, Chris Dubois (Ford Anglia Super) 2:01.93, Rod Brincat (Cortina)

(Continued over page)

RACING DETAILS

2:02.70, Ken Oberman (Alfa) 2:03.69, Fred Burley (Morris Mini Cooper S) 2:03.97, Philip Barrow (Holden FJ) 2:04.24, John Dunning (Jaguar Mk II) 2:05.94, Dave Probin (Austin A35) 2:06.38, Mike Walsh (Fiat 2300) 2:07.10, Chris Strode (Cortina) 2:07.25, Stuart Schofield (Ford Zephyr Mk III) 2:07.31, Ken Ross (EH) 2:08.74, Bill Callan (Vauxhall Velox) 2:08.80, Bob Harris (Holden 48/215) 2:09.85, Ken Brigden (Peugeot 403) 2:10.51, Bill Dixon (Wolesley 1500) 2:12.43, Rupert Gunnell (Fiat 1500) 2:12.48, Brad Harris (FJ) 2:14.24, Aaron Gabriel (Morris Minor) 2:16.16, Bruce Smith (MG Midget) 2:22.32, Terry Thompson (VW 1200) 2:22.32, Jon Priddle (Ford Zephyr Mk III) dnf.

Race One (7 laps): Cleaver (14:05.24) 1, Anderson (14:68.10) 2, Ballantyne (14:08.98) 3, Smart (14:17.93) 4, Smith (14:21.17) 5, Dehois (14:28.15) 6, Brincat (14:28.42) 7, Burley (14:49.07) 8, Schofield (14:55.06) 9, Dunning (15:00.00) 10, Strode (15:07.97) 11, R Harris (15:09.34) 12, Walsh (15:24.17) 13, Brigden (15:26.70) 14, Gunnell (15:33.29) 15, B Harris (15.41.58) 16, Dixon (15:59.43) 17, Ross (16:19.21) 18, Priddle 19, Thompson 20, Smith 21, Probin dnf, Barrow (4 laps) dnf, Oberman (3 laps) dnf. Fastest lap: Wes Anderson (Alfa Romeo Guilia) 1:56.66.

Race Two (4 laps) Handicap: Priddle (9:18.43) 1, Brigden (9:25.73) 2, Cleaver (9:27.76) 3, Dunning (9:27.87) 4, Westwood (9:29.41) 5, Schofield (9:33.86) 6, Ballantyne (9:34.19) 7, Smith (9:34.36) 8, Anderson (9:34.41) 9, Dubois (9:36.88) 10, Smart (9:39.13) 11, Dixon (9:39.46) 12, Probin (9:39.68) 13, Strode (9:42.76) 14, Smith (9:43.14) 15, Ross (9:45.56) 16, Thompson (9:46.22) 17, Barrow (9:46.66) 18, Oberman (9:48.86) 19, R Harris (4 laps) dnf, Gunnell (3 laps) dnf, B Harris (2 laps) dnf, Brincat dnf. Fastest lap: Wes Anderson (Alfa Romeo Guilia) 1:57.38.

Race Three (8 laps): Anderson (15:54.71) 1, Cleaver (15:55.42) 2, Ballantyne (16:15.86) 3, Westwood (16:16.24) 4, Smart (16:22.06) 5, Dubois (16:29.75) 6, Brincat (16:30.83) 7, Dunning (16:58.75) 8, Oberman (17:66.39) 9, Barrow (17:13.47) 10, R Harris (17:29.13) 11, Brigden (17:37.81) 12, Dixon (7 laps) 13, Ross 14, Priddle 15, Smith 16, Thompson 17, Burley (4 laps) dnf, Strode dnf, Probin (3 laps) dnf, B Harris dnf, Smith (2 laps) dnf, Schofield (1 lap) dnf. Fastest lap: Lloyd Cleaver (Ford Cortina GT) 1:57.81.

