

Action-Line

Newsletter of the **Appendix J** Association of NSW Inc
Classic Touring Cars

June 1995

PRESIDENT'S REPORT

It would appear that the decision to allow Group N to run windscreen signage at the AGP continues to get up the noses of other sections of the Historic Community. For instance, in the latest issue of The Oily Rag, Mike Gunnell, in his President's report, decided to tell "some of the story".

I believe that this telling "some of the story" will only add to the controversy behind this issue. And, only when the complete story, including both sides of the argument, is printed, will the Historic Community be able to decide on race sponsor signage for the future.

Interstate rivalry has surfaced south of the border with the Mexicans claiming to have a majority of cars down under...

In Victoria's latest newsletter, Chris Ralph states "We have more than double the number of cars competing" than NSW. A very bold statement Chris, but they must count differently in Kennet's State (Maybe that's how he balances his deficit) When I count Victoria's pointscore, I find 49 cars listed against our 38. Defintely note " more than double" Retraction required Chris?

The recent Truck meeting (June 11-12) was a huge meeting. The term "David and Goliath" is

often used to refer to the battle between the Minis and the Mustangs, but with the appearance of Marc Ducquet's Galaxie, all cars will take the side of David.

The Galaxie, often referred to as the "airaft carrier" of Appendix J, has to be seen to be believed. Marc could, of course, be busy that weekend as I believe he was asked to enter the truck races as well. A real blast from the past, and no slouch either. With Marc's car appearing on our pointscore, it will just about balance the numbers with Victoria. The Galaxie has to be the equivalent of five Minis, doesn't it?

The HTCAA, and this club, have repeatedly asked CAMS for numbers of historic logbooks, but at the moment no official figures are available. Strangely enough, CAMS do not appear to keep a register of logbooks or numbers, so we are attempting to collate these ourselves.

If you didn't fill in the logbook section of your renewal form, or can't remember if you did, please contact Fred Burley now to register your vehicle. Even if you are not currently competing, or the logbook isn't current, we need these figures for our ongoing negotiations.

In the last newsletter, your "beloved treasurer" tried his hand

at poetry. read my reply printed elsewhere in this newsletter.

If anyone else would like to have a freindly jibe at a fellow competitor, we will print your ditty, and the response, and you, the readers, can decide the outcome. So come on, get back at that not-so-gentlemanly driver, and make it public for all to read!

See you at the track.

Chris Dubois
President

NEXT CLUB MEETING

Tuesday July 4

8pm

Burwood RSL Club

96 Shaftsbury Rd
Burwood

COMMITTEE

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LIFE MEMBERS:
Mike Dyer
Max Stahl

GROUP N SIGNAGE

Group N windscreen signage. To be or not to be.....and why?

The recent controversial decision by CAMS to allow windscreen signage at the upcoming AGP in November should come as no surprise to the informed. "User pays" is a buzzword when talking matters financial. The realities of running at a meeting such as the AGP are that the track time must be paid for by someone and requests from the Historic Touring Car Association of Australia for permission to run windscreen signage on its cars at the 1995 AGP is perhaps the best way to give a satisfactory return to someone prepared to pay the required sum.

I know that many will be aghast at this decision. Many will cite the Historic ideals to uphold and suggest that we'll all "crash and burn" if we carry signage. And many will be just damn mad that they haven't got the opportunity to race at the AGP too! Many will say we didn't have to carry signage in 1964 and it didn't stop life from being fabulous, so why should we carry it now? I, and many others, agree with this BUT it is now 1995, things have changed, and not very much is done these days without money changing hands, least of all at the staging of a motor race at Australia's premier motor sport event. The reality is this: if any group wishes to race at the GP, it has to be paid for by someone. And this begs several questions.

Is it in the best interests of the Historic Movement to compete at such an event?

The answer to this could provoke an argument. Surely no one disagrees that the AGP is Australia's premier motor sport event. History supports this and inclusion in such an event can only be interpreted publicly as "respect". Group N promotes itself as Historic. We are proud to be Historic. The cars are a recreation of a bygone era and many delight at seeing them again. No doubt many would delight in seeing them for the first time. And for the Historic movement this can only be good. There is a "today" presence over 30 years later.

Does anyone want to race at the AGP?

