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MONTHLY BULLETIN OF THE

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"ACTION- LINE"

AUGUST 1984

Appendix

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

OFFICE BEARERS

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VICE-PRESIDENT	John Williams	982-2350 / 982-4264
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	Norm Howe	78-6719 / 73-5225
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	Peter Hopwood	922-4633 / 451-7368
	Greg Toepfer	938-2249 / 98-8228
TROPHY MARSHALL	Roland Hill	84-7121 / 651-2308
EDITOR	Tony Burke	

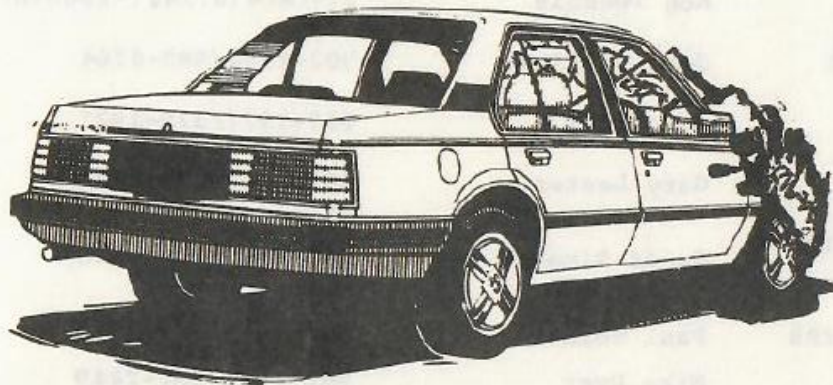
GENERAL MEETINGS

7.30 for 8.00pm start, on
FIRST TUESDAY EACH MONTH
at the
BURWOOD RSL CLUB
SHAFTESBURY ROAD, BURWOOD
(74-0459)

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Once again, the Queenslanders turned it on for the visitors, with Barbies on Saturday and Sunday, and a big Presentation on Sunday night to distribute around 20 big pots. Joining GRAEME on the dais was RAY BAILEY, of course, while DAVE CLEMENT was awarded the "Hard Luck" Trophy and KEN GRINDROD was voted "Best J Driver of the Weekend":

THE KEY WORD IS "VARIETY"

According to GRAEME DOUGLASS, the most noticeable difference between the Lakeside meeting and one of ours is the great variety of cars that appears.

Apart from a fair supply of Cooper Ss and other Minis, GRAEME spotted two Alfa Giulias, and MG-1100, a Skyline GT, an FC Holden (which was doing 70.9, incidentally), an A40 Farina (like BRIAN FOLEY drove), two Fiat 1500s and a Minor 1000. And another thing... lots of them were registered and being driven to 'n from the track!

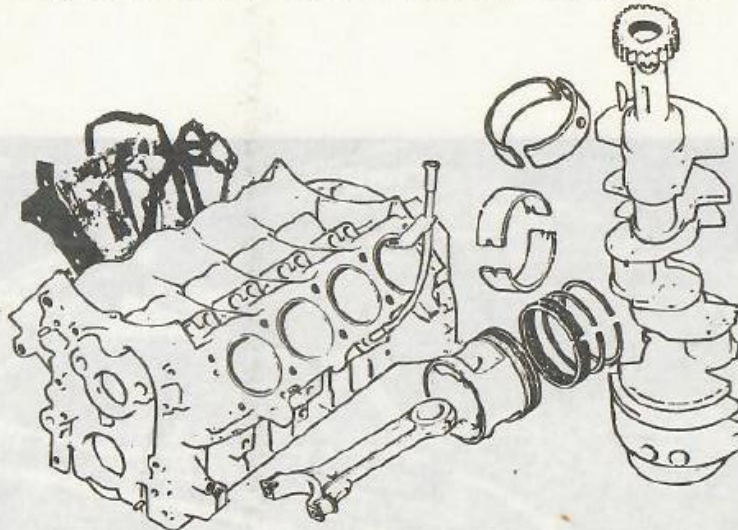


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ORAN PARK

Bruce Brains 'em!

The earlier race was all Bruce Stewart - Mr. Consistency - needed to become thoroughly familiar with Peter Lisle's EH, and he took off after Steve Williams in the 8-lap Trophy race and never let up.

Finally, Steve made a rare mistake and, despite a deflated left front tyre, Stewart darted through and held his lead till the flag. Behind them, Ian Stewart stayed out of trouble this time to take third in the Cooper S, while try as he might, Dave Brien couldn't repeat his earlier performance and had to settle for fourth.

Disaster struck two of our members on the day, we're sad to say. Kevin Anker nudged the wall with his lovely Jag on practice day, which should have been a warning. Unfortunately, though, he made a real good job of it on Sunday, smiting it mightily with the right rear guard, which then pulled the front in and finished the job right off! And with the Amaroo Historic meeting only three weeks off!

