

# *ACTION-LINE*



*MONTHLY BULLETIN OF THE*

NSW

**Appendix**

CLASSIC TOURING CARS

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Monthly Newsletter of the  
APPENDIX J ASSOCIATION OF NSW

JULY 1990

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**MAGAZINE CONTRIBUTIONS:**  
9 BOOMI PLACE, WORONORA 2232  
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Deadline: usually Friday prior to club nights.

**GENERAL MEETINGS**  
7.30pm start FIRST TUESDAY EACH MONTH  
BURWOOD RSL CLUB, 96 Shaftsbury Road, Burwood

**DISCLAIMER:**

Any opinions published in this journal should not be regarded as being the opinion of the Club or the Committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor.

**EDITORIAL**

Mid winter always slows down the activity as the modest cold discourages all but the hardiest to go outdoors or work on the race car. For that reason the Catalina day was postponed until the warmer months and in its place a social day at the Farm was developed instead. This issue of the magazine has an excerpt from the first RCN issue with a report of the Farm meeting of the day, with times and competitors ... just to provide some relevance for the day we are having on the 22nd July. It should be a great time so come along.

This month there has been some racing at Oran Park but no results are available as yet so rather than me guess you will have to wait until next month to find out by how much Bob Pearson won the feature race from the fast finishing Tilleys.

Although it is cold the calendar is now warming up with 5 meetings in 8 weeks which should stop all from complaining about a lack of runs. Interstate meetings aside there have been 7 meetings already this year with another 6 or 7 to go ... a busy time leading up to Bathurst at the end of September.

On a final note, the puffer has been making its appearances at various meetings with some results. Since the V8 capacity limit changes at the beginning of the year I believe that most cars will be checked on an ongoing basis to see that the limits are observed.

Regards,

Tom Amos

\*\*\*\*\*

**ELIGIBILITY DAY**

In keeping with the maintaining the standard of vehicles that run in Group N, an eligibility day is proposed for the end of the season. Two or three venues are proposed and a closed format is suggested to allow free discussion between the car owners and the eligibility officers.

It is proposed to have this on only one day every year and a full safety and eligibility check of each competing car would be undertaken prior to the start of the new season.

If you have any thoughts on this matter, or positive suggestions then speak to Mike Dyer. It is proposed the day will be in early December 1990 and all competitors will be notified.