Yes, many groups want to race there. Not all those that want to race are going to get the opportunity, no matter what they do. Acceptance at the AGP is dependent on satisfying the GP Board that those involved are up to the challenge and that the entertainment they provide is what people at such an event want to see.

Can anyone create the opportunity?

Yes, Group N has created the opportunity, yet again to be represented at the AGP. The requirement was a relaxation of the signage rule to allow a sponsor to get a realistic return for his investment in our track time.

There are many aspects of this decision which should be

first thing which should be dispelled is that we are now allowed to run advertising. This is NOT correct. This is a once only dispensation for the 1995 AGP. Any subsequent requests of a similar nature will be treated on their own merits.

The only reason Group N wants a relaxation on the signage rules is so that it can have the opportunity to run at gala events such as the AGP. With escalating costs, the only way in the future, of being able to participate, is through promotion. History tells us that this situation is only going to get worse and that the affordability of Historic racing is going to come under more pressure.

Promotion and advertising is an integral part of Historic meetings, and, no doubt as pressures increase, we will move in directions that would seem impossible in days gone by. We must not lose sight of the fact that it is 1995. Much has changed, Mt Druitt has gone, Warwick Farm and others, but the cars remain. The drivers won't, and I would like to think that by attracting others to carry on where we leave off, the cars will survive a damn sight longer. To that end it is important that we are at the 1995 AGP - to attract would be custodians of the past.

The Group N members have been asked their opinions on the relaxation of the rules on this occasion, and they are virtually unanimous in their agreement. And Group N is the largest single

thought to be some 30% of the log books. Recent formation of the HCC has acknowledged the size and importance of the category with the appointment of Bob Cracknell to the HCC to represent the interests of Group N. This is the first time since its inception in 1981 that Group N has been represented officially in the decision-making process

The decision is to be applauded and we hope to look forward to the future of the historic movement under a new system of management with the new HCC. In the future, one would hope that it will become even more representative of its members, continue to grow and to secure a future for the past.

Bob Asher

Congratulations to Bob Pearson for breaking the Nb lap record at Oran Park, held by Ross Donnelly since 1992. His time was 49.762, .238 seconds faster than the previous record

NOSTALGIA

Australian Autosportsman, Aug 1962

Big addition to the farm regs states that a driver will be disqualified if his car spins either on or off the roadway. Quoting ARRC Secretary Mr Geoff Sykes, on this very contentious issue:

"We decided to implement the rule after we considered drivers

saying they liked Warwick farm because if they spun off, they had plenty of space in which to do it. As a matter of fact, we found out that a couple of drivers deliberately spun off just for the sheer exhilaration of it all. This kind of thing could lead to a serious accident and it is just as well to curb the exuberant type who, although he is inexperienced, wants to go straight out and be a Stirling Moss"

The exception to the rule is in the case of a driver spinning out to avoid an accident or if his spin was caused by an oil patch. Boy, would this rule reduce the field at Calder in a hurry!!

(Probably wouldn't do a lot for a 1995 App. J field either)

"FAST TRACKS" **Australia's Motor Racing Circuits 1904 - 1995** by Terry Walker

Did you know that there are 94 circuits that have been, or are, in existence in Australia?

This fascinating book, published by Turton & Armstrong and due for release in June 1995, catalogues the layout and history of all 94 circuits, both past and present. The descriptions and histories are full of information and the drawings of the course layouts are well detailed from aerial photos.

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POINTSORES

Drivers' Championship

DIV 1

B Asher	87.55
D Beveridge	55.50
B Pearson	43.00
L Donaher	29.75
C Tilley	26.75
S Wilson	24.00
P Heriot	20.75
M Ducquet	13.75
V Vujadinovich	12.33
G Neal	11.75
F Binding	11.33
D Stone	11.33
R Muller	10.41
R Bailey	9.66
T Amos	9.25
G Toepfer	8.33
B Tilley	6.25

DIV 2

A Wick	53.75
P Ward	45.75
D Sugden	45.08
G Hill	37.35
C Dubois	36.75
B Brown	26.33
D Corner	26.00
G Hart	25.75
B Peters	24.66
K Brigden	23.85
A Smyrnis	22.08
K Ballantyne	21.16
F Burley	19.00
J Tight	18.00
A Barrow	17.75
P Powell	16.50
L Cowan	15.83
B Callan	10.25
R Owers	10.00
L Coote	6.33
S Clifton	6.30
S Ward	3.50