8th EASTERN CREEK HISTORIC - SEPTEMBER 12-13 - GROUP Nb Div I/Nc
Qualifying: Ross Donnelley (Ford Mustang) 1:47.98, Phil Ward (Ford Escort RS1600) 1:51.61, Paul Axiak (Holden Monaro GTS350) 1:53.53, Jamie Lang (Holden Monaro GTS308) 1:54.03, Greg Burrows (Holden Torana GTR XU-1) 1:54.52, Duane Corner (XU-1) 1:54.57, Mike Dyer (XU-1) 1:54.68, John McKeon (Mustang) 1:55.18, Jose Fernandez (Ford Falcon XY GT) 1:55.34, Greig Malaure (Morris Mini Cooper S) 1:55.84, Michael Kavich (XU-1) 1:55.89, Don Thallon (Chev Nova) 1:55.89, Brian Jessop (XU-1) 1:56.27, Anton Mechtler (Lotus Cortina) 1:56.41, Des O'Loughlin (Falcon) 1:56.83, Grahame Hill (Valiant Pacer VG) 1:57.21, John Lyle (Cortina) 1:57.70, Allan Reid (Falcon) 1:57.97, Andrew Bergan (Cooper S) 1:58.20, Andrew Smyrnis (Mustang) 1:58.20, Michael Terry (XU-1) 2:01.55, Terry Thompson (Cortina) 2:01.53, Matthew Hunt (Ford Fairmont) 2:12.37, Steve Mason (Mustang) 7:21.60.

Race One (7 laps): Donnelly (13:25.87) 1, Ward (13:26.25) 2, Axiak (13:28.40) 3, Burrows (13:31.64) 4, Dyer (13:35.54) 5, Mason 13:36.19) 6, Fernandez (13:36.46) 7, Kavich (13:45.97) 8, Thallon (13:46.30) 9, McKeon (13:48.72) 10, Jessop (13:58.71) 11, O'Loughlin (13:59.15) 12, Lyle (14:00.58) 13, Hill (14:03.22) 14, Reid (14:05.25) 15, Thompson (14:41.28) 16, Malaure (5 laps) dnf, Bergan dnf, Smyrnis dnf, Lang (3 laps) dnf, Terry dnf, Mechtler dnf, Hunt dnf. Fastest lap: Jose Fernandez (Ford Falcon XY GT) 1:49.69.

Race Two (4 laps) Post-race allocated Handicap: McKeon (8:55.31) 1, Kavich (8:55.38) 2, Ward (8:55.99) 3, Mason (8:57.33) 4, O'Loughlin (8:57.64) 5, Axiak (8:58.91) 6, Dyer (8:59.88) 7, Thallon (9:00.92) 8, Smyrnis (9:01.65) 9, Hill (9:02.42) 10, Lang (9:02.64) 11, Jessop (9:04.93) 12, Bergan (9:05.43) 13, Burrows (9:06.82) 14, Fernandez (9:09.32) 15, Lyle (9:22.57) 16, Donnelly (9:48.00) 18, Reid (2 laps) dnf, Smith (0 laps) dnf.

Race Three (8 laps): Donnelley (15:04.95) 1, Ward (15:08.96) 2, Fernandez (15:13.35) 3, Axiak (15:15.44) 4, Burrows (15:26.65) 5, Mason (15:29.23) 6, Lang (15:33.51) 7, Dyer (15:34.83) 8, Kavich (15:44.83) 9, Thallon (15:50.26) 10, Jessop (15:50.76) 11, Smyrnis (15:58.23) 12, O'Loughlin (16:01.52) 13, Lyle (16:61.85) 14, Reid (16:12.62) 15, Hill (7 laps) 16, Hunt (3 laps) dnf. Fastest lap: Ross Donnelley (Ford Mustang) 1:48.91.

AROUND THE TRAPS - racing

Mallala Masters - September 12/13

The newly formed Group 'N' Association in Adelaide, approached the Austin 7 Club with regard to having our own Class at this event.

The initial reaction was to run with the club cars, but after considerable lobbying by Alan Heath and myself we ended up with five races in our own righth. The most pleasing part was at the end of the day we had the second biggest field only outdone by the HQ's, thanks to the Interstaters that entered, three from WA and five from Victoria.

Saturday's weather was decidedly average with intermittent showers forecast. Fortunately all of our races were in between showers and we only struck some wet stuff during qualifying and at the last lap of one race.

Saturday - Race One

THE FIRST OF many wins over this weekend for Mike Erwin in the Smith Mustang. The first five cars were all big with Ian Pringle and Chris Anderson the best of the small cars.

The race was very spirited with dices occurring right through the field. I don't think there was anyone who didn't have someone to race with. Surely a great start for the weekend.

Saturday Race Two

A HANDICAP WITH Paul Atkins in his debut drive leading the field out and holding on until the last corner when Alan Heath passed him to take the flag, deter-

mined to show these new boys they can't win a race in their first outing.

The big cars carved their way through the field but I missed the action blowing up the gear box on lap three. Ian Williams held on to come third with Phil Morris in the Falcon GT closing rapidly.