Practice day also claimed Phil Truesdale's Fiat 2300, being driven at the time by Mike Caruso. The damage to this wasn't nearly as bad as Kevin's, but we don't like to see any of our cars knocked about, do we?



John Cummins wrestling Bob Holden's Pug back into line (Cummo claims to have made a hand-brake turn and not lost it at all).

YESTERDAY'S HEROES ...



Norm Beechey

STORMIN' NORMAN!

WHEN Appendix J ended in December 1964, it was **NORM BEECHEY** who ended up with the Touring Car lap record at Lakeside. Driving his Holden S4, **NORM** recorded 67.4 round the 1.5-mile circuit, for an average speed of 81 mph. Next fastest was **NORM'S** Neptune team-mate, **JIM McKEOWN**, with 67.8 in his Lotus Cortina, and the third Neptune Team driver, **PETER MANTON**, was a mere tenth slower in his Cooper S. "Skinny" also had the 1000cc class record at 72.1.

The only other class records were over 3500cc (**BOB JANE**, with 68.6 in his Jaguar 4.1) and 2001-2600cc, which had fallen to **BARRY SETON** and his 48-215 Holden on 72.2.

With the developments in tyres, suspension, limited slip diffs, weight-saving techniques, and several circuit improvements, **NORM'S** times shouldn't be hard to beat. What do you say, **GREG? STEVE?**



Jim McKeown



Peter Manton

From the
SECRETARY'S DESK...



ANNE CALLS IT QUILTS The Association lost one of its hardest working officers last month when ANNE WILLIAMS tendered her resignation as Social Secretary. Anne had expressed great disappointment at the poor attendance by Club members at the Queen's Birthday Weekend holiday she'd organised at Mittagong. Apparently, most of those who helped her do all the work, paid for trophies and things, and went to Mittagong for the weekend weren't even Club members, but her friends.

There was quite a bit of discussion on the matter at both the General Meeting and the Committee Meeting and, while Anne stands firm on the resignation, we hope that future social events will be better attended. What do you think? It's no fun to put a lot of effort into organising an event, only to have nobody turn up - which is exactly what Anne is complaining about.

Should we have social events in the Club? If so, what kind of events do we want? The Christmas parties have been most successful, as have the barbecues after various race meetings, but Mittagong has flopped. Maybe our members just don't go for weekends in the bush in mid-winter... (Pansies!)

One of the reasons for having social events is our need to raise funds. Membership fees and raffles at our General Meetings just don't pull the money in fast enough. We want this monthly magazine, we want extra trophies and things, and now we're aiming at having our own building at Oran Park. So we need lots of money.

With the right social events we can raise those funds and have fun while we're doing it. If you have any ideas for appealing events, let's have them. You won't necessarily be stuck with having to organise them. We still have people to do that. And, just quietly - Anne is willing to help.

ANTI-AMAROO! There were more than just a few members at the last GM who felt that the support afforded Appendix J racing by the ARDC left something to be desired. The number of races, the trophy line-up - all fell short of expectations.

Happily, in just the few short weeks since that meeting, the situation has improved markedly - thanks mostly to the diplomatic negotiations effected by our President. One immediate benefit was the addition of a race for the August 5 Amaroo Park meeting - run and won, perhaps, by the time you read this. Another benefit, this time long-term, will be a more rewarding array of trophies for the meetings in 1985.

Some people may feel that too much emphasis is placed on the subject of trophies. However, the importance is readily understood when it's pointed out that trophies are all we compete for - there is no advertising allowed, therefore no sponsorship, and there's no prizemoney. So, in keeping with the traditions that existed in the "good old days" that our category represents, we look for "silver ware" to stick up on the mantelpiece.

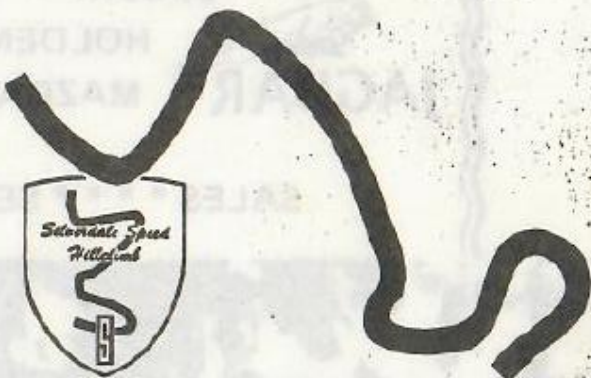
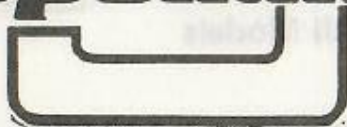
Indications are, therefore, that there will be Appendix J races at most of Amaroo Park's five Open meetings next year, and every one of them will be sponsored. Maybe a few of them will even be on the telly!

