

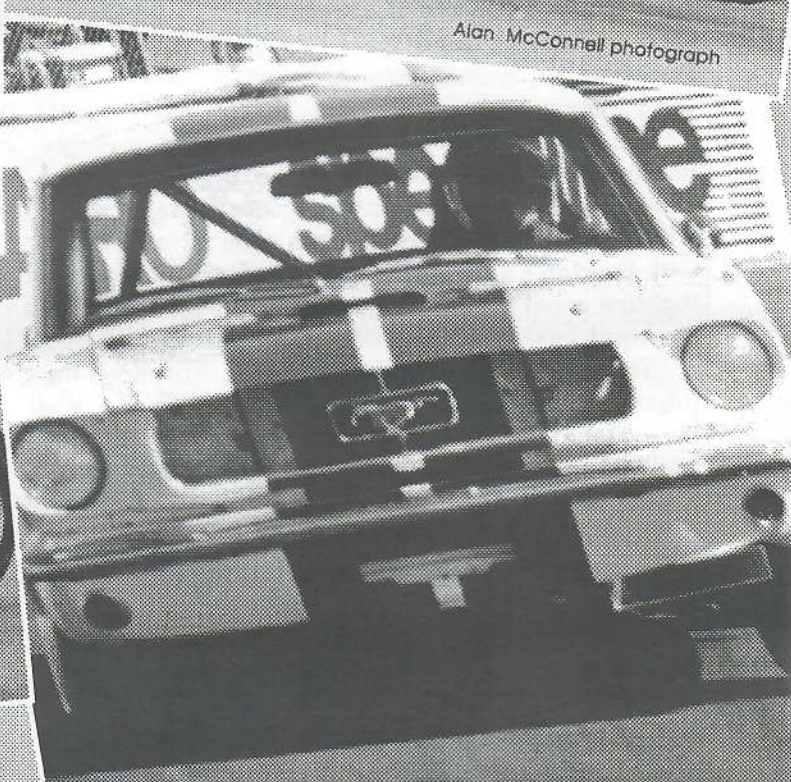
Action-Line

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

George Aungie photograph



Aian. McConnell photograph



ANNUAL GENERAL MEETING Tuesday November 11,
7:30 for 8:00 pm sharp start

Burwood RSL Club, 26 Shaftsbury Road, Burwood

PRESIDENT'S REPORT

Well the last month has been so busy I hardly know where to start. Bathurst, elections, the final Truck round due as this magazine goes to print and preparations for the presentation! Wow! And all the organisation that goes with them!

I suppose I should firstly thank you all for your confidence in returning me for yet another year as President of this Association. It is a job I enjoy, although the reason I became a member of the club in the first place, was to race my car. To put the effort that is required into both the tasks is just not possible, so my Mini rebuild is taking just a little longer than expected but I am certainly missing the racing and hopefully will get time to get the car ready over Xmas.

I would like also to welcome the new committee for 1998 and thank the old committee for their help and guidance over the last twelve months.

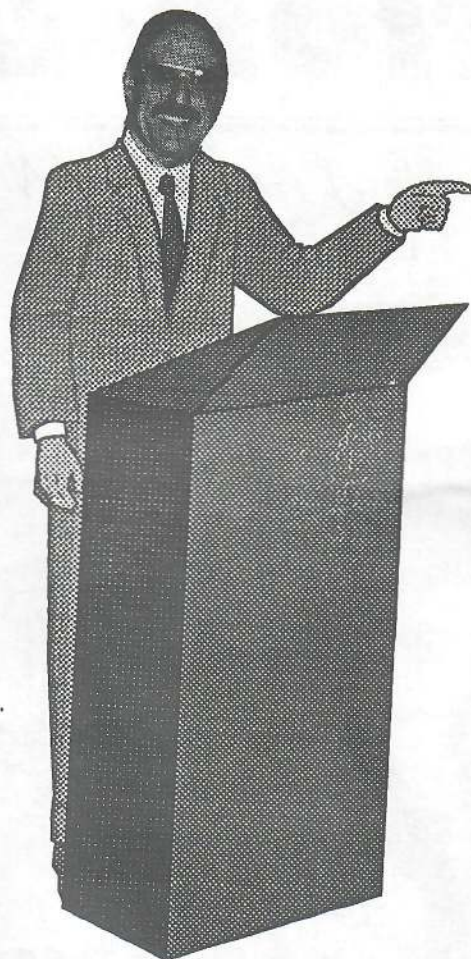
It really is a team effort and the better we can get the team to work, members and committee alike, then the better we can all do at making our chosen sector of the sport work better.

I certainly feel a lot more comfortable representing the club now than I did at the start of my term. I suppose the reasons for that are many, not the least of which is that I have learned much about how to deal with the club's affairs but our involvement at the recent Bathurst event taught me that as a club we have a lot to be proud.

The support we mustered in such a short time, the presentation of our cars, our on track performance and the camaraderie at Mt. Panorama was nothing short of "first class". And people noticed! I received many compliments on how good we looked and how well we performed. The effort was worth it, thank you all!

Rosco's Bar and Grill was almost a 24hr a day operation to cater for campers and all the good names were seen there at one time or another even if only to catch the videos! The tucker was great and that new "Esky" keeps the ale at the right temperature.

The interstateers all enjoyed their stay and it was



great to be able to meet with them and put faces to names. I think everyone

returned home a little richer for the experience.

It was a pity we did not make it into print in the race programme but we did manage to get information to the on-course commentary team who were very helpful and appreciative, and as a result we got some coverage on the local radio station 2BS.

Although the Channel Seven's coverage did not extend beyond the first few cars in the race at least the commentators had some information at their fingertips which was up to date and they at least used some of it. And of course, we did go to air!

And how many times have you received your trophy from non other than Sir Jack Brabham? Wasn't that tops? And Sunday's podium presentation for the first three Nc and Nb was an added bonus afforded to us exclusively.

For those who didn't make it to Bathurst, we missed you but we didn't let it spoil the good time we all had!

Talking about not missing out on things, the annual presentation dinner dance is on the November 15 and we have organised a great night for you.

Don't miss out, get your tickets from Anne Bailey now as we have a few surprises in store there too that you will regret if you are not there! Like Bathurst, there's only one this year! Be there or miss out!

The support for the last round of the Auto Fever Truck series at 32 entrants is heartening and we didn't even have to have a ring around! Rosco has promised another great gathering for the trophy presentation and it is another opportunity to put the *Jessop Enclosure* to good use.

Even if you are not racing, come out and have a look and be a part of the festivity at the presentation, the more the merrier!

I have had many inquiries on the internet and have posted information out to the many inquiries received of late, so interest in the club is getting stronger. The membership now stands at a record 186. I wonder when we will break the 200 mark? Not long I suspect.

Don't forget the change of meeting date this month because of the Melbourne Cup. This is a change we made some years ago that creates lots of confusion but its simple, Appendix J don't meet on Melbourne Cup day, they meet the next week, so you have plenty of warning. See you at Burwood on the November 11.

- Regards Bob

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Mike Dyer

Max Stahl

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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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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 November 21

AROUND THE TRAPS - news

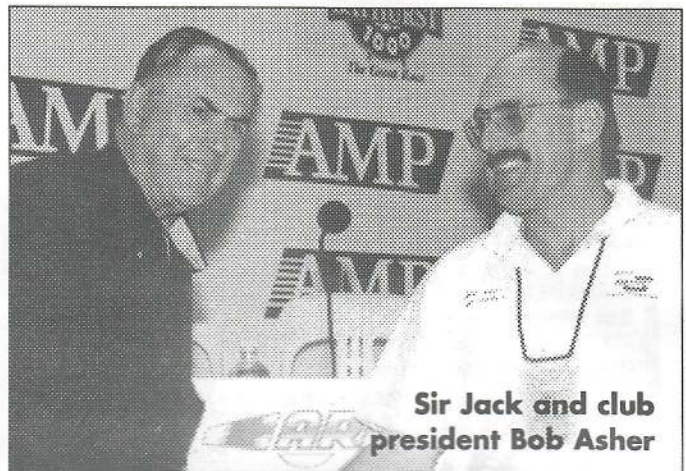
Sir Jack does the honours

Winners of the Bathurst Appendix J support event trophies were treated to a presentation by Sir Jack Brabham in a packed drivers' briefing room at Mt. Panorama.

Sir Jack was at Bathurst to support his two sons in the BMW team and when approached to take part in our presentation was only too happy to oblige. Club member Greg Neal was a great help in bringing the arrangements together and introduced Sir Jack to the gathering. Sir Jack spoke of his fond memories of racing touring cars in England where he won the 1965 British Saloon Car Championship.

He recounted the incident where he rolled a Galaxie and was somewhat shocked that when the car eventually stopped and the dust had settled he could shake hands with the spectators. And that was before he got out of the car! The circuit owner and others no doubt also were disturbed and Jack claims closure of the circuit soon followed.

Gary Smith, a director of the ARDC also addressed the gathering thanking us for our support at such short notice and said that Group N were the foundation of the "Great Race" and the backbone of club motorsport today. Sir Jack presented each trophy and happily posed for photos with each recipient. He joked with visiting Victorian club Secretary, Brian Deveson, who



Sir Jack and club president Bob Asher

insisted on taking all the Victorian's photos just in case our "club photographer on the spot" Peter Schell missed one! It was a happy and relaxed occasion enjoyed by all. J

Nice recognition

The CAMS NSW Newsletter Sept/Oct edition has a nice picture of Peter Obrien's Falcon on the front cover. Nice to see, wonder where the photo is from?? J

South of the border

Recent turmoil in the HTCAV which resulted in nearly the whole committee resigning earlier this month has been resolved at a meeting held on 29th October with the election of a new committee. Falcon XM exponent Justin Brown was elected as President, Rian Nott is Vice President and Ken Zinner is Treasurer. Other committee members are Mark Nelson, Steve Russell-Clarke, Jeremy Mantello, Peter Sneddon, Ian Jones, Bob Cracknell and John Brash. Our congratulations to you all and we wish you happier times ahead. J

ARDC elections

The Annual election of office bearers for the ARDC is upon us and several of our members have put their names forward for election as directors. They are Greg Toepfer, Steve Butchart and Andrew Pursey. We wish them well in their endeavours.

