

# "ACTION-LINE"



MONTHLY BULLETIN OF THE

# APPENDIX 'J' ASSOCIATION (N.S.W.)

MARC DUCQUET

# TRAX

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# Appendix

MONTHLY NEWSLETTER of the

## APPENDIX J ASSOCIATION OF NSW

"ACTION - LINE"

Monthly Newsletter of the  
APPENDIX J ASSOCIATION OF NSW

### OFFICE BEARERS AND COMMITTEE

PRESIDENT	MIKE DYER	(B) 982-1233	(H) 982-2449
VICE PRESIDENT	BARRY FERGUSON	972-4361	789-6222
SECRETARY	LINDSAY DIVE		997-2052
TREASURER	RON LIGHTON	763-6300	639-8396
CAMS DELEGATE	BRUCE SMITH	708-9433	481-0383
CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
EDITORIAL			
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COMMITTEE - SOCIAL	LEIGH DRENNAN	997-4401	997-3016
COMPETITION MANAGER	MARC DUCQUET	546-4452	
CHIEF SCRUTINEER	MARC DUCQUET	546-4452	
SCRUTINEER	STEVE TRAVICA	99-4666	99-3553

CORRESPONDENCE: 12 PAUL CLOSE, MONA VALE 2103

MAGAZINE CONTRIBUTIONS: 44 CANYON ROAD, BAULKHAM HILLS 2153

### GENERAL MEETINGS

7.30 for 8pm start FIRST TUESDAY EACH MONTH  
FIVE DOCK RSL CLUB - 66 Great North Road, Five Dock

NEXT MEETING: TUESDAY 5 SEPTEMBER

### PRESIDENT'S REPORT

First of all I would like to thank Tom Amos for his offer to help with our magazine. Tom is also the Editor of the Bellett-Gemini Car Club Newsletter and with the assistance of his wife Julie, I am sure this help will be greatly appreciated by Ron Lighton our regular Editor.

This magazine will contain a nomination section for the election of the 1990 Committee. I would very much like to see members take an interest in the running of their Club and use this form to nominate people who they consider will do the best job in the interests of the Club, rather than leave these nominations until the last minute.

Since the last report the invitations have been announced for Bathurst. A forty car field consisting of approximately 20 cars from New South Wales, 10 from Victoria and the balance from other states have been invited. A thirty minute qualifying session will be conducted on Thursday with a five lap race on the Friday.

August is a pretty hectic month with three meetings in a row yet I am extremely pleased to hear that a large field is expected for the Amaroo Historic and the Oran Park Open. I hope that we can do justice to the Amaroo and Oran Park Clubbies. It is a shame that we could not make one of them a Division II event only but as usual it is due to the lack of interest by our Division II competitors.

Our General Meetings may be slightly inconvenienced over the next few months while the Five Dock RSL is undergoing renovations, but I am led to believe that everything will be good as brand new for our presentation dinner on November 25. Tickets for this occasion will be on sale shortly so get in early. Get your group together because it should be a top night. And please don't forget to mark your calendar for the Christmas Picnic to be held at Lane Cove on Sunday 12th November.

Before I close I would like to thank Dr. William Marshall for his letter in this Magazine. I understand the good Doctor has also written to the Editor of H.S.R.C.A. magazine advising them how great Appendix J is !!! (Rob Rowe, eat your heart out).

Regards  
Mike Dyer.

