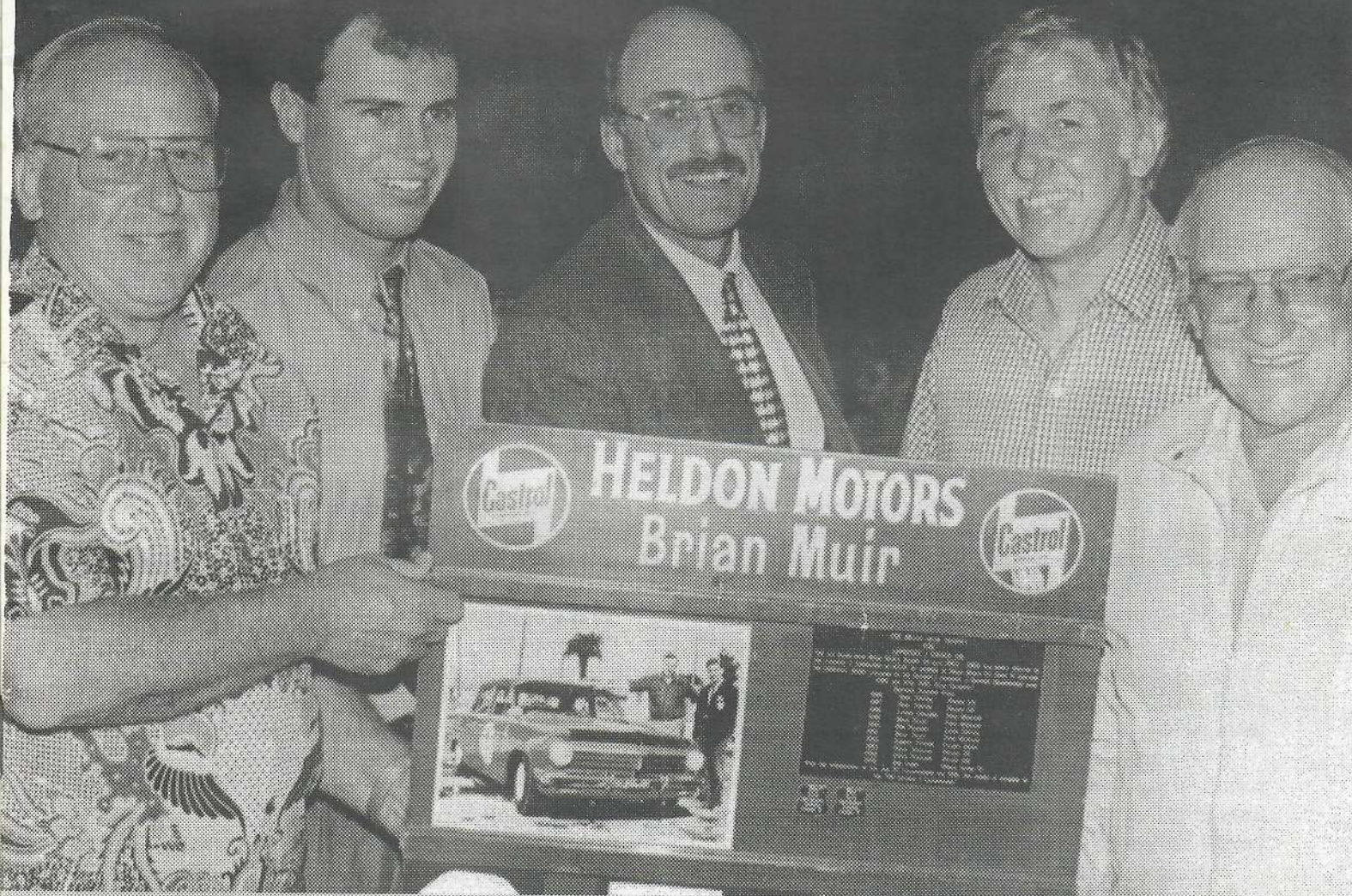


Action-Line

Newsletter of the Appendix J Association of NSW Inc, Racing since 1981

*Special guests, club champions and
that magnificent lap board*



GENERAL MEETING and PRESENTATION of APPENDIX J CUP
Tuesday December 2, 7:30 for 8:00 pm sharp start

Burwood BSL Club, 96 Shaftsbury Road, Burwood

The year is drawing to a close and what a year we have

had with only one event on the calendar left, that being the annual gathering in Lane Cove National Park on the 14th December. By the time you read this the last meeting at Wakefield will have been run and won and our last General meeting will be upon us at Burwood.

Looking back over the year it is hard to believe that prospects for 1998 could look better than 1997 turned out to, be but they do!

I have fielded so many inquiries over the last few weeks it is amazing and if we can turn them into memberships and eventually cars at the track, the health of our category for years to come is assured.

Our annual Presentation night was a great success and club members were out in force with 160 attending a great function in the Drummoyne RSL Club. I thought the food was just great and the venue certainly catered for our type of gathering.

If the way people stayed on until late was any indication, then I was not the only one who enjoyed the night.

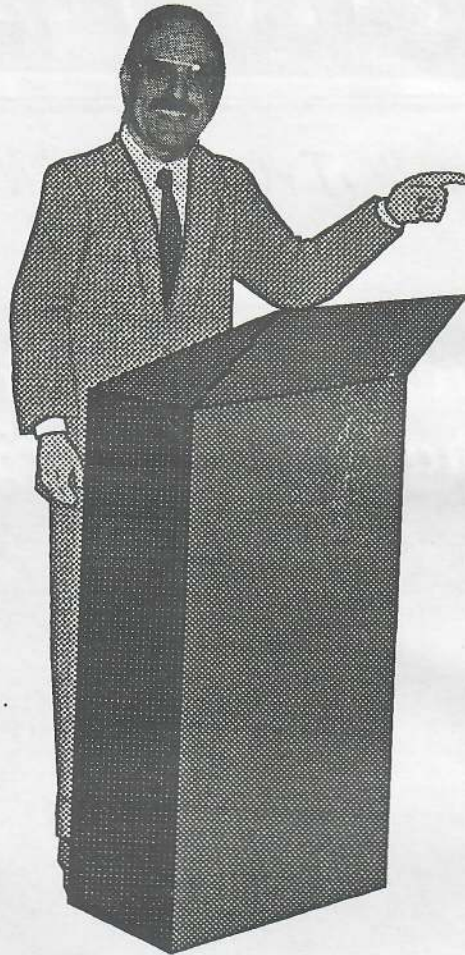
Our special guest presenter, Bruce McPhee, was surprised that so many of us were still so interested in what he was part of so many years ago. It was great to have him there and also to rekindle memories of Brian Muir with those special items of memorabilia.

Both Barry Jackson and Ray Eldershaw voiced their approval of the way we had set up Brian's lap board as the perpetual trophy for Nb and again the interest showed in it was amazing. I am looking forward to having it located somewhere where it will be permanently on display, as so his helmet and BMW Dealer team jacket.

There are some photographs which we will set up for display also but with so much going on, finding the time to get everything attended to at this time of the year is difficult.

We are so lucky to have these links to the past. First and foremost this category is about history, and meeting some of the people who made that history makes it

PRESIDENT'S REPORT



even better. Having an item like Brian Muir's lap board as a perpetual trophy

gives us something tangible to remind us what it is all about.

Alan Barrow's retirement too is something on which to reflect. Racing an Appendix J FJ Holden for all those years must say something for the category which he has been so much a part.

Fortunately we are not destined to lose Alan from the club as I am certain he will be around to help Phil with the same car for some time to come.

Alan represents what this category is all about and was one of the few who helped re-established the category in the early eighties. His wife Diane also was very involved in the club in those early days and fulfilled many roles helping to get us started. As I said at the presentation, these two epitomise what we are all about.

Anyway, looking to next year we have some exciting things in store with the advent of the State Championship rounds which we and others have worked closely with the NSW CAMS Office to bring about. A provisional calendar for next year is already available

and published elsewhere in the magazine. The committee had to take some hard decisions about this but some decisions just had to be made and there was no alternative.

It is not easy to put a calendar in place that will suit everybody and some compromises had to be made. In the end it was all or nothing. As a result Nb will revert to two divisions again next year, but I am sure that decision would be welcomed by many.

Our traditional pointscores will carry on as usual with the addition of the State Series which will require those wishing to compete to register and comply with the guidelines for all events of the competition. There are promises of some high profile meetings next year and we hope to build on the reputation we deservedly got from our solid appearances in 1997.

Included with this magazine is a Membership renewal form and Driver Profile. Early membership renewal and the information provided will help the committee greatly in the running of the club for the benefit of us all so take the time to look into these important things for us please.