Thanks again

It gets monotonous but those people just keep on doing it and we are again indebted to them. Bathurst was only the success it was because of the help we received. Greg Neal, Fred Burley and Fred Burley Jnr. are three I am indebted to for the many things they did beyond the call of duty to help make Bathurst the success it was, thanks guys! Thanks also are due to Joel Tebb, Michael Wilson, Jeff Cordell and Marty Morgan for their assistance at Rosco's Bar and Grill and of course Rosco and the lovely Samantha. What a do! Also helping with all and sundry at Bathurst were Rod Stait, the whole Steve Mason crew and Mike Dyer showing what club spirit is all about. Thanks! J

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Bob Asher

AROUND THE TRAPS - news


Classics gone

DESPITE ITS IMMENSE popularity among the British fans at the Super Touring Car Championship, the ICS Classic Touring Cars have been dumped from the TOCA package for 1998.


TOCA supremo Alan Gow cited increasing pressure on their timetables as the reason. He said some support races are cut when delays occurred and that was unjust in light of being at the track for three days. He added that the Classics were last to join the championship. That in itself seems contradictory for the Vauxhall Vectra series was only introduced this year.

ICS series co-ordinator Stuart McCrudden was not surprised by the decision but pointed out that the category had fronted with 27-car fields on occasions, and it was the most popular support event according to 70 per cent of paying patrons surveyed.


Now the supports will be made up of Formula Ford, Formula Renault Sport and Formula Vauxhall Junior, the sporty Renault Spiders, and the Vauxhall Vectra and Ford Fiestas. Effectively every TOCA support category will now be a single make series and no doubt enjoying immense manufacturer support.

As for the crowd-pleasing Classic Tourers, what of their future? At this stage it seems likely that a series is still high on the agenda, possibly a 10-race series at selected high-profile historic outings. 


Bathurst service

APPENDIX J CHAPLAIN Gary Coleman was present at Bathurst for the "Great Race" and with Richard Cormack held a short service on the Saturday evening in the Driver's briefing room for those interested. Both of them were pleased to see Group N included in the supports at Mount Panorama. 

Wakefield entries

THE UPCOMING WAKEFIELD Park meeting has produced no fewer than 44 entries for the annual historic event. The organisers have allocated two divisions to cope with this pleasing result. 

Championship deciders

BOTH THE Nb and Nc championships have been decided. For the year in succession Dave Beveridge has won Nb with runner up this time being John Lyle becoming the runner-up. In his first year Grant Elliott has taken Nc with Peter O'Brien second. The latter also took out Auto Fever Nc series Nc and although he missed the last race. Meanwhile Dave Beveridge capped off a big year with Nb honours in the popular three-round series at Oran Park. Michael St John Cox had already taken Na whilst the Appendix J Cup will not be decided until after Wakefield. A full points score update will be in the next issue. 



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AROUND THE TRAPS - news

Falcon gone

LLOYD BAX HAS raced his yellow Ford for the last time. Bathurst was the last time the combination took to the track before new owner Steve Emson took delivery. A New Zealander by birth and a new Queensland club member, Steve raced against the likes of Jim Richards, Leo Leonard, Robbie Francevic and the like, back in the days when the Falcon was new. As for Lloyd it is expected he will be taking a break from racing himself to support and bolster his son's career in Formula Vees and probably Formula Fords later on. 

Tyre testing

AND WE THOUGHT we had a mortgage on it. In 1963 Lex Davison discovered at a tyre testing session that one particular type of tyre on an S4 Holden took seven miles per hour off the top speed and turned the car into a "slug." Just the tyres!! That is a large difference considering the top speeds achieved at the Armstrong 500 by the S4 in 1964 were only around the 103 mph mark. Imagine being on the wrong tyre? Just for the record, the Goodyear G8 was found to be the best tested at the time for speed. 

Bathurst Tales

APPENDIX J MEMBERS had mixed fortunes at the Primus 1000. Bob Pearson brought in West Aussie Alan McCarthy to share the Product Commodore along with another club member Bruce Stewart. The team really only hit its straps in the final qualifying session where they were third fastest (out of 20) of the Level Two teams running on control Dunlop K1 tyres.

Clutch and suspension problems plus an engine missfire problems plagued their build-up to the V8 Supercar race where from lap two McCarthy led the class up until the first scheduled pitstop. However sometime after that something in the drivetrain broke and it was all over.

Meanwhile Peter O'Brien had his first 1000 start sharing his father's Everlast Commodore with Brian Callaghan Jnr and Ron Barnacle.

They were having a trouble-free run until the latter snotted the wall at the end of the week. Fortunately damage was not too severe and the status quo resumed as they settled into the race.


But the good run came to an untimely end when the Holden suddenly lost oil pressure as it travelled across the top of the mountain midway through the race.

Mick Donaher was without doubt the most disappointed for he did not make it to Bathurst. Delays in rebuilding the Ultra Tune Commodore after its media day crash, and converting it from VP to VS, meant burning the midnight oil right up to race week.

With still lots of work to do, the final killer came on the preceding Monday night as the engine was spun over. It snapped the crankshaft!

At the AMP 1000 run a fortnight beforehand, Robert Tweedie had forsaken his Vauxhall Cavalier to take one of the seats in the Peter Hills Ford Mondeo team. But


changes to the previously negotiated terms meant Rob pulled out and was thus left to concentrate on the Falcon Sprint.

Although not one of our members, Queenslander Dave Auger is a Historic racer from way back. He encountered a brace of loose wheels and a crash in the Alfa during the leadup. However he and co-driver Lawrie Kyte had better luck during the course of the race. They finished eleventh. 

Tyre thumbs up

MIKE DYER HAS nothing but praise for the Yokohama A008Rs. Speaking from Oran Park a week ago he said, "You can't wear them out!!!" To date he did six laps at Eastern Creek (before the cam broke), 70 minutes of practice at Bathurst before a five and a four lap race and then another 51 laps at the truck meeting.

"There's at least another two race meetings in them and Wakefield will be the next one. Its a hard track on tyres so it will be interesting to see how they go there," he added.

It was evident that they lack nothing in pace either for he was on the front row of the progressive grid final and led Grant Elliot for much of the journey. "They are not as soft as the Hoosier but are very controllable to drive on. I can't fault them," he concluded. 

Top award

THE MOTOR VEHICLE Repair Industry Council (MVRIC) honoured the top apprentices in each of the five automotive trades at a special dinner in June.



Appendix J club member Daniel Sugden was named the state's top vehicle builder through his apprenticeship with Southern Cross Trailers at Chipping Norton.

Held at Novatel Resort at Brighton, Daniel receive a Merit Award consisting of a certificate, trophy and a grant of \$500.

The others winners were from the fields of auto electrical, motor mechanic, panel beating and painting.

Council chairman, Peter Bradford, said that these young men were chosen not only for their academic and practical achievements, but also for their attitudes towards the trade and repair industry. 

AROUND THE TRAPS - feature

Historic links

Those of you who were lucky enough to take home one of those beautiful trophies from Mt Panorama's "Great Race" supports that were presented by Sir Jack Brabham might be interested to know the story of the car depicted on the appealing trophy.

On the plaque was a reproduced photograph of Denis O'Brien's Phase II Falcon GT on opposite lock at Calder Park in 1971. Denis, has been a member of the Appendix J Association since the reformation of the club back in the early eighties, and was racing the Falcon at a time when it was one of the premier touring cars of the day in the Series Production class.

So it was fitting that the plaque should be adorned by such a photograph depicting a class that historic Nc is representative of today.

During his active involvement in the club, Denis built and raced seven cars. There were six Mustangs and a mighty 427 cubic inch Ford Galaxie

Appendix Assoc.
of NSW
Classic Touring Cars



3rd 2001- 3500 NC Trophy Race
"Bathurst 1000"
Support Races
Mt Panorama Oct. 1-5th 1997

which was seen in action at several circuits.

One appearance at Sandown was memorable as Denis smoked the tyres around the circuit to the delight of the crowd and TV commentators. (I saw the video) The Galaxie, a white two door was later bought by a collector who has had the car mothballed and on blocks ever since.

Denis, who resides in the southern NSW city of Wagga Wagga with his wife and two teenage daughters, started racing in early Holdens at Hume Weir in 1966, just after the real Appendix J era and in 1968 graduated to an EH, racing extensively at Hume Weir and the Victorian circuits.

In 1971 he graduated into the Series Production cars in the Phase II Falcon changing it for a Phase III in 1972. Although he ventured to Oran Park on at least one occasion he was mostly confined to the southern circuits and today regrets being unable to put enough money together at the time to race the car at the annual Bathurst enduro.

He did however do some testing at Calder for Howard Marsden who was at the time the Ford Team manager in the glory days when Moffatt and Gibson were the lead drivers.

He then had a three year stint at the sealed oval speedway at Liverpool before giving up motor racing to pursue his other love, boat racing.

After the resurrection of Appendix J in 1981, Denis was lured back and during this period built some of the best known Mustangs in the country. Both the Mustangs of Ross Donnelly and John Mann, two of the top Mustangs in the country, were Denis O'Brien cars.