Appendix J Cup

DIV 1

B Asher	45.55
D Beveridge	26.00
B Pearson	14.00
V Vujadinovich	12.33
F Binding	11.33
D Stone	11.33
R Bailey	9.66
G Toepfer	8.33
R Muller	6.66

DIV 2

D Sugden	15.33
A Wick	27.73
P Ward	20.00
G. Hill	14.60
B Brown	14.33
C Dubois	14.00
G Hart	14.00
K. Brigden	12.60
J Tight	12.00
K Ballantyne	11.66
A Smyrnis	10.33
R Owers	10.00
B Peters	6.66
L Coote	6.33

Group Nc Championship

R Donnelly	30.50
G Angel	14.00

New Pointscore "Committee Slanging"

El President	1.00	Treasurer	0.00
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To "Your Beloved Treasurer"

In reply to the scribe called "The Wicked"

I thought I'd write this little ditty
For if he drove as good as he
writes

Then he should keep his car to the
right.

If he knew his car was
understeering

Then how about a little
engineering.

As to pushing a car from the
track

Is was he who started the attack.

So now we know who was at fault

For it was I that was doing the
bolt.

"El President"

COMMITTEE ACTION

What's the difference
between Na, Nb and Nc?

They represent (a) pre '57
(b) pre '65 and (c) pre '73
Historic Touring cars.

**BUT DO SPECTATORS
KNOW THIS?**

PROBABLY NOT!

It has been suggested to the
HTCAA that we should add
lower case letters to our race
numbers as was done with the
original J in Appendix J.

11a

The HTCAA has requested
a formal proposal from this
club by June 30 so if you have
any comments to make, call
Chris Dubois NOW on 823
3164 (hm) or 724 4541 (wk)

Oran Park NSWRRRC May 21

It was under sometimes threatening skies which did not make anything more than a couple of spins that a small but loyal band of Appendix J supporters gathered for a good day's value racing at Oran Park on May 21.

Due to the small number of entries, nine in total, of which only six eventuated, we were mixed with Street Sedans and Club cars. This was compensated for by the number of laps on offer. An eight lapper, followed by ten in the trophy race with only six lapper then just to top off

the day, a last skid around for five laps.

The trophies presented by the NSWRRRC were magnificent and it was good to see them go to some people who do not normally secure outrights. Peter Ward was second behind Bob Asher with Wicksy third. Dave Beveridge had plenty of trouble in the first couple of races but managed to make amends in the last after a magnificent start to displace Asher from a perfect score for the day.

Graham Hill had a great day burning off much more modern machinery with the

A35 and Ken Brigden went round and round in his usual reliable fashion and entertained those of us who had pitted in the Appendix J hospitality area with stories of Warwick farm, pre 1963 between races, whilst perched atop the Ward trailer.

We who pitted in the Appendix J hospitality area had a very relaxed and convivial day mixing the social with the racing and topping off a good day with a small but enjoyable gathering for trophies.

Bob Asher

CLUB MEETING NOTES

May 2

- Bathurst no longer on for group N, HQs preferred by Channel 7
- From 1996 every vehicle will be required to have its own timing transponder fitted for open events
- Ross Donnelly's Mustang now Nc. Numbers seem to be Vic - 12, NSW - 1, Qld - 2
- Discussion on need for closer scrutineering of vehicles independent of official scrutineering
- Discussion on whether application of Nc rules in Victoria is outside those set down in the CAMS manual
- Motion moved "That the NSW Association seek clarification on interpretation of the Nc rules by the National

appears to be contrary to the regulations published in the CAMS manual" Specific examples to be supplied by Peter Sugden and Lloyd Cleaver. Motion was amended to include "that rules be enforced as well as clarified"

- Motion was unanimously passed

June 6

- The format for the AGP meeting has changed to one qualifying session and two races
- The committee has received details from CAMS on the eligibility committee and Tony Caldersmith has forwarded sample eligibility sheets
- Entries for next few

- Victorian club failed to secure a place for Group N at the 1996 GP but will try for 1997
- All members need to contact Fred Burley with details of the logbooks numbers. On this information depends the number of positions allocated to NSW for places at the AGP in Adelaide
- Discussion on trophies for future races with mixed fields of Na, Nb and Nc resulted in the decision to allocate outright placings for all categories as well as class places for each category.