**MIKE DYER ENGINE RECONDITIONING P/L**

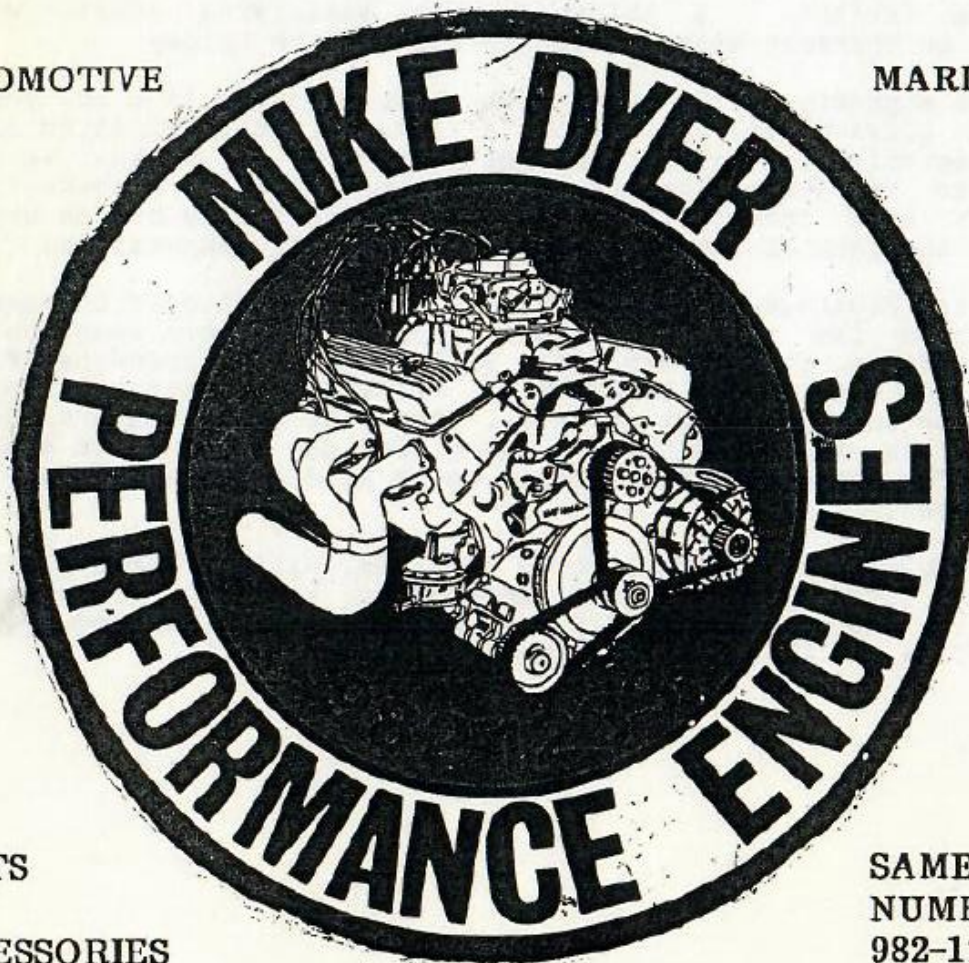
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## GUEST EDITORIAL

### "ACTION - LINE" format

There will be two separate issues of this month's "ACTION - LINE". Ron will go ahead and have the magazine printed as usual, but this copy is being distributed at Amaroo on 27 August to give "regulars" an idea of a cheaper and faster alternative style.

This style costs much less than the usual version. The deadline for contributions could be the Friday prior to meetings, and could even include results from that weekend's racing. "ACTION - LINE" could be distributed at meetings and then posted to members who cannot attend.

Under any circumstances, the cost of posting this issue is a little more than half that of the usual format, even though there is approximately twice the content.

More importantly this format makes the Editorial job easier. Ron Lighton has carried this job along with the Treasury/Membership portfolio and perhaps this format will make the job transferable.

On the "down" side, the cover is not as "professional", and perhaps the layout is not so handy. I welcome your comments.

### William Marshall

You will see in this newsletter a letter from "The Doctor" praising Appendix J. We wish him a speedy recovery from the injuries he received during private practice for the Amaroo historic!

### Rules of the Game

As one of the people who dared to complain about omission from the 'unofficial' list of Bathurst invitees, perhaps the committee (and the new committee) could make it their business in future to find out the selection criteria on which invitations are going to be made when an event is "INVITATION ONLY". And then tell ALL the members.

In the Bathurst example, if the ARDC were going to favour V8's or Mini's or whatever, then they probably knew this some time ago. This important information needed to be conveyed to members prior to the issue of invitations ... then no-one could complain. Most reasonable competitors would accept it.

