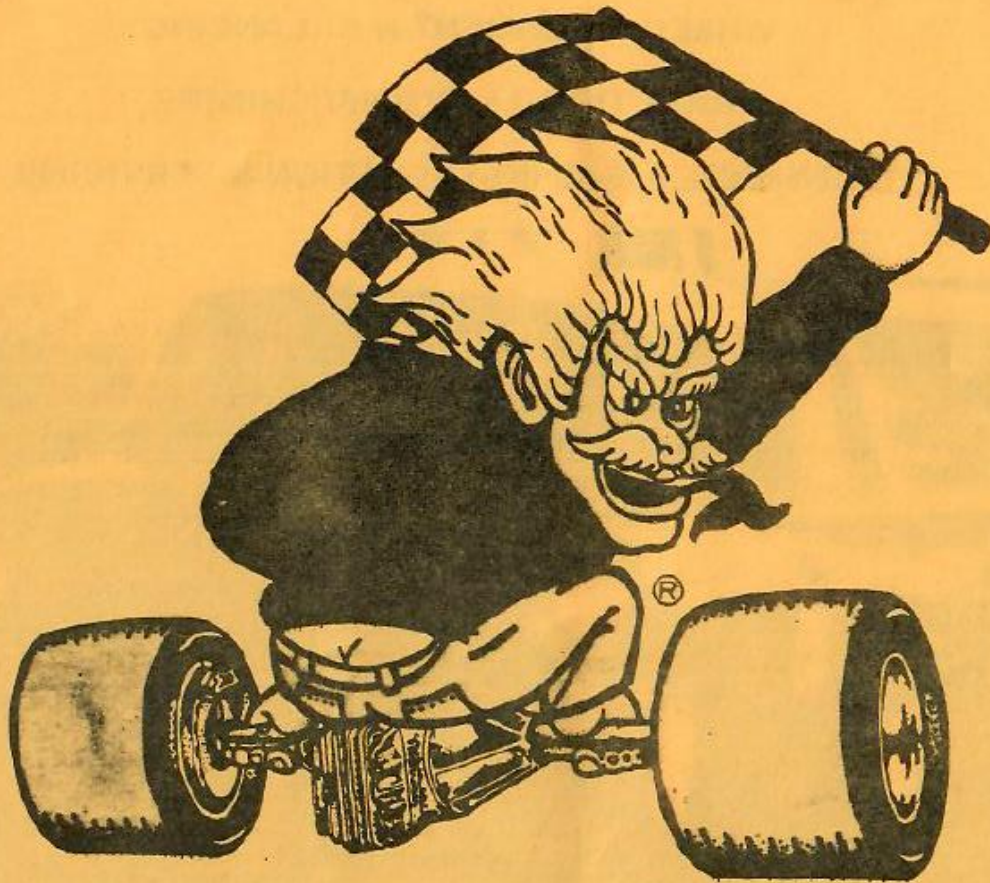


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OFFICIAL NEWSLETTER

APRIL, 1984. EDITION No. 2

VOLUME 6

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MONTHLY MEETINGS ARE HELD AT BURWOOD R.S.L.
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ON 1st TUESDAY OF EACH MONTH COMMENCING AT 8 p.m.

NEXT MEETING TUESDAY, APRIL 3, 1984

EDITOR

Well things have certainly taken off rapidly for Appendix J's this year. I've seen some excellent action at the various meetings that have past us already and am hoping that things keep on going as well as they are.

It made me happy to see so many people appreciate my first newsletter for the association. It made the effort worthwhile and I will be happy to do it for the rest of the year.

I would like to thank Anne Bailey and Dianne Barrow for their offers to do the typing for the newsletters. It took me about 30 hours at the typewriter for the last one, pretty hopeless because there wasn't that much in it. But Dianne Barrow will do the honours as her place is very near mine and will be the most practical. Thank you girls, I'm very grateful.

The annual election was staged in March with a few surprises, with the almost reluctant Bob Tweedie taking over from Hoddo as President. The rest of the results are on the previous page in the Office Bearers column.