MINIMUM WEIGHT LIMIT CAMS CEO, JOHN KEEFFE, had the last word on this subject in a letter dated June 1. He pointed out that the method of determining a car's minimum weight is set out in the CAMS Manual, and it is important to observe this standard, being recognised both nationally and internationally. "You would need to establish a fairly sound case," he said, "for the regulations to be amended for your category."

GOOD, BUT NO GOOD CAMS Eligibility Officer, GEOFF SIMMONS, has nipped in the bud any thoughts you might have had of using the recently introduced Yokohama A001-R tyres, as good as they are. In fact, they are so good that they've been banned for use by Appendix J cars.

While on his feet, Geoff told us of a whole spate of new cars currently in preparation. The list includes four Cooper Ss, two Bellett GTs and an Alfa GTV. The future still looks good.

Appendix **SILVERDALE**



SATURDAY SILVERDALE!

Following a suggestion
by ANNE WILLIAMS, our

Hillclimb meeting at Silverdale in October could be on Saturday the 27th, instead of Sunday the 28th. The idea is to provide an opportunity for a beaut post-event get-together where we can let our hair down without any constraints caused by having to drive home afterwards.

The idea is that we all go from Silverdale after the event on the Saturday and meet up at the magnificent Wallacia Hotel (under New Management, by the way, so offering a few special attractions), where we can have a big celebration lasting as long as we like, then stay in the pub overnight - tariff's about \$12 per head - and go home Sunday. Some may even care for a game of golf on the superb 18-hole course behind the pub.

It's OK with the Silverdale people, so think about it and we'll take a decision at the August 7 General Meeting. And make sure you plan to take part in the get-together!

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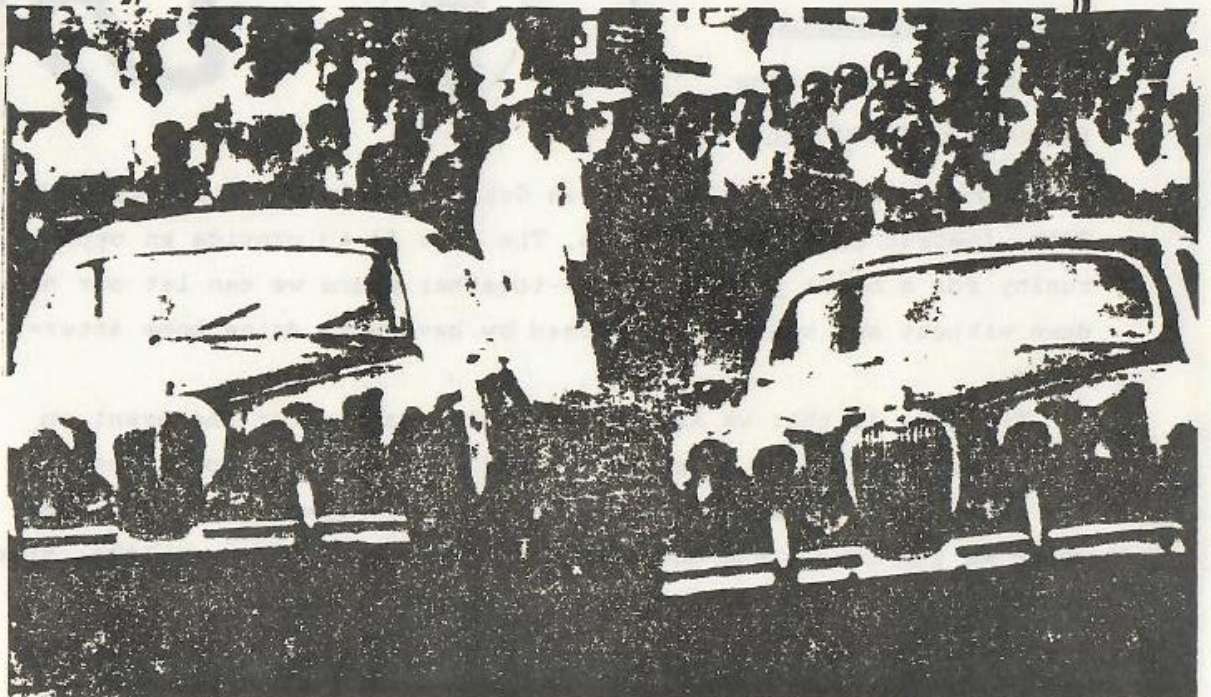
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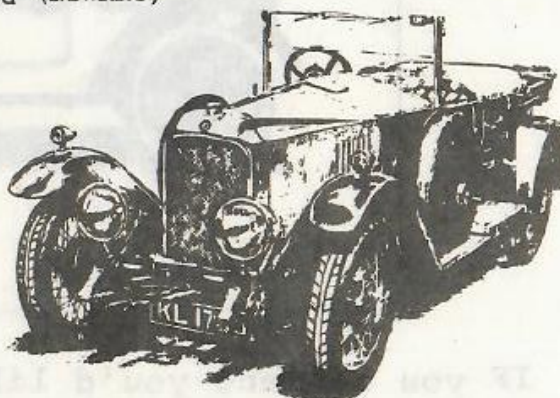
1-21 Church Street, Parramatta — Phone 637 7000
256 Hume Highway, Cabramatta — Phone 728 7333



