**President’s Report**

Since my November/December S_CAR_GO report, several email updates have been circulated plus the GSRA has concluded its end of year 2007 AGM. The AGM minutes are on www.groupsracing.org.au; your committee is:

- President – Brian Weston (ACT) – Sc MG Midget
- Vice President – David Withers (NSW) – Sc Porsche
- Treasurer – Andre Bret (NSW) – Sc Datsun 1600 Sports
- Secretary – Paul Newby (NSW) – Sc Alfa Romeo Alfetta
- General Committee – Paul Sabine (VIC) – Sc Corvette
- General Committee – Colin Wilson-Brown (NSW) – Sc Alfa Romeo GTV 1750

We also have a number of ex-officio officials assisting the committee and the following members have been appointed:

- Webmaster - Geoff Williams (NSW) – Sc Morgan Plus 8
- Championship Pointscore Manager - Phil Baskett (VIC) – Sc Alfa Romeo Alfetta
- Race Numbers Registrar - Colin Wilson-Brown (NSW) – Sc Alfa Romeo GTV 1750
- GSRA Registrar Victoria - Paul Sabine (VIC) – Sc Corvette
- GSRA Registrar South Australia - Rodney Gibb (SA) – Sc MGB
- GSRA Registrar Queensland - Manuel Pena (QLD) – Sc Alfa Romeo Alfetta
- Newsletter Editor - John Young (NSW) – Sa MGA
- Assistant Newsletter Editor – Kent Brown (ACT) – Sc MGB
- Sa Registrar – Vacant

Congratulations on these ex-officio appointments for 2008 and thank you for your assistance and support. Any volunteers for the appointment of Sa Registrar?

In addition Geoff Morse (NSW) and Bruce Richards (QLD) are invited attendees of the committee in their capacity as HSRCA Group S Registrar and the CAMS Historic Commission Group S Portfolio Manager.

The 2007 Group S race meeting program closed with two social/trophy functions; the dinner at the Epping Club (sponsored by Travelplan, ITX, Peninsula Sports Cars and Classic Connection) and the drinks/social at Phillip Island (sponsored by Brooklands Classic Cars).

The 2008 program is well under way and I offer the following brief notes on the meetings; more detailed reports are elsewhere.

The 8/9 March Phillip Island – 55 Group S entries made up of 12 Sa, 19 Sb and 24 Sc. 48 cars qualified on Friday and 34 finished Race 4 on Sunday (9 Sa, 10 Sb and 15 Sc). The support for Sa was pleasing and there was strong Group S...
representation from Queensland. There was some concern about over aggressive driving which has been taken up at committee level.

Two weeks later it was the memorable FoSC Easter Bathurst. Sa/Sb raced together and 52 cars fronted for Event 1. The make up was 8 Sa, 33 Sb, 4 Sc and 7 Mu/Qs/OS/Lb sports. On Sunday, 39 fronted for Event 33 with 34 cars finishing. There were some complimentary comments about the driving standards in Sa/Sb.

Sc raced with Nc and of the 53 cars that gridded for Event 2, there were 20 Sc, 31 Nc plus 1 T and 1 Os. On Sunday afternoon, 42 of these cars fronted for Event 34 with 36 cars ranking as finishers. Quite a few in Sc were disappointed to be racing with Nc, but sometimes ideal outcomes do not happen.

The committee debriefed Bathurst at its meeting and among other things will request more open practice on the Friday and suggest a four race program of 5/6 laps rather than the five race program. Thanks to David Withers for arranging excellent accommodation for GSRA members at Bathurst.

The Mallala national Easter historic race meeting (HRR of the SCC of SA) suffered badly from the clash with Bathurst. Group S could only muster 6 starters (4 Sc and 2 Sb) well down from the 12 starters of 2007. It was an away pointscore for Victoria and 4 VIC cars travelled to Mallala.

The 5 April day/night VHRR one day/night meeting at Calder Park was cancelled from a lack of support.

At the Eastern Creek HSRCA on 19/20 April, 39 cars (19 Sc, 13 Sb, 6 Sa and 1 T) stepped up for the 25 lap race with co-driver. Three more cars (1 Sc and 2 Sb) raced elsewhere without co-driver and joined the Group S program on Sunday.