Anyway, that is all from me for 1997, I wish you all a Merry Christmas and a Happy New Year. Don't forget the Christmas get together and I'll see you at Burwood on Tuesday night.



- Regards Bob

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Mike Dyer Max Stahl

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Front Cover- L to R-Presentation night 1997, Max Stahl, 1997 Nc Champion Grant Elliott, President Bob Asher, 1997 Nb Champion Dave Beveridge and Bruce McPhee.

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Next issue

LIKE EVERYONE ELSE *Action-Line* will be taking a break and there will be no January issue nor will there be a General Meeting. However the February issue is scheduled to be in the mailbox prior the January long weekend, well ahead of the Amaroo Historic the weekend after, and the General Meeting of February 3.

The issue will carry material not featured in this issue (due to space restrictions) such as a comprehensive report on the recent Sandown meetings of October 25 and November 9, the inaugural West Aussie day/night November 16 meeting, and the happenings on the Net.

As well we will be looking at the AMSCAR support and Oran Park's NSWRRCC's meeting held prior to Christmas, plus any news and items of interest that should occur over the Holiday period.

Finally *Action-Line* and the *Appendix J Association of NSW* and its Committee wish all a very merry Christmas and a happy and safe New Year!

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.

**December DEADLINE is
Friday January 16**

AROUND THE TRAPS - news

New Members

THE CLUB WOULD like to welcome the following new members to the Appendix J Association of NSW and hope their involvement is a long and happy one:-

Jason Foley	Ford Falcon GT
Ken Ross	EH Holden EH
Garry Kirwan	Holden Torana GTR XU1
Darren Stephens	Holden Torana GTR XU1
Shane Fowler	
Paul Warne	Jaguar Mk1
Rick Rogers	Ford Escort
Philip Barrow	Holden FJ
Richard Turner	Ford Falcon GT
Mike Walsh	Fiat 2300
Brett Bode	Valiant Charger
Neil Bauer	Ford Falcon XY
Mark Cortese	Holden Torana GTR XU1
Robert Maddrell	Valiant Charger
Greig Malaure	Morris Mini Cooper S
Adrian Pennington	Morris Mini Cooper S
Kingsley Petkovitch	Ford Falcon



Hat draw

WINNERS OF \$100 vouchers in "the draw from the hat" held after the November 2 Auto Fever final round at Oran Park were John Lyle, Rod Stait, Alan Barrow and Bob Harris. Congratulations guys!



Action Line advertising

THE RATE FOR advertising in Action Line for 1998 will be \$140 for the standard quarter page add. In conjunction with a twelve month advertisement in "Action Line" we are offering for an extra \$30, an add on the internet site as well. Interested parties should contact us now to reserve their space.



Trophy Gift

OUR THANKS TO Trevor Shumack and McDougall Motors Pty Ltd for their kind donation of trophies to the club. Your kind gesture is much appreciated.



New keeper of the points

LONG TIME MEMBER of the club Dominic Truelove has put his hand up to look after the club pointscore for 1998. Dominic was the treasurer several years back, so a committee position is not too new a venture for him. We expect him to be "looking good" as the pointscore year gets into full swing.



OOPs, our fault

WHEN CATCHING UP with the members and their exploits at the two Bathurst enduros we inadvertently omitted Steve Williams. It was rather ironic as he was the most successful, and with the least budget.

Teaming up with Brian Walden in probably the oldest five-litre Holden Commodore in the Primus 1000 field, the duo came home a worthy 16th outright and sixth in the Level Two class for privateers on control K1 Dunlop tyres.

Talk about running on a shoestring, they had only one engine, gearbox etc for the entire week and the princely sum of \$850 of sponsorship investment. Further team chief Barry Devlin (yes, the Appendix J driver from Victoria) was forced to quit the team on the first day of qualifying. He had to return to Melbourne to be at the hospital bedside of his daughter.

Into the breach stepped Mick 'the Frenchman' Vigneron. Their aging VP Holden Commodore started qualifying on old tyres courtesy of the Alcair team and was delayed by a faulty starter motor lead. They ultimately qualified 37th and were halted at the start by the eventual class winners who virtually stalled.

They stopped early to rectify a faulty wheel nut and then the power steering line broke. Gallantly the duo continued on, sans power steer, and later, rising engine temperatures for a heroic result. *Action-Line* dips its hat to this outstanding result and also begs forgiveness for not acknowledging the feat in the November issue.



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AROUND THE TRAPS - news

WA Elections

THE WEST AUSTRALIAN Appendix J Group held their Annual Elections on the November 17. Successful were:

PresidentAl Munday
 Vice-PresidentTim Bradley
 SecretarySteve Smith
 TreasurerLance Stannard
 Eligibility OfficerAl Munday
 EditorTim Garrett


The "Clubman of the Year" award was announced in favour of Lance Stannard.


Our congratulations to you all! 

ARDC Board

ALL THE CURRENT Australian Racing Drivers Club board members were re-elected in the club's elections announced on November 24. That means Appendix J Association members Greg Toepfer and Steve Butchart have also been endorsed for another year.

Club President Colin Bond was unopposed and retains that position whilst two new members were elected to replace two that resigned earlier in the year. Damon Beck returns to the Committee after several years' absence whilst well-known Sports Sedan driver and category official Ron O'Brien makes his debut.

The club's proposal to sell Amaroo was rejected by the members and is to be re-addressed in February. 

LAST WEEKEND'S WAKEFIELD Park meeting decided the outcome of the Appendix J Cup. Over the three Historic meetings, the winners have been Bob Hayden in Division One and Garry Smart in Division Two. 

The final placings and points are as follows:-

DIVISION ONE

1	Bob Hayden	Holden EH	50
2	John Lyle	Lotus Cortina	42
3	Ray Cleaver	Ford Cortina GT	37
	Frank Dartell	Morris Cooper S	37
5	Graham Russell	Austin Cooper S	33
6	Bob Pearson	Lotus Cortina	29
7	Dave Beveridge	Morris Cooper S	28.5
8	Anton Mechtler	Lotus Cortina	23.5
9	Rob Ingram	Lotus Cortina	21.5
	Steve Mason	Ford Mustang	21.5

DIVISION TWO

1	Garry Smart	Ford Cortina GT	72.5
2	Bob Harris	Holden 48/215	51
3	Mike McGee	Morris Cooper S	49
4	Chris Dubois	Ford Anglia	43
5	Rod Brincat	Ford Cortina GT	35.6
6	Barrie Brown	Morris Cooper S	35.5
7	John Dunning	Jaguar MkII	35
8	Phil Powell	Ford Cortina GT	32.5
9	Rob Owers	Morris Cooper S	32
10	Ken Ballantyne	Holden EH	27.5



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AROUND THE TRAPS - news

The 1998 State championship and calendar

The committee face a problem of increased competitor numbers and a decreasing number of events for 1998. This coupled with the introduction of State Championships created somewhat of a dilemma and a decision was taken to re-introduce Division Two Nb.

Our regular Championships and Pointscores are as normal and in addition there will be a NSW CAMS State Championship over three rounds. You will have to nominate your intention to compete in this Championship. At this stage the calendar is provisional but looks likely to be confirmed.

State Championship for Na, Nb and Nc

Na and Nb Div Two

Rd 1	Feb 22	Amaroo
Rd 2	Mar 22	Eastern Creek
Rd 3	June 28	Oran Park

Nb Div One and Nc

Rd 1	Mar 14/15	Oran Park Trucks
Rd 2	Aug 8/9	Oran Park Historics
Rd 3	Sept 12/13	Easter Creek Historics

Appendix J Cup for Division One and Division Two

Group Nb Run over the three Historic meetings, Amaroo, Eastern Creek, Wakefield Park.

Appendix J Club Championship Pointscore for Na, Nb and Nc

Your best six meetings for the year will count towards this award and we are looking into the possibility of awarding a "Club Champion" from these pointscores.

Other series through the year such as Auto Fever for 1997 will be announced as they are finalised.

In order to run this effectively there must be a tight control on the divisionalisation of Nb. Car/driver combinations will be classified as they have always been. Division Two is for cars that lap Amaroo in 63s+, Oran Park in 54s+ and Eastern Creek 2m.00s+.

The committee had considered not allowing R and S type tyres or Hoosiers for use in Nb Division II, but decided against that course of action. To keep a tight reign on the several borderline cars the following will apply:

The old rule of an occasional break of the divisional time will apply except where a Division Two car is using R, S or Hoosier tyres and the time is broken. In this case the car will be instantly reclassified to Division I with the resultant loss of points in Division Two.

Division Two cars can run in the races set down as Division I, as long as they do not displace a Division I entry but they must comply with the Division Two times, ie: breaking the Division Two time on the speci-



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AROUND THE TRAPS - news

fied tyres will mean instant reclassification and the resultant loss of points.

