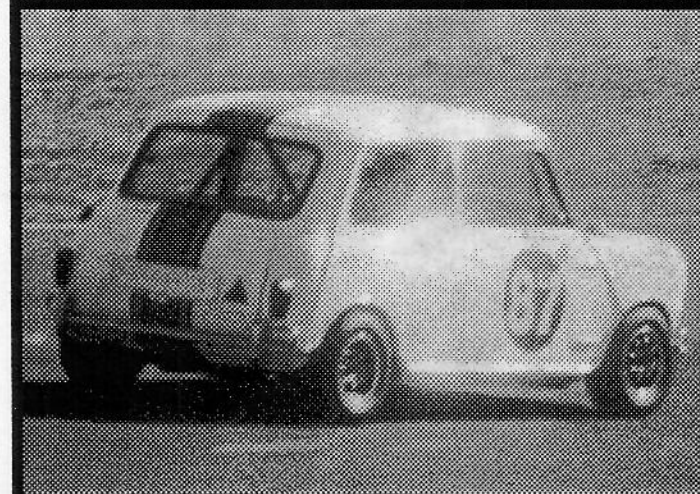
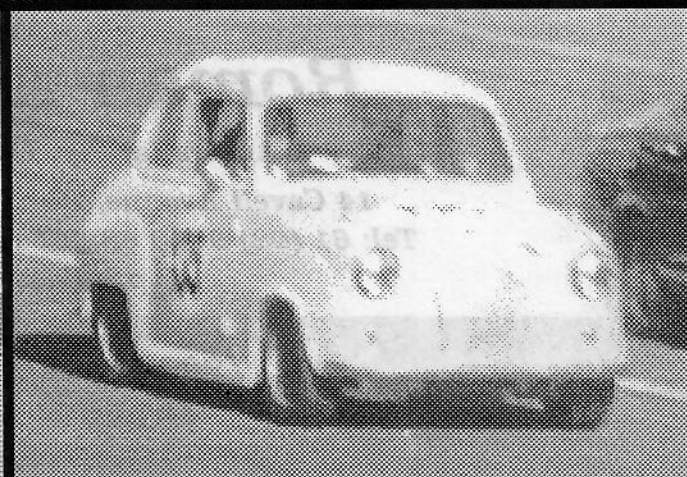


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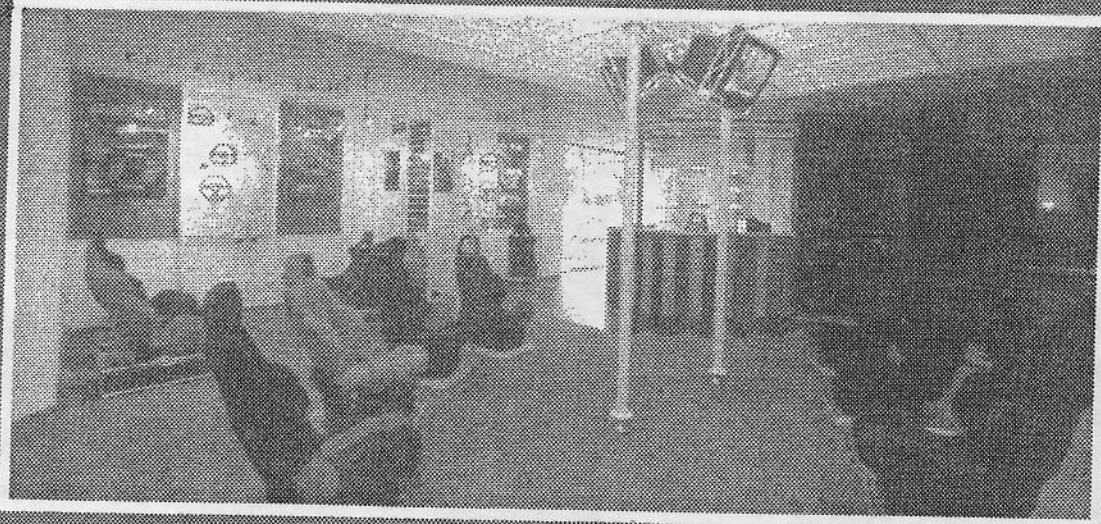


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PRESIDENT'S REPORT

THIS IS MY last column as Club President. As a number of you already know, I will not be standing for re-election. The reason for this has been a growing disenchantment with those members of our Club who seem incapable of giving anything, other than destructive criticism. Matters came to head at last Club Night when I realised just how much arrogant self-interest there is amongst some members of the Club.

I have been involved in motorsport since the mid-'60s, and, have been on various car club committees for the past 30 years. In addition, I have also served and continue to serve on a number of other committees covering non-motorsport activities.

In the other organisations we just have to contend with apathy, whereas in this Club we have active negativism, thus, my goodwill is now exhausted and so it will be my turn to sit at the back of the room and just criticise. No, not really, I have better things to do with my time.

However, it is time that some people in Group N and some other categories, faced up to a few realities about our sport. Club-level motorsport is heavily dependent on volunteers, club committees, motorsport administration/organisation groups, race officials, etc. Also, please understand that Group N is a Historic Group within the CAMS Historic 5th Category.

The Historic Commission, chaired by John Dawson-Damer, carries overall responsibility for our sport and they undertake a great deal of administrative and organisational work on our behalf, all unpaid and all voluntary.

Our most obvious advocate in the Historic Commission is Bob Asher. You do not have to like him, but you should certainly respect him for the amount of effort that he puts into the Commission. He is only one of the group, the collective effort is enormous.

The Historic Eligibility Committee, chaired by Tony Caldersmith, oversees eligibility for all Historic Groups which is a truly thankless task. Our most obvious advocate in this forum is Lloyd Cleaver. Ask him about the amount of work that is performed by the various Eligibility Officers for each Group in each State.

Then there are the various CAMS councils, committees and panels on which we are represented, all staffed by volunteers and all meeting regularly to cover their specific areas of responsibility. Do you really understand the supporting organisational infrastructure for our sport and the amount of voluntary effort that it consumes?

Finally, but very definitely not least, there are the race officials who perform various duties at the race meetings where we compete. Without these hard working men and women we would not be able to go out and play with our toys on the track, but how often do you give these workers any recognition?

Talk to some of them and you will be astounded at how much of their time they dedicate to working at race meetings throughout the year and maybe then you will understand why it is becoming difficult at times to find a full complement of officials.

To those of you who are only taking from the sport and giving nothing back, are you still merely going to continue to take advantage of the generous efforts of others, or, are you going to go into 2000 as a contributor to the sport as well as a participant?

Remember, the most precious gift that a volunteer gives our sport is their time - what time can you spare to keep our sport functioning?

For example, if we see a decline in volunteer flag marshals, how long will it be before CAMS mandates that in order to keep their licence current every racing licence holder must

Continued over page

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**Next issue DEADLINE
is Monday October 21**

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PRESIDENT'S REPORT

spend at least one day per year serving as a flag marshal? Why not make the effort now, before CAMS makes it compulsory. It isn't too much to ask and as drivers we would all benefit from seeing at close quarters just how bad some drivers can be in paying attention to flag signals.

Earlier I mentioned playing with our toys on the track. With the exception of a precious few cars, the majority of Group N cars have no in-period race history and they have been built after the period to represent the style of racing in a given period.

Indeed, a number of the cars are actually replicas based on lower spec models. How many genuine Cooper S, Lotus Cortina, or Torana XU1 (to name some obvious examples) cars are competing today?

Thus, Group N is actually a Formula Historic group for racing old cars where, dependent on sub-Group, some cars are older than others. Is there anything wrong with this? No, but don't pretend that it is anything more than it actually is. The important thing is to have fun and get satisfaction out of beating a fellow competitor in a closely fought duel that can take place anywhere in the field.

Our sport is not a matter of life and death. It is merely an exercise in the application and disposal of discretionary income. The real matters of life and death are taking place North of this country. Just pray that we never have to face such events in our own country, and, pray that there is speedy resolution of all such conflicts without further bloodshed and waste of life.

- Andrew Pursey

AROUND THE TRAPS

Was it there then?

THE CARS THIS and affiliated clubs race come from an era now gone. They try to replicate those "good old days" with machines built as copies of racing cars that competed then. However many car builders and racers would fail to realise that many ancillary parts used in today's projects may not have even been available prior to 1972.

Take for instance braided lines. Whether they are brake, oil, fuel, water or clutch, did they not exist in the era? Now the question asked is "Is Group N/Appendix J (or any other historic club for that matter) emulating a grand period of Australian motor racing, or merely adopting another category to suite their own ideals in this modern day?"