Wakefield Park Motor Racing Circuit

presents a

National Open Race Meeting for "Tin Tops"

Sunday 16 July 1995

For more information and entry forms,
call Robert Colgan on (048) 22 2811

FACTS AND FIGURES

At the Club meeting in June, there were 48 attendees. Some interesting questions were asked and the following information gathered:

Na drivers	4 (8.3%)
Nb drivers	31 (64.6%)
Nc drivers	6 (12.5%)
Driver support	7 (14.6%)
Cars ready to run	12 (25.0%)
Cars not ready	22 (45.8%)
Nc cars in pipeline	4 (8.3%)

Can we conclude from this that, at any one time, almost half the NSW Appendix J cars are off the track for mechanical, financial or other reasons?

It makes the number of drivers who have competed this year to date in at least one race pretty good at 38, or about 35% of members, but where are the other 20%?

ROD EIME

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NEW MEMBERS IN 1995

Jim Barrett	Isuzu Bellett
Tim Bradley	Morris Cooper S
Rod Brincat	Cortina
Dennis Brown	Cortina GT
Wayne Bryant	Torana XU1
Leo Cucinotta	Cortina MK1
John Dunning	MK11 Jaguar
George Frougas	EH Holden
Colin Higgins	1972 Ford Falcon
Grahame Hill	Austin A35
Arthur Huxley	1958 Morris Major 1500
Ken Oberman	Alfa Guilia TI
Alan Pucket	Ford Escort Twin Cam
Andrew Pursey	1955 Morris Oxford
Alan Rossbridge	1953 Holden
Dennis Sargent	Torana GTR
Glenn Smith	RH Holden
Don Titcume	1958 Morris Major
Shane Wilson	Mini

1995 PRESENTATION NIGHT

SATURDAY 28 OCTOBER

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\$45.00 PER HEAD
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Disco
Buffet

101 TOP TIPS

from

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Buying Your Classic

Tip 2 When you're checking an engine, let it idle for a few minutes then stab down on the accelerator. Clouds of blue smoke from the exhaust denote worn rings or worn valve guides.

Tip 3. As a check on both the clutch and the handbrake, pull the handbrake on and try to drive off against it. The engine should stall. If the car moves, the handbrake needs attention. If the clutch slips, the cause is obvious.

HISTORIC WINTON

MAY 1995

A huge field of 51 Group N cars entered for Winton this year, including 6 from NSW, 1 from the ACT, 1 from SA and 2 from Qld. Six were Nc cars. The field was divided into two and in usual Winton weather of cloud, cold and sometimes rain, there was most exciting and very competitive racing for everyone.

The "fast" group was headed by Kent Youlden in a 1972 Monaro, John Mann in his Mustang and Ian Jones in a 1972 Torana XU1. Kent broke Tino Leo's long-held lap record for Group N with a blistering time of 1:10:30, 0.05 seconds under the previous best time.

John Mann deserved the Group N medal of the meet for his dramatic lose on the sweeper which took him off the track and back on without a change in position despite the fact that Youlden was hot on his heels.

Oil on the circuit created a Keystone Cops event in Race 1 for fast cars, with cars flying off at all angles but no panel damage occurred so there was no unhappy ending.

In the "slow" races the star was Robert Ogilvy, a new NSW competitor in a Volvo 122S. Robert's experience in group A cars showed and he managed to take off both scratch races after fending off a determined challenge from Steve Russell-Clarke in his Farina and Peter Burchell in a Lotus Cortina.

Cars to look out for in future included Graham Hooper's restored ex-Norm Beechey Chevy Nova and Robert Harris' beautifully restored FJ Holden. Robert was awarded the scrutineer's prize for his efforts.

Winton is an excellent weekend's racing - always well organised, well publicised and well attended. Indeed, a glimpse of a certain white Cortina with chequerboard stripe was seen on Prime Television passing an Austin A7 in Friday practice.

More NSW competitors please.