The weather was wet with Eastern Creek at its greyest worst. There was an unfortunate incident on Sunday morning which badly damaged two cars but thankfully the drivers stepped out unhurt. Otherwise, Group S kept out of trouble in slippery, variable conditions with the oil spring in Turn 9 keeping the drivers' interest up. A number of new members raced Group S for the first time including Richard Line (Sa) and Ric Forster (Sb). Several others whom I saw only fleetingly on the track were also there - welcome to the GSRA.

From all the numerical analysis above, you can conclude that Sa numbers remain static; Sb has faded over the last two years and that is of concern; while Sc continues to grow with Alfis Romeo, Dato Zed’s and Porsche fronting the grid in increasing numbers.

There are also a few Group S eligibility issues bubbling away which have not been helped by the CAMS budget restrictions which I understand have precluded qualified personnel attending meetings for eligibility scrutiny. But the eligibility elephant trackers were at Mallala where Group S logbooks received attention, so it cannot be far away.

Next events are:
- Historic Winton (pointscore) on 24/25 May.
- The GSRA has written to the Austin 7 Club regarding the Group S race program recommending the handicap race be replaced by a scratch race unless there are less than 18 Group S entries (50% track density).
- A full program for Group Sa/Sb/Sc cars; contact the GSRA QLD Registrar Manuel Pena for details.
- FoSC Winter Invitation Oran Park GP (pointscore) on 15/16 June; forms now out.

Some incidental notes:
- The 2008 GSRA membership status is 116 (77 NSW, 27 VIC, 6 QLD, 4 SA and 2 ACT) of which, 4 members are unfinancial.
- Only financial GSRA members will be recorded in the 2008 GSRA pointscore.
- Phil Baskett has been waiting for the final 2008 membership status; he will post the 2008 GSRA pointscore results for PI and Mallala shortly.
- The dispensation to use tyres from the old tyre list ceases on 30 June 2008; only tyres listed in the current CAMS Manual (dated 1 April 2008 and available on line) may be used from 1 July 2008.
- A GSRA submission has been made to the Port Stephens Council in support of the Ringwood Park motorsport complex.
- A GSRA report has been provided to Bruce Richards for the April meeting of the CAMS Historic Commission.
- The GSRA committee met in Sydney on 24 April – minutes on the website.
- Please publicise the GSRA by displaying the GSRA decals on your car – contact myself or Andre Breit for supply ($2 a decal).

Finally, looking well ahead, the 4/5 October AHMF at Winton is the only opportunity for Group S to race the long circuit at Winton. The GSRA has booked 20 rooms at The Executive Hideaway, 71 Samaria Road, Benalla – just past the gliding centre. It is an excellent facility and the GSRA tariff is $99 a night less 10%. So book now, the GSRA does not want to book 20 rooms and have most of the rooms still being held but empty as October approaches. Ring Jan or Ken on 03 5762 4955, or Google the Executive Hideaway website.

Brian Weston
President GSRA
of Hell Corner, is something that will stay with me forever.

As the day progressed my times dropped by 9 seconds and I felt I was getting the hang of the track. Once

the number of Group S entries and large speed differential necessitated separating Sa/Sb from Sc – even

with grids of 50+ . My car is Sb so this meant I was able to run in the top 10, whereas most of the Alfas are

Sc and had to run in the middle of the Sc pack, but they still had great racing. I will leave someone else to

report on Sc.

In Group Sa/Sb qualifying, Spud Spruyt was in a class of his own - apart from a Group M Bowllie that blew

us all into the dust. Spud was 6 seconds ahead of the Morgan Plus 8s of Stuart Littlemore and Geoff

Williams and the MGs of Geoff Pike, Paul Bower and Greg King. Then came 11 cars on 3.07 (we all got

quicker as the weekend progressed!). Fortunately for me I was the first of this group which was comprised

mostly of MGs (Kent Brown, Darren Hodgson. Steve Shepard, Robert Haywood and Ken Price) but also

Rob Hackett’s Alfa, the Midgets of Brian Weston and Robert Rochlin, and Steve Dunn’s 308GTB

having it’s first run in Group S. Close racing was on the cards - and so it turned out.

