

Racing since 1981

Action-Line

Newsletter of the Appendix J Association of NSW Inc



GENERAL MEETING and video

Tuesday September 1, 7:30 for 8:00 pm sharp start

Burwood RSL Club, 96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

You will all immediately notice that this edition of *Action-Line* includes a nomination form. For the members of the club it is a significant time. It is time when we must take stock and ask if the direction in which the club is moving is to your liking? Whether it is or not, this is the your opportunity to have your say!

Perhaps you would like to take part in the running of the club by getting yourself nominated for a committee position or maybe you would like to nominate someone you would like to take a place on the committee. Whatever your thoughts, we want to encourage you to share them with our other members so that we can get the best committee from our membership to carry our club forward.

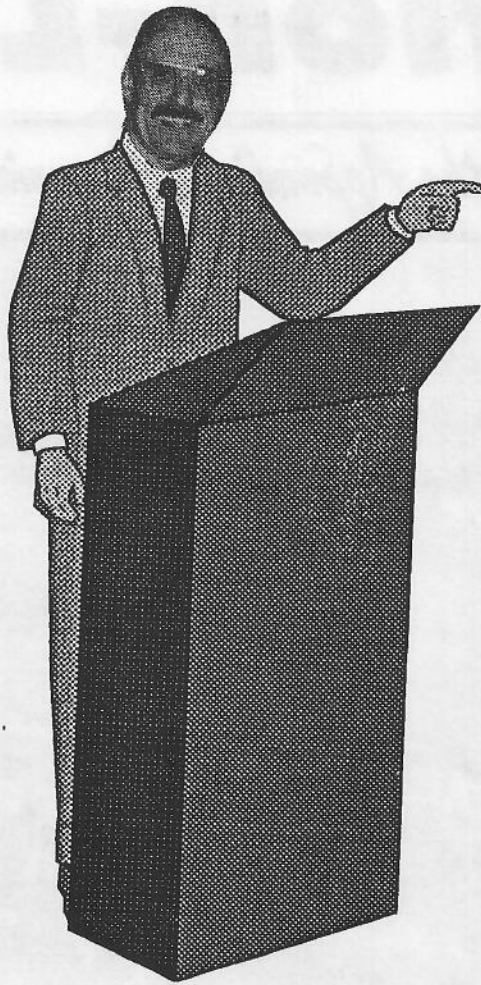
It is worth remembering also that to take part in the running of the club it is not necessary to be part of the committee. You can volunteer to assist the committee in the many tasks performed by the club, as many have done in the past. What we would like to do is involve YOU in the many things that go to make up the club.

Whatever you decide, remember it takes people, club members, to volunteer their services to the club if the club is going to exist at all, let alone prosper, and NOW is the time we must give some thought to electing a committee for the ensuing twelve months.

As the President of the club for the last three years I am not able, under the constitution, to offer myself for re-election to that position. I am however prepared to stand for the Vice-President position should the members think that appropriate.

Some other members of the committee are willing to stand either for the position they now hold or another and some wish to take a break from the committee. So we need to consider who we feel would be appropriate for those roles. Please give it some thought over the next month so that we can all be part of a dynamic club.

The last month has been full of competition with the Post 60's at Oran Park going off well and our gala presentation at that meeting proving the worth of our catering staff! *Rosco's Bar and Grill* did a magnificent job



catering for the large crowd in attendance in our hospitality area and I am sure our honourable treasurer was pleased with the injection of funds to the coffers. The racing was good with two healthy grids of Group N machinery. The races had many winners and plenty of drama to make them interesting. Although the weather threatened most of the weekend the track managed to stay mostly dry.

By all accounts the last race meeting at Amaroo also was a great success with everyone who attended just so pleased the weather dawned bright and sunny for race day after a damp and slippery Saturday practice. There were more cars than a capacity grid could handle but the organisers managed to split the grids satisfactorily so everyone was able to get a run. The Nc entrants were mixed with club cars but in the main our group managed to have their own race within that field which worked out well.

Whilst both these meetings were excellent it is sad to report that not everybody behaved perfectly. Although in the minority, we do have some amongst our ranks who

continue to tackle officialdom in an unsportsmanlike manner. What makes it worse for us as a group is that these people are repeat offenders and I do not understand why they are so slow to learn! It is probably worth pointing out that incidents are not treated as individual occurrences, records are kept of serious breaches so those re-offending carry baggage! Enough said!

We are now getting nearer the business end of the year and clear leaders seem to be emerging in the respective club championships. It is interesting to note that we have had an increase of over 10 per cent in the number of competitors over 1997. Unfortunately the growth has not been across the board with Na actually shrinking a little.

Anne Bailey has everything in hand for the presentation night at the Drummnoyne RSL, where we had such a great night last year, so give this some thought. We hope to have something special organised again this year and we will only do it the once, so don't miss out. Book now!

So that is it for now until Tuesday night. If you were disappointed we didn't get to watch the advertised video on the British Touring Car Championship last month then be there on Tuesday night, I promise it will be shown even if we have to adjourn the meeting! See you there.

- Regards Bob

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**October issue DEADLINE
is Friday September 19**

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FRONT COVER - Ian Jones was devastating when Group N debuted on the long circuit at Winon (top) in July. He then came to Oran Park for the Post 60's Historic at Oran Park in August, and continued in sizzling form.

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That time of year

ELECTION TIME FOR the Appendix J Association is upon us again so if you would like to nominate, or know of someone willing to stand for committee, do it now! Nomination forms enclosed with this issue.

Eligibility Report

NOTHING TO REPORT this month. My club activities have been curtailed somewhat this month because of the shocking weather we have had in Wollongong.

I would however like to thank all those from the club and interstate that rang to make sure the Cleaver family were not affected. Our problems with the weather were only minor but it is nice to know so many care so much. Thank you all!

With Eastern Creek coming up it may be worth mentioning that as usual at these meetings an interstate eligibility officer will be on duty and Group N could be signalled for attention, so keep to the book. See you there!




- Lloyd Cleaver


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

AROUND THE TRAPS - news

Bartlett testimonial

THE HSRCA IS to host a testimonial dinner for Kevin Bartlett at the Waverton Bowling Club on September 23. It is a follow-on from the recent successful Oran Park Post '60s meeting which celebrated Kevin's contribution to Motor Sport and allowed him several demonstration laps in a reunion with the 'Yellow Peril'. Cost will be around \$40. If you are interested in attending contact Bob Asher for a reservation. 


Did you know?

THE EH HOLDEN, on sale in the period 1963-1965, was originally heralded as the most dramatic new Holden model since the 48-215. The EH stakes a big claim on the title of the nation's all-time most popular car. During just 18 months of manufacturer, the EH sold a record 256,959 units to become the fastest selling Australian car ever. 

What about?


THE HK HOLDEN Monaro (1968-1969). It was billed as Australia's first fully home-grown sports coupe. The Monaro was a member of Holden's ambitious 'New Generation' HK range, launched in 1968. A clear and deliberate statement of national identity in its design, title and marketing concept, the Monaro was conceived and developed in an era of massive social and cultural

change. It reflected a more exciting, youthful image and broke new ground by embracing the concept of personalised transport.

Along with its HK counterparts, the Monaro delivered the biggest choice of options yet offered by Holden and, with a full-throated roar, ushered in the golden era of the lion-baged V8 and victory in the first full-on clash with arch-rival Ford at Bathurst in the same year. 


Mustang mutterings

NEWCASTLE'S STEVE MASON had his first outing in his new acquisition, the maroon Ford Mustang previously driven by John English and owned by David Barker in Queensland.

"Its siffer than the other car and does take some getting used to particularly with the steering wheel on the other side," he said at the recent Oran Park Post 60's Historic. He was undecided as to which way he would move with regards a progression to Nc and in which car, and opted to have something of a garage sale in the meantime. 

Another chance

BECAUSE OF THE extended discussion of proposed rule changes to Group Nc, there was no time left to show Ross Muller's excellent video of the 1968 British Touring Car Championship. It is hoped this month's meeting will wind up at the more usual time and the video can be put on after the General Meeting.

Also Paul Axiak has unearthed a 20 minute documentary put together by Shell on the 1970 Australian Touring Car Championship. Picture quality is not all that great, but the film starts with Norm Beechey loading the Monaro on a Bedford truck and heading off to the final round of the series. It is interspersed with highlights of the earlier rounds including Calder, Bathurst, Warwick Farm and Lakeside. 

Treasurer's Report


IT IS MY pleasure to submit the Association's Balance Sheet for the year ended June 30, 1998.

The figures show a net profit for the year of \$2,625.30 which is reflected in our working account with the bank that has a balance of \$4874.55.

I take this opportunity to thank Rosco and his crew (particularly the fairer sex) for their input and also the members who run the raffles at our monthly meetings - these guys are usually given the customary two minutes notice.

To my fellow committee members, thanks for your untiring efforts in keepin our club in the 'Premier Position' within Group N Australia wide.

Some of the time our finances are finely tured (a little on the lean side) so I appreciate your prompt payment of renewals and levies.

To the next financial year of 1998/1999, here we come. 

- Don Titcume, Treasurer
Tits Racing - Morris Major

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Contact DANIEL SUGDEN

2/92 Auburn St, Wollongong 2500

Ph (042) 271 075 019 669 822

1997-1998 BALANCE SHEET

The Appendix J Association of NSW Inc. Balance Sheet - 30-6-98

Assets

Current	
Cash at Bank- Cheque Account	\$4,874.55
Term Deposit	\$7,000.00
Raffle Float	\$ 20.00
	\$11,894.55
Non Current	
Improvements - Oran Park depreciated (30%)	\$1,472.00
Equipment-BBQ, Club Banners- Merchandise	\$ 1,195.00
	\$2,667.00
Total Assets	\$14,561.55

Liabilities

Current	
Creditors	\$ NIL
Bank Overdraft	\$ NIL
	\$ NIL
Deferred	\$ NIL
Total Liabilities	\$ NIL

Net Assets as at 30/6/98 **\$14,561.55**

These financial statements have been prepared from the available books and records of the club and are in accordance therewith. In our opinion they are drawn up so as to give a true and fair view of the loss for the year and the Club's state of affairs as at 30th June 1998.

