

APPENDIX-ITIS

(NSW APPENDIX J ASSOCIATION NEWSLETTER)

SEPTEMBER 1982

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

President	Ron Hodgson	637-7000(W)
Vice President	Geoff Symonds	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)
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	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 meetings are on the 13th October followed by 10th November.

COMING EVENTS:

November 7	Amaroo	N.S.S.C.C. 6 Hour Relay
November 20	Oran Park	N.S.W.R.R.C. Twilight Meeting.

- NOTE: (a) The 6 hour Relay Race entries close on October 11. Would anyone interested in running please contact Roberta immediately so we can organise a team. We require a minimum of 3 cars up to a maximum of 6 (preferably) to enter. The Association will pay half the \$375.00 entry fee, the remaining \$190 to be split amongst the entrants. I am keen to run so we need 5 more starters. Come on fellas, give it a go.
- (b) The A.A.R.C. cannot give us a start at either of their remaining 2 Amaroo Club Meetings this year due to commitments to other categories, however, Mary Packard is keen to include Appendix J on next year's calendar.

Bearing this point in mind, the only race in N.S.W. for 1982 other than the 6 hour relay is at Oran Park in November.

TRAVELLERS CALENDAR

October 9-10	Lakeside Historic Meeting (Qld)
October 23-24	Winton Open Meeting (Vic)
October 30-31	Phillip Island Historic (Vic)
November 6-7	Calder A.G.P. (Vic)

RACE RESULTS

AUGUST 22ND ORAN PARK OPEN MEETING

This Meeting saw the promoters split the entrants into two heats with a final for the fastest 14 cars in each heat. The only problem here was the split at 2500 cc instead of 2600 cc, otherwise it is a good idea and should work well in the future.

The first heat was Event 1 of the day and was for cars over 2500 cc. Denis O'Brien got the jump in the Mustang from Des Gibbs' similar Marque. Following these two were Brian Potts, Ken Mathews, Steve Williams, Greg Toepfer and Lyn Brown after Ken Mathews ("Gyro") had a lose - how many is it now Ken? - and Steve Williams and Greg Toepfer went for a perfectly timed twin waltz in Torana.

The second heat was Event 8 for under 2500 cc cars with the two humpies thrown in for good measure. Barry Jupp jumped into the lead followed by a good dice for second between Brian Boyd and Paul Trevethan. Next came myself followed by Laurie Donaher and Abe Barrow in the humpie who pushed the Lotus right to the finish. A new record was established in this race when Padre Stahl finished the second race of the day without drama! The race finished in the above order but the stewards added 1 min penalties to both Brian Boyd and Paul Trevethan for jumped starts.

The final was Event 10, very close to the second heat. All competitors got a start which placed 26 cars on the grid. In a very eventful race a number of motors were destroyed but no body damage at all. Barry Jupp came in first, followed by Des Gibbs, Brian Potts, Lyn Brown and Dave Wignall who had 2 fifth places in 2 races, a good result for Dave as it made him 1st Holden home in both races.

CHIT CHAT.

The September General Meeting was one of the best we have had. It lasted just 1 hour 10 minutes which left plenty of time for elbow bending. Was the reason because Hoddo was on holidays, or because, for a change, no-one had any stirring to do?

The N.S.W. Association is growing rapidly. We currently have 79 financial members with more coming in each week.

Geoff Symmons to Marc Ducquet near the end of the General Meeting "You've been so quiet I didn't know you were here tonight. What else have you got to say?"

At Oran Park recently at a mid-week session, Peter Sugden and Kevin Anker were trying to destroy their motors prior to rebuilding for next year. After a while they decided to swap cars, Sluggo in the green Jag (he tried hard to look the part, but failed miserably) and Anks in the E.H. After 7 or 8 laps Sluggo came into the pits and proceeded to tell me how well the Jag handled and how much more grunt it had over the E.H. Then Anks alighted from the E.H. and gave his impressions. You guessed it! The E.H. handles much better than the Jag and its got more grunt! Almost word for word. Must be a message in there somewhere.

Whilst on the green Jag, the Oran Park final saw Ank's boot come open half way through the race. Kevin decided if his crew couldn't shut it properly before the race, why give them a second chance during the race. He quickly pulled off the track through the esses, jumped out and shut the boot, climbed back in and rejoined the race. Mind you, all this and the car didn't stop, it just kept rolling while Anks effected repairs on the run!

