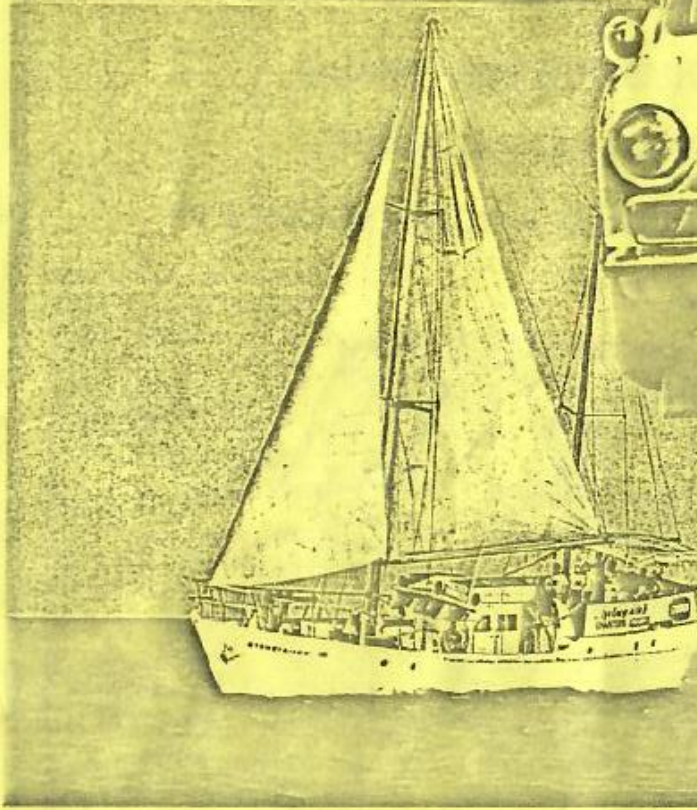


"ACTION-LINE"

NOVEMBER, 1984



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MONTHLY BULLETIN OF THE

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"ACTION- LINE"

NOVEMBER, 1984

Appendix

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

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VICE-PRESIDENT	John Williams	982-2350/982-4264
SECRETARY/EDITOR	Max Stahl	579-1927/579-1927
TREASURER	Gary Lester	662-9167/982-2189
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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

GENERAL MEETINGS

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

NEXT MEETING...

AGM - NOVEMBER 6



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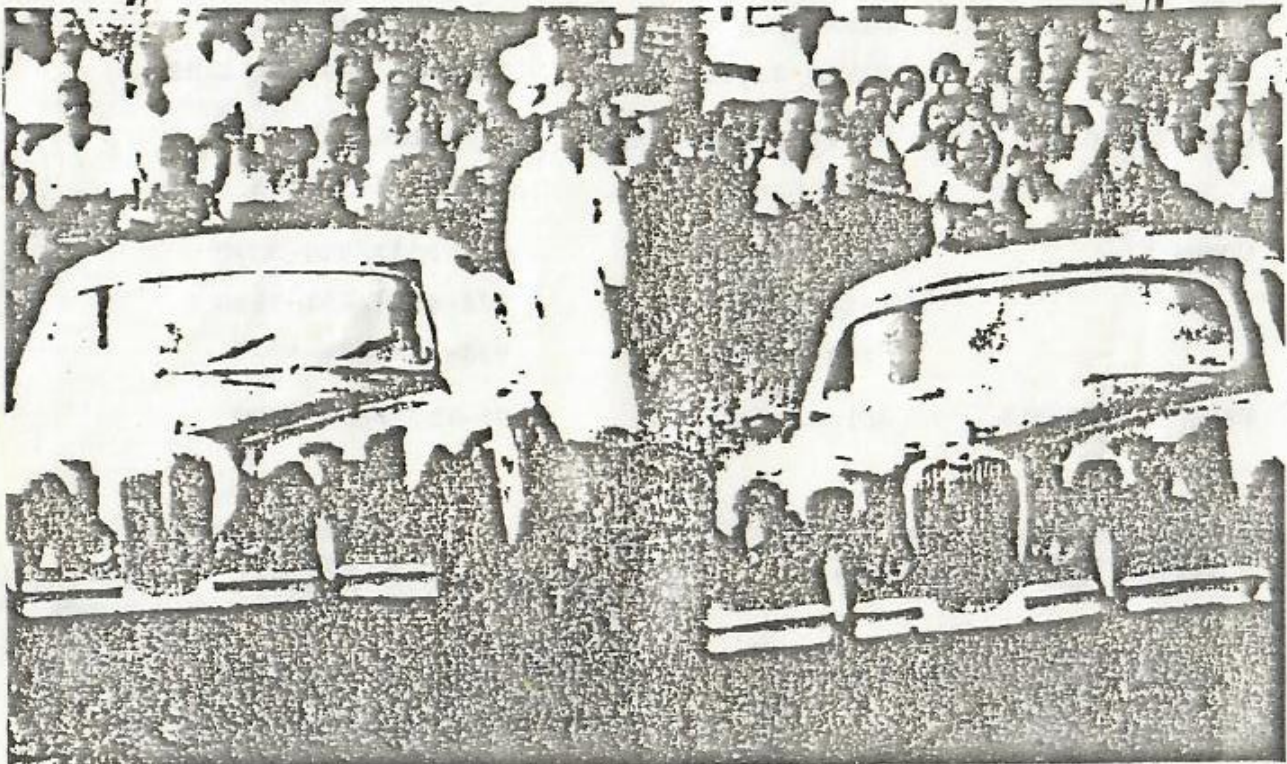
JAGUAR