In our opinion, the Club will be able to meet it's debts as and when they fall due.

Signed on behalf of the Committee by: Robert Asher - President Donald Titcume - Treasurer

PROFIT AND LOSS ACCOUNT

Opening balance	\$ 2,249.25
Income	\$33,977.56
Total Income	\$36,226.81
Expenditure	\$31,352.26
Profit	\$ 4,874.55

Income

Membership	\$9,650.00
Raffles	\$ 928.40
Presentation Night	\$3,970.00
Bank Interest	\$ 260.96
Sponsorship	\$3,500.00
Social/BBQ Committee	\$3,608.20
Magazine Advertising	\$ 510.00
Badge Sales	\$ 20.00
IBD Proceeds	\$2,000.00
Sundry/Provisions	\$ 40.00
Geoghegan Dinner	\$ 850.00
Bathurst Entries	\$8,640.00
	\$33,977.56

Expenditure

Cams	\$2,932.00
Web Site	\$ 100.00
Postage & Stationary	\$1,493.90
Printing & Magazine Exp.	\$4,659.00
Trophies	\$2,259.34
Govt. Taxes etc.	\$ 82.03
Social/BBQ Committee	\$1,852.52
Bathurst Entries, Refunds	\$7,650.00
Bathurst Photos	\$ 100.00
Presentation Night	\$4,358.55
Geoghegan Dinner	\$ 800.00
Catering	\$ 175.00
Raffle Prizes	\$ 167.45
Dept. Fair Trading	\$ 35.00
Tent Hire - Eastern Creek	\$ 436.00
Merchandise Purchases	\$ 486.10
AGM Drinks	\$ 157.00
PO Box Rental	\$ 78.00
Dishonoured Cheque	\$ 40.00

Expenditure (continued)

IBD Funds Reinvested	\$2,000.00
Photocopying/Courier	\$ 19.00
Kids Christmas Party	\$ 50.00
Floral Tribute	\$ 51.00
Photos to Goulburn	\$ 96.00
Donation Club Chaplin	\$ 100.00
Group N Meeting Melb	\$ 644.80
	\$31,352.26

Net Profit to 30-6-98	\$2,625.30
Opening Balance	\$2,249.25
Surplus	\$4,874.55

GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, August 4, 1998

Meeting commenced at 8.28p.m.
Attendance book was circulated.

Apologies

Lional Walker, Tom Mott, Brian Pearson, Arthur Huxley.

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

Correspondence

- CAMS newsletter for July 1998.
- Invitation to the Mallala Masters on September 12-13, 1998.

Presidents Report

- Following the meeting of the Australian Historic Touring Car Association in Melbourne, a sub-committee of the Appendix J Association of NSW had been formed to put forward recommendations in regard to the proposed Nc review. The sub-committee comprises Bob Asher, Lloyd Cleaver, Chris Dubois, Mike Dyer, Des O'Loughlin and an initial meeting had been held. A summary of their recommendations had been prepared and copies were available at the meeting for member's information. The summary will be discussed in General Business.
- The next race meeting will be the Historic Sports and Racing Car Association's Post 1960s Historic at Oran Park on the Grand Prix (long) circuit. At this stage we have 51 entries who will race in Division One and Division Two events. We have been given the responsibility of providing the venue and catering facilities on both the Saturday and Sunday evenings. This will be an opportunity to supplement funds but volunteers are needed to make it work.
- The meeting at Amaroo on August 22-23 is presently oversubscribed with 34 entries and a maximum grid size of 28.
- The Historic Meeting at Eastern Creek on September 12-13 has yielded 31 entries so far. Entries are due to close on August 14 but reminder letters are being sent to competitors and that closing date may be extended. Once again we need volunteers for the catering side of the presentation.
- The CAMS State Council meeting did not take place because of the absence of a quorum. To be rescheduled.

Treasurers Report

- Balance at bank \$3788.56 and \$7000 Interest Bearing Deposit.
- The club will be applying for a temporary liquor licence for Eastern Creek Historic.

Eligibility Report

- Members are reminded of the ruling from CAMS is

that component parts must be as supplied from the manufacturer in the country of origin. That is, Ford Australia is not Ford U.S.A. and General Motors Holden vehicles can only utilise parts from the Australian division, not the parent in the US.

- Disc brake rotors are not to be drilled or slotted except where they came originally supplied in that format.
- A new supplier for Hoosier tyres is now available. It will be run by Speedway and NASCAR driver Max Dumnsy.

Point Score

- Please note that as a result of the cancellation of the Wakefield Park meeting that all Lakeside points have been forfeited.
- Point score will operate on the Amaroo meeting on August 22-23.

Category Representative

- With Na, Nb and Nc cars entered at Amaroo, we seek cooperation in pre gridding vehicles for practice and qualifying on safety grounds.

General Business

- The proposed recommendations from the sub-committee on changes to the Nc regulations were discussed item by item (These recommendations are printed over the next three pages). A poll by show of hands was taken.
- Results were as follows:

Item	Voting in Favour	Voting Against
Preamble	26	4
1.1	26	4
1.4	26	4
1.5	26	4
2.0	26	4
3.1	28	4
3.2	Unanimous	
3.3	31	1
3.5 rotary	30	2
5.0	32	0
6.0	32	0
7.0	29	3
8.0	32	0
9.0	Unanimous	
10.0	Unanimous	
12.0	Unanimous	

- Ross Donnelly raised the matter of advertising being allowable for special events as an aid to sponsorship. This matter had been the subject of considerable discussion with the Historic Commission in the past and its views were well known that they were not in favour.

Raffle was drawn. Won by Ken Ballantyne.
Meeting closed at 11.45 p.m.



PROPOSED Nc RULE CHANGES

The NSW Appendix Association Committee appointed a sub-committee, comprising Bob Asher, Chris Dubois, Lloyd Cleaver, Mike Dyer and Des O'Loughlin to review Group Nc rules. It has proposed a number of changes to the Nc regulations. In many cases these changes are made to define the wording. What could be perceived as a 'grey' area it is hoped will be now clearly 'black and white'.

There are also a number of significant changes proposed. The wording in *normal italics* is to be deleted from the current text whilst the *bold italics* indicated the changes and additions.

These proposed changes have been put to the August General Meeting and in all cases were approved by a large majority, some were even unanimous decisions. They are expected to be taken to the National meeting as the viewpoint of New South Wales members but will not necessarily be adopted by that national body.

Group Nc Touring Cars (1965-1972)

Group Nc is an historic group introduced on January 1, 1995, to cater *primarily soley* for vehicles of a make and model which competed in Australia between January 1, 1965, and December 31, 1972 in either the Australian Touring Car Championship, *and in other races specifically for 3rd Category Group C Improved Production Touring Cars or in races specifically for Group E Series Production Touring cars (including cars which ran in races run under manufacturers' championship supplementary regulations.)*

During the 1965-1972 period the rules for the vehicles evolved significantly, therefore the Group Nc rules have been established to enable competition under a common set of rules which reflect the nature of *top-level touring* car racing in the period.

It is envisaged that most vehicles in this class will not have a racing history and these are acceptable *provided they are accurate in detail both mechanically and visually.* Vehicles with a racing history may be presented in the most predominant form in which they were raced in the period, including the original sponsor signage, even though this specification may not fully conform with these rules.

A list of eligible vehicles and vehicle specification sheets for the more popular models are under preparation and will be available from CAMS.

1. ELIGIBILITY

- 1.1 Touring Cars of a make and model which competed in Australia between January 1, 1965 and December 31, 1972 in either the Australian Touring Car Championship, *or in other races specifically for 3rd Category Group C Improved Touring Cars or in races specifically for Group E Series Production cars (including cars which ran in races run in under manufacturers' Championship supplementary regulations.*
- 1.2 Vehicles shall compete in the following capacity classes:

Class E	Up to 1500cc
Class D	1501cc - 2000cc
Class C	2001cc - 3500cc
Class B	3501cc - 5000cc
Class A	Over 5001cc
- 1.3 Owners of recognised vehicles with a competition history during the period are encouraged to present the vehicle in its original format evident at a given point in its history. Historic precedence will prevail over the following regulations with regard to these vehicles. Proof of this precedence falls to the owner and acceptance of it is at the absolute discretion of CAMS.
- 1.4 For a vehicle to be constructed, approval must be given by CAMS. The applicant must provide proof that the particular make and model *similarly optioned*, competed in races described in 1.1 above.
- 1.5 *A comprehensive detailed specification of each make and model and the permitted modifications for that vehicle will be provided upon approval for construction being granted by CAMS. All non genuine historic vehicles in this class will be subject to a minimum weight specification. A list is presently being prepared by CAMS and will be available on request.*

2. BODY

The bodywork, fittings and interior trim in its entirety must be as supplied by the manufacturer.

Body Modifications

Body modifications may be made, provided that the following restrictions are observed:

The inner lip of the wheel opening may be folded back for tyre clearance.

Mudguard extensions may be used if homologated.

The driver's seat *only* may be replaced with a CAMS-approved racing seat.

The steering wheel may be replaced with a sports steering wheel of 320 mm minimum diameter.

Floor coverings may be removed.

The use of under trays, fairings etc designed to improve the aerodynamic form of the vehicle are not per-

(Continued over page)

PROPOSED Nc RULE CHANGES

mitted unless supplied as standard equipment for the make and model. If brake cooling ducts or scoops are fitted, they must be separated by a minimum of 300mm, so as not to form an aerodynamic aid and their sole function shall be to assist in the supply of air to the brakes.

Additional instruments may be substituted added providing all original instruments panels and switches remain intact and that any additional equipment is fitted to a separated panel.