Anyway let's get this newsletter under way,

Tony Burke

P.S. I've moved and my new address will be 34 High Street, Carlton and I can be phoned at work on 529 7134.

207103

**ORAN PARK RACEWAY
RESTRICTED MEET
SUNDAY, FEBRUARY 26, 1984**

Well this meeting was much better than I had expected being the first restricted meeting that I've attended - the boys out there really got stuck into some serious racing. The Appendix J's receiving 3 runs in which three regulars to the winners circle dominated proceedings. Trophy getters were well rewarded, the trophies were excellent. With the none so cool Greg Toepfer 1st, the aggressive Steve Williams 2nd, and the quietest one of the lot, A.C.T. man Ian Stewart in his little Red mini, 3rd. It was really a wild day. Greg Toepfer only ran twice with two firsts, by the end of the day he was buggared, after his stint in the street sedans. Steve Williams debut in his new green EH and was very impressed by its performance. He took out the last event of the day when he finally passed Ian's little red brick and went home with a smile on his face.

The boys from American Auto's had some pretty hectic drives, the car wasn't handling as well as they had expected and that saw them going very sideways out of BP especially. Hope you get things sorted out fella's.

Some pretty frantic moments after the last when the scrutineers gave approximately 8 cars a capacity check. Some of the more sly and crafty drivers managed to get their cars on to the trailers and took straight off home with a few worried looks on their faces.

*Colin Bond - Monaco 350
Outright winner Bathurst 1969*



AMAROO PARK RACEWAY
A.R.D.C. OPEN MEET
MARCH 4, 1984

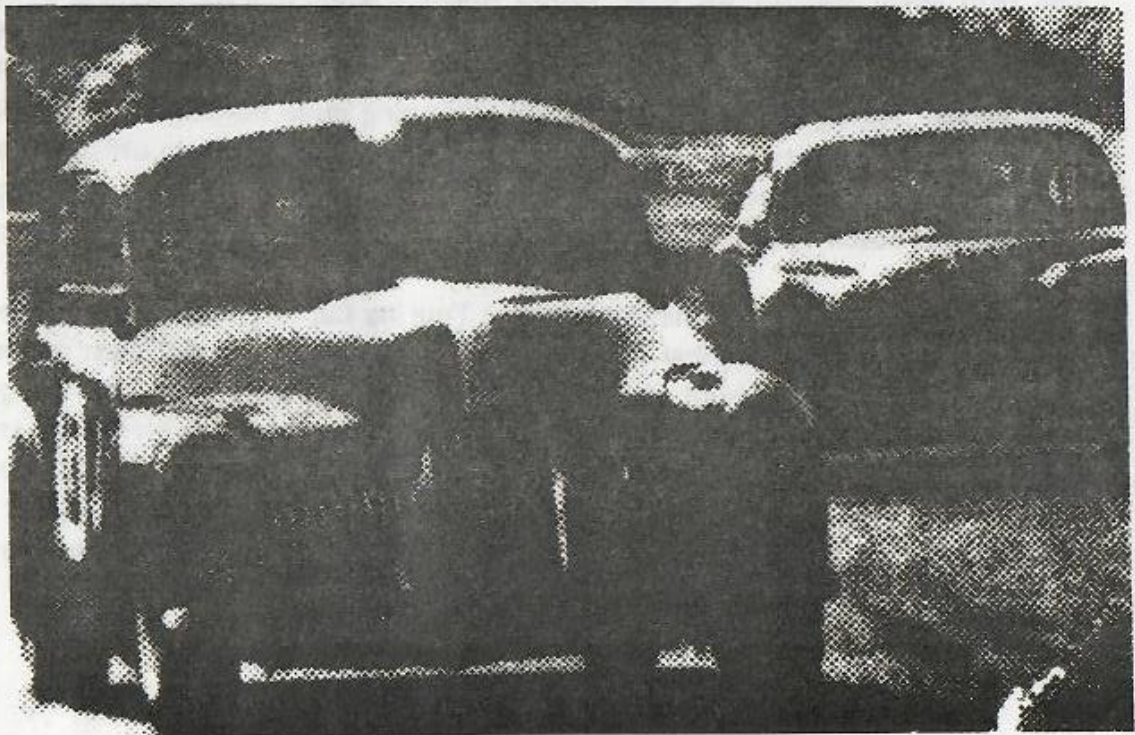
It was a very hot day at Annangrove but we withstood the heat and sunburn to witness the days events. The first event of the day saw the Appendix J under 1600 race which was held over 5 laps which saw Warwick Agustin lead from start and almost to the finish. He was taken just on the line by, I think, sorry if I'm wrong, Dave Clement in a red mini. Anyway it was a great close race and a spectacular finish. For some reason Bruce Allen did not compete in this event, some say he was vying for the TV camera in the feature race but he claimed his engine was not all that stable and would rather not risk a blow job. He was also thinking of hanging up the helmet for a while if he found the engine was in a bad way, cost reasons prevailing, lets hope that doesn't happen - good luck mate.

