

# "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

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### MAGAZINE CONTRIBUTIONS:

44 CANYON RD BAULKHAM HILLS 2153 FAX # 8050191

### GENERAL MEETINGS

7.30 for 8.00am start FIRST TUESDAY EACH MONTH.  
At the BURWOOD RSL CLUB SHAFTESBURY ROAD, BURWOOD.

NEXT MEETING: TUESDAY JULY 5

JULY 1988

## CLUB CALENDAR:

JULY:	5	Club Night
	15	Magazine Closing Date
	16/17	O.P. Doen / Rd 2 Goodvear Series
	24	NSWRRC Club Meeting - Oran Park
	30/31	Amaroo Open
AUGUST:	2	Club Night
	19	Magazine Closing Date
	21	ARDC Club Meeting - Amaroo
	28	O.P. Doen
SEPTEMBER:	4	NSWRRC Club Meeting - Oran Park
	6	Club Night
	16	Magazine Closing Date
	17/18	Winton 6 Hr Relay - MCCV
OCTOBER:	2	BATHURST
	4	Annual General Meeting
	14	Magazine Closing Date
	16	ARDC Club Meeting - Amaroo
	27-30	Bicentennial International Historic O.P.
NOVEMBER:	1	Club Night
	5	Street Sedan Club Meeting - Oran Park
	10-13	Australian Grand Prix - Adelaide
	18	Magazine Closing Date
	19	Street Sedan Day/Night Meeting - O.P.
	26/27	NSSCC 6HR Relay Race - Amaroo
DECEMBER:	6	Club Night

### 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.

## FROM THE PRESIDENT...

Not a great deal to say this month but as Ron Lighton is on my back again here goes. I was disappointed to have missed the invitation race put on by the ARDC on June 19, as I was away for the weekend with the family gaining Brownie points.

I was also very disappointed, especially for Finnair's sake, to see our race was not televised as we were advised initially that it would be. However I would like to thank Finnair for supplying the trophies for the meeting. I have heard that the trophies were magnificent. We are very lucky to have a company like Finnair behind us and I hope we can give them some value for their money in the future.

I have been informed that Tasworth Hillclimb is on, on October 8 and it is to be part of the Bicentennial Sporting Carnival. Entry forms are available now. Anybody who has competed at Tasworth Hillclimb will tell you that it is a great weekend.

I hope to have some great news about Group N's involvement in the Adelaide Grand Prix weekend in November. Rumours are running hot at the moment, but I will let you know when we are officially notified.....(unofficially it sounds great!)

My thanks to our Social Committee. I hear that the B B Q was a great success at Amaroo on the 19th - keep up the good work.

REGARDS - MIKE DYER.

### NOTICE OF MOTION:

Moved B Smith that the name of the Association be changed to the "Pre 1965 Touring Car Association".

This motion will be dealt with at the August General Meeting in accordance with our Constitution.