3. ENGINE

Mechanical modifications are permitted subject to the following restrictions:

The original type and design of cylinder block and crankcase *as supplied by the manufacturer for the subject vehicle in the period* must be employed. The bore may be increased to a maximum of 1.5 mm. The stroke must remain standard as specified for the make and model.

Dry sump lubrication systems are not permitted unless fitted as original equipment. Lubrication may be modified *provided the oil pump and drive remains in the original position as supplied by the manufacturer and additional cooling provided.*

The original type and design of cylinder head casting *as supplied by the manufacturer for the subject vehicle in the period* must be employed; it may be modified provided that such modification is achieved only by the removal of metal.

Electronic ignition devices are not permitted unless fitted as original equipment.

Rotary engines:

Engine internals are to be supplied by the manufacturer for the particular model concerned. No internal modifications will be permitted save for 'blueprinting' to manufacturers specification of the period.

Engines must be checked and sealed by an approved engine builder and certified as per manufacturers' specification for a standard engine of that type.

4. INDUCTION

Fuel injection is not permitted unless fitted as original equipment.

Carburettors of a make and model not available during the period are not permitted.

5. TRANSMISSION

The original type and design of transmission and drive train assemblies including the number of forward and reverse ratios, assembled and operating as originally supplied by the manufacturer *and used by the vehicle creating the eligibility* shall be retained. The use of alternate ratios is permitted. Any form of locking differential is permitted. Fully floating hubs are permitted. The gear lever may be modified but the original shift pattern must be retained.

6. SUSPENSION

The original suspension *components and configuration*, whether by leaf spring, coil spring, torsion bar, air, rubber etc for the make and model *as supplied by the manufacturer* must be retained. The following modifications are permitted:

Original components may be reinforced or can be strengthened.

Modifications to *spring rates and ride height* are free; shock absorbers are free.

Additional control arms and equipment may be added but must not override the original component function.

Spherical joints may not be used to replace existing components.

The original wheelbase dimensions must be retained. The track may be increased by not more than 50 mm *provided the tyres shall lie within the projected plan of the bodywork over the distance from the centre-line of the front hubs to the rear of the vehicle.*

7. BRAKES

The original form and type of braking system must be employed front and rear, eg disc/drum.

Components may be replaced with those from another model from the same vehicle manufacturer produced before December 31, 1972.

7.1 *Drums are free provided there is no increase in the swept area of the disc or drum.*

7.2 *Discs must be the same dimensions and material as the original. No modification to disc rotors is permitted.*

7.3 *Calipers must be as supplied by the manufacturer for the particular model in question.*

7.4 *Dual/tandem master cylinders may be used. Brake bias must not be adjustable from the driver's compartment.*

PROPOSED Nc RULE CHANGES

8. WHEELS AND TYRES

Wheels may be replaced with period style alloy wheels *but must retain the same diameter as used by the manufacturer in the period unless the said vehicle type raced during the period using a wheel of a different diameter. This diameter shall apply if so desired. (Proof of such use shall be the responsibility of the competitor).*

All wheels shall be interchangeable with each other.

Maximum rim width permitted is:

Class A and B maximum 8 inches

Class C and D maximum 7 inches

Class E maximum 6 inches

The same diameter wheels must be those used on the model during the group period.

Tyres must be of approved tyre radial or cross-ply construction with a minimum aspect ration of 60 per cent as determined by the Tyre and Rim Association. (Refer Na, Nb, Nc, Sa, Sb and Sc tyre list, page 8-30).

9. COOLING SYSTEM

The radiator may be replaced but must retain its original location and support panel opening. *A replacement radiator may not be manufactured to perform any other function not performed by the original, and any area occupied by the original radiator left open by the replacement must be blanked off.*

The radiator cooling fan may be removed. An electric fan may be fitted.

10. FUEL TANK

The fuel tank may be foam-filled or replaced with a tank of the same dimensions and capacity to the same location *or with a racing fuel cell to another location provided the original tank remains in place* in its original location.

11. SAFETY REQUIREMENTS

11.1 A laminated windscreen is required to be fitted in all vehicles.

11.2 A roll cage conforming with Schedule J is required to be fitted in all vehicles. Side intrusion bars and other additional braces are permitted provided they do not pass through any part of the bodywork. The roll cage must not be used as a means of increasing the structural strength of the vehicle.

12. ADVERTISING

No advertising material or sign may be distributed from or carried on any vehicle in this category provided that this rule shall not apply to the manufacturer's usual name plate. CAMS reserves the right to permit also the display - in neat, unobtrusive lettering - of the name of the entrant and/or the driver and/or the State of his residence on the scuttle or the side of the vehicle *below the window line*. The total area of all such signs shall not exceed 75 mm in height and 600 mm in length on each side of the vehicle.

Club badges of an acceptable motoring club can appear on the vehicle. Each badge must be not larger than 150mm by 100mm and must be placed below the window line. Only two such badges are permitted.

The territory of origin of the driver may be shown on the vehicle. Each sign must be not larger than 100mm by 150mm and must be placed below the window line. Only two such signs are permitted.

The letters Nc 150 mm by 100 mm, must be carried immediately after the competition number so as to distinguish the vehicle as being Group Nc.

No other signs may be displayed.

13. SPIRIT OF REGULATIONS

It is emphasised that the purpose of this category is to emulate, as far as practicable, the racing of touring cars in the period from 1 January, 1965 to 31 December, 1972. Under the spirit of these regulations, over-restoration of vehicles, including the use of technology, parts or equipment not available within the period in question, are not acceptable and will render the vehicle ineligible. The Historic Eligibility Committee will interpret these regulations and determine any eligibility matters relating thereto in accordance with that spirit.

J

Annual Presentation and Dinner Dance

Drummoyne RSL, November 14

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

CAT CHAT

Greetings to all, let me start with some observations regarding the HSRCA post '60 Race Meeting on the Oran Park GP circuit earlier this month.

The entry was excellent and we had enough cars to give us two grids (Nb Division I plus Nc, and, Nb Division II). It was good to see some interstate entries, particularly ones we hadn't seen in NSW before (hope you enjoyed the weekend).

There was some great racing (see separate reports), but there are some lessons to be learnt for all competitors (regardless of how long they have been competing): Make sure that you read the Supp Regs, and, the Final Regulations - these documents have to be approved by CAMS and therefore their content confirms how CAMS will view the organisation and structure of the race meeting.

In addition, if there are specific points noted in the Regs it is your duty to make yourself aware of those points - ignorance is not a defence should you contravene any instruction in the Regs.

Make sure that you listen at the Drivers' Briefing - this is even more critical if you are attending the circuit for the first time, or, if you have not entered with the particular event promoters before, or, if you have not raced before under the control of the particular Clerk of Course.

It is your duty to be aware of all points covered at the Drivers' Briefing - ignorance is not a defence should you contravene any instructions/guidelines covered in the Drivers' Briefing.

I have to report a personal first at Oran Park: having started my involvement with motorsport back in the mid '60s and now at the age of 51 - for the first time ever, I was a Grid Marshal. I've done all sorts of other track duties over the years, but not this. It was very interesting.

It was also interesting to note that a number of other non-competing drivers were helping out the HSRCA by working on flag points. Its a good way to give something back into our sport, and, a good way to develop a rapport with those terrific officials who brave all weather conditions to ensure that we can have our fun on the track.

In September the HSRCA all-Historic Race Meeting at Eastern Creek clashes with a "clubbie" at Oran Park, hence officials will be desperately needed all round. If you are coming to Eastern Creek, but are not competing, maybe you could spare some time on Saturday or Sunday to work out on a flag point.

This is also an ideal opportunity if you are a new competitor who needs a flag duty signature on their licence.

If anybody is willing to help, please contact me on 02 9680 3137 or email MorrisOxford@s054.aone.net.au and I'll liaise with the Historic Sports and Racing Car Association for you.

Still on the subject of HSRCA and talking as a Grid Marshal - a reminder that HSRCA uses sequential grid-ding when forming the cars up on the track: this means

that all slots are filled and no gaps are left.

The procedure is to form up in the Dummy Grid in your allocated sequence, but if somebody has dropped out then you move up to fill that place on the track grid. Leave the Dummy Grid in the allocated sequence and then proceed quickly and in close formation around the track to the real grid.

As you approach the grid, SLOW DOWN, because there are officials standing there to direct you. You will be pointed alternately to left or right; move in the direction shown and maintain that station as you proceed onto the grid, where you will be pointed into the next available slot.

If everybody does as instructed, voila, a packed grid with no slots, and, with everybody in the right sequence - what could be simpler (almost everything, based on certain drivers in various Groups who seemed incapable of moving in the direction indicated).

By now I guess interstate readers are asking - yes, but that is all NSW, what has it got to do with us? Answer, plenty! All points raised earlier apply.

The Regulations, the Drivers' Briefing, a promoter's specific instruction (for example, HSRCA sequential grid-ding), etc.

Also, I am pretty sure that any race promoter would be delighted if a non-competing driver volunteered to help out at a race meeting, be it at Lakeside, Mallala, Wanneroo, Winton, or wherever - go on, put something back into the sport.

Regular readers of this column will have noticed that I have written heaps, but haven't said a thing about politicians. Well, I'm sorry, but I just can't control myself any longer.

The water problems in Sydney once again brought out the worst in our State (NSW) politicians - they were all looking to lay blame on somebody, preferably from an opposing party.


How much longer do we have to tolerate this juvenile behaviour from a bunch of over-superannuated buffoons?

Is it too much to expect that our elected representatives should actually conduct themselves in a manner that is conducive to the greater good of the community, rather than wasting our money/time on political pointscoring?

Interstate readers may choose their own examples of continuing incompetence and self-interest on the part of politicians of all parties.

That's it for this month, except to repeat my request for scuttlebutt, etc. New readers, please note that I am happy to receive any news of Group N that you wish to pass on for publication.

Also, this column is always happy to receive feedback - be it positive or negative (can't wait for the day when I get called to appear at the Bar of the House).

So, with a final welcome to new readers everywhere particularly in the coming months, it only remains to say, fellow Group N aficionados, keep on revving. 