WHAT'S ON WHEN

THESE COMING EVENTS all concern Appendix J competitors. Entry forms for each of them should reach you automatically, but if you are concerned, or having a special query, then contact the Secretary.

- AUGUST 5...AMAROO PARK Open (Featuring "Silastic 300" - AEC Rd.1)
11-12...AMAROO PARK Historic (Featuring Jaguar Tribute)
19...ORAN PARK Open (Featuring AEC Round 2)
26...SURFERS PARADISE Open (Featuring GT Rd. 5)
- SEPT. 9...SANDOWN Open (Featuring "Castrol 500" AEC Rd.3)
16...ORAN PARK Restricted (NSWRRC)



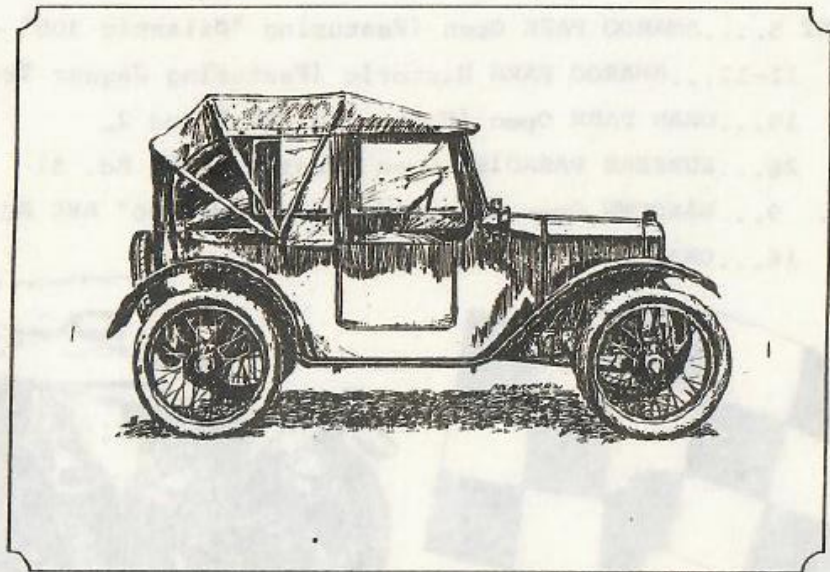
- OCT. 7...LAKESIDE Historic (MGCC)
13...CAMS Licence Test Session
27...SILVERDALE Hillclimb and WALLACIA HOTEL Social
- NOV 4...SIX HOUR RELAY (North Shore SCC), Amaroo Park
11...CALDER Open (Featuring AGP)



HEY, KIDS!

HOW GOOD AN ARTIST ARE YOU?

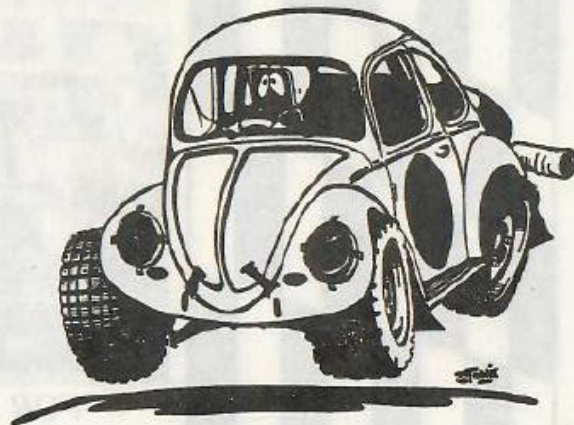
RECKON YOU CAN DRAW DAD'S APPENDIX J CAR?
OR SOMEONE ELSE'S?



IF you can and you'd like to win a prize for it,
then sit down right down and put pen to paper.
Do it in black ink on nice white paper - but
don't make it too big: keep it within, say,
15cm x 10cm. OK?

