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DECEMBER 1984

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"ACTION- LINE"

DECEMBER 1984

Appendix J

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

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PRESIDENT	Rob Tweedie	32-0404 (w)/427-2906 (h)
VICE-PRESIDENT	John Williams	982-2350/982-4264
SECRETARY/EDITOR	Max Stahl	579-1927/579-1927
TREASURER	Gary Lester	662-9167/982-2189
CAMS ELIGIBILITY OFFICER	Geoff Simmons	579-4105/709-7530
CLUB SCRUTINEERS	Paul Corner	669-7915/609-1316
	Mike Dyer	982-1233/982-2449
	Peter Sugden	(042)84-4692/67-4483
CAMS DELEGATES	Neville McDonnell	623-4306/625-9482
	Norm Howe	78-6719/73-5225
COMMITTEE	David Clement	938-2022/918-0078
	Peter Hopwood	922-4633/451-7368
	Greg Toepfer	938-2249/98-8228
TROPHY MARSHALL	Roland Hill	84-7121/651-2308

CORRESPONDENCE: Hon Secretary, 4 Garden Grove, Beverly Hills NSW 2209

GENERAL MEETINGS

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

NEXT MEETING...

DECEMBER 4
ELECTIONS and
MOTOR RACING VIDEOS

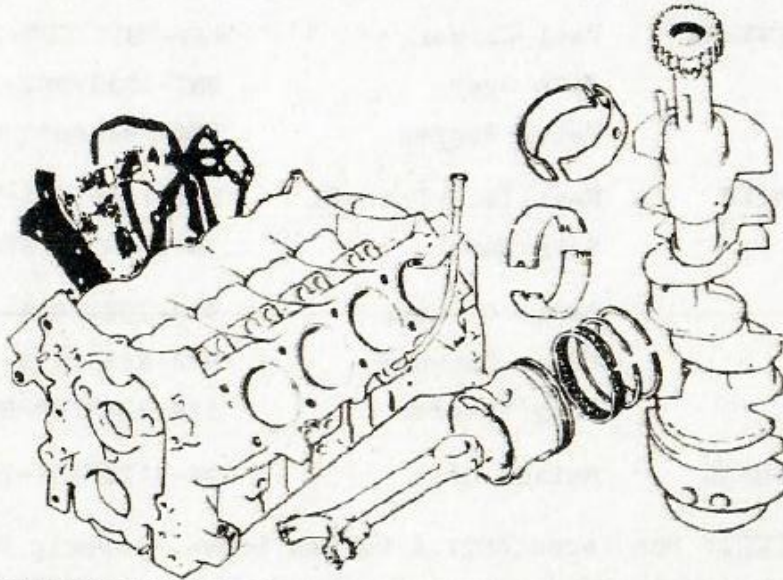


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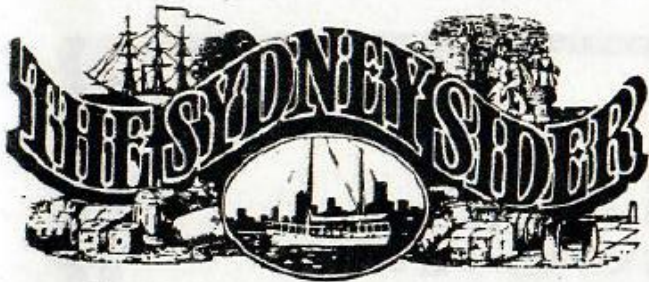
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FROM THE
PRESIDENT'S
PEN...



Ladies and Gentlemen...

I have just returned from a week's holidays in Noosa Heads (Qld) and, to my dismay, I have only received fourteen bona-fide confirmations for our Christmas cruise - it seems either the idea of a "millionaire's" night has no appeal or McDonalds greasy burgers are more inviting? What has happened to team spirit once a year?

Intercity Business Centre (my company) is happily providing trophies for the forthcoming Appendix J cars at Amaroo 25th November and it will be a pleasure to give the association some small financial support after the last couple of years of pleasure (and the odd trophy) I have enjoyed in Appendix "J".


Rumour has it we are losing a few of our front runners but there are some strong back-up cars just waiting to take the cake, so 1985 is shaping up to be most competitive. Our Victorian counterparts seem however, to be taking Appendix "J" to the limits in their recent proposals for eligibility of Falcon V8 4-speed coupes, Iso Rivolta and split Weber carbs on Cooper "S".

Now, I am in favour of progress, but not beyond 1964, so with your approval, we will be emphasising the "spirit of the rules" and hopefully they will leave their hybrid sports sedans in Melbourne unless invited to participate under our yet to be determined "to hell with the spirit", Group N, GT cars category.