- Axeman

NET NEWS

The team.net lists have been running a number of threads recently.

Vintage-race was busy discussing the merits of alternatives to glass for windscreens. Some people wanted to try Plexi-glass, but were shouted down by those describing death by a thousand cuts as pieces scythed into you in a crash.

Others were keen to promote Lexan as a safer alternative - as allowed over here. However, the overriding sentiment seemed to be that nothing was better than a laminated windscreen, provided of course that you could find an appropriate unit for your rare racer.

I put a laminated screen in the Isis for road use a couple of months ago - the unit was available and competitively priced. Not bad for a fairly rare daily driver tintop from the mid 50s, and there seems to be a good supply of supposedly rarer units, but you need to ask around.

The British-cars list descended into a series of arguments concerning the degree of innovation and the lack of quality ("that's not an oil leak, it is just my car marking its territory") exhibited by the British car industry over the years.

After some aggrieved responses the overall conclusion seemed to be that the English were renowned for their eccentricity and hence it was quite legitimate for their cars to be somewhat eccentric as well (no comments about racing Oxfords, thank you!).

I'd be more impressed if some modern manufacturers got their act together and raised their quality to an appropriate level for the end of the 20th Century.

Talking about the end of the century - I repeat my comments about Year 2000 compliance in your business systems and equipment.

My consultancy is currently performing a Y2K review in a company where they don't even know the status of the embedded chips in some of their manufacturing machinery - if in doubt, check it out.

Don't forget that there are a number of Y2K sites on the Web; try:-

<http://www.y2k.gov.au>

<http://www.cpsr.org/program/y2k>

<http://www.bcs.org.uk/millen.htm>

Marshall Cass Photography

PO Box 4147
Eight Miles Plain 4113
Phone: (07) 3341 6392

<http://www.year2000.com/cgi-bin/y2k/year2000.cgi>

<http://www.ita.org>

Don't forget that your accountant, your industry body, your State government and the Federal government all have information resources available to help you address this issue. Most of all —be aware that time is running out, so act now and secure your business.

Talking of security, there has been a certain amount of concern expressed about the United States' plans to restrict access to cryptography facilities and discussion thereof.

This is a difficult area, but, there seems to be a move afoot that will curtail freedom of speech and discussion over the Net, totally at variance with much of the original thinking espoused by the academic field when they became early adopters of the Net.

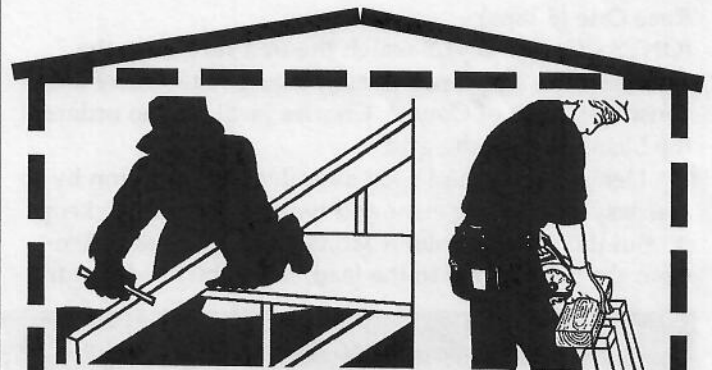
Finally, also on restrictions and again in the US, there is continuing demand from legislators for filtering software in libraries so that children can be saved from accessing 'suspect' sites. Whatever happened to the notion of parental responsibility?

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

or saabsux@hotmail.com



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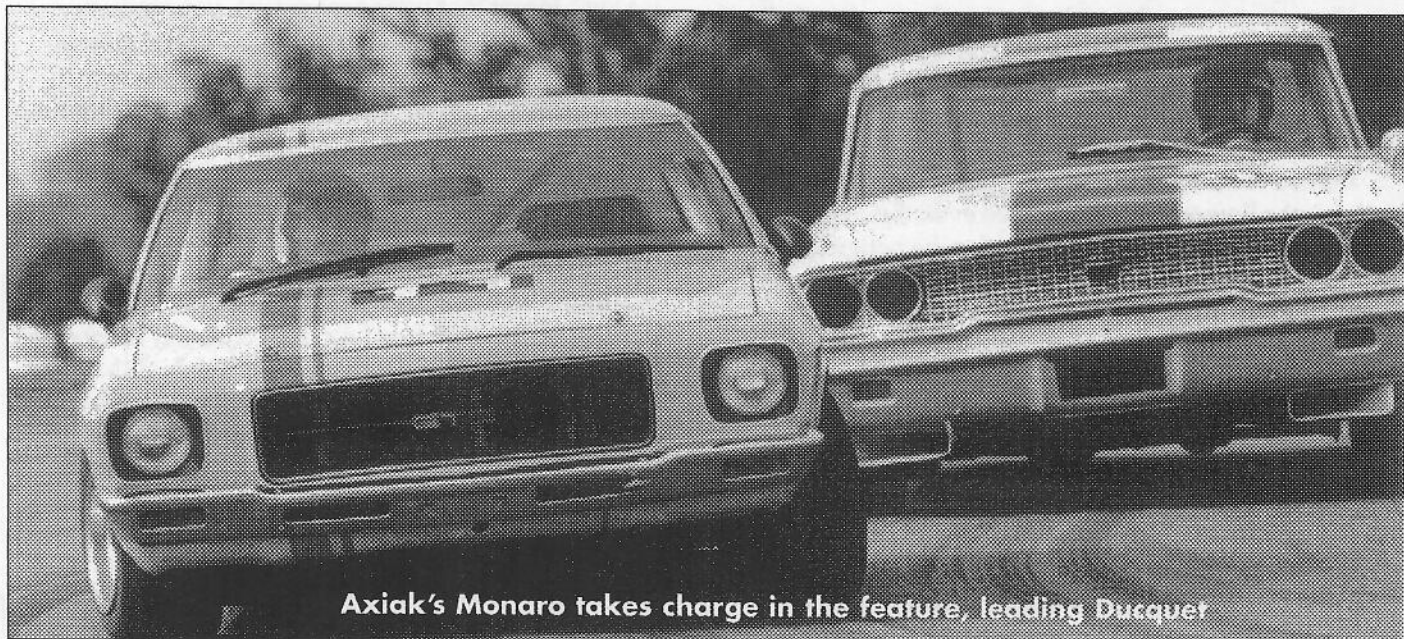
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AROUND THE TRAPS - racing

Post '60s Historic (Group Nb Div I and Nc) - Oran Park - August 8-9



Axiak's Monaro takes charge in the feature, leading Duquet

Photography by Peter Schell

The opportunity to race on the Oran Park long circuit was particularly appealing especially for Victorian Ian Jones who had never been there before . . . and he had a little more fire in the belly than one normally expects at these sorts of meetings.

Race One (5 laps)

JONES COULD ONLY watch the first race from the sidelines. His start line burnout incurred the ire of a disconsolate Clerk of Course, Charles Jardine who ordered the black XU1 off the grid.

Denis Sargent had been awarded pole position by courtesy of a timing error and was encouraged to keep it. But the yellow Holden Monaro of Paul Axiak leapt from the second row to the lead, not to be headed dur-

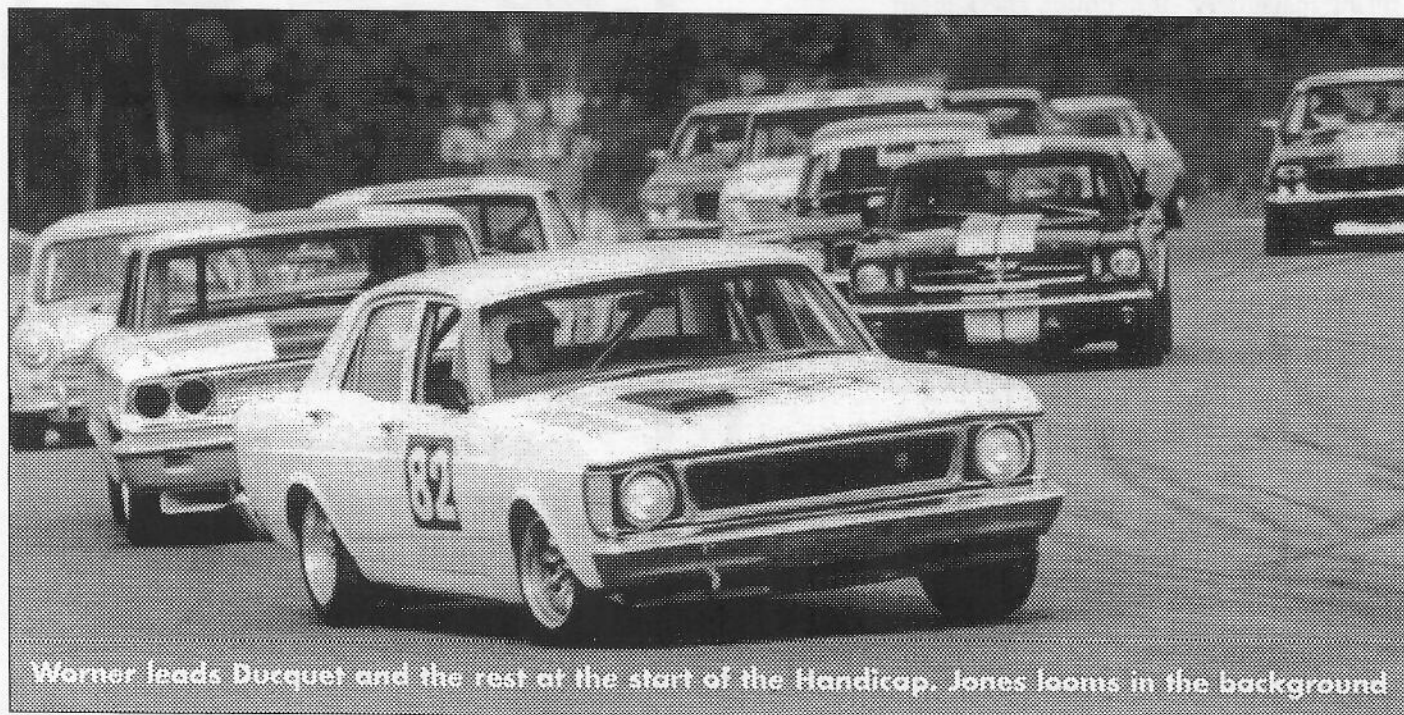
ing the twelve lap event.