It doesn't stop there. For example, electronic ignitions, square ignition coils, rod end bearings, twelve point nuts and adjustable hydraulic shock absorbers. Were they in common use? There is also the subjects of pop rivets, dichromated finish and alternators which came later in our emulated period of racing and would be a questionable accessory on models from the '50s and the early years of the '60s.

Is this scenario like that of the First Fleet axe? Its a genuine article alright although its had two dozen heads a couple of score of handles since it arrived here. And no doubt made of totally different substances than the original parts!

Na rocket

RUMOUR HAS IT that the original Len Lukey Ford Customline is set to make a comeback in Na. While it may not meet the specs of the Group's regulation, it is a genuine car from the era (with Thunderbird engine) and those canvassed would welcome its return.

AROUND THE TRAPS - news

No brakes

IT APPEARS THOSE seeking concessions for Group Nc cars have received an emphatic "no" from Eligibility Officer Lloyd Cleaver. At the last General Meeting, Cleaver has ruled out rear disk brakes for Mustangs and Camaros and also squashed any thoughts of fuel injection for "Super Falcons". Dry sumping was also given a big thumbs down. ✓

Winter sun

THE OPPORTUNITY TO race at Hidden Valley in the Northern Territory has again come to light. The promoters have again gauged various clubs for a likely support event status to the Shell V8 Supercars. There may also be subsidies offered for travel and accommodation. ✓

Rubber glut

FOLLOWING ON DISCUSSIONS regarding control tyres at the August General Meeting and the prospective shortage of 14" x 60 series Yokohama tyres there is good news. Gordon Leven has given assurances that A008R's in 225x60x14 will be readily available for the next 18 months. ✓

Entry push

THE COMPETITION COMMITTEE personnel are eagerly pushing as many Group Nb and Nc competitors to race at the final round of the Roman Autotek series at Oran Park's Truck meeting on October 23-24. They say the Club is in danger of losing this important event (probably to Club Cars) particularly after the last event had to be scrapped due to a lack of entries. ✓

Meeting conflict

GROUPS Na AND Nb Division II are scheduled to run a round of their State Championship on October 24 at Wakefield Park. That would deem it unlikely that they would be able to bolster a possible flagging entry at the Roman Autotek Oran Park final throw. ✓

Wish list

IT SEEMS THAT Nc competitors are not the only group eyeing off changes to their cars. There has been a gathering of Na runners to discuss various issues including alloy wheels to replace steel units which are constantly breaking, 60 profile tyres and even control tyres as well as telescopic shock absorbers. There has also been some attention given to the prospect of a locked diff for one car in particular. ✓

Earlier start

SYDNEY'S OLYMPIC GAMES will have a major effect on most sporting calendars in the Year 2000. None the least will be motor racing with the traditional Bathurst long weekend being moved back to a yet-to-be announced date.

For historic racing the HSRCA has had to move its Oran Park season opener forward a week to the last weekend of January. The Post '60 meeting in August will not be run next year, rather the September Eastern Creek will take place at the end of July.

It is also believed likely that the Pre 60's Wakefield Park outing will be open to later vehicles as well. The November return to the Goulburn circuit remains unchanged. ✓

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NET NEWS

A HUGE AMOUNT of traffic over the past month, much of it relating to Stirling Moss's crash at the Monterey Historics. Many of the writers thought that Stirling made a really unwise move and that he should have therefore been subject to the 13/13 rule.

In the US Historic scene there is a 13/13 rule that is applied to people held to be responsible for crashes. You miss 13 races with that organiser, or, you don't get a run for 13 months at any events organised by that promoter. Can you imagine that rule coming into effect over here?

Another chance

THE V8 LITES, the five-round V8 Supercar series for Privateers is another prospective event for Group N support and one that is being looked at by competition representatives of Group Nb Division I and Nc. It seems that this four-state series would be taken in favour of the Truck supports at Oran Park which would be handed over to Na and Nb Division II. Hmm, wonder if the latter Groups have any say, or want to compete at these races.

No reaction

THE SPECIAL MEETING of Group C interested parties for possible inclusion in the 5th Category and more specifically, the Appendix J Association, recently raised no comments at the September General Meeting. Little has happened since, and our only truly historic touring car category remains in limbo. Meanwhile on the other side of the world in England moves have afoot to include historic touring cars up to 1990 in their historic groups.

Anyway, a lot of bandwidth was consumed by writers complaining about former stars being allowed out to "play" in rich owners' toys, particularly if they don't seem to care if they bend the cars. The consensus was that the 13/13 rule should apply to all participants, regardless of their experience - which seems pretty fair to me. You should think about that the next time you make that desperate lunge down the inside. Would it change your driving style?

Another topic of considerable discussion was SU fuel pumps and their propensity to "do a Lucas" and fail at the most inappropriate moment. Those of us with SU pumps are pretty well-versed in the first engineering action, jump out of car, open boot, hit pump with large metal object and listen for the ticking.

However, some wimps recommended switching to Facet pumps, whilst others reckoned that it was time to install the new "pointless" units now available from distributors such as SU Midel. Look for their website at www.sumidel.com.

Talking of websites, have you checked our Club site yet? Paul Rodenhuis is doing more work on our Club site <http://members.xoom.com/AppendixJ> and is keen for members to provide him with up to date information about cars and drivers.

After blowing up his Zephyr's engine at Eastern Creek on the Saturday, he spent time wandering around with his digital camera taking shots of Club members and their cars - will your happy smiling face be on the site?

Logging off now....

- Andrew Pursey

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CAT CHAT

AT THE HSRCA all-Historic meeting at Eastern Creek we had enough entries to give us two grids (37 for Groups Na and Nb Division II, and 39 for Nb Division I and Group Nc). Well done all who entered.

However, these numbers gave rise to some concerns. One concern was the spread of times across each of the grids and another was the length of time that this number of cars takes to clear from the Dummy Grid.

We therefore tried to manage the situation and minimise problems by pre-gridding the cars for Qualifying with the fastest first out and the slowest last.

We also asked that the lead car maintained a slower pace with no overtaking by those following until the exit from the hairpin Turn Nine, at which time it was up to full speed and go for it.

The reason for this approach is that Qualifying, because it is unstructured, is a quite dangerous activity. In a race the slower cars know when they are likely to be lapped and can be prepared.

But if cars go out in random sequence for Qualifying that natural order does not prevail and both slower and faster cars are less likely to get a clean run and the potential for incidents increases dramatically.

Did this approach work? In principle yes, particularly because we had a couple of stalled cars on the Dummy Grid which slow departure even more than usual.

If the leaders had gone charging out at full tilt they would have been upon the last cars very quickly, but instead there were a reasonable couple of laps before the slower cars were captured.

The one element that requires tuning is the sequencing of the cars on the Dummy Grid. But by loading known times into a computer system it will be a simple matter to select cars and their times for a specific circuit and then sort them and produce a better sequence.

This procedure can be followed at all NSW tracks where we compete and it can make life easier for all of us if everybody works within the guidelines. Your Committee needs your feedback. So constructive comments and likely contentious issues that could crop up, are open to discussion over the coming months.

Driving standards were again an issue. Look at some of the incidents in some of the other categories at the Eastern Creek Historics. However within our category Group N, there were also some lapses.

One notable item was the lack of understanding of the HSRCA's "fishing pole" method for starting the Handicap events.

If in doubt, ask, and make sure that you go to the Race Office and inspect the Grid Sheet so that you know your position and the time band that you are in.

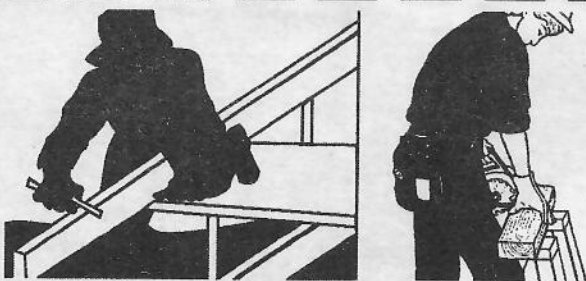
There were also some incidents of panel damage, fortunately relatively light, and some offs where people came charging back onto the track without proper reference to oncoming cars.

Remember, if we do not police our Group and behave in a responsible manner, somebody else will do it for us and that could be painful to the wallet.

Switching off now....