The reason for applying this rule is that a handful of competitors can change divisions by changing tyres. They must decide which division they wish to run in. They cannot run in both!

With the calendar set and the rules clear you can plan early for your Competition year 1998. So, lets do it!

To run this effectively there must be a tight control on the divisionalisation.

Car/driver combinations will classified as they have

always been. Division Two is for cars that lap Amaroo in 63s+, Oran Park in 54s+ and Eastern Creek 2m.00s+.

Any car who breaks these times in any meeting on our club pointscore calendar for any reason whatsoever, will be immediately reclassified to Division I with the resultant loss of points. Division Two cars can run in the races set down as Division I, as long as they do not displace a Division I entry but they must comply with the Division Two times, ie: breaking the Division Two time will mean reclassification and the resultant loss of points.

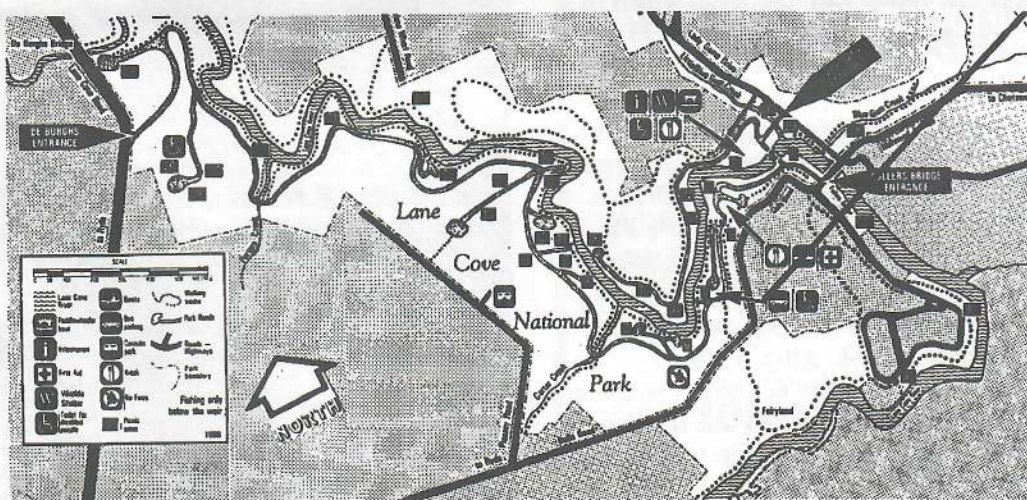


Na and Nb (2)				Nb (1) and Nc			
Date	Venue	Type	Promoter	Date	Venue	Type	Promoter
Jan 31-Feb 1	Amaroo	Historic	HSRCA	Jan 31-Feb 1	Amaroo	Historic	HSRCA
Feb 22	Amaroo	State C'ship	ARDC	March 14-15	Oran Pk	Trucks	OPMS
March 1	Wakefield	Pre '60 Historic	HSRCA	April 25-26	Oran Pk	Super Tourers	OPMS
March 22	Eastern Ck	State C'ship	ARDC	June 13-14	Oran Pk	Trucks	OPMS
April 18	Oran Pk GP	Club	NSWRRC	August 1-2	Oran Pk	V8 Supercars	OPMS
June 6-7	Wakefield	Tin Tops	Wakefield Park	August 8-9	Oran Pk GP	Post '60s	
June 28	Oran Pk	State C'ship	NSWRRC			Historics	HSRCA
August 8-9	Oran Pk GP	Post '60 Historic		Sept 12-13	Eastern Ck	Historic	HSRCA
		(Nb only)	HSRCA	Oct 31-Nov 1	Oran Pk	Trucks	OPMS
Sept 12-13	Eastern Ck	Historic	HSRCA	Nov 21-22	Wakefield	Historic	HSRCA
Nov 21-22	Wakefield	Historic	HSRCA				

APPENDIX J ASSOCIATION OF NSW

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AROUND THE TRAPS - presentation night

The champs are honoured



A healthy crowd of 160 attended the Drummoyne RSL for the Appendix J Association's annual presentation on Saturday evening of the November 15.

Special guests at the presentation were Max Stahl and Bruce McPhee, both Appendix J racers of the sixties and Ray Eldershaw and Barry Jackson and their spouses, who were former members of Brian Muir's Holden S4 pit crew. Ken Ibottson was unfortunately unable to attend, recent health problems forcing his apology.

Max, a long time member of the Association presented the plaques for the 1996 winners on the return of the perpetual trophies and Sue and Ray Humphries of Auto Fever presented the handsome Auto Fever awards to the winners of the Auto Fever Series for 1997.

Appendix J President, Bob Asher introduced Bruce McPhee to the gathering and told of his fond teenage memories of such people as Bruce and Max at Catalina and Warwick Farm in the early sixties. He reminded them of Bruce's heroic drive to almost single handedly win the 1968 Hardie Ferodo.

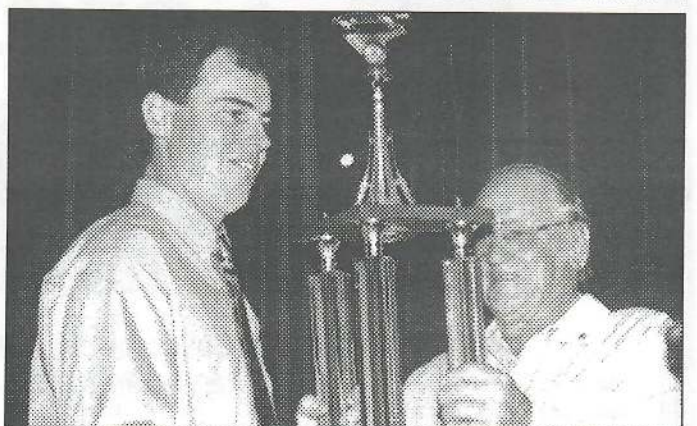
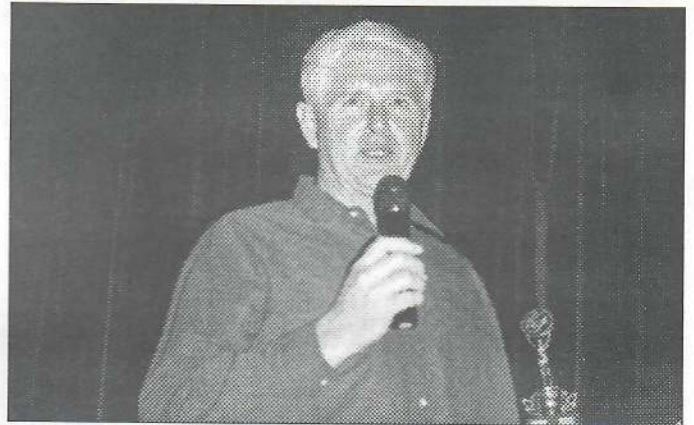
He was not sure the driver changes were worth the effort and convinced Barry Mulholland to drive just one lap to comply with the regulations which required that two drive the car but for how long was not stated.

Bruce presented the President's Trophy for 1997 to long time club member Alan Barrow, himself an original 1960s Appendix J racer. Alan, after 35 years, has just announced his retirement in favour of his son Phil to drive the familiar two tone green FJ. His wife Diane was also recognised for her contribution to Appendix J and the club. They were presented with an appreciation plaque and floral tribute.

Brian Muir's lap board from the '63-'65 era was then presented to David Beveridge, winner of this handsome perpetual trophy for the Nb Championship to rounds of appreciative applause.

The formal part of the evening completed, dancing and "lie telling" went on till the "wee hours." Our thanks are due once again to Anne Bailey for yet another successful presentation night.

7



AROUND THE TRAPS - presentation night



Left top to bottom: Four veterans with the lap board trophy, Alan Barrow, Dave Beveridge and Grant Elliott. Top: John Lyle accepts from Bruce McPhee and the girls are not forgotten either.

Honour Role

1997 Appendix J Association of NSW Winners

Sportsmanship Award for 1997.....Brian Jessop

Most Improved Driver for 1997.....Raymond Cleaver

President's Trophy for 1997.....Alan Barrow

Na Runner-Up for 1997.....Don Titcume

Na Champion for 1997.....Michael St John Cox

Nb Runner-up for 1997.....John Lyle

Nb Champion for 1997.....Dave Beveridge

Nc Runner-up for 1997.....Rod Stait

Nc Champion for 1997.....Grant Elliott

Auto Fever Winners

Nc 1st Peter O'Brien, 2nd Grant Elliott, 3rd Rodney Stait

Nb 1st David Beveridge, 2nd Greg Toepfer, 3rd John Lyle

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CAT CHAT

The last Club Night didn't reveal any rude suggestions from the members about the role of the Category Representative, so I'll continue to "wing it". One idea is to use this column as an intro for new members and a briefing point for readers outside Group N.