**MIKE DYER ENGINE RECONDITIONING P/L**

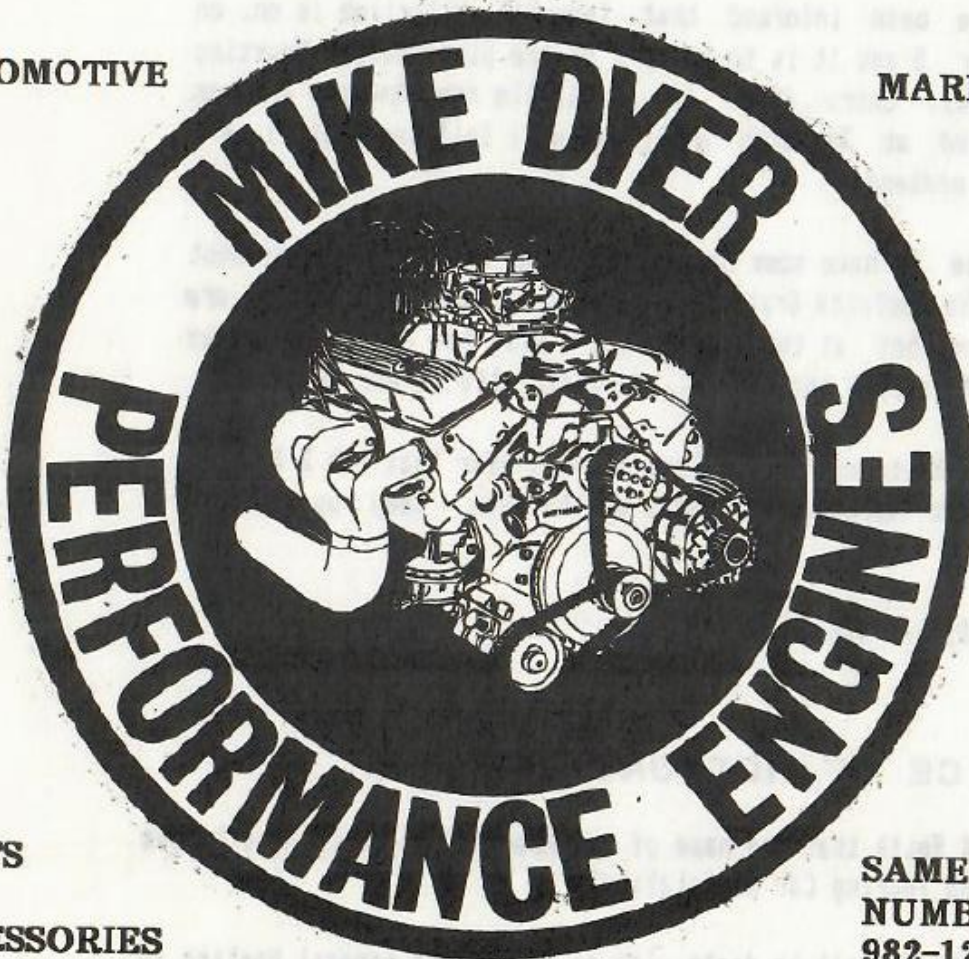
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## ARE YOU ELIGIBLE???

Nothing new in eligibility this month, but no news is good news.

I have had a few enquiries about fuel for Group N cars by competitors wishing to improve the quality of their fuel. Unfortunately 100 Octane is all you can use and maybe a sample of your fuel could be taken at any time by the scrutineers for analysis.

Holden brakes will be inspected at the next meeting at Dran Park, so be ready.

I have received a log book application from Lloyd Cleaver for a new Lotus Cortina. I have had my spies looking into the car and it should be worth while watching, especially if Lloyd "sideways" Cleaver lives up to his name. Welcome back. It has been a long spell.

We will be looking at presentation at the next meeting, so lets tidy up our act. Our cars are drawing a lot of attention these days from spectators so lets show them that Group N is here to stay. A little bit of polish and tyre black goes a long way.

I have heard a whisper that scrutineers are measuring names on windscreens. Don't forget that 3 inch maximum height is allowed and also no other advertising is allowed, ie: no other trade stickers etc....

Regards - NIKE DYER

### FOR SALE:

2 x 150 watt driving lights - brand new still in original boxes.

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The above available through Ron Lighton - 6398396 (h)

I suggest you read the Appendix J section in the 1987 Motor Racing Year Book. Some fine words from Grahame Howard about our class. No Editorial Doodles this month due to lack of space. Aren't you all lucky.... Regards Ron 1.

ARE YOU ELI... 5573 J0121 JB J0Y 399



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## SECRETARY'S REPORT...

Amaroo Park 19th June, 1988. Group N destruction. A huge number of cars suffering from panel and mechanical damage. We all know that our cars will suffer from both panel and mechanical problems at some time in the cars life, but why so many in one day? I may say that I was the recipient of the newly named trophy for a days racing - "The Horses Arse Award" - enough said!

It was mentioned at the last General meeting that Adelaide is definitely on - Group N will be given a race on the Thursday and Friday of the Grand prix weekend. All those drivers wishing to go to Adelaide MUST apply in writing to Marc Duquet, c/- TRAX Competition Alignment Services, 37 Planthurst Rd Carlton. Please make sure this is done if you wish to be CONSIDERED!