- Axeman



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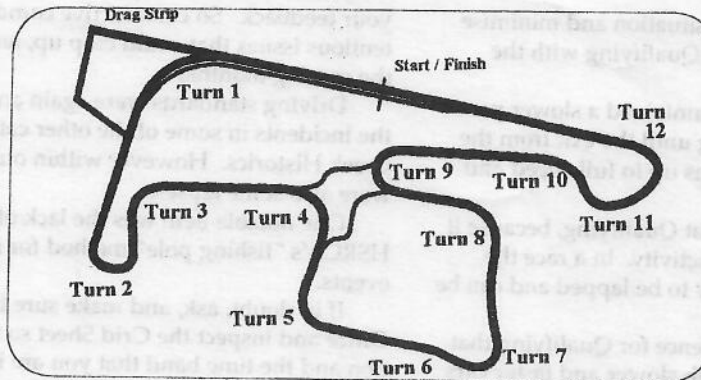
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AROUND THE TRAPS - racing

ARDC/State Championship - Eastern Creek - August 29

Dream debuts for new V8s

FIRST TIME OUT for new cars earned Brain Potts and Ross Donnelley a win apiece at Eastern Creek. It was the Australian Racing Drivers Club's third National Open meeting for the year and a round of the State Championship but the troublesome weather for the first half of the day, did throw in some conundrums.



The fleet of the Ford V8s was Max Ullrich in his Fairlane, scoring 13th ahead of Noel Roberts (Torana), Phil Powell (Cortina GT), Robin Marshall (Lotus Cortina), the Volvo of Vince Harmer and Lindsay Patterson in the northern NSW-based Charger.

Trouble finding grip led to an exciting "spin spin spin" scenario for Ross Donnelley and his new Mustang (with old mechanicals) and would be

unusually well down the grid but quicker than Russell Stanford's Falcon. At the rear were the Torana of Garry Kirwan and Don Titcume's Major while Anton Mechtler failed to post a time.

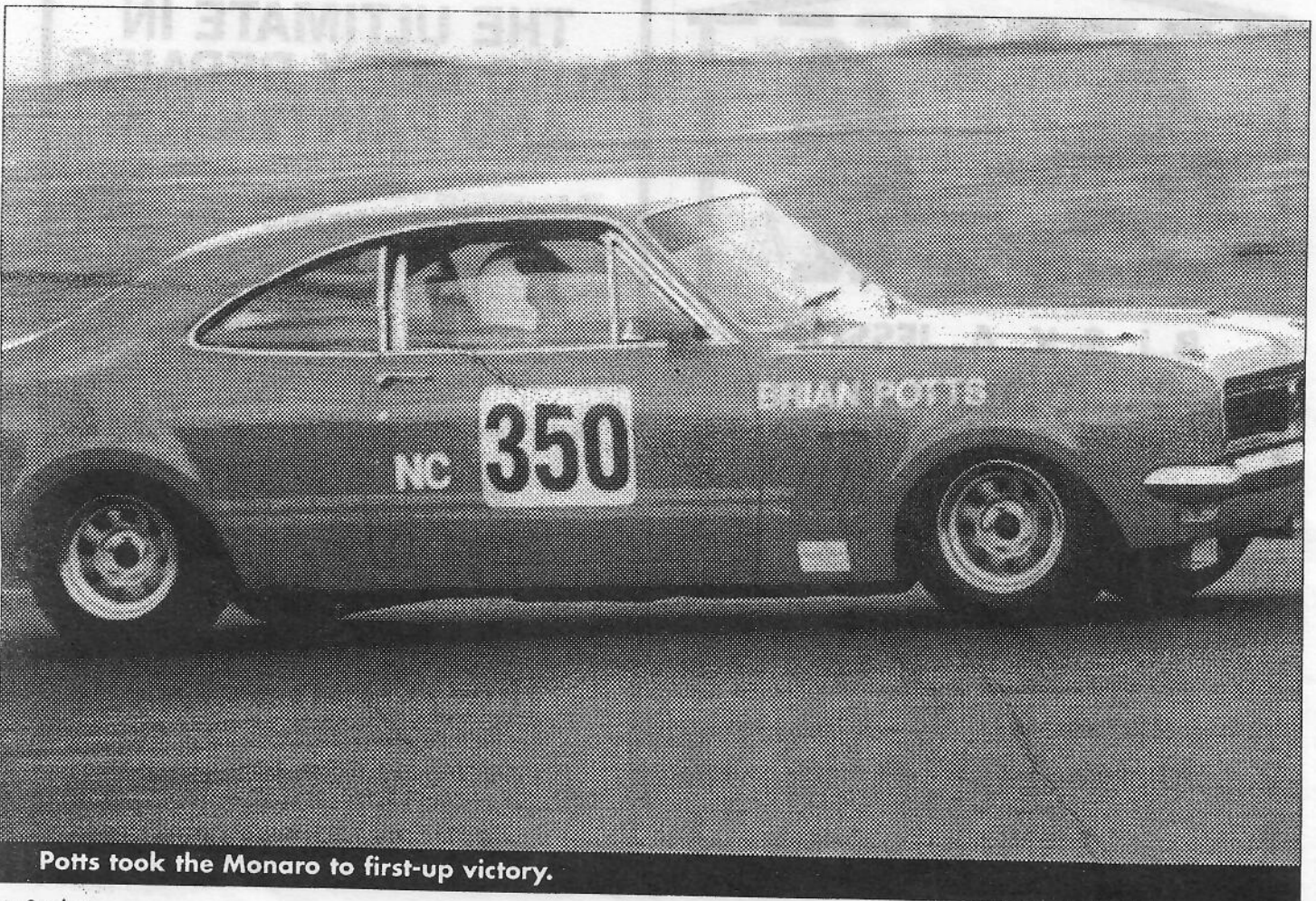
Qualifying

WET CONDITIONS GREETED the qualifiers where Michael Kavich proved to be the rain master grabbing pole in his Holden Torana by over two seconds. Mike Dyer made it an all-XU-1 front row ahead of Potts' new HG 350 and John Lyle in his Lotus Cortina, the fastest of the Nb cars.

The Torana of Ian Sawtell and Vince Macri held row three ahead of Ken Ballantyne whose EH was the second quickest of the Nb brigade and had the Torana of Michael Terry alongside. Then followed Chris Strode in his Cortina GT, Paul Axaik's Monaro, Grant Elliott (Torana) and Warwick Ahearn in Terry Thompson's VW.

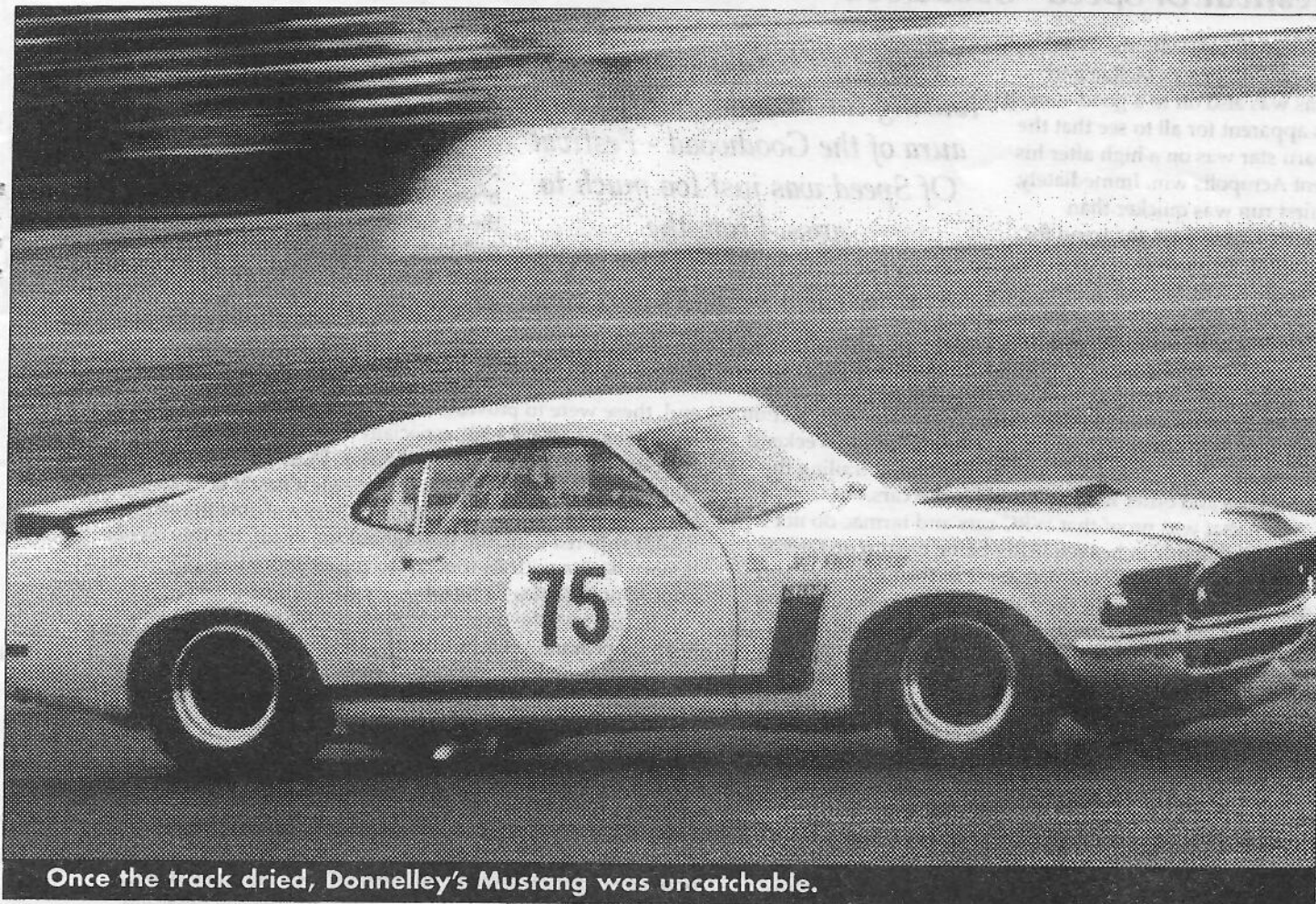
Race One (7 laps)