Lyndal Coote

COMING EVENTS

July 2
NSWRRC Oran Pk PS

July 8/9
Lakeside

July 16
"Tin Tops" Wakefield Pk

July 30
ARDC Amaroo PS

Aug 13
NSWRRC Oran Pk GP PS

Sept 16/17
HSRCA Eastern Creek PS

Oct 14/15
Historics Sandown

Oct 21/22
Trucks Oran Park PS

Oct 28
Presentation Night

Nov 11
Adelaide GP

Nov 25/26
Historic Wakefield Pk

PS - pointscore meeting

REMEMBER WHEN

At a recent race meeting, Ken Brigden was telling several of us what great race meetings the pre-1963 Warwick Farm International meetings were. Following is a condensed report of the 1962 International from the Australian Autosportsman of April 1962.

"Top Competition at 'Farm

A huge crowd variously estimated at between 50,000 and 80,000 flocked to Warwick Farm racecourse on February 4 to witness the greatest galaxy of talent ever assembled in Australia compete in the International 100 event.

So great was the interest that an hour and a half before the first of the seven supporting races, a traffic jam six miles in length extended towards Sydney from the gates of Warwick Farm, and the capacious car parks were unable to handle the multitude of cars which arrived. Police and spectator marshalls were powerless to control the crowd and by the end of the main event thousands of enthusiasts had advanced well beyond the normal limits but albeit well out of harms way. The overseas entries which caused all this furore consisted of Moss, Brabham, Surtecs and McLaren in 2.7 Coopers, Flockhart, 2.5 Lotus and Italian Bandini in a 2.8 Cooper Maserati. Moss installed himself as favourite on the Saturday practice for the International and in the sedan classes excellent times were put up by Ron Flockhart, Brian Muir and Ian Geoghehan in their respective classes.

Victorian Norm Beechey, making his first competition appearance at the Farm for quite a while, discovered that the local boys had found a lot more speed since he last appeared and was a rather perplexed lad when he was only fourth fastest in his class.

Proceedings became extremely lively in the second event, a five lapper for touring cars to 1600cc and retirements came thick and fast. Ken Brigden started things by spectacularly disintegrating the 403 clutch housing on the line and Paul Bolton carried on by setting up a surprisingly long lead on the first lap, his Hillman leading Flockhart's Cooper Mini by at least 20 yards. Frank Kleinig Jnr, whose A30 was expected to push Flockhart, spun wildly on this lap and thereafter was never in the hunt. Bolton still led clearly at the end of the second lap but the hot pace was too much and he retired letting Flockhart through to a lead he wasn't to lose.

Meanwhile Geoghegan's 850 was retired with a broken distributor drive and the yellow flag was brought out when Long collected the barrier at the Causeway with his Gazelle, was rammed by Rumble's Dauphine, and the two cars blocked the road almost entirely. Flockhart now led from Barry Carr's A40 until Carr shed his near-side wheel near the Causeway and the 850s of Smith and Haylen moved up to second and third and maintained these positions to the line.

The concluding event of the day, a five lapper for touring cars over 1600cc provided better competition as usual, than did any other of the day's races. It also provided the abortive first competitive appearance of a Chrysler Valiant, an appearance which would have been better not made in view of the dismal performance of the car. From the start, Bob Jane, 3.8 Jaguar, harried Ian Geoghegan's 3.5 Jaguar and amongst the Holdens Muir, Hibbard, Seton and Beechey fought a pitched battle for supremacy. Geoghegan led the start only to be passed on braking by Jane at the end of Hume straight. Geoghegan then repassed as the leaders entered the Causeway and as the first lap was completed these two already had a substantial lead over the Holdens led by Brian Muir from Beechey and Hibbard. During the next three laps Jane was always close to Geoghegan and Hibbard passed Beechey to become second in the 1601-2600 class consisting entirely of Holdens. Beechey, a former holder of the class lap record at the Farm, was hard pressed to hold off Seton who was showing considerable improvement on his previous efforts. Bill Burns had his 3.4 Jaguar in a handy position behind Seton but was not likely to improve his placing barring mishap. However the final lap did provide the mishap and to Norm Beechey who, in a do or die attempt to overtake Hibbard, entered Polo Corner far too fast and slid off onto the grass. This allowed both Seton and Burns to pass, and Beechey finally occupied a humble seventh place. Muir was credited with a new 1601-2600 record and Geoghegan for the over 2600 in the Jaguar.