So, before I become specific about Group Nb, as promised in the previous column, a few personal observations about the HSRCA all-Historic Race Meeting at Wakefield Park.

I cancelled my race entry because I couldn't obtain a tow vehicle and instead I volunteered to collect one of the course vehicles (Ford Explorer) from Ford (damned clever people; look, no tow kit – they must have been caught before!) and drive it to WP. However, I was most grateful to the various App J members who offered me the loan of a suitable tow vehicle, but by then my entry was cancelled.

Once again it shows what a terrific bunch of people we have in Group N, thank you. New members, welcome to a club with a great sense of camaraderie. Non-members, if you are thinking of trying a Historic category for competition – come and join us, you'll be most welcome, and, the more, the merrier (particularly merrier when you attend Rosco's famous, nay infamous, Bar and Grill).

We had a good entry at WP, and, split grids. The moral is – plenty of entries means every chance of getting a split grid. Thus, those people who prefer to run in a slower group - make the effort to enter and you may well get your wish.

Now for Group Nb, the original Appendix J category and the original Tin Top Group in the Historic Fifth Category. With Nb being for pre'65 cars it is possible to see Nb cars that in date terms could qualify for Na (pre'58), but, which are running in Nb spec. Thus, we see Bob Harris's FX and Alan Barrow's FJ in Nb because that is where they have run for a number of years and they don't wish to bring the cars back to Na spec; same for Grahame Hill's A35. In contrast Dave Probin has just built an A35 specifically as an Nb car, although it could have date qualified as an Na car.

Confused? Not a problem. The rules are clearly stated in the CAMS Manual – if still in doubt after reading them, consult Lloyd Cleaver the NSW Group N Eligibility Officer and he will clarify the situation.

The cars in Group Nb are a wide spectrum ranging from Dave Probin's diminutive Austin A35 and Rob Owers' Mini Cooper 1000 to Max Ullrich's massive Ford Fairlane (Max, are you sure that it really said Compact in the Ford literature?) and Bob Tweedie's Ford Falcon Sprint. Sometimes these cars run in the same race, but, particularly at HSRCA all-Historic Race Meetings, the organisers will give Group N split grids if we enter enough cars to make two healthy grids. Also, the Club tries to recognise Division I and Division II cars, so that wherever possible the slower cars and the faster cars can run separately, thus providing maximum enjoyment for both sets of competitors.

Your Committee always tries to ensure that we have

a Race Calendar that gives all competitors, be they Na, Nb or Nc, a reasonable number of events during the year, and, will designate some meetings as being only Nc and Division 1 Nb, with others as only for Na and Division 2 Nb.

Enough on organisation for this month's column – now for some chatter, scuttlebutt, whatever, relating to the Wakefield Park meeting.

It was good to see Ken Brigden having his first ever run at WP in his trusty Peugeot – all that race circuit experience elsewhere in Australia and now another circuit added to the list. Ken seemed very happy with his weekend and seemed to be enjoying some good dicing out on the track.

Usually on the track was Peter O'Brien who showed off his new acquisition – the Fiat 2300. Watching his antics it was interesting to note that Peter was quickly getting to grips with the Fiat – although a couple of encounters with the kerbing in the Chicane looked as if breakfast was being shaken and stirred.

On Sunday I bumped into Gordon Mackinlay, who tells me that his Studebaker is back home in Victoria having an engine rebuild – hope we see it racing again in NSW some time next year. Talking of Victorians, it was good to see some inter-state visitors; can we hope to see more here in NSW next year?

Other people travelled a long way to the meeting. Mike McGee brought his family to WP (from all points of the compass) and then proceeded to show them that it wasn't only a social gathering. In Sunday's feature race Mike had the Mini going like a rocket – must have had something to do with that Saturday night gathering (details available in plain brown envelope) with the MG brigade and all that talk about hot heads?

John Lyle's Lotus Cortina was there, being driven with great verve by Scott Fleming. John, I think you need a two car team – I don't think that you'll ever be able to get Scott to return the car keys. The Rev Doctor crew were very sociable and we had a few chats during the weekend. Their barbecue was running red-hot and the amount of food convinced me that they were going to throw a party for the spectators above them on the Northern Mound.

Talking social events – Rod Brincat was proving the point about "in Spring a young man's fancy turns to thoughts of *****". Rod, is it really necessary to stop your car out on the track three times and wait for a tow just so that you can chat to the young blonde girl in the Rescue Crew?

That's almost it for this month except to say that I enjoyed doing the commentary, apart from the total frustration of watching instead of competing – if any of you felt insulted, or left out, sorry but you didn't buy me the right bottle.

On a closing note, and talking bottles; safe driving on the roads as we move into the holiday season – 05 may have retired but the message still remains about drinking and driving, don't.



GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, November 11, 1997

Meeting opened at 8:18 pm.

Apologies

Steve Williams, Alan Barrow.

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

Correspondence - Inwards:

- Letter of thanks from Trevor Sheumack.
- CAMS newsletter October 1997.
- Draft Minutes, Historic Eligibility Committee meeting.

Correspondence - Outwards:

- Letter of appreciation to Sir Jack Brabham.
- Letter to Warren Slater of Tasmania.
- Advice to Burwood RSL re '98 meeting dates.

Presidents Report

- Apology to Steve Williams for omission of his appearance at Bathurst in magazine report.
- Successful Oran Park round - SBS TV coverage good and some inquiries for membership resulted.
- Presentation night well supported with over 160 attending so far. See Anne Bailey for tickets.
- Wakefield Park Historic has good entry with 46 vehicles resulting in two fields.
- Attended State Caouncil meeting for CAMS. Poor support from affiliated clubs as only around 25 out of 120 represented. Whilst State Council working, we still get rolled at Naitonal level.
- CAMS have purchased new building.
- AGM for ARDC being held Monday November 24. Any of our members who are also members of the ARDC are encouraged to attend as important issues are to be discussed.

Treasurers Report

Balance of \$2842 in bank plus \$5000 IBD. Thanks to supporters of Truck series as we will now receive our sponsorship from Oran Park.

Public Relations

- Auto Fever happy with their sponsorship. Would like to arrage display day of our cars at Flemington Hotel before end of year.
- Looking for advertising in Action-Line for 1998. Opportunity for Internet access to all advertisers.
- Also looking for sponsors for '98 race meetings.

Competition

- Good racing at Oran Park. Geoff Leeds is keen to have us back for five meetings next year on a similar deal to this year. Negotiations are proceedings.

- Meeting organised by NSW Motor Race Panel at Eastern Creek on Saturday October 18 with promoters and interested clubs to discuss 1998 calendar.
- Advice from HSRCA that there are five historic meetings scheduled for 1998.
- ARDC V8 meeting on December 7 at Eastern Creek.

Eligibility

- Scrutineers have asked that we check our vehicles for rust, particularly around structural areas including roll-bar mounts.
- A number of members have been spoken to during the year regarding minor irregularities with their vehicles and many of these are still yet to be fixed. Any of these vehicles which present in this manner in 1998 will be logged accordingly.
- Draft minutes of the HEC were read and discussed.

General Business

- Kids Christmas Party on December 14 at Lane Cove Reserve Park.
- Domenic Truelove has volunteered to take over the pointscore for the next year.
- Race winners at Oran Park can obtain photographs of presentation, see Bob Asher for details.
- Andrew Smyrnis has volunteered to look after club regalia.
- Camp Quality organising charity day at Oran Park on January 17 and 18, 1998. They are seeking use of our facilities and volunteers to drive kids around the the track. Contact Bob Asher for details and contact numbers.
- Winners draw for \$100 Auto Fever vouchers from last truck meeting included Rod Stait, Alan Barrow, John Lyle and Bob Harris.
- Raffle was drawn and won by Dave Probin.

Meeting closed at 10:32 pm.



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AROUND THE TRAPS - racing

Oran Park - November 2 - Auto Fever series round three

Two wins were enough for Peter O'Brien to take the Nc part of the Auto Fever series. He missed the final race of the three-part third round due to declining oil pressure. After two second placings Grant Elliot took the win in the last race consolidating second place while Rod Stait finished third overall.

Meanwhile Dave Beveridge maintained his usual consistency to be second Nb home on each occasion behind Cameron Tilley which enabled the Cooper S driver to safeguard his Nb title. Greg Toepfer claimed second in a borrowed car and John Lyle reaped the bonus of third in the absence of Alan Heath.



Despite not starting the last, O'Brien took the title

Qualifying

O'Brien had pole with Bob Pearson debuting the much vaunted Escort RS1600 alongside. However while it may have been a quick lap, it probably was not a particularly comfortable one for the Escort driver. By all accounts it was 'pogoing' through the corners but was eventually scratched from further participating because of clutch problems.

