

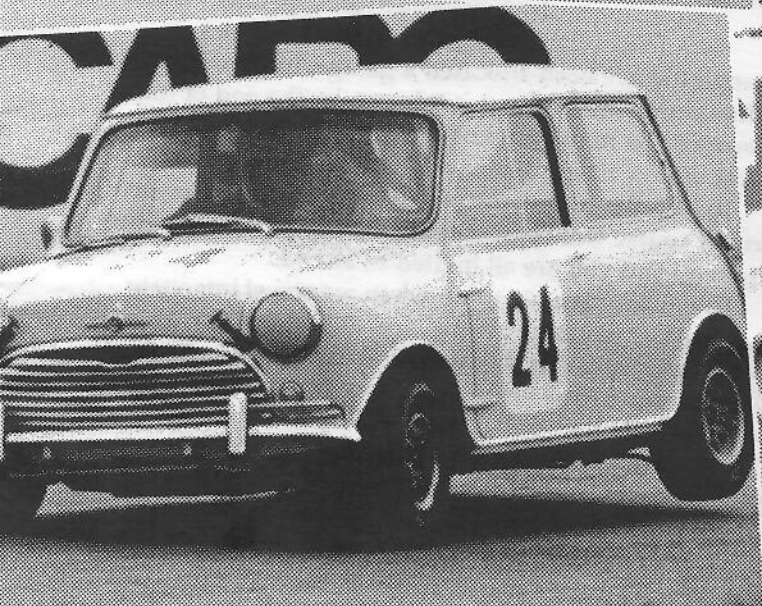
Action-Line

Newsletter of the Appendix J Association of NSW Inc

George Aungle photograph

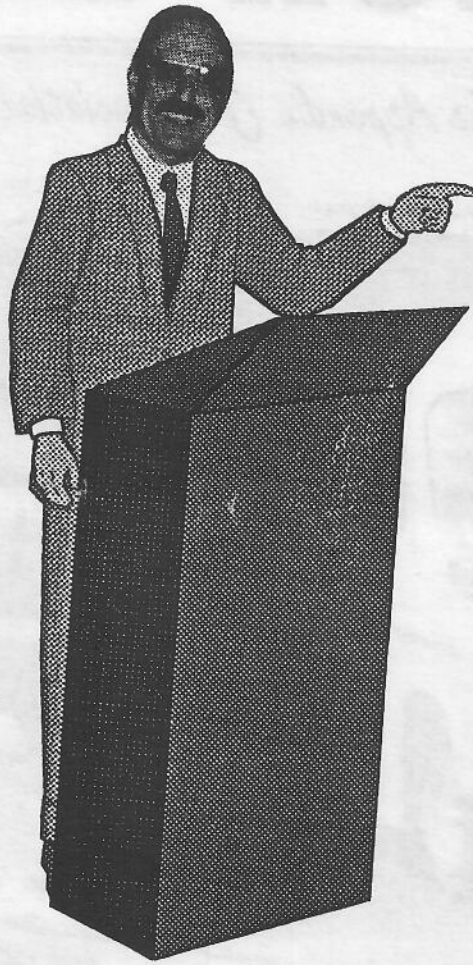


Alan McConnell photograph



Next GENERAL MEETING Tuesday September 2,
7:30 for 8:00 pm sharp start
Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT



You have probably noticed by now that included with this edi-

tion of the magazine is a nomination/proxy form that signals that the Annual General meeting is just around the corner, next month in fact. There is one definite way of speeding up the passage of time, join the committee and I will guarantee the time will fly! And here is your opportunity to nominate for a position on the committee for the ensuing year. Have a think about it, speak to the person you think is most qualified to carry out the task and convince them to accept the nomination and run for a position.

At the last committee meeting we discussed how well Nc and Na had been absorbed into our ranks. It was felt that the two newer categories are now accepted as being part of the Group N and the original idea of appointing a representative to each category to foster understanding of that category had largely been achieved. It was felt that what was needed now was to concentrate on uniting us as one group, Group N.

By having three representatives, one for each category, it is all too easy for competition between the categories to escalate. The committee decided that the most effective way to look after the requirements of all three categories was to have one person look after the needs of all the categories. To that end it was decided to change the three positions of Na, Nb and Nc representatives into one single representative.

The position will be "Category Representative" and it is hoped that having only one person bringing all category problems to the committee, the competition factor will be eliminated. There is still of course much to be done, but it is felt that Na and Nc are now very much a part of our club and we can now concentrate on uniting us all within the Group.

Hopefully Na and Nc in time will grow to the point where the categories will not have to race together all the time and to that end we should perhaps shortly look toward having "one category only" meetings. This all depends on numbers of course, but if we can unite and support the club then "extras" in the form of "one category only" races or meetings are entirely possible.

The upcoming Eastern Creek is an example of where

the unprecedented support has created an opportunity for Division II to re-

emerge. If you had your doubts about how healthy the club really is take a look at the entry. There are seventy-five entries over the three categories! Is that an entry or is that an entry?

That is an increase of over twenty percent on top of last year and whilst there are some interstate entries, they are few. Just in NSW entries this is a national record. What terrific support for what promises to be just a great meeting. There is so much going on I do not know where I would have found the time to race anyway, even if my car was ready.

I have had a good response to the Geoghegan dinner where we have an "Appendix J" table. We have arranged to have it placed strategically next to a table of similar car racing types from Queensland! Should be a good night!! If anyone still wants to be included, please ring me as soon as possible and I will see if I can organise for you to be included.

An area at Eastern Creek has been set aside for Appendix J and I would urge all those not lucky

enough to have been allocated a garage, to pit with your fellow competitors. You never know, by the end of the weekend you may even know another member a little better or may meet someone you didn't know before.

To help the socializing side of things *Rosco's Bar and Grill* of course will be in operation over the course of the weekend and you are all invited to attend.

Hospitality is a big thing when we travel interstate as the recent Lakeside proved and although there are not many from across the borders, it does give us a chance to practice our hospitality skills. I will provide details of the weekends activities in my "Welcome to Eastern Creek" page I will deliver to you all at the start of the weekend.

As you can see by articles elsewhere in the magazine we have been hard at work and with the able assistance of Rod Eime we have established an Internet site to promote the club. Hopefully it will be up and running by the time you all read this and it should prove a useful tool to promote our class of racing

Some work has been done on a suggestion of having a club badge suitable for our race vehicles and some samples are now available. These could also help to unite the categories and the club also and I would like to discuss these at the meeting on Tuesday night to get peoples feeling before we commit to having them printed. Don't forget to be there. Until Tuesday . . .

- Regards Bob

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

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FRONT COVER - The 1996 CHAMPIONS - Top left, Andrew Pursey, Na; top right, Garry Smart, Nb Division Two; below left, Dave Beveridge, Nb Division One; below right, Ross Donnelley, Nc.

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ELIGIBILITY

With our major Historic race meeting of the year at Eastern Creek only two weeks away and a bumper 75 car field, it is timely to remind competitors to check their cars over for eligibility matters. There is a likelihood of an Eligibility Officer from interstate attending this meeting.

A few months ago I mentioned that some cars were missing certain items of trim. Rear kick plates, chrome strips on Minis, signs on Nc cars, etc. I was disappointed to observe at Oran Park on the weekend that nobody has bothered yet to do anything about them!!

Come on fellers, this is the second mention. You know what I mean! Get out the book and have a read. You have been warned.

Interesting to see in the latest Auto Action (#752) a letter from the general public, supporting the CAMS and Historic Eligibility line on the paintscheme issue. It is amazing the interest the photo and article published some time ago in AA stirred.

As yet there is no official paperwork from the HCC Eligibility Committee or CAMS on the SVO Block or GT40 head issue. See you at the 'Creek.

- Lloyd Cleaver

October DEADLINE is Friday September 26

AROUND THE TRAPS - news

Vale - Gregg McShane

On the evening of August 2, motor racing commentator and Sports Sedan driver Gregg McShane died suddenly. He had suffered a long battle with back and other chronic injuries as a result of several horrific racing motor cycle accidents where he was lucky to escape with his life.