During the period 1982 to 1987 Denis was at the pointy end of the field in one or other of the Mustangs or Galaxie. During the same period he and Des Gibbs also were involved in some Production car racing culminating in them winning the Winton 300 in 1986.

Denis has a Diesel service business and is still a member of the club. Although not racing these days, the category has benefited from his input to some competitors cars in the recent past.

He also is the part owner of the Wagga International Raceway, a speedway complex just out of Wagga so there is still an involvement with the sport and I guess there is a chance we may see him actively involved yet again!

- Bob Asher

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GENERAL COMMITTEE MEETING

Minutes of the General meeting of the Appendix J Association of NSW, October 7, 1997

Meeting opened at 8:25 pm.

Apologies:

Mike Dyer, Arthur Huxley, Garry Smart, Dave Beveridge.

Minutes of the September meeting as printed in *Action-Line* were accepted as a true record.

Correspondence - Inwards:

- Advice from CAMS of their internet site.
- Advice from Wakefield Park of proposed race dates in 1998.
- Letter of appreciation from Alan Munday from WA for invite to Bathurst and proposal to make Intex Cup a biannual event.
- Further advice from CAMS confirming action re SVO blocks, Torana blocks etc.
- Request from Goulburn heritage Motor lodge for racing photographs for photo wall in restaurant.
- Request from Noel Gibson, Chairman NSW Scrutineering Panel for details of grading of our scrutineers.
- Letter from Keith Williamson, Concern at SAMSCF re approach to CAMS on fees etc.
- Entry forms for NSWRRRC event on November 30, 1997.
- Entry forms from the ARDC for supersprint at Amaroo on October 26, 1997.
- Nominations forms for committee for AGM.
- Entry forms for Bathurst.

Correspondence - Outwards:

- Letters and photos of Bathurst trophy presentation to winners with media release for local newspapers.
- Letter to CAMS supporting HCC and its activities.
- Return of raffle tickets to CAMS advising of State Council's view of conflict of interests.
- Letter to Bob Rogers of 2CH, advising of our inclusion in television of The Great Race seeking radio announcement.
- Letter and driver profiles to Channel Seven re Bathurst 1000.
- Advice to Rod Eime to change calendar on internet site to include Bathurst races.
- Advice to Phil Scott, motoring editor SMH, re our inclusion in Bathurst program.
- Advice to Graham Reibelt, Cartalk, re the same.
- Advice to Peter McKay SMH re the same.
- Letter of thanks to Peter McKay re insertion in Mixed

Grille.

- Letter and cheque to the ARDC for the Bathurst entries.

Presidents Report:

- Report of successful Geoghegan Dinner with a table of Appendix J members.
- Extremely successful Eastern Creek Historic. Record entry. Stickers displayed on cars. Great social BBQ.
- Report on Bathurst. Highly successful with presentation of trophies by Sir Jack Brabham. TV coverage mainly focused on front runners. Did participate in on-circuit radio commentary. Alan Moffat did use information in driver profiles. ARDC very happy with out participation.
- Computer program received from Victorian club on pointscore.
- Need at least 25 entries for last round of truck series to ensure our sponsorship deal.
- Tickets available from Anne Bailey for presentation night.

Treasurers Report:

Financial statements printed in *Action-Line*. Funds are low due to commitment to building at Oran Park this year. Sponsorship from truck series and membership renewals will boost finances.

Public Relations:

A lot of work went into Bathurst 1000 with category gaining a great deal of exposure including TV and radio. Presentation to Channel Seven well received. A lot of comment on how professionally our image was conveyed with signage for all cars in the support tent.

Eligibility:

Members should note that only certain models of vehicles are eligible for Nc. Please check before commencing build.

Meeting closed at 9:25 pm. 7

Need a PHOTOGRAPH?

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ANNUAL GENERAL MEETING

Minutes of the Annual General meeting of the Appendix J Association of NSW, October 7, 1997

Meeting opened at 9:26 pm.

Apologies:

Mike Dyer, Arthur Huxley, Garry Smart, Dave Beveridge.

Minutes of the previous AGM were read and accepted as a true record.

Presidents Report:

Bob reported on a busy year culminating in a late invitation to the Bathurst (AMP) 1000. Highlights of the year included:

- Increase in membership to over 180 with more cars competing.
- Completion of the Jessop Enclosure at Oran Park which is a great facility.
- Good participation in the truck series which has been financially rewarding for the club.
- A magazine that just keeps getting better and better and in the cornerstone of our success.
- Driver profiles are now on a computer database to aid commentator presentations.
- Resolution of outstanding eligibility issues and continual progress in this area.
- Respect for category continues to improve and public exposure and awareness has reached new highs.
- Entries, particularly the Historics, have been encouraging with new record entry at Eastern Creek Historic.
- Rosco's Bar and Grill at race meetings has been well supported and it has been a good social year with a lot of help being received from non-committee members.

In closing, Bob thanked the committee and the members for their support and hard work in 1997.

Treasurers Report:

The financial statements were as printed in Action-Line. Don asked whether any explanations were required or any member wished to raise any questions to which there were none. Don asked members to note that we had cashed in \$2000.00 of our IBD to assist cash flow.

Competition:

After a fairly confusing start to the year, associated with the failure of a definite calendar, things settled down well. The truck series again proved popular and both Na and Nc increased their participation during the year. We had a record 78 entries at the Eastern Creek and the year culminated in the participation as the curtain-raiser at the AMP Bathurst 1000 with 43 cars entered. Competition again was keen in 1997 as the points score indicates.

Election of Officers:

Chris Dubois chaired the election of officers for 1998. There were insufficient nominations to require a ballot

and therefore the following members were elected unopposed to committee.

Bob AsherPresident
Fred BurleyVice-President
Chris DuboisSecretary
Don TitcumeTreasurer
Lionel Walker . . .Competition Secretary
Chris Wilson . . .Public Relations
Lloyd Cleaver . . .Eligibility Officer
Ross McKenzie . .Social Secretary
Andrew Pursey . .General Committee and
.Category Representative

General Business:

It was moved by D. Titcume and second by C. Dubois that the annual membership subscription be increased to \$50.00 per annum for the 1998 membership year. A vote was taken and carried unanimously.

Suggestions were put for the consideration of the committee for another Family Fun Day and a Hillclimb in 1998.

Raffle was drawn and won by Shane Fowler and Ken Ross.

Meeting closed at 10:40 pm.



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CAT CHAT

Welcome to a new column, Category Chatter, better known as Cat Chat (that is the nearest I want to get to Kitty Litter!) Sorry, the humour gets worse; but don't stop reading, please.

The columns for Na, Nb and Nc have been abolished as have the Category Liaison Officers, and, in their place we have one individual (mug who drew the short straw) known as the (Group N) Category Representative. Who is this person so deranged and eccentric as to volunteer for a thankless task that is much greater than the sum of the three previous individual roles – yep, it is the mad "Axeman".

What does the Category Representative role entail? I don't know, because it is as complex or as simple as you the members of this Association wish to make it. We are trying to break new ground and provide a common point of contact for competitors in all our categories, plus the general membership.

Thus, if you have a query re Na, Nb or Nc please contact me and I will do my best to resolve it, or, pass it on to the appropriate person. However, if you have a query that is obviously one for a specific Committee Member or function, then cut out the middle man and go direct.

Maybe we can spend five minutes discussing this subject at the next Club Night; this will give you and me an indication of how the role could develop – all input welcome.

In order that you can come to the meeting with brickbats ready to throw at me, let me give you some of my ideas on the Cat Rep role.

I see it as a vehicle for reinforcing the combined role of Group N as one united grouping within the Historic 5th Category. However, I also see the role promoting the different functions of the three sub-groups so that Na, Nb and Nc retain their individual identity in a manner that race promoters and spectators can understand and appreciate. Now if this isn't a recipe for schizophrenia I don't know what is!

For the first Cat Chat I want to concentrate on Group Na (what's new?, I hear you ask). The reason for this is that I believe that we should promote Na as a starter category where you can still race seriously but do so in a less threatening environment than the high-speed world of Nc (who I will cover in a later column). Here goes.

The development of Group N has seen the introduction of two new categories; Group Na (pre'58) and Nc (65-72). The section describes what Na is about and will, hopefully, encourage additional competitors.

Group Na is for production saloon cars built prior to January 1958, although certain run-ons are permitted. In order to build an Na car you should first speak to the NSW Eligibility Officer, Lloyd Cleaver.

Once your car has been agreed as a valid vehicle you will need to prepare a specification sheet for the

Cat Chat is a new column that replaces Andrew Pursey's Na News. As he is now Category Representative which entails all three groups, this new column will encompass all three, Na, Nb and Nc

car; please note that there are specification sheets already in existence for a number of models (another reason for talking to the Eligibility Officer – you may save yourself some work).

The allowed modifications for the Na category are listed in the CAMS Manual. However, the basic tenet of these rules is "road-

improved" – i.e. the car could comfortably be driven to the circuit (some of them are – Michael St John Cox actually drove his Jaguar MkVIIM all the way to Phillip Island in order to race there!).

If you want a to build a full-on racer, then stay away from Group Na and go instead to Group Nb or Group Nc: the spirit of the regulations for Na is aimed at producing a (relatively) low cost category with limited modifications.

During the 1998 season there will be stronger policing of cars to determine their alignment with the spirit of the Na regulations - save yourself the hassle and discuss your car with the Eligibility Officer before you contemplate the ultimate modifications.