If you were not at the last General meeting you missed yet another round of the SEAT SAGA. The Victorians had approached me in an endeavour to sway our members feelings towards the idea of drivers having the option to replace their seat with a full racing seat. It is MY opinion that this should be allowed. We have roll cages for safety, we have driving suits for safety, why not have the option for a safer seat. I noticed that the only persons voting for the new idea were the drivers that had been involved in accidents and know what happened to their seats. It was voted upon and it was quite clear that the vast majority of members wish the seat situation to remain unchanged. I was sorry to see the vote go that way, however things may change in the future. After all if you wish to have REAL historic racing you should be able to drive in jeans and T shirt. They did in the sixties. This is Group N - let's progress.

A decision has been made by the Committee that subject to approval from CAMS our cars will all be limited to DUNLOP ZERA tyres from January 1, 1989. This decision will solve a number of complaints concerning the new breed of tyres appearing on the Group E list. Letters will be forwarded to CAMS, all other Appendix J Assocs and the Historic Car Committee informing them of our decision.

I am happy to inform you that any decision to alter the commercial fuel available to cars will not affect Group N. A letter has been received from John Keefe confirming this.

REGARDS - Lindsay.

Appendix J, Group N, Success or Failure?  
Saloon cars cars racing as they did, in Australia, before 1965. That's what the regulations were intended to produce, but you can't rerun history " we only pass this way once".

All classes of Historic racing have only tenuous links with what really happened in the past. Why is it that the appendix J saloon races seem to miss the mark by so much ?

The opening paragraph of the National competition Rules on Group N creates a lot of the problem, " the automobile must be a production type saloon, manufactured prior to 31 December 1964, of which 100 of the particular model must have been produced". What was left out was 'and raced in Australia before Dec. 31 1964 '.

That omission means that the Mustangs ( and a few other exotics) are now allowed to race.

The sort of racing that actually took place at the Australian touring Car Championships in 1964 was quite different from what we see today in Appendix J. The field for the 1964 ATCC at Lakeside consisted of 1 Renault 750, 3 FJ Holdens, 1 Zephyr, 1 Valiant, 5 Cortinas, 6 Minis, 1 Jaguar and 2 Holden eh's. Four of these cars were pre 1955 models, and this was the last ATCC held under Appendix J regulations.

The 1964 ATCC was won by Ian Geoghegan in a GT Cortina, all the previous atoc's were won in Jaguars. So " whats wrong"? you may ask, " Jaguars, Cortinas and EH Holdens still run in Appendix J today". That's true! What we are missing are the cars that raced during the Appendix J period 1959 - 1964 which were in fact cars built in the 50's. F.J., F.E. Holdens, Peugeot 203/403, Austin Lancer/Morris Majors, Simcas, Customlines, Wolsdeys, Zephyrs, Volkswagens, Renaults, Austen A90s, Hillman Minxs and others were the mainstay of Appendix J racing during its 5 year life.

Now it would be historically inaccurate to run a pre 1960 class for Appendix J touring cars but it is my belief that such a restriction would produce much more realistic racing than we see today.

I suggest pre 1965 races for the Mustangs, Cortinas, Cooper S's, Valiants etc and pre 1960 races for the many cars that really did race in Appendix J.

While we are about it lets wake up to ourselves and get rid of the stupid Appendix J name. this was a section of the C.A.M.S. manual which referred to 1960 Touring Car Regulations.


You cannot own an Appendix J Holden! You can own a Holden saloon which is modified in such a way that it complies with the rules found in Appendix J of the 2nd edition of the National Competition Rules of CAMS(1960) as amended. Why confuse the people who pay money to see us race? Why not just say 'Pre 1965 Saloon Car'. If someone really wants to know about the modifications allowed in this category then refer them to the regulations in the 5th category Group N of the 1988 NCRs.

Robert (controversy is his second name (BJ)- ) Rowe.

22 Finlayson Street  
LANE COVE N.S.W. 2066

May 11, 1988

The Editor  
Historic Racing Register Newsletter  
67 Bantry Bay Road  
FRENCHS FOREST N.S.W. 2086



ROBERT TWEEDIE  
AGE 44  
APPENDIX J Competitor

Dear Sir,

RE: EDITORIAL APRIL 1988 NEWSLETTER (ROB? ROWE)

As past President of the Appendix J Association of N.S.W., and a competitor 1967-1972 and 1982-1988, I can only express my sadness that you have seen fit to bowl underarm to a very strong movement within the Historic ranks which in many cases props up somewhat processional race meetings.