Born in 1956 Gregg pursued his love of motor cycles to the racetrack in 1975 on a borrowed Honda 750. Whilst also trying dirt track and speedway, his love was the road circuits where he competed in 250 and 350 cc Grand Prix categories as well as the emerging Super Bikes. He raced on most Australian tracks which included Bathurst for the 1978, '80 and '85 Australian Motorcycle Grand Prix.


In 1980 Gregg broke his back in an accident and was given no hope of ever walking again, let alone riding a bike. He defied the odds, and the experts, and again mounted a racing bike after five years in rehabilitation. Four years later he suffered another, similar accident and therefore retired from the sport.


The NSW Appendix J Association has with the assistance of Rod Eime of Fotoworld, established a home page on the Internet. By now the site should be operational. The address for those with access to the Net is: <http://www.themotorweb.com.au/AppendixJ>. It contains information about the club, an explanation and photos


He then turned his focus to racing on four wheels utilising his tow car, and XC Falcon coupe in Sports Sedan races. He realised another goal in the ensuing period of competing in the Bathurst 1000 in a Commodore, where he anchored a novice team.


In that time he also developed the skills of a race commentator and whether it be on radio, over the circuits' public address systems or on the television through Sky or SBS's Speedweek, Gregg became known to most as a likeable, knowledgeable authority in motor racing circles.

Through his endeavours many categories were exposed to the larger outside world. He championed the club-based origins of motor sport, and displayed an openness and frankness that were outstanding qualities.


He hid his pain behind a happy-go-lucky image, one that was not just front, but his nature. That was Gregg. His death is the sport's loss and he will be missed. *Action-Line* speaks for the Committee and club members in offering our condolences to his family. 

of all three categories, calendar of events and CAMS regulations. As well as contacts and other relevant details, it provides links to other motor sport related clubs, information and products, and can produce for the browser an application form to join the club. This is a step into the future for our historical past. 

Unfortunately the tent which the club owned has been misplaced, does anyone know of its whereabouts? Efforts to find it have failed and we are in need of a tent approx 20'x20' for Eastern Creek, can anyone help by lending the club a suitable tent? Also, volunteers to help with the larger than normal BBQ and drinks after the racing at EC. Contact Rosco with your offers. 

The VHRR's Sandown meeting has moved again. Now it is scheduled for November 8-9 at the request of circuit promoter Jon Davison who wanted to get from the Melbourne Cup long weekend on November 1-2. Looks like a busy time for some with that, a Morwell hillclimb, the Wakefield Park Historic and a Rob Roy event occurring in consecutive weeks. 

A new rally, the inaugural Classic Adelaide is to be in South Australia between November 6-9. It is an all bitumen special stage event for Historic Rally and Sports Cars, and is being organised by Rally & Motorsport SA in conjunction with Australian Major Events, the Sports Management and Marketing of the South Australian Government. For further details, contact Glen Jones, General Manager, Classic Adelaide on (08) 8344 4424.

Whilst the Leyburn Sprints have come and gone (August 23-24), videos should be soon available of the 1997 event at \$35 ea plus postage. Some copies of last year's event are offered at \$20 each. For orders and additional details phone Phil Ross on (07) 3369 9504. 

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MEMBERSHIP PRICE STRUCTURE APPLIES

AROUND THE TRAPS - news

High on the agenda at this week's General Meeting will be the evaluation of the proposed Club sticker. Several styles, or designs, will be submitted for the appraisal by club members. If you want to have a say, come along and see what has been readied by Chris Wilson



It seems Lloyd Bax doesn't mind a challenge. Effectively the top gun north of the border, Bax is rumoured to putting his Ford Falcon GTHO Phrase III on the market later in the year. Besides fostering his son's career in Formula Vee, he is said to be looking to start a new Group N project in the form of a Valiant Charger.



The important collection of motor racing negatives belonging to the late Lance Ruting was auctioned at Double Bay last Sunday and was purchased by a consortium which intends to market and make the collection available to prospective clients as it always has been. The collection which covers NSW motor racing activity from 1964 until Lance's death in February this year, is thought to be the most complete pictorial and historical record of motor racing in this state during that period. Lance covered not only the front runners but also those down the field as a lot of his work was keenly sorted by individuals that actually competed. The collection contains many negatives of Appendix J racing since its second coming in the early eighties.



The Mustang that John English put on pole at Bathurst in the Group N support of 1993 has changed hands. Former owner David Barkley has sold the potent Ford V8 to fellow Queenslander John McKeon. McKeon is best known to NSW members who venture north in July as the driver of a Torana XU-1. The Mustang is scheduled to run in its new hands at Eastern Creek next month and so far, there appears to be no plans to sell the Holden.



A big thank you to Chris Dubois of Lansvale Auto Electrical, Unit 7, 43 Chadderton St, Lansvale Ph (02) 9724 4541. Chris came in at the last minute to donate trophies for the winners at Oran Park on August 24.



Our thanks must go to Revolution Racegear of Wollongong for providing the "Draw from the Hat" items for the six lucky winners at Oran Park last Sunday August 24. A kit bag, stop watch, T-shirt, radio hat, mechanics gloves and Kevlar gloves were distributed to the lucky winning competitors. The winners were Dean Wesley, Brian Jessop, Paul Axiak, Robert Ingram, Doug Westwood and Ken Ballantyne. The draw took place at the after-race presentation and BBQ put on by the Rosco's Bar and Grill team at the Jessop enclosure. Reports suggest that although bitterly cold a good time was had by all and thanks are due to all helpers.



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AROUND THE TRAPS - news

Eastern Creek record entry

A record of another type has been broken at the forthcoming Eastern Creek Historic meeting set down for September 13/14. The largest number of Group N competitors ever to assemble in Australia will face the starter in two groups. A total of seventy-five entries have been received for this popular event.

"It is a pleasing result" said NSW President Bob Asher, "and it is even more pleasing when you realise that this has been achieved almost entirely by NSW with only four interstate entries."

"There have been large entries at all the recent Historic events but they have been achieved with, in most cases, large support from interstate competitors. This result, by a large margin has been achieved without the usual outside support."

The field for the upcoming Historic gala at Eastern Creek on September 13-14 has been split into two fields containing thirty three and forty two cars respectively. Naming rights and sponsor for this event is Cleaners Warehouse through Max Ullrich.

The first group comprises Na and the slower half of Nb. All eleven of the logged vehicles are entered in Na and comprises seven under 1500 cc and four over 1500 cc. The latter should produce an interesting tussle for top line honours between the Zephyrs of Bob Priddle and Paul Rodenhuis with the former group expected to

chase Aaron Gabriel's Morris Minor.

Seven Mini Cooper S's and Chris Dubois' lone Ford Anglia make up the smaller engine capacity of Nb while seven Ford Cortinas headed by Rod Brincat and Garry Smart will take on Wes Anderson's Alfa Guilia (one of two) and a number of larger engined cars including Ken Ballantyne's Holden, Stuart Schofield's Zephyr Mk III and a trio of Jaguars.

The showpiece of the class will be Group two where the quick Nb's square off against no less than 16 Nc cars. It has to be the biggest gathering of the newcomers seen so far and undoubtably signals that the new brigade will be a force to be reckoned with in the future.

Ross Donnelley has to be race favourite but Laurie Donaher's return in his Mustang, after an engine rebuild, will mean the pressure will be on. There is also Peter O'Brien's exceedingly quick Falcon and four Nb Mustangs to contend with, including the Victorian Greg McPherson and Queenslander John McKeon. Peter Hopwood is having another turn behind the wheel of Max Ullrich's Fairlane.

Snapping at the heels of the V8s will be several of the nine Torana XU-1s, namely Grant Elliot, Mick Donaher and Greg Burrows. But perhaps the one they will all be watching most will be the dimitive Ford Escort RS1600 of Bob Pearson. He gave the potential giant killer its shadedown run last weekend at the Creek and is confident of a good outing.

There are several Lotus Cortinas in the pack as well, while Trevor Hutchins, Graham Russell and Frank Dartell in their respective Holden EH and Cooper S's are expected to be thereabouts.

