

"Action-Line"

THE MONTHLY BULLETIN OF



APPENDIX J ASSOCIATION (nsw)

APRIL EDITION

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"ACTION-LINE"

MONTHLY NEWSLETTER of the
APPENDIX J ASSOCIATION OF NSW



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CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
TROPHY MARSHALL	MARC DUCQUET	789-3107	

GENERAL MEETINGS

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

APRIL 7



From The PRESIDENT...



I apologise for not being available to attend both the last Committee and General Meeting but business activities prevailed.

Well, it's funny that we invented the F.A.R.T. Award (in last month's magazine) and it now seems that yours truly unofficially

won it ! . . . actually my most sincere apologies to anyone who "blocked" me at Amaroo last meeting but I was having gear box troubles and frustration. . . enough said.

FINNAIR have verbally committed a healthy \$ increase on last year's "Super Race" in June so I will be pretty involved in setting up their promotion (which is for the good of Appendix J) and pass some of my "duties" over to Marc, Lindsay and the Committee for the next few months.

I have asked Mike Byron to cease mailing out the Appendix J Newsletter to NON-FINANCIAL MEMBERS after this month and I also believe club TROPHIES should only be awarded to Club Members and Interstate visitors at our N.S.W. race meetings. C'mon chaps, \$20.00 renewal fees will not break the bank!

Amazing how eligibility seems always at the forefront of most competitors lips . . . the rumours and gossip are worse than a "hens" picnic.

You are no doubt aware our Victoria counterparts are attempting to introduce sponsorship on cars . . . absolute madness and most non-representative of 1964!

Appendix J is, next to formula V, is the "cheapest" form of track racing available but our budding Group "A" stars appear to want to rock the "historic boat" to satisfy their ego's.

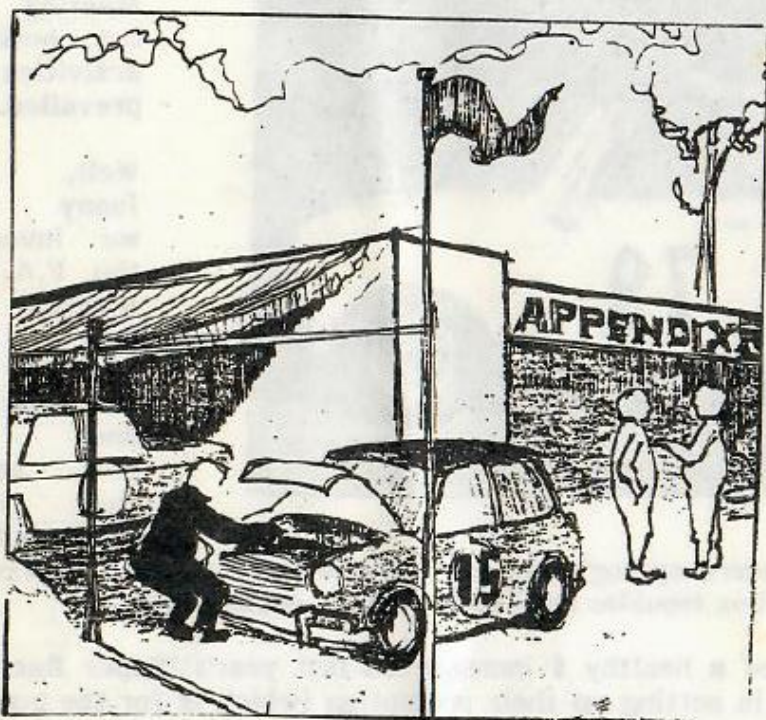
As for tyres, our Committee has agreed the present rules STAND and that is FINAL.

Well apart from Amaroo (March) and Winton (late May) followed by the June Amaroo "Super Race", things are a bit quiet on the racing scene so it might be a good time to tidy up the "dirty washing" and give your "J Car" a spruce up . . . we will see.

Meantime, have fun, stay happy and I will see you at Burwood on April 7.

Robert Tweedie

SECRETARY'S REPORT



Hi there, I note with some amazement that there are still some 30 odd members who have not renewed their membership. I suggest to those members that they have a good look at this months issue of Action Line because you won't be receiving another until, of course, you renew your membership.