\*\*\*\*\*

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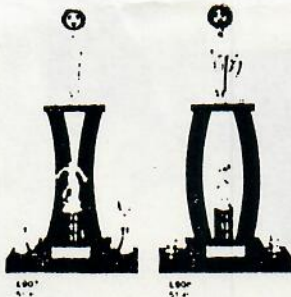
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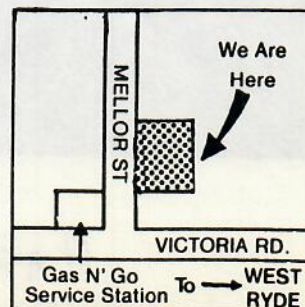
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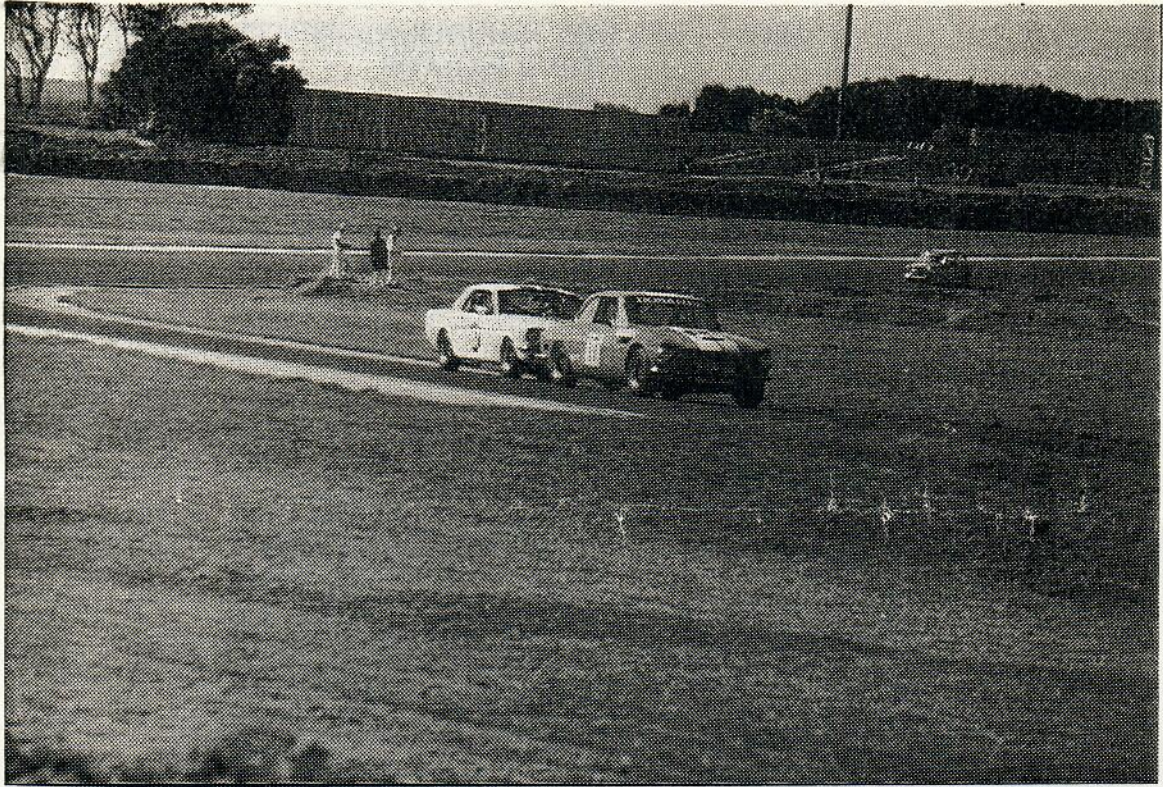
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PHILIP ISLAND 1990



HAPPY TIMES !

# WARWICK FARM FUN DAY!

22nd JULY

\$50 PER CAR

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Enquiries: Robert Ingram (bh) 649-8254 (ah) 439-6849

Come to the Farm and relive or experience first hand the old Farm short track. A social day with driver education a focus along with BBQ and excerpts from the past. Bring friends and rels. If you wish to participate then \$50/car otherwise free entry.

For non-members an additional \$15 capitation to run.

Gates open at 9 AM opposite MASTERTON HOMES display home, Warwick Farm.

## Notes:

Bring helmets, and make sure that a seat belt is fitted to the passenger side on all running cars. The BBQ will get underway mid afternoon as circuit closes at 4.30 PM. No alcohol until BBQ starts!

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## NEW CLASS TROPHIES

The committee has decided to actively promote two sub classes in association with the current capacity limits to encourage a number of newer cars to compete on a regular basis.

The two new sub classes are the 1301-1600 pushrod class to cater primarily for Cortinas and the like and a 2000-2600cc Holden class.

In addition a trophy for the best "grey" will be presented for this year.

The classes will run over the remaining year and will be awarded 1, 2 and 3rd overall rather than the on the day trophies.

The sponsors of the two new sub classes are:

Pushrod Class - TRAX Competition Services

Holdens - Mike Dyer Performance Engines

Grey engine cars - Appendix J Association

# 1990 APPENDIX J CUP

- † Points are awarded 9 down to 1 in each Division in the trophy race only.
- † Divisions are worked out on race times only, i.e. under 54 seconds at Oran Park, you are in Division 1, under 63 seconds at Amaroo, you are in Division 1.
- † If you are in Division 2 and your times get better you are moved up to Division 1 and you take your points with you. This is judged by the committee.
- † There are no points for invitation races, interstate races or interstate drivers competing in NSW. The cup is only for financial NSW drivers.