The Eastern Creek Historic is a popular and well-attended meeting and for Classic Touring Car buffs an opportunity not to be missed. Weather has been something that has not been good in the past few years so the odds are stacked heavily in favour of a fine and sunny outlook this time . . . we hope! ☞

V8 Supercar privateer Kevin Heffernen looks set to join Group N. The popular Queenslander is best known for racing the Price Attack VR Commodore around the country in the Australian Touring Car Championship. He is also a dab hand in Club Cars on his home circuit of Lakeside behind the wheel of the very rapid Datsun. Approaching the Primus 1000 Classic, Kevin indicated his readiness to look to building a Holden Monaro GTS 350. He has already made inquiries as to sourcing the right bits with plenty of recommendations to make sure everything comes in writing. ☞

We hear that the Mustang shared by Robin Bailey and Stephen O'Neil is being resurrected after its dramatic rollover at Calder last month. It also seems that only Bailey will be the only custodian in the future and there appears no plans to again race in Club Car events. Instead the combination will stick to Group N. ☞

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GROUP Na NEWS

Bruce Smith has now got a logbook for his MG Magnette ZA – welcome to the ranks. The car will be racing at Eastern Creek and has already had a shake-down session at the Creek during the HSRCA “demonstration” at the CVVTMC Display Day.

I ran the Oxford in the HSRCA “demonstration” and managed to destroy number four piston coming out of turn four on the third lap – good thing it was only a seven tenths demo run!. As a result I had to withdraw from the NSWRRRC Oran Park meeting on August 24, but I’ll be back for Eastern Creek in September.


“Hux” should be back on the track for the Creek, as should “Pinky” – guess you guys had better run the Friday private practice with me, just to run-in the rebuilt engines?

Brian Wells is working hard on building his Austin Lancer and, hopefully, we should see him in Regularity at the November HSRCA Wakefield Park meeting, then racing at Amaroo in January.

I hear rumours of other Na cars, but nothing has yet materialised – stop talking and start building, we need the numbers.

Talking of numbers, the entry for Eastern Creek is also-bloody-lutely fantastic. Every logbooked Na car is entered – well done fellas. The total Group N entry is 72 cars – the grids are going to be stunning, make sure that you get somebody in your crew to take plenty of photos at the event.

Don't forget that you can run Na cars in Racing, Regularity and Supersprints. I mention the last type of event because ARDC is running a Supersprint at Amaroo on September 21 – cost is \$60. These are good fun and it is quite entertaining to watch the expressions on the faces of people there when “those mad old things” (I think they mean the cars, not the drivers) go out on the track. I can't be there as I'm commentating at Wakefield Park – but why don't you try a Supersprint, particularly as ARDC has invited our club.

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

- “Axeman”

ON THE NET

The vintage-race list was once again discussing the subject of on-track insurance for both cars and drivers. In the US there are a couple of providers, but the overall view is that cars are your own risk. However, personal insurance is possible, but read the small print – also, have you checked your current insurance policies and superannuation cover to see what happens if you have an on-track accident?


The British cars list was continuing to discuss controls on older cars, and, how many cars you are allowed to keep on your property – some of the US states are very restrictive and I guess it is only a matter of time before some bright spark over here decides that you can only have one car per licensed driver on the premises.

The Morris list was surprised by somebody who wanted to restore their 1951 Morris Oxford MO, but put a current Japanese engine in the beast. I think the outbursts on that topic will ensure that that particular car is restored as per the original.

Talking of originality, it is interesting to see how fastidious some owners are: one Austin Healey 3000 owner wanted a set of original Lucas spark plug caps; apparently the Moss produced lookalikes were not the real thing – now how many of us would be so precise?

If you have Internet access, I do recommend that you subscribe to some of the Team.Net lists; some of the discussions are very interesting and informative and you get to meet fellow enthusiasts around the world.

Also, if you have Internet access you will be able to visit some of the interesting Web sites that exist – here I refer to ours and other motorsport sites (you didn't think I meant any others, did you?).

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

- Andrew Pursey
MorrisOxford@s054.aone.net.au
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AROUND THE TRAPS - new car

Old name returns to the fold

The latest edition to the ranks of Na is Bruce Smith with a 1955 MG Magnette. Although he competed in regularity at the January Historic meeting and in several other regularity and family days since then, the car has not as yet been raced and will turn its first wheel in outright competition at the upcoming Eastern Creek Historic.

Bruce purchased the car, a one owner would you believe, from a reluctant previous owner who had not used it for some time before 1988 when it was last registered.

The car is now fitted with a slightly better than standard engine. The modifications include an MGA type head, flat top pistons, performance camshaft and roller rockers.

A harmonic balancer of smaller design complements the lightened flywheel which is fitted with an MGB clutch driving through to a close ratio gearbox. Bruce's business of the last eight years, "Sportsparts" at Normanhurst, gave him the required insight into the parts available for all BMC type vehicles and he would be happy to impart his knowledge to other would be enthusiasts of the MG variety.

Suspension modifications have been effected to complete the package, and of course the usual safety items common to most vehicles of this type are in place. One item not common to many others is the clock which has been repaired so that Bruce can keep a check on the time whilst circulating!

There are plans in store to further improve the cooling, inlet, carburetion and exhaust, other engine mods, and of course tuning of both car and driver.

Bruce is no stranger in Appendix J circles having been an active club member some years back, in fact he was the CAMS delegate for Appendix J between 1986 and 1989 and has recently taken up that role for the MG club of which he is also a member.

Bruce's history is an interesting one, worthy of mention. After being schooled on Sydney's north shore, Bruce took up an apprenticeship at Qantas and whilst still an apprentice became a flight engineer (the only Qantas apprentice ever to have done so).

He then flew on Lockheed Super Constellations, a restored version of which has recently returned to Australia, for the next three years. During this period he was involved in motor racing when Appendix J was the premier touring car class, being the owner/driver of the third Mini ever to race in NSW.

He campaigned that car, a prepared "Speedwell Mini 850", from 1961 until 1964 at such places as Warwick Farm, Oran Park (where he once held the outright touring car record), Catalina, Bathurst (where he recorded 104mph in under 1000cc class), Hume Weir, Sandown, Lakeside and Lowood.

He teamed up with another present club member Ken Brigden, who is still actively driving the Peugeot 403, and ran a Simca Aronde in the 1963 Armstrong 500, the first year "The Great Race" was held at Bathurst.

Other sporting activities at the time included hill-climbing at the now defunct Amaroo, Bowral and Silverdale climbs as well as drag racing at Castlereagh.

Bruce renewed his licence this year and plans to campaign the Magnette in Na for the foreseeable future. Welcome back to Appendix J Bruce!



The MG Magnette ready to roll in full-blooded competition

GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, August 5, 1997

Meeting commenced at 8.25 pm.

Apologies:

Ross Muller, Mike Dyer and John Tight.
Minutes of the July meeting as printed in *Action-Line* were accepted as a true record.

Correspondence:

Inwards

- Letter from CAMS seeking names of current office bearers.
- Invitation to attend Peter Luck's "Where are They Now" programme August 10.
- Notification of Adelaide Classic Rally, November 5-9.

Outwards

- Letter to HTCC re matter to be considered at the eligibility meeting.

President Reports:

Three Group N meetings over as many states held in the last month with NSW cars attending. Nineteen entries for Oran Park meeting of August 24. A table has been booked for the Geoghegan tribute. Please contact Bob Asher if you wish to attend. Annual elections to be held shortly. Please consider nominating for a position on the committee. At this stage over forty entries for Eastern Creek Historic. There will be two divisions.

Public Relations:

Artwork for new club stickers with the printer. Should be available for viewing at next meeting.

Eligibility Report:

Four log-books issued this month - two Nc Toranas an MG Magnette and a Cooper S.

Editors Report:

News articles always welcome. Also any members wishing to stand for committee are welcome to supply a profile and their views for publication.

Social:

Our annual presentation night will be held on Saturday November 15 at Drummoyne RSL. Cost is \$30.00 per head which includes meal, live entertainment and danc-

ing. Drinks at club prices. Tickets available from Ann Bailey. Kids Christmas party will be held Sunday, December 14 at Lane Cove. More details to follow.

General Business:

Paul Axiak raised the question of why Minis were given dispensation on fitting later model engine blocks. It was explained that his decision was taken by the HCC back in 1988 due to the lack of early blocks in existence. It was restricted to Mk 2 'S' blocks only and not the later 1300 block.