Just prior to our March GM I was contacted by Allan Garner who sadly informed me that due to his new business ventures he was forced to step down as Club Captain. Alan has been a very keen and active worker within the Association for quite some time now and I'm sure that his absence in the position of Club Captain will be noticed.

The position of Club Captain has now been renamed Competition Secretary/Manager and it was voted upon at the March GM. I am pleased to inform you that Marc Ducquet is now carrying that banner as well as Vice President and Trophy Marshall. It is an extremely busy year for Marc and he is doing a fantastic job. Lets's all assist Marc whenever possible.

I somehow found it sad to drive past the cloud of dust at the dogleg at Oran Park during the 25th anniversary meeting and see the crumpled mass of Greg Toepfer's 'old' brown EH. Other than a stiff neck Greg, fortunately, was uninjured. To everyones amazement during the next seven days Greg and his boys completely built a race car and was at Amaroo Park at the February 22 meeting in a gleaming black paint EH and as you would expect from Greg, very competitive. A job well done and a fine example to others.

The February 22 meeting had it's ups and downs. As a result of the biffing, bashing and barging, there were quite a few irate drivers by days end. I think it's about time that all of us race our cars without the 3 Bs and lets enjoy some clean racing.

Lindsay Dive

MATE OF THE MONTH

This Month's Mate is the irrepressible Peter Sugden. Sugo, as he is known to his fellow South Coast peers, has long been interested in motor racing and Holdens and as it happens is a motor mechanic by trade.

Although he has helped to prepare lots of race cars, Peter first became interested in Appendix J when he saw a photograph of Greg Toepfer's "late" EH in RCN, before Greg had even raced the car. Almost immediately an \$80 write-off EH was purchased and the construction of Sugo's replica of the famous Neptune Racing Car was under way. The number plate PK 751, which incidentally adorns wife Anne's Datsun 1600 most of the time, was simply sitting in the DMT vaults waiting for a nostalgia buff. By 1982, the car was on the track and Peter regards his first race as a highlight. He ran out of petrol during practice and was placed last on the grid for the first race. The second race was a reverse grid and guess who had pole position.

Peter actually won two races at an Oran Park "clubbie" although he alleges that everybody else stayed home and has commented that another career highlight was "Getting close enough to Toepfer for him to hit me!"



Peter, who was an Eligibility Officer for 3 years, also says "I did alright in some races but I forget when and where" and as the photograph shows he has had all the usual motor racing experiences.

The EH PK 751 took twelve months to build and is basically a 1964 Special Sedan although several cars were stripped to provide all the bits. It is fully modified and within the allowed specifications and handles like a dream (see photograph). Peter's wife, Anne, describes its preparation as lots of long nights and short stints in bed (sleep? - Ed.)

Peter Sugden this is your life.

Flog off your unwanted parts - find the bits you need. Send copy to the Secretary before the 20th of the month.



1 x GRAHAM RUSSELL FULL RACE MK2 COOPER "S" CYLINDER HEAD COMPLETE (AS NEW) WITH "BIG" VALVES, NEW GUIDES, SPRINGS etc. PRODUCING 122 b.h.p. ON ENGINE DYNO (SHEETS) EXCHANGE FOR STANDARD MK2 or 1100s HEAD \$800 FIRM.

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All items are excess to requirements and the terms are cash only.

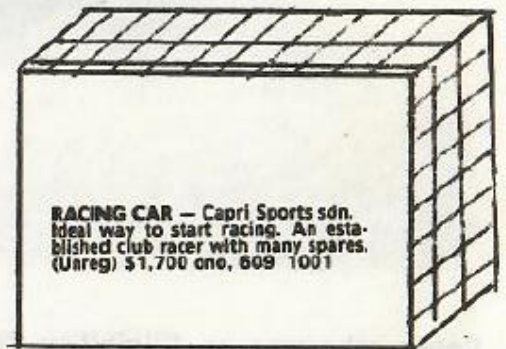
ROBERT TWEEDIE (BUS) 320-404
(A.H.) 427-2906

FOR SALE

A Holden 48/215, as prepared by Max Stahl and faithfully raced by Roger Wells. This car is excellent value and interested parties should contact Roger.