Once your car has been completed it will need the formal logbook inspection and then you are ready to go. You don't have to start racing immediately – Group Na cars are eligible to run in Regularity at HSRCA Race Meetings. Once you have got the car sorted you can start racing and have fun with the rest of the Na "Rockers and Rollers".

The category has attracted a variety of drivers and this is something that is worth mentioning. We have a couple of young drivers who have used Na as their first race category. We have several older drivers who have been away from racing for some years but decided it was time to return. We also have a couple of older drivers who have been spectators for years and have now decided to go racing.

This mix of drivers has been terrific and the general spirit of camaraderie is really excellent – we race hard on the track, but always try to be friendly and mix back in the paddock. Once you have tried Na you may want to stay in Na, but, a number of the drivers are now moving on to Nb or Nc cars – thus, Na can also serve as an excellent stepping stone into other racing categories.

If you want to know more please feel free to contact your scribe – Andrew "Axeman" Pursey. Let me close by reinforcing the fun aspect of this category of motorsport – Group Na "Not really a fire-breathing door-slammer, but still fun!". See you on the Funway!

That is all for the first Cat Chat – if you don't give me any feedback the next column will concentrate on Nb, followed in the succeeding column by Nc.

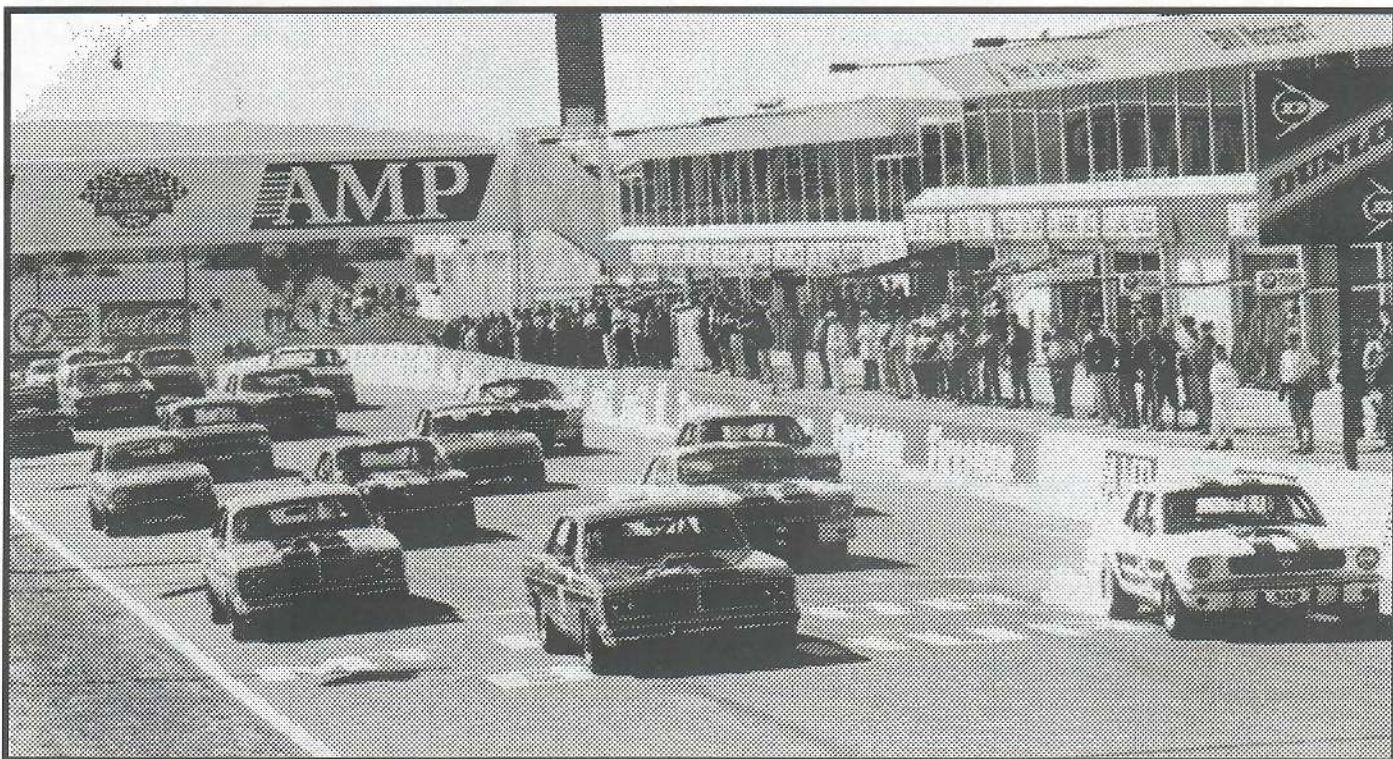
By the way – the Presentation Night would be a good way of reinforcing our joint commitment to Group N regardless of whether we run Na, Nb or Nc – "be there, or be square".



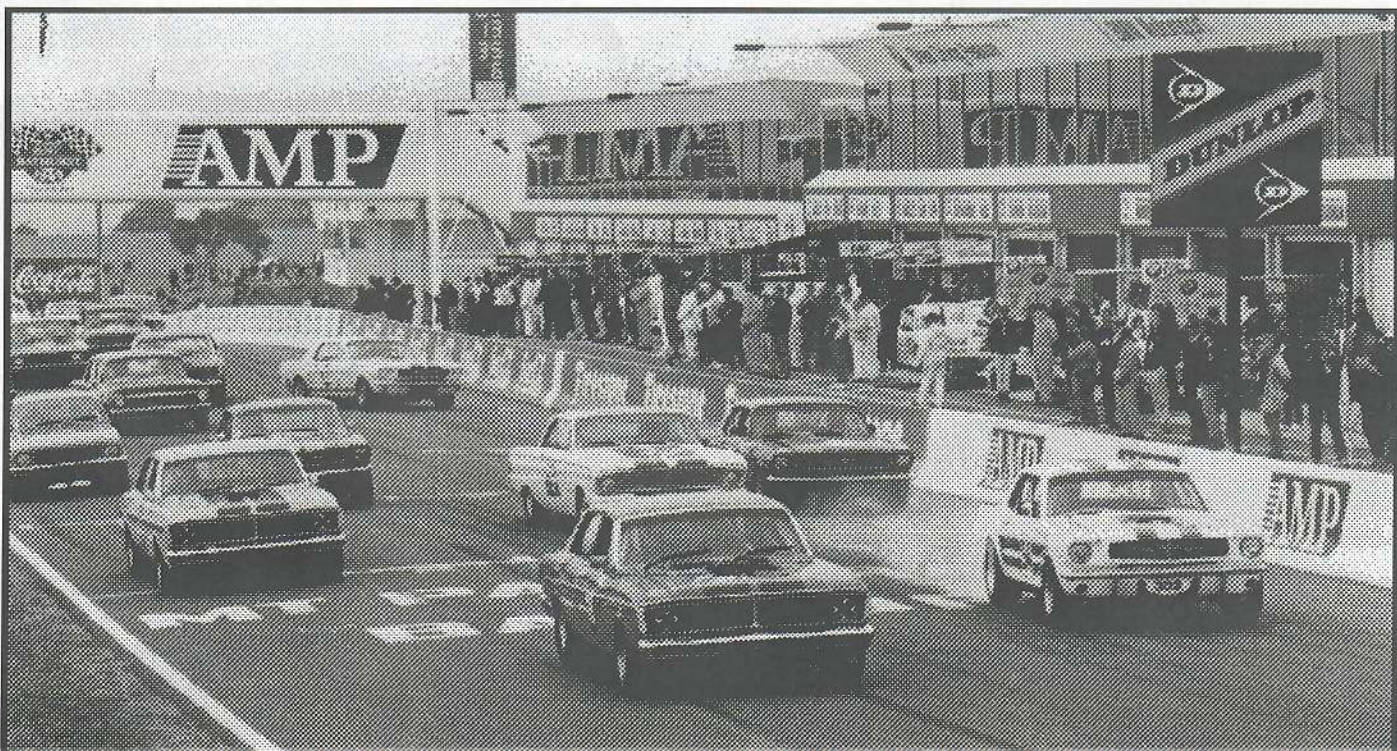
BATHURST

THE SERMON ON THE MOUNT

"Thou shalt use all thy power at one's disposal, thou shalt use V8s on the Mountain to blow thou opposition away" - big Fords dominate the front of the grids and both the crowd-pleasing races



Above: Race one start where despite excessive wheelspin, O'Brien leads away while Bax on the outside of row two was also effective in his lift-off. Below: Race two start sees a more sure-footed O'Brien ease ahead. English slips up the inside of Tweedie while Mason was in trouble with a broken wheel hub and endeavours to get out of the way.



AROUND THE TRAPS - Bathurst

Mt Panorama - October 2-5 - AMP 1000 support events

With next to no time to organise it, the response was outstanding. Forty three entries, representing four states made the trek to Bathurst and turn on a weekend to be remembered.

For the record - if you were not in a Ford V8, whether it be Mustang or Falcon, you were not in the hunt.

Qualifying times and lap records tumbled before John Mann and Peter O'Brien shared the laurels. The latter perhaps a touch unlucky not to take both races as his Falcon GT had the race pace to do it.

Qualifying One

There was an air of expectancy with the rumble of V8s striding up the mountain the first time. As the curtain-raiser to the initial practice session for the Super Tourers, the big Fords bellowed louder than anyone else so they gained the attention of the gathered few ahead of the rest.

Across the top, the quicks appeared to be an on-the-limit John Mann, a smooth Bob Tweedie and Peter O'Brien as the Falcon driver ventured harder with each circuit. Grant Elliott was very tidy and fast at the same time in the six cylinder Torana, his major adversary Mick Donaher not due to arrive until the next day.

