

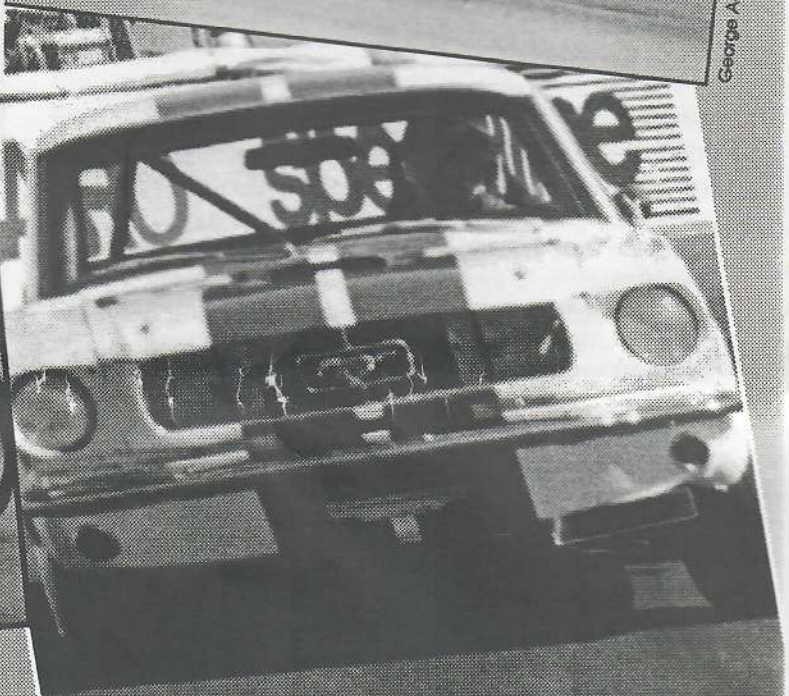
Action-Line

Newsletter of the Appendix J Association of NSW Inc

Alan McConnell photograph



George Anglis photograph



Next GENERAL MEETING Tuesday February 4, 8pm start
Burwood RSL Club, 96 Shaftsbury Road, Burwood

Here I go again!

The Editor thought it was a good idea to keep you informed of what was happening and have a bit of a "year in review" and "prepare for the next", so to speak. Who am I to argue?

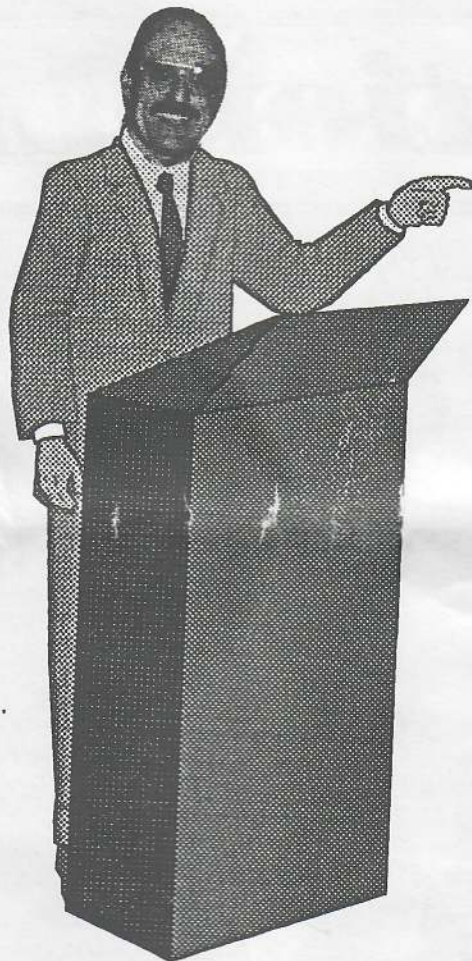
The last year for the Association has by any standards been a good one. I took over as President after several years on the Committee where we had identified some areas we had to change and revitalize. The last 12 months or so has seen the fruits of our labour culminating in more new members joining in that period than at any time since the inception of the club.

Our membership has increased by a figure approaching 40%, taking the total membership to date, to over 150. This unprecedented growth has in no small way been reflected by the addition to our ranks of Na and Nc. One would have expected a drop off in Nb, and to some extent in the Division 1 ranks this has occurred, but in Division 2 there has been a resurgence of interest and those fields have grown significantly.

Some dormant cars have changed hands, old members not active for some time re-emerged to compete again, and at least one car handed down to the next generation (feeling old?) The way Na has established itself under the guidance of Andrew Pursey in such a short time can only be marvelled at, and their showing at the recent Wakefield Park meeting signalled to all that Na is on the map! Nc has had mixed fortunes, but if one can believe what one hears about cars about to be finished and emerge it would appear that 1997 is the year for Nc. Mick Donaher has watched the Victorian Nc experience wishing it were our own on which to build, but at last we seem set with the prospect of having more active Nc cars in NSW than Victoria.

Action-Line has been improved and updated and is now more than just a newsletter by which we communicate with our members. It is an advertisement for our club in itself and I would encourage you all to use it. Advertise your business at reasonable rates, For Sale and Wanted are FREE to members and our Editor, Garry O'Brien is always looking for "tit bits", juicy and other-

PRESIDENT'S REPORT



wise, which he will turn into news for our readership. Now we have a great

magazine, lets all use it! Write a letter to the Editor, have a gripe, send Garry a photo, run down on your new car, a joke, or a piece of Motoring History. The magazine is US! It's there for us to use! Do it!!

Attendances at both the General Monthly meetings and at Race meetings throughout the year have been as good as I can ever remember them. But, we have not as yet had to turn people away. It would be really nice to see our high profile race meetings for the year fully subscribed.

After approaches from some members the Committee has decided to approach the ARDC to offer a "GUN" field of Nb and Nc cars for Bathurst in October. Should this proposal be accepted, the best field will be selected from results, not promises. "Be prepared"!

Dust off the car and come and run some meetings. Put some points on the board! "Insurance", so to speak. Run a meeting or two just for the fun of it. Appendix J got started in the early 80's proclaiming "Have some fun", and plenty did.

We will try to run the monthly meetings with an interesting array of film nights, guest speakers, visitors, raffles and the like, but if you have any other ideas please suggest them to us so that we can continue to get you along. It's your club, let us know what you want! And make the effort to attend, the more the merrier and your presence makes a difference, we enjoy seeing you. To those who have made the effort recently after not being seen for some time "thanks", come again, we enjoyed seeing you!

Everybody loves a trophy, a beer and a BBQ after a race meeting. For those that dont know, new members and those who have forgotten, we have a trophy presentation at the end of every race meeting. At the high profile ones we have a BBQ and a beer as well! All we need is your company. And incidentally, because we're Appendix J there are plenty of trophies! If you can't make it, send your crew to pick up the trophy otherwise we may recycle it!

1996 has been a great year for the club and we must make sure that 1997 is even better. Finish those Na and Nc cars in build, log them and run them. There are many Nb cars out there but not running, lets attract them out. Ring up that ex-member friend and drag him along to a meeting, chances are he'll enjoy it and rejoin. Why wouldn't he? Its only 40 bucks a year. For 12 editions of this mag, that's value!

Happy New Year to you all.

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Regards Bob

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

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

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FROM THE DESK

The number of new cars emerging is almost frightening. While the brunt of the hardware under construction is destined for Nc, the other two categories, Na and Nb, have not been forgotten.

The last 12 months has seen rapid growth in the Nc ranks and the next year will see a snowball effect. Stand alone races for the new group will have to be on offer by the end of the year, there is no doubt of that.