On the second row were the Toranas of Elliot running on a shoestring and Mike Dyer still on the same set of Yokohama A008Rs he started experimenting with but not eligible for points or awards. Lining up behind them for the first race at least (the ensuing races were on a progressive grid) would be the Mustang of Steve Mason and Stait's Falcon.

Next were Tilley's Valiant and the Torana of Brian Jessop on the fourth row ahead of Andrew Smyrnis and Beveridge. Greig Malaure sat his Mini on the sixth row inside Lyle while behind Toepfer took over Steve Butchart's EH.

Trevor Sheumack was the first of the pushrod Cortinas with Raymond Cleaver barely a tenth slower. Then came Robert Tebb and Ross Hogarty in their Toranas, the Fairlane of Max Ullrich, Bob Hayden and Garry Kirwan's XU1 20th.

After that were Andrew Bergan, Robert East, Fred Burley, Rod Brincat, Chris Dubois and effervescence Alan Barrow in the FJ. Rounding out the field then were Chris Strode, Phil Windus, Bob Harris and Des O'Loughlin.

Race One

In the first race over five laps, the pole winning Falcon shot away brilliantly and looked an all-the-way winner.

O'Brien led the Toranas of Elliot and Dyer around the first time with a gap to Stait and Tilley together. Then came Beveridge, Malaure, Jessop, Cleaver, Lyle and Toepfer after a slow start and followed by Tebb and Ullrich.

Mason had selected third gear instead of first and did not get away well, but it was a somewhat better start than Symrnis made as he basically trailed the field to the first turn. Both Mustangs then began to surge their way back from oblivion.

On the second lap O'Brien and Elliot broke away from Dyer while back in the pack Toepfer had displaced Lyle, and Mason had charged

through to trail Tebb before putting the Torana behind him on the ensuing lap.

Lap three and there was a new race leader. Elliot had relegated O'Brien, but one felt it was only a temporary move. Indeed the Falcon driver came back on the fifth and final lap to snare victory from the Torana. Dyer took third just ahead of Stait, his Falcon able to pull clear of Tilley's Valiant.

After four laps of chasing the Minis of Beveridge and Malaure, Jessop was able to split them on the final tour while Mason took ninth ahead of Cleaver and Toepfer. Symrnis was next, ahead of Tebb and the Cortina of Sheumack which jumped ahead of Ullrich's Fairlane.

Then followed Hayden, East and Burley as Hogarty headed home Brincat, and Kirwan just failed to hold O'Loughlin in the charge to the finish line for the last time. Behind Harris and Dubois, Harris, Strode and Windus were closely positioned while Lyle's race ended a lap premature.

Race Two

The second start was the same for O'Brien while Dyer snuck in ahead of Elliot at the first corner. The Falcon took its customary role at the front to the end of the first lap but then slipped wide and both Toranas and Tilley snuck through. In the meantime Stait held fifth behind the battling foursome and led Jessop, Mason, Beveridge, Malaure, Toepfer, Sheumack, Cleaver and Smrnis.

By the end of the second lap O'Brien had relegated the Valiant to be third while Smrnis had charged past several before making Ullrich the next target. A lap later he had Toepfer while O'Brien leapt past the Elliot Torana in the esses.

It wasn't until the start of the fifth lap that the first

AROUND THE TRAPS - racing



Ullrich in the Fairlane temporarily leads the Cortina of Sheumack

early into the event.

Jessop was fifth across the strike the first time clear of Beveridge, a brace of Cortinas namely Cleaver, Lyle and Sheumack ahead of Toepfer, Ullrich and Malaure. Then came Hayden, Hogarty and Burley ahead of the rest.

For the next three laps Elliot tried to wrestle away the lead from Dyer. Similarly Tilley was under attack from Stait as Beveridge consolidated the next place following the departure of Jessop who pitted at the end of the third tour with overheating.

Dyer relented the front running on lap five but Tilley would not relinquish his place

race winner was back in the lead. He powered past Dyer down the straight as Elliot chased. In their wake Tilley had not only Stait closing but also the Mustang of Mason once it passed Jessop. Behind the ensuing Minis, Smyrnis continued his charge ahead of Toepfer.

The next lap saw some changes to the standings. Stait seriously challenged Tilley and was rewarded one lap further on. Mason's race (and day) finished at Coke where a leaking diff seal made rear traction impossible and that forced the Mustang off into a rough and bumpy exit which didn't do the sump a deal of good. Also another Mustang slipped up coming onto the straight and the good toiling from Smyrnis started all over again. Malaure was also out as he pitted.

Over the final laps O'Brien had the measure of his Torana rivals where Dyer held Elliot. Stait followed clear of Tilley, Jessop, Beveridge and Toepfer. Smyrnis came back to displace Cleaver while Lyle finished ahead of Ullrich, Sheumack, Hogarty, Burley and Hayden together, East and O'Loughlin. The next three were very close together as Barrow downed Brincat and Dubois ahead of Kirwan. Harris, Windus and Strode were a lap down.

Race Three

Without the big Ford it was a Torana festival for the last. With the front row to himself Dyer took the initiative to make the early pace. Elliot settled right behind the black Torana as the pair put a gap on the rest where the early honours for third belonged to Tilley as he shot under Stait

until the start of lap seven, on the main straight. Cleaver had come under increasing pressure from Lyle and he lost sixth at the same time. Toepfer had already passed Sheumack but neither appeared likely catch those ahead.

After the Fairlane, Hayden, Hogarty and Burley were in near vicinity ahead O'Loughlin, East, Barrow, Kirwan, Dubois and Brincat. The remainder were a lap down.

Once demoted to second Dyer was about to give up on a race win. He kept the pressure on Elliot before a broken camshaft ruled him out with a lap to go. Stait continued ahead of Tilley where the Falcon picked up second. Despite taking fourth Beveridge had the Cortinas of Lyle and Cleaver nearing in the closing stages.

They were clear of Toepfer and Sheumack who were barely separatable ahead of Ullrich. Behind Hayden, Burley displaced Hogarty while O'Loughlin was barely half a second ahead of East.



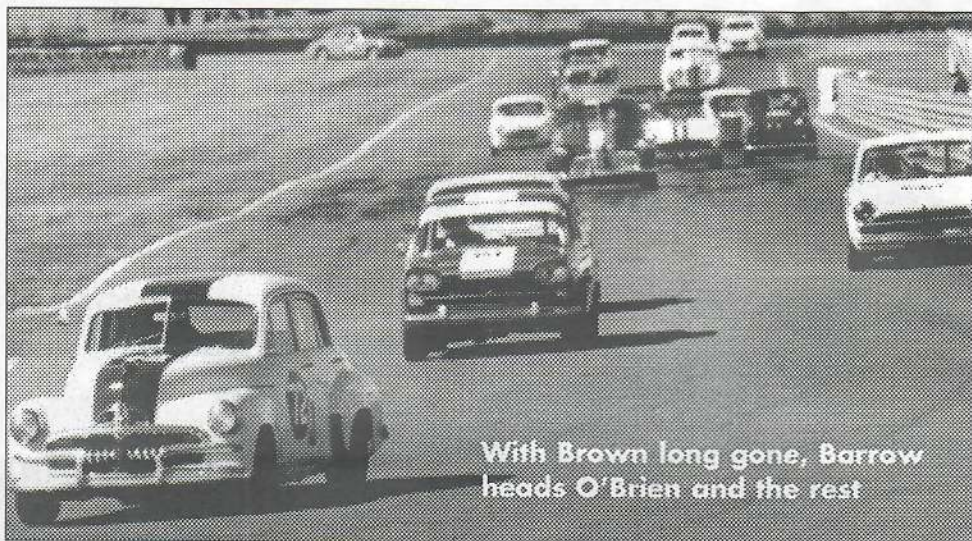
Burley in his Cooper 5

AROUND THE TRAPS - racing

Wakefield Park Historic - November 22-23

Making the long trek south to the outskirts of Goulburn was a rewarding one for many, particularly Barrie Brown, Bob Priddle, Rob Tweedie and Simon De Low who took the category honours while Chris Dubois and Scott Fleming put in standout performances.

The support was again strong with the division into two groups. The slower half of the Nb field merged with Na to form Group 'A' whilst the quicker brigade, namely the rest of Nb and Nc became Group 'B'.



With Brown long gone, Barrow heads O'Brien and the rest

Saturday's 8 lap scratch race for Group 'A' Brown's Cooper S looked like a good thing from pole, despite the passionate advances of Doug Westwood's Cortina and the Fiat of Peter O'Brien. Way back was Dubois in the Anglia which had suffered an exhausted extractor in qualifying. It began carving its way through the field oblivious to the dices it interrupted.