Marc Duquet's big-engined Galaxie was next with Greg McPherson trailed, pursued by Dyer, the poor starting Cameron Worner, John Whatmough's new Holden 308 and the flying 'brick' of Malaure.

It was not long before Worner had gathered up the several places lost on the start, setting out in pursuit of Duquet, well behind Axiak who had the race won, even by the end of the opening foray.

By lap ten the brakes of the Galaxie were suffering and Worner had taken second, but Duquet managed to hold third. McPherson was next from Dyer who had a good dice with Whatmough until the Group N newcomer had a moment allowing Malaure through.

Mason was next from Peter Hopwood, Des



Worner leads Duquet and the rest at the start of the Handicap. Jones looms in the background

AROUND THE TRAPS - racing



Thallon's Chev Nova and Mason new Mustang diced

O'Loughlin, Don Thallon, Sargent, John Lyle, Max Ullrich, Garry Kirwan, and the South Australian, Ian Pringle in his Nc Cooper S.

Race Two (5 laps) Handicap

JONES WAS BACK for the handicap event, and at the back he would start for this and subsequent events - and fired up to boot. The allocation of handicaps meant Allan Reid was a comfortable leader at the end of the first lap in his Falcon GT with Pringle second ahead of Thallon, Michael Terry's XU-1, Lyle, O'Loughlin, Kirwan and the Mustang pair of McPherson and Mason.

Dyer was next ahead of Hopwood, Ducquet, Malaure and Jones showin the way to the rest. Reid

maintained the front running through the second lap with Pringle edging closer. O'Loughlin had progressed to fourth in his Falcon, behind the Chev Nova and ahead of McPherson, Lyle, Mason, Terry and Jones who had elevated another six spots.

The lead remained with Reid through lap three with Pringle making little inroads. But Thallon and O'Loughlin had hauled a fair lump out of the gap to the pair as too, McPherson and Jones, the latter now ahead of Mason and Lyle.

Jones continued as the dominant mover of the field, passing those in front and taking a near-three second victory over Thallon and McPherson. Some of the other faster cars made rapid progress in the second half

(Continued over page)



O'Loughlin about to lose out to the charging Jones, Whatmough's new Holden follows

AROUND THE TRAPS - racing

Post '60s Historic (Group Nb Div I and Nc) - Oran Park - August 8-9 (continued)



Congestion at turn one with McPherson, Mason and Malaure ahead of a tight pack

including Worner and Dyer who were fourth and fifth ahead of Mason, O'Loughlin, Ducquet, Pringle, Axiak, Reid and Lyle.

This spectacle was not seen by the onlookers. It was a battle fought out on the computer screens and on the timing monitors. On the track the visual show was far less exciting. Worner took the chequered flag, Jones was second and Axiak, after bogging down at the start, finished third.

Race Three (10 laps)

AFTER RACE TWO it was back to track where the next would be decided. This was the feature of Sunday's program and one where Axiak atoned for his poor start the last time out, and led them away hurriedly. Ducquet gunned the Galaxy into a brief second before McPherson found a way past.

By the end of the first lap, Worner was fourth, shading the big Ford and ahead of Dyer who was about to have Jones sail by. Then came Malaure leading O'Loughlin, Mason, Whatmough, Thallon and Sargent.

Next was the first of the Lotus Cortinas, Lyle from Hopwood, ahead of Ullrich's Fairlane, Reid, Pringle and the Torana duo of Terry and Kirwan.

As the Axiak Monaro stretched its lead advantage, Ducquet surged into second spot and shortly after found Jones menacing his tail. Meanwhile McPherson was struggling to hold the next group and it wasn't long before Worner went by.

The Victorian Mustang then had Dyer, Malaure and Whatmough banking up behind with a gap to O'Loughlin. Mason split Thallon and Sargent until fuel problems slowed the new acquisition and forced it in for a couple of quick visits.

O'Loughlin spun on lap five and lost two spots as he regained race speed ahead of Hopwood, now in

front of Lyle, Muller, Pringle, Reid and Terry while Kirwan had encountered problems and slowed.

Axiak continued into the second half with a lead that was being gnawed at by Jones. There wouldn't be sufficient laps left for the visitor to get black Torana ahead of yellow Monaro but in the end it didn't matter. With under two laps to go Axiak surprisingly spun at Coke and Jones assumed the lead.

Worner had already taken Ducquet's second place as the latter struggled with gears. Dyer and Whatmough ultimately found a way past McPherson, but Malaure could not join them ahead of the Victorian Mustang.

Thallon and Sargent remained consistent for their eighth and ninth as O'Loughlin repelled a late surge from Hopwood for tenth. Axiak claimed back a couple of positions to beat home Lyle, Reid, Terry, Pringle and a troubled Fairlane of Ullrich.

Race Four (5 laps)

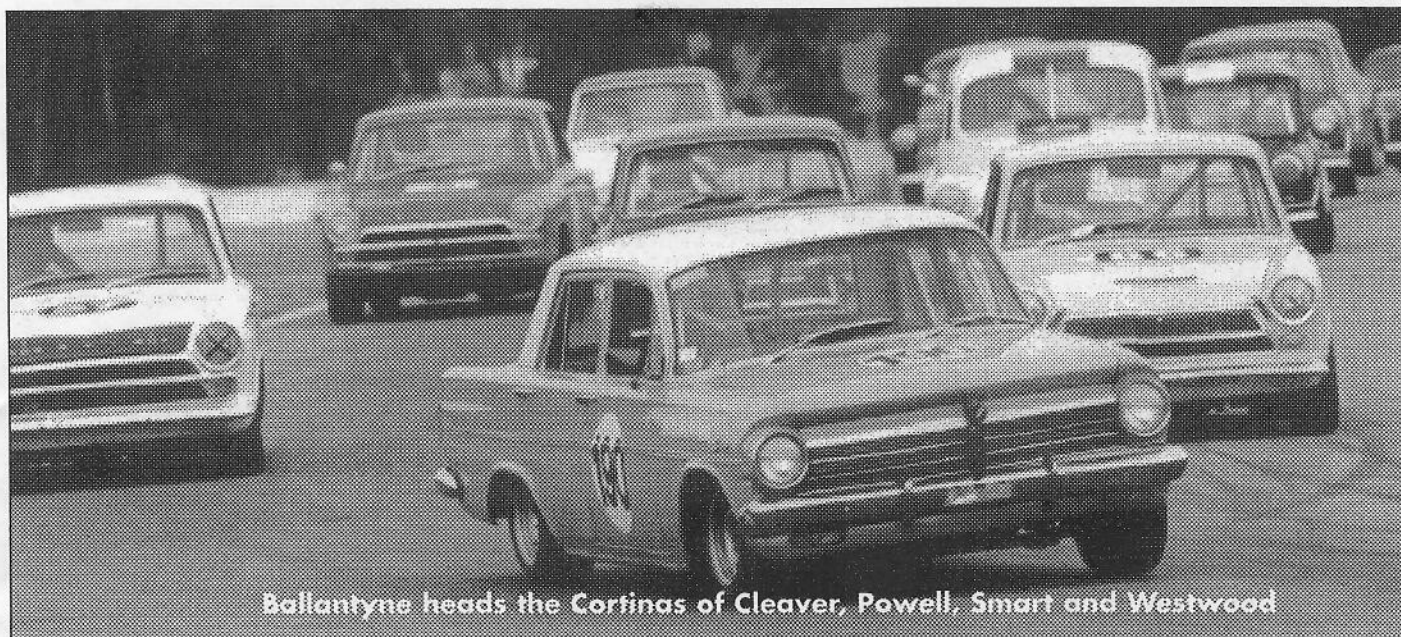
THERE WAS NO Axiak for the last of the day, the Monaro driver to incur the wrath of the Clerk Of Course and taking option two of the pair of choices, the other one was joining Jones at the rear of grid.

Worner shot away at the start in the sprint with Ducquet taking up station behind. All eyes however were on Jones who was fifth at the end of the first lap, then third shortly after. Not long after that he was second, and bearing down on the leader at a rapid rate.

By the final lap though, it did not look possible. However through the esses, Jones had caught up so much that they were now nose-to-tail. Hoping to have greater speed exiting the final corner, the Victorian thought he might just carry it off, but a missque in the gear change from third to fourth, meant Worner was home by the barest of margins.

AROUND THE TRAPS - racing

Post '60s Historic (Nb Div II) - Oran Park - August 8-9



Ballantyne heads the Cortinas of Cleaver, Powell, Smart and Westwood

Photography by Peter Schell

He may have been outpointed in qualifying but Ken Ballantyne was dominant in the two longer feature races as he left the Cortina GT brigade to fight among themselves. Only a badly slipping clutch and the obvious shortcomings of a handicap, prevented the Holden EH driver from scooping the pool.

Race One (12 laps)

FROM THE MOMENT the flag fell Ballantyne put his claim for the first race of the day. Well up in the order was Phil Barrow after securing a good position during the wet practice. The Holden FJ driver diced with all comers as he was relegated several slots during the course of the race.

Lloyd Cleaver raced well from the rear of the grid to

place a creditable third after Phil Powell had a lonely but convincing journey into second. Fred Burley was another to come through from the rear relishing toppling an adversary at each successive dice.

The order at the line after the three podium placegetters was Garry Smart, Burley in fifth, the Velox of Bill Callan, Barrow, Chris Dubois, Barrie Brown, Bob Harris, Ken Brigden, Dominic Truelove, young Brad Harris, Robert Owers, SAs John Bryant, Dave Probin and Rupert Gunnell.