The subject of alternative blocks was again discussed. It was explained that it was the competitors responsibility to provide proof of eligibility by way of paperwork or any other documentation available and these could be submitted to the HCC at any time. In regard to the SVO blocks, Torana blocks and Monaro 15" wheels it is understood that any competitor will be allowed to use these items up until December 1988 when that provision ceases. At this stage there is no official decision in that regard pending the issue of the last minutes of the HCC and notification from CAMS.

Bob introduced Brad and Tony from Castrol who gave a talk on oils and their recommended use.
Raffle was drawn and won by Noel Roberts.

Meeting closed at 10.45 pm. 7

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MAILBOX

Mr Asher
Dear Sir,

I understand that you are President of the Appendix J Association of NSW. Our talent scouts report that the support race provided at the recent Touring Car round in Western Australia was so spectacular that we have

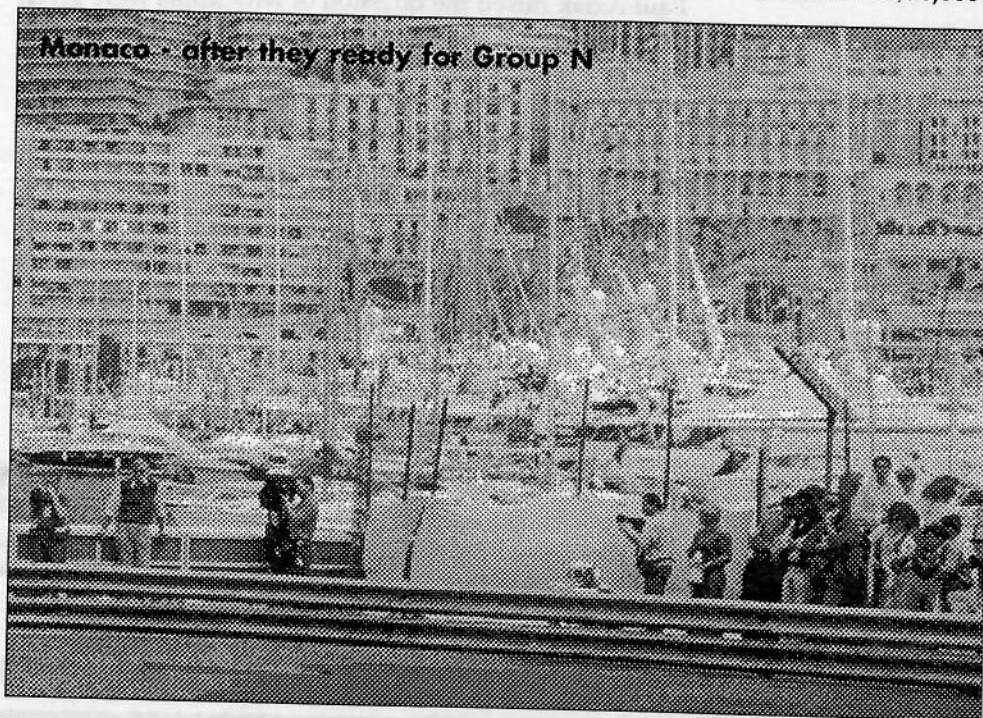
decided to include Group N on the Formula One circuit for 1998 as our Number One support event.

Naturally competitors will have to meet their own travel and accommodation costs, and normal entry fees will be charged, although a supporters pack can be purchased at US\$10,000 per person which will gain admission to all circuits, except Monaco.

Mind you, there would be a couple of matters to sort out before contracts are signed. I'm afraid political intrigue, mud-slinging and arguments over rules are the realm of F1 so we don't want you guys hogging the headlines.

I did like that horse on that American coupe though, but Eddie and Peter have vetoed it because they feel it will detract from their snakes and bulls.

The English television people ITV showed as much enthusiasm as me. Their ratings have taken something of a tumble lately and they're blaming the lack of a decent results from their home-town drivers.



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MAILBOX

When they saw our secret video, they thought Her Majesty might adopt some of your drivers to address that country's flagging sporting prowess.

You may require a sponsor and you should look for someone of International standing. But really, we are too busy sourcing larger bottles of spraying champagne to be bothered with such trivia.

Hence we suggest you contact whoever may be the reigning chief executive of IMG at the time to arrange one for you.

Some likely contenders on the domestic front, bearing in mind many want to play some silly games for a fortnight in 2000, are Liverpool Mowing Service or the 1st Berala Girl Guides Parent Association. I believe both are keen to take that next step into world wide exposure.

I am sure you will agree that this is the opportunity

of a lifetime for your members to put their stamp on the world motorsport scene.

Lloyds of London have agreed, for those competitors who are temporarily short of funds, to accept mortgages over properties without spouse approval.

I look forward to your positive response.

Tata for now
Bernie

Recent editions of *Auto Action* have carried letters concerning Appendix J, in particular the paint schemes on the Mustang of Ross Donnelley and Bruce Stewart's Holden Torana. Joseph Eletva from Melbourne gave the drivers the thumbs up for their innovation whilst S. McCann of Northcote thought the concept was "totally outrageous". McCann also slammed the Nc rules saying they didn't represent the regulations of the period.

SPECIAL FEATURE

THE AMSC AND THE LICENCE AGREEMENT BETWEEN CAMS & AMSC

INTRODUCTUON

At the last meeting of State Council I was requested to provide some information to State Council regarding the Licence Agreement between CAMS Ltd and the AMSC. I am pleased to oblige that request.

In doing so, however, I think it is desirable that some of the reasons for the establishment of the AMSC are re-stated and that in conjunction with generic details of the Licence Agreement, this document may be usefull for State Council Delegates to more adequately inform their club members.

Firstly, let us examine the reasons for establishing the AMSC. I think those reasons are best summarised as follows:

1. Problems facing CAMS in the 1990's

1.1 A serious problem facing CAMS has been its relative lack of growth of membership. I think this could be traced to the different place that the car holds in Society now when compared with its place 30 years ago.

In the days of Mini-Minors, MGBs and Ford Cortinas, it was relatively easy for a home mechanic, even untrained, to work on the car. There was also a degree of necessity about this, as cars were less reliable.

Now we have cars with 100,000 kilometre warranties as a fairly standard feature and there are so many components under the bonnet which are sealed, and not repairable, there is very little place for the home handyman mechanic (especially 17 year old ones!).

Accordingly, there is less reason for people to be enthusiastic about fiddling with cars, as they are not

very well suited to it, any more than is the modern television or video recorder

- 1.2 Most of CAMS' revenue has been coming from taxation of its members in one form or another. Permit fees, licences and affiliation fees were all continuing to rise. CAMS' expenses were rising at a greater rate and there was rightly resistance from Club members and competitors to constantly increasing costs.
 - 1.3 The demands on CAMS were constantly increasing. Environmental legislation meant greater efforts had to be put into Government relations and these were expensive and time-consuming. The pace of life meant that decisions had to be made more rapidly and the growth of negligence litigation meant that insurance became a very important and expensive part of the CAMS' budget. when the total budget was only \$3,000,000.00 six years ago, we were paying more than \$1,000,000.00 per annum in Public Liability and Personal Accident Insurance. whilst the trend in the insurance market has improved in recent years, many of the other trends towards increasing complexity have continued.
 - 1.4 The sport needed to identify revenue streams which will be able to lessen the longer term reliance on taxation of the members, but which will be sufficient to sustain the increasingly complex systems which must be maintained to effectively administer, regulate and control what is essentially a most complex activity even at amateur level.
2. Recognition of Commercial/Sport Division
 - 2.1 There have been various attempts to recognise and implement the competing needs of sport and business.

continued over page

SPECIAL FEATURE

THE AMSC AND THE LICENCE AGREEMENT BETWEEN CAMS & AMSC (continued)

2.2 Whereas, by way of simple example, a Gemini or Sports 1300 competitor would want an engine where there are no rule changes for perhaps five years, as that is how frequently he would rebuild his engine, in Group A or Super Touring Racing, engines are rebuilt several times a year. There are similar differences in the judicial requirements that impact on professional and amateur sport.

2.3 Early attempts were made to rationalise the competing needs by the setting up of the first CAMS Commercial Pty Limited and then MMA Pty Limited. Each of these failed to achieve the objective for different reasons.