Your reference to the rule book suggests an omission regarding "and raced before December 31, 1964". As these rules became gospel 1980/81 at the commencement of the "new" Appendix J and our cars have been built and raced under these rules, I feel the "horse bolted" long ago so your objection is pointless.

In the late 1960's a Touring Car category called "Improved Production" was premier and enjoyed such names as Moffat, Jane, Manton, McKeown, Beechey, Geoghegan and Foley to name a few. This class (if you read the C.A.M.S. manual), was basically very similar to Group N (Appendix J). Realistically, this class was a progression as better cars were built by the manufacturers, Improved Production was very similar, very popular and I do concede, today's Appendix J has seemingly followed suit. Is this such a shame as we are still re-incarnating the 60's so presumably in 1988 we could call Appendix J Historic!

Sure, Austin Lancers, Peugeot's, FJ Holdens etc. are more Historic as are MG TC's to Group L.A. Sports cars, but are they more interesting or less traditional?

Our Association has gone to great trouble to encourage a Division 2 within our ranks which would encompass the makes of cars you obviously relate to but it seems very few competitors have chosen this as an alternative, probably because the financial commitment would be similar in most cases to the current cars and lets face it, people like to race!!

Many other "nearly" historic categories seemingly suffer from overzealous spenders small grids and also we believe "tiny" rule benders, but as they don't get the exposure or perhaps even satisfy the audience to the same extent (no insults intended), they have not been as critically appraised as you (and Mr. Cummins on occasions,) have, particularly in your April newsletter.

Yes, we are now at a stage two Divisions should be established and I would be the first to build an Austin A30 with a 1275cc motor, 5 speed Colotti-Francis gearbox and manufacture my own F.I.A. Homologation papers....

Maybe we (Appendix J), have stood too far away from the whole Historic movement (or vice versa) and its time we all put down our various umbrellas and realised the 1960's were MANY YEARS AGO and lets be friends!!

Yours faithfully,

**ADELAIDE GRAND PRIX - OFFICIAL VERSION**  
**FROM FACT NOT BULLSHIT!**

As you will have read in Auto-Action it is confirmed we will have a race on the Thursday and possibly on the Friday as well. The plain fact is we have been INVITED to RACE at ADELAIDE this year and depending on the way the cars are presented and raced (ie: they don't have time to explain to Formula One Drivers why there is oil on the track or why their practice session is late etc etc) we will have a race on the Sunday next year. Not much interest from NSW - Lighton Dartell and Dive only. At this point we can have up to 10 cars from NSW, 10 cars Vic and the rest from SA, WA, Qld and Tas. I am sure the other states would like our spare spots!

Cars will be selected for their appearance, uniqueness and competitiveness with the Drivers being invited by virtue of their capacity to blend in as a social group and get on without all the usual KNOW ALL - UP YOU JACK - I'M ALL RIGHT CRAP - that is currently in vogue!

One last comment of my own (entirely mine and not necessarily that of the Committee): I am sick and tired of hearing second hand about who said what to whom about this and that! If anyone wants to do the job of Competition Manager then they are welcome to it. You spend the time on the phone, you pay for the calls, you pay for marketing proposals that get things under way. YOU get off your arse and do something for the Association instead of making smart-arse comments about this and that. Put us or SHUTUP!

**TODDIES TYRES TROPHIES**

Presentation at July meetings:

- 0-1300: Bruce Allen (Mini)
- 1300-1600: Ron Lighton (Alfa)
- 1600-2000: Brian Hawkins (Triumph)
- 2000-3000: Greg Toefer (EH)
- > 3000: Brad Tilley (Valiant)
- Outright: Bruce Allen (Mini)