The fifth event was for the over 1600's which saw the mighty mustang of Ken Mathews stealing a first from Greg Toepfer who ran a fairly close race on the heels of Ken. 3rd? (I will get better as time goes on). Steve Williams was disappointed with his car, with gearbox troubles and not running quite the pace he's used too, but even though, his times were still not bad at all. That saw him off to the pits after the event for a gearbox change but this still proved fruitless as the second one was no better. Bloody teething problems enough to give a bloke the poops.

Race Number Eleven saw the Appendix J Touring Car Trophy Race run over 5 laps and up went the Channel 7 Chopper and the boys putting their best make-up for the tele. The race started off with the favourite for victory, Ken Mathews gaining on everyone, but in the traffic disaster was only inches away with the big stang taking a spin, and found himself facing the wrong way amongst a very tight field. He failed to restart parked in the dust, it was an unfortunate sight. But that left the race to the regulars Bruce Allen and Greg Toepfer, going to the control tower after receiving the checkered for a T.V. interview.

A good day was had by all.

But the previous day, I was very disappointed with the extremely lax attitude by the officials who timed the official practice session. What a balls up that turned out to be. Most notable was the supposedly 60.3 scored by Roger Wells in the 48 - 215 ex Max Stahl car. That was ridiculous, that put him just behind Steve Williams and in front of so many good, fast eh's and mini's but the car's performance in the race proved the time to be wrong with just about every car leaving it for dust and handing the wooden spoon to him. There are no bad intentions Roger, but it makes me angry when Appendix J's are treated as a joke. I also feel sorry for the faster drivers who were given relatively slow times and may have been disadvantaged. Let's hope Amaroo get their act together and treat us like we treat our racing, seriously, and with a bit of respect.