Put your name and address on it somewhere and
post it in quickly to:

TONY BURKE,
34 HIGH ST.,
CARLTON NSW 2218



Entries will be published in the centre spread
of next month's "ACTION LINE" - and the best one
will win a prize. Go to it...

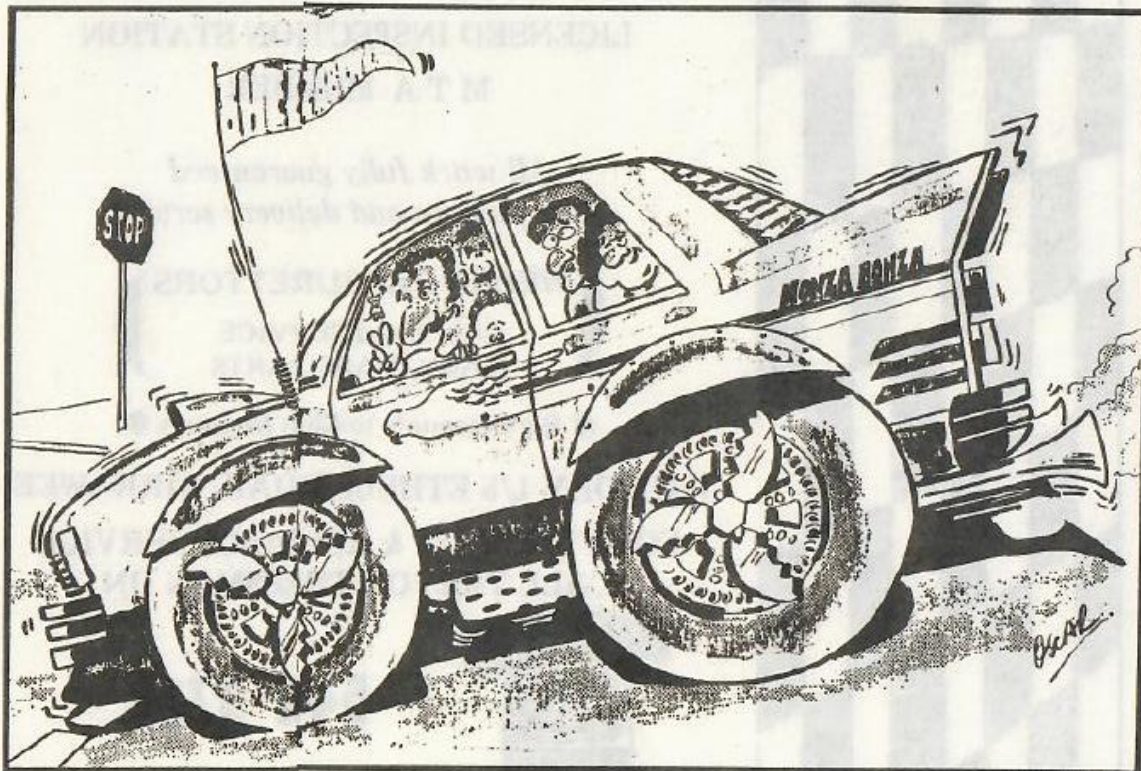


Illustration by Terry Oscar



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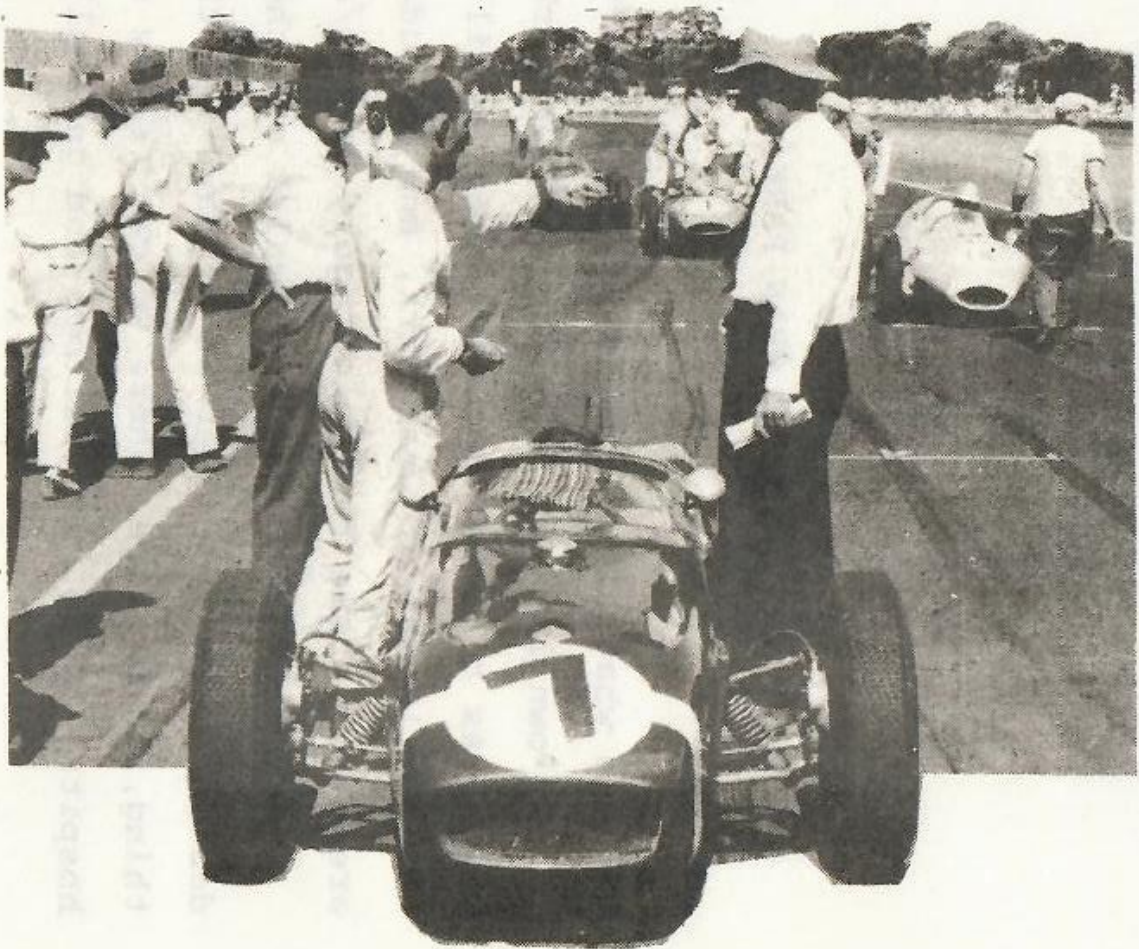
542-3733

JOIN THE AMAROO HISTORIC PARTY



NO, it's not a new political movement!...just an invitation to be part of our hospitality group at the Amaroo Historic meeting on August 11-12, so we can provide a right good time for our Victorian friends.