I have been unindated with inquiries, particularly from outside the ranks of Group N. Club Car racers see the benefit of having a versatile car that can compete in more than one category and also has an increased resale value because it can be registered.

However there is one stumbling block. It is the touchy issue of display advertising on the cars. Advertising would increase the influx to a point where the category might not be able to cope. The additional dollars contributes to the cost of building these cars.

But advertising instantly removes the group from the Fifth Category. So the question is where then would the group go. As another new category would be avoided by the powers that be, one would suggest that Sports Sedan or Club Cars ranks would swell instead.

Most aspirants to Group Nc do not want that option and they would either run within the rules that were determined before they build their cars, or undergo a competitive project in another category.

Yet despite that the new cars emerge and the next stage is to find some good venues. Unfortunately the Melbourne Grand Prix is out for this year, but the news that the committee has endorsed a proposal to go to Bathurst in October, has met with hearty support.

A big field of noisy Fords and Chev V8s, intermingled with Holdens, Chrysler sixes and a cheeky four or two will certainly bring out the goose bumps.

- Garry O'Brien

1997 RACE NUMBER ALLOCATIONS

No	Name	Car (if applicable)	No	Name	Car (if applicable)	No	Name	Car (if applicable)
1	Reserved		56	Chris Strode	Ford Cortina GT	116	Vacant	
2	Reserved		57	Phil Powell	Ford Cortina GT	117	Graeme Cox	
3	Domenic Truelove	Ford Cortina GT	58	Jonathon Priddle	Ford Zephyr MkII	118	Warwick Clifton	
4	Peter Sugden	Holden EH	59	Chris Wilson		119	Peter O'Brien	Ford Falcon XY
5	Barry Ferguson	Ford Cortina GT	60	Cameron Tilley	Vallant S	120	Mick Glover	Holden Torana XU-1
6	Ross Muller	Ford Mustang/ Chev Nova	61	Geoff Hodges	Fiat 2300	121	Stewart Schofield	Ford Zephyr MkIII
7	Ryan Strode	Ford Cortina Gt	62	Tony Dains	Triumph 2000	122	Ian Sawtell	Holden Torana XU-1
8	Kevin Anker	Chev Nova	63	Dennis O'Brien		123	Les Johnson	
9	Steve Travica	Vallant S	64	John Tight	Ford Zephyr MkIII	124	Craig Shiel	Holden EH
10	Tony Ward	Lotus Cortina	65	George Frougas	Holden EH	125	John Lyle	Ford Cortina GT
11	Paul Axlak	Holden Monaro HQ	66	Lloyd Cleaver	Ford Cortina GT	126	Vacant	
12	Wes Anderson	Alfa Romeo Guilia	67	Steve Butchart	Holden EH	127	Chris Gabriel	Morris Minor
13	Graham Russell	Austin Mini Cooper S	68	Trevor Hutchins	Holden EH	128	Aaron Gabriel	Morris Minor
14	Geoff Pallister	Morris Mini Cooper S	69	Ross McKenzie		129	Vacant	
15	Lindsay Dive	Morris Mini Cooper S	70	Fred Burley Jnr	Morris Mini Cooper S	130	Dennis Sargent	Holden Torana XU-1
16	Val Vujadinovich	Holden EH	71	Chris Haigh	Jaguar	131	Robert Harris	Holden 48/215
17	Laurie Donaher	Ford Mustang	72	Alan Barrow	Holden FJ	132	Bill Callan	Vauxhall Velox
18	Frank Binding	Morris Mini Cooper S	73	Barry Peters	Jaguar MkII	133	Bruce Allen	Morris Mini Cooper S
19	Steve Clifton	Morris Mini Cooper S	74	Vacant		134	Alan Heath	Ford Mustang
20	Mike Dyer	Holden Torana XU-1	75	Ross Donnelley	Ford Mustang	135	Vacant	
21	Fred Burley	Morris Mini Cooper S	76	David Stone	Ford Cortina GT	136	John Whatmough	Holden Torana XU-1
22	John Ward	Holden EH	77	Jose Fernandez		137-145	Vacant	
23	Peter Ward	Holden Torana XU-1	78	Graeme Lord	Jaguar MkII	146	Gilbert Smale	Holden Torana XU-1
24	Tom Amos	Isuzu Bellef GT	79	Rob Tweedle	Ford Falcon Rallye Sprint	147-152	Vacant	
25	Greg Neal		80	Andrew Smyrnis	Lotus Cortina/ Ford Mustang	153	Terry Thompson	VW 1200
26	Dave Beveridge	Morris Mini Cooper S	81	Lionel Walker	Jaguar	154	Vacant	
27	Daniel Sugden	Holden EH	82	Cameron Warner	Ford Falcon	155	John Dowsett	
28	Brad Tilley	Vallant R	83	Lyn Cowan	Morris Mini Cooper S	156	Vacant	
29	Garry Smart	Ford Cortina GT	84	Max Ulrich	Ford Fairlane	157	Rick Kent	Holden FJ
30	Michael Donaher	Holden Torana XU-1	85	Alan Wick	Ford Cortina GT	158	Arthur Huxley	Morris Major
31	Glen Smith	Holden EH	86	Tim Bradley	Ford Cortina GT	159	Stewart Edwards	Austin A30
32	Mark Ducquet	Ford Galaxie	87	Vacant		160	Bob Priddle	Ford Zephyr MkIII
33	Bob Pearson	Lotus Cortina/ Ford Escort	88	Greg Toepfer	Holden EH	161-162	Vacant	
34	Brian Jessop	Holden Torana XU-1	89	Steve Williams	Holden EH	163	John Dunning	Jaguar
35	Ron Leighton	Alfa Romeo	90	Ray Bailey	Holden EH	164	Ken Oberman	Alfa Romeo
36	Ron Goutman		91	Peter Molesworth	Triumph 2000TC	165	Vacant	
37	Robert Tebb	Holden Torana XU-1	92	Graham Hill	Austin A30/ Vallant Pacer	166	Ray Cleaver	Ford Cortina GT
38	Michael St John Cox	Jaguar MkVIIM	93	Chris Dubois	Ford Anglia	167	Vacant	
39	Grant Elliot		94	Ross Hogarty	Holden Torana XU-1	168	Max Hutchins	Holden EH
40	Barry Brown	Morris Mini Cooper S	95	Leo Cucinotta	Ford Cortina GT	169	Don Titcume	Morris Major
41	Rod Stait	Ford Falcon XY	96	Mark Edwards		170	Vacant	
42	Robert Ingram	Lotus Cortina	97	Mark Oberg		171	Alan Puckett	Ford Escort T/C
43	Colin Higgins	Ford Falcon	98	Vince Bates	Ford Cortina GT	172-175	Vacant	
44	Paul Corner	Ford Cortina GT	99	George Bubalo		176	Noel Roberts	Holden Torana XU-1
45	Bob Asher	Morris Mini Cooper S	100	Max Stahl	Holden FJ	177-178	Vacant	
46	Angelo Giannoulis	Fiat 1500	101	Trevor Kelly		179	Norm Oakey	
47	Duane Corner	Holden Torana XU-1	102	Andrew Bergan	Morris Mini Cooper S	180-183	Vacant	
48	Frank Dartell	Morris Mini Cooper S	103	Steve Mason	Holden Torana XU-1	184	Robert East	
49	Ken Brigden	Peugeot 403	104-109	Vacant		185-189	Vacant	
50	Rod Brincat	Ford Cortina GT	110	Ian Saxby		199	Ken Ballantyne	Holden EH
51	Paul Rodenhuis	Ford Zephyr	111	Graham Cox		200	Steve Turner	Ford Falcon
52	Mathew Kelly	Ford Cortina GT	112	Ian Stewart	Morris Mini Cooper S	201	Vacant	
53	Dean Wesley	Holden FJ	113	Simon Guy Delow	Ford Escort	202	Warren Bossie	Holden torana XU-1
54	Robert Owers	Morris Mini Cooper S	114	Bob Adams		203-211	Vacant	
55	Andrew Pursey	Morris Oxford	115	Jenny Adams		212	Warren Barnard	Austin Lancer
						213-221	Vacant	
						222	Jlm Barrett	Isuzu Bellef

LAST MONTH'S GENERAL MEETING

Minutes of the December General Meeting of the Appendix J Association of NSW held on December 3, 1996

Meeting opened at 8:40pm.