2.4 In Formula I the separation, but inter-dependence, is recognised by the separate roles of FOCA and the FIA. These are formally recorded in the Concorde Agreement which is now in its fourth edition.

2.5 At the commercial end of the continuum, the promoters, the professional competitors and CAMS are the significant stakeholders, with lesser stakeholders being the broadcaster, sponsors and manufacturers. At the sporting end the Clubs and their members are the important stakeholders.

3. Creation of Role of the AMSC

3.1 As the Rinctions of CAMS became more complex, with a turnover of more than \$5M per annum and conducting 1,600 events per annum, it became apparent that the Board Members were not necessarily equipped to always provide the best leadership and advice on commercial matters.

3.2 Realistically to become a Board Member one must serve for years on a State Council. Only after many years on the Board is it likely someone will become President. The predominantly sporting background of these individuals will mean that their possession of commercial experience or skill will be more a flinction of good fortune than anything else.

3.3 Demands on the President and the Senior National Councillors are very great. The President must average 4-5 hours per day plus the weekends on motor-sport. Many of these involve a whole weekend away, including four National Council meetings of three days and four days at the Australian Grand Prix, most of which was involved in meetings.

3.4 It became apparent to the Board, arising out of the Healesville conference where future planning was undertaken, that we needed to get other experts in commercial matters and this was the basis for the formation of the AMSC.

3.5 In that arrangement CAMS remains the peak body. It has retained control of the judicial system, safety and all sporting matters. It controls calendar policy and all overseas and FIA involvement.

3.6 The AMSC is really a commercial advisory body but has power to enter into contracts within the framework permitted to it by the Board pursuant to

its Licence Agreement.

3.7 This is intended to generate income for CAMS. The AMSC keeps nothing but gives all revenue to CAMS at the end of each accounting period.

3.8 Problems which must be addressed are a loss of control to some extent and also conflicts of interest, which I consider are being identified and addressed.

LICENCE AGREEMENT

Having looked at the background to the establishment of the AMSC, let's turn to the Licence Agreement under which the AMSC operates.

In considering the Licence Agreement, it should be remembered that:-

- The AMSC is a separate legal entity
- The AMSC is not owned by CAMS, however, CAMS Ltd has a number of "controls" over the AMSC by way of:
 - CAMS Ltd appoints the Chairman of AMSC
 - The CAMS Ltd President is a member of AMSC
 - CAMS Ltd holds a fixed and floating debenture charge over the AMSC.
 - CAMS Ltd must approve any changes to the Memorandum and Articles of Association of the AMSC.

Essentially, the Licence Agreement between CAMS Ltd and the AMSC:


1. Allows AMSC to:

- a. Promote, conduct, manage and advance motorsport throughout Australia through competition and commercial means.
- b. Exploit business opportunities arising from motor-sport, particularly those which relate to granting of licences in relation to television, sponsorship, merchandising or other potential revenue opportunities relating to, or arising from motorsport activity.

2. Reserves for CAMS Ltd sole power over and responsibility for:-

- a. Sanctioning international events.
- b. Liaison with the FIA.
- c. Defining the parameters of the national calendar of Australian Motorsport (the promotion and marketing of National Championships is the responsibility of the AMSC).
- d. Appointing international representatives.
- e. Maintaining the judicial system.
- f. Officials and officiating including training and development.
- g. Approving the budget and business plans of the AMSC, or approval of any other proposal to use CAMS' assets.
- h. The development of policy for the development of sporting activity.
1. Development of protocols regarding roles, right and responsibility of office bearers within CAMS Ltd.
- j. Appointment of national committees.
- k. Memorandum and Articles of CAMS Ltd.

SPECIAL FEATURE

1. Internal management of CAMS.
 - m. Award and recognition systems for CAMS members.
 - n. Affiliation and disaffiliation of motorsport clubs.
 3. Requires the AMSC to at all times:-
 - a. Have regard to the objects of CAMS Ltd and the FIA.
 - b. Pay to CAMS Ltd fees required by CAMS Ltd.
 - c. Maintain a sound, contemporary and efficient structure for the administration of the business of motorsport.
 - d. Promote safe and fair competition.
 - e. Submit to CAMS Ltd for approval, its budget and business plan each financial year.
 - C Provide quarterly reports to CAMS Ltd regarding its ongoing operations.
 - g. Operate only in accordance with the budgets and business plans approved by CAMS Ltd.
 4. Requires the AMSC to pay to CAMS Ltd each year a fee to be agreed between the parties on an annual basis taking into account budgets, business plans and need for seeding Rinds for proposed activities.
 5. Requires CAMS Ltd to provide assistance and information reasonably required for the AMSC to pursue its objects.
 6. Requires both parties' co-operation by way of maintaining and enhancing communication within the sport, between the parties, development of strategic plans and marketing strategies, maintain relationships with State Councils and other stakeholders.
 7. Does not allow the AMSC to:-
 - a. Do things which are inconsistent with the requirements of the FIA which are legally binding in Australia.
 - b. Delegate any of its responsibilities to a third party without CAMS' approval.
 - c. Assign any rights without CAMS' approval.
 - d. Mter the Terms of Reference of State Councils or the relationship of State Councils to other parts of CAMS Ltd.
 - e. Assume ownership of any Intellectual Property or Information. All Intellectual Property and Information remains the property of CAMS Ltd and any new Intellectual Property or Information created by or as a result of the AMSC's activities must be transferred to CAMS Ltd at the termination of the Licence.
 8. Permits the AMSC to:-
 - a. Use the Intellectual Property of CAMS Ltd for purposes in accordance with its objects.
 - b. Register business names, logos, trademarks required for its operations.
 - c. Sublicence use of Intellectual Property to a third party during the duration of the licence, provided it obtains the prior approval of CAMS Ltd.
 9. Requires that when the licence terminates or expires that:
 - a. All rights, Intellectual Property and sublicences return to CAMS Ltd.
 - b. The AMSC have no rights to flirther use of any property of CAMS nor Intellectual Property on licence from CAMS Ltd or developed by AMSC.
 - c. The AMSC acknowledges that CAMS Ltd has the exclusive right to conduct, promote, control and manage ail aspects of motorsport.
 - d. The AMSC may not charge CAMS Ltd for the transfer of ownership of any Intellectual Property which it has developed during the term of the licence.
 10. Requires that the specific terms and conditions of the licence remain confidential.
 11. Provides CAMS Ltd the right to inspect the records of AMSC.
 12. Records agreement that the licence does not constitute any agency relationship between the parties, nor does it constitute a joint venture relationship thereby ensuring that one party does not become liable for any debts incurred by the other party. Notably, the AMSC is precluded from making agreements or contracts or to incur liabilities which bind CAMS Ltd to any liability.
 13. Will terminate:-
 - a. At the agreement of the parties if prior to the term expiring.
 - b. if the FIA withdraws CAMS' Sporting Power.
 - c. if the AMSC does not comply with any of its obligations within 28 days notice of its failure to comply being given by CAMS. The AMSC may make submissions to CAMS Ltd regarding failure to comply with the requirements of the licence.
 14. Requires that all right and liabilities between the parties cease at the end of the licence period.
 15. Permits the licence agreement to be changed with the consent of both parties.
 16. Outlines the formal mechanisms by which the parties will communicate with each other eg; post, facsimile etc.
- ### IN SUMMARY
- I am confident that the establishment of the AMSC is a sound initiative, given the circumstances that have prevailed in the Motorsport industry in recent times. It is fair to say that those circumstances are not ideal, but it is also fair to say that no stakeholder in motorsport can absolve themselves for some, if not significant, responsibility for the development of those less than ideal circumstances.
- As a consequence, I consider that the development of the AMSC is a sound initiative from a strategic perspective and that the existing Licence Agreement is an effective mechanism which enables the AMSC to pursue its objectives in such a way as to maximise the potential benefits to CAMS Ltd, and thereby the sport, without exposing CAMS Ltd and the sport to undue risk. 
- COLIN OSBORNE
Director

AROUND THE TRAPS - racing

NSWRRC August Trophy Meeting - August 24 - Oran Park

Sixteen hardy souls and their crews braved a very chilly Oran Park on August 24. It was the New South Wales Road Racing Club's August Trophy Meeting and the number of entries meant Appendix J were represented in their own right, and that hasn't happened for quite some time.