Race Two (5 laps) Handicap

IT COULD HAVE been labelled as the paper race. Whilst the physical race was under normal guidelines, a

(Continued over page)



Powell and Smart, more often than not, were never far apart

AROUND THE TRAPS - racing

Post '60s Historic (Nb Div II) - Oran Park - August 8-9 (continued)

Here Truelove looks for a way around the FJ of Barrow, but without luck



predetermined handicap allocation made it an entirely different story. Probin piloted the Austin A35 around in front after one lap. He held a eight second advantage over Brad Harris' Holden FJ which was tailgated by Bridgen. Not far behind the Peugeot 403 came the duo Owers in the Cooper S and John Sivell in his Cortina.

Burley was next ahead of the Cortinas of Truelove and Westwood. The latter led Oberman's Alfa and Powell and soon relegated those ahead. He went onto to take the win over Burley with Ballantyne charging through to take third ahead of Truelove, Probin, Powell, Cleaver, Brad Harris, Owers and Bridgen took tenth.

Race Three (10 laps)

FROM THE OUTSET, the Holden EH showed a touch

more firepower edging away as Powell and Cleaver vied for the minors. By the end of the first lap it was the latter second while Powell was busily fending off Smart.

Then came Burley ahead of Westwood with a gap to Barrow who had a multitude in his wake, the most prominent being Brown, Dubois and Truelove.

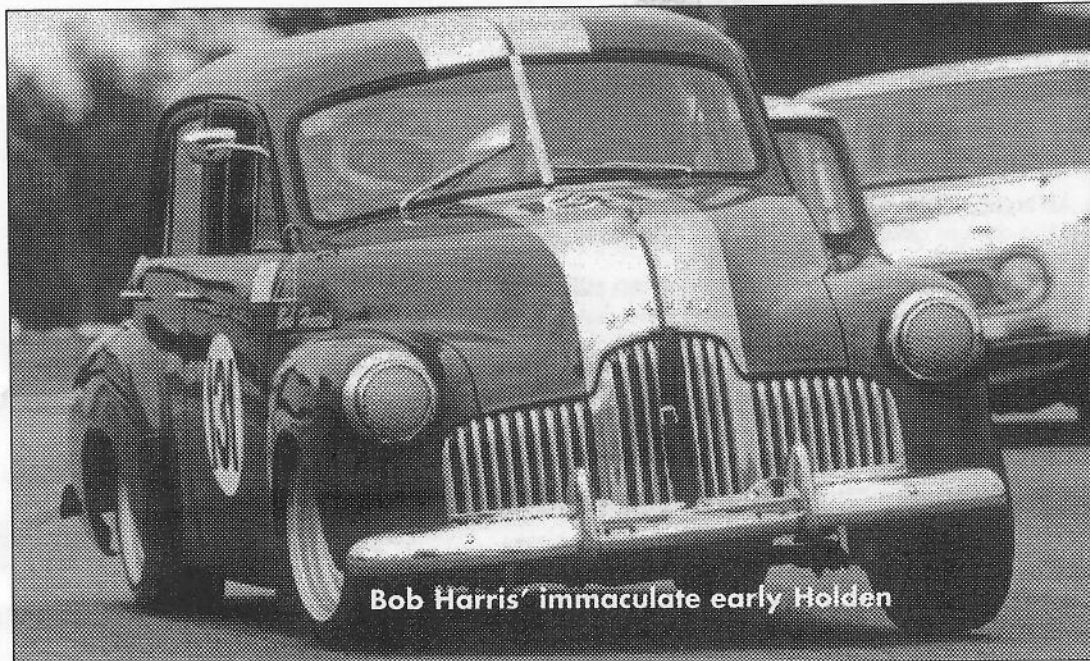
By the end of the second tour Smart was third while Westwood had jumped to fourth having passed both Burley and Powell, now relegated to sixth. Barrow still held sway in the next group of four where Dubois had displaced Brown.

Behind that group came Bridgen from Bob Harris, Oberman, Clifton and Owers with another gap to Brad Harris, Bryant, Probin, Aaron Gabriel in the Morris



Smokin' Ken Bridgen shows the way to Harris

AROUND THE TRAPS - racing



Bob Harris' immaculate early Holden

Minor, and Sivell.

On the third lap Dubois attacked the Barrow FJ, slipstreaming past down the main straight but unfortunately arriving at the bottom corner a touch too quickly and lost the Anglia sideways into the tyre barriers, and out of contention. Further back Bridgen fell to both the Holden 48/215 of Bob Harris and Oberman.

By half distance the complexion of the event, notably at the front end, had changed. Ballantyne was in a race on his own, particularly with the demise of the Cleaver Cortina with a blown headgasket.

Interest was high in the battle for second between the respective blue and red GTs of Smart and Westwood. Burley had not shaken off Powell while after a very brief spell ahead of Barrow, Brown trailed the FJ and Truelove.

A couple of laps later, an off-road excursion by Westwood caused some suspension damage and put him out of the race. That gave Smart a comfortable second although well in arrears of race winner Ballantyne. Burley was only two seconds behind the second placed Cortina and had clearly shaken off the pursuing Ford of Powell.

A well-earned fifth was Barrow who repelled all challengers. In the end it was Truelove who had the most to offer and he shadowed the FJ across the line, just ahead of Brown. Clifton was eighth ahead of Bryant, Bob Harris, Oberman, Owers, Brad Harris, Brigden and Probin. Gavriel and Sivell joined the list of retirees.

Race Four (5 laps)

BALLANTYNE WAS IN trouble from the very start. The slipping clutch was not going to hold up and he slowly motored around the first lap and put the lone Holden EH away.

In the meantime Powell assumed the lead and

doggedly held onto the lead for the duration. Smart challenged at every instance for the first half of the race before Westwood took over for the final couple of circuits. Together with the Burley Mini Cooper S snapping at their heels, the four were line astern across the finish line.

Brown had a similar encounter as he fought off Truelove for four laps before Barrow charged past the Cortina and put in an unsuccessful bid on the Cooper S's position on the final

circuit. Behind them was another freight train with Bryant showing the way from Bob Harris, Clifton, Oberman, Brad Harris and Probin. Owers was a third lap casualty while Bridgen failed to get past the start line. 7



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

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

FORD CORTINA GT. Group Nb. Queensland's fastest four door GT. Under 16600 Championship winning car. As new with Dunlop race tyres. New Garry Brown engine only two meetings old. Immaculate condition throughout, complete with numerous spares. \$10,000 ono. Ph John Sorraghan on (07) 3269 0770.

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

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

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

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

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

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

TRANSPORTER: Dodge 400 V8 318 dual cab, tilt tray, tyre racks, electric winch, tool boxes etc. One or two cars. \$14,900. Ph (02) 9938 6293 (BH), (02) 9982 2318 (AH).

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

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

WANTED

CARBY: 45mm DCOE Weber. Complete or body only. Contact Grant Elliott on (02) 4267 1226.

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

RACING DETAILS

POST '60s HISTORIC - ORAN PARK - AUGUST 8-9

Group One Qualifying: Garry Smart (Ford Cortina GT) 1:31.17, Ken Ballantyne (Holden EH) 1:31.56, Phil Powell (Cortina GT) 1:32.11, Doug Westwood (Cortina GT) 1:32.49, Barrie Brown (Morris Mini Cooper S) 1:33.10, Chris Dubois (Ford Anglia Super) 1:33.48, Bill Callan (Vauxhall Velox) 1:33.87, Phillip Barrow (Holden FJ) 1:34.09, Bob Harris (Holden 48/215) 1:35.02, Ken Oberman (Alfa Romeo Gullia) 1:35.13, Ken Brigden (Peugeot 403) 1:36.67, Dominic Truelove (Cortina GT) 1:37.88, John Sivell (Cortina GT) 1:37.88, Brad Harris (Holden FJ) 1:38.75, John Bryant (Cortina GT) 1:40.79, Dave Probin (Austin A35) 1:40.90, Rob Owers (Morris Mini Cooper) 1:41.06, Rupert Gunnell (Fiat 1500) 1:43.87, Mike McGee (Cooper S) dnq, Aaron Gabriel (Morris Minor) dnq.

Group Two Qualifying: Denis Sargent (Holden Torana XU-1) 1:19.20, Cameron Warner (Ford Falcon XW GT) 1:22.17, Paul Axiak (Holden Monaro GTS350) 1:22.49, Marc Duquet (Ford Galaxie) 1:23.54, Ian Jones (XU-1) 1:23.54, Mike Dyer (XU-1) 1:24.42, Greg McPherson (Ford Mustang)

1:25.13, Peter Hopwood (Lotus Cortina) 1:25.80, John Whatmough (Holden Monaro GTS308) 1:25.46, Des O'Loughlin (Falcon XY GT) 1:26.95, Steve Mason (Mustang) 1:27.38, Michael Terry (XU-1) 1:27.77, John Lyle (Lotus Cortina) 1:27.77, Don Thallon (Chev Nova) 1:28.43, Max Ullrich (Ford Fairlane) 1:29.85, Allan Reid (Falcon XY GT) 1:30.96, Ian Pringle (Cooper S) 1:32.06, Garry Kirwan (XU-1) 1:32.55, Andrew Bergan (Cooper S) dnq.
Race One (12 laps) Group One: Ballantyne (18:42.84) 1, Powell (18:53.44) 2, Cleaver (19:02.78) 3, Smart (19:04.04) 4, Burley (19:08.38) 5, Callan (19:18.76) 6, Barrow (19:19.09) 7, Dubois (19:36.01) 8, Brown (19:40.51) 9, R Harris (19:47.82) 10, Brigden (20:05.45) 11, Truelove (20:11.27) 12, Oberman (20:12.15) 13, B Harris (11 laps) 14, Owers 15, Bryant 16, Probin 17, Gunnell 18, Sivell (8 laps) dnf, Westwood (6 laps) dnf. Fastest lap: Garry Smart (Ford Cortina GT) 1:28.65.
Race Two (12 laps) Group Two: Axiak (16:46.07) 1, Worner (16:51.18) 2, Duquet (17:04.25) 3, McPherson (17:08.81) 4, Dyer (17:09.25) 5, Malraue

(Continued over page)

RACING DETAILS

(17:10.13) 6, Mason (17:21.67) 7, Hopwood (17:33.14) 8, O'Loughlin (17:34.68) 9, Thallon (17:35.56) 10, Sargent (17:36.55) 11, Lyle (17:53.96) 12, Ullrich (18:02.47) 13, Kirwan (18:03.13) 14, Pringle (18:13.19) 15, Whatmough (8 laps) dnf, Terry (1 lap) dnf, Jones (0 laps) dns. Fastest lap: Paul Axiak (Holden Monaro GTS350) 1:22.33.