Roger also has a 3.55 diff assembly for sale, and EH owners know how desirable this item is.

Contact - Roger Wells
043-322-688



A NEW COLUMN - A NEW POSITION

COMPETITION MANAGER SECRETARY

THE TODDIES TYRES / YOKOHAMA SERIES

Most people will already know the format for this series, the first round already over been run (Amaroo - February). The series will consist of four open meetings ie, two Amaroo Park and two Oran Park and 2 Clubbies - one at Amaroo Park and one at Oran Park.

The next meeting is at Amaroo Park on March 29 and then the next at Oran Park Open on August 30 and followed by the November 8 open meeting. The Club meetings are the Oran Park Club - Day / Night November 21. The final meeting is the Amaroo Park November 29 run by the Street Sedan Association.

The series is to be run by classes and in the event of a tie then a countback toward outright racings will apply.

ADELAIDE INTERNATIONAL RACEWAY

In the Touring Car Round at the Adelaide International Raceway, our Appendix J Cars have two races. A Scratch Race and a Reverse Order Grid Race. Both are eight laps should be interesting. Entries close April 13

**ADELAIDE INTERNATIONAL RACEWAY
PO BOX 521 VIRGINIA
SOUTH ADELAIDE 5120
08 380 8154**

LAKESIDE HISTORIC (OCTOBER)

This great meeting (both socially and racewise) has been cancelled because of a lack of officials who are attending the Australian Grand Prix, Bathurst and the World Touring Car Championship Round at Calder.

I am hoping to organise a three state (NSW, VIC, QLD) Tintop Challenge and / or a Historic Meeting for October / November to be Oran Park. Jim Ferguson is very keen to put on an "All Touring Car" Meeting.

MARC DUCQUET

Stop Press. April 10 Mike Dyer, Bob Tweedie, Steve Trauca and myself will be meeting with QLD and VIC Officials to iron out some of the anomalies existing in our class.

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DRIVER PROFILES WANTED

WE'D like to hear about you - your sporting background, your racing career, a bit about your private life, what your ambitions are. Fill in the Questionnaire below, send it to the Editor with a photo of your self and your car, and we'll make a story for "Action Line".

NAME

PLACE OF BIRTH

NOW LIVING AT

OCCUPATION

NAME OF SPOUSE (if any)

CHILDREN

MOTOR SPORT BACKGROUND.

STARTED HOW and WHEN

CARS RACED

SUCCESSSES

...OR OTHERWISE

CAREER HIGHLIGHTS

DETAILS OF INTRO TO APPENDIX J

...AND SUBSEQUENTLY (Committee positions, etc)

DETAILS OF CAR

MAKE and MODEL

HISTORY (How acquired, cost, work done, etc)

DETAILS OF PERFORMANCES

(If insufficient room on this page, please continue on separate sheet)

RACE REPORT

Amaroo February 15

A good field of 26 cars were entered but it was miserable practicing in the wet, so much so that if you didn't get a time in the first six laps, it was time to give the game away. An interesting fact was that the first five cars were within $\frac{3}{8}$ ths of a second apart, and the next seven cars were within a second of each other.

On race day, the weather was fine. The first "J" heat was won by Bruce Allen from Lindsay Dive and Marc Ducquet who had started in tenth position. This heat also saw Ray Lintott break a gear box mainshaft on the opening lap and that put Ray out of the competition for the day.

An explosive start to the second heat showed Ducquet rocketing up the hill, through the field and he hit Bruce Allen in the rear at the top in an accidental shunt that was unfortunate (but did little damage). Bruce kept Ducquet in second and Dyer came third. It was a bit disappointing to see a certain blue mini come into contact with several other cars.

The third heat was a boots and all affair although it featured an excellent clean run up the hill for everyone. Bruce Allen, again, led from Ducquet, Dyer and Dive. Greg Toepfer sported a brand new, gleaming new black EH, which had been purchased from Marc Ducquet as a road car earlier in the week. Greg and the boys must have worked furiously as this EH turned its first wheel in anger in a practice session on Friday preceeding the meeting.

