"ACTION-LINE"

MONTHLY BULLETIN OF THE

APPENDIX 'J' ASSOCIATION

(N.S.W.)

MARC DUCQUET

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"ACTION — LINE"

Appendix

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

OFFICE BEARERS AND COMMITTEE

		(B)	(H)
PRESIDENT	MIKE DYER	982-1233	982-2449
VICE PRESIDENT	SYD GREVETT	477-5677	918-0188
SECRETARY	LINDSAY DIVE		997-2052
TREASURER	RON LIGHTON	262-4222	639-8396
CAMS DELEGATE	BRUCE SMITH	667-9744	875-3074
CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
EDITORIAL PANEL	GREVETT'S	477-5677	918-0188
	LIGHTON'S	262-4222	639-8396
COMMITTEE - SOCIAL	LEIGH DRENNAN		
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: 4 LEIGHTON PLACE HORNSBY 207

GENERAL MEETINGS

7.30 for 8.00pm start FIRST TUESDAY EACH MONTH.
At the FIVE DOCK RSL CLUB - 66 Great North Rd Five Dock.

NEXT MEETING: TUESDAY MARCH 7

ELEGIBILITY REPORT

As usual nothing new to report although this year, at each meeting the club scrutineers and I will be looking at all cars over a period of time in an effort to make N.S.W. cars the most legal and best presented cars in the country. Apart from engine capacity checks , we will be logging cars for missing body work, such as molds, badges, parking lights, wiper blades etc..
Don't forget group N cars were the touring cars of the day and were as they came from the showroom with a few ALLOWABLE modifications to engine and suspension components etc..
If you want to run a sports sedan you are in the wrong association. If you are in any doubt as to what you can and can't do to your car, the Cams manual is very clear if you read it with an open mind. If you still don't know, check with a club scrutineer or myself. It might just save some embarrasment at the track.

Regards

Mike Dyer.

CLUB CALENDAR:

MARCH:	5	Amaroo Open
	7	Club Night
	15	Magazine Closing Date
APRIL:	1/2	Street Sedan Club Meeting - O.P. 6 Prix
	4	Club Night
	15	Magazine Closing Date
MAY:	2	Club Night
	13	Club Meeting - O.P. ? ? ?
	14	NSWRRC Club Meeting - O.P.
	15	Magazine Closing Date
	27/28	Amaroo Open
JUNE:	4	Club Meeting - O.P. ? ? ?
	14	Club Night
	15	Magazine Closing Date
	27/28	Amaroo Open

DISCLAIMER:

Any opinions published in this journal should not be regarded as being the opinion of the Club or the Committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor.

PRESIDENTS REPORT

I hope the large roll up at the last general meeting at Five Dock R.S.L. was an indication of things to come. The committee is already discussing using the large auditorium for an anual dinner and presentation night in November.

Congratulations to Brad and Katya Tilley on their recent wedding and on the arrival of their new toy, the ex Dennis O'Brien mustang, which I feel won't take Brad long to come to grips with.

Young Jason Tilley turned a few heads at the January historic when he drove Brad's "S" series. Rumor has it Greg Toepfer is fitting larger rear view mirrors.

Another interesting car has migrated to N.S.W. from south of t border, in the form of the ex Barry Batagol Iso Rivolta which arrived on the doorstep of Laurie Donahers stable. Lauri is hoping to run th e car on March 5th at Amaroo.

Speaking of March 5th, I think it's a meeting not to miss. It has to be one of the most competitive fields we have seen on paper for some time.The first ten cars on the grid should be within I.5 seconds per lap of each other. The list is made up of mustangs, minis, falcon sprints, lotus cortinas, a few E.H.'s and an Iso Rivolta. Not a bad line up.

Hopefully we can put on a good show for Channel 7 to promote our unique class of racing.

The number of race meetings has been cut down this year , so I would like to see as many entrants as possible without leaving it to the same guys all the time, running in open meetings as well as the clubbies.

I would like some response from members, especially division 2 guys who would be prepared to guarantee a full division 2 fiel at a future club meeting. See you all at next meeting.

Regards

Mike Dyer.

