

Normalising Certificate

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APPENDIX-ITIS

(NSW APPENDIX J ASSOCIATION NEWSLETTER)

OCTOBER - NOVEMBER 1982

OFFICE BEARERS OF THE "APPENDIX J CAR CLUB OF NSW":

President	Ron Hodgson	637-7000(W)
Vice President	Geoff Symmons	709-7530(H)
Secretary	Roberta Douglass	670-2397(H)
Treasurer	Dianne Barrow	636-4131(H)
Committe Members	Ken Mathews	797-7311(W)
	John Williams	982-4264(H)
	Alan Barrow	636-4131(H)
	Lyn Brown	
	Graeme Douglass	670-2397(H)
	Max Stahl	692-0222(W)
Delegates to C.A.M.S.	Graeme Douglass	670-2397(H)
	Neville McDonnell	625-9482(H)
Trophy Steward	Gavin Ward	871-8576(H)
Eligibility Scrutineers	Geoff Symmons	709-7530(H)
	Bruce Stewart	709-3718(H)
Appendix-itis Editor	Graeme Douglass	670-2397(H)

7 Coonawarra Drive, St Clair 2759.

The monthly general meetings are held at Burwood R.S.L. Club, Shaftsbury Road, Burwood on the second Wednesday of each month commencing at 8.00 P.M.

The next meeting will be held on 8th December.

COMING EVENTS

January 30	Amaroo Park	Historic Meeting
February 27	Oran Park	NSWRRC Club Meeting

RACE RESULTS

We're going back several months to the September Club Meeting at Oran Park on 19th September. Race Day weather was miserable and wet. Although it had been raining, the first race for 'J' cars was held on a dry track with Peter Hopwood on pole with Steve Williams alongside. Greg Toepfer was off the rear of the grid after miscalculating the condition of his (non) spark plugs in practice. The result was Peter, Steve, Greg and John Tesoriero after Chris Strode, Mick Fisher and David Brien all received 1 minute penalties.

The second race was held in the wet and promised heaps of action. The big Chev and the ex-cab had a great dice with Steve hounding Peter all the way but not having enough legs down the straight. Greg again came from the back of the grid to finish close on Steve's tail. The star of the day was Abe Barrow who had the Humpy performing better than ever. A 7th in the first race and 8th in the wet earned Abe the A & K Mercantile Man of the Meeting Award.

A brief report on two interstate meetings held recently:

October 9-10 saw the Lakeside Historic Meeting washed out on the Sunday but not until one 'J' race had been run. Laurie Donaher made the trip North and it was disappointing not to be able to get a full day's racing in. Jack Lacey has a new 1293 'S' which is really flying. This was the first outing for the car which was only bolted together a few days before the meeting and Jack was really happy with its debut. Jack also reports a number of new cars in the Sunshine State and more to come.

November 6-7 was the A.G.P. Meeting in Mexico at Calder. The first 'J' race was Saturday afternoon. The results were - 1. Denis O'Brien, 2. Ken Mathews, 3. Des Gibbs. Peter Hopwood almost equalled 'Gyro' Mathews effort for the Most Number of "About Facing" in One Race. Despite his drop back through the field, Peter attracted most of the T.V. attention. Note the stars are all from NSW.

Sunday's race was a runaway for Denis O'Brien which did nothing for the class as far as spectator interest. 2nd was Peter Hopwood, 3rd Des Gibbs and 4th Ken Mathews.

Several comments worth noting:

Evan Green on Appendix J: "These grand old cars are great for those of us privileged enough to see them".

Peter Hopwood during T.V. interview: "I enjoy Appendix J because they are a great bunch of people".

Thanks Evan and Peter. We are achieving quite successfully one of our aims, i.e. to restore sportsmanship and friendship in motor sport.

CHIT CHAT

The NSW Road Racing Club Annual Presentation Dinner is being held at the Belvedere Ballroom, Cabramatta on Friday night, 3rd December. Tickets are very reasonable at \$11.00 each for a 3 course dinner and all drinks.

Appendix J members who have awards to pick up on the above night are: Peter Hopwood, Steve Williams, Paul Corner, Allan Barrow and Michael Westall. These awards are on behalf of Paul Balsarini from A & K Mercantile. In addition, several other members have awards to be given by the NSWRRRC.

We have organised a Christmas Party at Lane Cove National Park on Saturday, 4th December. We could not book a reserved area so I will get there early and erect a banner or sign at the area we pick. All are invited - bring food but the club is supplying liquids. If you are bringing children, we suggest you supply a small present, wrapped and with the child's name on it so Santa - the person with the 'No Name' brand can constantly in his hand in the pits - can hand them out. To be fair, we ask that the value of the present does not exceed \$5 - \$10.00.