Race 1. Lap 1. I arrived at Hell corner to be confronted with Stuart Littlemore’s orange (at least it’s easy to

spinning Morgan. It was off to the right but coming backwards towards the track. Fortunately it

stopped a metre before the track – otherwise an accident could have involved many cars. Periwi Spud

Spruyt (MGB) chased the Bowllie and won Group S by a mile. Geoff Williams’ Morgan just beat Geoff Pike’s

MGB for the win. The rest of the Top 10 were Bower, King, Rowntree, Wilson-Brown, Haywood, Shepard

and Hackett. Next home was the first Sa car – the Austin Healey 100/4 of Damian Milon from Kangaroo Way

ahead of Brian Caldersmith (Lotus Elite) and Bob Thomas in his newly acquired Sunbeam Alpine.

Race 2. With Geoff Williams a non-starter and Rob Rowntree forgetting it was a fill-up grid, I started from

6th. However…..as the flag came down and my revs rose, I saw my gear lever drop into neutral. Was that a

hand from above for skipping the Easter service? I recovered pretty quickly but not before creating chaos

for the cars behind, of which 10 passed me. I believe the marshals were very quick with the yellow flags

which may have avoided an accident. Thank you. The Top 6 were unchanged, while I had the first of

several enjoyable battles with Brian Weston. Col Goldsmith (Austin Healey 3000) won Sa from Caldersmith

and Thomas.

Race 3. Spud Spruyt won again by the proverbial country mile and in the process was the only Sa

competitor to get under 2.50 (I only just cracked 3 minutes). A wash leather could have covered the next

4 MGs (Bower, Rowntree, Pike and King). And then came Shepard, Hackett, Haywood, Wilson-Brown and

Dennis Ebain (Morgan Plus 8). First Sa car was Col Goldsmith again from Caldersmith and Thomas. Stuart

Littlemore sadly provided more drama (this time not of his own making) when the Morgan’s engine sadly

let go on the aptly named Conrod Straight. Closely following Steve Smith (Alfa GTV) and Brian Weston had
to guess where the Morgan was in the cloud of smoke. Fortunately they guessed right and went right. A

scary moment!


and King followed him home. Then came Elborn, Shepard, Weston, Wilson-Brown, Steve Smith, Haywood

and Steve Dunn’s Ferrari. Goldsmith was again 1st in Sa from the Elites of Caldersmith and Mansell.

All Sa/Sb competitors heeded the warnings about driver standards and I am not aware of any accidents in

those four races. Well done guys.

More important than the results was the thrill for everyone to race at Bathurst. The noisy pack squeezing

into the Cutting, attempting to keep to the right line over the top of the mountain, the heart in the mouth

leap over Skyline, the slippery dip ride down through the Dipper, the Esses and Forest Elbow, the flat chat

run down Conrod with it’s blind hump and foot to the floor kink before Caltex Chase, the bump on

Mountain Straight where the more powerful cars break traction…..is there anywhere more exciting than

this? I know what I’m planning to do next Easter. Thanks again to FoSC.

Colin Wilson-Brown

500 horses on the mountain - a view from Sc

Charles Jardine and his Festival of Sporting Cars crew pulled off the impossible - or so it seemed - this Easter by returning amateur club level motorsport to Mount Panorama for the first time in 35 years.

Most of us had never driven the mountain at anything other than road speed if at all, and the sheer scale, gradients and nature of this most majestic of circuits was literally breathtaking when I took the opportunity to drive my son around in my road car at dawn on Good Friday. I was equal parts terrified and excited beyond belief at the prospect of punting 500hpb of angry De Tomas Pantera around it at race speeds…

After a two hour delay in starting Friday’s program (apparently due to the need to ensure all marshals were sufficiently trained prior to, rather than during, the day) we spent the day following the FoSC Masters (including Steve Dunn and Spencer Martin) around in their AMG Mercedes to learn lines etc and then debrief with these wonderful heroes of our sport afterwards. This was a terrific experience in itself, although I for one could have done with more track time from a safety perspective, so the delay was regretttable.

Saturday was qualifying then racing. Each event was short (three laps) but then each lap is nearly

7km. The races were the usual FoSC mix e.g. my Group 5c car was in with the Group Nc Mustangs etc …a

bracing experience in itself. Group Sa and Sb did however run together, accompanied by a few oddities

such as a Ferrari 308. Many non-historic categories were present e.g. Improved Production, Mazda MX5s

etc, plus regularity.