Ross Donnelley was almost flawless in the Ford Mustang in taking out two outright wins and scooping Nc ahead of Paul Axiak and Mike Dyer. Nb was the realm of the Mini Cooper S's with Dave Beveridge showing the way to Greig Malaure in one, and Andrew Bergan in the other. Meanwhile Bill Dixon dominated Na, his Wolesley never headed.

Qualifying

Less than a tenth of a second seperated the V8 prataganists in their quest for pole with Donnelley gaining the honour. His time of 49.2544 easily accounted for Jason Tilley's club record. Axiak's Monaro would start alongside for both races whilst Beveridge beat Brian Jessop for the other second row place.

Malaure and Robert Tebb were the next ahead of Bergan, Bob Ingram, Ken Ballantyne and Doug Westwood. Dixon had a second and a half on Dean Wesley's FJ with a further two seconds to Terry Thompson, Don Titcume and Bob Hayden whose qualifying in the EH was restricted to just two slow laps.

Sprint Race

The Monaro was brilliant off the line in the eight-lap

preliminary, grabbing the lead in the run to Coca Cola. However Donnelley had the inside run into the first corner and snatch the front running away. Dyer was next, quickly clearing out from Tebb who had the Mini Cooper S's of Beveridge and Malaure hard on his heels.

Jessop was next and leaving Ingram, Ballantyne and Westwood in the Torana's wake while Hayden's EH had already progressed ahead of Bergan and the Na cars where Dixon in the Wolsely led the way from the Thompson VW, Titcume's Major and Wesley who rejoined after spinning.

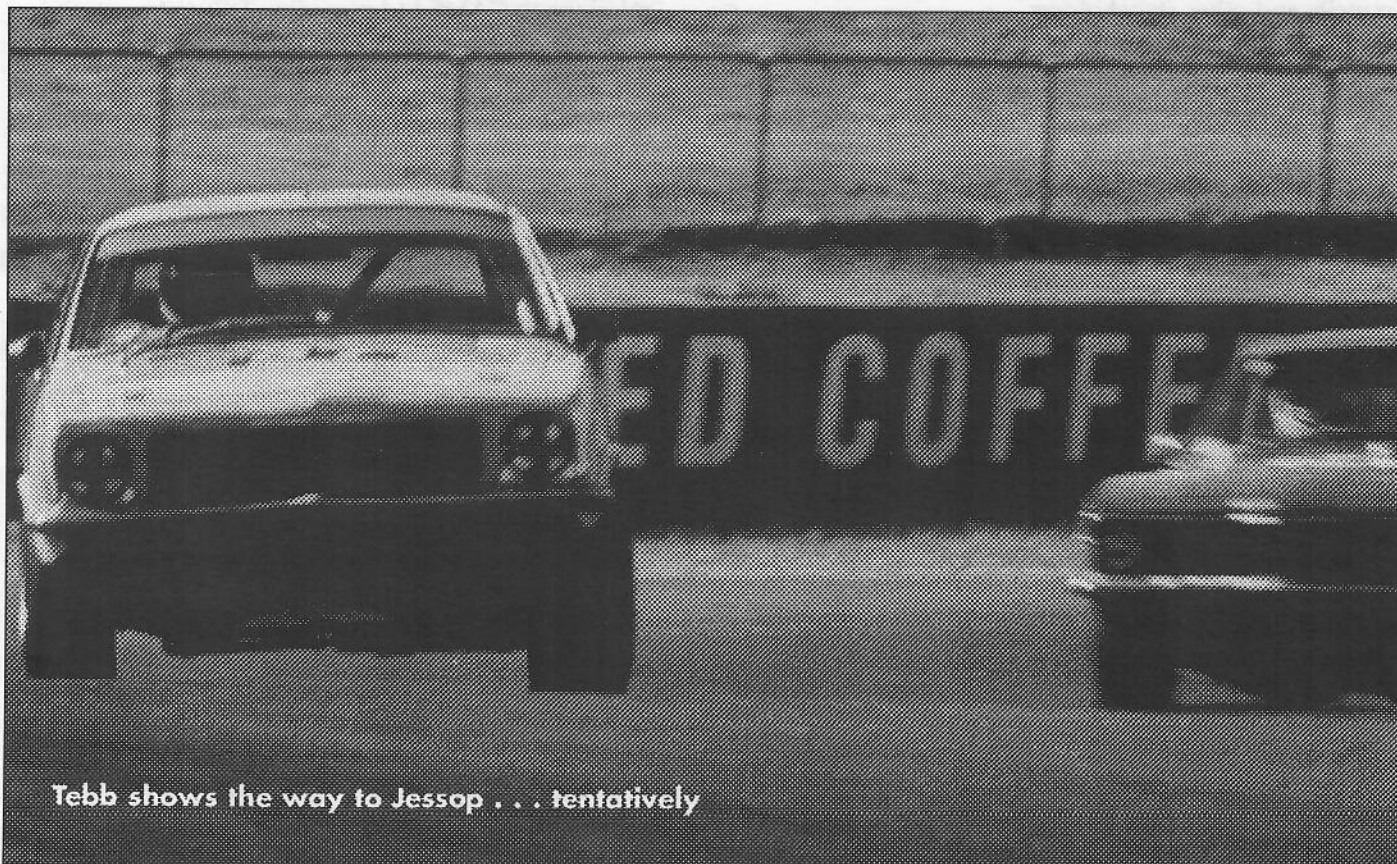
Nothing changed at the front end over the duration with Donnelley charging away to win by six seconds. Axiak appeared to have a problem with a slipping clutch but still had almost 12 seconds on Dyer, his recoloured Torana on its own in third spot.

Tebb was some 10.3 seconds further adrift and just able to hold off the second half charge of Jessop. Sixth and first of the Nb cars was Beveridge just three tenths ahead of Malaure while third in the class was Ballantyne in the EH. Hayden and Bergan were locked together all the way to the flag, three seconds in advance of Ingram and Westwood.

Dixon was big winner in his category (by over 10 seconds) while just 1.2 seconds separated Thompson and Titcume as Wesley was next.

Trophy Race

Axiak repeated his earlier start to again grab the initial



Tebb shows the way to Jessop . . . tentatively

AROUND THE TRAPS - racing



Hayden came from behind to take Ingram's Cortina

lead. But this time it was even more short-lived than the first race with Donnelley's Mustang storming through prior to the first corner. The Monaro trailed the Mustang across the strike the first time with Dyer next ahead of Beveridge.

Tebb was in a similar position with Malaure hogging the Torana's mirrors, and Jessop pushed Ingram back a slot as they completed the opening tour.


That pair were in advance of the quartet of Bergan, the EHs of Ballantyne and Hayden, and Westwood. Dixon again had command of Na with Wesley next from Thompson who spun at Iced Coffee corner the next time around, allowing Titcum through.

By the third lap (of ten) the V8s were well clear while behind Dyer and Beveridge, Tebb was under accelerating pressure from Jessop. On lap four he went

by and the Torana pair also eventually dislodged the ailing Cooper S out of fourth.

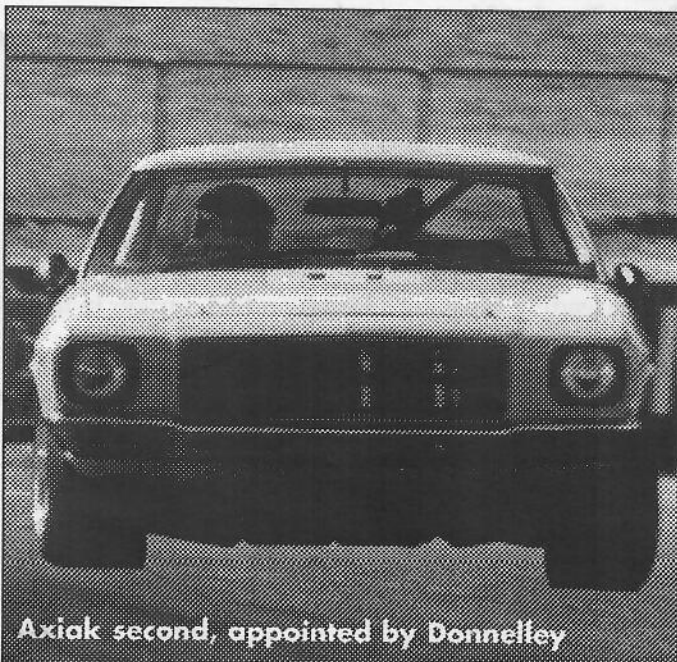
Beveridge held onto sixth with Bergan next after Malaure was an earlier retiree joining the gearbox gremlin-struck Ballantyne EH on the sidelines.