Rob Tweedie has organised a nice big tent, and Dave Clement, Mike Dyer and Greg Toepfer are going to organise the party - with lots of help from Wayne Blair and Ray Bailey ("The Chef"), and I'll bet Anne and John Williams will be right in there, too, ready to lend a hand when needed.



THANKS for your VALUED SUPPORT!

LISTED here are companies and people who have given valuable and generous support to your Appendix J Association. In saying a big and sincere "Thank You" to them, let us remember to make a special effort at all times to use their products and services ...and to recommend them to others.

Race & Rally

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YOKOHAMA

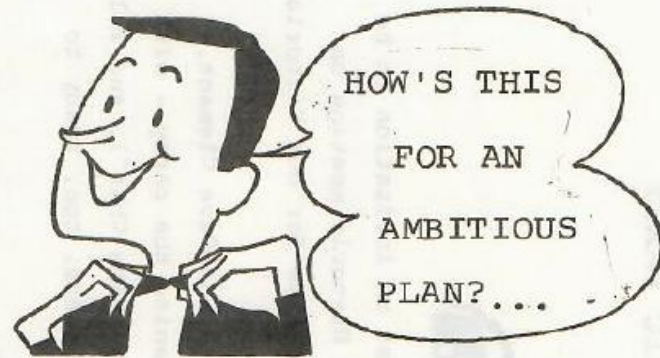
Contact Roy Goodman at...