### Rounds so far

Rd 1	Amaroo 10 December	Rd 2	Amaroo 29 January
Rd 3	Amaroo 25 February	Rd 4	Oran Park 18 March
Rd 5	Oran Park 6 May	Rd 6	Amaroo Park 27 May
Rd 7	Oran Park 24 June		

### Division 1

R Pearson	45
J Tilley	37
R Tweedie	32
C Tilley	21
D Stewart	20
L Donaher	19
F Binding	18
M Dyer	12
R Canto	12
S Butchart	12
B Stewart	11
F Bartell	8
H Ducquet	8
L Cleaver	7
R Muller	7
B Tilley	6
R Asher	4
L Dive	4
G Pallister	2

### Division 2

T Amos	52
D Beveridge	36
C Dubois	27
S Grevett	22
M Donaher	21
R Ingram	19
T Gonn	18
J Ward	13
L Walker	13
B Reeves	12
B Brown	12
P Molesworth	10
D Vinter	9
R Woodside	8
K Brigden	8
B Ferguson	6
G Rutledge	4
G James	3
G Hodges	2
R Owers	2

Syd Grevett

## 1000 CANS OF BEER RAFFLE

### DRAWN JUNE MEETING

The prize of 1000 cans of beer was won by R Owers.

Booksellers award of 100 cans won by Ross McKenzie.



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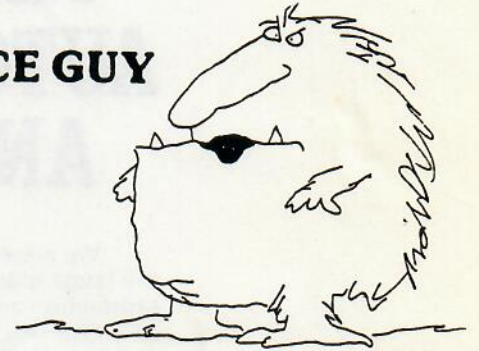
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## NO MORE MR. NICE GUY



Hallo Folks,

More news from the "old" and "fat" man... somebody once called me "2 d.cks"... what a compliment... bet most would be flat out to have one (1) decent one!!! Enough rubbish...

1. Macau ... forget it... the "horse has bolted" but I may, time permitting take Peg and Thomas over this year and spectate. This may lead to an introduction to the organisers and "may" lead to the possibility of a 1991 appearance... I will try. If anyone is interested in 5-7 days spectating in Hong Kong/Macau last week November, I have mates in wholesale travel who are capable of putting together a good air/accommodation package so give me a ring and I will be happy to pass your name and phone number on to them... and they WILL look after you.
2. I have arranged a TRACK TEST on 19th July for FOUR interesting Appendix J cars at Oran Park. Our good friends Racing Car News will be present thanks to Andrew Clarke (Editor) and Ray Berghouse (Director) and the colour spread will feature in their pre-Bathurst issue. Should be good for Appendix J!?  
Laurie Donaher Iso Rivilta Bob Pearson Lotus Cortina  
Bruce Stewart Holden EH Rob Tweedie Ford Falcon Sprint
3. Last Amaroo was a bit of fun... and no big dents other than poor old Lindsey's demise... bad luck mate.
4. I have a few GOOD (but OLDISH) 205 x 14 Dunlop Formula R's FOR SALE at \$45 each.
5. My understanding of the future events are as follows: (Tom, correct me if I'm wrong).

8th July	ARDC	Clubbie	12th August	Amaroo Historic	
14-15th July	Oran Park	ATCC Round	26th August	ARDC	Clubbie
22nd July	Warwick Farm	Fun	30th September	Bathurst	Open
5th August	ARDC	Open	18th November??	Eastern Creek	Open etc. etc. etc.

That's it folks, so long for now,

ROB TWEEDIE

PO Box 301  
RIVERWOOD  
NSW 2210  
AUSTRALIA  
PH: (02) 740 6199  
FX: (02) 740 6591

**RODERICK EIME**

(Trading as MONOLITH MANAGEMENT)  
Motorsport Photographer  
Photojournalist



October 1989

### HERE WE GO AGAIN!

In order to get around this tedious telephone fiasco, I have installed a new business line, due this month. The new number is, **(02) 740 6199.**

A fax service is a tatched, and is operational now. The number is **(02) 740 6591.**

Thanks for your patience.

Your photographer

Rod Eime.