Apologies: A. Pursey, P. Axiak, F. Binding, H. Edwards, W. Clifton, P. Powell.

Minutes of the previous meeting were accepted as a true record.

Presidents Report:

- It was disappointing to read an article in the Victorian newsletter regarding our involvement over the tyre issue and the HTCAA particularly when correspondence was issued in August to which no reply had been received.
- The presentation night was a success despite the embarrassment of so few Truck series winners being in attendance when the sponsors had gone to some trouble to be there. The question was asked of the meeting as to whether we should continue with these nights. It was agreed that next year a change of venue was appropriate but more effort was needed of members to attend.
- Members were also requested to collect trophies after race meetings or make arrangements for them to be collected.
- Discussions have been held with Oran Park Motorsport over the Truck Series in 1997 with our attendance being guaranteed. Further details will follow.
- Christmas get-together arranged on Sunday December 8 at Lane Cove.
- Members are encouraged to refer prospective new members of the club to any committee member for follow up.

Treasurers Report:

- We are still awaiting cheques for the return of our deposit on the harbour cruise and sponsorship from Oran Park.
- We currently have a bank balance of \$762.48 plus a \$7000.00 Interest Bearing Deposit with fees now due.

Competition:

- The truck series will again be run over three rounds with TV coverage on SBS. Anticipated dates are April 20, June 15 and October 19.
- Other invitations not yet finalised due to CAMS delays.
- Calender should be available January.
- The committee were requested to investigate another family day possibly at Wakefield Park.

Eligibility:

- Members were advised to read their CAMS manual which was quite specific on what is allowed, rather than rely on rumour or non official advice.
- There is a possibility of a combine eligibility officers meeting in early 1997.
- It is expected that Nc build specification sheets will be available out of CAMS head office by the end of December 1996.

Na Report:

There was a good turnout at Wakefield Park Historic with several new cars expected at Amaroo in January.

Nb Report:

Unlike Groups Na and Nc there are a number of good Nb cars currently sitting in garages and not being used. Any member who knows of a car should let a member of the committee know for follow-up.

Nc Report:

- Three new cars raced at Wakefield Park.
- Group N have been invited to the opening round of the Shell Australian Touring Car Championship at Sandown on February 14.
- Concern at the whole of Group N competitors being under scrutiny of the Clerk of the course at Wakefield Park rather than offending drivers.

General Business:

- It was confirmed that NSW wish to ensure that the HTCAA continues for our combined futures.
- No further progress on Oran Park building activities.
- New President of the HSRCA following AGM is Les Wright. Terry Thompson elected Race Committee Chairman.
- Greg Toepfer re-elected to the ARDC board..
- Members advised Bob Pearson still not fully recovered and our best wishes are extended to him. Also our thoughts go out to Lance Ruting.
- Concern expressed at adequacy of CAMS insurance and the difficulties encountered in gaining payments
- Warren Bossie encouraged members to enter hill-climb events in Group N cars.

Raffle was drawn and won by Steve Turner.

Meeting closed at 10:15 pm.

AROUND THE TRAPS - news

Two up for veteran

For the second time in as many years, Ted Brewster is the Victorian Club Champion. Driving a Morris Mini Cooper S, he narrowly took the honours from a young hotshot by the name of Darren Collins who drives the ex-David Stone Ford Cortina GT. J

Westward ho

A sub committee has been formed by the West Australian Association to seek out expressions of interest from eastern state campaigners in venturing across the Nullabor for the Shell Australian Touring Car Championship. Appendix J will feature on the program as a support category. Should numbers be ten or better

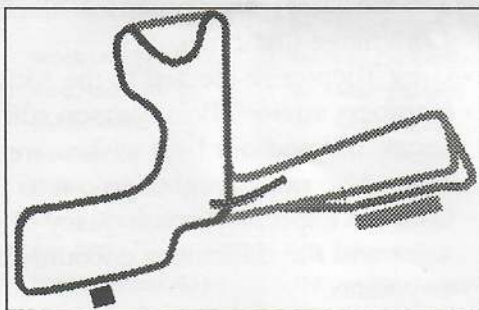
Whilst new cars are starting to come at a regular rate in NSW, interstate activity is also picking up with the following:

- Len Read's Morris Mini Cooper S is currently being converted to Nc specs which means alloy panels, larger engine capacity and other performance enhancing items.
- Two Valiant Chargers in a Melbourne workshop are under construction for Nc, one for Ernie Martinez and the other for Ray Harrison.
- Another Charger is being built in Rutherglen.
- John Brash will unveil a Valiant Pacer.
- Skyline Prince driver Peter Snedden moving to Nc and a Holden Torana XU-1.
- Torana driver Ian Jones, entered for the Amaroo Historic, has two more Toranas in the workshop, their destination is not known at this point.
- Graham Hunt's Nc Mustang is progressing well.

Winton changes

Anyone venturing to Winton this year will have to dispense with their current setups for the Benalla circuit is being extensively remodelled. From a smidgen over two kilometers, the often maligned circuit will be increased to around three kilometers and will feature new pit access and garages.

In the illustration, the dark area represents the old layout (with the square at the bottom being the existing race control) whilst the lighter area indicates the new extensions.



Gone will be the poorly-positioned pitlane that has been located on the inside of the circuit. It will be replaced by a brand new complex on the outside of the circuit but won't be completed until later in the year.

There will be as many as four different configurations on offer, assuming the planned tyre barrier is moveable or does not encroach on the old circuit. J

then there is a likely chance financial assistance will be available to cover transportation costs and entry. The sub committee is looking for an end-of-January to mid-February reply, and no doubt there should be plenty of off-track fun as well. J

Brother's mixed fortunes

Gary Dobbs, brother of Victorian president Eddie, debuted an Holden Torana XU-1 at the last Phillip Island meeting. Rushing to have the car ready rebounded, with severe engine problems. It was done in the tradition of the HRT cars of the 1972 period minus sign-writing but standing out with pink, black and white substituting for the original colours. J

- John Mann is believed to be interested in Nc, although his ROH Wheels Commodore Cup car has kept him busy, not the mention his recent marriage.
- Something different for Nc will be Peter Barr's Alfa Romeo GTV 1650.
- Chris Stillwell has Mike's original Ford Escort, which is currently in the workshop in preparation for a re-emergence in the second half of the year.
- The first Chev Camaro to hit the track looks likely to come out of West Australia. Paul Stubber is said to be working with one and it will have both short and long stroke powerplants.
- New Victorian Association member, Les Ross is bringing in a 1967 302 Mustang that will be turned into a race car.
- Wayne Thompson's best-of-everything Mini with a rumored six figure investment is on the market and would be a steal at sixteen and a half grand. J

Get Well Soon

Ken Brigden, long time member of the club and long time racer of Peugeots, has not been well lately and even spent a stint in hospital.