Alan Barrow's "humpy" held sway over Chris Strode, Bob Harris and Bob Owers. Priddle's Zephyr led the Na brigade from Moby Dick (Michael St John Cox's Jag) with Dave Probin's Nb A35 between them, and the other pink Zephyr (Rodenhuis) not far behind.

Phil Windus was giving Ken Brigden's Pug some hurry-up ahead of McGee's Cooper S. In the small capacity Na class, the Terry Thompson/Don Titcume battle resumed earnestly, ahead of Bruce Smith's Magnette.

On lap four, Westwood retired, as too Ken Oberman's Alfa a lap later, and soon after the Fiat had a big whoopsie, leaving only Brown, Barrow and Strode in front of the Anglia which clawed its way to an excellent win from Brown and Barrow. Priddle took the Na class from the Jag and Rodenhuis.

Saturday's 8 lap scratch race for Group 'B'

Tweedie qualified more than a second quicker than his lap record, then the Falcon spat the dummy on the first lap, joining Sargent's Torana (clutch) in the pits. This left Mike Dyer in the lead from John Lyle's Lotus Cortina, driven with much enthusiasm by Fleming.

Max Ullrich made a demon start to get among the Minis of Greig Malaure and Frank Dartell, the Escort of De

Low and Glen Smith's EH, but it couldn't get past the flying pushrod Cortina of Cleaver.

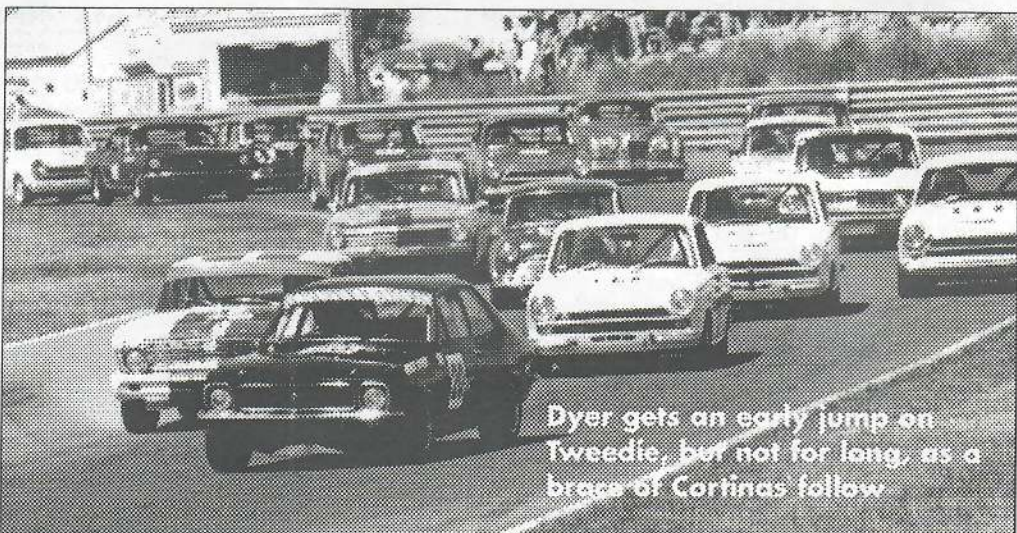
Following this group were the two Lotus Cortinas of Anton Mechtler and Tim Wilson, the Cortina GT's of Garry Smart and Rod Brincat, and John Dunning. Bob Hayden had a moment at Castle Curve before retiring and Greg Nicholls put the Mustang away with a gear-box full of neutrals.

Dyer had figured out how to prevent the Torana's camshafts from breaking and kept ahead of Fleming to the end. Not far away was Cleaver who was posting great lap times. Further back, Ullrich suffered a broken rocker, Malaure and Brincat pitted, leaving Dartell to be harassed by De Low who picked up Nc honours in lieu of Dyer running test 'R' tyres.

Sunday's 10 lap scratch race for Group 'A'

Brown bolted away from Barrow, Westwood, Strode, Schofield and O'Brien. Next came Owers, Harris and Probin in close company, and already Dubois was carving through the field ahead Windus, McGee, Priddle and St John Cox.

The Fiat passed Schofield's Zephyr at the end of the



Dyer gets an early jump on Tweedie, but not for long, as a brace of Cortinas follow

AROUND THE TRAPS -racing

straight, while Strode tried to emulate the feat on the outside. McGee was moving forward ahead of a furious dice between Windus and Brigden, who were both trying to catch the awesome Jag slipping and sliding in front of them. Titcume passed Thompson down the straight, only to be repassed up the hill, so Don had to do it all over again the next time around.

Dubois passed Schofield, who retired thereafter, and set about harassing the Fiat. Several ensuing passing attempts failed, but eventually the Fiat succumbed and the Anglia set sail after Barrow.

McGee and Harris sorted themselves out ahead of Owers and Probin who were locked together, and Windus who was easing away from the furious Brigden/St John Cox battle. Priddle went wide in BJ Bend, allowing Windus through, but he still had control of the Na brigade, from the Jag, Rodenhuis, the Major/VW duo and Smith.

Up front, Brown won by a clear margin, Barrow took second in his last race meeting before retirement, just holding out Dubois.

Sunday's 10 lap scratch race for Group 'B'

Dyer made a demon start to lead Tweedie, Fleming and Mechtler. Dartell too was away well, as did Cleaver, while Ullrich was terrorising Smith, Del Low and Smart. Tweedie got in front before the end of the first lap and began to pull away from Dyer who was opening a gap to Fleming, Mechtler, Cleaver, Ullrich and Dartell.

Fleming had a huge loose coming on to the straight, ending up in a cloud of dust after giving his pursuers quite a fright. De Low was keeping out of trouble ahead of Smith and Nicholls who had passed Hayden.

The Fairlane retired in a cloud of smoke, as Fleming began working his way back through the field, Dartell retired and Hayden, Bergan and Wilson began a torrid dice complete with hair-raising braking manoeuvres,



Brigden leads Harris, Priddle and Barrow

Dubois given four laps to catch the pole sitter Smith in the MG Magnet. Titcume led into lap two, the movers in the field being Priddle and Dubois. Oberman's Alfa retired on lap two.

By lap three they were starting to bunch up with Titcume still leading. St John Cox was hurling the tyre smoking Moby Dick around all over the place. The final lap saw the ultimate handicap taking place with Titcume being displaced by twelve cars.

Probin emerging as being first to the line followed by St John Cox and McGee who was having a great day. Next was Rodenhuis, Owers, Strode and Brigden et al.

Four lap Handicap for Group 'B'

Dunning's Jag led them away from Hayden and Brincat. From the start Ullrich was on a mission throwing the compact Fairlane all over the place. Also going well this race was Nicholls.

Starting from lap two the congestion was starting with the mid-fielders being four wide down the strait. Hayden lead lap three after gaining it earlier but again good handicapping brought the field together on the final lap. There was so much passing on the last lap it was unclear who was going to make the line first.

In the running were Nicholls, Hayden and Ullrich but Tweedie emerged from the last corner and powered his way to the line for a well deserved win from Nicholls, Hayden, Ullrich, Wilson, De Low and the rest.

Butcher's Picnic

Tweedie blasted off the line and into an immediate lead from Fleming who was followed by Smart. At the rear Titcume and Thompson continued their Na usual battle. By the third lap Tweedie led by the length of the straight and Fleming had a handy lead on Smart.

All the Nb cars had a healthy lead over the Na brigade led by Titcume until being displaced by Thompson on lap four. Dunning in fourth was passed by Brincat who set out after Smart. They finished with Tweedie from Fleming, Brincat who had seized on the opportunity to displace Smart with trailing exhaust, McGee disputing with the Dunning Jag, Probin, and then the Na's of Thompson, Titcume and Smith.


- Bill Callan/Bob Asher



Malaure kicks the dust as Brincat watches

ELIGIBILITY

By the time you read this, the Yokohama Tyre Test which Mike Dyer has been conducting, will be over and our submission to the HC will be under way. The results so far have been encouraging and competitors have shown keen interest in them. No decision has been made yet but I have fielded many inquiries requesting approval to use them. As yet they are not approved.

I have been in contact with someone for several months now who wants to race with us next year. I advised him to collect all the information he could and submit it to the Eligibility Committee for appraisal. He has taken to the task and has been steadily collecting all the required information. He rang last week, just back from the USA and has now all the required to submit his application. Should be interesting, the car is a Porsche 911. The same as Bill Brown, Brian Foley and Jim McKeon raced in the day. 

- Lloyd Cleaver

Items of interest from the Historic Eligibility Committee meeting of October 23 include:-

HEC127 - Group Na Vehicle Regulations

Carl Stecher reviewed the idea that a list of eligible vehicles be compiled for this group and that a notation should be made of the fact that additional vehicles should be at CAMS discretion and shall only be consid-

ered upon a submission being presented to CAMS.