BOTH DYER AND Kavich were deemed to premature in getting off at the very wet start but quickly assumed a two-one stance by the end of the first lap ahead of Macri, Potts and Sawtell. Ullrich was next ahead of Strode, Donnelley, Terry, Lyle, Ballantyne and Powell.



Potts took the Monaro to first-up victory.

AROUND THE TRAPS - racing



Photography by Peter Schell

Once the track dried, Donnelley's Mustang was uncatchable.

Axiak was 13th and ahead of Harmer, Metchler and Marshall in their Lotus Cortinas, Ahearn, Roberts, Patterson, Stanford, Titcume and Kirwan bringing up the rear.

Kavich took his mandatory stop on lap two surrendering the lead and dropping to fifth. Dyer was in to the pits two laps later, handing the lead to Macri. At this point Potts held second and Kavich was third in front of Sawtell, Lyle (picking up five places), Ballantyne and Terry.

Dyer's stop meant he dropped to eighth and lost more places before retiring. Shortly after Potts took the lead from Macri and went on to beat the Torana by 1.3 seconds. Kavich claimed third on the same time beating home Lyle, Sawtell, Ballantyne, Terry, Strode, Donnelley and Axiak.

Powell was the first out of the top ten heading Patterson, Harmer, Stanford, Ahearn, Roberts, Marshall and Kirwan as Titcume wasn't classified and Metchler and Ullrich joined the retiree list.

Race Two (7 laps)

WITH A START impending Dyer was pushed off with failing oil pressure leaving Macri to get the best lift-off and beat Potts off the line. Macri emerged from turn three ahead with Sawtell third ahead of charging V8s of Axiak and Donnelley. The latter continued his push to the lead, grabbing second as they left the Corporate Hill and then the lead at turn ten.

In the meantime Axiak was up to second, nabbing Potts before the start/finish line while Macri was the big loser slipping to fourth behind Sawtell. Then followed Kavich, Terry, Ballantyne, Powell, Ullrich and Elliott who had come off the

back of the grid.

Donnelley extended his lead on the next circuit. Likewise Axiak had drawn away of his Monaro adversary Potts who was clear of a developing scrap involving the Toranas of Sawtell, Kavich who had passed Macri and the rapidly approaching Elliott.

Terry was next ahead of Ballantyne but the Holden EH driver was in trouble, pulling out at the end of the third tour. That left Ullrich on his own ahead of Lyle; Powell who was being harassed by Garnett, then Harmer, Metchler coming through from the back, the Toranas of Kirwan and Roberts, Marshall, Ahearn and Titcume at the rear.

By the end of the fourth lap Kavich had displaced Sawtell and the latter was under pressure from Elliott who had relegated Macri the lap before. Further back both Powell and Garnett were ahead of the Fairlane while Lyle had slipped fairly dramatically to be 14th behind Harmer and Metchler. Lyle ensued ahead of Kirwan, Roberts, Marshall and Ahearn and Titcume had already been overcome by the fast V8s.

Donnelley was in control and remained so to the flag, scoring comfortably ahead of Axiak with Potts a similar distance away. The race for fourth was resolved in Elliott's favour when he passed Kavich on the final lap. Sawtell withstood Macri's late charge to take sixth, and Ullrich was able to separate Garnett and Powell in the run to the flag.

Harmer was next while Metchler, Kirwan and Lyle were close at the end. Roberts and Marshall followed in their wake as the Na cars of Ahearn and Titcume rounded out the finishers a lap down.

FEATURE - racing

Festival Of Speed - Goodwood

IN THE MEANTIME, the WRC showcase of Messrs McRae and Burns was also off to a good start. It was apparent for all to see that the Subaru star was on a high after his recent Acropolis win. Immediately, his first run was quicker than McRae's and that set the trend for this private battle between two accomplished British rally stars.

Burns enjoyed himself ostensibly, upsetting the Goodwood gardeners on Sunday by cutting off Crossroads and Molecomb on the grass, trying to gain as much advantage from his 4WD traction as was humanly possible. Eventually, he finished the weekend with a 51.08s, ten seconds down on Heidfeld and trailing the likes of Mass and Surer in ten-year-old turbo cars.

Again that was proof that WRC cars and tarmac do not make a match made in heaven. After being outrun on tarmac by Philippe Bugalski's F2 Citroën Xsara in the Catalunya and Corsica rallies the Ford and the Subaru had to concede to rear-wheel power once more. Even Charlie Agg's huge 8-litre CanAm March-Chevy from 1970 (almost as wide as the entire track) matched Burnsey's best, the 'Boeing' 707 underlining the fact the hill is best to be regarded as a one-mile drag strip.

Compared to Burns, McRae looked fairly uninterested. He never drove his Focus on edge and even relinquished his final Sunday run for an early drive home. The Ford man has had a hard time since his surprise Monte win and it seemed his recent lack of luck has got to him in a Damon Hill kind of way. Still, the Scot provided for Saturday's quote of the day. When probed by caller Bob Costanduros on his lack of speed compared to his Impreza-mounted rival, Colin made his sincerest apologies. "I had a big breakfast."

On Saturday morning many of us had quite a few laughs. This we had Lord March to thank for, since he not just sent out invitations to the owners of the world's best looking racing cars but had the nerve to mix them with some of the most outrageous machines in motor racing history.

This event's number one folly just had to be the 'streamlined' Le Mans Cadillac, aptly nicknamed 'Le Monstre'. This ghostly rebodied vehicle, developed in conjunction with the Grumman aircraft factory, turned out to be so unwieldy that they were outpaced by the normally bodied Caddy sedans.

So much for windtunnel tests! Would motorsport journalist Doug Nye have understood the joke as he drove it uphill? Other frightful contraptions to prove some designers had a sense of humour (or two eyes for purposeness and none for looks) were the Nardi Twin-Boom monstrosity and the Rover-BRM turbine car. Exactly why Graham Hill and Jackie Stewart agreed to race this thing at Le Mans remains a mystery, with the added surprise that they actually finished the race in 10th place.

Another one was the Pikes Peak Audi, driven by Austrian rally star Harald Demuth. This winged monster was a serious piece of equipment, however. With 720bhp on tap it proved one big muscle stretching and flexing to get uphill. It wasn't far off the pukka WRC cars either.

Which was not to be said about Michèle Mouton's original Quattro S1 Evo, the misfiring car robbing us from the French girl's usual driving zest. Talking of Audis, Frank Biela's IMSA GTO 90 was another Ingolstadt invention amounting to sci-

There was hardly a "tin-top" touring car in sight, but the sheer aura of the Goodwood - Festival Of Speed was just too much to miss. From the
www.racer.demon.nl/8w/fos99.html
Action-Line presents part two of this fascinating special

ence fiction. Its humming engine and whistling gear changes created a unique soundscape among the usual noise-arama.

And then we had Jonathan Palmer's costly spinner, right in front of our very noses. On Friday, JP had been prowling the Honda Collection stand in the main paddock, reacquainting himself with the Japanese engineers. The former McLaren test driver and Goodwood record holder looked keen to get into his mount and strolled around the three sixties models Honda had brought along as well. In the

end, these were to provide the main Honda excitement, the high-winged 1968 RA301 especially battering everyone's ears with its monster three-litre V12 noise. Together with the Hondola driven by John Surtees himself it easily belonged to the group of loudest cars on show. It was a shame the original RA272 suffered a misfire throughout the event, for this revolutionary design with its transverse engine mounting played an important in sixties F1 history.