As the day progressed my times dropped by 9 seconds and I felt I was getting the hang of the track. Once

you get past the fear factor of Skyline, Conrod, the Chase, the Esses etc it really is a flowing track that

rewards speed built up gradually, and with great respect. Smoothness is everything. The sight out of

the Pantera’s windscreen of a wall of cars up the concrete canyon of Pit then Mountain Straight, to say nothing of

Hell Corner, is something that will stay with me forever.
What I found disappointing was the number of drivers who either were incapable of adjusting their red mist. The amount of car carnage was enormous, with most events delayed whilst recovery vehicles went out to pick up the pieces. If you overdrive at Winton etc., you most likely will spin hard or off and ruin the track....and FoSC went to great lengths, (e.g. no trophies), to emphasize this was about the privilege of amateurs driving on the mountain at racing speeds, i.e. sport rather than racing as such.

Mind you, the track broke a lot of its cars. For example, Rob Whitwell's MG broke its front suspension and Rob was a passenger as it hit the wall at Forrest Elbow.....

I broke a synchro ring after a great first race Sunday morning dicing with cars ranging from Porsches to Group N Alfas, Monaros and Chargers and had to withdraw after the bits decided to jam the box.....so I left early to avoid the Easter traffic and didn't see the full program.

But, what a privilege! What a track! What memories...airborne up Mountain Straight...around 250kmh+ down Conrod...the hold on and sugyadg Rey Park/Melboun Park series of corners...the starts on the hallowed Pit Straight...all thanks to Charles Jardine for having the vision and commitment to pull it off. Thanks from a grateful participant.

Ross Jackson

Phillip Island - spectator's view

March 7, 8 & 9, 2008

For the fourth year in a row, I made the trip to Phillip Island as a spectator. Once again, I wasn't disappointed. And once again, I came away determined to come back here and race one year.

For the 2008 meeting, Groups Sa, Sb and Sc were gridded together. This meant that many would-be competitors missed out and also meant that there were quite large speed differences. As usual, however, the racing on this challenging circuit was exciting, not just in Group S. And if you felt like a break from racing, there's always the carpark where there is almost as much to see.

A major change this year was the decision to conduct practice and qualifying on the Friday. Although this possibly makes things harder for interstate competitors, it worked well and gave all groups 4 races instead of 3.

Qualifying

After practicing on Friday morning, the Group S field's qualifying session didn't produce many surprises. Bill Pye was on pole, followed by Don Thallon's Corvette. Don was over 2 seconds quicker than 12 months earlier when he also qualified second. That's progress. Then came Peter Hall's 260Z, Adler and Brian Taylor's Porsches and Jackson's De Tomaso Pantera. The top ten was rounded out by Lawlor, Ashley and Hung Do's Porsches and Ian Ross in the Shelby 350GT. Further back, Alex Webster's pretty 2-litre Porsche 911S was top qualifier in the SB under 2-litre cars in 20th, two places ahead of Brian Weston's Midget and Reark's Ferrari. Peter Whitton was fastest qualifier of the MGBs in 28th.

Of the Sa runners, Pike's Healey 3000 edged out Schuler's Corvette ahead of a field which included Cooper's pretty 190SL Mercedes, Godsmith's Healey, TR3, TR2 and a gaggle of Sprites. Back at the tent, plenty of work started to cure unexpected gremlins; but for Brian Weston, it was all over and the Midget was retired.

Race 1

Bill Pye's won from pole, but there was plenty of position swapping behind him. Stan Adler had a terrific race, coming through from fourth to finish ahead of Thallon, Lawlor and Brian Taylor. Sixth was Peter Hall in the 260Z, followed by the Jackson De Tomaso, Sabine's Corvette, Bryne's Lotus and the Shelby 350GT's of Ross and Nittis. Littlemore hung onto the Morgan Plus 8 to finish 15th; Rutledge was triumphant among the Triumphs, Pike's was the peak Healey performer and Mark O'Neill won the Battle of the Bees from Whitton and Kent Brown.

Race 2

With Rick Marks and Graham Leese, I headed for turn 1 to watch the action though this very fast sweeper. Right from the start it was on for young and old, with Stan Adler throwing everything he could at Bill Pye and even sneaking past. But it didn't last, with Adler and Pye both spinning out of contention and handing victory to Terry Lawlor with Hall 2nd in the 260Z. Pye managed to bring the orange Carrera home in 3rd, but Adler was a spectator and thus relegated to starting from the back of the grid for Sunday morning's race. Nittis had a good race in the Shelby, finishing 7th, but Ross was having difficulties and finished a lap down. Peter Whitton's MGB GT was the first MG home, but he was still two places behind Webster's 911S. Others to DNF were Thallon and Schuler's Corvettes, with neither car destined to return during the weekend.