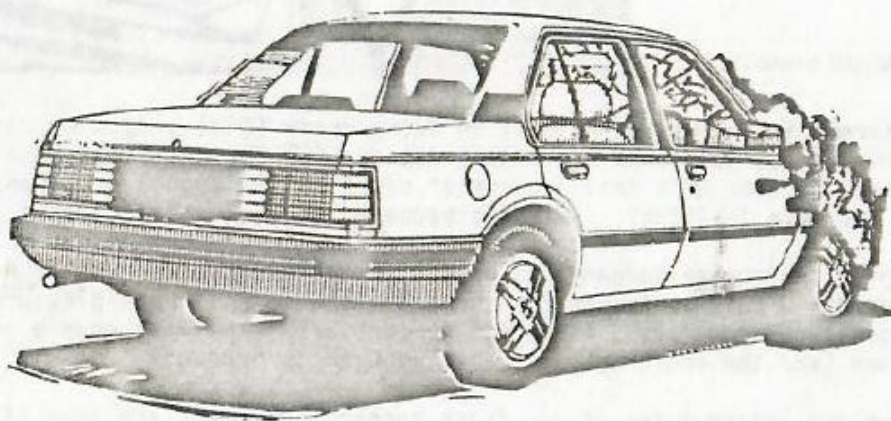
John Mann and Co. are most welcome additions to our fields, but one-off beasts are better suited to politics than historic pre-1965 Motor Racing. Enough said!

Elections are presently underway within our Association and I take this opportunity to heartily thank all the members, committee, and their friends and behind-the-scene helpers, for the great support we have enjoyed in 1984, not to mention the wives and girlfriends who have probably put up with more than their fair share than a C.A.M.S. eligibility officer at a butchers picnic.

Thank you again and see you next year (hopefully!)


ROB TWEEDIE,
PRESIDENT, 1984

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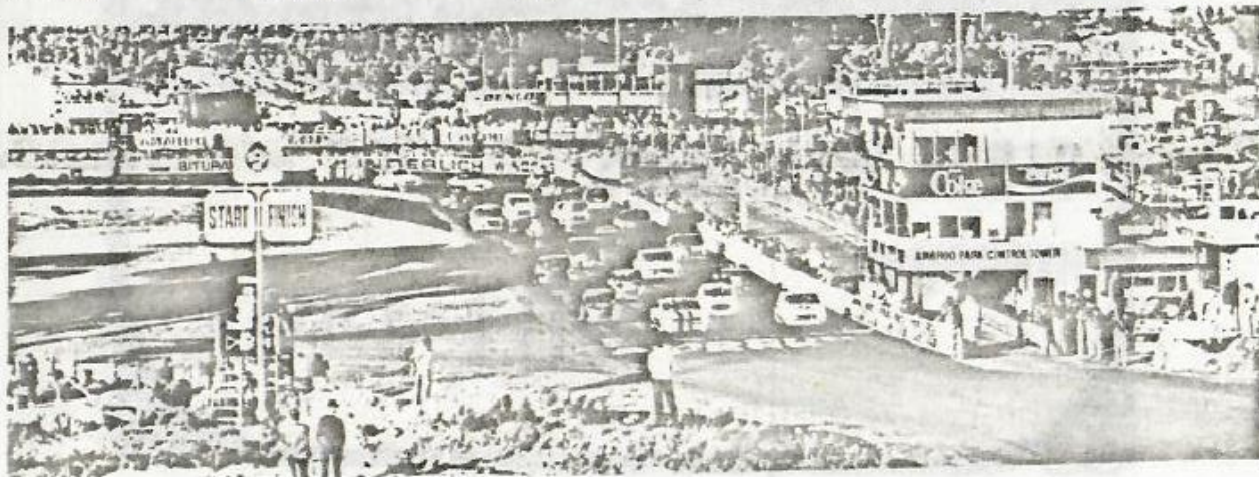
FROM THE
SECRETARY'S DESK...

Early reports seem to indicate that our Christmas Building Fund Raffle will be a huge success. Some members have called for more books. I even sent a book down to our Mexican colleagues, and Barry Batagol, the Secretary, was so impressed that he bought the whole book. So I sent him another one for the Club!

Talking of the Vic J Register: that Club was also so moved by details of the proposed 1988 Historic meeting at Bathurst that the Committee voted to make a donation to the organisers.

CAMS have issued a chart showing the permitted number of starters at our various race circuits for various categories...

		Mondial Sports Sports GT	AF2, Cars Sedans,	Prod Touring Series Prod F/Ford	F/Vee Historic (App J)
ADELAIDE	2.41km	26		30	34
AMAROO PARK	1.93km	24		28	32
BASKERVILLE	2.01km	22		24	28
CALDER	1.61km	22		26	30
LAKESIDE	2.40km	26		30	34
MALLALA	2.60km	26		30	34
ORAN PARK	1.96km	24		26	30
ORAN PARK	2.62km	28		34	38
SANDOWN	3.10km	28		32	38
SANDOWN	3.90km	34		38	42
SURFERS PAR.	3.20km	28		34	38
SYMONS PLNS	2.41km	26		30	32
WANNEROO PK	2.41km	26		30	34
WINTON	2.03km	22		26	30