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# BEST-EVER RACING AT THE FARM

## • WARWICK FARM RACING •

Continued from Page 1

Handicap C featured a mixed bag of machinery, and it looked for a while as though limit car, Phil Bloom's Dixon Riley, would take the chequered flag. On lap 4 however, the oil line broke and sprayed a front brake giving rise to a most elegant spin at the end of Pit Straight which put the veteran car out of the race. Barrie Garner went to the front in a Nota Major and staved off a threat by Holland in the Healey by three seconds. Third was John O'Brien in the Allard J2, followed by J. Griffiths in the 4CL Maserati, B. Lawler (Buckle) and Bruce McPhee in the FE Holden. Fastest lap time went to David McKay in the Scuderia Veloce Lola 1 minute 55.1 seconds.

### RACING CAR HONOURS TO STILLWELL

The Victorians did it again when Bib Stillwell in the Aston Martin DBR1/300 won the Racing Car Scratch event, having taken the lead from Alec Mildren in the second lap. Mildren was having braking troubles but this must not detract from Stillwell's fine race average of 75.99 mph. Mildren in the 2.8 litre Cooper Maserati managed to hold off the threat of Noel Hall's 2.2 litre Cooper Climax which finished 3 tenths of a second behind in third place. Fourth, with fastest lap time of 1 minute 45.1 seconds, was David McKay who drove an extremely good race in the Cooper Climax. Arnold Glass in the Cooper Maserati just held off Leo Geoghegan in the Lotus FJ for fifth. We understand that Leo recorded a lap in the vicinity of 1 minute 47.5 seconds, which is not far outside Stirling Moss' time in

Monthery, taking sixth place and winning the 1001-1300cc class from Martin Faithful (Simca) and G. Cooke in the Cooke & Saville Peugeot 203. Kevin Fisher proved the adage about VW's by spinning his immaculate Goliwog near Homestead Corner and giving our photographer, Kevin Aston, quite a fright.

Handicap D saw the second win of the day for Nota when Guy Buckingham drove the Formula Junior version into first spot a good way ahead of the field. Although Guy's limit handicap was favourable, the car did appear to be travelling much more quickly than before . . . race average 66.18 mph. Second place was filled by David McKay, low flying in the Cooper, 24 seconds ahead of Graham White's Porsche. Split seconds behind was Tom Corcoran's JF Lola, followed by Greg Cusack's Porsche, and in sixth place, Noel Hall's Cooper Climax which recorded fastest lap time of 1 minute 45.7 seconds. This race was full of incident . . . both Ron Hodgson (Lotus Eleven) and Alec Mildren (Cooper Maserati) jumped the start and were penalised 5 seconds. Alec, we're sure, knew this as he had a grin from ear to ear when he left. Hodgson then cooked his goose completely by indulging in a monumental spin near Causeway, almost ending up amongst the swans. Peter Wherrett was unlucky in this event when an axle broke on the Cooper Minx.

### WIN FOR JOHN MARTIN

The Unsupercharged Sports Car Race started out in the usual manner with hot favourite Frank Match clearing out to an unchallenged lead in the Leaton Motors Lotus Climax with



**MOTOR RACING**  
Sunday 30th July

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### MORE BOUQUETS

The Australian Automobile Racing Club who promoted the meeting are to be commended on their excellent organisation and the speed with which they reneo results for competitors and the press. The general opinion also is that the flag waving is improving rapidly. The handicapping system produced some close finishes and re-introduces a spectacle which has been missing for some time and seemed popular with spectators.

Perhaps it would be possible to arrange the programme next time to give competitors more time than the space between races to make any changes of small repairs which may be necessary by running the handicaps in a different sequence.

The system of handicapping on past race times presents some difficulty as cars generally get quicker each meeting, but it eliminates the "foxing" which would otherwise occur in practice. As time goes by this system will undoubtedly provide consistently close finishes.

Another thought is that a Le Mans type start may add some spice to some of the Scratch Races.

### A COUPLE OF BRICK-BATS

One thing which seems not quite up to scratch is the starting procedure, and this is by no means confined to Warwick Farm.