MIKE DYER ENGINE RECONDITIONING P/L

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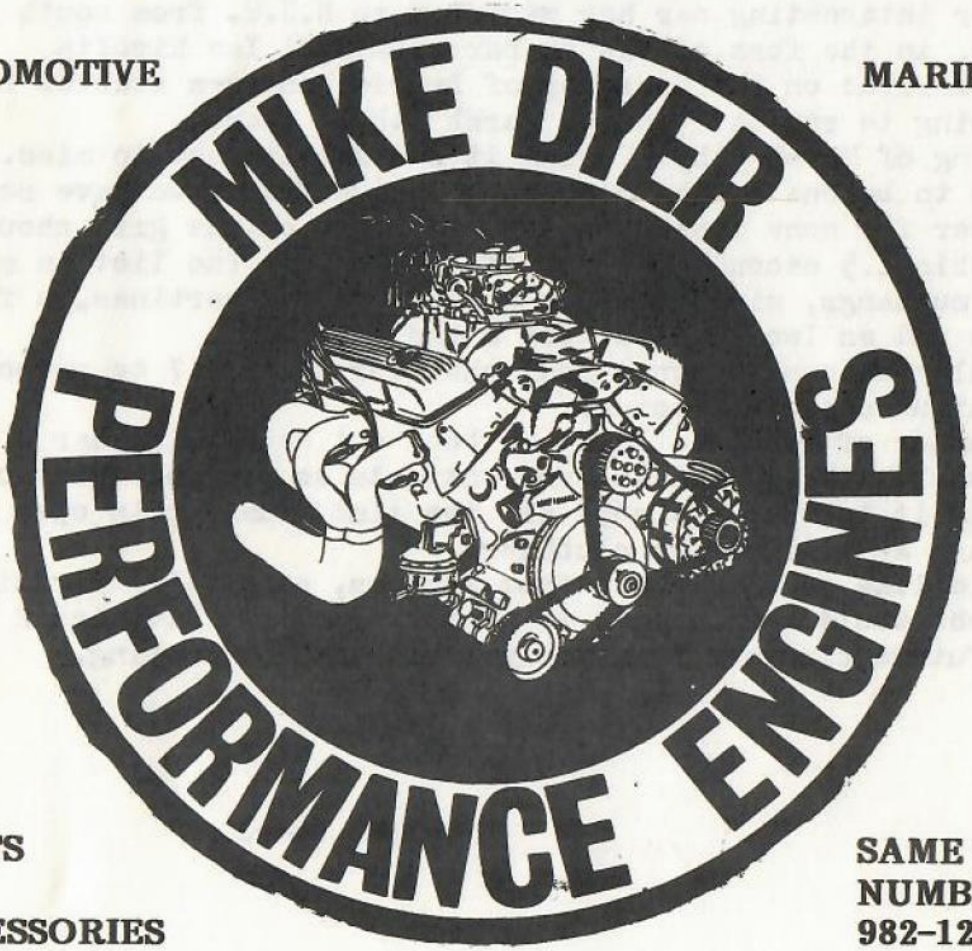
MARINE



PARTS AND ACCESSORIES

SAME PHONE NUMBER 982-1233

EDITORIAL.

Thanks to all the members who turned up at the first meeting of the year at Five Dock R.S.L.. It was great to see so many taking the time to attend.
Since inheriting the club magazine I've discovered it to be a most costly venture. Anybody who would like to support both the magazine and in turn the club by advertising, can contact either Ron Ligh ton or myself.
Nice to see Brad Tilley with his new mustang . Just remember you read it here first. Congratulations are in order to Steve and Robina Travica on the birth of their new daughter.
Welcome to new club member Mark Edmonds - safe racing Mark.
The tennis day organised by Dee Tilley was cancelled due to lack of interest. Honestly you guys, how about supporting your club and it's attemps at fund raising ????????????
As mentioned at the general meeting, there will be a presentation dinner at Five Dock R.S.L. in the auditorium on the I8/II/89. Tickets will be available in a few months, so start organising your table now.
The M.G. Car Club meeting at Amaroo on the 28/29th January saw some close racing in the "J" cars. It was great to see Brad Tilley have his first win in the mustang and brother Jason's win on the Saturday. The Sunday trophy race of I0 laps was a very heated affair with Greg Toepfer picking up the pieces and driving to a fine win. Our thanks to the M.G. Car Club for a top weekend.
I believe Rob Tweedie's falcon sprint is on it's way back from Adelaide after being "fine tuned", and will be ready for Amaroo. Good to see another new car in the club.
As we go to print (????) our sources reveal that another mustang might stamp it's hooves in the sands of the northern beaches.

COMPETITION REPORT.