Alan Heath only managed three laps before the Mustang dropped off one of its regular eight cylinders. The block in Robert Tebb's Torana now featured a large air intake not of manufacturer's specification, so he was going home to find another.

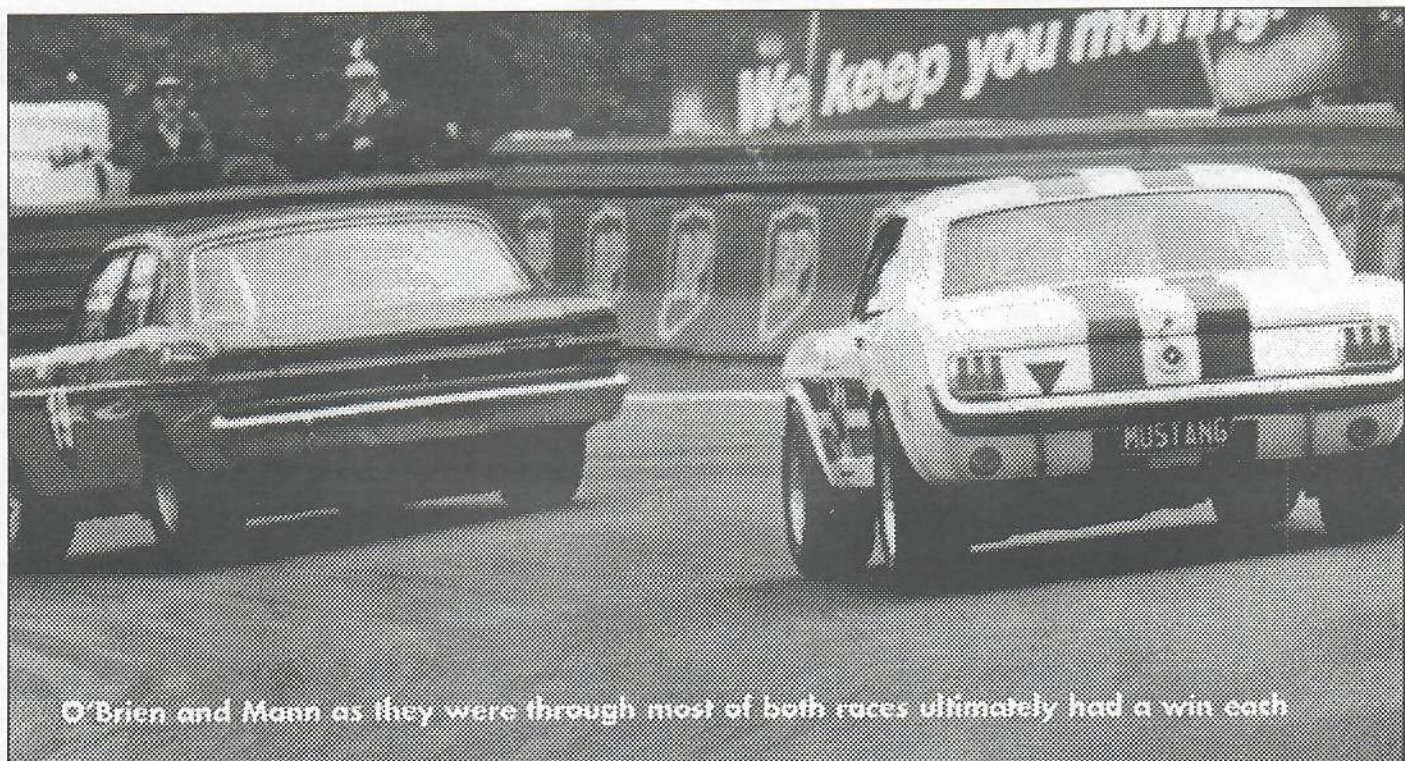


Lyle's Lotus Cortina, second best of the British fours

Mike Dyer knew he was going to get faster as the week wore on and John English was betting he too, would be much faster once he got the maroon monster to turn adequately. Rod Brincat's bid to be the top pushrod Cortina, particularly in light of the influx of Victorians, received a setback with a blown headgasket as a dropped valve sent Trevor Hutchins racing home to Dubbo for repairs.

Max Ullrich wheeled around his smokey Fairlane which had a fixable oil leak while Robert East's problems were more perplexing as the newly installed engine was overheating. Unfortunately Andrew Smyrnis failed to get past scrutineering, his "wet cut" Wanaroo tyres immediately targeted and ruled illegal.

The final washup of the session had O'Brien the fastest at two minutes 38.2445 which was under the lap record and a strong indication of things to come. Next best was Mann almost two seconds in arrears while Tweedie battled with declining brakes on the Sprint to



O'Brien and Mann as they were through most of both races ultimately had a win each

AROUND THE TRAPS - Bathurst



Heath was on the limit, and then some, staying ahead of Elliot

be fourth behind Lloyd Bax having his last steer of the yellow Falcon.

Heath had fifth with Elliot and Dyer next. Denis Sargent's ninth spot meant we had three Toranas in the top ten interspersed with the Fords of Steve Mason and Rod Stait. Tebb had 11th before his impromptu departure, as Barrie Peters put the Jag 12th ahead of Peter Roach's Chevy Nova.

The first NSW appearance of Graham Hill's Valiant had the Pacer 15th just ahead of Matthew O'Brien's Cooper S, Les Walmsley and Mark Johnson in their Victorian Cortinas, the Jag of Paul Warne and the Holden EH pair of Ray Bailey and Steve Butchart.

While Steve Russell-Clarke looked exciting across the top and through the other corners his little Austin A40 lacked the straight line goods that could have otherwise made it a very competent package. Some that also experienced problems included Justin Brown with a suspect fuel solenoid, Ian Watt with clutch hydraulics, Fred Burley and Ken Oberman.

Qualifying Two

With the benefit of laps under the belt, the times tumbled in the second outing. O'Brien and Mann embarked on a fascinating search for pole with the top time seesawing between the two.

It was thought that when O'Brien pushed the big red Ford to 2m37.9615 on his eighth circuit, it would be enough to maintain pole.

But it was not to be as

Mann went under the mark shortly after, right at the death-knell of the session, with a 2m37.2778. Tweedie was conspicuous by his early absence, but it was a delay due to only running on seven cylinders. He emerged in the second half for a gun time. Unfortunately a couple of hot laps were marred by baulks and a 2m39.5541 was all that came.

English put in a far improved showing at his second outing despite also dropping on to seven and Heath had the Triple Eight Super Touring team agog with his negotiation of Murrays Corner before water found its way into parts of the Mustang's engine it wasn't suppose to be in.

Together with Bax (handicapped by timing out of whack) little separated the three. Donaher scored the quickest Holden time in just two laps before breaking the gearbox while Bathurst rookie Elliot was just four hundredths slower.

Mason improved 5.4 seconds while Hutchins first

laps in anger nabbed him the session's tenth best time. Stait cut even more out of his first-up effort while Dyer still hunted more speed. Enforcing the theory that track knowledge means so much at Mount Panorama, Roach improved 7.7 secs and Hill 9.7 secs.

Trevor Sheumack and Mantello were sharing their Cortina, each doing a qualifying session and scheduled to do a race each. The former's turn came in the second attempt at a grid time and he



Dyer's 008R testing continued

AROUND THE TRAPS - Bathurst

Mt Panorama - October 25 - AMP 1000 support events *(continued from previous pages)*

was the fastest of the British Fords, well under the three-minute mark.

Generally across the board most improved but trouble did strike a fair share. Matthew O'Brien would need an engine change before race one and Burley another clutch, while Walmsley had gearbox woes.

Race One (5 laps)

Bax made a brilliant start, even glimpsing the lead before Mann took over. Charging up the mountain the first time, Tweedie powered past Bax and then O'Brien blasted past the pair to pursue Mann. The Falcon latched onto the Mustang down Conrod Straight and outbraked Mann in the Chase to assume the lead.

The two were clear of the rest at the end of the lap where Tweedie held third ahead of English, Bax, Heath and Elliot. A touch with Steve Mason at Hell corner the first time lost Donaher momentum and he trailed behind Trevor Hutchins' EH, Mason and Mike Dyer.

Stait followed the Glowave-look-a-like Holden with an advantage over Peter Roach, Denis Sargent, Hill, Symrnis, the big cats of Barrie Peters and Paul Warne, Graeme Hitchell's Escort and Steve Butchart in the EH.

Donaher was into the pits at the culmination of the

second lap as back in the field Symrnis overhauled Hills. Meanwhile 20th place was held by John Lyle whose Lotus Cortina led the Ullrich Fairlane, Ray Bailey, Des O'Loughlin's Falcon GT and Mark Johnson in the first of the pushrod-variety four cylinder English Fords.

On the third lap a brush with the wall after Skyline was enough to sideline Peters and with Warne passing the Pacer, that meant he had advanced two positions. Ahead Mason was by Hutchins while Lyle was under pressure from Ullrich.

O'Brien maintained his advantage until the fourth lap where the V8 suddenly fell onto seven cylinders with a bent pushrod thus handing Mann victory by a very substantial margin. Tweedie was elevated to second as English's fuel-starved Ford choked to third ahead of the brakeless Bax who survived a hairy moment at Forest Elbow.

Heath slid into fifth clear of Elliot while Mason had to work hard to hold out a rejuvenated Hutchins and Dyer. Then came the Falcon of Stait with a gap to the tight duelling quartet of Roach (Chev Nova), the Torana of Sargent, Smyrnis in his Mustang and Warne's Jaguar. Hill was 15th, his Pacer showing the way to Butchart and the rest.

