

A P P E N D I X - I T I S

APPENDIX J ASSOCIATION (NSW) NEWSLETTER

AUGUST 1983.

1983 - 84 OFFICE BEARERS.

President	Ron Hodgson	637-7000 (W)
Vice President	John Cummins	43-3004 (H)
Secretary	Max Stahl	579-1927 (W&H)
Treasurer	Dianne Barrow	636-4131 (H)
Committee Members	Greg Toepfer	638-2249 (W)
	Alan Barrow	636-4131 (H)
	Max Stahl	579-1927 (W&H)
CAMS Delegates	Peter Hopwood	451-7368 (H)
	Neville McDonell	625-9482 (H)
	Marc Ducquet	789-3107 (W)
Eligibility	Geoff Simmons	709-7530 (H)
	Mike Dyer	982-1233 (W)
	Marc Ducquet	789-3107 (W)
Editor	Graeme Douglass	670-2397 (H)

send correspondence to; 7 Coonawarra Drive, St. Clair. 2759.

The monthly meetings are held at Burwood R.S.L. Club, Shaftsbury Road, Burwood, on the second Wednesday of each month commencing at 8.p.m.

The next meeting is on 10th August.

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SPECIAL NOTICE.

It is with much sadness we report the sudden passing away of Jan Lisle on Monday 18th July. Jan was a funloving person who attended most "J" meetings whether Peter was racing or not, and will be sadly missed. On behalf of all in the association I offer condolences to Peter, Rebecca, Daryl and Mathew. Anything we can do is only a phone call away Peter.

COMING EVENTS.

July	24th	Lakeside (QLD) Open Meeting. Oran Park (NSW) Club Meeting NSWRRRC.
August	7th	Amaroo Park (NSW) Open Meeting.
	14th	Amaroo Park (NSW) Historic Meeting. Winton (VIC)
September	21st	Oran Park (NSW) Open Meeting.
	11th	Sandown Park (VIC) Open Meeting.
	18th	Oran Park (NSW) Club Meeting NSWRRRC. Winton (VIC) 6 Hour Relay.
October	2nd	Bathurst.

GENERAL BUSINESS.

Refer attached minutes of 5th July committee meeting and 13th July General meeting.

THANK YOU.

I would like to express my thanks for the support and encouragement extended to me during the past few days. I couldn't possibly remember everyone by name and besides it would take too much space, but a few who I would particularly like to thank are; Peter & Anne Sugden, John & Anne Williams and Steve & Sue Turner for their help and friendship. It has been a very difficult time for me but the assistance given by all my friends and relatives has eased the situation considerably.

Once again I apologise for not being able to list the name of everyone who has given support but please accept my sincere thanks on behalf of Rebecca, Daryl, Mathew as well as myself.

Peter Lisle.

CHAT CHAT.

The recent resignation and subsequent re-instatement through a vote of confidence by members of President Ron Hodgson highlights an on going problem area within the club. There is an element who believe their individual needs are greater than that of the association in general. A number of these individuals are also very vocal at times regarding decisions that don't suit them or complain about things not being done. However they never offer to help when assistance is required. These individuals are not helping to establish the association in N.S.W. and if they are not prepared to be constructive in their attitudes they would be doing everyone a favour by sliding out under the door and not coming back.

Our ever amazing friends (?) at CAMS (National not State level) have announced another progressive (?) change for 1984. If they have their way Appendix J cars will only be able to compete at ONE (1) open race meeting per year at each circuit. Think of the possible implications of this decision;

- (1) if Oran Park closes down, we will have one open meeting per year at Amaroo.
- (2) Even if Oran Park continues, which hopefully it will, we will still only be able to compete at two open meetings per year.
- (3) With 4 NSWRRRC meetings at Oran Park and a possible 3 ARRC and ARDC meetings at Amaroo this gives us 4 meetings per year without Oran Park and only 9 meetings per year if Oran Park stays open.

For CAMS to place these restrictions on the fastest growing class of motor racing at a time when our sport is going through a severe downturn in patronage at race meetings throughout the country, it is indicative of our administrators shortsightedness and utter stupidity.

We have the support of the Historic Sports and Racing Car Association, who have forwarded a strong objection to the decision. Additionally, every member of our association is asked to forward a strong letter of objection to; Mr. John Keefe, Chief Executive Officer of CAMS, P.O. Box 441, Camberwell 3124, Vic requesting this decision be reversed.

On a happier note, Michael Westall tied the knot in May. As I don't know the new bride's name, all I can add is congratulations Mr. & Mrs. Michael Westall.

We have only one (1) Mustang left in NSW following the sale of Des Gibbs' car to John Mann in Victoria. Des has almost completed a Ford Fairmont for Group E. While we will miss his exploits in the white and red Mustang, I am sure I speak for all in wishing him much success in his new car. (maybe the trophies will be spread around a bit more now).