HOLDEN — All Models

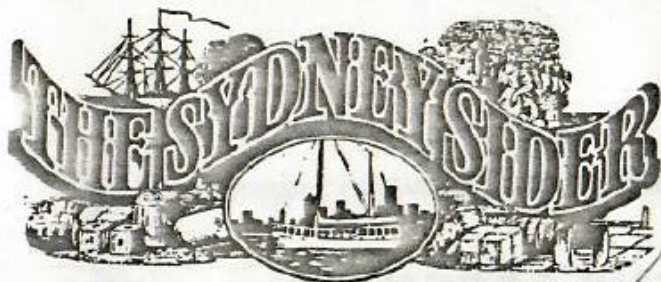


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FROM THE
PRESIDENT'S
PEN...



Ladies and Gentlemen...

I've been racking my brain to think of a venue and festivity that adults can call a "Christmas Party" - and I believe I have the ideal thing.

I have twisted the arm of an old friend who owns "Sydneysider", a 54 ft entertainment yacht with EVERYTHING! He has offered us a great deal - FIVE HOURS CRUISING and BOOZING on Sydney Harbour on SATURDAY NIGHT, December 8.

The yacht has everything that opens and shuts; we bring our own food 'n' grog; he supplies two stewardesses - and we get it all for \$15 per head.

But we'll have to hurry with the bookings, so please let us have your reservations at the November 6 General Meeting.

Our Silverdale Hillclimb has been run and won (modesty prevents my saying by whom) and, while the poor roll-up was most disappointing, those who attended had a great day's sport and a good night's fun at Wallacia Pub.

The NSSCC Six-Hour Relay at Amaroo Park on November 4 is shaping up to be lots of fun, too, and due to the hard work put in by Kim Wells, our Club has a magnificent representative team...

BOB COBDEN (Lotus Cortina) - MIKE HAYES (Cooper S) - DAVID MOYES (Vauxhall) - MARK OBERG (Chevrolet) - PHIL TRUESDALE (Fiat 2300) - KIM WELLS (EH Holden).

Hopefully, lots of you will be out there to join me in helping our team do well. Good luck, chaps - and many thanks to Kim for putting the Team together, and to Peter Hopwood who'll be there to manage the operation.

I thought that correspondence between Hodgson and Hamilton was just great, didn't you? Ron's \$50,000 Lotus Cortina will soon be on the track, I believe, and we're looking forward to having him mix it with us again. He sure is sticking it up those big-spending Mexicans this time!

It lookas though 1984 will end on quite a busy note - entry forms have arrived for Sandown, December 1-2 (where we have three races, including the only race before the WEC race on the Sunday!), and don't forget the AARC Club Meeting at Amaroo on November 25.

See you all at the ANNUAL GENERAL MEETING on November 6...