Race 3

While Terry Lawlor's win on Saturday may have been lucky, his Sunday morning win was the result of good driving and maturing racecraft. Bill Pye got past Hall's 260Z, but no matter how hard he tried, he couldn't get by the black Carrera. Hall kept the rest of the field at bay, which included the reliable and unusual Fiat 124 Abarth Spyder of Norm Singleton ahead of Webster's Porsche and Whitton's MGB in 16th and 17th. Among the big engined runners, all was not well. Jackson and Ross – whose shocker continued – DNFs, as did the Basset's big V12 Ferrari.

Race 4

Pye and Lawlor continued to fight it out at the front, but with Bill Pye in the lead, Lawlor couldn't get by. Meanwhile, Stan Adler who had started the morning race from the rear was carving his way through the field in fine style. George Nittis had a major moment coming onto the straight on lap 2 when the Shelby seemed to be heading straight for a very solid wall. As George climbed out of the car, steering wheel in hand, he seemed more than a little displeased...

The results showed Bill Pye with another win ahead of Lawlor (making it two each) with Hall in 3rd and Adler getting up to 4th – a great effort in the circumstances. Biggest improver over the weekend was Nic Taylor who finished in 8th, three spots behind his father, after qualifying 18th on Friday. The Webster vs. Whitton battle continued, once again resolved in Alex's favour, but it was Keith Alhers' Morgan that won 5th place. Meanwhile, Geoff Kelly's TR2 and Brent Cooper's Mercedes 190SL John Young

25 laps... and more
The last few 25 lap races at Eastern Creek is attracting some very well-known co-drivers in recent years, and this year's event, named in honour of the late Morgan maestro Ken Ward, was no exception. KB was back, co-pilot in Reg Darwell's MGB. John Smith was in David Withers' Porsche and Brad Tilley was there to assist Bob Frazer. TR3 driver Andrew Gibson was there to sample Geoff Byrne's TR6, Brett Morse was double booked to drive both Peter Lang's 240Z and Laurie Sellers' just rebuilt Marcos. Alfa chief David Stone was driving Andre Brett's Fairlady, and Ferrari F1 owner Guido Belgioioso-Nettis had a steer of Ireland's Alfa 1750 in practice. Paul Hamilton co-drove Rick Marks' Elva, Rick scored a second drive in Richard Line's ex-Sellers and Holly MGA, while Ed Holly co-drove Richard Rose's MGA and Peter Whitton's MGB GT, both of which your scribe once owned. Group N Porsche driver Wayne Seabrook, meanwhile, scored invites to drive both Terry Lawlor and Lloyd Hughes' Group S Porsches but only raced Lawlor's car. Confused?

When the flag drops...

The track may have been greasy but the boys still got stuck in. The Porsches quickly gained ascendancy, but there were plenty of Zeds to keep them company. On Lap 3 Pukac's Alfa and Darwell's MGB had a touch, but both cars were able to continue. James Flett in the rapid 240Z was another to have a 360, but it barely affected his lap time and no damage was done. As the track dried, times came down, with the Withers/Smith recording a fastest time of 1.30.86, the Lang/Morse pulling a 1.51.73, and the Lawlor/Seabrook Porsche being credited with a 1.51.87. Tony Karanfilovski in the Sc Alfa may be a P-plater but impressed unlockeders including Brian Weston. At the end of 25 laps, outright honours went to the Porsche of Terry Lawlor and Wayne Seabrook. But to emphasise the strong performance of the Zed brigade, there were five Datsuns in the top ten. First on handicap was the ever-faster Prunster/Meyer Sprite. With outright honours falling to Sc cars, first home in Sb was the Alfa GTV of Hackett/Burns, courtesy of a 60 second penalty applied to the Morse/Sellers Marcos, while first in Sa was the Prunster/Meyer Sprite, a giant-killing win ahead of the Marks/Hamilton Elva.