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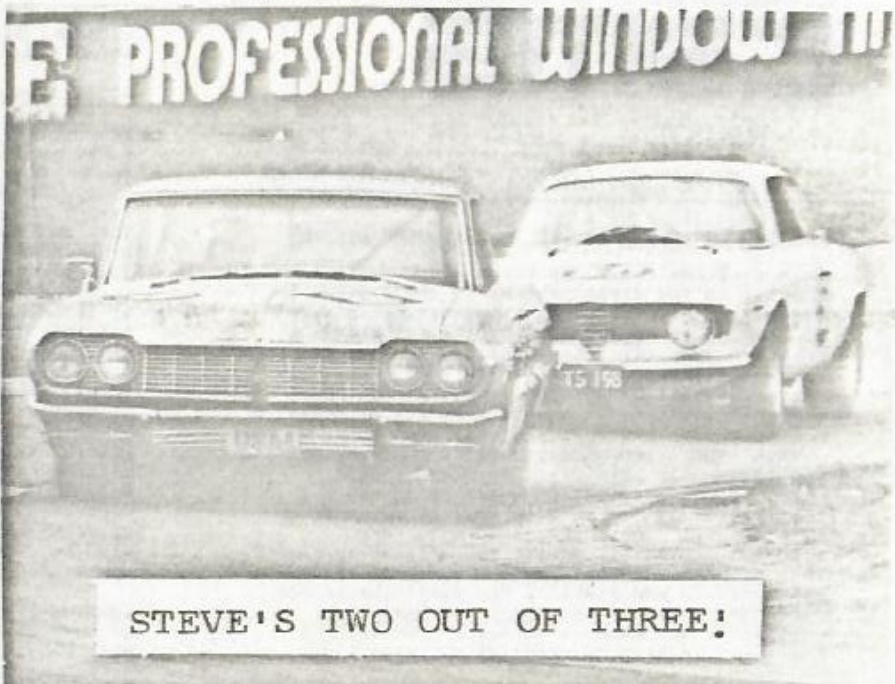


STEVE WILLIAMS

manager

981-4497

ORAN PARK DAY/NIGHT MEETING...NOV. 17



ORAN PARK restored its once popular Day/Night meetings on November 17, organised by the NSW Road Racing Club, and reaped the rewards with a bumper crowd and non-stop, very exciting and competitive racing. There were three races for the Cars of The Year (Appendix J, fella!), and Steve Williams was victorious in two of them - and he had the other one shot to bits as well until a roller rocker pulled out. Good work, Steve.

Steve won the start and led all the way in the first 6-lapper. There was action aplenty behind him, as Bob Cobden, Frank Dartell and Ian Stewart took turns in second spot. This finally went to Bob, who pipped Frank right on the line after Frank missed a gear. Kevin Anker was a fighting fifth in his Jaguar.

In the second 6-lapper it looked as though Steve was going to do it all again. He held a clear lead until the second last lap when a roller rocker came adrift and he retired. Victory went to Bob Cobden in his Lotus Cortina from his "shadow", Ian Stewart in his Cooper S, with Greg Toepfer a close third in his EH.

Come the 10-lap Feature and Steve had his EH ready to go again. And he made no doubt about it, either, pulling away easily each lap and leaving Toepfer, Stewart and Dartell to fight over second spot. This great dice lasted until Ian tried to outbrake Frank into CC, the two cats touched and both went off, leaving second for Greg and third to Bob Cobden, with Mike Dyer pipping Ray Bailey for fifth.

SIDELIGHTS...The experience gained in the Six Hour Relay was evident in a great night's driving by Mark Oberg, lapping in 56s...but sad to see the tail of the Chev rearranged slightly by Tim Stone's Alfa, which did not look too good either...Brad Hancock had his first outing in the ex-Williams EH, going very well, but finding out (as usual) that it's not as easy as it looks. Stay in there, Brad...Heaps of people took advantage of the balmy weather to enjoy post-meeting socialising, and many of them camped out overnight. Very cosy.



REPORT... MOTOR SPORT
DEVELOPMENT PROGRAMME

Create and implement the co-ordinated program

This step obviously has taken place, at least insofar as the establishment of the program is concerned. It may be that we were optimistic in seeking to achieve all of the objectives in the five year term, but progress to date is quite satisfactory, and we are confident that our goals will be attained. There have been some difficulties in identifying the manpower requirements, and when that has been done, we must obtain the appropriate people to carry out the tasks. In view of this, the original committee of three which assisted in the compilation of the program will be re-convened temporarily. Their objective will be to identify and locate people who have an interest in the sport, and perhaps a history of association with it, and who now fill key positions in the community. Harnessing their energies, experience and enthusiasm for the benefit of the sport is high on our list of priorities.

Premises, Plant and Equipment

This SPG is headed by Maurice Smith, a Melbourne businessman who is probably better known as Clerk of Course at Sandown race meetings, and CAMS Tribune. Currently premises under review are those in Sydney and Adelaide. The Croydon building is, as most members would be aware, owned by the Confederation, but in its present form is not totally suitable for the use to which it's being put. The decision which needs to be made is whether to sell it, and buy somewhere else, or to spend up to \$30,000 renovating it. Much will depend upon the reaction of New South Wales clubs to the location of the Sydney Office - whether Croydon is a suitable area, which area would be more suitable, whether parking is a problem (which tends to define which level of the building the offices are located) are some of the questions which have to be canvassed. Peter Reynell has undertaken to investigate this aspect of our planning, and input from clubs is highly desirable.

As to plant and equipment, the major change has been the acquisition of a Sirius computer in Head Office, which during 1984 has maintained the records of all licence holders and clubs. For 1985 licences, the computer will be used to prepare renewal notices as an aid to members who will not have to complete a totally new form each year. The computer is not yet working at anything like full capacity, but we have adopted a policy of introducing work to it gradually, rather than trying to do everything at once.