He is up and about, and although not planning a return to the track immediately, is hopefully on the mend and will be seen back in the familiar and immaculate "Pug" later on in the new year. J

Persuading a new career

A conflict of interest with his position at CAMS, has forced Syd Grevett to resign from the Appendix J Association of NSW. In a brief letter to Fred Burley, Syd effectively severed his ties with Group N. He often had a stormy relationship with the Association but had been instigative in bringing the club back from the brink of bankruptcy, starting a pointscore, donating and starting the Appendix J Cup, and often dipping into his own pocket to maintain trophies and after-race barbecues at major meetings. The professionalism he brought the club is probably best reflected in two vastly successful to Bathurst (1993 and 1994) where everyone had nothing but praise. We wish Syd all the best in the future where paths are expected to again cross. J

AROUND THE TRAPS - news

Time for change

This year's annual hair-down, knees-up and back-slapping night, ie the presentation affair, will be heading to dry land. According to the popular event's major co-ordinator, Anne Bailey, you will not be needing your sea legs in the immediate future. A choice of new venue, and maybe even a date change, will be sought and put forward. While she scours for alternatives, a few suggestions would not go astray. [7]

Not good enough

One word summed up the presense at the Presentation Night of those destined to receive trophies, and that was "dismal". Club President Bob Asher was dismayed and perplexed as to the poor attendance and was also embarrassed as principles of the category's major season sponsor were present. "They asked me where the recipients were and I simply had no answer," he said at the December General Meeting. "Its certainly something we will have to look out but just what we can do about it, I don't know," [7]

NSWRRC program

Subject to late changes to the national calendar, the New South Wales Road Racing Club will open its 1997 season on Sunday March 2 at Oran Park. The club will not be running an Eastern Creek event but hopes to have a Grand Prix fixture at the Narellan circuit in April. [7]

ARDC status quo

The recent election of the Australian Racing Drivers Club directors yielded the biggest turnout of voters ever, the popularity obvious an extension of circuit management from two to three with the addition of Eastern Creek. The former band of directors were returned without exception with club member Greg Toepfer retaining his position. Other Appendix J members Steve Butchart and Syd Grevett poled well but missed out. [7]

Temporary departure

Looking to a real estate purchase means Cameron Tilley will probably sit out the coming season. He had previously committed to move out of his Nb Valiant S in favour of an under-construction Holden Monaro but is putting both on the market and should return to the fold once he gets his mortgage under control. [7]

CAMS gala night

The NSW State Executive of the governing body will be holding its state annual presentation awards night on Saturday February 1 at the Bankstown District Sports Club. McGuigans Wines will supply wines and ports as well as complimentary champagne on arrival. Cost is \$75 per double (\$40 single) and special guest is Sandown and Bathurst co-winner Greg Murphy with Greg Rust, of 2GB and Speedweek, hosting the night. [7]

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GROUP Na NEWS

The time has come the Walrus said to talk of many things, of Na cars and sway bars, and, LSDs and alloy wheels - sorry, smack, sorry - forgot my New Year's Resolution!

Talking of New Year - I hope you all survived the festive season, and, the holiday traffic - we should have a great time in 1997 with more Na cars and drivers expected to surface during the year.

The 1997 season opens with the HSRCA all-Historic meeting at Amaroo Park on Sat/Sun 25/26 January. By now the entries will have closed, but expect to see a split grid including 9 Na cars. All the regulars (Aaron Gabriel, Terry Thompson, Don Titcume, Bob Priddle, Paul Rodenhuis, Michael St John Cox, plus myself) will be there.

The numbers will be supplemented by Arthur Huxley, making his return after a 12-month layoff, and Dean Wesley (in the black Ray Bailey 1953 Holden FJ). This will be Dean's first race - welcome to the ranks. Also, here is a young guy who needs a nickname - don't worry Dean, you'll have one by the end of the race meeting!

The calendar for 1997 is still somewhat confused, but there is one race meeting that will be perfect for the Group Na Pointscore - on Sunday March 23 the HSRCA will run a pre '60 race meeting at Wakefield Park. This means that all Na cars are eligible, plus any pre '60 Nb cars, and, if everybody enters we could have a grid of up to 15 cars.

This could be a super, fun, 1-day meeting - make sure you enter. Also, it has been suggested that we could have a combined race with the Sa sports cars - "I'd like to see that" or more particularly I'd like to be in that - could be a lot of fun!

Talking of having fun, and that is what Group Na is supposed to be about, there is a nasty rumour doing the rounds that some would-be Na competitors are getting ultra-serious and even going so far as requesting vehi-

cle-specific rule exemptions. The intent thus far has been to seek all-vehicle rule changes that were basically safety-related and would apply across Group Na (viz - full roll-cages, race seats, LSDs, sway bars, alloy wheels). In my humble opinion, if we allow performance-related vehicle-specific rule exemptions we are going to kill Na in its current form, resulting in the almighty dollar and the pot-hunters reigning supreme.

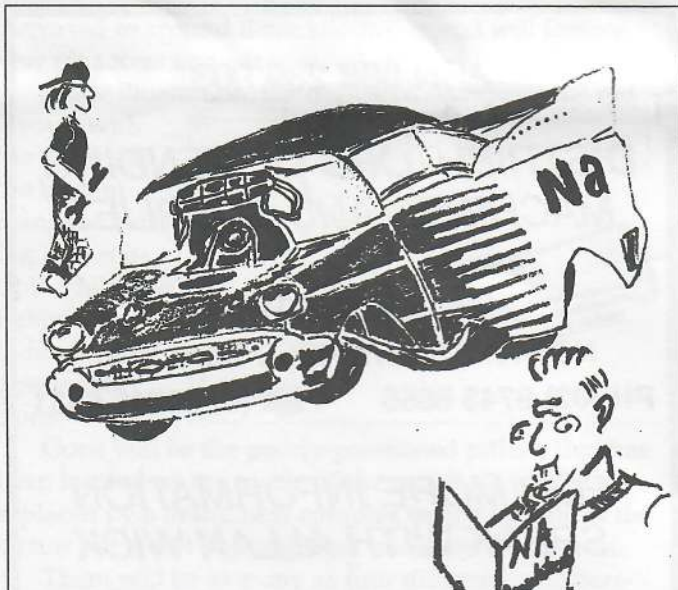
If this happens, I for one will only run the Oxford at Historic meetings and instead I'll be looking extremely hard at a very serious investment in Group Nc (or maybe even Group C or later).

On the subject of new cars, I had a look at the Wolseley 1500 that John Dowsett is building for Bill Dixon (runs a couple of big Austin-Healeys) - c'mon John, if you get a move on Bill will be able to race it at the pre '60 meeting at Wakefield Park.

Also on new cars, I had an interesting chat with Bob Asher who is thinking of building an Na car, but can't decide between a Jowett Javelin or a Rover 90 - maybe we should put this to a vote, with Bob having to abide by the members' votes?

If you can't decide what Na car to build, give me a call and I'll be happy to suggest a rarer model that isn't currently in build or already racing - remember Group Na is all about variety and fun (not trophies). All the best for '97....

- Axeman



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GROUP Nb NEWS

Hello fellow Group Nb drivers and owners. The Committee decided to send out a light Christmas reading for you.

I unfortunately missed the December general meeting because of business commitments but Chris Dubois deputised very well. He asked if any of fellow competitors know of any Appendix J cars tucked away in the corner of a shed just needing a little friendly encouragement to see them in their rightful place on the track. So, come on, own up!

The new cars on the build currently are Kevin Ankers' Chevy Nova and Robert Priddles' Nb Zephyr the latter on which more information appears elsewhere in this magazine.