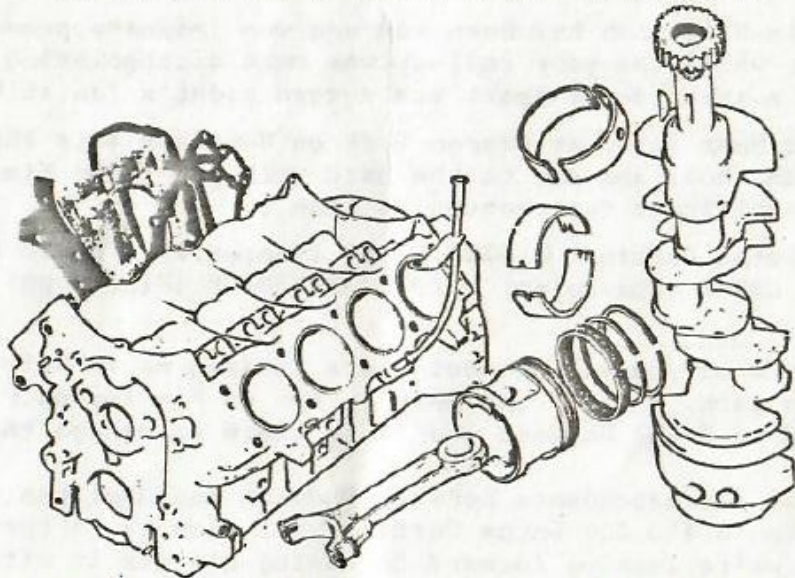
ROB TWEEDIE Hon President

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FROM THE
SECRETARY'S DESK...

A LITTLE MORE on the Christmas Party Cruise that Rob has organised for December 8 on board the 54 ft yacht, "Sydney'sider": we'll be meeting at the HUNTERS HILL WHARF (at the end of FERRY ST., Hunters Hill) at 6.30, ready for departure at 7.00pm SHARP.

MEANWHILE, the Club's CHILDREN'S CHRISTMAS PARTY is on the following Sunday, December 16, at PARADISE GARDENS, Cattai (north of McGraths Hill). Nev McDonnell has reserved a beaut site for us and we'll be travelling there via an intriguing OBSERVATION TRIAL, starting from Tony Packard Holden, Baulkham Hills. Final details in the next "Actionline".

SEEMS it's not only our cars that were getting a little tatty (now a thing of the past, after Pres's pep talk). According to a friend who attended the Lakeside meeting last month, the Queensland cars aren't being presented too well. Not all of them, of course, but enough to be noticeable and to give the line-up a delapidated look. Maybe Jack Lacey will let us know what's happening.

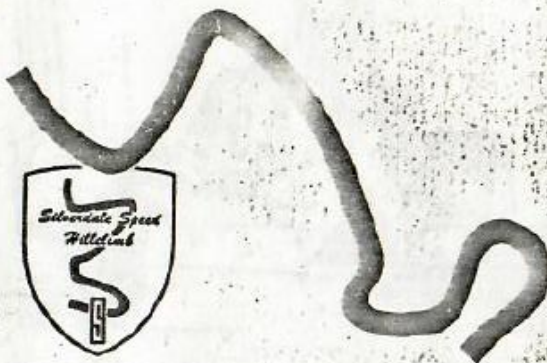
IF YOU'RE NOT going down to Sandown on December 1-2, then maybe you'd like to take part in a unique and very popular event being run at Amaroo Park that weekend. Known as the SELBY'S SUSPENSION MOTATHLON, it consists of four separate events run over the two days: Dirt Circuit Sprint - Motorkhana (on grass, or dirt) - Bitumen Circuit Sprint - Hillclimb. The Motathlon has been going for many years now, with the winner receiving the CAMS Silver Jubilee Trophy for the Motorsportsman of The Year in NSW. It's an ideal event for a Mini or Cortina, and I reckon that a few of our members could give it a big shake. More information is available from the Event Secretary, JAN GODDARD, on 86-1532,

CAMS Secretary, Peter Reynell, has had a bit to say in a recent Bulletin about Clubs who are imposing various regulations for their events in contravention of normal CAMS policy - at a time when the CAMS is trying hard to deregulate the sport at the lower levels. Two of the items he has encountered are VALVE CAPS and TAILSHAFT STRAPS, and points out that, while both items are most worthy of being fitted, neither is compulsory on ROAD REGISTERED CARS.