Tilley, Tweedie and Dartell followed the leaders and led a gaggle of other competitors, all trying hard, while in the front, Bruce Allen temporarily relinquished the lead to Ducquet on the third lap. Bruce was to regain the lead a lap later when Ducquet's motor rather spectacularly exploded coming onto the main straight. Ducquet slipped on twenty litres of his own oil and water which was spewing from the destroyed engine. So spectacular was the result that Marc Ducquet earned a Stallion Stables Award for the "Best Save of the Day" which netted Marc \$100.00 as well as a haircut token. This must be the most expensive haircut Marc has ever had as Chevy Nova motors are not cheap.

Bruce Allen eventually won from Mike Dyer and Lindsay Dive. The outright placings overall from the points in the earlier heats are as follows.

1. Bruce Allen
2. Mike Dyer
3. Marc Ducquet

Some Points of Interest.

Brad Tilley drove extremely well and was never far from the action

Lindsay Dive, as well as being an extraordinary club executive has shown some real skills in his first season as a racer.

Paul Corner has been doing some homework as his Cortina shows a marked improvement and Paul is winning his class

On a down note - Syd Grevett, Greg Toepfer and Frank Dartell each sustained some body damage in the various heats - surely it was not all from the same driver!

The presentation had a nice touch - all the various winners received a desirable wall plaque and every competitor received a token trophy for their efforts - good thinking trophy marshall. It is the little touches that make a day.

- As told to Mike Byron (who wasn't there) by several who were.

Now hear this!

APPENDIX J



RENEW - OR JOIN - NOW!

Membership Renewals are DUE NOW - and you must be FINANCIAL to renew your CAMS GC Licence.

You can help your Club, too, by signing up a new member - and you'll earn a \$5 discount on your own membership fee.

GO FOR IT!

I'm signing up to have some fun!

Dominic Truelove

PO Box 218

Pennant Hills NSW 2120

\$5 JOINING \$20 ANNUAL/RENEWAL

MEMBERSHIP FEE Cheque
ENCLOSED Money Order

NAME..... ADDRESS

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

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

OTHER CLUBS I BELONG TO.....SIGNED

MIKE DYER



I am pleased to announce that arrangements have been made for a meeting to be conducted between members of the Victorian Appendix 'J' Register and our Association. Rob Tweedie, Marc Ducquet, Steve Travica and myself will travel to Gundagai on the weekend of the 12th April and thrash out some of the eligibility problems that exist between the two states. Members of our Association who feel that they have an input that could be of benefit to the meeting or any matter which you would like discussed at the meeting please contact me on 982-1233 during business hours.

I also advise members that our Association Scrutineers will continue to assist CAMS Officials in the scrutineering bays. Our scrutineers will be looking for little things like windscreen wipers, carpets and heater bodies in Mini Coopers. Most members are fully aware of what should be in their cars, so do the right thing and save any embarrassing moments.

If you do not want to be inconvenienced by having your cars puffed or the cylinder head removed for measuring please bring the engine components to me prior to assembly and I can seal the engine with CAMS approved seals. If your engine has not been sealed be prepared for that ominous "HELLO THERE, WE ARE GOING TO PUFF YOUR ENGINE TODAY !!" It could happen to you.

Mike Dyer



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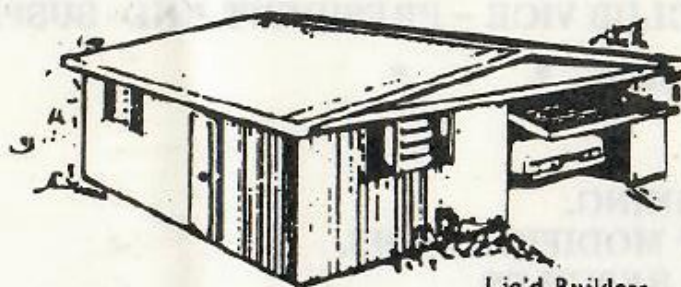
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1. NATIONAL FLAG—RACE START.