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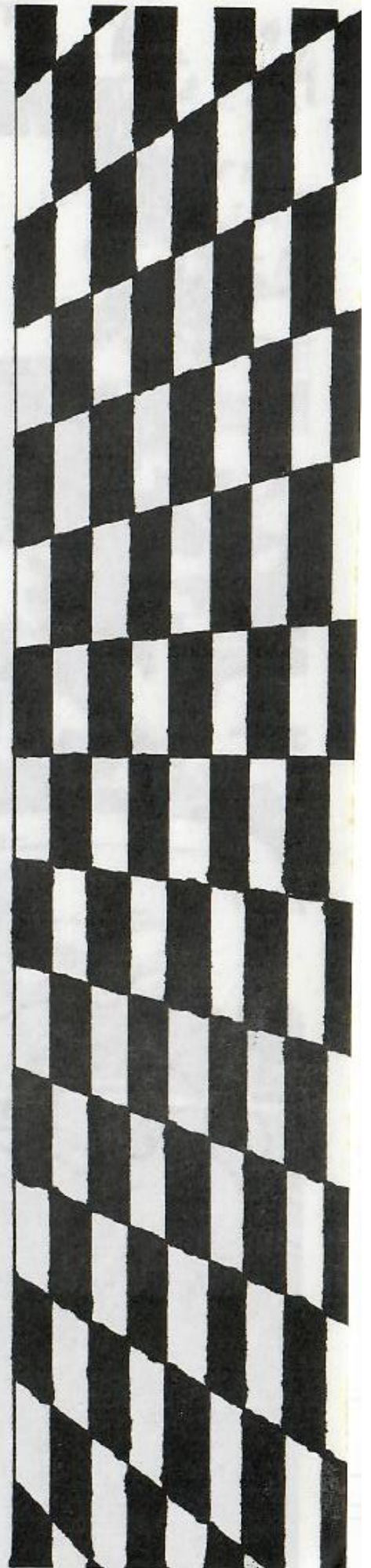
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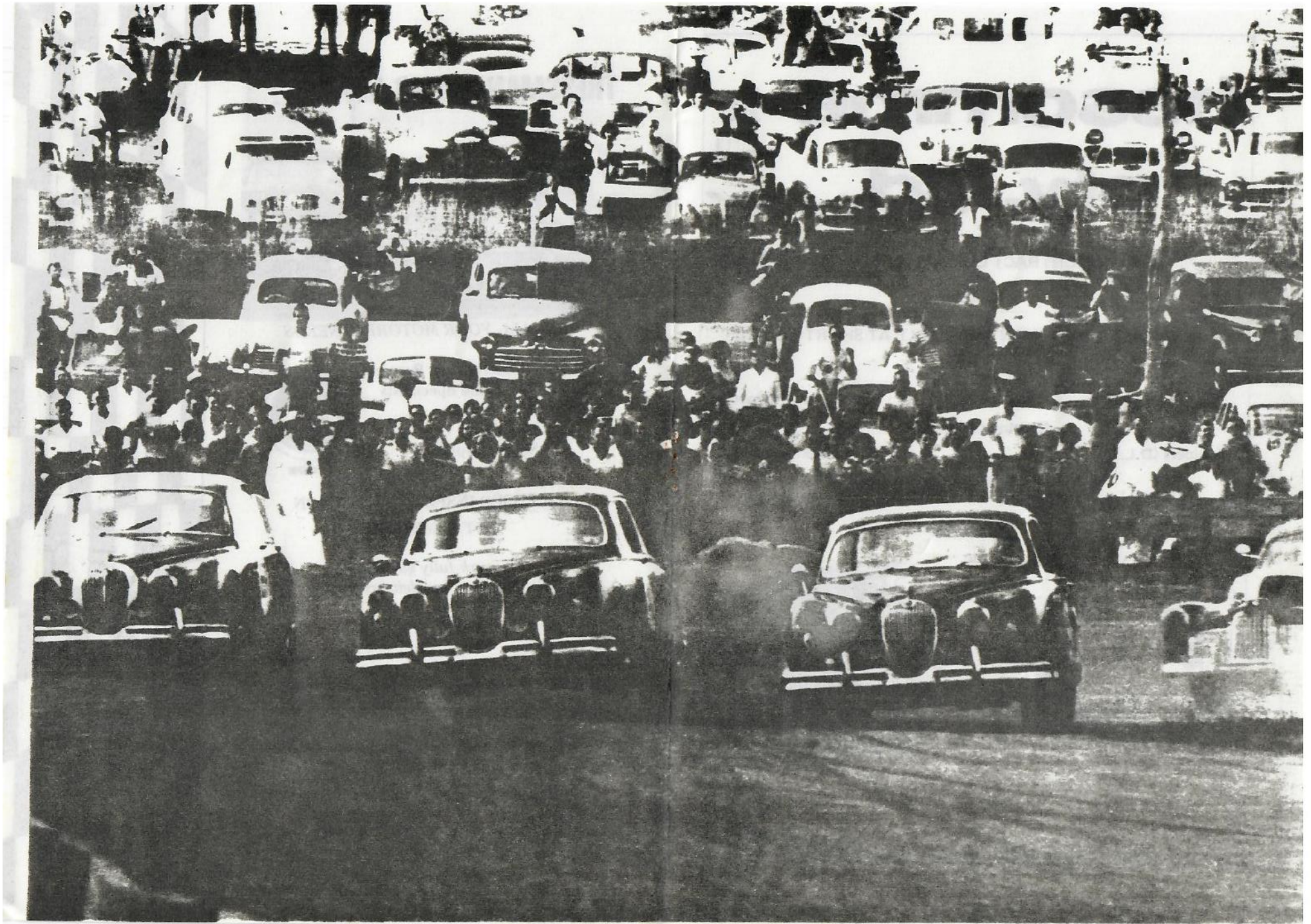
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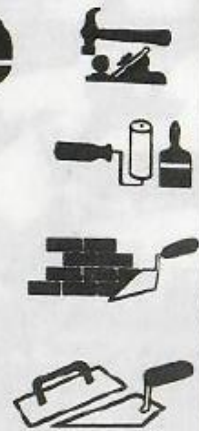