HEC130 - Part numbers for Mini Cooper "S" Components
It is noted that the following parts although listed as Group 2 homologation variants were fitted to vehicles that competed during the period and therefore they were eligible for use in Group Nc.

Perspex Window Kit	C-AJJ3363
Aluminum Doors	C-AJJ3379
Aluminum Bonnett & Boot	C-AJJ3380
Adjustable Lower Control Arms	C-AJJ3364
Rear Competition Bump Stops	C-AJJ3313

HEC134 - BMW 2002 - Flares

Carl Stecher provided a review on this subject and it was noted that these vehicles were permitted to be fitted with flares as they were fitted and raced during the period. The flares to be used shall be fibreglass in accordance with the homologation papers, and permitted as per the Group Nc vehicle regulations.

HEC136 - Monaro 15" wheels

The committee received recent submissions on this subject and decided that in the light of the fact that the Group Nc rules are designed to reflect the components that were used on Australian Touring Cars in competition during the group period, the former decision to reject

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ELIGIBILITY

15" wheels should be revised to allow 15" wheels to be permitted for use.

Action: Chris Edwards

HEC137 - V6 Capris in Group Nc

Carl Stecher addressed the committee on this issue and confirmed that these vehicles can be run in Group Nc and also confirmed that a Specification sheet for this vehicle is currently being compiled.

Action: Carl Stecher

HEC145

Morris 1100 blocks for Mini Cooper S's - Carl Stecher recommended that the standard Cooper S block is in such short supply that the 1100s block be permitted for use in Nc as it is of the same capacity, and is of no competitive advantage, and in fact may be a weaker block than the original Cooper S block. The committee supported Mr Stecher's recommendation that these blocks should be permitted provided that the the Cooper S engine side plates be fitted to maintain the original appearance of a Cooper S engine.

HEC145

Fitting of rear turret kits on Ford RS 16000 - Carl Stecher to provide more information on this matter for circulation to the HEC.



MAILBOX

Do you want to race abroad?

Having been to Bathurst and seen the "Js" in action there, then Oran Park truck series on television, I am impressed how closely your racing resembles the "Classic Saloon Car Club" series in England.

I own two front running 3 litre Capris, a MkI and a MkII which are loaned, rented or I drive! We compete on all the National circuits in England and several in Europe. If any of your front runners are coming to England for a holiday and want to swap a drive or two, I'm interested.

The "highlight" of our race calendar is the German "Youngtimer" series. Two back to back 500km (31/2 hour) events in mid-June held at the Nurburgring "Nordschliete" circuit. 200+ cars, a 25km lap, 200+ corners per lap including the famous banked "Karrussel" and 170mph on a 3 mile long straight.....pure adrenalin!

Anyone out there interested? That must be worth a drive at Bathurst!!

I also have a 500hp Cosworth Sapphire "Thundersaloon", similar to your GT Sports sedan cars. I am interested in arranging a swap drive.

I am on holidays in your beautiful country until the end of February and I will be in contact with Bob Asher. If you are interested you can leave a message with him and I will be in touch.



- Dave Thomas

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SA SNIPPETS

This is the first of what I hope will be a regular South Australian column in an attempt to give your "Award Winning" magazine a "national" flavour. In keeping with "El supremo, Captain Bob's" suggestion I should keep the news to Group N South Australian.

Big news over here is that "gentleman" John Virgo got into a spot of bother during the "Rally Adelaide", an event run on the streets of SA. John missed a corner in one of those hills down here and rolled 4 times down a cliff face, destroying the car but thankfully resulting in only damaged pride and a sore thumb to himself.

With the demise of the mighty red Mustang we are left with only twelve cars in this state. What we need is to encourage some of the "NSW legends" to SA to show us how it is done.

This is a forward notification that I will be sending you all an invitation to our "Speed Week" held over the Easter break of 1998.

Amongst the attractions at this event is the opportunity to drive your race car "on road" to various locations in the Barossa Valley, including a hillclimb course, a cruise around certain disused Grand Prix tracks, and finishing off with a "full blown" Historic race meeting at the Mallala race circuit. Other more minor attractions are available also.

I have decided if I am going to find those two NSW exponents of Ford power in NSW, Ross Donnelly and Peter O'Brien, I should upgrade the Mustang to Nc and while that is taking place I will break out the "Plastic Fantastic" Falcon Sprint for a run or two.

"See you at the front line."

- Alan Heath

MAILBOX

Dear Bob

Firstly I'd like to congratulate you and your dedicated team at the Appendix J Association for your efforts in running a great series of events this past year.

As you are aware I'm a bit of a historic touring car enthusiast and have been lucky enough to race some old cars on a few circuits in the UK, I would like you to know that last weekend's racing at Oran park was as much fun as I've ever had in any historic touring car, not only the racing but also the after-race atmosphere, well done!

Bob, I've enclosed an advertisement for my brother-in-law, Steve McDougall's mechanical workshop which as we discussed prior to Bathurst, I'd like to introduce to the club members through the newsletter and recognise as donating the trophies I left with you for an upcoming event.

Steve's workshop is an Authorised child Restraint Fitting Station and as part of a safety promotion prior to Christmas, he would like to offer a free Child Restraint safety inspection to club members prior to the Christmas holiday break.

- Trevor Sheumack

A new star emerged at Wakefield in Scott Fleming, here leading Smart and McPherson



ORAN PARK - NOVEMBER 2 - AUTO FEVER SERIES Rd 3

Qualifying: Peter O'Brien (Ford Falcon XY) 49.6338, Bob Pearson (Ford Escort RS1600) 49.8530, Grant Elliot (Holden Torana GTR XU1) 50.6309, Mike Dyer (XU1) 51.0223, Steve Mason (Ford Mustang) 51.1307, Rodney Stait (Falcon XY GT) 51.4783, Cameron Tilley (Valiant S) 51.5646, Brian Jessop (XU1) 52.3191, Andrew Smyrnis (Mustang) 52.4981, David Beveridge (Morris Cooper S) 52.8520, Greig Malaure (Cooper S) 53.0463, John Lyle (Lotus Cortina) 53.1376, Greg Toepfer (Holden EH) 53.2811, Trevor Sheumack (Ford Cortina GT) 53.5458, Raymond Cleaver (Cortina GT) 53.6421, Robert Tebb (XU1) 1:02:04.8940 53.7257, Ross Hogarty (XU1) 54.0880, Max Ullrich (Ford Fairlane) 54.0945, Robert Hayden (EH) 54.5499, Garry Kirwan (Torana XU1) 9:08.4394 54.7709, Andrew Bergan (Cooper S) 54.8441, Robert East (EH) 54.9857, Fred Burley (Cooper S) 55.1900, Rod Brincat (Cortina GT) 55.8704, Chris Dubois (Ford Anglia) 56.2781, Alan Barrow (Holden FJ) 56.8035, Chris Strode (Cortina GT) 57.8087, Phil Windus (Hillman Minx) 57.9601, Bob Harris (Holden 48/21) 59.3290, Des O'Loughlin (Falcon XW GT) 59.8487.

Race One (5 laps): O'Brien (4:23.6836) 1, Elliot (4:24.1079) 2, Dyer (4:26.2994) 3, Stait (4:26.9871) 3, Tilley (4:30.0619) 5, Beveridge (4:35.2968) 6, Jessop (4:35.7523) 7, Malaure (4:35.8527) 8, Mason (4:37.6699) 9, Cleaver (4:38.6845) 10, Toepfer (4:41.8450) 11, Smyrnis (4:47.2363) 12, Tebb (4:47.9729) 13, Sheumack (4:49.0878) 14, Ullrich (4:49.4012) 15, Hayden (4:50.4763) 16, East (4:51.0680) 17, Burley (4:51.3600) 18, Hogarty (4:54.6804) 19, Brincat (4:55.8526) 20, O'Loughlin (4:56.9144) 21, Kirwan (4:57.0183) 22, Barrow (5:01.7920) 23, Dubois (5:05.9891) 24, Harris (5:09.5033) 25, Strode (5:10.4571) 26, Windus (5:10.6752) 27, Lyle (1 lap) dnf. Fastest lap: O'Brien (50.6485).