Another car that has disappeared from NSW is the Lyn Brown/Geoff Symmons Jag. The car has been sold to Tasmania and was delivered by Geoff mid July. At this rate, we won't have any of the original cars left.

A lot of criticism has been aimed at Jack Lacey over the past 12 - 18 months from within the NSW association. However Jack's untiring efforts to get the class moving in QLD has culminated in a big promotional meeting at Lakeside on the weekend of 23rd & 24th July. Billets, barbecues, tents, media representation have all been arranged by Jack. Unfortunately the meeting clashes with the NSWRRRC meeting at Oran Park and only 12 or so competitors have travelled north out of the 20 - 25 who originally indicated they would go. Jack's enthusiasm for the class is such that he had the only car in Qld for sometime and had to compete with sports sedans just to get a run. He travels to NSW regularly to compete at Oran Park and Amaroo, to enable him to compete in the class he loves best. After all the drama in Sydney, it would have been very easy to change to sports sedans or any other category, but then it wouldn't be Appendix J, and therefore it wouldn't be Jack Lacey.

The Appendix J movement has lost two of its best supporters with the resignation of July 18th of David Jones, promoter at Oran Park and his secretary Lindy. With the uncertainty of their future at the Park they decided to move on to greener pastures. David and Lindy were the driving force behind our class gaining maximum exposure and support during the initial period of our return to racing, a period during which Ivan Stibbard at Amaroo didn't want to know us. Good luck David and Lindy, we wish you well in your endeavours.

The May 29th meeting at Oran Park saw a return to the past in the spectator areas. Official attendance was just over 22,000, which is the biggest crowd in NSW since 1972 and the biggest crowd other than Bathurst and possibly Sandown for many years.

The "Golden Oldies" race in march this year was unfortunately marred by rain. The race itself was thoroughly enjoyed by all who participated and without exception they expressed a desire to have another at a later date. Interesting sidelight to the race; Leffler and Bond side by side through the esses on a wet track while in the pits Bruce Allan and Greg Toepfer (respective car owners), stood with hands over eyes. Leffler went on to win the race, showing he has lost little of his old flair in bricks.

In the hospitality lounge after the race, Brain Foley was heard accusing Leffler and Bond for not following the script. Apparently it was arranged for him to win, but when they hit the track the competitive spirit returned and scripts were forgotten.

Would all owners and or drivers please forward to the editor a brief resume on your car and driver. A history book is being prepared for race commentators which will enable more accurate information at race meetings. Past response to this request has been extremely disappointing so lets get moving.

#### A MESSAGE FROM THE PRESIDENT.....

#### THEY DON'T HAVE TO BE HOT!

The resolution passed at the July 13th General Meeting will, I believe, attract many new members to our association. To refresh your memories - or give you the news if you weren't at the meeting - the resolution allows the committee to bestow a special title on a certain car or cars in the association.

The title is already well known, of course - it's Appendix J, but from here on in will apply only to those cars that have undergone extensive modifications (all complying with our rules, of course) to make them more suitable for a highly competitive level of racing.

I've had the thought for some time that a lot of people were deterred from joining the association because they believed they had to have a "hot" car. Well, that's not the case at all, for a well restored car in a mild state of tune is just as welcome as your hottest EH or Cooper S.

But, being the competitive bunch that we are, we all like to think we have a reasonable chance of doing well, and any car that's down the back of the field must be a dud. Not so, and to emphasise the point, I came up with this idea.....

All cars in the association will henceforth be covered by the overall title of "Group N - Classic Saloons" which, after all, is the official CAMS designation of our category. Then, however, there will be a further classification, whereby cars that have been extremely modified mechanically to produce the utmost performance will be known as "Appendix J". The reason for this should be obvious; all the races in which we run are titled Appendix J, and that's how the public know our cars.

We expect that most competition offered to us will be in the form of these races, either at Open or Restricted meetings, and, naturally, all cars in the Association will be eligible to enter. However, at certain Historic meetings - or even some club meeting - when the organisers run a race, or Reliability Trial, or Demonstration run of some kind, for "Group N Classic Saloons", then those cars designated Appendix J will not be eligible to enter.

Thus, those owners of such cars as Simca, Peugeot 203, Austin A30, Mini 850, Hillman and lots more which would look good on the track and be very nostalgic, but which wouldn't be competitive as racers, will be able to have fun and mix it among themselves without being over-awed by the "hotties". Incidentally, cars will be designated Appendix J at the nomination of their owners, or after inspection by our Eligibility Officer should there be any accusation of a Group N car being too hot.

Ron Hodgson.

CLASSIFIEDS.

Free classifieds will be listed for any member who has articles for sale. Please send all details to the editor.

AFTERTHOUGHT.

A number of members have not renewed membership fees which were due at the end of March, 1983. If you fall into this category would you please forward your \$10.00 to Dianne Barrow at 27 Cliffside street, Greystanes. 2145. If you are not sure as to your financial status (club membership-not bank balance) then ring Dianne on 636-4131.