Race Three (5 laps) Group One: Westwood (8:09.78) 1, Burley (8:11.10) 2, Ballantyne (8:13.02) 3, Truelove (8:19.29) 4, Probin (8:20.97) 5, Powell (8:24.21) 6, Cleaver (8:26.31) 7, Harris (8:26.48) 8, Owers (8:26.72) 9, Brigden (8:27.23) 10, Sivell (8:29.39) 11, Oberman (8:29.40) 12, R Harris (8:29.72) 13, Barrow (8:31.71) 14, Dubois (8:36.22) 15, Brown (8:39.27) 16, Smart (8:40.70) 17, Bryant (8:44.49) 18, Clifton (10:05.48) 19, Gabriel (1 lap) dnf. Fastest lap: Ken Ballantyne (Holden EH) 1:26.78.

Race Four (5 laps) Group Two: Jones (7:37.73) 1, Thallon (7:40.67) 2, McPherson (7:42.40) 3, Worner (7:43.47) 4, Dyer (7:43.73) 5, Mason (7:43.79) 6, O'Loughlin (7:44.41) 7, Ducaquet (7:44.65) 8, Pringle (7:46.92) 9, Axiak (7:48.51) 10, Reid (7:48.96) 11, Lyle (7:49.68) 12, Malaure (7:49.84) 13, Hopwood (7:50.80) 14, Kirwan (7:57.85) 15, Terry (8:02.87) 16, Ullrich (8:15.20) 17, Sargent (8:20.82) 18, Whatmough (4 laps) 19. Fastest lap: Ian Jones (Holden Torana GTR XU-1) 1:21.34.

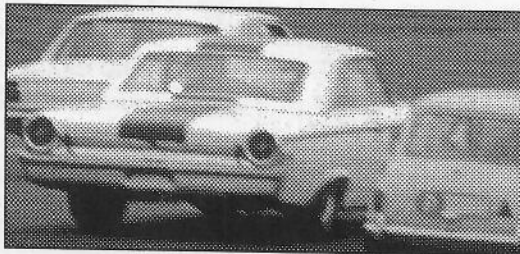
Race Five (10 laps) Group One: Ballantyne (14:57.15) 1, Smart (15:09.40) 2, Burley (15:11.37) 3, Powell (15:25.05) 4, Barrow (15:47.24) 5, Truelove (15:47.68) 6, Brown (15:48.01) 7, Clifton (15:50.32) 8, Bryant (15:54.66) 9, R Harris (15:55.31) 10, Oberman (16:08.50) 11, Owers (16:10.36) 12, B Harris (16:13.50) 13, Brigden (16:14.10) 14, Probin (16:18.66) 15, Westwood (7 laps) dnf, Gabriel dnf, Sivell dnf, Cleaver (4 laps) dnf, Dubois (2 laps) dnf. Fastest lap: Ken Ballantyne (Holden EH) 1:27.33.

Race Six (10 laps) Group Two: Jones (13:56.13) 1, Worner (14:03.22) 2, Ducquet (14:07.99) 3, Dyer (14:11.62) 4, Whatmough (14:12.49) 5, McPherson (15:15.19) 6, Malaure (14:19.53) 7, Thallon (14:27.00) 8, Sargent (14:29.64) 9, O'Loughlin (14:33.15) 10, Hopwood (14:34.41) 11, Axiak (14:43.04) 12, Lyle (14:46.44) 13, Reid (14:56.27) 14, Terry (15:01.16) 15, Pringle (15:02.26) 16, Ullrich (15:10.17) 17, Kirwan (9 laps) 18, Mason (7 laps) dnf. Fastest lap: Ian Jones (Holden Torana GTR XU-1) 1:21.29.

Race Seven (5 laps) Group One: Powell (7:35.99) 1, Westwood (7:36.32) 2, Smart (7:36.82) 3, Burley (7:38.57) 4, Brown (8:01.37) 5, Barrow (8:02.08) 6, Truelove (8:02.41) 7, Bryant (8:03.51) 8, R Harris (8:04.01) 9, Clifton (8:04.44)

10, Oberman (8:04.94) 11, B Harris (8:10.27) 12, Probin (8:13.95) 13, Owers (2 laps) dnf, Ballantyne (1 lap) dnf, Brigden (0 laps) dnf. Fastest lap: Doug Westwood (Ford Cortina GT) 1:28.10.

Race Eight (5 laps) Group Two: Worner (7:00.68) 1, Jones (7:00.95) 2, Ducquet (7:06.78) 3, Mason (7:11.55) 4, Dyer (7:11.99) 5, Thallon (7:16.11) 6, Sargent (7:16.88) 7, Whatmough (7:17.43) 8, Malaure (7:18.09) 9, Lyle (7:32.37) 10, Terry (7:36.54) 11, Pringle (7:37.09) 12, O'Loughlin (7:42.04) 13, Ullrich (7:46.38) 14, Kirwan (3 laps) dnf, Reid dnf. Fastest lap: Ian Jones (Holden Torana GTR XU-1) 1:21.29.



WASCC CHAMPIONSHIPS - BARBAGELLO RACEWAY - AUGUST 16

Qualifying: Bill Meeke (Ford Falcon Rallye Sprint) 1:08.4199, Phil Morris (Ford Falcon XY GT) 1:10.8987, Paul Stubber (Holden EH) 1:12.3773, Jim Runciman (Morris Cooper S) 1:12.5235, Lance Stannard (Cooper S) 1:13.0219, Rob Perrozz (Chev Nova) 1:13.1927, Andrew Keith (Cooper S) 1:14.2702, Trevor Stannard (Cooper S) 1:14.4596, Colin Wilkinson (Chev Belair) 1:15.2162, Ian Bell (Cooper S) 1:15.8490, Tim Bradley (Cooper S) 1:16.2143, Jeffery Morris (Holden EH) 1:16.3178, Roy Prout (EH) 1:18.4048, Michael Smith (Ford Cortina GT) 1:22.2150.

Race One (8 laps): Meeke 8 (9:42.9488) 1, Stubber 8 (9:52.1133) 2, Perrozz 8 (9:57.0126) 3, Runciman 8 (10:00.0033) 4, L Stannard 8 (10:07.7027) 5, T Stannard 8 (10:08.2091) 6, Bradley 8 (10:09.6117) 7, Keith 8 (10:12.4705) 8, Wilkinson 8 (10:12.6542) 9, Bell 8 (10:35.9166) 10, Smith 8 (11:02.1417) 11, Prout 8 (11:02.2874) 12, P Morris (4 laps) dnf, J Morris (2 laps) dnf. Fastest lap: Bill Meeke (Ford Falcon Rallye Sprint) 1:08.5259.

Race Two (8 laps): Meeke 8 (9:30.2840) 1, P Morris 8 (9:42.2660) 2, Runciman 8 (10:03.8392) 3, Bradley 8 (10:07.1216) 4, Wilkinson 8 (10:10.6201) 5, Keith 8 (10:13.0529) 6, T Stannard 8 (10:18.9029) 7, J Morris 8 (10:58.3637) 8, Prout (7 laps) 9, Smith (7 laps) 10, Stubber (4 laps) dnf, L Stannard (4 laps) dnf, Perrozz (1 lap) dnf. Fastest lap: Bill Meeke (Ford Falcon Rallye Sprint) 1:09.0540.

Race Three (10 laps): Meeke 10 (11:52.9621) 1, Stubber 10 (12:13.2961) 2, Bradley 10 (12:33.9336) 3, Runciman 10 (12:34.7451) 4, T Stannard 10 (12:35.9873) 5, Keith 10 (12:45.2937) 6, Wilkinson 10 (13:13.6129) 7, Prout (9 laps) 8, Smith 9, P Morris (9 laps) dnf, J Morris (7 laps) dnf. Fastest laps: Bill Meeke (Ford Falcon Rallye Sprint) 1:08.7828.

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AROUND THE TRAPS - racing

Wine tasting sortee

WELL IT WASN'T exactly racing but it was as good as any encounter on the race track. The Appendix J Association's venture to the Hunter Valley consisted of a small group of club members which arrived at the Black Opal Hotel in Cessnock on Friday night.

The pub is quite old but tidy, and the new owners made the visitors very welcomed. Dinner was held in the restaurant and was very good. Since the pub had a three am licence, it was not surprising to find most rocking into the early hours of Saturday morning.

Therefore some felt a little worse for wear when the tour bus arrived at ten in the morning for a big day out wine tasting with the odd beer or two between wineries. The lunch stop was at an excellent Italian restaurant while later, dinner was organised by the hotel staff. Yours truly was custodian of the juke box and the group rock 'n rolled well into the night. The star of the meeting was Rosco (McKenzie) who was at his best on the dance floor, as the 'disco king' whilst Max Ullrich, surprised many, driving superbly to be in close pursuit.

It was also surprising to find a full field at the breakfast grid, albeit most looking a little strained and attempting to rekindling optimum performance. A great time was had by everyone and most are already posting entries for next year's meeting. 