Also I have been contacted by a very enthusiastic Volvo Car Club competitor who wants to run a Volvo 122S. It would be great to see another Marque on the grid. I also believe that Peter Molesworth is planning a return to the track in his Triumph 2000. This is all looking good for '97.

Talking of the year ahead, our first event should be well attended if all the people I have spoken with, have entered. This would allow a two grid start.

Firstly Nb Division I with Nc and then Nb Division II with Na. This is a great way to go motor racing.

GROUP Nc NEWS

Well its now 1997 and the first full year of Nc competition is behind us. The number of Nc cars hitting the track has been slow, but not been overwhelming.

Yet it has nonetheless been steadily growing to the point where there are now around a dozen cars regularly turning up at the race meetings and there are still several new ones nearing completion, so this year is looking real good.

New South Wales seemed to be a little hesitant at the introduction of the Nc class. The enthusiasm has not been quite as apparent as other states where cars appeared almost immediately.

But now it would seem to be quite the reverse and I think NSW is well and truly leading the way with entries now climbing and new members showing ever increasing interest.

Nc as a category within a category will undoubtedly become the flagship of the Group N movement. So to all the Nc competitors of the past, congratulations and lets have even more fun this year.

Nice to see a coup of interstate Nc cars coming along to Amaroo in late January for the popular Historic. Ian Jones's rapid XU-1 will certainly be one to watch (I know I will be keeping a close eye on it!) as Ian is not afraid to have a go.

Anyway that is all for now so have a safe and happy new year and we'll see you at the Amaroo Historic or the next meeting.



- Mick

It gives us guys with a lack of funds, a chance at glory.

The racing calender is looking good in its conceptual stage although no meeting apart from the historic has been confirmed.

It is a good mix of Oran Park (including the Truck series), Amaroo, Wakefield Park, Eastern Creek and hopefully Bathurst in October.

Another item of interest is the question of what a car should weigh. This may be helpful to anyone building a car. When you construct a race car, a few additions are needed to make it safer - a roll cage and safety harness. Then the extras to make it go faster like Weber carburetors, limited slip diff, thicker suspension springs and extra guages.

However you can remove things such as sound deadening material, spare wheel and jack, original front seats (replaced with racing seats which are lighter and safer) and all floor coverings can be removed. This then should balance out fairly closely.

I know my car is about ten per cent heavier than the kerb side weight an I am no lightweight so this is something I'll have to look into to remain competitive, but then again perhaps I only race for the fun of it.

So why not dust off the car in the shed and come and have a run with us. Hope you all had a great Christmas and look forward to seeing you at the Historic.



- Phil Powell



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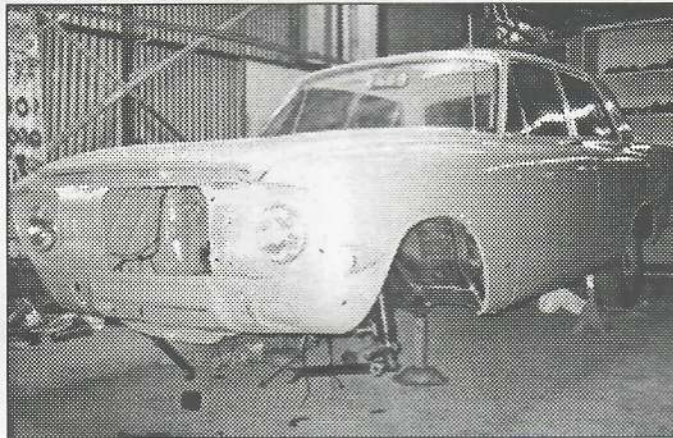
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AROUND THE TRAPS - new for '97

Priddle's pride of Zephyrs

After a stint in Na I am planning to move to Nb for 1997 and I am rushing ahead with my new Ford Zephyr project in the hoping of making the first meeting of the year at Amaroo on the weekend of January 25/26.

Travelling home from Wakefield Park, driving some of the distance behind John Tight's MkIII Zephyr on its trailer, triggered the idea. My son Jonathan has had a similar model gathering dust for a year. Prior to that the car had been painted a pale blue and many tested components had been passed on from Stuart Schofield. They would constitute the basis of development.



I have offered Jonathan a deal where the current Na MkI will be passed down the family line for firstly Regularity runs, and then progressing to full blown competition in Na races. It will be a competitive package having taking the category honours at the Goulburn circuit in November. Meanwhile I hope to have the MkIII at the January

Amaroo Historic meeting. It will be a miracle if we achieve the Amaroo deadline, let alone be competitive, but we have to start somewhere!

- Bob Priddle

Tramperings from Tamworth

Our Na Austin Lancer and Nc Valiant Pacer projects are progressing as well as funds will allow. Both are at the paint shop and are expected back in the workshop early in the new year.

David Keen who fettles the A35 and also works at the Tamworth Alignment Centre will drive the Lancer

Lyndsay's VG Pacer which is powered by a turbocharged 265 Hemi and in "show" car condition. Their help in this venture has been invaluable and expect to see them at the various meetings that the Pacer will run at.

They are experienced drag racers and are keen to



in Regularity next season before progressing to Na. He has had off-road experience in his VW Buggy and is a strong competitor in model car racing.

The pacer should be ready to run by late February and is currently in the capable hands of Garnett Patterson of Werris Creek. He is preparing the body and paint finish.

Garnett and his brother Lyndsay are Chrysler Afficionados and have a suitably impressive collection of Valiants including



have a look at our competition with the view to running an E49 Charger in the near future.

The Pacer will race on 14" x 7" alloy rims but they are yet to find a close ratio three speed gearbox as fitted to the factory E34 four barrel Pacers.

If anyone knows where there may be one lying around, they would be most grateful.

In the meantime I will catch up with everybody at Amaroo.

- Grahame Hill

.....STOP PRESS. STOP PRESS. STOP PRESS.....

The Calendar for 1997 has been delayed due to lack of Leadership in *CAMS* and *International Money Grabbing* raids. Promoters and as a result, us, are left without much forward planning.

It would appear however that the following two meetings are going to go ahead and your Committee would like to support them.

1. ARDC State Open at Eastern Creek on 23rd February for Categories Nc and Nb. Entries out now and close on 3rd February.
Ring ARDC on 9672 1000

2. NSWRRRC Club meeting at Oran Park on 2nd March for Na and Div.2 Nb. Entries out now and close on 3rd February.
Ring Carol Dale AH on 047 215035

The Committee is hoping to have enough information to publish a full Calendar for the year in the next magazine due out on February 3 and hopes to be able to keep you up to date with developments for the ensuing year at the February General meeting at Burwood on the 4th. In the meantime the racing goes on, lets support these meetings. Get your entries in and, **Be there!**

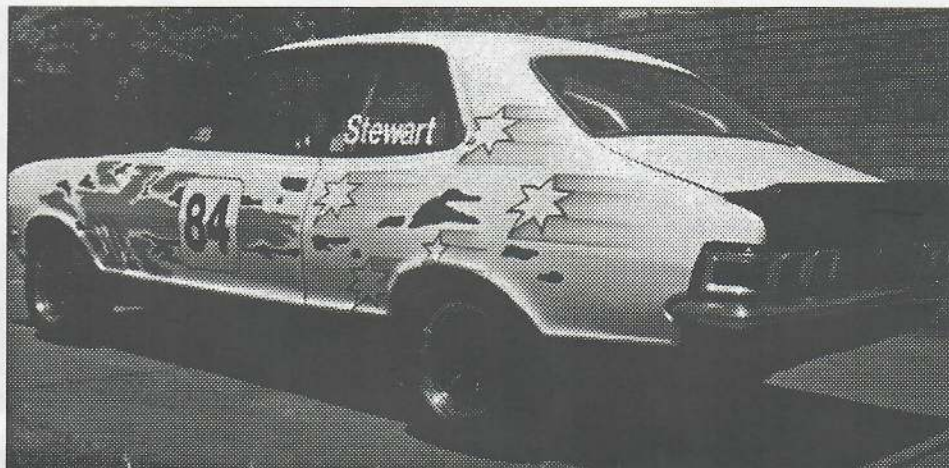
AROUND THE TRAPS - new for '97

Stewart's striking V8 stirrer

Despite already testing extensively and a race debut not envisaged to at least March, Bruce Stewart unveiled his new Holden Torana XU-1 publicly for the first time during the Christmas break.