Sunday's racing

Groups Sc, Sb and Greg Prunster

Race 1

As luck would have it, rain returned a couple of races before Group S was scheduled to take to the track. All went well until the beginning of Lap 2. Mike Dyer, Laurie Sellers and Greg King arrived at Turn 1 in close company when the back of the Marcos stepped out. Dyer was on the inside and able to escape, but poor Greg King had nowhere to go and the heavy shunt that followed caused major damage to both cars. The drivers are both okay, fortunately, and I'm informed both cars are already being repaired - or about to be. The race was red-flagged, but restarted later in pouring rain. Five trouble-free laps later, David Withers recorded fastest time - and a win from Terry Lawlor. Other strong performers were Stanford (4th) in the 240Z, as well as the Geoff Morgan and Brian Taylor Porsches (5th and 6th). Robert Hackett's Alfa was first home in Sb ahead of George Nittis in the Shelby, and greg Prunster was the lobe Sa competitor in his Sprite.

Race 2

Slippery conditions again prevailed. With no wind or sun to dry the previous shower, oil glit off the track surface prompting some competitors to call it a day. At least it wasn't raining! This time Terry Lawlor took line honours form Stephen Borness is the ex-Wayne Cooper and even over-David Withers Carrera 3.0, with Geoff Morgan 3rd. Peter Whitton was first home in Sb in the MGB GT, ahead of Bartley's Sprite and Weston's Midget. It was a relieved field who loaded up at the end of what had been a challenging weekend.

Group Sa

Most Group Sa competitors ran with Groups J, K and L on the Sunday of this event. As their morning race was to be a handicap event, Sa only had one point scorable race for the weekend - the net upshot being that the whole weekend was declared a non-pointscore event. Anyhow, back the racing...

The Group Sa competitors comprised Richard Rose and Richard Line in MGAs, Rick Marks in the Elva, Colin Goldsmith in the Healey 3000, and the Lotus Elites of Bruce Mansell and Adelicia Dawson-Damer. The event was won by Percy Hunter in the Group Lb MG TC Special, and first Sa car home was Adelicia Dawson-Damer in the Lotus. Another highlight was Richard Line's lap time of 2.01.52 which certainly caught the attention of the other Sa drivers present... and some who weren't!

The second race saw track conditions revert to wet. Colin Goldsmith had already decided enough was enough, so five drivers braved the conditions. Richard Line, having arrived from the UK too long ago, has extensive racing history there, but his wet weather performance was even better than expected. The Sa order at the end of the race was Line from Marks, Mansell, Rose and Dawson-Damer.

At the end of the day, despite adverse weather conditions, the HSRCA had managed to complete a full program of events with two seriously damaged cars the only downside for Group S. Thank goodness the drivers were okay.

John Young

Rubbery figures

Historic Group S – Approved Tyre List

Members who are using tyres from previously approved Group S and N tyre lists need to be aware that the dispensation which allows that usage expires on 30 June 2008. (Yes, even those who have been preserving rubber like Brett Morse in the adjacent photo, Ed.)

After that date, only those tyres listed in Section B – Vehicle Eligibility – Approved Tyre List – Group N & S, of the CAMS Manual of Motor Sport may be used.
The Manual states that all Group Sa, Sb and Sc cars are restricted to a tyre aspect ratio of 60%, with some exceptions for Group Sc (State Historic Eligibility Officers can advise on which Group Sc cars are eligible to use tyres of a lower aspect ratio than 60%).

The latest online issue of the CAMS Manual is 1st April 2008 – it includes the Approved Tyre List – Group N & S.

The CAMS Manual lists 25 tyres of 60% aspect ratio; seven are Dunlop (D84J, D01J, D0202E, D203G, CR65, CR82 and CR311), two Yokohama, one Bridgestone, two Goodyear Blue Streak, two Toyo, three Kumho, three Avon, one Michelin, two Hoosier, one American Racer and the Silverstone FTZ RR (TS compound only).

The bulletin lists 11 tyres of 65% aspect ratio for Sa cars.

No other tyre can be used in Groups S or N unless its use is promulgated in a CAMS Technical Bulletin. CAMS Technical Bulletins can be accessed through the CAMS Historic Racing website.

If you want to have a tyre added to the approved tyre list, you must supply the tyre information to the eligibility officer (Greg King for NSW, John Caffin for VIC), who will take the application to the Historic Eligibility Committee for consideration.

Trust that clears it up, regards,
Brian Weston
President - GSRA

Finally...

For all those who haven’t seen enough of it on the front cover of the Bathurst program (Thanks, FoSC), here is another shot of the editorial MGA. Of course, the more you throw articles at the editor and his new assistant editor, the more likely a shot of your car will be drawn from the archives. I guess it won’t be too long before we see a certain MGB featuring in the newsletter!

Cheers,
John