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## 1988 JUNE RACING ROUNDUP

AMAROO - ARDC Doen Meeting 19/6/88

### Appendix J Preliminary - 5 laps:

1) B Allen	Mini	60.40	10) L Drennan	Valiant	62.90
2) L Dive	Mini	60.40	11) G Pallister	Mini	63.02
3) B Stewart	EH	60.24	12) J Cutler	Cortina	63.28
4) F Dartell	Mini	60.88			
5) R Asher	Mini	61.98	DNF: S Butchart		
6) T Leo	Mustang	60.86	B Tillev		
7) B Visser	EH	62.24	G Toefer		
8) S Travica	Valiant	62.66	R Canto		
9) R Mingav	EH	62.40			

### Appendix J Trophy - 5 laps:

1) B Allen	Mini	59.38	9) B Stewart	EH	60.96
2) P Corner	Mustang	60.00	10) L Drennan	Valiant	62.98
3) L Donaher	Mustang	61.30	11) R Canto	Mini	63.22
4) G Toefer	EH	60.36	12) J Cutler	Cortina	63.78
5) F Dartell	Mini	61.20	13) R Asher	Mini	61.86
6) T Leo	Mustang	61.40	14) S Travica	Valiant	62.58
7) L Dive	Mini	61.40	15) R Mingav	EH	63.12
8) B Visser	EH	62.46			

### Trophies:

Event 1 o/r: Allen Dive Stewart Dartell Asher

Event 2 o/r: Allen Corner Donaher Toefer Dartell

Class 0-1300: Allen Dartell Dive

Class 1301-3000: Toefer Visser Stewart

Class > 3000: Marshall (Corner) Donaher Leo

Best driver: Stewart      Horses arser: Dive



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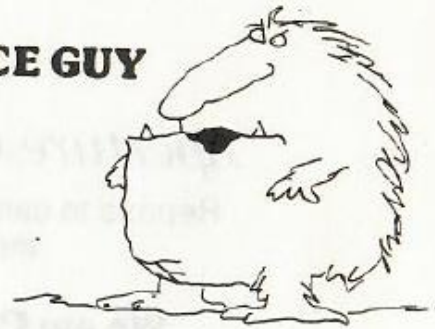
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## NO MORE MR. NICE GUY



### JUST FOR THE RECORD (From Rob Tweedie)

As I contribute to this most worthy Newsletter by purchasing a page for \$125 per annum and don't have anything in particular for sale whether its business services or automobile associated, I have decided to get my two bobs worth and hope you are en-lightened (sorry Ron):

1. At Amaroo practice (June 18th), 2 valves had a close meeting with 2 pistons in my Mini in practice... my "spare" cyl. head in my opinion would not have suited this motor so I spectated (at home) with Peg who is one week off producing our heir and successor (and hopefully pit crew!) understand...??!
2. The Falcon Sprint device being built under my guidance in my "home town" (Adelaide), is to retain ALL STEEL body construction so the grumblers/stirrers can now rest - our so called "unfair" advantage will never be put to the test!
3. Thank you FINNAIR for your most generous trophy line up for Amaroo June 19th on behalf of the competitors who received them.
4. Nice to see such fabulous practice times at Amaroo... Sydney is really producing some most competitive car/driver combinations worthy of praise.

### NOW YOU HEAR IT.....

Finnair (who have to be our BEST SPONSOR), are currently considering a proposal from P.D.L. Marketing to SPONSOR the 2 proposed races at the Adelaide Grand Prix meeting this November. Although unconfirmed by the organisers as yet to our Association, this written proposition to Finnair must suggest that Appendix J will be there,.. an experience of a lifetime !!? No doubt Mike Dyer will inform you of the eventual arrangements should our appearance be confirmed but in the meantime you can be assured my recommendations to Finnair have been made.

More gossip next month.....RT

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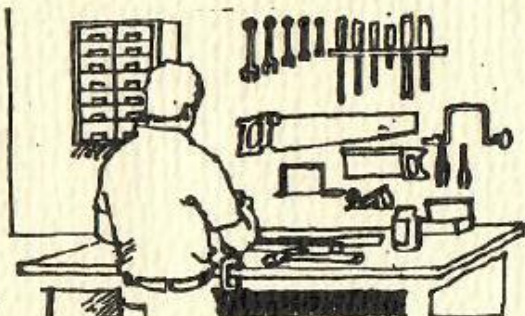
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