Relations with members and clubs

This SPG operates under the Chairmanship of Peter Bready, Chairman of the Victorian State Council. In the work-a-day world, Peter is an Industrial Chemist, and holds a senior position with one of Australia's multi-national companies. The balance of his group is Peter Nelson, Victorian National Councillor, and Ron Parkes, Victorian State Secretary. This group's objective is to develop strategies so as to improve the working relationship between CAMS and its members and member clubs, examining decision making processes, general communication and proposing solutions to any problems which are identified. The group has had a number of meetings, and has seconded Bill Bennett to assist. It is well on the way to planning matters for handing over to the relevant task forces, and has initiated research action in each state. Whilst

there have been no changes made which are attributable to the work of this group, substantial progress has been made in researching the questions which require resolution.

Communications and the media

Objective 7 is a simple one - to effect desirable improvements to the means by which CAMS communicates. To do this, it is necessary to identify those with which CAMS needs to communicate, and to tailor the communication to suit their needs. The SPG charged with responsibility in this area is headed by Bill Tuckey, well known motoring journalist and publisher, assisted by Jim Murrcott in Victoria and Tom Snooks in New South Wales. It is obvious to the National Council, but possibly not to all of the membership that communication via the various media has indeed improved in the past 12 months. There is of course still along way to go, and SPG 7 has a lot of work to do. Nonetheless we are very pleased with the progress so far, and a number of initiatives are in the pipeline. The lunch with the motor sport media was so successful in 1981, so it will become an annual event; the upgrading of CAMSREPORT is in train for 1985; and the Motor Sport Championship Results Service, started in 1983 on a trial basis will it is anticipated be resumed in 1985 in an expanded form.

CAMS continues to be concerned at the inability of most motor sport organisers to follow through with publicity on their events - publicity which is sought prior to the event taking place in order to maximise interest, but which is totally forgotten once the competition starts. A great deal more needs to be done by organisers to ensure that the media which they attempt to interest to assist in their promotion is better served than is the case now. This problem is typified by the almost unbelievable difficulty which Head Office has in obtaining results of major events each Monday morning. As we have noted, SPG 7 has a great deal to do.

Relations with Government

Paddy Baker and Bob Duguid, now joined by Tom Snooks, comprise this SPG. Paddy is State Secretary in Tasmania, but was formerly State Secretary of the Liberal Party on the island. Bob Duguid, based in Victoria, is Secretary of the joint House Committee Department of the Parliament of Victoria (when not racing an Austin 7). Paddy and Bob have already developed an initial paper, and work in this important area is proceeding.

The National Council recognises that relations with Government are going to be of the utmost importance to the sport in the next decade. No other external force will have the same significance as this is the development of our sport. It is essential that State Councils and clubs participate in enhancing relations in this area.

Competition Structure

This SPG has been delayed somewhat in its work, principally because it is not possible to get everything moving at the same time. The group consists of John Baragwanath as Chairman, with representation from the states by Col Hardinge (Victoria), Don Smith (New South Wales), Ann Thomson (Queensland), Denise McCargill (South Australia), Adrian Stafford (Western Australia) and Keith Morris (Tasmania). The group will be serviced by Bruce Keys as the Administration Officer. The work of this group is significant. The objective is to define the strategies, and plan for the examination of all aspects of the management and administration of the competition structure of the sport, to analyse the structure of event categorisation, licences etc., and to look at alternatives. When the group has defined the strategies and devised a plan, then a large number of people from the sport will be required for each of the task forces to be appointed to give effect to those strategies and plans. This is one area where a call will be made on those substantial manpower resources which we have out there in the sport.

Location of motor racing circuits

This task is long term in its nature, and plainly much of the work must be confidential. Nonetheless, members would be aware of proposals which have been put about regarding new motor racing circuits in the ACT, and on the South coast of New South Wales. CAMS supports the concept of the construction of new circuits, provided that they are in areas where there is a need, and do not simply duplicate existing facilities. The SPG responsible in this area consists of Neil Marsden and Brian Dunstan. Neil is a former National Councillor and Vice President, and was instrumental in the construction and initial operation of the original Sandown circuit. Brian is a former President and now National Councillor, is Chairman of the Motor Racing Executive. He is also a Director of the Tasmanian Motor Racing Company Ltd. Their task is to devise strategies which will identify areas where new circuits are needed, and plan for their establishment; and also identify any motor racing venues which may be in jeopardy, and to plan for the ongoing needs of the sport should any be forced to close down.

Commercial viability of circuits

This objective is closely aligned to the previous one, and consequently Brian Dunstan and Neil Marsden form part of SPG 11. They are joined in their work in this area by Alan Horsley, former promoter at Oran Park and now associated with sports promotion, and Peter Nelson, Victorian National Councillor, pharmacist, and importantly closely involved with the operation of Calder and Adelaide circuits. The commercial viability of motor racing circuits is an increasingly part of the future of motor sport. The task of this group is to develop and implement strategies and plans to increase the commercial viability of these venues by expanding their operations to include all aspects of motor sport, and associated activities promoting motor sport, and to increase their attraction to all members of the family. Again, much of this is long term stuff. A great deal is presently held on file, which material will be available to those seeking to become involved in this aspect of the sport.

Sponsorship and Television

Sponsorship and television are seen to be critical in some areas of the sport. In order to devise appropriate strategies, CAMS has turned to the advertising and marketing industry. SPG 12 is headed by Ron Barnacle, probably better known to the sport as a successful Formula Ford driver, but in business life the General Manager of the Melbourne office of Doyle Dane Bernbach Advertising. He has gathered about him people such as Peter Lewis Williams from George Patterson, and Tony Charlton, and it is expected that the work of this group will be completed by the end of 1984. Any other members with a direct involvement in advertising or marketing who have something to offer on this subject are asked to contact John Reeve with a view to their participating in the task forces which will implement the plans devised.