Originally dating back to the early seventies and raced by Pat Peck, the car has been totally rebuilt in a project that took near enough to eight months.

Its startling bold new paint scheme will no doubt be a highlight of discussion both within and outside the category.



Brett East of Bear Design came up with the unique reworking of the Australian flag on a white backgrounded car while the engine was replaced by a unit built up the right specs.

Testing has shown up some handling deficiencies that have since been rectified while Bruce's return to Group N will be his first drive since September 1995 where he drove a Bob Pearson Lotus Cortina.

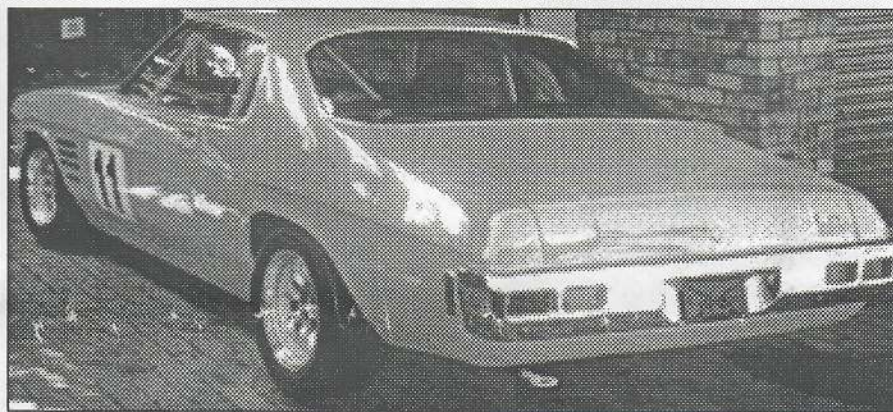
It's been over two years since he has raced his own Holden, and if running true to form, will be at the pointy end of the field.



Heavyweight Henry hunter

Despite burning the midnight oil during the cold winter months, building a race car from the ground up, Paul Axiak will have to miss the season opener, the important Amaroo Historic on the last weekend of January, and will look most likely at a mid-April debut for his much-anticipated 350 cubic inch Chev-powered Holden Monaro.

A newcomer to Appendix J, but not new to racing, especially Holdens, Paul sold his HQ series frontrunner and began the Monaro project from basically a bare shell. "It was something someone else had started but had not got far with," he said.



At this stage the Active Performance Rydalmere engine should be finding its way into the engine bay.

The Chevy with its Fuellie heads, and other goodies the owner is not saying too much about, is conservatively cited to give out around 500 ready horses.

The car also has all the right suspension bits, from Bilstein, as well as a Muncie four-speed gearbox, rear bar and Panhard rod, plus a 10-bolt diff that has been converted to a Detroit locker.

The final product, with its Minilites, looks as pretty as it is intimidating, and in NSW at least, appears the most likely GM big engined prospect capable of inflicting a win over the all-conquering Ford V8s



AROUND THE TRAPS - new for '97

Pearson's pocket rocket

Bob Pearson always had the knack of match, if not better, the big sixes and V8s with his potent arsenal of Lotus Cortinas. There now appears no respite for Nc runners as his new Ford Escort RS1600 has the potential to be as much as three seconds a lap faster than the

Cortinas.

The infusion of modern know-how on the BDA twin cam, multi-valve four cylinder has realised far more horsepower, torque and speed than was ever possible than in the day. It runs similar weight to its Nc predecessors and is believed to produce a similar power-to-weight ratio of a Ford GT40 with 550 bhp.

It also received further performance enhancement. Although costly flared guards have been ratified but the body finish, paint included, had just been completed. So steel flares were cut in and effectively gives the Ford three more inches of track, "I would have given anything for half an inch extra on the Cortina," he gleamed.

Still suffering the effects of a huge accident in August last year, safety was paramount in the construction of the new car. A three-inch six-point harness is mounted directly on a bar behind the latest driving seat (with head restraint). In the advent of a collision, lateral



Back in black

Mike Dyer's re-entry into Appendix J racing started with a green six hundred dollar Torana LJ automatic. In time it has been transformed into a potent and good looking black (with silver) Holden Torana XU-1.

The body was in reasonably good shape but still went to Ross McKenzie's As New Smash for a three-month stint. It was stripped to a rolling chassis and brought up to cage stage mainly after hours, Ross doing a lot of the work as a "return favour" for Mike's assistance with his EH program.

The body returned to home base where it was put on stands and all the suspension was dropped out, rebuilt and bolted back in.



In the meantime a 202 cubic engine was constructed from the ground up, the whole project coming together as the old year faded away.

The new car won't be at Amaroo for the January Historic, Mike having a rather large country music party in Tamworth to attend.

But he hopes to have the Torana on the track at the next available opportunity which at this stage could be a NSW Road Racing Club outing at Oran Park.



AROUND THE TRAPS - new for '97

movement is minimised. Side intrusion protection is effectively double with the addition of another bar.

Many parts of the new project are hush-hush at this stage, including the exhaust system and a complicated exhaust system which is destined to keep high-rev engine noise under the decible levels. The only addition cockpit monitoring will be a 12,000 rpm tachometer plus various audible and visual alarms.

Despite its small capacity engine, the Escort is expected to be the equal, if not superior in straight line performance, to the V8s while braking and handling will be more advantagous with 10" discs and GT40 piston calipers taking car of the front brakes. It has a panhard rod and mutli-link rear end matched to single progressive front coil springs and McPherson struts for a more than competent handling package.

The pre-WWII theory of producing warships with big firepower while reducing armour (ie weight) meant for a dangerous yet agile opponent was designated a pocket battleship, and the theme is not lost here.



CLASSIFIEDS

FOR SALE

EH HOLDEN. Greg Toepfer is selling his renowned race car complete with all spares. This car has won over 100 trophies and many championship. Fresh engine now for what is considered the best handling EH in the category. \$8250 ono. Phone (02) 9913 3013 (BH).

EH HOLDEN . Ex-Bruce Stewart. One meeting since full mechanical rebuild, including roller cam engine, gearbox, diff, rear bearings, wheel cylinder, brakes and master cylinder. Braided brake lines, new Hoosiers included. Fully sorted and developed, many outright and class wins, current class lap record Eastern Creek. Truck load of spares including trailer - \$10,000 ono. Ph Craig (02) 9894 2609 (H). New house and baby faced sale.

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

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

Nb MINI COOPER S. 1275 motor, roller rockers, nitrided rank, steel main caps and flywheel, competition clutch, Jack Knight box, LSD, Spax shocks, race seat. Mini Clinic maintained. For Sale \$9800 ONO. Lynn Cowan (02) 9525 2254.

EH HOLDEN with log book. \$4000. Call Max Ullrich (02) 9810 1480.