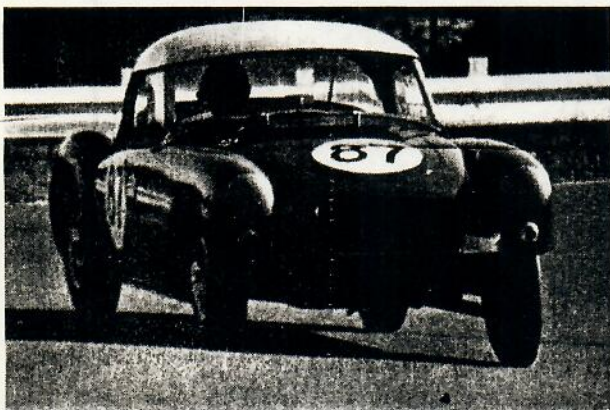
Drivers these days are confronted with many different starting signals and at the Farm I noticed that the Starter was not consistent with his signals from race to race, thus making it very easy for a keyed-up driver to anticipate the start by a split second and be penalised out of all proportion to the slight advantage gained.

One complaint received from a spectator deserves comment although it is obviously out of the promoter's hands . . . on race day there was only one stall in the grandstands area where spectators could buy a small cup of soft drink for the high price of 9d., and had to queue for half an hour to do so.

It's re to encourage spectators at motor sport meetings, their comforts will have to be attended to much better than this. We consider that the same thing would hardly occur at a horse-race meeting where the crowd would not be larger.

The Country Women's Associations at smaller meetings could apparently teach the A.J.C. caterers a thing or two in this regard.

Race results on page 13.



Robin Orlando's Twin-Cam MGA negotiates Causeway at Warwick Farm in a four-wheel drift, Ralph Sach at the wheel. Photo by Otto.

the same car! Second to Leo in the Under 1500 cc Class was Laurie Whitehead in the FJ Asuper, followed by Peter Wherrett in the Cooper Minx and Tom Corcoran in the Lola. John Marston's Lynx unfortunately suffered from oil on the clutch plate which possibly removed some of the interest from the small class. A bizarre incident occurred when a wheel flew off Gordon Stewart's "Wheel-of-Fortune" MG just off the Causeway and bounded across the grass, crossing the track again just in front of Jack Robinson's Jaguar which headed a bunch of cars accelerating hard out of Polo Corner. Rather unnerving, what?

### MINI MINORS PROVE GIANT KILLERS

The Scratch Race for Touring Cars under 1300cc gave us the first indication of what we can expect from the Morris 850's. The performance of these seemingly-innocent babies is absolutely staggering . . . Ian Geoghegan won the race at an average speed of 61.55 mph with the fastest lap of 2 minutes 9.3 seconds. Holdens watch out! Key Bartlett all but turned the Minor inside out, lapping consistently in the tens, but could only finish 5 seconds behind Ian. Credit where it's due though . . . Key has an extra 3 cwt. to start and stop. Third place went to Alistair Clubb in the A30 just ahead of Tony Allen in another 850. Carr flung his A40 round the track in a hair-raising manner to finish fifth, ahead of Jack van Schaik who broke the BMC jinx with his Simca

which he recorded fastest lap of 1 minute 51.5 seconds. He held this position until the final lap when a radius arm snapped and put him out of the race. Meanwhile a dice had been taking place between Doug Chivas in the Leaton Motors D-type Jag. and John Martin in Martin's Neutral Bay Motors Lotus Eleven. The Lotus took the lead from the Jag. in the fourth lap and went on to win by three seconds. Third was Bob Jane in the Maser which never looked a serious threat, and fourth, David Finch in the D-type. Fifth, after a race-long dice, was Holt Binnie in the Vandervell Holden, closely followed by John O'Brien's J2 Allard. An unnecessary incident took place when officials, expecting Match to win the event, failed to give the chequered flag to Martin and Chivas, and Chivas spun out of the following lap, fortunately without damage to the car. Winner of the 1101-1500cc section was Bob Holden driving a KM200 to good effect.

### THE "CALCULATED RISK" DOES IT AGAIN

The final race of the day for Touring Cars between 1301 and 2600 cc was a sizzler from start to finish and if possible, surpassed the spectacle of the Holden Race at the International Meeting last January. It looked as if the entire field jumped the start, but more about this later. David McKay cleared out to a good start in the Fiat of Australia entry and if ever I have seen a man drive it was in this race. His

control of this vehicle, which seemed rather hard to handle, was magnificent. David was closely pursued by King Hibbard who had recorded fastest lap time in the Gosford Motors Holden in the previous day's practice, and the Morris Major driven by Charlie Smith. Then came Victorians Norm Beechey and Bob Jane, followed by Bruce McPhee and Harry Gapps (all driving Holdens).