It's a pity the Association as a whole was not invited to Bathurst as the spectacle of a large field would have been great viewing. If the race is run next year under the same rules, then maybe compliance to some sort of qualification criteria would be a more acceptable.

Tom Amos  
GUEST EDITOR

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SECRETARY'S REPORT

Well, here's a bloke who goes to practice and equals his best time at Amaroo with a 60.1, places himself on the front row of the grid amongst a top field and then attempts to squeeze just a little more out of everything to get into the 59 secs and bounces the green machine off an embankment. Then watches the rest of the weekend's activities from the pits.

Now that's what I call pretty bloody stupid and I can promise you I won't be out for an encore in the near future. On the other hand it was interesting to be able to watch the racing and I really enjoyed the spectacle. Congratulations to those drivers who took out the trophies for the series, well done.

I must take this opportunity once again to thank VALVOLINE for their support. It really is a pleasure to pass on fine trophies, the quality of which can only be purchased when we have good sponsors like VALVOLINE and Mr Charles Eassie, thank you.

Just a short note on the Pepsi 300 meeting where we were given two races. A decision was made that we run the south circuit in preference to the Grand Prix circuit as a procession is not the most desirable racing for our category. After all, promoting our class of racing is priority No. 1.

Our AGM will be coming up soon and the election of office bearers for the next 12 months will be carried out. It will be a pleasant change for me to attend meetings without having my head down and writing furiously. I have had 3 years as Secretary and under the new constitution I have no option but to stand down. I can only say that the experience has been very interesting to say the least.

I have received a letter from Mr John Keefe setting out his feelings re the final round of the SUATCC at Oran Park when we were not given a run. John said it was definitely not a decision by CAMS as to what events Oran Park Motorsport chose for the weekend's racing. John mentioned that the original programme submitted to CAMS was not practical as Mal Halligan did not have a great deal of room to move and you can see from that who had to miss out because we were not part of a championship as all other categories were. If Mike Dyer's report in the last 'Action Line' was false, I must take the blame. One can only print what one is told. I will leave you with the story.

Lindsay Dive

### COMPETITION REPORT

Next meeting is August Historic and a pretty good field is entered. Trophies for classes will be, as usual, supplied by the organisers with 1st, 2nd and 3rd outright for each race being provided by our Association and will be presented at the Annual Dinner in November.

One week after Amaroo we have a "carry over" from Oran Park at the Pepsi 300. The GP circuit races have been moved to the south circuit and although some will be disappointed, you have to realise that it can become professional on the GP circuit and we are, in the promoters eyes, there to entertain the paying public.

#### Bathurst 89 - Tocheys 1000 support race

There have been all manner of phone calls, reasons, whinges and bitches about this race meeting. As usual, P Reynell throws everything back on the "J" Association but the decision on who to invite is the ARDC's, not ours. So don't phone Mike Dyer and bitch. Ring Peter - lovely bloke to chat with.

Whilst on the subject, at this point of time I have no indication of what trophies the ARDC are supplying but with \$7,500 in entry fees, we are sure to be looked after at least to the tune of \$2,000.

#### Adelaide AGP '89

I have forwarded the 26 applications for Adelaide to John Blanden for the promoters to look at and sort out. I am hopeful of getting our numbers up to 12, so probably will the Victorians. It is a shame that, compared to other states, we (NSW) have so many competitive cars but when you realise we are the premier state it is understandable that NSW won the AGP race outright and won every class (except 1300cc - only by bad luck) and holds the lap record in every class. It is a bit disappointing for some of our drivers who won't get on the list but there is always next time.