MEMBERS who missed the October General Meeting - and there were quite a lot - missed seeing a videotape of our cars in action at the September Oran Park meeting. Phil Maas was the cameraman, and he plans to shoot at all meetings and offer copies of the tapes at reasonable prices. We're trying to talk him into making a tape that features only the Appendix J races from all the meetings, so we'll keep you posted.

Appendix

SILVERDALE



ROB RACES AWAY!

The Association conducted its second Hillclimb at Silverdale last Sunday (27th October). The weather started damp - fine misty rain which dried up by 10.00am, and then came back once in the afternoon - entries very disappointing - only 25 - BUT everyone got value for their money - 8 runs !

La Presidente came out to take the fastest time of the day with a 41.76 on his last run; Greg Mackie took his V.W. out and ended up with a 44.00, while Greg Toepfer and Steve Williams fought it out, with Steve doing 42.49 on his last run as against Greg with his 42.91.

Mike Dyer found the brown tree stump half way up - his EH now needs another radiator, grill and bumper bar. His comment was "I've been circuit racing all year without a scratch and then I hit a tree when I'm the only one on the track !"

Kevin Anker enjoyed himself, finishing with a 43.01, with Brad Tilley being .70 of a second slower. Pat Peck had her hands full with her auto Riviera - but she showed everyone she enjoyed herself by improving her times over the day by some 14.75 seconds!

Two father and son combinations competed - Kerry Blair let (?) son Wayne beat him (in his car) by only .02 of a second, while Jim Cutler had to blow his clutch to stop son Glen from catching him. Wayne started the day with a very slow 87.48 up the hill, and finished the day with a 45.59 run - an improvement of 41.89 seconds ! Glen was a very excited and surprised young man when he was presented with 2 trophies - one for coming 2nd in his class and the second for being the fastest non-competition licenced driver. Hope Dad lets him have the car again!

All in all a very enjoyable day, thanks to Jim and Mark Robson - the hill and its facilities were ready and waiting for us, and except for someone forgetting to turn the microphone on (to relay the times to the board) everything went smoothly. I was slightly embarrassed when 18 officials showed up - most were from the Motor Sport Officials Association and they kept everything running without a hitch. Many thanks, M.S.O.A.

A Very Special Thanks goes to the Wallacia Hotel for sponsoring the trophy for the Fastest Time of the Day, and for their assistance at the end-of-the-day B.B.Q. back at the hotel, and to Nev McDonnell and son Ron for organising the trophies and the hospitality of the Wallacia Hotel.

Ron and I would like to thank the "J" Association for the opportunity of being asked to organise and run the hillclimbs this year, and hope we can be of assistance next year with your events.

DOREEN CHISHOLM

RESULTS OF SILVERDALE HILLCLIMB

APPENDIX J

- Fastest time for each competitor is underlined

0-1300 c.c.

79	Bob Tweedie	47.88	45.54	43.68	43.20	42.77	42.66	42.31	<u>41.76</u>
94	Ron McDonnell	52.45	47.44	45.15	44.91	43.71	<u>43.11</u>	43.67	43.71
							Unofficial 9th run - 43.22		
12	Greg Mackie	49.91	49.95	56.66	53.74	45.84	45.14	44.79	<u>44.00</u>

1301 - 1600 cc

45	Jim Cutler	51.68	49.56	47.02	<u>46.29</u>	DNF	-	-	-
143	Glen Cutler	54.83	51.15	49.10	<u>46.53</u>	-	-	-	-

1601 to 2600 cc

72	Alan Barrow	55.80	50.03	50.03	48.13	46.69	47.53	<u>45.99</u>	-
33	Roger Wells	54.16	77.88	50.45	48.90	48.85	-	<u>48.25</u>	-