FOR SALE

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

1964 FORD FALCON RALLYE SPRINT. European spec with 435 bhp Windsor V8. Includes (very light) fibreglass homologated body panels. Also comes with heaps of spares including T10 gearbox, diffs, body moulds, cyl heads, blocks, axles, wheels and tyres. Winner Adelaide AGP support, Bathurst 1992, 93, 94 and 96 with Nb lap records everywhere . . . Mustang beater. Be a winner \$45,000. Phone Robert Tweedie (02) 9327 8333.

EH HOLDEN. Appendix J, Weber carbie, Seaton extractors, LSD (small spline), log book with a host of spares including complete engine - fan to clutch, laminated screen, gearboxes, guards, doors, grilles and more. The lot \$7900. Phone (043) 25 2979.

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

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

PICNIC CHRISTMAS PARTY

A small but happy gathering of loyal Appendix J Xmas well wishers gathered at Lane Cove National Park for the Annual Xmas "Get Together" on December 8. Anne Bailey, as usual, but fortunately this year assisted by her husband Ray, had arrived at the crack of dawn to secure a good picnic spot and BBQ area. Our thanks to Anne for her devotion to duty.

With the Southerners unable to come this year, Santa training was stepped up and the Club can now boast another Santa helper to stand in at a moments notice with Ken doing a magnificent job in his first roll as the "bearded one", arriving on time, dispensing the goodies and proffering his knee to the little ones. Offers to the bigger girls to try his knee were efficiently turned down by all those but the naive.

Rosco and Ray fired up the BBQ and dispensed the steaks and snags in grand fashion while Anne had sweets and drinks galore for the little ones. Thanks folks for your efforts, an enjoyable and relaxed day was had by all.



- Bob Asher



TECHNICAL

This year has seen increased vigilance in the eligibility area with spot checks on many vehicles at several race meetings. Log books have been checked for authenticity and those with matters pertaining have been requested to bring things like photos etc. up to date. Whilst there is still a lot still to be done, a start has been made on matters which concern us all. Whilst these things have been going on in NSW, other States have been undergoing similar tightening up. The practice of exporting Eligibility Officers to another State to have a spot check on cars not familiar to them is a good way to get action on matters which familiarity sometimes overlooks.

NSW is overdue for such a visit from interstate, so competitors would be well advised to look to at their own vehicles and log books for compliance. It is all too easy to overlook details which may cause embarrassment should an interstate Eligibility man have to point it out. A recent visitor to Victoria was required to make an investment in a major safety item which he had not included in his travelling budget, straining the purses-strings and of course the resultant inconvenience.

The old motto, "Be prepared", springs to mind.

With enquiries in Nc at an all time high, the following extract from the current CAMS manual, the preamble to the Nc regulations, is well worth reading and digesting before rushing off to join in the discussion at the "local" about the "gun" cars for Nc.

"Group Nc is an historic group introduced on 1 January 1995, to cater primarily for vehicles of a make and model which competed in Australia between 1 January 1965, and 31 December 1972, in either the Australian Touring Car Championship or in races specifically for 3rd Category Group C Improved Production Touring Cars.

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 car racing in the period.

It is envisaged that most vehicles in this class will not have racing history and replicas 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 main popular models are under preparation and will be available from CAMS"

For those interested in both Na and Nb, the respective preambles to those categories are well worth the read also, as is the "Spirit of Regulations", Section 7 of Nb and Section 13 of Nc. Recommended holiday reading for Group N enthusiasts!



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Peter Schell's PICTURE FILE



MAILBOX

Dear Sir,

At the recent Wakefield Park Historic meeting where I was a competitor, I was extremely disappointed to have to attend another drivers' briefing where once again Group N was singled out. We were given a verbal dressing down for poor driver behaviour and general over-driving during qualifying.

Since my car's completion in mid '96 I have competed at around five race meetings and with one exception, at each one we, as a group, have been targeted and I believe belittled, by this continuing vendetta-type attack on Group N.

Having said that, I also understand that if someone does drive in a dangerous manner or drive contrary to the rules that person or persons should be taken aside and spoken to, then the appropriate action be taken.

Group N (the Appendix J Association of NSW) has always and will continue, to promote sensible competitive racing and does not condone over or dangerous driving.


But to publicly continue to dress down our competitors at race meeting after race meeting is bloody ridicu-

lous. One gentleman in particular, has told us on many occasions that we are not welcome at historic race meetings.

Well I'm here to tell you that I am going to race my car and go as quick as required to beat the guy in front of me. While they continue to put the word "race" in the entry form (not "race just a little bit when we say") I feel I'm quite within my rights to do so.

Finally, while I can't speak for anybody but myself, I'm sure most of the Division One runners don't need this particular person standing in front of the cars on the grid with his fingers crossed and held high just before the National flag dropped to start a race.

I can tell you that it made not one scrap of difference to the way in which I drove and I'm sure the others would feel the same.

Anyway enough said, let's hope 1997 is a new ball game and most of all, anenjoyable and safe one. 

Your faithfully

Mick Donaher

Nc Delegate

Appendix Association of NSW

Dear Sir,

Tin Tops Forever. Great letter from Graham Howard in the last issue concerning the preservation of later saloons and sports sedans, and, their place in Historic Motorsport - very thought provoking.

Speaking as somebody who started in tin tops in the UK in the 60s and has never lost the interest, I strongly support any move to ensure that tin top history is retained anywhere in the world. My first involvement with Australian tin tops was in 1983 with my first visit to Bathurst - fantastic, Graham is absolutely correct.

In 1984, while on assignment to Leyland Australia, the deal to have Wang sponsor the Goss/Walkinshaw Jaguar XJS was agreed in my Range Rover at historic Amaroo. Then we also decided to bring the Group A TWR Rover Vitesses over, with a number of European drivers (who all rated Bathurst as - stunning).

Based on that, please can I have an XJS and/or a Vitese to preserve (and race) - the current crop of Historic fuddy-duddy purists may have a cardiac arrest at the thought of such cars competing at Historic race meetings in the future, but, they certainly made their mark in Australian motor racing. This also applies without argument to all Commodore and Falcon models over the years, plus assorted tin tops from various manufacturers.


I know that certain purists, including at least one on the Historic Car Commission, "want nothing to do with grids that look like the car park in the local shopping centre" and expound the view that "real racing cars don't have windscreens".

My view on that is that the Historic Car Commission should either accept all cars with an across the board date datum or the Commission should be disbanded in its present form and restructured into three distinct sub-groups (open-wheelers, saloons and sports

cars) with membership of the control team for each sub-group restricted to active competitors in the appropriate sub-group. Too many decisions in Historics are being taken without reference to competitors in the categories affected by these decisions - it is our sport, not the bureaucrats.

The first stage in the process should be for our Club to form a sub-Committee with delegated responsibility to ascertain the definitive position on Historic planning for touring cars and sports sedans of the 70s and 80s. Once this is known it should be reported back to the membership and discussed with preservers of later cars (such as the Group C Association) so that the tin top community as a whole can make representation to the Historic Car Commission.

If there is an unsatisfactory response then maybe it will be time then to look at some form of breakaway movement (which will create a whole new set of problems).

I guess the next Club night will be the best time to get some local discussion under way. 

Andrew Pursey

Action-Line regrets that time and space limitations has meant the omission of some news items and features.

These stories will appear in the next issue which is due out in the first week of February

They include the Sydney Classic Rally, a comprehensive calender, more new cars and the latest news and race happenings.