Meanwhile Donnelley's Ford Mustang had cleared out to an impressive victory with nobody able to also touch Axiak in second place while Mike Dyer was a little disappointed that the V8 monsters didn't want to stick around and play. After Jessop, Beveridge and Bergan came Hayden one lap down.

The Cortina battle was taken by Ingram over Westwood and in Na Dixon again showed the way. Initially he led from Wesley, Thompson and Titcum until the VW Beetle spun at Iced Coffee and that elevated the Morris Major one spot for the duration. 



A new combination, Malaure and his Mini



Axiak second, appointed by Donnelley

AROUND THE TRAPS - racing

State Race Series - Winton - August 2

"I've spent 25 years turning right at the end of the back straight and now I've got to learn to go left!" Michael Bugelly commented before the practice session at State Race Series third round at newly-lengthened Winton on August 2. Most drivers learned quickly that the turn at the bottom of the old back straight was indeed left, at something more acute than a right angle in fact, with many thrillseekers not quite mastering the right line, and many an infield slide into the dust was seen before the weekend ended.

Feelings about the new track were mixed, some enjoying the two new long straights whilst for others, the feel of old Winton was lost. One thing they did agree on was that the track is now one of the hardest circuits of all on brakes. Now maybe I didn't read reports of previous open meetings this year but now Winton is as deadly on brakes as Mallala, if you campaign an XM with front drums the size of Kiwi tins.

This meeting saw the debut of Les Dole in a new XU1. Les, whilst not having raced circuits for many a year, has been one of the "mustachio-ed motivators" with the Trevor Talbot team, and his preparation is a credit to his many late nights.

Les managed fourth in two races, posting some very quick times. Saturday's practice saw John Bourke come to grips with the new circuit quicker than most, valiantly trying to outbrake Bugelly at turn one, not a bad effort in an EH.

Eddie Dobbs in the Nc Torana started and finished his weekend quickly with the red motor making expensive bottom end noises. Graeme Hitchell (Escort BDA with matching race suit!) found a gearbox full of neutrals in practice which saw he and his crew burning the midnight oil for a reappearance on Sunday.

Graham Hunt, who posted the fastest time in prac-

tice, started Saturday afternoon's race from the rear when he stalled on the dummy grid, but quickly made up ground to finish first, nine seconds ahead of Jim McKeown with barely a bumper bar separating Greg McPherson (Mustang) from Les Dole (XU1) for third.

Drew Marget led the Cortina brigade home and Anthony Ramadge (Mini) showed the way to the cantankerous Cortina of Chris Ralph place eleventh. Don Knight (Cortina) and Ian Watt (Triumph) provided the main entertainment with Don the victor on the final lap. A 20-cent part put paid to this scribe's enjoyment when a ballast resistor failed on lap seven, providing no further forward motion.

Dawn Sunday saw Bill Trengrove arrive from Fomoco town setting a new lap record in the process, but despite his best efforts, he was to put the EH away after Sunday's race. If you listen carefully on a still day in Geelong, you're sure to hear the muffled clunk as Barwon Timber's finest forklift reverses over his misbehaving sump. Hunt, Mckeown, McPherson and Dole filled the first four places on Sunday morning, with very little action midfield.

Hunt in an endeavor to liven things up, gave the rest of us pedallers half a lap start for Sunday afternoon's race and only passed Jim McKeown into first place on the penultimate lap, setting the first lap record. Don Knight parked his green beast sideways at Penrite with eyes the size of dinner plates as the XM and Wattie's Triumph neatly circum-navigated him. With only two pedals to play with for this final race (the brakes failing at the first corner), I diced with Wattie, assisting in lowering his lap times and my blood pressure. Thanks, Ian, for one of the best dices I've had in many a time.

- Justin Brown

ICS Classic Touring Car Championship - Knockhill - August 1, 3

Jason Minshaw took full advantage of pole with his Demon Tweekes Mustang and strode out to a four second lead in just two laps. He left the Camaros of Dennis Clark and Jeremy Rossiter in his wake as he attempted to set a new lap record and earn the extra championship point that goes with it.

But the hectic pace proved detrimental, his tyres overcooked and Clark began to bridge the gap while Rossiter, Peter Hall and Alan Minshaw in the Malibu battled for third.

The leading Mustang's leaddwindled further in the latter stages when caught from behind while trying to lap the Hillman Imp of Ron Parker. Clark was able to close to within three tenths of a second as they took the chequered flag.

Simon Crompton's BMW easily accounted for the Cortina of Rick Tanton in Class C where Nigel Valkhard was ousted when caught out by fellow Cortina driver Kevin Mansell who suddenly slowed in front of him. Tanton copped a hit from Nick Swift who

had nowhere else to go. The latter in the Mini made a poor start and trailed class rivals Harvey Death and Graham Churchill after one lap. By the time he claimed Churchill's Cooper, Death was too far away.

The Minshaw Mustang absconded with the lead from the start of Monday's second race while there was some chopping and changing behind. Clark was out almost immediately, taking on the tyre barrier and earth banking back-first and not coming off at all well.

Hall took over second with Bacon ahead of Rossiter until the former ran wide at a hairpin at mid-distance and let his adversary through.

Class C was again led by Crompton but only briefly as the BMW suffered a broken driveshaft. That put Mansell into a tentative class lead as he was hounded by, and eventually passed by Tanton.

Swift ultimately split the Cortina duo as he took Class D, no doubt aided by Saturday race winner Death dipping out after knocking Kelly Rogers into the hapless Norman Ricketts.

CALENDAR UPDATE

DATE	EVENT	VENUE	PROMOTER	RESTRICTION
September 12-14	Cleaners Warehouse Historic	Eastern Creek	HSRCA	All
November 2	Auto Fever Truck series Rd 3	Oran Park	OPMS	B and C
November 6-7	Historic	Sandown	VIC	All
November 15	Annual Presentation and Dinner Dance	Drummoyne RSL	Appendix J Association of NSW	All
November 22-23	Historic	Wakefield	HSRCA	All
December 7	American Auto Parts V8 series Rd 3	Eastern Creek	ARDC	B and C

CLASSIFIEDS

CARS FOR SALE

FIAT 2300. Red, white stripe. Six cylinder, three Delortos, heaps of spares. Super releable, competitive in 2600 cc class. Great fun car and its different. \$3000 ono. Call Jeff on (02) 4421 7836 after 6pm or 015 128 770.

FORD CORTINA CONSUL. 1963 two-door body. Repaired and immaculately painted. \$1000 or offer. Contact Tony Ward on 9680 2474.

FORD MUSTANG. 1964 model, fastest Nb Mustang in Australia. Ground up built race car owned by Bob Pearson and Alan Heath - no expense spared. Black with gold stripes, 289 legal V8 developing 470 bhp. Best of everything, fully developed and ready to win. Will trade anything, \$50,000 ono. Ph Alan Heath 0418 802 228, fax (08) 8231 8700.

HOLDEN EH. Weber carbie, Seaton extractors, LSD (small spline), log book with a host of spares including complete engine - fan to clutch, laminated screen, gearboxes, guards, doors, grilles and more. The lot \$7900. Phone (02) 4325 2979.

EH HOLDEN. Well known yellow and black 149, constant under 2600 cc class winner. Is in first class condition with spares including Holinger gearbox, Hustler mags, front and rear springs, and some panels. \$10,000 ono. Ph John Ward (02) 4227 2871 or mobile 0416 272871.

HOLDEN TORANA XU-1. Total rebuild, only one meeting old. Complete less short motor. Sale includes two sets of Mawer wheels plus numerous spares. \$12,000. Call Bruce Stewart (02) 9707 4839 (BH) or 9709 3718 (AH).