In contrast, the modern Honda-engined cars made lacklustre appearances. On Saturday morning, with lunchtime approaching, Palmer was out to please the crowd on his way to the start. Out of the paddock assembly area, underneath the bridge, the Doctor gave it some stick, to the delight of the onlookers.

The atmospheric Honda sound was masterful but Palmer's car control wasn't. As he turned into Crossroads the back wheels were still spinning, violently throwing the MP4/5 around. It was JP's bad luck that he was driving the track in opposite direction, exactly on the fatal spot the straw bales were stacked all towards the trackside, its original intention being to prevent stray cars from flying into the Le Mans paddock. Now it acted as a saboteur to JP's record defense.

Skidding off, the McLaren almost immediately hit the outer bale with its right rear wheel, damaging the suspension. The red flag was out, and so was Jonathan Palmer. Still in the car, he grabbed his helmet in despair. He won't have believed what just happened to him. His mistake was cheered from the stands, but the Honda people weren't laughing.

To the delight of Hans Stuck Jr, and probably only him, the umbrellas were out on Sunday morning. Most people were



Briela in an Audi Quattro

Photography by Frank van de Velde

FEATURE - racing

still hanging around in the Cartier Style et Luxe area where a Concours d'élégance was fought out between a huge fleet of Horch cars, a rare Monica, the first Maserati Quattroporte, a four-wheeled Messerschmidt and a pretty little Lancia coupé amongst others.

On the track the few veterans and Edwardians daring to go out for a spin (no pun intended, of course) looked quite a handful in the wet. Then, suddenly, the dark clouds turned white and soon a bright blue sky appeared through the ever-growing gaps. This bode well for the final runs in the afternoon, when it soon came clear that everybody meant business.

Well, almost everybody. As previously done by Stirling Moss and Juan Manuel Fangio II, Derek Bell and Jacky Ickx made the Gulf Mirage's last waltz up the hill a slow one. The famous duo taking the meaning of a 'shared drive' quite literally as the Belgian sat on the top of his former team mate's legs while Derek tried his best not look uncomfortable.

The leg cramp must have lasted for a while, though, as on his serious run in the Rothmans Porsche he got into a tank slapper on the last slope before the finish, brushing the tail of the mighty 962C against the straw bales. Following was Bell Jr in the Viper who at the top asked around what lunatic had been putting straw all over the track. Nice one on Father's Day, Justin.

Straw or not, the little Bell did manage to beat his best time by some margin, as a large number of timed runners ducked beneath the magic one-minute mark.

Among them were some personal favourites such as the Eagle-Weslake T1G (driven by Kiwi Rob Wilson), the Lotus-Climax 25 (which got a second chance after being baulked by the troublesome Honda RA272), the Tasman Ferrari 246 (which looked very agile up the hill), Phil Hill in the Ferrari 330TR, Dickie Attwood in the Porsche 917 (going completely sideways at Crossroads on Sunday morning), the Brabham-Ford BT42 (still a stirring design) and Desiré Wilson in the remarkably fresh De Cadenet Lola.

A car failing to deliver on Sunday was the Mazda 787B, its screaming rotary engine suddenly plagued with a misfire the Mazdaspeed mechanics were unable to dial out.

Also lacking speed, but understandably so, was Johnny Servoz-Gavin, who had been out of practice for years. Reunited with his Matra-Simca sportscar the Frenchman took a leisurely approach, seemingly preferring the rides back down to the paddock over the actual racing as he gracefully

accepted the accolades by the crowd.

Taking about the same time on his way up was Mark Walker in his 12.8-litre Panhard et Levassor from 1908, but this was the result of hard work. Another two amazing efforts were put in by Julian Mazjub and Ted Rollason in their inter-war Bugatti 35 and Alfa Tipo B, both men almost touching the one-minute mark. And then we had the aforementioned Peter Hardman, Marc Surer, Charles Agg and Nick Heidfeld.

Of course, there was disappointment as well. The two F1 Renaults both encountered numerous problems during the weekend and had limited outings, both Arnoux and Tambay complaining of malfunctioning turbos, the same applying to its Ferrari counterparts driven by Tambay and Alboreto.

The Le Mans-winning Rondeau was a no-show, while Jean-Pierre Jaussaud's other drive of the weekend, the Alpine-Renault A442, produced a harsh sound during all its appearances. Must have been a while since that engine was fired up.

Many of the old-day Indycar stars were seriously rusty as well, just as their machinery will have been. The single exception was Johnny Rutherford in his Gatorade McLaren-Offy but then he is keeping fit as a pace car driver these days.

And then there were those, well, instructed to take it easy: Marcel Tiemann in the Merc CLK-GTR was one, Walter Röhrl in the Joest Porsche WSC Spyder another. Fortunately, Jochen Mass and Allan McNish had no ears for Mercedes or Porsche corporate wishes and hammered their C11 and 911 GT1-98 to times around the 50s mark, Mass doing a 49.0 (which turned to be the second time of the day), McNish a 50.7, earning him fourth. Surer was third with 50.6.

For many that concluded the weekend's proceedings as we all returned to the car parks. It had been a beautiful three days. We had been bathing in sunshine and engine noise, spoiling our senses infinitely, but when the end inevitably arrived, we were left satisfied to the full.

Indeed, the best-ever Festival of Speed, as Autosport magazine rightfully headlined in its report. Still, for the 8W team at Goodwood, the fun wasn't over as we sneaked onto the adjacent Motor Circuit. There we found the gate to the start-and-finish straight left open by the track manager!

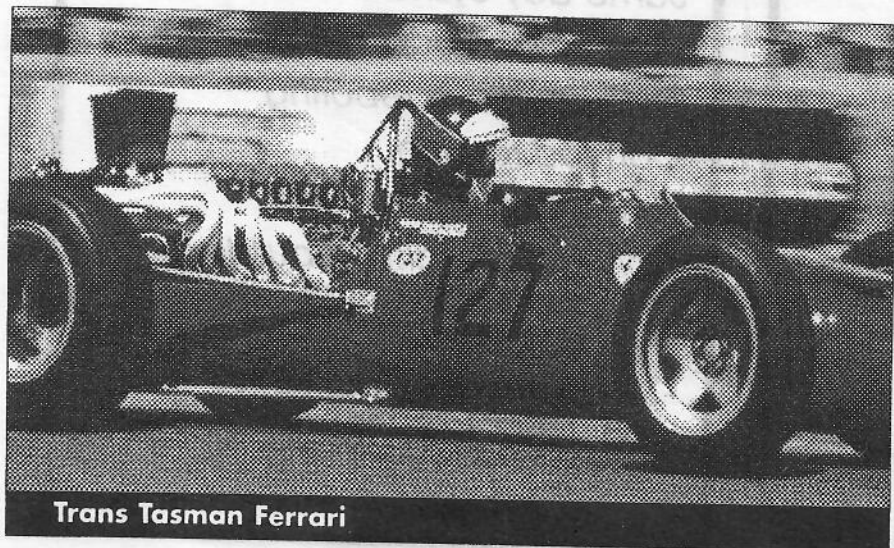
This had also come to the attention of some bloke in a very second-hand but nonetheless extremely fast Porsche 911 Turbo, sporting a Pikes Peak-size rear wing with which he no doubt was aiming to impress his shy girl-friend in the passenger seat.

Having asked politely if he could have a go, the Porsche geezer was surprised to find out that was okay. "But you will have to follow my track because I'd hate to clear up the mess", the good humoured track manager said as he walked back towards his Audi A4 Turbo.

Err, sir, could we get on as well? Oh sure, no problem, he waved. Trying to follow the turbo cars we were of course left trailing halfway around the lap but nonetheless we discovered that Honda has made a very stable, driveable car with its latest Civic.

When the gate immediately closed again behind us, we realised we had received special treatment. The huge smiles on our faces lasted all the way back to the Channel Tunnel.