RECENT RACING DETAILS

BARBEGELLO RACEWAY - October 27

Sports, Marque, Porsche &

Qualifying: Michael Minshall (Westfield SE) 56.6334, Graeme Douglas (Westfield SE) 56.7810, Adrian Corp (Porsche 911) 57.6286, David Eustace (MG Midget) 57.8223, Ian Lewis (Westfield SE14) 57.8715, Kevin Richardson (U2M88) 60.4052, Lance Stannard (Morris Cooper S) 61.8416, Steve Bruce (Cooper S) 62.0275, Alan Munday (Cooper S) 62.0332, Frank Viskovich (Cooper S) 62.6335, Tim Garratt (Cooper S) 62.7121, Paul Lancaster (Porsche 944 Turbo) 63.1976, Geoff Marshall (Holden EH) 64.8972, Roy Prout (Holden EH) 66.0941.

Race One (8 laps): Minshall (7:41.3217) 1, Douglas (7:45.8059) 2, Corp (7:46.1099) 3, Lewis (7:51.9856) 4, Eustace (8:09.5456) 5, Munday (8:31.9826) 6, Bruce (8:32.2177) 7, Stannard (8:32.7893) 8, Garratt (8:35.0752) 9, Viskovich (8:36.6215) 10, Marshall (7 laps) 11, Prout 12.

Race Two (8 laps): Minshall (7:39.8841) 1, Corp (7:48.6357) 2, Douglas (7:48.9536) 3, Eustace (8:10.1639) 4, Stannard (8:32.0396) 5, Bruce (8:36.2066) 6, Viskovich (8:40.1687) 7, Lancaster (8:40.5155) 8, Prout (7 laps) 9, Marshall 10, Lewis (2 laps) DNF, Munday (1 lap) DNF, Garratt DNF.

Race Three (8 laps): Minshall (7:39.7474) 1, Douglas (7:40.9227) 2, Corp (7:50.9676) 3, Lewis (8:02.3030) 4, Stannard (8:28.3954) 5, Bruce (8:32.3241) 6, Eustace (8:35.3966) 7, Viskovich (9:33.4034) 8, Marshall (7laps) 9, Prout 10.

PHILLIP ISLAND - November 24

Qualifying: Rian Nott (Ford Falcon GTHO) 1:52.5432, Trevor Talbot (Holden Torana XU-1) 1:54.0424, Graham Hunt (Ford Mustang) 1:55.0553, Andrew McDowell (Mustang) 1:57.1746, Tino Leo (Mustang) 1:58.4187, Rob Bailey (Mustang) 1:59.8142, Ted Brewster (Mini Cooper S) 2:00.4431, Adrian Read

(Cooper S) 2:01.4429, Brendan Fitzgibbon (Falcon GTHO) 2:01.9597, Darren Collins (Cortina GT) 2:02.1415, Robin Bailey (Holden EH) 2:02.5311, Bill Trengrove (Holden EH) 2:03.5006, Raymond Harrison (BMW) 2:04.3861, Len Read (Cooper S) 2:04.4673, Richard Fairlam (Holden EH) 2:04.8082, Daniel Read (Cooper S) 2:04.9236, Drew Marget (Cortina GT) 2:06.0087, Andrew Cornish (Cortina GT) 2:06.0592, Barry Devlin (Cooper S) 2:06.3501, Lindsay Cripps (Holden EH) 2:06.6519, Mark Johnson (Cortina GT) 2:06.8557, Tony Osborne (Mustang) 2:08.0626, Eddie Dobbs (Holden FE) 2:09.6633, Michael Bugelly (Cooper S) 2:14.2643, Ian Watt (Triumph 2000) 2:18.0350, Fred Bath (Holden EH) 2:19.6726, Michael Stupka (Hilliam Imp) 2:25.7734.

Race One (5 lap preliminary): Nott (9:36.9591) 1, Hunt (9:50.2776) 2, Bailey (9:54.5295) 3, McDowell (9:54.6277) 4, Fitzgibbon (10:10.2154) 5, Read (10:11.3621) 6, Brewster (10:11.3857) 7, Talbot (10:11.8101) 8, Collins (10:24.1262) 9, Devlin (10:25.6935) 10, Bailey (10:26.5684) 11, Trengrove (10:36.7799) 12, Fairlam (10:36.9393) 13, Marget (10:42.0568) 14, Johnson (10:42.5363) 15, Cripps (10:49.1139) 16, Eddie Dobbs (10:54.5306) 17, Harrison (11:09.1791) 18, Brown (11:09.2058) 19, Bath (11:44.8026) 20, Watt (11:45.5842) 21, Stupka (4 laps) 22, Read (3 laps) DNF, Garry Dobbs (1 lap) DNF, Fastest Lap: Nott 1:53.4441.

Race Two (8 lap feature): Nott (15:24.3480) 1, Hunt (15:32.4471) 2, Talbot (15:34.0332) 3, Bailey (16:07.2720) 4, Fitzgibbon (16:09.3814) 5, Brewster (16:17.7410) 6, Adrian Read (16:29.5816) 7, Collins (16:33.9047) 8, Bailey (16:41.7665) 9, Trengrove (16:57.3106) 10, Daniel Read (17:02.2489) 11, Harrison (17:02.5770) 12, Fairlam (17:06.1400) 13, Marget (17:11.7645) 14, Cornish (17:12.5919) 15, Johnson (17:15.2461) 16, Bath (17:32.4330) 17, Brown (7 Laps) 18, Watt 19, Eddie Dobbs 20, Stupka 21, Devlin (4 Laps) DNF, Cripps DNF, Fastest Lap: Nott (1:53.638).

ON THE NET

Greetings from Cyberspace again with more news from/about the Internet. Fairly quiet on the Net over the holiday period - but plenty of messages of Christmas cheer, as well as more usual subjects.

The vintage-race list was busy discussing the capture of amateur footage of racing in the 50s, 60s and 70s - one enthusiast has converted footage into a video and is seeking to do more and was requesting additional input from others.

Also, one driver has acquired a videocam mount and was requesting advice on how to mount the videocam on the roll-cage to get vibration-free film and how to optimise the sound effects. Best advice was to point the camera backwards and then show your slower rivals film of their cars falling further and further behind!

The morris list was concerned with parts availability, whilst the british-cars list was busy discussing the non-availability of MGFs in the US. The latter list also had a thread about painting garage floors - general consensus was use a light colour so you can isolate oil leaks more readily (well we are talking old British cars here!).

Talking of cars with suspect reliability, in November we bought Judy a brand-new Saab 900S manual coupe from Rick Damelian - so I now subscribe to a saab list. This list is full of Americans waxing lyrical about their wonderful Saabs. Our experience has been quite the opposite - the gear linkage failed on Day 1 and it went into the workshop on Day 2 on the back of a tow truck. One week later the air-conditioning failed and the radio refused to work. Add to this the total incompetence of Damelian's workshop staff who hadn't road-tested the car before handing it back to me - I found a new fault as I drove off their car-park, so they had the car for another day. For what its worth, I strongly recommend that

you don't buy a Saab from anybody, and, that you don't buy any car from Rick Damelian. Why is this in Net News; well, if I don't get some satisfaction from Saab Australia or Rick Damelian very soon, I'll shortly be establishing a World Wide Web site called SAABSux - watch this space!

If you are thinking of venturing onto the Net, I'll be happy to provide some advice - no charge, but no accountability - I think you'll be pleasantly surprised by the car content. On this topic - I've been talking to a guy in the Philippines who is trying to get historic saloons up and running - if you get across to the Philippines I'll be happy to pass on his contact details so that you might be able to watch some of their early races.

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

Andrew Pursey

MorrisOxford@s054.aone.net.au

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