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AROUND THE TRAPS - racing

Race Two (5 laps)

O'Brien was the best off in the second race, storming away from Mann and Bax as Tweedie had a big brake lockup into Hell Corner. Meanwhile back on the grid Mason had an anxious moment as the Mustang's rear axle snapped at the hub and spat the wheel out.

At the end of the lap O'Brien led, his opening lap charge was quicker than his qualifying time. Mann was second while Bax held off Tweedie and English. Then followed Heath just ahead of Elliott as Dyer, Stait and Hutchins were a close knit trio.

Sargent would be busy for the entire race holding off the Escort of Graeme Hitchell as Hill showed the way to the Jags of Warne and Peters (up and running again after the first race accident).


Symrnis was next ahead of Butchart, Lyle, Tebb who had done a remarkable job find another powerplant and to return and join the fray. Johnson was next ahead of Marget, Ullrich, Walmsley, Matthew O'Brien, Andrew Cornish, Mantello, Bailey, Steve Russell-Clarke, SA's Robert Butt, Burley, Brown, Ken Oberman, the Triumph of Ian Watt and Robert East.



Bailey and Ullrich at Murrays

O'Brien's Cooper S looked again in trouble as it drop spots on the second circuit before pulling out. Butchart passed his Mustang adversary while Cornish and Walmsley also swapped places. In both case the status quo would resume by the end.

There was no challenge to Peter O'Brien in the Falcon this time despite Mann's best efforts which included a new lap record of 2 mins 34.9998 secs. Tweedie nabbed Bax at Murrays on lap two and went on to hold third as English assumed fourth with Bax's yellow Falcon retiring when the oil light came on. Heath kept his spot ahead of Elliott while Dyer was pressed all the way by Stait as Hutchins shadowed the pair.

Behind the Sargent/Hitchell duel Warne displaced the Pacer and Smyrnis came through ahead Butchart, Peters and Robert Tebb. Lyle was next while Ullrich in his Fairlane, was kept busy holding off a horde of Victorian pushrod Cortinas in the form of Marget, Johnson, Cornish, Walmsley and Mantello. Bailey headed the rest which included Butt, Russell-Clarke, Burley, Brown, East, Oberman and Watt. 

Silverstone - September 21 - ICS Classic Touring Car Championship

After a crowd-enthralling battle which turned to tears for some, Andy Bacon forged through to take the final round of the ICS Classic Touring Car Championship. Meanwhile a solid, if inherited, second spot secured Simon Crompton and his BMW another title.

Dennis Clark was on the pole for the first time this season but effectively blew his chance to head the pack when the red Chevy Camaro bogged down off the line. It was enough for Jeremy Rossiter to assume the lead in his similar car while the Mustang of John Young latched onto its rear bumper.

Within a short period the two established a couple of car lengths on Bacon before Clark quickly nabbed back third. Within a couple of laps the V8 quartet were in tight formation while Suzi Hart-Banks, guest driving the Demon Tweeks Chev Malibu, worked her way closer but then spun and took no further part.

The race everyone continued to watch was the one at the front. Rossiter worked excessively to hold out Young who was equally determined to get past. Bacon simply played the waiting game in this high-speed V8 freight train.

With the four so close and intent, it was fate that something would happen . . . and so it did.


On the eighth circuit, Rossiter, on shot tyres,

stepped out slightly exiting Luttfeld corner. Young moved to one side in an attempt to out-drag the Chev down the straight but Rossiter was mindful of a slowing Jaguar just ahead.

He veered to the right approaching Woodcote and into the Mustang. The result sent the Camaro off the track, backwards into the wall. Young slewed into the hapless Clark whilst Bacon miraculously squeezed by and into a sizeable lead.

With Clark going on to a big win, Crompton appeared to have resolved the race for second in his own favour after spending most of the race trying to get past Lotus Cortina rival Geoff Kimber-Smith. But the V8 melee had allowed the latter to win back the class' premier position.

Crompton was not about to give up and he spent the remainder attempting to wrestle back second place. Ultimately it was a fruitful exercise for in a well-orchestrated move at Maggotts on the final lap, he was able to beat the Cortina. Another Cortina, the Lotus of George Bryan took third.

Nick Swift was fifth, his class Mini dominated, showing the way to Rick Tanton's Lotus and fellow class prataganists Graham Churchill and Harvey Death in their Cooper S's. 

AROUND THE TRAPS - racing

Bathurst - the Queensland perspective

Recently two Queensland drivers and crews made the trip down to Mt Panorama for the Group N support races that were hastily put on at the last minute. Lloyd Bax had the Falcon loaded and ready at 2:00 am and was met by John English and his crew, and my son and I who towed the David Barkley Mustang in convoy.

Mike Johnathan and Jay Bax reported one anxious moment when Lloyd's F100 blew a rear tyre, however apart from some panel damage to the tow vehicle, all was okay. Accommodation was one large motel room and nine blokes all needing showers at the same time. This required a crash course in time management.

Once unloaded everyone was in great spirits and Lloyd and John were both anxious to hit the black stuff. After our first runs, we had two problems with Team Queensland. The Mustang had strange handling gremlins and a missfire whilst the Falcon had no brakes.

With Peter O'Brien reportedly topping 160 miles per hour on Conrod the pace at the front was intense. Both he and John Mann recorded fast times. How about 2m35 sec laps! That's some five seconds faster than Lloyd did the last time there.

The first race was on Saturday. Peter didn't finish and Mann in the 302 Nc Mustang won. Our team did extremely well with John (English) finishing third overall and second in the Nb class despite still having the engine missfire. Lloyd found enough brakes to help him to fourth outright, second in Nc, and first in the over-5000 cc class.

The highlight for our two drivers, was the treat of being presented their trophies by the great man himself,

Sir Jack Brabham.

Overnight, the maroon Mustang received lots of attention sourcing the persistent engine missfire and thanks to the Donaher crew, whos mechanic, after four hours on the dyn, found the problem. His reward was a well-earned carton of VB. The handling had been rectified earlier. The yellow Falcon copped the addition of brake scoops and a check of its engine timing.

Before the second race on Sunday, it occurred to me that David Barkley (who had flown down for the day) and me had something in common. We were both nervously watching out cars compete. Peter won this time after an overnight engine swap while Mann finished second and established a new lap record.

John had an inspired drive to take fourth and again second in Nb. Unfortunately the Falcon recorded a DNF as a result of an oil pump drive failure. He had been fourth and recorded a personal best lap. The Bax crew were a little down but Lloyd was to utter the well known motor sport saying, "Well, that's motor racing."

As a new member soon to be competitor, I must say that everyone in the category I have met so far has been very helpful, friendly and enjoyable to be around. A lot of praise should also be attributed to the organising committee who, at short notice, put it all together. I know the AMP race people made a special issue of their appreciation of the Group N category.

Let's hope that more Queensland drivers will make the trip to Bathurst next year. I look forward to meeting you all.

- Steve Emson



Team Queensland ahead of Heath

RECENT RACING DETAILS

GROUP N SUPPORT AMP 1000 - Bathurst - October 2-5

Qualifying* One: Peter O'Brien (Ford Falcon XY) 2:38.2445, John Mann (Ford Mustang) 2:40.24, Lloyd Bax (Ford Falcon GTHO XY) 2:42.45, Robert Tweedie (Ford Falcon Sprint) 2:45.09, Alan Heath (Mustang) 2:48.05, Grant Elliott (Holden Torana XU-1) 2:48.68, Mike Dyer (XU-1) 2:50.48, Steve Mason (Mustang) 2:51.91, Denis Sargent (XU-1) 2:56.21, Rod Stait (Falcon XY) 2:56.67, Robert Tebb (XU-1) 2:57.38, Barrie Peters (Jaguar) 2:59.27, Peter Roach (Chev Nova) 2:59.95, John English (Mustang) 3:02.27, Grahame Hill (Valiant Pacer E34) 3:03.15, Matthew O'Brien (Morris Cooper S) 3:04.80, Les Walmsley (Ford Cortina MkII) 3:06.20, Mark Johnson (Ford Cortina GT) 3:06.98, Paul Warne (Jaguar MkI) 3:07.22, Ray Bailey (Holden EH) 3:07.52, Steve Butchart (EH) 3:08.35, Steve Russell-Clarke (Austin A40) 3:08.41, John Lyle (Lotus Cortina) 3:10.29, Andrew Cornish (Cortina GT) 3:10.77, Drew Marget (Cortina GT) 3:11.01, Jeremy Mantello (Cortina) 3:11.08, Max Ullrich (Ford Fairlane) 3:11.27, Robert Butt (Cortina) 3:12.49, Des O'Loughlin (Falcon GT XW) 3:14.52, Justin Brown (Ford Falcon XM) 3:16.80, Fred Burley (Cooper S) 3:21.99, Ken Oberman (Alfa Romeo Giulia T1) 3:22.99, Robert East (EH) 3:25.60, Rodney Brincat (Cortina) 3:26.51, Ian Watt (Triumph 2000) 3:34.18.

Qualifying* Two: Mann 2:37.2778, O'Brien 2:37.9615, Tweedie 2:39.5541, English 2:43.0196, Heath 2:43.3517, Bax 2:43.5964, Michael Donaher (XU-1) 2:44.0766, Elliott 2:44.1192, Mason 2:46.6696, Trevor Hutchins (EH) 2:47.2443, Stait 2:48.9512, Dyer 2:49.3676, Roach 2:52.2217, Hill 2:53.7519, Sargent 2:55.0842, Hitchell 2:55.2305, Trevor Sheumack (Ford Cortina) 2:59.0409, Warne 2:59.1823, Andrew Smyrnis (Mustang) 2:59.6217, Butchart 3:00.5940, Johnson 3:01.0454, Lyle 3:03.3078, Marget 3:03.4848, Cornish 3:04.1874, Peters 3:04.6880, Ullrich 3:04.7716, O'Loughlin 3:05.7265, Bailey 3:05.7692, Walmsley 3:06.4418, Butt 3:07.7185, M. O'Brien 3:08.0356, Russell-Clarke 3:10.4198, Brown 3:13.0269, Burley 3:15.7741, Brincat 3:16.3686, Oberman 3:16.5360, Watt 3:33.2508, Robert East (EH).