Driving past a workshop on the southside the other day, I noticed a T.N.T. transporter unloading a strange car. I pulled up to have a look, and on closer inspection it appeared to be I7'8"long by 6'8"wide, just in from W.A.. Also in the same work shop is the Ron Hodgson lotus cortina in for a rebuild and a fabulous red and gold lotus cortina ready for a customer. The Iso Rivolta was sitting pretty waiting for the Amaroo open. Geoff Full has sold his lotus cortina and has stepped up to group "A" although he'll still drive appendix "J"..

Till next month , regards,

Syd.

SECRETARIES REPORT.

Hi there once again for 1989, there has been a very good response to membership so far and it will be pleasing to see some of the new members attend this years very interesting race programme.

Our new venue for the General Meetings at Five Dock R.S.L. Club proved to be a success even though the air conditioning plant had failed earlier in the day, however, the meeting was over with in a very short space of time which left a little more time for socialising. The first thing that I noticed in the building was the difference in the acoustics as one does not have yell to be heard. Another outstanding point is that the bar is attended by staff at all times, which means that our members can enjoy a cool drink throughout the meeting if they are quiet and orderly when ordering same. Believe me, the new Club creates a very casual night out. A vote of thanks was received by the Committee from Lloyd Cleaver for reconsidering the choice of venues. (I reckon that two cut lunches for the trip is out of the question, but, consider the extra drinking time).

It is official, our Association is now the Appendix J Assciation of New South Wales Incorporated. Many thanks must go to Ron Lighton for his many hours of hard work and effort regarding the Incorporation of the Association. Well done Ron and a big thankyou.

Adelaide 1989. If you wish to be considered to race at the Adelaide Grand Prix you MUST write a note to Marc Ducquet setting out your vehicles performance details and driver profile etc. These particulars will be given to the race promotors so that THEY can monitor your performance for the rest of the race season. These particulars must be in the hands of the promotors prior to July.

Bye for now.

Lindsay

REMEMBER This is your last chance to renew or no more magazines!!!!

REMEMBER You don't have to be a driver or owner to be a Member!!!!!

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RACE RESULTS AMAROO PARK 28/29 th JANUARY I989.

Saturday.	Ist.	J. TILLEY.	
	2nd.	B. Tilley.	
	3rd.	B. Asher.	
Sunday Preliminary.	Ist.	B. Tilley.	I.00.32
	2nd.	G. Toepfer.	I.0I.03
	3rd.	J. Tilley.	I.00.80
Sunday Trophy Race	Ist.	G.Toepfer	I.00.47
	2nd.	B. Asher	I.00.46
	3rd.	J. Tilley	I.00.60

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AMAROO PARK OPEN 4/5th. MARCH 1989. EXCEPTANCE LIST.

P. CORNER	MUSTANG
R. MINGAY	E.H.
R. MULLER	MUSTANG
S. BUTCHARDT	E.H.
S. TRAVICA	VALIANT
L. DIVE	COOPER "S"
L. DONAHER	ISO RIVOLTA
F. BINDING	COOPER "S"
M. DYER	E.H.
J. LACEY	FALCON SPRINT
T. AMOS	BELLETT
B. TILLEY	MUSTANG
B. ALLEN	COOPER "S"
~~B. LIGHTON~~	~~ALFA ROMEO~~
B. HAWKINS	TRIUMPH
R. ASHER	COOPER S"
F. DARTELL	COOPER "S"
K. BRIGDEN	PEUGEOT
M. DUQUET	LOTUS CORTINA
J. TILLEY	VALIANT
R. TWEEDIE	FALCON SPRINT
R. PEARSON	LOTUS CORTINA
B. STEWART	E.H.
G. TOEPFER	E.H .
G. FULL	LOTUS CORTINA

This is one of the best entry lists we have seen for an open mee Appendix "J" drivers are to be congratulated for their off season buying of new cars and the preparation of the cars includ in this star studded field. We expect a very close day's racing, with many a track record falling. Hopefully one of the races will be televised. We all know what a crowd pleaser Appendix"J" racing is. Our sincere thanks are extended to both the A.R.D.C. and A.T.N. 7 for their continued support.

APPENDIX "J" CUP.

ROUND I AMAROO PARK 29/I/89.

DIVISION I .

G. TOEPFER.	9
B. Asher.	8
J. Tilley.	7
B. Tilley	6
R. Bailey	5
R. McKenzie	4
S. Travica	3

DIVISION 2.