2601 to 3000 cc

89	Steve Williams	50.57	48.47	46.20	45.32	43.12	43.37	44.30	<u>42.49</u>
88	Greg Toepfer	55.14	48.27	45.60	45.17	43.34	43.38	43.83	<u>42.91</u>
90	Ray Bailey	52.91	50.06	46.81	44.55	44.52	65.14	44.08	<u>43.93</u>
62	Doug Scott	51.58	51.02	47.95	46.98	44.03	45.67	-	<u>43.95</u>
162	Trevor Kelly	50.99	49.65	47.52	46.60	45.24	46.47	-	<u>44.46</u>
4	Peter Sugden	51.12	49.50	55.96	46.43	<u>44.36</u>	-	-	-
11	Patrick Kinsela	60.36	53.18	72.85	51.92	50.12	51.00	51.10	<u>49.95</u>
							Unofficial 9th run - 50.13		
19	Mike Dyer	<u>50.21</u>	81.32	-	-	-	-	-	-

Over 3000 cc

8	Kevin Anker	52.53	50.37	48.25	46.36	44.41	44.55	<u>43.01</u>	43.32
60	Brad Tilley	51.92	49.78	47.32	45.32	44.22	44.76	<u>43.71</u>	43.80
38	Pat Peck	64.71	60.57	56.86	53.86	52.81	51.74	51.61	<u>49.96</u>

STREET SEDANS

Under 2000 cc

1	Shane Cowham	51.13	53.45	49.32	46.94	45.02	44.70	44.18	<u>44.14</u>
							Unofficial 9th run - 67.68		
137	Bruce Moxon	57.15	55.40	52.06	51.40	50.53	49.95	50.43	<u>49.45</u>
37	Craig Shiel	60.91	57.00	53.91	52.60	<u>52.11</u>	-	-	-

Over 2000 cc

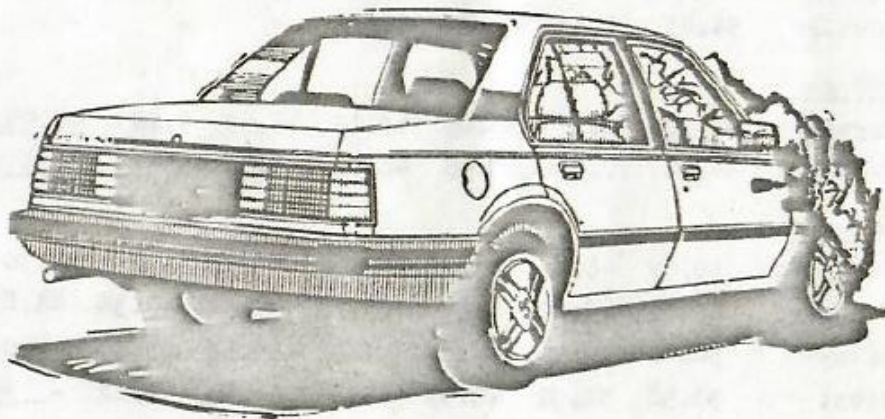
32	Kerry Blair	65.27	55.82	51.30	49.24	48.26	46.92	46.42	<u>46.01</u>
132	Wayne Blair	87.48	53.61	48.57	47.86	47.53	46.91	45.99	<u>45.59</u>

Bellett Car Club

10	Tom Amos	52.48	50.81	47.92	46.92	46.73	46.23	<u>45.39</u>	46.82
53	Jim Barrett	55.15	-	49.30	<u>49.06</u>	49.62	-	-	-

* Car 60 - Brad Tilley - unofficial 9th run - 43.53

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ANNUAL GENERAL MEETING

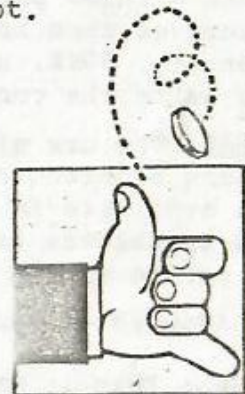
TUESDAY, NOVEMBER 6

ELECTION OF OFFICERS

FOLLOWING the passing of a Motion at the October GM which changed a clause in the Club Constitution, our Annual General Meeting, with the Election of Office-bearers, will in future be held in November, with the new Committee taking office in the following January.

Nominations for all positions on the Committee will be accepted at the AGM on November 6, and voting will be by secret ballot.

DON'T GAMBLE WITH THE AFFAIRS
OF YOUR CLUB - ATTEND THE AGM
ON NOVEMBER 6 AND LODGE YOUR
VOTES



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TECH TOPICS

by GEOFF SIMMONS
CAMS ELIGIBILITY OFFICER

...acting more like the star of
"All Creatures Great and Small"!