Motor Racing

SPG 13 consists of the Motor Racing Executive Committee (Brian Dunstan, Ian McKnight, Tim Schenken, David Harding, Ivan Stibbard and Graham Sellers), plus National Councillor Peter Nelson. The objective is to identify any specific problems facing motor racing now, or likely to arise in the future, and to develop and implement strategies and plans to solve those problems, doing this in conjunction with circuit owners, race organisers and car owners and drivers.

One of the means by which this will be achieved is through general discussion. In New South Wales and Victoria, the Motor Racing Discussion Days in 1982/83 were most successful. In 1984 they will be expanded to cover two days in each of Sydney and Melbourne. In the other states, it is planned to have more general discussion days,

not limited to motor racing, and a timetable for these will be announced before the end of the year.

Historic Racing

SPG 16 is led by John Dawson-Damer, who although known to most members of the sport as Chairman of the Historic Car Committee, is a successful Sydney businessman and Company Director, one time rally navigator, and collector of Lotus cars. This Group, like those concerned with other specific aspects of the sport, is charged with determining the framework within which it will be possible to identify specific problems facing the historic movement, and then to identify the strategies and plans needed to solve those problems.

There hasn't been a lot of progress on this object at this stage, again due to the need to give priority to other projects.

Program supporting Car Clubs

This SPG headed by Parramatta solicitor John Cotter is one which had made considerable progress. John is supported by Stephen Lisk in South Australia, Ross Tapper and Gordon Stephenson in Western Australia and Stephen Spence in Victoria. The objective is simple - to develop and implement programs in support of all levels of car club activity. The strategies and plans have been substantially considered by Mr. Cotter and his initial proposals have been circulated to the National Council. More of that later. One matter of interest to clubs, however, is the development of a member benefit package which we anticipate introducing from 1st January next. This will result in CAMS members, upon production of their CAMS membership card, receiving benefits in the provision of goods and services beyond that which normal members of the public may achieve. For example, trade prices on goods purchased from Repco Auto Parts, 15% discount on Hertz Car Rentals, a discount on purchases from Dunlop/Beaurepaire/Tyre stores, 40% discount on the list price of windscreens from Australian Autoglass outlets, and others which are presently being finalised. We hope to have beneficial arrangements for personal insurance requirements, accommodation, and air travel to announce shortly.

All this is based on the provision of an individual membership card for every CAMS member. This is presently in hand, and as noted these will be distributed during the early part of 1985. It is our intention at this stage to have the cards over printed with the club's name, and a membership number. If clubs choose to use these cards as their club membership cards, we would be pleased. There is however no compulsion to do so, and of course clubs may continue to issue their own individual cards if necessary - all we ask is that as evidence of membership of CAMS, one of these cards be issued to each club member upon renewal.

100,000 members by 1988

SPG 19 is also headed by John Cotter, with help from George Kahler in Queensland, and Gordon Stephenson in Western Australia. As with objective 18, Peter Reynell is the administrative officer responsible for the activities of this group. 100,000 members is not unattainable. It is a question of applying logic, and developing an expansion program. There are probably 100,000 people in Australia at the moment who derive pleasure from the competitive or recreational use of their motor car. Each of these should be personally encouraged to become part of the world wide motor sport network, by having their club affiliate with CAMS. A second source of members is to reduce wastage, by ensuring that clubs provide an environment which continues to be attractive to existing members. We are confident that we will achieve this objective.

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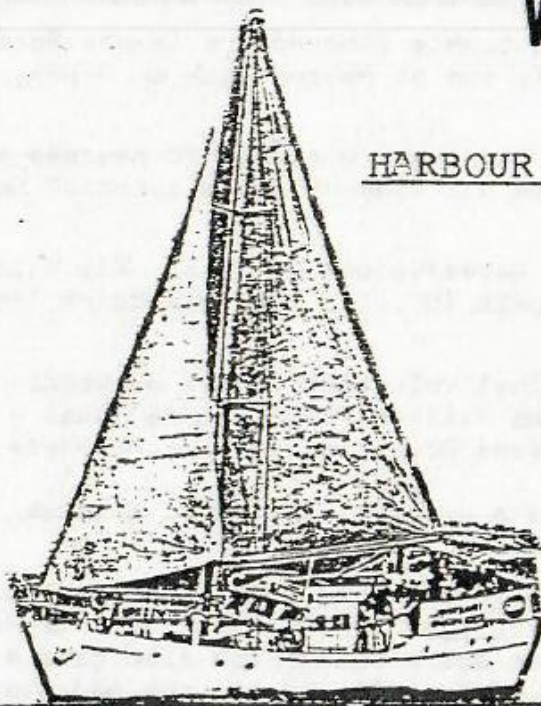
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CHRISTMAS

WITH YOUR CLUB...



M.V. SYDNEYSIDER

HARBOUR CRUISE - SAT PM, DEC. 8

This great evening's fun will be held on the 54ft entertainment yacht, "Sydneysider", owned by a friend of Rob Tweedie - so we'll be receiving right royal service! The yacht will leave the wharf at the end of FERRY ST., HUNTERS HILL at 7.00pm SHARP. The tariff is \$15 per person, BYOG and F, and we'll have two stewardesses, and a captain to look after us.