No more Galaxy! Denis O'Brien has sold the beast to a collector and it will never race again.

Not long to go for the New Year and I am looking forward to it. It must be better than 1982! The bank balance has been knocked around by 2 written off bodies and finally at the September Meeting a disintergrated motor while Roberta was driving. To be fair, it wasn't her fault, a rod let go. All we salvaged was 3 rods and pistons and maybe the crank. The block has no front or back, the gearbox casing and gears are stuffed and the head damaged. The cam is in 3 pieces and the oil cooler was pushed through the grille. Definitely one of the best demolitions I have seen.

Roberta did an excellent job keeping the car off the wall as it let go through the esses in the wet. She spun right up to Suttons and parked the car near the wall leaving oil all the way.

Peter Hopwood was following, about to lap Roberta with Steve Williams on his tail. When he pulled into the pits after the race, he stopped to tell me she was O.K. Then proceeded to tell me it was the best lose, save, lose, save, lose, save, lose, save etc he has seen. All this was no consolation, it was a bloody side more expensive than my two prangs combined and she had the front to say on the way home "at least I brought the car home in one piece".

Recent phone calls to St Clair from Paul Gulson in Queensland have been taking place to organise a 'J' class race or two at the Surfers Touring Car Round on May 15th next. Paul is trying to arrange some travelling and/or accommodation expenses for competitors from NSW and Victoria. We will keep you informed on the progress, but it looks good.

CLASSIFIEDS

Chev Impala
\$1,000

Almost complete - minus motor
David Birks 627 3661

Holden E.H.
\$2,500

Complete - very quick car.
David Wignall (062) 54 9797 a.h.
(062) 54 6707 bus.

C A R I L L O ' S C O L U M N

By the time anybody is reading this, the terrible trio - Geoff, John and Marc will probably have put some noses out of joint at scrutineering Oran Park on 19th November. Geoff (nice guy), John and Marc (no more Mr Nice Guy) have decided that if Appendix J is to flourish without the bitch and tongue wagging, then cars have to be legal - to the CAMS manual and not heresay or what used to be. Usually the only ones who complain are the guys who get sprung.

TEST TIME

Triumph 2000 owner asks Chev Nova owner to sort out the UNDERSTEER problem in his car. Mike warms car up, hands over to Marc who respectfully does a couple of slow laps to be polite, goes for the noise and has almighty lose in c.c. ½ at Suttons and hairy slide everywhere else. Comes into pits and says "I don't know what you call understeer, but that car's got more OVERSTEER than the Impala. Where's the tyre guage?". Mike: "In the boot of the BMW. I'll get it". Not in boot. "Ah! I know - in boot of TRIUMPH". (This last statement with very red face). Yep, also in boot of Triumph - 2 wheels and tyres, floor jack, 3 tool boxes, water, oil, fuel and jumper leads. Anyway, 58.5s were the result of a bit of tweaking and the car has a lot more potential.

BULLSHIT DEPT

Geoff Simmons for running illegal cylinder head on Jag. He should know better than anyone else - Boo - Hiss!!

LATE NEWS

Ken Mathews went to a lot of trouble at Oran Park to avoid eligibility scrutineering. Anybody who spins a car in a straight line and writes off the front end just so he wouldn't get checked after practice, must have something to worry about.

EXTRA

Why has Ron Hodgson a hand throttle out of the dash? Or who does what and gets sprung?

The handicapper was a victim of the World's Fastest R8 (5 litre?) which won the handicap race after a fairly slow practice time. Two cabs were awarded one min. for leaving the rank early, otherwise the exercise was a success.

How much would it cost to have John Cummings do the commentary on the races? Maybe we need to hold an Art Union with a Pug 203 as first prize.

Some first time night racers were seen to fall into the trap of following the car in front through the dark spots. At least two followed cars off the track!!

SPECIAL MEETING

There will be a meeting of all drivers, mechanics and prospective builders of "J" cars at Specialised Steering Pty Ltd, 9a & b Harp Street, Campsie on Thursday, 2nd December, 1982. The meeting will start at 7.00pm SHARP.

All three Eligibility Scrutineers will be in attendance and this meeting will lay down the guidelines for 1983. If you cannot attend and wish to contact a Scrutineer, their telephone numbers are on Page 1 of this Newsletter. Marc Duquet is not listed yet - his work number is 789 3107.

The success of this meeting will save a lot of time for general business at the Monthly Meetings.

B.Y.O.G.