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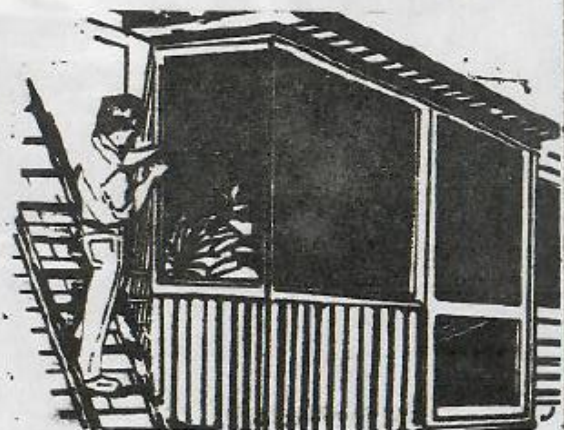
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ORAN PARK RACEWAY
OPEN MEET
SUNDAY, MARCH 18, 1984

Saturday was official practice which saw all cars going for grid positions. In all classes the times were very close indeed and an interesting line-up evolved. Bob Tweedie, our new president, took pole with a 55.4. second was Greg Toepfer with a 55.5 and Warwick Agustin and Frank Dartell with 55.5's also. Bruce Allen could only manage a 1.02.8. On returning to the pits revealed that he was fouling the plugs and suspected aluminium particles were found and was not a starter on the day.

A special thanks must go to Peter Lopez for his report on race results. Well Appendix J had a long wait ahead of them after scrutineering, in fact the first event for us was event 10 which finally came around at about 2.30 which was held over 6 laps.

What a sad sight it was, they looked beautiful sitting there on the line. The flag dropped, they were away but in the scurry for the first corner only 300 metres from the start, from what I could gather, Bob Tweedie somehow found 1st instead of 3rd which locked him up then slamming with great force into Warwick Agustin who in turn span, which sent Steve Williams off onto the grass on which he could not manage to avoid a collision with the two mini's. On returning to the pits after the event revealed Bob Tweedie's mini badly damaged, it looked like he hit a semi. Warwick Agustin fixed his in time for the next event with race tape. Steve Williams handed his car to his father who borrowed a porta pak and sledge hammer to get the car back in shape for the next event.

Greg Toepfer was also outed, with a faulty petrol pump.

Laurie Donaher was also one of the very unlucky ones, after getting over the first incident, then watch Greg slow very suddenly - I only had enough time to turn around and see Laurie's Valiant extensively damaged after hitting the wall in the straight after BP - actually it was closer to the start-finish line.

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TIT BITS

It saddened me to hear the news that Steve Turner and family are moving to New Guinea. He is going for work reasons and I think he's going for two years. He enjoyed his meetings and admitted he'll miss them and requested that we keep in touch and send him these brilliant bulletins, which we most certainly will do. Anyway life must go on. A big good luck and farewell for now to you and your wife. All the best from all of us at the Association.