BOOKINGS: Must be with Rob by Thursday, November 22 - phone him on 32-0404.

FAMILY CHRISTMAS PARTY - SUNDAY, DEC. 16

It's on again at PARADISE GARDENS! Nev McDonnell has booked a picnic area for us (details at the Dec 4 General Meeting), and Anne Williams will be organising all the fun events and races during the day. There's lots of prizes to be won - Santa will be there to hand out presents (parents to bring gifts for their own children) and the bars and barbies will be in full swing all day.

ADMISSION: Pay at the front gate - \$4 adults, \$2 children - where you will be told the location number of our picnic site.

FREE USE of BMX track (bring your own bikes) and Waterslide.



THE MIGHTY SIX-HOUR MARATHON!



ROB TWEEDIE reports on the Association team's fine effort in the North Shore Sporting Car Club's 6-HOUR RELAY, run at Amaroo Park on Sunday, November 4...

The weather was fine and mild and the temperature around 20 degrees as 19 teams lined up for the off. This was our line-up (with eventual best lap times):

Bob Cobden/Lotus Cortina (64.5), Mike Hayes/Cooper S (67.5), Kim Wells/EH Holden (67.07), Mark Oberg/Chev Impala (67.05), Pat Peck/Buick (68.8), Ken Grindrod/EH Holden (72.5).

TEAM MANAGERS (in the absence of original volunteer, Peter Hopwood):
Greg Toepfer (Sat), John Williams/Rob Tweedie (Sun) -
with much help from Graeme Douglass and Ross McKenzie.

SUNDAY - 9.30am: Team Managers called a drivers meeting to discuss team strategy and order of appearance.

10.04am - START: Bob Cobden buried his foot in the Lotus Cortina and completed 50 very tidy laps at lap averages in the early 65s. He was caught up with a red S-series Valiant for a while, and also gave a 2-litre slick-tyred Alfa GTV plenty of trouble. As his run ended our team was equal 4th on handicap and equal 13th outright. Well done, Bob.

11.00am: Mark Oberg and his "beast" erupted onto the track and proceeded to entertain everybody with lots of tail-wagging for his 50 laps. Though his session was noticeably lacking in actual dices, Mark exercised great care in keeping out of the way of faster cars - his eyes got plenty of exercise switching from the road to the mirrors! His average laps around 68s kept us well in contention and by 12.04pm we were 15th outright and 7th on handicap, just one lap behind the Lotus Team and looking good.

12.04pm: Kim Wells, who must be warmly commended and congratulated for putting our team together (following Peter Hopwood's decision that his other commitments should take precedence), took to the track - but alas, for only 16 mid-68 second laps before, as he put it, he did a Tommy Thomson in Dunlop Loop. Kim dragged himself out of the inverted EH, sprinted down the hill to the pits, and handed over the sash to our next runner. Kim's mind was on the job all the time, and we certainly hope that the damage to his car is no more than superficial.

12.22pm: Pat Peck, our last minute and much appreciated replacement entry, lit up the rear tyres of her Buick Riviera to provide us with 38 entertaining and very consistent laps. Minor carby problems cut her outing short, however, so Darcy dived under the bonnet to fix the problem, with Mike Hayes taking off in his Cooper S. At this stage we were down a bit, due to poor old Kim's misfortune, but Pat had made a great effort in wheeling her "beast" around.

1.10pm: With Graeme Douglass's mechanicals in his new blue Cooper S body, Mike Hayes sprinted round the track for 30 enjoyable late-68 second laps. Watch this boy - he is rapidly coming to grips with his front-wheel-drive brick.

1.46pm: After more dramas than Dick Johnson at Bathurst, Ken Grindrod produced his red EH. Seems he lost his "legal" exhaust system during Saturday's practice, so elected to run an "open" system on Sunday - not, apparently, to the joy of our fellow sportsmen and women in the Street Sedan team, who whacked in a protest. It's sportsmanship like this that makes motor racing so much fun! Well, Ken did not have a good day - alas, he should've stayed at home. He never found all six cylinders at once, and on lap 11 he lost the clutch. That was it, so Bob Cobden was recalled for 10 quick laps.

2.15pm: Team W (as we were called) was running 17th outright (as you can see, going so well it was taking 16 teams to beat us!) and 15th on handicap. Mike Hayes went out again for 35 laps, but only made 32 before retiring the brick at Mazda House with clutch failure. Another Robert de Castella effort to the pits had Pat Peck out with the sash at 2.38pm. Now running on 100 octane, Pat's Buick got stuck into laps in the fast mid-69s and gave many of the more weary sports sedans (and our friends, the Street Sedans) a heap of trouble. However, while the beast was looking good at lap 29, on lap 30 the carby coughed "enough".

3.30pm: Pat's efforts had brought us up to 15th outright and 14th on handicap, and Mark Oberg was sent out to finish off the balance of the race. He finished at 4.04pm, grinning from ear to ear, with no apparent problems with his monster, save for tired arms and bald tyres.

Well done, Team W. We didn't win, but we certainly didn't lose, either, and we gave a lot of people plenty to think about. We all had a lot of fun, and it was particularly good to see our two big "Yank tanks" charging around in such fine style.