- Mattijs Diepraam



Trans Tasman Ferrari

RACING DETAILS

Laguna Seca

Monterey Historics - August 27-29

Race (10 laps 22.380 miles) Group 5b: Jim Hague - 1969 Sunoco-Camaro (10 laps - 17:27.874) 1, Parnelli Jones - 1970 Boss 302 Mustang (10 laps - 17:28.389) 2, Ken Epsman - 1971 Javelin (10 laps) 3, John Hildebrand - 1968 Camaro (10 laps) 4, Jamey Mazzotta - 1970 Boss 302 Mustang (10 laps) 5, John McClintock - 1969 Boss 302 Mustang (10 laps) 6, Scott Rubin - 1970 Dodge Challenger (10 laps) 7, Tom McIntyre - Sunoco-Camaro (10 laps) 8, Michael Eisenberg - 1968 Camaro Z28 (10 laps) 9, Bo Cheadle - 1970 Boss 302 Mustang (10 laps) 10, Vic Edelbrock - 1968 Camaro (10 laps) 11, Rick Titus - 1970 Pontiac Firebird (10 laps) 12, Bruce Jacobs - 1969 Camaro (10 laps) 13, Gary Bennett - 1967 Mustang (10 laps) 14, Harry Lipetz - 1967 Camaro Z/28 (10 laps) 15, Ed Dwyer - 1970 Camaro (10 laps) 16, Tom Armstrong - 1968 Sunoco-Camaro (10 laps) 17, Fred Cziska - 1968 Mustang (10 laps) 18, Linda Mountanos - 1970 Camaro (10 laps) 19, Bryan Mimaki - 1969 Boss 302 Mustang (10 laps) 20, Jeff Kiene - 1968 BMW 2002 (10 laps) 21, Walt Boeninger - 1967 Shelby (10 laps) 22, Curt Kallberg - 1970 Camaro (9 laps) 23, Carl Stein - 1966 Shelby (9 laps) 24, Keith Thompson - 1969 Camaro (8 laps) nc, Bill Aubertain - 1970 BMW 2002ti (7 laps) nc, Carl Fredricks - 1968 BMW 2002 (5 laps) nc, Phil Gallant - 1970 Boss 302 Mustang (4 laps) dnf.

Eastern Creek

State Championship - August 29

Qualifying: Michael Kavich (Holden Torana GTR XU-1) 2:20.1184, Mike Dyer (Torana) 2:22.2601, Brian Potts (Holden Monaro) 2:23.8341, John Lyle (Lotus Cortina) 2:26.7149, Ian Sawtell (Torana) 2:27.8700, Vince Macri (Torana) 2:28.0743, Ken Ballantyne (Holden EH) 2:28.3128, Michael Terry (Holden Torana) 2:28.4790, Chris Strode (Ford Cortina GT) 2:31.7812, Paul Axiak (Monaro) 2:32.6075, Grant Elliott (Torana) 2:33.3729, Warwick Ahearn (VW Beetle) 2:34.8742, Max Ullrich (Ford Fairlane) 2:35.6328, Noel Roberts (Torana) 2:36.6408, Phil Powell (Cortina GT) 2:36.6907, Robin Marshall (Lotus Cortina) 2:40.2140, Vince Harmer (Volvo 144S) 2:40.2555, Lindsay Patterson (Chrysler Charger R/T E49) 2:43.4459, Ross Donnelley (Ford Mustang) 2:47.7785, Russell Stanford (Ford Falcon XY GT) 2:52.2700, Gary Kirwan (Torana) 2:54.8357, Don Titcume (Morris Major) 3:04.8736, Anton Metchler (Lotus Cortina) dnf.

Race One (7 laps): Potts (16:08.6530) 1, Macri (16:09.9955) 2, Kavich (16:23.8003) 3, Lyle (16:27.4340) 4, Sawtell (16:27.5215) 5, Ballantyne

(16:28.5576) 6, Terry (16:31.1938) 7, Strode (16:50.2168) 8, Donnelley (16:51.7372) 9, Axiak (16:51.7878) 10, Powell (16:53.6445) 11, Patterson (17:43.7229) 12, Harmer (17:47.2809) 13, Stanford (17:47.8730) 14, Ahearn (18:01.9208) 15, Roberts (18:12.6182) 16, Marshall (18:20.7327) 17, Kirwan (6 laps) 18, Titcume (5 laps) dnf, Dyer Torana (5 laps) dnf, Metchler (2 laps) dnf, Ullrich (1 lap) dnf. Fastest lap: Michael Kavich (Holden Torana GTR XU-1) 2:13.0813.

Race Two (10 laps): Donnelley Ford Mustang (13:24.2046) 1, Axiak (13:38.1790) 2, Potts (13:42.5239) 3, Elliott (13:43.5349) 4, Kavich (13:46.8610) 5, Sawtell (13:56.7090) 6, Macri (13:57.5424) 7, Patterson (14:21.5214) 8, Ullrich (14:22.9327) 9, Powell (14:23.4466) 10, Harmer (14:25.5189) 11, Metchler (14:29.0715) 12, Kirwan (14:29.5289) 13, Lyle (14:29.7640) 14, Roberts (15:15.7408) 15, Marshall (15:21.8746) 16, Ahearn (6 laps) 17, Titcume (6 laps) 18, Terry (4 laps) dnf, Ballantyne (2 laps) dnf, Strode dnf, Dyer dns. Fastest lap: Ross Donnelley (Ford Mustang) 1:51.6332.

Phillip Island

Victorian Motor Race Championships Rd 5 - September 11-12

Qualifying: Chris Stephen (Ford Mustang) 1:52.6791, Trevor Talbot (Holden Torana GTR XU-1) 1:52.8983, Greg McPherson (Mustang) 1:53.3790, Wayne Purdon (Ford Falcon XY GT) 1:53.4078, Les Dole (Torana) 1:55.2486, Les Walmsley (Chevy Nova) 1:55.9219, Steve Coad (Torana) 1:56.0845, Greg Nicholls (Mustang) 1:57.7782, Scott Slater (Torana) 1:58.5444, Ted Brewster (Morris Mini Cooper S) 1:58.7865, Len Read (Cooper S) 1:59.6930, Daniel Read (Cooper S) 1:59.8221, Nick Stillwell (Cooper S) 1:59.9362, Cameron Spence (Cooper S) 1:59.9520, Ian Robertson (Ford Cortina GT) 2:00.4126, Chris Stillwell (Cortina GT) 2:00.9961, Bill Trengrove (Holden EH) 2:02.6835, James Lightfoot (Cooper S) 2:02.8300, Anthony Ramadge (Cooper S) 2:03.2907, Richard Fairlam (Holden EH) 2:03.5686, Mark Johnson (Lotus Cortina) 2:04.3260, Liam Reed (Cortina GT) 2:05.3659, Paul Treveltham (Ford Galaxie) 2:05.3994, Brad Wright (Cortina GT) 2:05.8242, David Pike (Holden EH) 2:05.8528, Justin Brown (Falcon XM) 2:08.1288, Michael Stupka (Hillman Imp) 2:10.6191, Ian Watt (Triumph 2000) 2:10.9186, James Brock (Torana) 2:16.3170.

Race One (5 laps): Mann (9:33.0336) 1, Talbot (9:33.1516) 2, (9:36.9480) 3, Walmsley (9:40.7649) 4, McPherson (9:41.4221) 5, Purdon (9:41.6521) 6, Dole (9:49.9251) 7, Coad (9:50.5558) 8, Brock (10:01.4717) 9, Read (10:05.3804) 10, Brewster (10:05.3853) 11, Slater (10:06.2920) 12, Read (10:06.7320) 13, Spence (10:10.3272) 14, N Stillwell (10:18.8839) 15, Trengrove (10:22.6542) 16, C Stillwell (10:23.3435) 17, Ramadge

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RACING DETAILS

(10:24.0014) 18, Fairlam (10:36.7480) 19, Lightfoot (10:37.0784) 20, Robertson (10:37.9144) 21, Reed (10:48.3642) 22, Brown (10:51.6439) 23, Wright (11:05.1910) 24, Stupka (11:14.6246) 25, Watt (11:28.9836) 26, Pike (3 laps) dnf, Nicholls (0 laps) dnf. Fastest lap: John (Ford Mustang) 1:50.4909 (new lap record).

Race Two (6 laps): Mann (11:21.6993) 1, Talbot (11:22.7755) 2, Stephen (11:27.5923) 3, McPherson (11:36.8912) 4, Walmsley (11:38.3206) 5, Purdon (11:42.8388) 6, Brock (11:50.6732) 7, Dole (11:51.9113) 8, Read (12:11.7952) 9, Brewster (12:12.0126) 10, Slater (12:18.0046) 11, N Stillwell (12:19.5711) 12, Coad (12:20.5632) 13, Trengrove (12:29.9855) 14, C Stillwell (12:33.6160) 15, Fairlam (12:33.8494) 16, Ramadge (12:34.3341) 17, Spence (12:40.6612) 18, Wright (12:59.0636) 19, Brown (12:59.4981) 20, Reed (13:00.8256) 21, Watt (13:15.6276) 22, Stupka (6 laps) 23, Jones (2 laps) dnf, Pike (2 laps) dnf, Lightfoot (2 laps) dnf, Read (1 lap) dnf, Robertson (1 lap) dnf. Fastest lap: John (Ford Mustang) 1:50.3193 (new lap record).