Race Two (8 laps): O'Brien (7:00.8906) 1, Dyer (7:02.0145) 2, Elliot (7:02.4027) 3, Stait (7:04.1918) 4, Tilley (7:06.4350) 5, Jessop (7:11.8885) 6, Beveridge (7:15.8158) 7, Toepfer (7:17.9876) 8, Smyrnis (7:22.9097) 9, Cleaver (7:22.9570) 10, Lyle (7:23.7920) 11, Ullrich (7:26.1768) 12, Sheumack (7:26.7402) 13, Hogarty (7:34.3947) 14, Burley (7:35.1129) 15, Hayden (7:35.2430) 16, East (7:38.6510) 17, O'Loughlin (7:43.2523) 18, Barrow (7:49.5277) 19, Brincat (7:49.9272) 20, Dubois (7:50.3630) 21, Kirwan (7:56.2019) 22, Harris (7 laps) 23, Windus 24, Strode 25, Mason (7 laps) dnf, Malaure (6 laps) dnf. Fastest lap: O'Brien (50.8275).

Race Three (10 laps): Elliot (8:44.5543) 1, Stait (8:51.7401) 2, Tilley (8:59.6368) 3, Beveridge (9:05.9920) 4, Lyle (9:06.5353) 5, Cleaver (9:07.2144) 6, Toepfer (9:11.8734) 7, Sheumack (9:12.0692) 8, Ullrich (9:23.3120) 9, Hayden (9:25.6817) 10, Burley (9:27.0435) 11, Hogarty (9:33.1455) 12, O'Loughlin (9:39.4875) 13, East (9:39.9411) 14, Kirwan (9 laps) dnf, Malaure (5 laps) dnf, Strode (4 laps) dnf, Jessop (3 laps) dnf. Fastest lap: Elliot (51.0297).

A David and Goliath battle, featuring Probin in the A35 and St John Cox's Jaguar



RECENT RACING DETAILS

WAKEFIELD PARK HISTORIC - NOVEMBER 22-23 - WAKEFIELD PARK

Qualifying (Na and Nb - Group A): Barrie Brown (Mini Cooper S) 84.36, Doug Westwood (Ford Cortina GT) 84.59, Stuart Schofield (Ford Zephyr MkII) 85.08, Peter O'Brien (Fiat 2300) 85.24, Alan Barrow (Holden FJ) 85.41, Rob Owers (Cooper S) 85.58, Phil Windus (Hillman Minx) 85.68, Ken Oberman (Alfa Giulia Ti) 85.69, Chris Strode (Cortina GT) 85.74, Bob Harris (Holden 48/215) 85.74, Bob Priddle (Zephyr MkII) 86.28, Dave Probin (Austin A35) 86.29, Chris Dubois (Ford Anglia Super) 86.89, Aaron Gabriel (Morris Minor) 87.06, Michael St John Cox (Jaguar MkVIIM) 89.04, Mike McGee (Cooper S) 90.07, Ken Brigden (Peugeot 403) 90.13, Paul Rodenhuis (Zephyr MkII) 91.89, Don Titcume (Morris Major MkI) 96.17, Terry Thompson (VW 1200) 97.88, Bruce Smith (MG Magnette) 100.35.

Qualifying (Nb and Nc - Group B): Rob Tweedie (Ford Falcon Rallye Sprint) 72.50, Mike Dyer (Holden Torana GTR XU1) 75.80, Scott Fleming (Lotus Cortina) 75.90, Denis Sargent (XU1) 76.35, Raymond Cleaver (Ford Cortina GT) 77.01, Greig Malaure (Morris Mini Cooper S) 78.21, Frank Dartell (Cooper S) 78.92, Anton Mechtler (Lotus Cortina) 79.32, Simon De Low (Ford Escort 1/c) 79.54, Glenn Smith (Holden EH) 79.59, Robert Ingram (Lotus Cortina) 79.70, Andrew Bergan (Cooper S) 79.86, Greg Nicholls (Ford Mustang) 80.08, Max Ullrich (Ford Fairlane 500) 80.58, Rod Brincat (Cortina MkI) 81.51, Gary Smart (Cortina GT) 82.11, Tim Wilson (Lotus Cortina) 82.23, Bob Hayden (EH) 83.38, John Dunning (Jaguar MkII) 84.04.

Race One (8 laps) Group A: Dubois (11:23.38) 1, Brown (11:23.88) 2, Barrow (11:25.75) 3, Strode (11:26.02) 4, Harris (11:40.19) 5, Owers (11:42.61) 6, Priddle (11:43.32) 7, Probin (11:48.15) 8, Windus (11:55.51) 9, Bridgen (12:08.04) 10, St John Cox (12:10.07) 11, Rodenhuis (12:17.70) 12, McGee (12:45.99) 13, O'Brien (12:55.02) 14, Titcume (12:58.02) 15, Thompson (7 laps) 16, Smith 17, Oberman (5 laps) dnf, Westwood (4 laps)

dnf, Fastest lap: Westwood (82.39).

Race Two (8 laps) Group B: Dyer (10:22.96) 1, Fleming (10:24.11) 2, Cleaver (10:30.10) 3, Dartell (10:46.58) 4, De Low (10:48.12) 5, Smith (11:01.08) 6, Ullrich (11:08.77) 7, Mechtler (11:12.17) 8, Wilson (11:12.67) 9, Smart (11:14.97) 10, Dunning (11:28.32) 11, Brincat (7 laps) dnf, Malaure (3 laps) dnf, Hayden dnf, Fastest lap: Fleming (76.13).

Race Three (10 laps) Group A: Brown (14:07.50) 1, Barrow (14:12.44) 2, Dubois (14:12.72) 3, O'Brien (14:13.48) 4, McGee (14:17.49) 5, Harris (14:28.26) 6, Owers (14:32.05) 7, Probin (14:32.27) 8, Windus (14:34.80) 9, Priddle (14:38.04) 10, St John Cox (15:01.65) 11, Brigden (15:01.98) 12, Rodenhuis (15:13.13) 13, Titcume (9 laps) 14, Thompson 15, Smith 16, Schofield (5 laps) dnf, Strode (3 laps) dnf, Fastest lap: Dubois (82.27).

Race Four (10 laps) Group B: Tweedie (12:41.54) 1, Dyer (12:54.01) 2, Cleaver (13:13.67) 3, Fleming (13:13.67) 4, De Low (13:24.22) 5, Smith (13:35.42) 6, Nicholls (13:36.41) 7, Smart (13:51.84) 8, Wilson (13:52.50) 9, Bergan (13:54.81) 10, Hayden (9 laps) 11, Dunning 12, Mechtler (7 laps) dnf, Dartell dnf, Ullrich (2 laps) dnf, Fastest lap: Tweedie (74.65).

Race Five (4 laps) Group A: Probin (6:26.73) 1, St John Cox (6:28.81) 2, McGee (6:30.63) 3, Rodenhuis (6:33.26) 4, Owers (6:34.96) 5, Strode (6:37.44) 6, Brigden (6:37.60) 7, Harris (6:38.64) 8, Barrow (6:39.03) 9, Priddle (6:39.30) 10, Dubois (6:39.47) 11, Brown (6:42.71) 12, Titcume (6:45.29) 13, Windus (6:45.46) 14, Thompson (6:48.09) 15, Smith (6:55.67) 16, Schofield (7:35.60) 17, Oberman (1 lap) dnf, Fastest lap: Dubois (82.77).

Race Six (4 laps) Group B: Tweedie (5:36.31) 1, Nicholls (5:37.19) 2, Hayden (5:37.68) 3, Ullrich (5:38.89) 4, Wilson (5:42.30) 5, De Low (5:44.44) 6, Smart (5:45.21) 7, Bergan (5:47.57) 8, Dyer (5:48.39) 9, Smith (5:49.55) 10, Fleming (5:49.71) 11, Brincat (5:50.64) 12, Dunning (5:50.86) 13, Cleaver (5:51.30) 14, Mechtler (5:58.72) 15, Fastest lap: Tweedie (74.14).

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The Secretary,
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Appendix J Association Of NSW Inc

Driver Profile

Car Number:

Year & Car Make:

Name:

Age:

Home:

Occupation:

Car Description:

Car History:

Other Interests:

Years Racing:

Racing History:

Previous Cars:

Highlights:

Gossip:

MEMBERSHIP RENEWAL TIME AGAIN!

Your membership will expire on 31st December.

The Committee continually needs to update our records as details constantly change. Also enclosed this year is a Driver Profile form This is the information provided to promoters for race commentary and programme details so it is your private advertisement, even if you have done one recently, provide as much detail as you can.

Help us to help you in the running of the club. Be assured the information will only be used with regard to our club activities and it is in your interest to impart it.

Please forward this updated renewal form, Driver profile if applicable together with the annual membership fee of \$50.00 to:

**The Secretary,
Appendix J Association of NSW,
PO Box 789, Burwood NSW 2134,**

or hand it to **Chris Dubois** or **Fred Burley** at the meeting.

Name: _____ Racing Number: (Allocated by Secretary) _____

Address _____ Postcode _____

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Address: _____

_____ Postcode _____

Work No: _____ Home No: _____ Fax: _____

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