GOODMAN
Racing
Developments

 **CITIZEN**

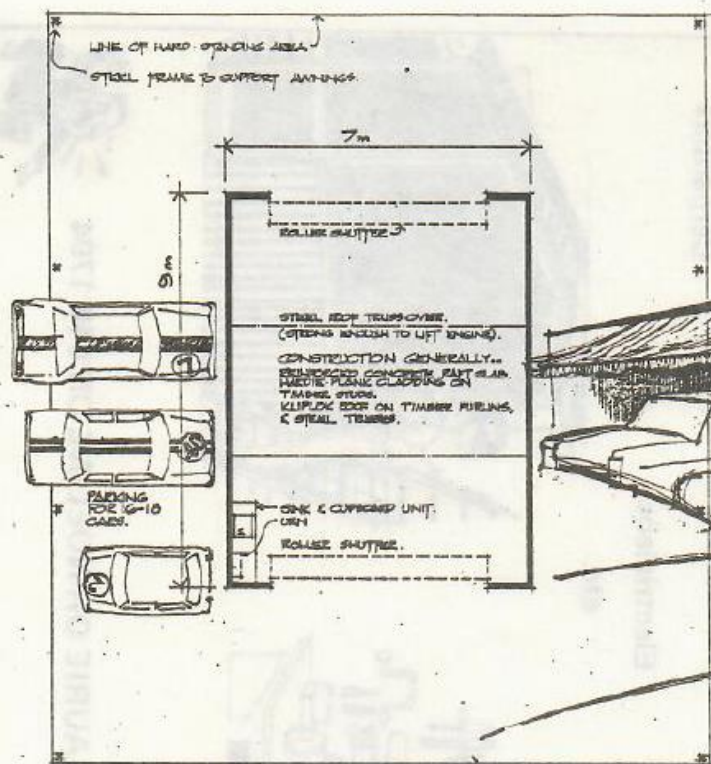
Windscreens O'Brien

OUR VERY OWN HOME AT ORAN PARK!

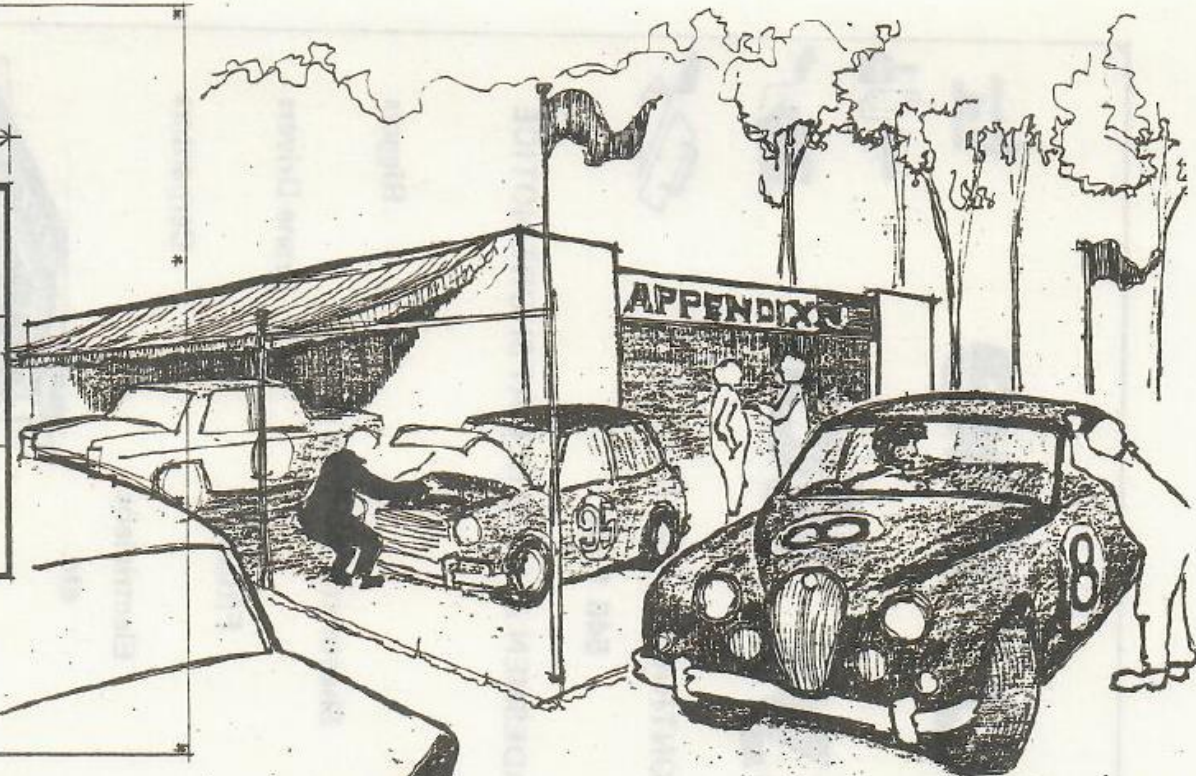


THIS is what all our fund-raising efforts are now directed towards ...our own lock-up building at Oran Park. New promoter, JIM FERGUSON, has told us that very soon he will have a plan for a new Paddock layout at Oran Park, and included in it will be permanent areas for those racing category groups/associations who want them.

NEV McDONNELL has been quick off the mark and had this suggested design drawn up - just so we have something to aim at. A wonderful thing, to be sure, where we can really do justice to our cars, offer hospitality to our visitors and generally make a big impression.



Plan



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STEVE and BRUCE SHARE THE SPOILS!

ORAN PARK on July 22 was about the last place on earth you'd want to be. The weather was atrocious, and everyone was wet, cold and ankle deep in mud.

Still, our courageous competitors overcame all these handicaps and turned on some of the most spirited racing we've seen for many a day. They probably had to in order to keep warm. Naturally, the crowd - such as it was - loved every minute of it; it's a pity the rules prevent advertising these meetings, for much of the racing on the Club days leaves the Open meetings for dead!