Sunday Race One

ERWIN TOOK THE win from Morris, then the quick EH of Paul Stubber. I didn't know a drum braked car could go so fast. Then hard on the heels of the big cars was Pringle's Mini going as fast as it ever has. The Heath Falcon broke a rocker on the start line so sat in the in-field point scoring cars for his comments at trophy presentation. The rest battled out for the minor positions.

Sunday Race Two

AGAIN A WIN by Erwin from the Morris GT and Heath who's mechanic has got his car back running. Then Stubber, who was going even quicker to beat Greg Nicholls in the Mustang and the first of the small cars again Pringle. Again the remainder vied for the minor placings with lots of passing and many dices throughout the field

Sunday Race Three

Paul Atkins (Cortina) lead the field out and managed to hold on to second only being passed by Imy Lapins in his Mini. Dave Armstrong's Mini claimed third ahead

AROUND THE TRAPS - racing

of the Ruth Franck Mini which was followed by the Nc Alfa of Phil Radoslovich.

But the most outstanding drive belonged to Erwin, who from the rear of the field, by a bloody long way, finished sixth and in the process broke the lap record by 0.7 seconds. Something "Heathy" said he'd have to address asap.

THE DRIVER OF the Meeting was voted on by all drivers over the weekend, and went to Phil Morris. Special mention to the Smith Family from Perth who blew their Cortina up in practice Friday and spent all weekend trying to get it running.

Justin Brown pulled his Falcon motor out on Saturday night to replace a rear main seal only to get one race in on Sunday.

SOME HIGHLIGHTS OF the meeting were the debut of two new cars and drivers to SA, the EH of Ian Gear which was extremely quick for a 1964 Holden on its debut. Paul Atkins debuted the ex-Dom Leo Cortina and almost won a race on his first outing.

I know they both had a great time and are looking forward to their next outing. Phil Radoslovich with his Alfa joined us with his ex-club racer now log booked. Dave Armstrong raced the Mini rather than his Clubman and had a great time even though he complained about trying to pass me.

It is great to see the resurgence of Group N in SA and again thanks to all the interstaters who made the weekend such a success and to the workers from SA. With a special thanks to Alan Heath for the trophies and his enthusiasm.

- John Bryant

RESULTS - Saturday

Race One: 0-1300 - Ruth Franck. 1300-1600 - Chris Anderson, Robert Butt, Ian Robertson. 1600-2000 - Phil Radoslovich. 2600-3000 - Paul Stubber, Ian Gear, Ian Williams. Over 3000 - Mike Erwin, Alan Heath. Nc under 3000 - Ian Pringle. Nc over 3000 - Phil Morris.

Race Two Handicap: Nb - Alan Heath, Paul Atkins, Ian Williams. Nc - Phil Morris, Phil Radoslovich.

RESULTS - Sunday

Race One: 0-1300 - Imy Lapins. 1300-1600 - Ian Robertson, Robert Butt, John Bryant. 1600-2000 - Phil Radoslovich. 2600-3000 - Paul Stubber, Ian Gear, Justin Brown. Over 3000 - Mike Erwin, Greg Nichols. Nc under 3000 - Ian Pringle. Nc over 3000 - Phil Morris.

Race Two - Feature: Outright - Mike Erwin, Phil Morris, Alan Heath, Paul Stubber. 0-1300 - Ruth Franck. 1300-1600 - Ian Robertson, Robert Butt, John Bryant. 1600-2000 - Phil Radoslovich. 2600-3000 - Paul Stubber, Ian Gear, Ian Williams. Over 3000 - Mike Erwin, Alan Heath. Nc under 3000 - Ian Pringle. Nc over 3000 - Phil Morris.

Race Three Handicap: Nb - Imy Lapins, Paul Atkins, Ruth Franck. Nc - Ian Pringle, Phil Morris.


Over The Hill

THE QUESTION WAS asked by several drivers at the last race meeting at Amaroo, "Isn't this better than hill-climbing?" No! I answered, not better just different.

Circuit racing certainly provides more track time in relation to entry fee costs, but is also much harder on the car, entry fee for the average circuit event is around \$150 and on-track time including practice, is around 40 mins. Entry fee for a state championship hillclimb is around \$75 and track time including practice, is around five mins. Hillclimbing allows two drivers to share a car, circuit racing does not. Circuit racing requires bigger radiators, brake cooling ducts, engine oil coolers and a range of other modifications to provide adequate reliability where hillclimbing doesn't.

To me neither form of motorsport is better than the other, I have found the same level of camaraderie and willingness to help fellow competitors at both hillclimbs and circuit races (in Group N). Hillclimbing is slightly more family orientated than circuit racing.