Marc Ducquet

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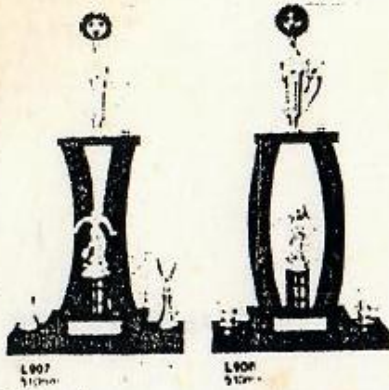
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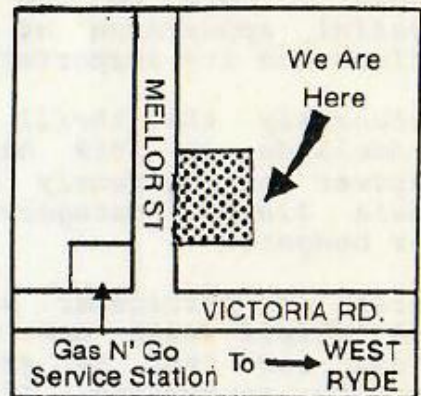
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LETTER TO THE EDITOR

10th August 1989

Dear Sir,

It was with some anticipation that I looked forward to the return of Appendix J cars to the "mountain" this year. After their very successful appearance at the 1988 AGP it was a justifiable reward to the class and its supporters (both drivers and spectators).

Unfortunately the thrill is waning with the news that both Bathurst and Adelaide in 1989 have opted for entries of either outright horsepower or extremely quick lap times. Are we breeding a new "Formula Sierra" category for those with big horsepower and even bigger budgets?

Bathurst in particular was the perfect opportunity for history to repeat itself with one of our members in a position to race an original car that he raced at Bathurst in the very years we are attempting to emulate. If you believe this sounds like "sour grapes" from someone who missed out, you're wrong. Certainly I am disappointed, along with all those who were uninvited but it is the issue of what our class is trying to achieve that worries me more.

My idea is a class of pre 1965 racing cars of many different varieties running in classes where all have a chance of some success and those who show regular interest and support for the category can look forward to the odd chance of glory at a major meeting such as Adelaide or Bathurst.

The big guns may all turn out for the televised events but the grass roots of the class are the members who support ALL the events and the clubs that run them. To those who do run in the "biggies" this year - Good Luck - remember there will be a lot more of us running with you in our mind.

Yours faithfully  
Ron Lighton

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RACE REPORT

PEPSI 300, SUNDAY 20 AUGUST 1989

Event 5, Waggott Engineering Group N Trophy Race 8 laps

Grid positions prepared us for a Mustang vs Mini challenge, but Brad Tilley in the blue and white Mustang got the drop right from the start and was never headed. A great drive.

As they came out of BP for the first time Tilley was stretching his lead, followed by Laurie Donaher's Mustang, 34, Bob Asher's Cooper S, 15, Lloyd Cleaver's Lotus Cortina, Frank Binding's Cooper S, Mike Dyer's EH, David Brian's EH, Jason Tilley's Valiant AP5, Steve Williams' EH, Kevin Anker's smokey Jaguar, Cameron Tilley's Valiant S, Darren Stewart's Holden, Michael Donaher's Holden, Ross McKenzie's EH, Geoffrey Pallister's Cooper S, Tom Amos' Bellett GT, Brian Hawkins' Triumph, Mark Walsh's EH, Ron Lighton's Alfa, D Beveridge's Cooper S, Bob Pearson's Lotus, Garry Smart's Cortina, Peter Lisle's Anglia, John McGill's Holden and Ken Brigden's Peugeot.

By the end of lap two, Binding had passed Cleaver, Brian had passed Dyer, Pallister had passed McKenzie. Bob Pearson was predictably carving up the field from the rear and had passed Beveridge, Lighton, Walsh, Hawkins and was about to pass Amos. Lighton was also in a passing mood having overcome practice problems and had passed Walsh and Hawkins. McGill had passed Lisle, Smart and Beveridge. Beveridge had dropped to second last,

By the end of lap three, Cleaver had repassed Binding, Cameron Tilley had dropped three positions, Lisle had finally started his move from the rear of the field, passing Smart, McGill, Walsh and Hawkins.