RESUME...

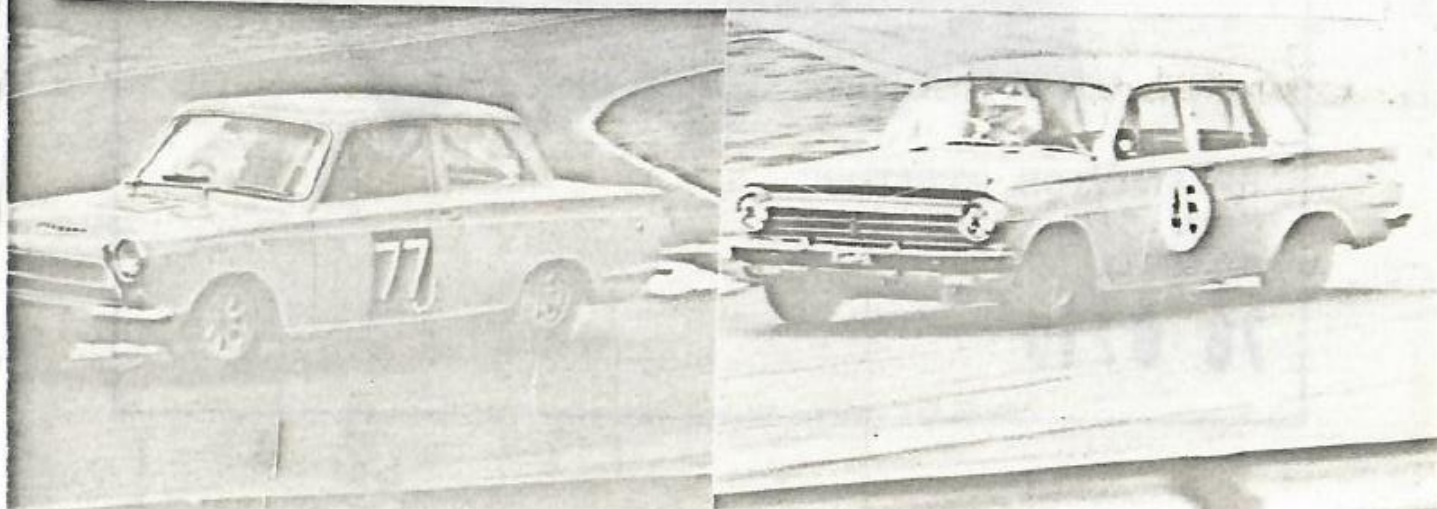
Team W finished 15th outright (total 298 laps) and 14th on handicap.

Here's how the various team members finished...

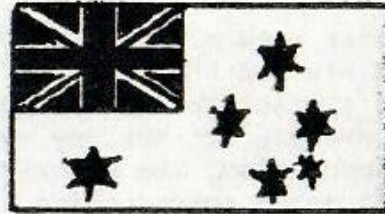
Mike Hayes - no clutch....Ken Grindrod - 5 cylinders, no clutch, very temporary exhaust system....Kim Wells - many dents, but repairable....

Pat Peck, Mark Oberg, Bob Cobden - cars intact and heaps of experience.

Team Managers and Crew - a quick beer, wasn't that a good day, and home!



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Now hear
this!

WHILE you're in a voting mood, would you like to let your Committee know your feelings about some events to which we've been invited next year.

The main invitations have come from our friends at Southern Sporting Car Club, and they'd like to know which events we're likely to attend and in what numbers.

Simply mark the event in which you would run if we accept the invitation and we'll do the rest.

NOTE: Each circuit event is a LAP DASH.

- MAR 31 - ORAN PARK
- MAY 19 - SILVERDALE H/C
- JUNE 16 - AMAROO DIRT
- SEPT 8 - O/PK FIGURE-8
- OCT 13 - CATALINA PARK

I'm signing up to have some fun!

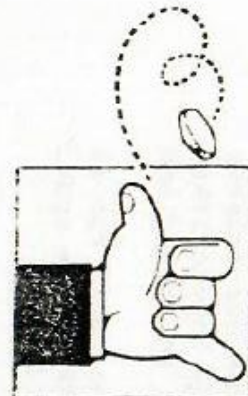
The Secretary,
Appendix J Assoc of NSW
4 Garden Grove, Beverly Hills NSW 2209

\$5 JOINING \$20 ANNUAL/RENEWAL

MEMBERSHIP FEE Cheque
ENCLOSED Money Order

NAME Ray Bailey ADDRESS 53 Hakara Ave
Belrose 2085
TEL. 4522242 (Priv) 4501449 (Bus)
TYPE OF CAR INTENDING TO RACE EH DATE 29.11.84
OTHER CLUBS I BELONG TO ARDC SIGNED R Bailey

ELECTION OF OFFICERS



FOLLOWING the advised change in the Club Constitution, the ELECTION of OFFICERS and COMMITTEE is now being held at the end of the year, with the new Committee taking office with the January meeting.

In accordance with the Constitution, nominations were taken at the AGM on November 6. These are published below, and you are now invited to mark your selection for the various positions.

Return the voting slip to the Secretary before December 3, or bring it with you to the General Meeting on December 4.