B. Peters	9
B. Ferguson	8
B. Hawkins	7
R. McDonnell	6
J. Sexton	5
M. ST.John Cox	4

Appendix J

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

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

OTHER CLUBS I BELONG TO.....SIGNED.....

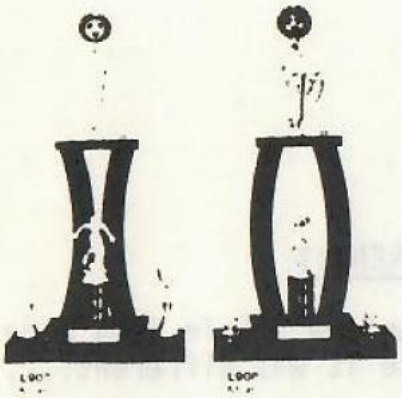
APPENDIX J ASSOC.
INCOME STATEMENT
JAN - DEC 1989

	JAN	FEB
MEMBERSHIP FEES	1305.00	1045.00
RAFFLES	45.30	107.00
DONATIONS		
INTEREST		
SPONSORSHIP		
SOCIAL	171.70	
MAG ADVERTISING	125.00	425.00
CLUB SHOP	160.00	50.00
TOTAL	1807.00	1627.00

APPENDIX J ASSOC.
EXPENDITURE STATMNT
JAN - DEC 1989

	JAN	FEB
CAMS AFFILIATION		130.00
CAMS MEMBERSHIPS		138.00
MAGAZINE		351.00
MAG POST/STATIONERY	58.35	71.21
SOCIAL	71.82	154.10
RAFFLES		10.00
TROPHIES		
GENERAL POSTAGE	.78	39.00
GENERAL STATIONERY	1.25	59.93
CLUB SHOP		
BANK CHARGES ETC		
INSURANCE		
INCORPORATION		
SUNDRIES	135.00	33.10
	267.20	986.34

Opening Balance Mnth	460.58	2000.38
Monthly Banking		
Deposits-Cheques	770.00	675.00
-Cash	904.80	771.92
Withdrawals-Cheques	135.00	806.26
-Cash	0.00	0.00
Closing Balance Mnth	2000.38	2641.04



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ERR.... LET'S BUILD SOMETHING DIFFERENT!?

A couple of years ago, I bought from Peter Smeets, a unique little 1964 John Bassett built 1300cc "English" Ford Anglia Super because it was different....

62.03 second laps at Amaroo Park convinced me there was room for development but where? Peter Lisle now owns this very well engineered little car but is still having trouble handling the massive power after his EH....try 1600cc Pete...it works...ask Bassett - he would never tell fibs!?

Last February 1988, Peter Smeets Adelaide's unofficial Jean-Marie Balestre of Appendix J, rang me singing the praises of the (U.S.A.) Ford Falcon "Monte Carlo" Sprint swearing across a "stack of Bibles" it will blow off any other V8 if built to homologated weight of 980 kg's.

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Having taken the hook, I flew down to Adelaide for a meeting with Smeets (ideas man), Bassett (would you buy a used car off this man - prospective builder), Simon Aram (fabricator and current owner of a "rough" Sprint) and Dale Konoeche (engine man extraordinaire and builder of Veskanda etc.) The deal was done, homologation papers and "cupboard full" of research by Smeets and Bassett exchanged and a build programme established...look out Appendix J, and Australian Grand Prix!!?

Well, now the ball was rolling the body was first to receive the "treatment" back to metal and after many visits to wreckers around Adelaide for suspension, brakes etc. it all got too hard.

Enter Phil Hart, a well known Adelaide/U.S.A. importer of anything and everything so long as it would handle 100% profit by sea freight! Anyway to make a short story long, Phil came good and by June we were sitting on 4 wheels but minus trim, windscreen, engine and other little insignificant bits and pieces...

Dale had at this stage procurred 2 Mexican blocks and all the other little goodies to build a "top horsepower" standard stroke 289/302 but alas his U.S.A. men had sent him a 351 Cleveland S.V.O. crank which wouldn't quite fit....back to the drawing board.

September, the Yanks promised the right crank was "on the water"....more later and Bassett extracted more "finger" to complete project "Sprint". Tweedie at this stage had shares in Ansett Airlines and was getting short of finger nails.