Steve Parkes has a beautiful black FJ about to make it's debut at the Silverdale Hillclimb. All the best Steve and good racing.

Classifieds can be sent to me (Tony Burke 529 7134) and will be published in this column for a meer \$1.

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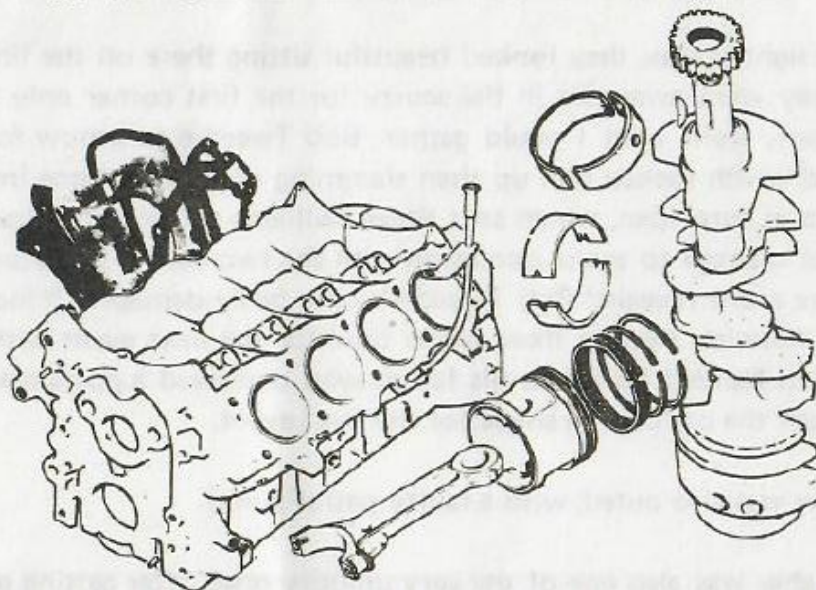
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Now with the front grid markers coming to a grinding halt on the first lap the scene was set for some excellent racing. In particular, Norm Howe and Graham Douglas drove an excellent race, very good clean racing. Lets not take anything away from the victor.

Don Holland ran away to a good win with Frank Dartell in close pursuit followed by Norm Howe. Don also had the fastest race time with lap 5 time, 55.7. Alan Barrow won his class in his immaculate FJ after a 5 month spell.

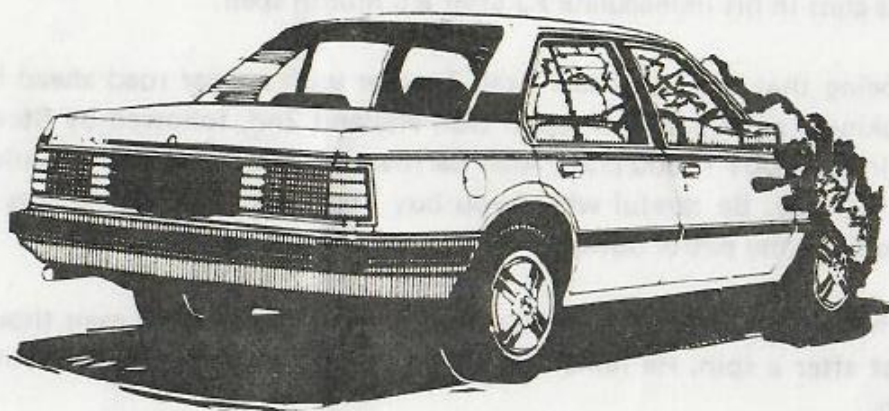
Event 13 being that of 8 laps saw Greg Toepfer with a clear road ahead having pole and taking a good win with again Don Holland 2nd, followed by Steve Williams 3rd. In the 2001 - 2600 class, Alan Barrow was left on the dummy grid with a blocked fuel line. Be careful where you buy your fuel from, flying ants aren't supposed to be in the petrol bowser.

This left Phillip Truesdale to take first place trophy in this class even though he finished last after a spin. He remarked after the meet he doesn't like winning in this fashion.