Steve Shows The Way

The 5-lap Sprint was a carve-up all the way, with Bruce Stewart, Steve Williams and Ian Stewart disputing the lead throughout, and Dave Brien in there all the way just waiting for the break. It came, too, and Dave crossed the line just behind Steve, with Bruce Stewart third after Ian Stewart had been removed in a tangle with Greg Toepfer. Warwick Agustin came in fourth, ahead of Brian Potts.

Bob Jane in the widely respected 4.1 Jaguar.



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STEVE WILLIAMS

manager

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I'm signing up to have some fun!

The Secretary,
Appendix J Assoc of NSW
4 Garden Grove, Beverly Hills NSW 2209

MEMBERSHIP FEE Cheque
ENCLOSED Money Order

NAME..... ADDRESS

TEL.....(Priv).....(Bus)

TYPE OF CAR INTENDING TO RACE..... DATE.....

OTHER CLUBS I BELONG TO..... SIGNED

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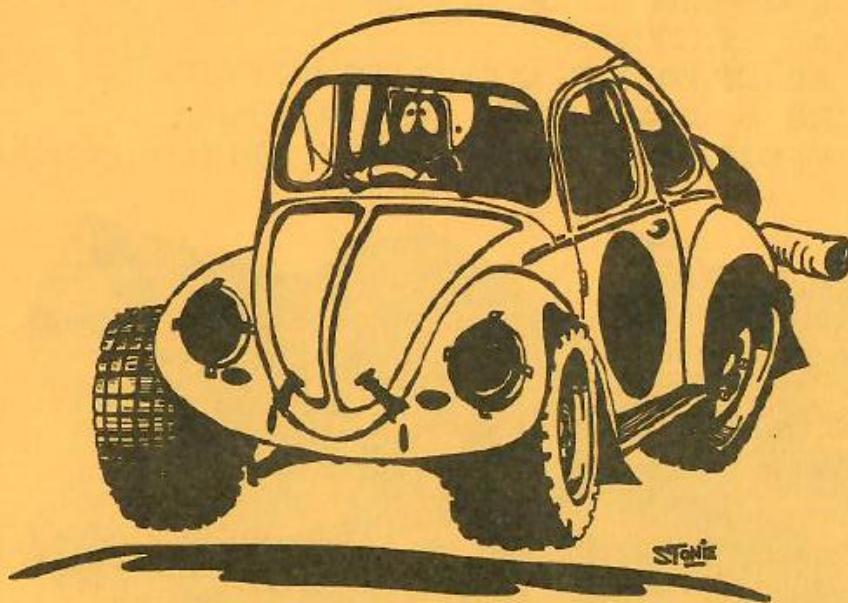
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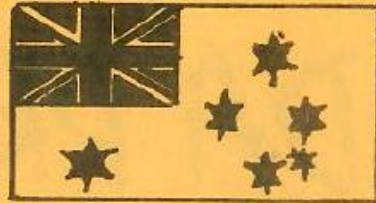
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TONY BURKE

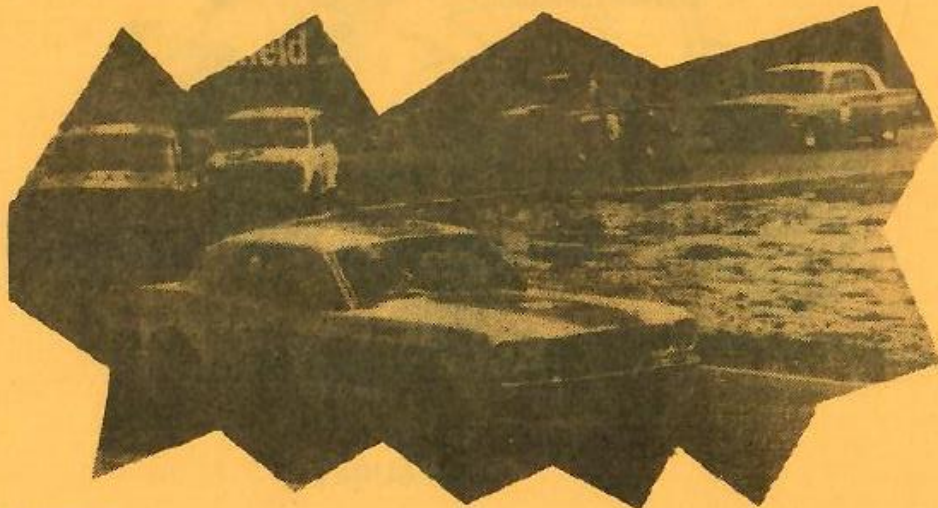
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