* Only the best time from either qualifying countered to grid position for both races.

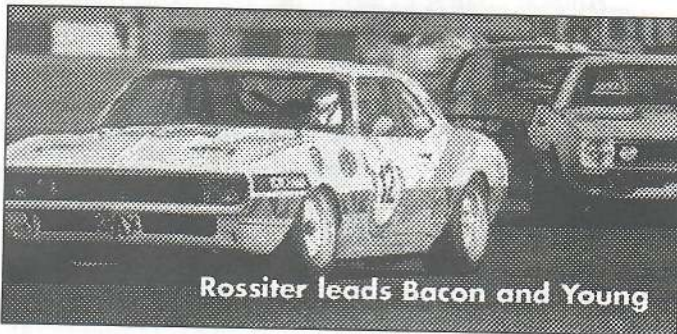
Race One (5 laps): Mann (13:15.8234) 1, Tweedie (13:20.8418) 2, English (13:26.9235) 3, Bax (13:27.7144) 3, Heath (13:30.1375) 4, Elliott (13:47.0230) 5, Mason (14:00.7653) 6, Hutchins (14:01.6169) 7, Dyer (14:02.4241) 8, Stait (14:28.6261) 9, Roach (14:49.3726) 10, Sargent (14:50.9238) 11, Smyrnis (14:51.2649) 12, Warne (14:53.4444) 13, Hill (15:02.4508) 14, Butchart (15:03.4737) 15, Hitchell (15:14.4618) 16, Lyle (15:19.0775) 17, Ullrich (15:19.7413) 18, Johnson (15:20.0984) 19, Walmsley (15:32.3738) 20, Bailey (15:32.7374) 21, Mantello (15:33.4044) 22, Butt (15:34.4794) 23, Cornish

(15:35.8348) 24, Russell-Clarke (15:53.1891) 25, Brown (16:27.6923) 26, Brincat (16:32.6092) 27, Watt (13:50.7182) 28, O'Brien (15:09.2772) 29, Oberman dnf, O'Brien dnf, O'Loughlin dnf, Peters dnf, East dnf, Donaher dnf, Marget dnf, Burley dnf.

Race Two (4 laps): O'Brien (10:25.9374) 1, Mann (10:26.9214) 2, Tweedie (10:38.6555) 3, English (10:42.3705) 4, Heath (10:54.0159) 5, Elliott (10:57.7907) 6, Dyer (11:12.0096) 7, Stait (11:14.4261) 8, Hutchins (11:17.2143) 9, Sargent (11:44.5830) 10, Hitchell (11:45.4063) 11, Warne (11:46.5211) 12, Hill (11:50.7287) 13, Smyrnis (11:57.1387) 14, Butchart (11:59.9060) 15, Peters (12:05.0809) 16, Tebb (12:05.7075) 17, Lyle (12:10.8144) 18, Ullrich (12:18.3982) 19, Marget (12:18.7279) 20, Johnson (12:19.0359) 21, Cornish (12:20.2251) 22, Walmsley (12:20.4622) 23, Mantello (12:22.2967) 24, Bailey (12:26.7721) 25, Butt (12:27.5097) 26, Russell-Clarke (12:32.8131) 27, Burley Morris (12:50.6983) 28, Brown (12:53.9413) 29, East (13:14.2272) 30, Oberman dnf, Watt dnf, O'Brien dnf, Bax dnf, Mason dnf, Brincat dnf. Fastest lap: Mann (2:34.9998).

ICS CLASSIC TOURING CAR CHAMPIONSHIP - Silverstone - September 21

Race (10 laps): Andy Bacon (Chevrolet Camaro) 16:26.062 1, Simon Crompton (BMW 1600) 16:52.363 2, Geoff Kimber-Smith (Lotus Cortina) 3, George Bryan (Cortina) 4, Nick Swift (Mini Cooper S) 5, Rick Tanton (Cortina) 6, Graham Churchill (Cooper S) 7, Harvey Death (Cooper S) 8. Fastest lap: John Young (Ford Mustang) 1m35.360.



Rossiter leads Bacon and Young

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MEMBERSHIP PRICE STRUCTURE APPLIES

ELIGIBILITY

As usual Eligibility moves along regardless and there should be some interesting news come out of the telephone conference meeting on the 23/10/97. I hope to be able to report on it next General meeting after I receive the minutes.

I would like to remind members also that the CAMS manual states that no signs are allowed above the window line. This means that signs on windows must be removed so save the anguish and take them off before being told!


Something to come out of a skirmish at Bathurst regarding tyre grooving. Could I suggest that everyone refer to page 6-13 paragraph 4 before considering grooving a tyre. It doesn't matter what anyone says, this is the ruling and attention has now been drawn to where it is in the manual and what it says!

Another matter to raise a prickly pear is the matter of what car you enter. If you have a Falcon GT for instance, enter it as a GT.

If it is not a GT but a V8 XY then you must enter it as an XY. The vehicle can only be one specification and if it is a GT then it must have all the GT bits and pieces, you can't just select the GT bits you want and neglect the rest.

This applies to all vehicles, specification is important and will be looked at more closely in future so just have a look at your specification to see if you conform.

There has been some talk lately of applying to the HCC to allow 1600cc crossflow pushrod Escorts (Escort Mexico) into Group Nc. It would be a cost effective car and I would like to know members feelings about such an inclusion.

If you have any feelings on the matter, please let me know so I can consider our recommendation. 

- Lloyd Cleaver

Items of interest that came out of the HEC meeting of September 10, and have not been documented, included:

HEC 097 - Minutes from the Group N Eligibility meeting February 15, 1997

The committee confirmed the correction to the draft minutes of the February meeting which had omitted the information relating to the discussion on the Ford blocks and heads. Minute 22 of this meeting is to be amended such that the heading reads "Holden Torana and Ford Engines," and the following paragraph shall be added to the current minute.

"The meeting also discussed the use of later four bolt SVO blocks and GT40 SVO heads on Ford engines and confirmed their opinion was the same as for the

Torana blocks, that was as there were plenty of original blocks and heads available they saw no reason to allow the use of later components."

The Committee approves these minutes with these amendments.

ACTION - Chris Edwards. 

Items of note that came out of the HEC meeting of July 19, and have not been documented, included:

HEC 100 - Group Na and Nb Wheel Regulation Anomalies
A general discussion was held regarding the wheel sizes for these groups, Carl Stecher expressed his views that larger cars in these categories should be permitted to have larger wheel sizes. The committee agreed that these regulations should be as per for the moment.

HEC 105 - BMC A Series engine sizes in Group Na
This matter has been resolved with the following information to be the guide for the following vehicles.

Group Na
Morris Minor split window - Side valve 848cc
Split windscreen with - Side valve or 803cc
Austin A30 - 803cc
Group Nb
Austin A35 - 948cc
Morris Minor (post 1963) - 1098cc
Austin A40 Farina Mark 1 - 948cc
Austin A40 Farina Mark 2 - 1098cc

HEC 106 - Falcon Sprint

Information as circulated is approved. Specification sheets for this vehicle are now available.

HEC 107 - Group Na vehicle regulations

Carl Stecher to follow up on this issue.

HEC117 - Studebaker Lark Daytona - Group Nb

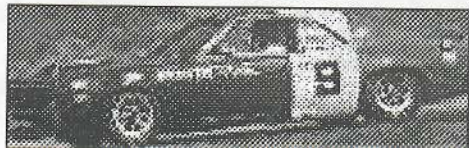
No further information has been received on this vehicle, the responsibility is now with the owner to prove that this vehicle complies to the Group Nb regulations. No further action to be taken on this matter, until further information is available.

HEC118 - AMC Javelin - Group Nc

The committee is of the view that as this vehicle has not got a competition history in Australia it does not comply to the Group Nc vehicle regulations. The committee also recommends that the word "primarily" be removed from the preamble of the Group Nc regulations when referring to the type of vehicles eligible for this group.

ACTION - Chris Edwards

Don't expect to see a Javelin like this one in Group Nc



ELIGIBILITY

HEC119 - General Business

- BMW 2002 - A number of questions were raised regarding this vehicle competing in Group Nc. Carl Stecher to ascertain how the logbook was issued and whether the car type is eligible for Group Nc.
- Group N - Eligibility of Homologated Components
The issue of the eligibility of homologated components being included in the standard specifications for Group N vehicles was raised and the committee confirmed that Homologated components were not necessarily automatically acceptable. Many components on FIA Homologation sheets would not have been allowed by the Australian Touring Car regulations of that time and that therefore only those components that were applicable to Australian racing would be considered for inclusion. Where homologated parts are accepted, the original type of component must be used (ie where steel flares are homologated and accepted, they must be used, not fibreglass replicas).
- Group Nc Mini Cooper "S"
These vehicles will be permitted to use:
 - Adjustable front lower control arm
 - Competition rear bump stops
 - Aluminium boot and doors (although fibreglass parts were homologated it would seem that only aluminium components were used in Australia).
 - Perspex windows

Carl Stecher to provide manufacturer part numbers for these components.
ACTION - Carl Stecher

HEC122 - Tyre testing for Group N

The committee was informed of a current test being undertaken for the Yokohama A800RS tyre for use in Group Nc. These tests will be conducted over three meetings by Mr Mike Dyer (Eastern Creek Historic, Wakefield Park Historics, Oran Park). The chairman also outlined that any further submissions regarding new tyres to be included on the tyre list be submitted and circulated to the committee for comment and review.