Race Three (8 laps): Mann (15:07.0295) 1, Stephen (15:11.1289) 2, Purdon (15:20.3283) 3, McPherson (15:28.5567) 4, Coad (15:30.5619) 5, Slater (16:07.7921) 6, L Read (16:10.1784) 7, Fairlam (16:12.4639) 8, Brewster (16:14.4792) 9, Spence (16:15.3590) 10, C Stillwell (16:19.5809) 11, Ramadge (16:56.4488) 12, Reed (17:00.0308) 13, Wright (17:00.4359) 14, Watt (7 laps) 15, Stupka (7 laps) 16, Pike (6 laps) dnf, Lightfoot (6 laps) dnf, Brown (6 laps) dnf, Talbot (5 laps) dnf, Jones (5 laps) dnf, Trengrove (4 laps) dnf, Brock (2 laps) dnf, N Stillwell (1 lap) dnf, Dole (0 laps) dnf. Fastest lap: Trevor Talbot (Holden Torana GTR XU-1) 1:50.7793 (new class record).

Mallala

AUSTIN 7 CLUB STATE CHAMPIONSHIPS - September 11-12
 Qualifying: Mike Erwin (Ford Mustang) 1:20.02, Peter Hall (Datsun 240Z) 1:22.17, Phil Morris (Ford Falcon XY GT) 1:23.82, Mark Forgie (Porsche 911) 1:24.26, Phillip Dixon (Porsche 911S) 1:24.97, Lance Stannard (Morris Mini Cooper S) 1:26.07, Jason Armstrong (Cooper S) 1:26.29, John Bryant (Lotus Cortina) 1:26.40, Ian Gear (Holden EH) 1:27.50, Peter Cole (Ford Cortina GT) 1:27.77, Robert Butt (Cortina GT) 1:27.83, Imy Lapins (Cooper S) 1:28.81, Christopher Anderson (Cortina GT) 1:28.82, Ian Pringle (Cooper S) 1:29.26, Paul Atkins (Cortina GT) 1:29.47, Ruth Franck (Cooper S) 1:31.35, Sharyn Wood (Lotus Cortina) 1:32.88.
Race One (5 Laps): Erwin (7:05.51) 1, Hall (7:06.06) 2, Morris (7:10.01) 3, Dixon (7:13.97) 4, Bryant (7:17.04) 5, Armstrong (7:18.58) 6, Stannard (7:25.72) 7, Gear (7:30.56) 8, Butt (7:31.76) 9, Pringle (7:33.80) 10, Atkins (7:34.46) 11, Cole (7:35.83) 12, Anderson (7:37.26) 13, Forgie (7:40.06) 14,

Lapins (7:40.99) 15, Franck (7:47.97) 16, Wood (7:48.68) 17.
 Fastest lap: Mike Erwin (Ford Mustang) 1:20.69.
Race Two (5 Laps) Handicap: Armstrong (7:37.09) 1, Atkins (7:39.01) 2, Erwin (7:41.48) 3, Anderson (7:42.58) 4, Stannard (7:43.13) 5, Franck (7:44.12) 6, Cole (7:44.39) 7, Forgie (7:46.54) 8, Dixon (7:46.97) 9, Hall (7:47.52) 10, Lapins (7:49.12) 11, Gear (7:50.82) 12, Wood (7:58.23) 13, Butt (8:07.35) 14, Bryant (? laps) dnf, Morris (? laps) dnf, Pringle (? laps) dnf. Fastest lap: Mike Erwin (Ford Mustang) 1:20.24.
Race Three (5 Laps): Erwin (7:07.48) 1, Hall (7:12.15) 2, Morris (7:13.69) 3, Dixon (7:15.67) 4, Bryant (7:19.79) 5, Armstrong (7:22.53) 6, Forgie (7:26.43) 7, Stannard (7:28.74) 8, Gear (7:41.32) 9, Atkins (7:42.91) 10, Pringle (7:44.06) 11, Butt (7:44.61) 12, Anderson (7:45.44) 13, Lapins (7:47.91) 14, Franck (7:53.95) 15, Wood (7:54.66) 16, Cole (7:44.28) 17. Fastest lap: Mike Erwin (Ford Mustang) 1:20.52.
Race Four (7 Laps): Erwin (9:58.79) 1, Hall (9:59.84) 2, Morris (10:02.03) 3, Dixon (10:05.66) 4, Forgie (10:06.43) 5, Bryant (10:10.77) 6, Stannard (10:16.97) 7, Armstrong (10:21.26) 8, Pringle (10:28.89) 9, Gear (10:36.47) 10, Cole (10:38.94) 11, Butt (10:40.21) 12, Anderson (10:42.24) 13, Atkins (10:42.95) 14, Franck (10:49.82) 15, Lapins (10:50.53) 16, Wood (? laps) dnf. Fastest lap: Mike Erwin (Ford Mustang) 1:21.18.
Race Five (5 Laps) Handicap: Stannard (7:42.74) 1, Lapins (7:45.33) 2, Gear (7:46.10) 3, Erwin (7:46.42) 4, Atkins (7:48.07) 5, Pringle (7:48.51) 6, Bryant (7:50.71) 7, Franck (7:52.08) 8, Hall (7:53.84) 9, Armstrong (7:57.79) 10, Cole (8:38.77) 11, Butt (9:15.40) 12, Morris (? laps) dnf. Fastest lap: Mike Erwin (Ford Mustang) 1:21.02.

Race reports next month

DUE TO TIME restraints because of the long weekend, *Action-Line* has had to hold over some race reports. The Eastern Creek Historic will be covered extensively in the November issue along with Phillip Island and Mallala which were held from this edition.

Furthermore West Australia and Queensland have had further rounds of their state championships while Bathurst will have been run and won. The November issue will carry an international wrap too as it covers Historic touring car racing from around the world.

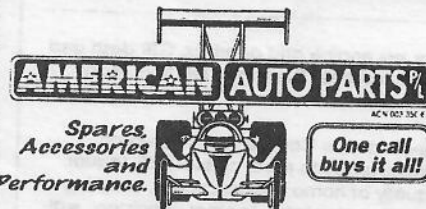
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BLOCKS AND CRANKS: One H.P. with standard bore \$250. One 173 \$100. Contact Ben Visser on 02 4628 5866

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

CLEVELAND PARTS: Ross Racing pistons, Ultra-lite custom 11.5 to 1, new with C&A zero gap rings \$1200. Eagle 6" rods, ARP bolts, new with bearings \$800. Comp Cams stainless rockers, new \$500. Probe stud girde, new \$300. ARP bolt sets, head and main, new \$250 for both. Cleveland block standard bore \$200. Stock rods with ARP bolts \$140. Phone Neil 0412 727 271.

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

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

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

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

Need a PHOTOGRAPH?

See a picture in Action-Line you like?

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

Contact Peter Schell

PO Box 67 Liverpool 2170

Phone: (02) 9602 5317 (ah)

Extensive negative library

NSW GROUP N CALENDAR

RACE PROGRAM - Group Nb Division 1 and Group Nc

DATE	ORGANISER	EVENT	VENUE
February 6-7	HSRCA	Historic/State Championship - Rd 1 Nb, Rd 1 Nc	Oran Park South
March 20-21	WP	State Championship - Rd 2 Nb	Wakefield Park
May 1-2	TOCA	ASTC - Roman Autotek 1 (Nb/Nc)	Oran Park South
May 29-30	NSWRRC	Open, State Championship - Rd 3 Nb, Rd 2 Nc	Oran Park GP
June 12-13	OPMS	Trucks - Roman Autotek 2 (Nb/Nc)	Oran Park South
July 24-25	HSRCA	Historic, State Championship - Rd 3 Nc	Oran Park GP
August 14-15	TOCA	ASTC - Roman Autotek3 (Nb/Nc)	Oran Park GP
August 29	ARDC	Open, State Championship - Rd 4 Nb, Rd 4 Nc	Eastern Creek
September 18-19	HSRCA	Historic/State Championship - Rd 5 Nb, Rd 5 Nc	Eastern Creek
October 23-24	OPMS	Trucks - Roman Autotek4 (Nb/Nc)	Oran Park South
November 20-21	HSRCA	Historic/State Championship - Rd 6 Nb, Rd 6 Nc	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

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

NSW GROUP N CALENDAR

HILLCLIMB PROGRAM - Group Na, Nb and Nc

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

CLUB MEETINGS

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

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

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Greg Cox
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4647 7292 - Rob Faith
 ARDC - (02) 9672 1000 - Brian Goulding
 HSRCA - (02) 6945 3199 - Robyn Snape