THE National Council of the CAMS has dealt with the recommendations on Appendix J rules put to it by the Historic Car Committee, which in turn had received them from a meeting of State Eligibility Officers way back in February. NOTE, however, that these are not changes to the rules, but advice as to the correct interpretation of them...

PROPOSAL: The use of modern carburettors in place of original units. For reasons of practicality, more modern versions of carburettors that were available in the period should be acceptable, provided that outward appearance is the same. Carburettors of a make not available in the period should not be acceptable.

CAMS: Adopted - regulations for 1985 to be amended accordingly.

PROPOSAL: That it is not practical to police transmission ratios, so be satisfied that transmission housing and number of speeds are correct.

CAMS: Adopted - regulations for 1985 to be amended accordingly.

PROPOSAL: That the present prohibition on alternators be deleted.

CAMS: Adopted.

PROPOSAL: That the minimum diameter of steering wheels be 330mm, as originally intended, not 380mm.

CAMS: Adopted.

PROPOSAL: On the subject of suspension, that (a) gas-filled shock absorbers should be acceptable, (b) the type of shock absorber may be changed, (c) that suspension components may be permanently modified only in order to alter suspension/steering geometry, but not to provide adjustable configuration on those cars which did not have it in their original form.

CAMS: Referred back to HCC for further discussion, as this appears to be a substantial restriction not envisaged by or presently provided for in the regulations, which restrict only "form and type".

PROPOSAL: On the subject of coachwork and body modifications, that (a) any car that is obviously too wide should be measured and if outside a tolerance of 2% then correction should be required, (b) tyre tread, but not necessarily the "bag", must be covered by coachwork, (c) holes to accommodate tramp rods, etc., should be unacceptable, as they were in 1964, (d) air vents beside the radiator to accommodate a trunk for induction purposes should be acceptable and the radiator support panel modified for this purpose, and (e) weight reduction is not prohibited by existing regulations.

CAMS: Referred back to HCC for further consideration, as proposals are contrary to CAMS Standing Regulation 4.6 (p.79, CAMS Manual 1984), which provides specific tolerances in respect of various dimensions and the Council sees no reason to depart from this. Similarly, there is a general policy that all of the tyre must be covered when viewed from above, and Council does not see any special circumstances which justify a departure from this policy in respect of Group N cars.

PROPOSAL: Various recommendations on the matters of spherical joints, shock absorbers, clutches, wheels, cold air boxes, roll cages, seats, brake hoses, internal engine components and ignition.

CAMS: Noted by the Council, but no regulation changes are seen to be necessary. Rather, this can be promulgated as policy and incorporated in the Scrutineers Manual.

(An unsatisfactory decision, for differences of opinion still exist between NSW and other States on the interpretation of the rules concerning the items underlined - GS)

- . I've been asked by Ron Parkes (Secretary of the Historic Car Committee) whether I agree that a 1964 Iso Rivolta be accepted for Group N. The car has a 327 Chev engine, Muncie gearbox, Salisbury diff and 4-wheel discs. Anybody think there's anything unusual? Perhaps we should refer it to New Zealand!
- . I hope you're watching Tim Stone's Alfa. This will be a steadily improving performer and my tip is that it will soon be worrying the Lotus Cortinas. I'm surprised so few people have picked an Alfa for Group N.
- . Lyn Brown has abandoned his Appendix J Jaguar project (just when he had everything ready to go together). Instead, it looks certain that he will be attacking the new Group A with a big sponsor and an XJS!
- . I also hear that Greg Toepfer is about to farewell Appendix J and get into Group A.
- . Mark Duquet's Falcon is flying in test sessions, but is popping transmissions in getting down to 64s at Amaroo. Sorry, Mark, you're stuck with that 2-speed auto.
- . One of our more prominent cars has changed hands - Brian Potts has sold his Valiant to Steve Travica of Mona Vale. Welcome, Steve.
- . Sorry to hear of Norm Howe's difficulties, which have forced him to put his very well-prepared EH on the market. Not expensive, either.



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15th October, 1984.

The Secretary,
C.A.M.S. Car Clubs - Sydney.

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