HEC123 - Long term follow up system

The chairman pointed out the need for a long-term follow up system to ensure that items were an extended period of rectification is allowed, are actually completed. These will usually be changes that have been identified in the Certificate of Description process and the committee allows a competitor 12 to 18 months to complete the work. Chris Edwards to create a follow up system that would alert the local eligibility officer to inspect the vehicle at the required completion date and report to the committee so that the Certificate of Description can be finally issued. ☑

MAILBOX

September 16: The Appendix J Association of NSW
Mr Asher
Dear Bob

First let me thank you on behalf of our members for the courtesy of extending the invitation to Bathurst in October. Unfortunately time and other commitments have prevailed, otherwise we would have been represented. Best of luck for that weekend.

At our last General meeting, it was decided that the Intex Cup which we ran here in July, will become a biennial event. In other words, Greg Toepfer will hold our cup for two years and we will issue the invitation again in 1999, with travel assistance and subsidised accomodation.

Accordingly it was decided to suggest (or challenge) that NSW reciprocate by conducting a similar event in 1998 and invite WA to your state with similar assistance racing for your Cup.

This way each state would have two years to plan and hopefully it would result in a successful and socia-ble ongoing challenge. Could you please put this suggestion to your members? We are ready!!!

It was also discussed that we should seek dialogue with all states to keep Group N status at the AGP alive. What are your thoughts? should we attempt to tackle this on a combined national effort or leave it to the home state? Or should we look at Bathurst as an alter-

native for an all states showpiece, considering your successful relationship with the ARDC?

I attach a copy of a letter to CAMS CEO for your information.

Look forward to hearing from you. ☑

Best regards,

Alan Munday

West Australian Appendix J Group

The Appendix J Association

Mr Asher

Dear Bob,

Just a quick note in appreciation of all your great work and effort in making the Bathurst race weekend the great event it was. For the organisation of entries and campsites and all the the other time consuming details you must have had to deal with. Given such short notice, I personally believe you did a great job.

For someone who was not actually competing, your enthusiasm and good humour over the whole weekend obviously showed why you are President of our association.

I know you probably have a great deal of help from family and other members of the association and to them I also say thank you. ☑

Sincerely,

Ken Oberman

MAILBOX

September 4: The Appendix J Association

Mr Asher

Dear Bob,

It's not every day that someone you don't know requests your help!!! But that's what we want.

You see, for some time now, we have been enjoying the company of many clubs that have been to Goulburn visiting Wakefield Park.


Being a racing family from way back (with a collection of dusty trophies to prove it), we have decided to dedicate our restaurant to racing memorabilia.

We just thought how neat it would be to come and see your face on the wall! So we've affectionately called it our "Hall of Fame" . . . imagine sitting in the restaurant and having someone from the table opposite recognise you as being famous. Elvis eat your heart out!!!

So it would come as no surprise that we need the help of your Club members. We would love them to send us photos or other memorabilia.

If the photos are too precious, we would carefully reprint negatives and return them. You would need to provide captions. If you would like the photos grouped together as a Club please let us know.

Now we know everyone is busy, so as a "carrot" we will give a trophy to the value of \$50 to the club that sends us the most!

By the way it would be a good idea if the rightful owners write their names and contacts on the back, just in case anyone wants them returned in the future. Thank you for your help. 

With regards,

Judy Micallef

Manager, Goulburn Heritage Motor Lodge

ON THE NET

This issue will reflect some of the humour that you come across when surfing the Net. Thus, for what it is worth I offer the following three items; as you may observe, the Net is US-centric.

1. Medical Muffler

A gynecologist decides to that he wants to change occupations and be an auto mechanic. So he goes to auto mechanic school. It comes time for the final exam. He takes the exam and when he gets the test back he's shocked at the test score he received, a 200, so he goes to talk to the instructor. The instructor tells him he gave him 50 points for taking the engine apart correctly, 50 points for putting it back together correctly, and an extra 100 points for doing it all through the muffler.

2. Beer Drinking

There's a big conference of beer producers in the most beautiful town in the world: Amsterdam, the Netherlands.

At the end of the day, all of the presidents of all beer companies decide to have a drink in a bar. The president of Budweiser orders a Bud, the president of Miller orders a Miller Lite, Adolph Coors orders a Coors and the list goes on...

Then the waitress asks Arthur Guinness what he wants to drink, and much to everybody's amazement, Mr. Guinness orders a Coke!

"Why don't you order a Guinness?" his colleagues ask.

"Naah. If you guys won't drink beer, then neither will I."

3. Internet Usage

You may be addicted to the Internet, if ...

You wake up at 2 a.m. to go to the bathroom and stop and check your e-mail on the way back to bed.

You get a tattoo that reads "This body best viewed with Netscape 2.0 or higher."

You name your children Mosaic, Java and Eudora.

You refuse to go to a vacation spot with no electricity and no phone lines.

All your daydreaming is preoccupied with getting a faster connection to the net: 28.8...ISDN...cable modem...T1...T3.

And even your night dreams are in HTML.

All of your friends have an @ in their names.

Choice between paying Compuserve bill and paying for kids education is easy - if a little painful for your kids.

Your phone bill comes to your doorstep in a box.

Batteries in the TV remote now last for months.

You hire a housekeeper for your home page.

Your dog has its own home page too.

Your mouse-clicking forearm rivals Popeye's.

Your household pets mimic the soundblaster card for attention.

You check your mail. It says "no new messages." So you check it again.


You can't call your mother ... she doesn't have a modem.

You try to pay the babysitter via electronic transfer.

You start tilting your head sideways to smile.

Nothing from the Net this month on motor racing, other than to say that Schumacher managed to upset some of the vintage-race list (who normally only want to discuss Historic MotorSport).

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

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

- Andrew Pursey

MorrisOxford@s054.aone.net.au

or saabsux@hotmail.com

CALENDAR UPDATE

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

Action-Line CLASSIFIEDS

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

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

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

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

JAGUAR MKVIIM. Moby Dick seeks a new Captain for 1998 season. Enjoy tyre smoking action in Group Na with a well-sorted, ready to race, classic 1955 Jaguar. Road-registered (JAG07M), equally at home in classic rallies, or taking the bride to church (No excuses for being late). Leather upholstery, walnut trim, sun roof, roll cage, race seat, 6 point harness, 6 race wheels, 6 road wheels & tyres, CAMS logbook. Ph Michael 0725 7100 bh.

JOWETT JAVELINS. Three De-Luxe sedans, 1948-49-50. Two cars complete, one dismantled. Many other spares and manuals included for \$1000 the lot or would swap for English motor cycles or parts similar value. At Kempsey. Ph Kevin Hodges (02) 9623 6891/9623 1542 or (02) 4384 2391 (after 7:30 pm).

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

FOR SALE - CARS

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.

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

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

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

FOR SALE - GENERAL

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

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

WANTED

VALIANT VG PACER. Any condition considered. Interested in parts and/or completed car as basis of Group Nc race car project. Phone (02) 9874 1520.

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AFTER EIGHT ROUNDS

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Michael St John Cox	121.66	Andrew Pursey	91.00	Bob Priddle	33.00
Don Tilcume	117.50	Terry Thompson	71.50	Bruce Smith	11.50
Bill Dixon	95.00	Dean Wesley	59.00	Arthur Huxley	8.00
Aaron Gabriel	91.33	Paul Roderaus	44.00		

GROUP Nb

Dave Beveridge	103.40	Trevor Hutchins	36.30	Greig Malaure	20.00
John Lyle	83.60	Fred Burley	33.30	Bob Pearson	19.60
Robert Ingram	70.70	Glen Smith	32.50	Bill Callan	18.30
Rod Brincat	67.30	Barrie Brown	32.50	Phil Windus	18.00
Gary Smart	65.50	Phil Powell	31.80	Cameron Tilley	16.60
Graham Russell	65.50	Andrew Bergen	30.50	Chris Dubois	14.50
Bob Harris	59.70	Anton Mechler	30.50	Graham Hill	14.50
Bob Hayden	56.60	Max Ullrich	30.00	Vince Bates	14.00
Doug Westwood	55.50	Geoff Pallister	28.50	Chris Haigh	13.50
Wes Anderson	53.40	Graham Hart	25.90	Bob Asher	11.60
Matthew O'Brien	50.00	Stuart Scofield	28.00	Dick Bryant	11.50
Mike McGee	48.50	Domenic Truelove	28.00	John Dunning	10.00
Trevor Sheumack	48.00	Ray Cleaver	26.00	Robert East	6.30
Ken Ballantyne	47.60	Graham Hart	25.90	Dave Probin	2.50
Alan Barrow	44.60	Steve Mason	24.30	John Stratton	1.50
Alan Heath	43.90	Ken Oberman	22.50		
Greg Toepfer	41.00	Robert Owers	20.10		

GROUP Nc

Grant Elliott	111.40	Mike Dyer	55.20	Laurie Donaher	13.50
Ross Donnelly	76.00	Brian Jessop	46.60	Simon De Low	13.00
Peter O'Brien	66.90	Mick Glover	41.00	Garry Kirwan	13.00
Andrew Smyrnis	61.30	Paul Axiak	33.00	Graham Hill	12.00
Robert Tebb	60.40	Mick Donaher	33.00	Warren Bossie	7.50
Rod Stait	59.80	Kevin Charlton	26.00	Des O'Loughlin	5.50
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