Incidentally, Moss won the International, McLaren second with Stilwell third and a new lap record to

Oran Park Trans Tasman Truck Meeting June 11

Race I - 5 laps Laurie won the start only to be sandwiched between Ross Donnelly and Bob Pearson at the first corner. Ross continued to finish first followed by Bob Pearson who held off Brad Tilley. Cameron Tilley beat home Marc Ducquet and Laurie Donaher. Alan Wicks retired with a broken gear lever. John Beatty and Bob Asher had a race-long dice, the Torana winning by less than a second. Bob Pearson recorded his best laptime of 49.762, a new Group Nb record.

Race II - 8 laps This time Ross Donnelly lead from start to finish, home ahead of Bob Pearson, clear of Laurie Donaher who had a race-long dice with Cameron Tilley.

Brad was third until he retired with a blown gearbox seal.

Dave Beveridge had a David and Goliath battle with Marc Ducquet's Galaxie until Bob Asher was able to pass both to have the Galaxie finish between the Minis.

Other retirements were Peter Heriot who broke a back window and Fred Burley with a broken drive shaft. Ross Donnelly broke his Nc lap record, set at the May meeting, with a time of 48.845 seconds on lap 3.

Race III - Trophy From the start Cameron Tilley got the jump and led followed by Ross Donnelly, Laurie Donaher and Bob Pearson. With Cameron holding off Ross, Bob harried Laurie until lap 5 when he was able to pass. The leading four pulled

away from the battle between Marc Ducquet and Bob Asher. The Galaxie was having gearbox trouble.

Lap 6 saw Laurie drive under Bob at the end of the straight with the two coming together, which put Bob into the pits to clear damage on a front guard.

Meanwhile Ross Donnelly was able to pass Cameron Tilley who was hard pressed by Laurie until the last lap when Laurie slowed down with engine trouble and was pipped at the line by Marc and Bob Asher.

Wicksy managed to complete the race after a last second oil pump change and despite his unique and patented gear lever.

Lionel Walker

K-MAC POINTSCORE

OUTRIGHT

B Asher	34.00
B Pearson	32.00
R Donnelly	26.00
C Tilley	24.00
P Ward	24.00
S Wilson	24.00
L Donaher	23.66
D Sugden	20.00
D Corner	20.00
P Heriot	18.00
A Barrow	18.00
0-1300	
B Asher	34.00
S Wilson	24.00
F Burley	13.60
D Beveridge	11.96
B Brown	9.00
G Hill	8.00
C Dubois	8.00



1301-1600

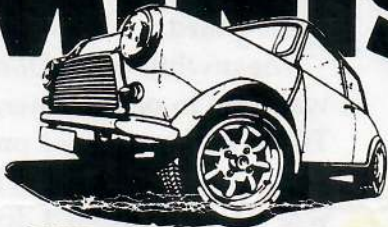
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D Corner	20.00
P Heriot	18.00

A Wick	15.00
A Smyrnis	6.00
2001-2600	
P Ward	24.00
A Barrow	18.00
J Tight	7.00
2601-3000	
D Sugden	20.00
K Ballantyne	5.33
3001-4500	
C Tilley	24.00
B Peters	5.33
Over 4500	
L Donaher	23.66
M Ducquet	10.00
B Tilley	4.30
R Muller	2.66
Group Nc	
R Donnelly	26.00

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Appendix J Association of NSW Inc

Classic Touring Cars

June 1 1995

Dear Fellow Racer,

I'm writing to invite you, a valued member, to the June meeting of your motor racing club.

Apart from the pleasure of meeting with friends and the chance to bend a few ears with recent exploits, I can promise a brief and interesting discussion of a variety of matters. These will include:

- Ⓜ Progress on the integration of Na, Nb and Nc**
- Ⓜ What happened at Winton 95 (56 Group N cars entered)**
- Ⓜ What's new in the race calendar (Wakefield Park Tin
Tops Day, Sandown Historics, Adelaide Grand Prix)**
- Ⓜ Tyres - who dares ask?**

And of course there's the raffle!

See you there - 8pm sharp

**Chris Dubois
President**

**Tuesday June 6, Burwood RSL Club, 96 Shaftsbury Rd,
Burwood**

**PS. "FREE BAR" and biscuits
Chris**