I have fitted my bigger radiator after overheating at Amaroo, and I am fitting an oil cooler after cooking the main bearings during practice at Eastern Creek.

I intend to continue enjoying both on an equal basis for a long time to come and hope to see some of you representing Group N whenever and wherever. 

- Warren Bossie

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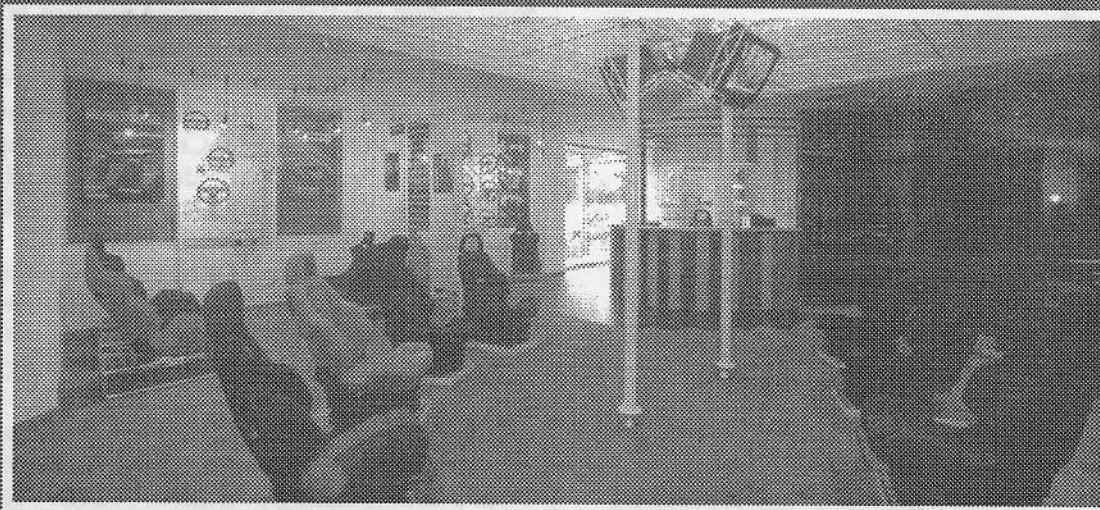
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| P. Hopwood | 18.00 |
| S. Butchart | 18.00 |
| R. Cleaver | 15.50 |
| B. Brown | 14.00 |
| P. Warne | 13.50 |
| T. Wilson | 12.33 |
| G. Russell | 8.00 |
| C. Strode | 7.66 |
| R. Bailey | 4.00 |
| M. O'Brien | 3.00 |
| K. Oberman | 3.00 |
| R. East | 3.00 |

Roman AutoTek

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

14 Cavell Avenue

Rhodes NSW Australia

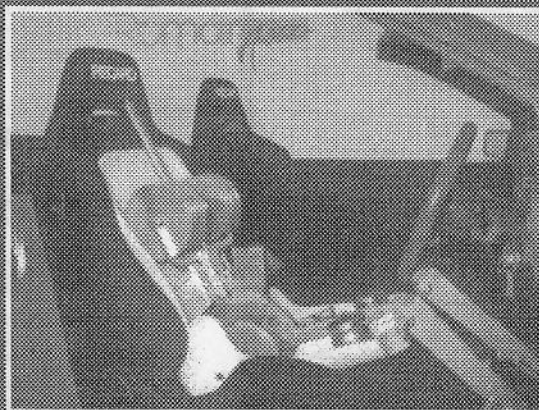
Tel: 61 (02) 9743 6822

Fax: 61 (02) 9743 6962

presents the

1998 Roman AutoTek Group N series

MOMO CORSE



Technical Centre
ADR/AMVCB Standards Testing Laboratory

MOMO

RECARO

speedline

Nc - Auto-Tek points after Rd 3

| | |
|--------------|-------|
| M. Dyer | 70.82 |
| G. Elliot | 68.99 |
| C. Worner | 50.33 |
| R. Stait | 43.99 |
| D. O'Loghlin | 38.49 |
| A. Smyrnis | 35.50 |
| B. Pearson | 29.16 |
| B. Jessop | 27.83 |
| D. Sargent | 25.33 |
| R. Donnelley | 25.00 |
| P. Axiak | 24.00 |
| G. Kirwan | 20.33 |
| A. Reid | 18.99 |
| P. Ward | 15.00 |
| C. Wilson | 8.33 |
| M. Terry | 8.00 |
| J. Fernandez | 4.00 |
| G. Hill | 3.00 |
| D. Stone | 3.00 |