<u>POSITION</u>	<u>NOMINEE</u>
PRESIDENT	<input checked="" type="checkbox"/> ROB TWEEDIE
VICE-PRESIDENT	<input checked="" type="checkbox"/> JOHN WILLIAMS
SEC /EDITOR	<input checked="" type="checkbox"/> MAX STAHL
TREASURER	<input checked="" type="checkbox"/> GARRY LESTER
CAMS DELEGATE	<input checked="" type="checkbox"/> BRUCE SMITH
ALT CAMS DELEGATE	<input checked="" type="checkbox"/> PAUL CORNER
CLUB SCRUTINEERS (Three to elect)	<input checked="" type="checkbox"/> ROLAND HILL
	<input checked="" type="checkbox"/> PAUL CORNER
	<input checked="" type="checkbox"/> PETER SUGDEN
	<input type="checkbox"/> RAY BAILEY
COMMITTEE	<input checked="" type="checkbox"/> RAY BAILEY
(Three to elect)	<input checked="" type="checkbox"/> JOHN TILLEY
	<input checked="" type="checkbox"/> KEVIN ANKER
TROPHY MARSHALL	<input checked="" type="checkbox"/> PAT PECK
SOCIAL COMMITTEE	<input checked="" type="checkbox"/> KIM WELLS
(Three to elect)	<input checked="" type="checkbox"/> RON McDONNELL
	<input checked="" type="checkbox"/> ALLAN GARNER

NOTE: Geoff Simmons informed the Committee last month that he would not be available for appointment as CAMS Eligibility Officer in 1985. His place will be taken by MIKE DYER.

1985 MEMBERSHIP: Over the page you will find a Club Membership Application Form. Please use this to join or renew your Membership for 1985.

RON HODGSON MOTORS

APPENDIX J MEMBERS
For that Special new car deal on:



FERRARI – Mondial, 308 GTSi, 308 GTBi

JAGUAR – XJ5 H.E. & Sovereign & XJ6

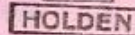
ROVER – Vanden Plas, 3500SE, Quintet

RANGE ROVER – 4 Door, 2 Door, 5sp., Automatic

SUZUKI – Hatch, Sierra, Carry

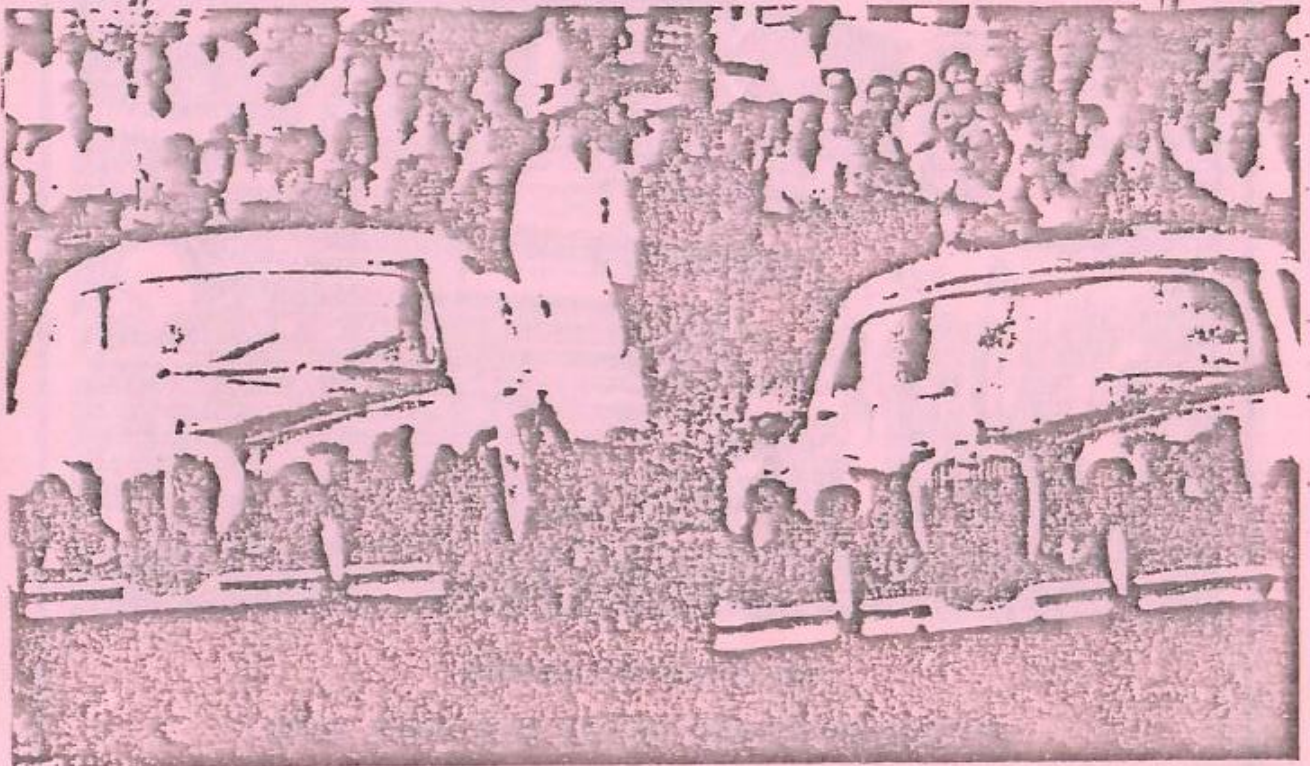


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