I won't tell you about the wheel man rebuiding our wheels to 5.75 inches or the Yanks not having any 8 inch diff ratio's or our decision to build the car as a "Sprint" not a "Monte Carlo" as this is all useless information. I will say to the educated however on the "Sprint" choice, the homologation papers (which I have a set of ORIGINALS showing the "Sprint" can mix it's body panel materials whereas the "Monte Carlo" must have one material or the other...exit "Monte Carlo", (sorry Jack).

We reached late October and still no crank, the heads were not finished and the A.G.P. was getting closer... Ansett again, a meeting of the "round table" and it was reluctantly agreed to build up a "nuts and bolts" motor for Adelaide without any dyno tuning or anything... rev limit 6,000 R.P.M. on a 3.5 to 1 diff ratio!!?

Six days prior to Thursdays official practice at the A.G.P. Bassett rather tentatively took Number 79 (Sprint) to Mallala for running-in and reported back everything O.K. at that stage. (Would Bassett tell fibs?)

Tweedie pulled the "ute" out of chez Lane Cove and observing all speed limits of course, hit Adelaide late Saturday afternoon after a most relaxing 13½ hours of drongo's in Toyota Corolla's, V.W. vans, semis and various other"gentlemen" in "blue lights" and so on.....

Monday morning we loaded project "Sprint" and off to A.I.R.... oops, booked out for the week by Nissan for Celebrity training...Mallala ...oops again, the S.A. police were training their pursuit drivers. I thought someone rang the circuits last week to check??

Now Bassett whose licence must be RATS...T used his best b...s..t and with my 2 bobs worth they allowed us a few laps for which we were most grateful.

RT "John, I don't think this f....n thing goes as hard as my Turbo!"

JB "Bull...t Tweeds, you're just not trying hard enough...let's come back on Wednesday and have another run".

Wednesday (the day before the "big one", JB, RT and "SPRINT") again talked the nice Policemen at Mallala into a few laps.

RT "Hey Bassett, the motor sounds a bit flat, the water temperature is creaping up over 100 and Christ, those rear brakes are pretty severe..."

JB "Don't know about the water temperature but work the brakes a bit harder so the front pads really bed in...go out again"

Three laps later ....

RT S..t, John, it blew a bottom radiator hose off on the back straight...what's up (and the brakes are worse)?

Again, to cut a short story long...

1. Due to studs not bolts, we cannot remove heads whilst the motor is in the car.

2. Won't do this anyway as it could be pourous heads remembering the motor is very makeshift. We didn't want to know.

3. Oops, the rear brake cylinders are fifteen sixteenths (not nine sixteenths) as J.B. thought he had fitted and so on ... press on regardless.

CONCLUSION

Well we "attended" the A.G.P. meeting Thursday, did 7 laps all day and used 4 gallons of Coolant (and various other additives) to no avail.

You cannot buy 9/16 rear wheel cylinders for these rear brakes and Adelaide's brake specialists were all at the A.G.P. so two spins later - no we didn't hit anything...we packed up and became spectators, reluctantly. "If only we had ONE MORE WEEK!!!? (I think I've heard that before).

February 6th 1989, H.M. Customs finally released our CRANKSHAFT (after 6½ weeks in Bond) and I'm looking forward to giving Finnair and Appendix J a little bit of "something different".

What I cannot believe is that I have spent around 4.7 new Ford Lasers and I still don't know how to drive it....!!?

ROB TWEEDIE

PS. Thanks, John B, Smeets, Dale, C.A.M.S., Phil, Finnair and anyone else who wishes to be thanked...

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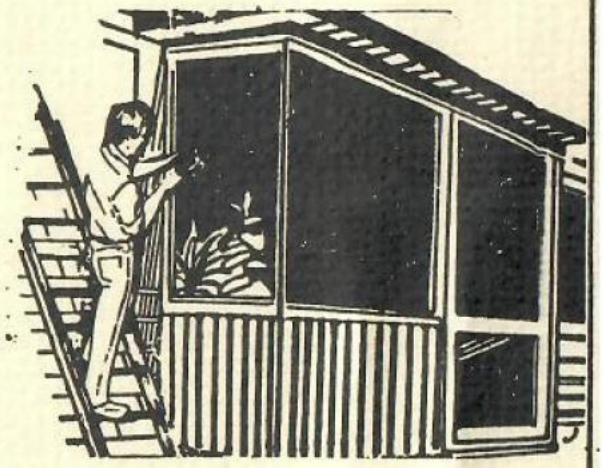

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