This is the way it basically stayed until the end with some passing and repassing in the mid field in front of the reasonably size crowd.

The finish order was Brad Tilley (50.69) and new lap record, Donaher (50.87), Allen (51.13), Asher (52.39), Dive (52.35), and Binding (52.34). Then came Brian, Cleaver, J Tilley, Dyer, Williams, Stewart, Anker, M Donaher, McKenzie, C Tilley, Lighton, Amos, Beveridge, McGill, Hawkins, Walsh, Pearson, Smart, Brigden, Pallister, Lisle. DNSs to Tweedie with new Mustang, Canto, Muller, Ducquet and Visser.

Historic Sports Racing Car Association Race Meeting  
Amaroo Park 12/13 August 1989

Saturday 12 August Race for Appendix J cars over 1600cc:

Tilley on pole, Donaher, Toepfer, Dive  
Lap 1 Donaher tried to pass Tilley under brakes Winfield nearly went off order stayed the same for next two laps. Toepfer and Dive had altercation and then continued on Tilley Donaher Toepfer Dive were all running just on 60 seconds, up the back the Zepher and Volvo fought it out passing and re-passing. The Triumph pass the two Jags then spun. Results were Tilley, Donaher and Toepfer closely followed by Dyer and Buchart.

Sunday 13 August 1st App J race Division 2

The grid was J Tilley (77) Asher (45) Binding (18) Bailey (90) McGill (36) Amos (24) Muller (6) C Tilley (60) M Donaher (30).

77 45 30 78 90 60 6 36 two abreast out of Honda

At the 1st lap it was 77 45 18 30 90 60 66 36 24 35 27 89

87 62 81 44 37 5 54 40 70 60 7 61

77 45 18 90 6 just being overtaken by 36 24 27 87 81

45 18 90 36 24 27 89 87 62 81 37 44 35 5 54 40 60 70 67

77 44 61 coming up the rear

By lap 5 the order had changed again and the finishing order was

45 18 77 90 36 24 89 27 87 62 81 37 44 35 5 54 40 70 67 60 61

second race

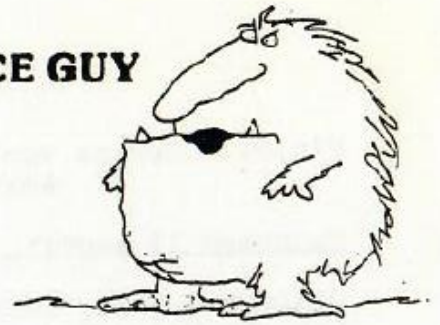
Tremendous starts from Ducquet, behind Tilley's Mustang, Pearson and Donaher were slow off the line, Dartell in 5th Tilley, Ducquets Lotus off in Suttons/Honda, 77 hard up against EH

Frank Binding and Bob Asher gave Tilley Valiant heaps of hurry up before passing and the Volvo had big lose in Suttons along with Bellett spin onto main straight.

Finish order was B Tilley (59.88), Ducquet (60.22), Toepfer (60.37) Donaher (60.19), Pearson (60.66), Dartell (60.94). Then came 15, 45, 20, 18, 7, 77, 80, 35, 24, 8, 89, 36, 27