HOLDEN MONARO. Potential Falcon and Mustang beater. HQ two-door has 350 Chev four-bolt block, Bowtie heads, Victor Junior manifold, Pacemaker extractors, five-core radiator and VDO gauges. Is currently registered and asking \$7,000. Ph Cameron on (02) 9905 0105.

HOLDEN MONARO. HQ GTS350. Huge potential. Only one race meeting old and comes with 15" wheels. \$55,000. Phone (02) 9688 1362 anytime.

JOWETT JAVELINS. Three De-Luxe sedans, 1948-49-50. Two cars complete, one dismantled. Many other spares and manuals included for \$1000 the lot or would swap for English motor

CARS FOR SALE

cycles or parts similar value. At Kempsey. Ph Kevin Hodges (02) 9623 6891/9623 1542 or (02) 4384 2391 (after 7:30 pm).

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

LOTUS CORTINA. For race, targa, rally or road use. Current CAMS logbook, strong 185 bhp steel engine, Lotus gearbox, Contessa wheels, fully adjustable suspension, Salisbury LSD, some spares. \$23,000 ono. Phone Andrew (02) 9552 6288 or 0419 202623.

MINI COOPER S: Ex-John Stratton (Queensland) rolling shell, fully prepared, new \$750 race seat, rack etc. Full cage, CAMS logbook, turquoise green/blue and white. My spare car. Phone Bob Paige (074) 481 766 BH (074) 711 9578 AH.

MORRIS ELITE: Very good mechanically, straight body with small rust spots. 1961 model \$300 or swap for any motor cycle of similar value. Car at Kempsey. Ph Kevin Hodges (02) 9623 6891/9623 1542 (bh) or (02) 4384 2391 (after 7:30 pm).

VALIANT S. Engine, doors, bonnett, and many body parts. Phone 9982 8145, G. Piercell.

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

GENERAL

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

SHELL AVGAS. 72 litres (in 200 litre drum) at 95 cents per litre. Rotary pump, cost \$120, sell half price. Ph Alan Puckett (02) 9817 3605.

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

RECENT RACING DETAILS

STATE RACE SERIES - August 2-3 - Winton

Qualifying: Graham Hunt (Boss Mustang) 1:39.5559, Jim McKeown (Lotus Cortina) 1:41.3276, Drew Marget (Ford Cortina GT) 1:43.6424, Les Walmsley (Cortina Mk I) 1:43.8746, Greg McPherson (Ford Mustang) 1:43.8827, John Bourke (Holden EH) 1:44.5802, Domenic Leo Cortina GT 1:44.8138, Michael Bugelly (Morris Cooper S) 1:46.2032, Andrew Cornish (Cortina GT) 1:46.2280, Les Dole (Holden Torana XU-1) 1:47.0703, Chris Ralph (Cortina GT) 1:47.1854, Anthony Ramadge (Mini Cooper S) 1:47.4964, Graeme Hitchell (Ford Escort) 1:47.7724, Eddie Dobbs (Torana XU-1) 1:48.6137, Jeremy Mantello (Cortina Mk I) 1:48.7826, Don Knight (Cortina GT) 1:51.3418, Justin Brown (Ford Falcon XM) 1:51.4738, Ian Watt (Triumph 2000) 1:56.6253.

Race One (8 laps): Hunt (13:57.8456) 1:40.3389 1, Jim McKeown (14:06.3578) 1:43.3746 2, McPherson (14:11.0932) 1:43.9604 3, Dole (14:11.4128) 1:43.0772 4, Marget Cortina (14:16.6565) 1:43.9888 5, Walmsley (14:18.2495) 1:43.7833 6, Leo (14:23.9427) 1:43.9034 7, Bugelly (14:26.8217) 1:45.2316 8, Bourke (14:27.5176) 1:45.0240 9, Cornish (14:29.8179) 1:45.4105 10, Ramadge (14:47.3215) 1:47.8658 11, Ralph (14:47.9845) 1:47.3399 12, Mantello (14:48.5385) 1:47.3309 13, Knight (15:30.8473) 1:51.8567 14, Watt (15:52.7564) 1:54.8411 15, Brown (13:21.9449) 16. Fastest lap: Hunt (1:40.3389).

Race Two (7 laps): Hunt (12:14.9215) 1, McKeown (12:16.8383) 2, McPherson (12:21.7111) 3, Dole (12:22.2185) 4, Marget (12:25.2313) 5, Leo (12:25.4321) 6, Bugelly (12:37.1888) 7, Bourke (12:37.9988) 8, Walmsley (12:49.6392) 9, Cornish (12:50.7582) 10, Hitchell (12:57.9508) 11, Mantello (13:00.3410) 12, Ramadge (13:15.5746) 13, Trengrove (13:23.4726) 14, Brown (13:24.1275) 15, Knight (13:24.4204) 16, Watt (13:40.7985) 17. Fastest lap: Hunt (1:42.7790).

Race Three (8 laps): Hunt (13:39.0189) 1, McKeown (13:42.6262) 2, McPherson (13:52.9977) 3, Dole (13:53.4025) 4, Leo (14:02.4762) 5, Walmsley (14:03.1926) 6, Hitchell (14:11.1850) 7, Bugelly (14:12.3996) 8, Bourke (14:22.3288) 9, Cornish (14:24.4285) 10, Ramadge (14:31.1140) 11, Mantello (14:41.2589) 12, Brown (15:30.4996) 13, Watt (15:30.5990) 14,

Marget (15:40.4855) 15, Knight (13:08.5693) 16. Fastest lap: Hunt (1:37.9247).

ICS CLASSIC TOURING CARS - August 1-3 - Knockhill

Race One (16 laps): Jason Minshaw (Ford Mustang) 16:19.51 - 1, Dennis Clark (Chev Camaro) 16:19.83 - 2, Peter Hall (Chev Camaro) 3, Jeremy Rossiter (Chev Camaro) 4, Andy Bacon (Chev Camaro) 5, Alan Minshaw (Chev Malibu) 6. Fastest lap: Jason Minshaw (58.64).

Race Two (16 laps): Minshaw (16:04.90) 1, Hall (16:05.92) 2, Rossiter 3, Bacon 4, Rick Tanton (Lotus Cortina) 5, Nick Swift (Mini Cooper S) 6. Fastest lap: Minshaw (58.54).

NSWRC AUGUST TROPHY - August 24 - Oran Park

Qualifying: Ross Donnelley (Ford Mustang) 49.2599, Paul Axiak (Holden Monaro) 49.3125, Mike Dyer (Holden Torana XU-1) 51.4350, Dave Beveridge (Mini Cooper S) 52.5249, Brian Jessop (XU-1) 52.5953, Greig Malaure (Cooper S) 53.9085, Robert Tebb (XU-1) 54.1709, Andrew Bergan (Cooper S) 54.8222, Robert Ingram (Lotus Cortina) 56.1012, Ken Ballantyne (Holden EH) 56.2343, Doug Westwood (Ford Cortina GT) 57.5273, Bill Dixon (Wolesley) 63.4159, Dean Wesley (Holden FJ) 64.9532, Terry Thompson (VW) 66.9337, Don Titcume (Morris Major) 68.5716, Bob Hayden (EH) 77.7122.

Race One (8 laps): Donnelley (6:47.4514) 1, Axiak (6:53.5971) 2, Dyer (7:05.3539) 3, Tebb (7:15.6049) 4, Jessop (7:15.7358) 5, Beveridge (7:17.2598) 6, Malaure (7:17.5957) 7, Ballantyne (7:30.5979) 8, Hayden (7:35.2153) 9, Bergan (7:35.4596) 10, Ingram (7:38.4103) 11, Westwood (7:39.4333) 12, Dixon (7 laps) 13, Thompson (6 laps) 14, Titcume 15, Wesley 16. Fastest lap: Donnelley (49.0742).

Race Two (10 laps): Donnelley (8:28.2451) 1, Axiak (8:42.8822) 2, Dyer (8:51.0488) 3, Jessop (9:04.4703) 4, Tebb (9:06.9006) 5, Beveridge (9:12.3455) 6, Bergan (9:18.0414) 7, Hayden (9 laps) 8, Ingram 9, Westwood 10, Dixon (8 laps) 11, Wesley 12, Titcume 13, Thompson 14, Malaure (3 laps) dnf, Ballantyne (1 lap) dnf. Fastest lap: Donnelley (48.7007).

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