- Brian Jessop

Over The Hill

THE SIXTH ROUND of the NSW State Hillclimbing Championship on August 2 at Ringwood (Raymond Terrace) saw the welcome return of Frank Dartell and his son Simon representing Group Nb, with Irene Lohr and Warren Bossie the only Nc entrants.

Simon took first place in Nb and outright Group N honours and lowered the longstanding Group N record of Warren Swain whilst he was about it, and relegating his father to second. In a shared Group Nc Holden Torana, Bossie was first ahead of Lohr with 35.71 seconds (new class record) and 37.12 seconds respectively.

There is a one month break between championship rounds with the next event at King Edward Park in Newcastle on October 11. This two day meeting consists of two separate events, with Saturday's competition for local drivers and Sunday's for the State Championship. This is New South Wales' premier hill-climb track, winding it's way up through the park from the beachfront and finishing 100 metres from the top carpark. As part of the Mattara festival, it usually attracts a good roll-up of spectators.

Championship Pointscore: Group Nb - Swain (14 points), S Dartell (14), F Dartell (11). Group Nc - Bossie (58 points), Lohr (40), Moiler (31), Brown (19), Beattie (13), Fox (11). 

- Warren Bossie

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CALENDAR

RACE PROGRAM - Group Nb Division I and Group Nc

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
April 4-5	OPMS	Trucks (Roman Autotek1)	Oran Park SC
April 25-26	OPMS	Super Tourers 2	Oran Park SC
June 13-14	OPMS	Trucks (Roman Autotek2)	Oran Park SC
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Historic - Post '60s	Oran Park GP
September 12-13	HSRCA	Historic	Eastern Creek
October 31-November 1	OPMS	Truck (Roman Autotek3)	Oran Park
November 21-22	HSRCA	Historic	Wakefield Park

RACE PROGRAM - Group Na and Group Nb Division II

DATE	ORGANISER	EVENT	VENUE
January 31-February 1	HSRCA	Historic	Amaroo Park
February 22	ARDC	Restricted	Amaroo Park
March 1	WP	Pre '60s	Wakefield Park
June 7	WP	Tin Tops	Wakefield Park
July 5	WP	Tin Tops	Wakefield Park
August 8-9	HSRCA	Post '60s	Oran Park GP
August 16	WP	Open	Wakefield Park
September 12-13	HSRCA	Historic	Eastern Creek
November 21-22	HSRCA	Historic	Wakefield Park

HILLCLIMB PROGRAM - Group Na, Nb and Nc

DATE	ORGANISER	EVENT	VENUE
January 31	BLCC	State Championship Rd 1	Bathurst
February 8	ARDC	State Championship Rd 2	Wakefield Park
April 25	WP	State Championship Rd 3	Tamworth
May 18	WP	State Championship Rd 4	Wollongong
June 7	WP	State Championship Rd 5	Grafton
August 2	WP	State Championship Rd 6	Ringwood
October 11	HSRCA	State Championship Rd 7	Matiara

MEETINGS and SOCIAL

February 3 - General Meeting - Burwood RSL
March 3 - General Meeting - Burwood RSL
April 7 - General Meeting - Burwood RSL
May 5 - General Meeting - Burwood RSL
June 2 - General Meeting - Burwood RSL
July 7 - General Meeting - Burwood RSL
August 4 - General Meeting - Burwood RSL
Sept 1 - General Meeting - Burwood RSL
Oct 6 - Annual General Meeting - Burwood RSL
Nov 10* - General Meeting - Burwood RSL
Nov 14 - Presentation Night - Drummoyne RSL
Dec 1 - General Meeting - Burwood RSL
Dec 13 - Christmas Party/Get Together Moola Picnic Area #4 - Lane Cove

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

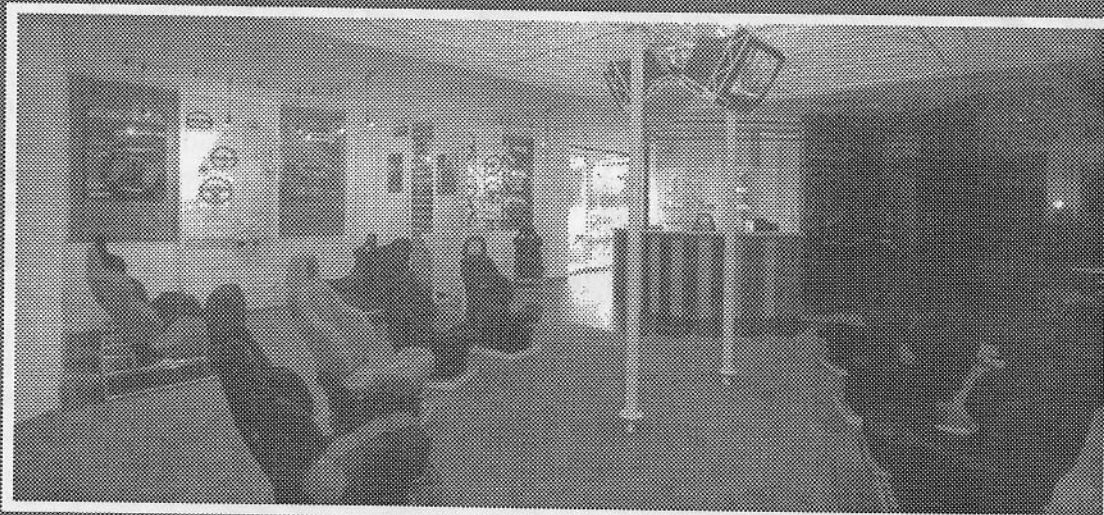
RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Geoff Leeds
 WP - (02) 4822 2811 - Robert Colgin
 NSWRRRC - (02) 4721 5035 - Carol and Brian Dale
 ARDC - (02) 9672 0258 - Brian Goulding
 HSRCA - (02) 9558 4294 - Trevor Bailey

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.

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K. Ballantyne	65.66
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P. Barrow	63.45
S. Mason	61.99
J. Lyle	56.16
A. Bergan	52.33
R. Harris	44.83
W. Anderson	41.66
D. Beveridge	40.50
G. Malaure	38.49
D. Westwood	34.50
C. Dubois	28.00
A. Metchler	26.99
M. Ullrich	26.83
G. Pallister	25.00
A. Heath	25.00
F. Burley	23.00
B. Harris	20.50
P. Hopwood	18.00
S. Butchart	18.00
R. Cleaver	15.50
B. Brown	14.00
P. Warne	13.50
T. Wilson	12.33
G. Russell	8.00
C. Strobe	7.66
R. Bailey	4.00
M. O'Brien	3.00
K. Oberman	3.00
R. East	3.00

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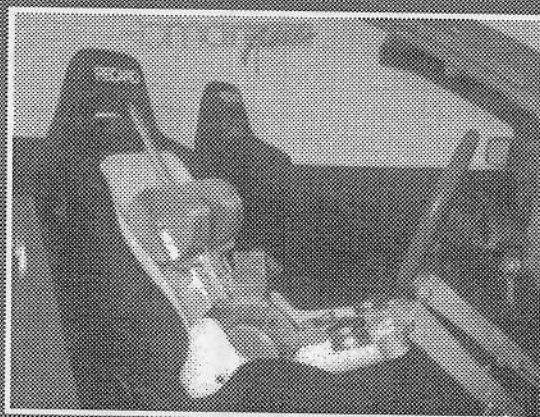
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**Nc - Auto-Tek
points after Rd 3**

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

1998 POINTSCORES

APPENDIX J ASSOCIATION OF NSW

GROUP Na (31-7-1998)

Bill Dixon	111.33	Bob Priddle	52.00	Doug Wesley	14.00
Paul Rodenhuis	62.00	Andrew Pursey	46.00	Terry Thompson	5.00
Bruce Smith	60.99	Don Titcume	20.83		

GROUP Nb Div II (10-8-1998)

Phil Barrow	115.82	Garry Smart	45.32	Ken Oberman	18.99
Bob Harris	99.16	Brad Harris	44.00	Ken Brigden	18.50
Ken Ballantyne	87.32	Aaron Gabriel	30.00	Bob Hayden	14.50
Doug Westwood	73.94	Stuart Schofield	28.16	Robert Owers	13.33
Wes Anderson	72.66	Dominic Truelove	28.00	Stephen Clifton	12.33
Chris Dubois	67.16	Lloyd Cleaver	22.66	Rupert Gunnell	10.00
Dave Probin	67.66	John Tight	21.50	Bill Callan	8.33
Phil Powell	63.16	Phil Windus	21.33	Matthew O'Brien	3.00
Fred Burley	62.66	Rod Brincat	19.00	Robert East	3.00
Barrie Brown	47.33	Glen Smith	19.00		
Chris Strode	46.99	Mike Walsh	19.00		

GROUP Nb Div I (10-8-1998)

Steve Mason	101.32	Max Ullrich	46.49	Robert Tweedie	21.50
Greig Malure	78.49	Anton Metchler	43.45	Steve Butchart	18.00
John Lyle	76.16	Peter Hopwood	36.33	Ray Cleaver	15.50
Andrew Bergan	75.33	Tim Wilson	32.33	Frank Binding	10.00
Cameron Tilley	64.63	Alan Heath	25.00	Graham Russell	8.00
Dave Beveridge	54.00	Geoff Pallister	25.00	Ray Bailey	4.00

GROUP Nc (10-8-1998)

Mike Dyer	129.48	Ross Donnelley	37.00	Michael Terry	21.33
Cameron Wornor	77.33	Peter Ward	36.00	John Whatmough	16.33
Grant Elliot	68.99	Andrew Symrnis	35.50	Chris Wilson	8.33
Denis Sargent	66.33	Garry Kirwan	31.99	Duane Corner	5.00
Des O'Loughlin	58.15	Brian Jessop	27.83	Jose Fernandez	4.00
Bob Pearson	42.66	Alan Reid	26.99	Graham Hill	3.00
Paul Axiak	42.00	Rod Stait	24.33	David Stone	3.00

THE FINER POINTS

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

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

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

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

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

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

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