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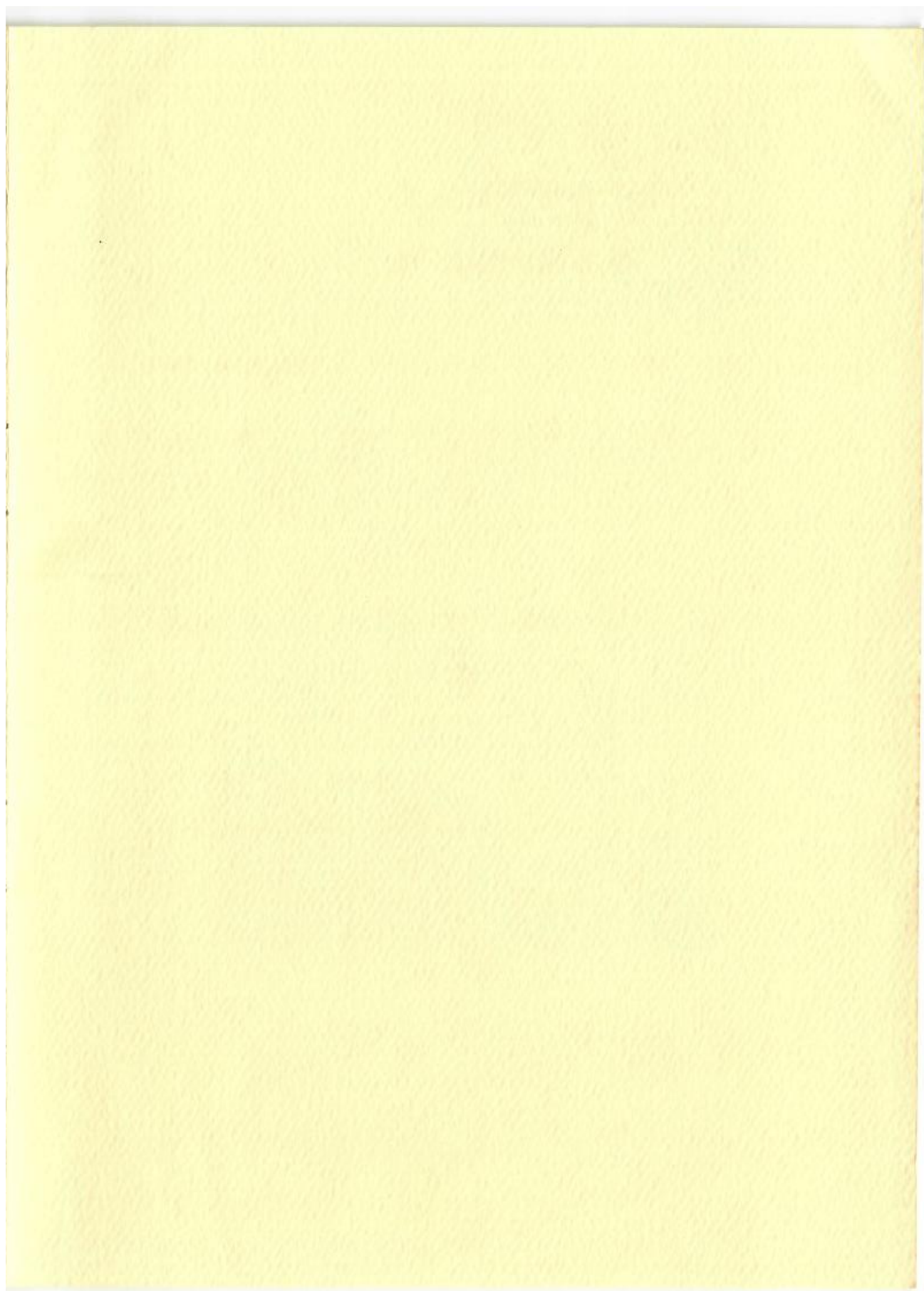
Been there - done that!!

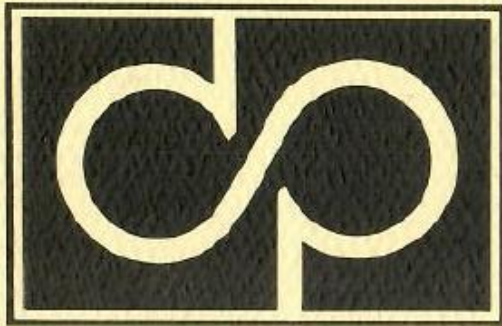
Guess what.... I have TWO (2) such (hard to get) DIFF. RATIOS and although I'm not going broke (yet), will part with them for a HIRE fee of \$60 each or SELL fee of \$125 EACH.

Now gentlemen.... that's business (sorry).

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P.S. Personally I think this is A.G.P. (Adelaide) ratio also!!!?





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