LEGEND

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

MAJOR AUSTRALIAN EVENTS

DATE	EVENT	VENUE
March 4-7	Australian Grand Prix - Group N support	Albert Park, Melbourne
March 27-28	Rd 1 Shell Australian Touring Car Championship	Eastern Creek
April 9-11	Adelaide - Group N support	Adelaide
May 2-3	Australian Super Touring Championship	Oran Park (South circuit)
May 29-30	Historic Winton - Nb and Nc	Winton
July 17-18	Historic Touring Car Cup	Willowbank (Queensland)
July 18-19	Australian Super Touring Championship	Oran Park (GP circuit)
August 21-22	Rd 10 Shell Australian Touring Car Championship	Oran Park
TBA	Historic Sandown - Nb and Nc	Sandown
Sept 29-Oct 3	1999 Celebration of Speed	Bathurst
October 14-17	CART Indy GP	Gold Coast
October 30-31	AROCA Six Hour Relay	Eastern Creek
November 11-14	Australian 1000 Classic (V8 Supercars)	Bathurst
TBA	Nb and Nc	Phillip Island

OTHER STATES

QUEENSLAND STATE CHAMPIONSHIP

DATE	VENUE	DATE	VENUE
May 29-30	Lakeside	November 7	Queensland Raceway
September 6	Lakeside		

TASMANIAN STATE CHAMPIONSHIP

DATE	VENUE	DATE	VENUE
February 4	Basketville	October	Symmons Plains
April 18	Symmons Plains	November 7	Symmons Plains
September 26	Basketville	December 5	Basketville

INTERNATIONAL RACING

CLASSIC SALOON CAR CLUB CHAMPIONSHIPS (GB)

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

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

1999 FIA EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

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

CLASSIC TOURING CAR CHAMPIONSHIP (GB)

DATE	VENUE	DATE	VENUE
March 21	Donington Park (GP)	August 22	Snetterton
April 11	Thruxton	September 4-5	Brands Hatch (Indy)
April 24-25	Brands Hatch (Indy)	September 11	Spa Francorchamps (Belgium)
May 22	Silverstone (National)	September 26	Mallory Park (Full)
July 24-25	Pembrey	October 2	Castle Combe

CLASSIC THUNDER (GB)

DATE	VENUE	DATE	VENUE
April 17	Oulton Park (Fosters)	September 26	Mallory Park (Full)
July 24-25	Pembrey	October 2	Castle Combe
August 22	Snetterton		

SPORTSCAR VINTAGE RACING ASSOCIATION CHAMPIONSHIP (USA)

DATE	VENUE	DATE	VENUE
April 1-4	Roebing Road Raceway	September 9-12	Watkins Glen International
April 23-25	Oceana Naval Air Station	October 1-3	Summit Point Raceway
May 21-23	Road America	October 28-31	Moroso Motorsports Park
June 29-August 1	Pocono Raceway		

1999 POINTSCORES

NSW STATE CHAMPIONSHIP

GROUP Na (R4 - 18/10/99)

Andrew Pursey	152	Don Titcume	95	Bill Dixon	20
Paul Rodenhuis	140	Terry Thompson	51	Rob Priddle	8
Arthur Huxley	95	Ross McKenzie	32		
Bruce Smith	95	Dean Wesley	29		

GROUP Nb Div II (R4 - 18/10/99)

Mark Whitehouse	145	Dave Probin	40	Robert East	18
Phil Barrow	138	Ken Ross	36	Mike McGee	17
Dominic Truelove	130	John Dunning	35	Chris Strode	17
Chris Dubois	97	John Tight	27	Phil Windus	17
Bill Callan	85	Jon Priddle	25	Ken Oberman	14
Rob Brincat	84	Stuart Schofield	25	Ken Brigden	12
Bob Harris	72	Aaron Gabriel	24	Lionel Walker	8
Charles Gruber	65	Phil Powell	23	Fred Burley "Jnr"	4
John Sivell	65	Matthew O'Brien	20		
Brad Harris	54	Barrie Brown	18		

GROUP Nb Div I (R5 - 18/10/99)

Ken Ballantyne	137	Anton Mechtler	79	Tim Wilson	27
Jason Humble	126	Ross Muller	60	Frank Binding	23
John Lyle	119	Steve Mason	57	Andrew Bergan	20
Greig Malaure	118	Wes Anderson	41	Derek Smith	17
Robin Marshall	107	Doug Westwood	35	Bob Hayden	9
Max Ullrich	89	Ray Cleaver	29		

GROUP Nc (R5 - 18/10/99)

Vince Macri	168	Brian Potts	46	Max Hutchins	16
Vince Harmer	128	Paul Axiak	44	Jose Fernandez	15
Michael Terry	119	Michael Kavich	41	Bob Asher	14
Ian Sawtell	109	Allan Reid	38	Ross Hogarty	14
Cameron Warner	94	Duane Corner	28	Warren Bossie	12
Jason Foley	82	Andrew Smyrnis	23	Michael Hunt	11
Ross Donnelley	74	Garry Kirwan	22	Noel Roberts	9
Bruce Stewart	56	Norm Bolltho	20	Russell Stanford	7
Mike Dyer	48	Lindsay Patterson	20	Steve Land	7
Des O'Loughlin	47	Grant Elliott	16		

THE FINER POINTS

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

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

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

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

Competitors do not necessarily need to compete in all six rounds to be eligible for championship awards.

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

1999 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (18/19-9-99)

Andrew Pursey	119.33	Arthur Huxley	57.16	John Dowsett	27.00
Paul Rodenhuis	90.50	Terry Thompson	30.66	Dean Wesley	19.50
Bruce Smith	84.66	Rob Priddle	28.50	Bill Dixon	13.00
Don Titcume	68.50	Ross MacKenzie	28.00		

GROUP Nb Div II (18/19-9-99)

Mark Whitehouse	142.50	Jon Priddle	45.16	Ken Oberman	25.50
Phil Barrow	130.50	John Dunning	42.00	Matthew O'Brien	23.00
Chris Dubois	127.16	Charles Gruber	40.33	Fred Burley "Jnr"	18.83
Rob Brincat	110.66	Phil Powell	40.16	Glen Smith	15.66
Dominic Truelove	92.83	Dave Probin	39.50	Robert East	14.50
Bob Harris	74.33	Stuart Schofield	38.50	Phil Windus	12.50
Bill Callan	73.50	Paul Warne	30.00	Mike McGee	12.00
Brad Harris	67.66	Rob Owers	29.83	John Tight	11.00
Chris Strode	55.66	Ken Ross	29.50	Lionel Walker	11.00
John Sivell	51.66	Ken Brigden	28.50	Warwick Clifton	6.50
Aaron Gabriel	49.33	Barrie Brown	26.66	Chris Haig	5.00

GROUP Nb Div I (18/19-9-99)

Greig Malaure	86.83	Max Ullrich	49.83	Doug Westwood	20.00
Jason Humble	83.13	Steve Mason	46.00	Derek Smith	19.00
Ken Ballantyne	75.83	Ross Muller	39.00	Ray Cleaver	18.33
John Lyle	75.66	Tim Wilson	28.50	Frank Binding	18.00
Robin Marshall	66.50	Wes Anderson	22.66	Bob Hayden	13.50
Anton Metchler	62.50	Andrew Bergan	21.50	Robert Ingram	3.00

GROUP Nc (25-7-99)

Vince Macri	99.66	Brian Potts	33.00	Max Hutchins	12.50
Vince Harmer	87.33	Des O'Loughlin	23.66	Ross Hogarty	11.00
Ian Sawtell	77.50	Garry Kirwan	22.50	Warren Bossie	12.00
Michael Terry	74.83	Brian Jessop	19.00	Noel Roberts	10.50
Jason Foley	69.00	Andrew Smyrnis	17.50	Steve Land	10.00
Cam Worner	57.33	Grany Elliott	16.00	Russell Stanford	9.50
Michael Kavich	53.66	Allan Reid	15.66	Rick Rogers	8.00
Ross Donnelley	50.00	Jose Fernandez	15.50	Denis Sargent	4.00
Bruce Stewart	50.00	Duane Corner	13.66	Greg Lamond	3.00
Mike Dyer	48.00	Bob Asher	13.00	Steve Bradley	3.00
Norm Bolitho	36.00	Lindsay Patterson	13.00	Graham Hill	3.00
Paul Axiak	34.00	Matthew Hunt	12.50		

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 pointscore NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within 14 days. The 1999 Appendix J Cup for Nb Div I and II is decided on the results of the three NSW Historic Meetings at Oran Park, Eastern Creek and Wakefield Park.

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