Rounding Leger Corner for the second time, McKay was holding a slight advantage over Hibbard and behind these two was a tight bunch of cars led by Charlie Smith in the Morris Major. Smith swung wide for the turn and then veered towards the middle of the track and spun. Only the skill and experience of drivers close behind prevented the nasty tangle which seemed imminent. Beechey swung the Holden to the left, just clipping the Major's rear mudguard but with little damage. Jane and Gapps took to the scrub and stormed down the grass in front of the grandstands, rejoining the track near Paddock Bend behind Bruce McPhee who had gone to the right of the revolving Major.

On lap 3 Beechey had passed McPhee and was moving up fast on Hibbard whose Holden had developed braking troubles.

On lap 4 Beechey was in second place and breathing down the Fiat's exhaust pipe . . . and then it was all over. Beechey first, four-tenths of a second ahead of McKay, followed by Bruce McPhee, King Hibbard, Bob Jane and Harry Gapps. Then came Jan Harris (Holden), Paul Bolton going well in the Hillman, Bev Wyllie (Holden) and Ken Bridgen in the newly-acquired Peugeot 403 which seems somewhat slower than his 203 GT version.

Norm Beechey, the great crowd pleaser, came from well back on the grid to win this race and recorded the fantastic time of 2 minutes 6.6 seconds on one lap.

All in all it was a most successful meeting, with some very excellent driving. Bouquets in this department are due to Key Bartlett; David McKay, Leo and Ian Geoghegan, Ralph Sach, John Martin, Norm Beechey, Ron Haylen, Noel Hall, Bob Jane and Harry Gapps, to name but a few. Two vastly improved drivers are Ron Coulston who is handling the Morgan much more neatly and King Hibbard in the fire-engine red Holden. There were also a number of rather promising provisional drivers including Ross Piper, Dennis Burrow and Don McTaggart.



Phil Boot has the supercharged Cooper BMW all crossed up as he comes out of a spin on Causeway at Warwick Farm. Photo by Otto.

Remember July 22nd  
--- BACK TO THE FARM !

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## CLUB CALENDAR

The following Calendar is for events that are currently held in our files. It does not include all invitation events.

<b>JULY</b>	3	Club Night
	8	Amaroo Restricted (ARDC)
	15	Oran Park - T'Car Round
	22	Warwick Farm Fun Day <b>**BARBEQUE**</b>
<b>AUGUST</b>	5	Amaroo Open (ARDC)
	7	Club Night
	12	Oran Park Restricted (NSWRRRC) HSRCA Amaroo Park <b>** POINTSCORE EVENT</b>
	26	Amaroo Restricted (ARDC)
<b>SEPTEMBER</b>	4	Club Night
	30	BATHURST *(1)
<b>OCTOBER</b>	4	Club Night <b>** NOTE CHANGE OF DAY</b>
	7	Lakeside Historic
	28	Amaroo Restricted (ARDC)
<b>NOVEMBER</b>	4	Australian Grand Prix, Adelaide
	6	Club Night
	17	Presentation Night/Dinner
	18	EASTERN CREEK (Endurance Chpship)
	24	Oran Park Restricted (NSWRRRC) Day/Night <b>** BARBEQUE **</b>
<b>DECEMBER</b>	4	Club Night

(1) The Bathurst meeting requires three days of attendance for those who are going. Scrutineering is on THURSDAY with practice on FRIDAY and the Race on SATURDAY the 29th of September, 1990. A BBQ will be held on Friday evening after practice and the presentation will be immediately after the Race on Saturday.

\*\*\*\*\*

### T SHIRT and CAPS

Don't forget that you can order your new club Regalia. Polo T-shirts (\$26.50), short sleeve dress shirts (\$32) and peak caps (\$10) are now available. Enquiries & orders to Margaret Lighton.

\*\*\*\*\*