Don Thallon (3.8 Jaguar) heads the EHs of Peter Delmodes and Gary Young while George Pampling's Cooper brings up the rear.

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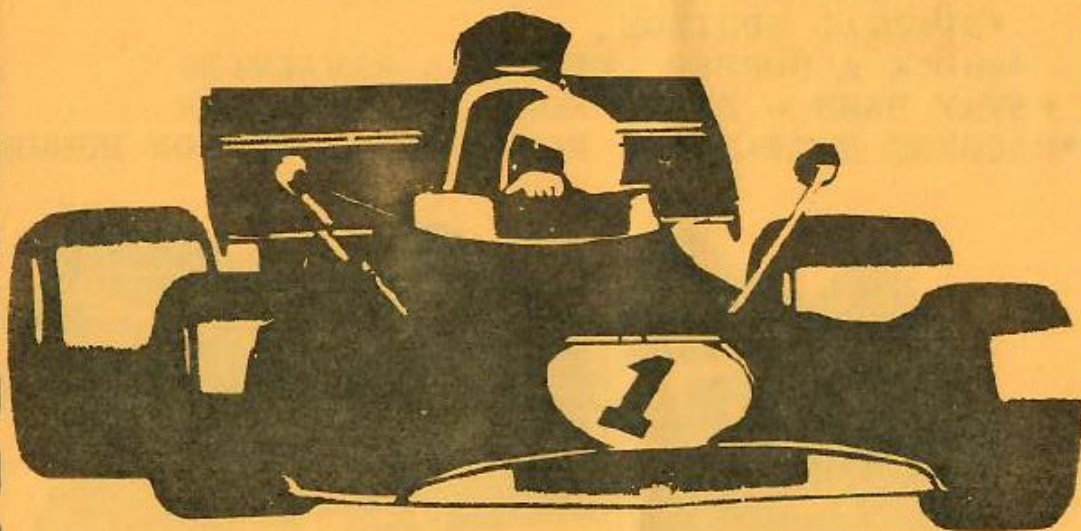
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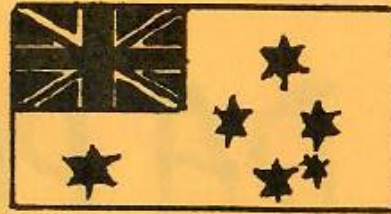
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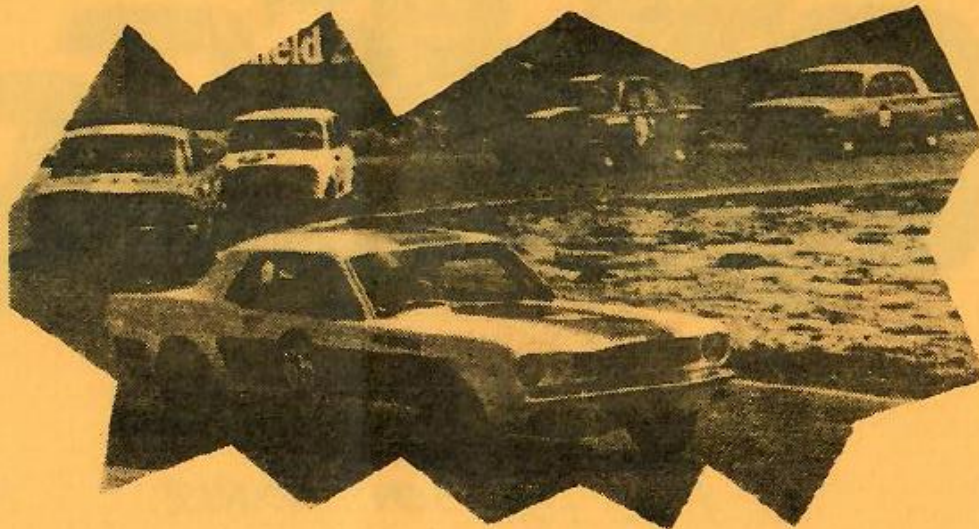
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