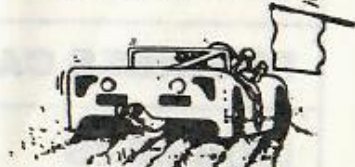
2. BLUE FLAG—
CAR TRYING TO PASS.



3. YELLOW FLAG—CAUTION
(NO OVERTAKING).



4. GREEN FLAG—
TRACK CLEAR.



5. RED FLAG—STOP.



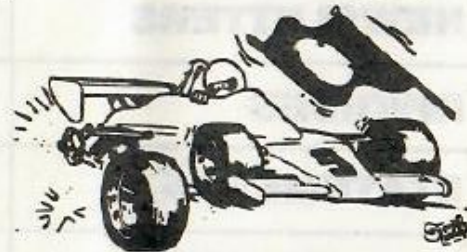
6. WHITE FLAG—SERVICE VEHICLE ON TRACK.



7. YELLOW & RED FLAG
—SLIPPERY TRACK.



8. BLACK FLAG—CALL INTO PITS.



9. BLACK & ORANGE CIRCLE FLAG
—MECHANICAL DEFECT.



10. BLACK & WHITE TRIANGLE FLAG—
UNSPORTING BEHAVIOUR.



11. CHEQUERED FLAG—RACE ENDS.

MIKE DYER ENGINE RECONDITIONING P/L

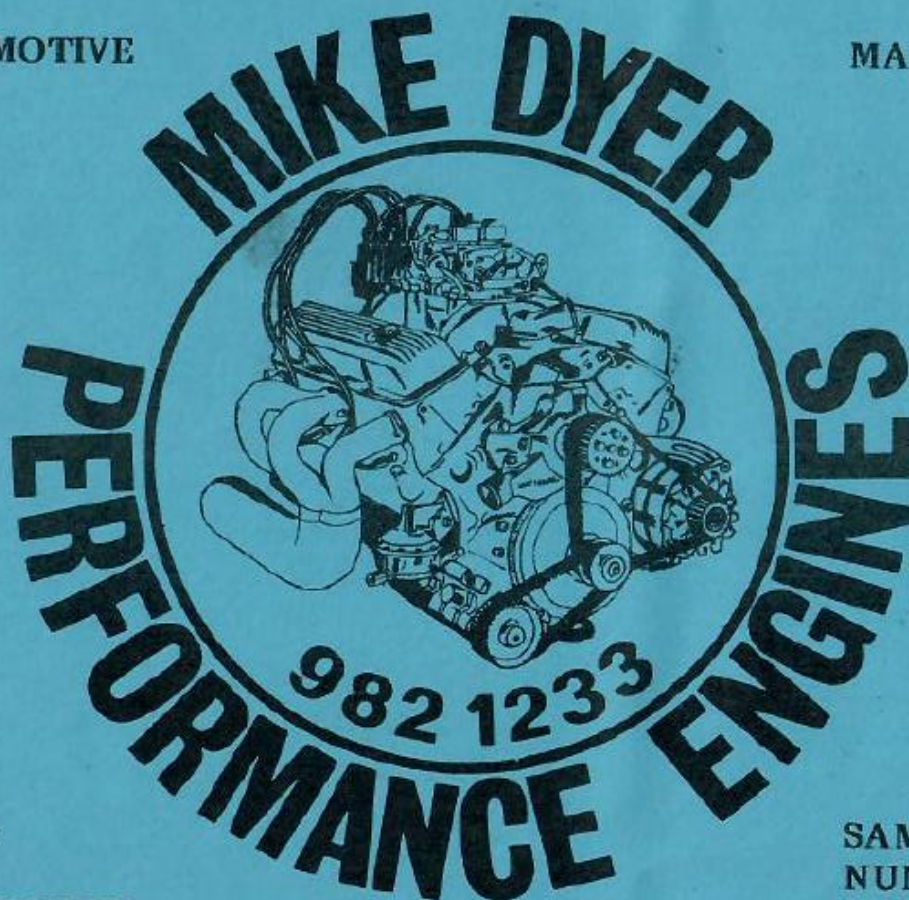
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