Padre Stahl should invest in a petrol tanker. In the final event he experienced lack of power caused by what is now a very familiar problem to the padre. What did you say, Max?

The Australian Grand Prix Meeting at Calder on November 6th - 7th will include two races for Appendix J cars. At this stage, I believe only 20 cars will be gridded in each race with the fastest 16 from practice getting a start and the remaining 4 places to be at the organisers' discretion.

Despite what was printed in that other journal - not THE journal, "Racing Car News" - no final decision has been made by C.A.M.S. on making roll bars compulsory in "J" cars, although it is a strong possibility.

Would every competitor please fill in the Vehicle History form attached to last month's Newsletter and return to Roberta a.s.a.p. These forms will be compiled in book form to assist course commentators in calling our events and getting some of their facts right. If you did not receive a form, contact Roberta and one will be sent out.

That Appendix J spirit was evident again after the Amaroo Historic Meeting. Col Druce was in Sydney, 9 hours from Home Sweet Home, Narrabri - with a blown motor in the chocolate E.H., a legacy of Amaroo. The following weekend was Oran Park and Col was keen to run. The recipe to achieve this feat goes as follows:
Ingredients - Col and his crew/co-owners Jim Hazell and Ian Saxby - John & Steve Williams - Mike Dyer and Greg Toepfer. Mix together and add much gentle burning for 3 to 4 days. Spice with one Greg Toepfer block - one Mike Dyer crank - assorted John Williams parts and much know-how. Bake in sweat and blood until motor is finished. Result - Col ran at Oran Park the next weekend. Unfortunately, the cake sagged in the middle, as Col blew this motor also. Nevertheless, Congratulations once again go to the members of the N.S.W. Appendix J Association for their spirit and sportsmanship.

Correspondence has been received from 2 car clubs inviting us to compete in club events.

The first is from the Mazda Car Club who are running a Super Sprint on the Oran Park North Circuit Figure 8. The date is Saturday, October 16, the entry fee is \$15.00 and each competitor will get 5 or 6 runs. If interested, please contact Roberta by 13th October so the Mazda Club can be notified of numbers.

The second is from Southern Districts Hillclimb Association in Canberra who are organising a closed hillclimb for Historic cars and bikes at the new Fairbairn Park venue on the outskirts of Canberra. No fixed date as yet, but it will be in November. Any interested starters should contact Roberta a.s.a.p.

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BENT RODS - OBSERVATIONS BY ROD CARILLO

E.H. owners may be interested to know that in the 1964 Appendix J period there were disreputable types who, after scrutineering, would return to the paddock area and replace a dummy axle with one that had splines on it. This had something to do with L.S.D.

One of these ex bad guys observed the late discovery of a rear axle problem at a recent Amaroo meeting which reminded him of the above practice, but I have assured him all of our drivers are whiter than white.

Also on the subject of E.H. Holdens, I hear one owner is sure he has built the ultimate E.H. and has stated that he is willing to protest any faster car. I don't know what the rules are about faster drivers.

Interstate visitors always seem to have problems and this is not confined to N.S.W. cars going interstate. There were rumblings from the deep south about the champagne (gold top) cylinder head on one of our Jags. Well, you can't please everyone.

During the discussion on a "Holden Only" race at the last Association meeting, one member suggested that if we were going to do that, why not also have a "Triumph Only" race. He has been granted his wish before the Holden boys. The Triumph has been invited to run in a "Triumph Only" race at the 24th October Amaroo Meeting.

I have been told of some recent Dyno figures on Appendix J V8's that have some of the sports sedan boys envious.

With the exception of Racing Car News, it is difficult to find any report in the motoring press that is complimentary to Appendix J, so it was a surprise to find one of our number being praised in an editorial in Auto Action. Some of the compliments were a bit backhanded and the car involved is not legal in N.S.W. but at least it's a start.

On the subject of Racing Car News, in the September issue there was a nasty letter in the "Blow Backs" column about Appendix J. Maybe we should all write a nasty reply. I think the Editor's reply did the job fairly well.

CLASSIFIEDS

FOR SALE

Mallory coil - 12 volt \$15.00

One set of brand new 3¼" bore pistons with gudgeon pins and rings (pistons are hard anodised). \$150.00

One set of second hand 3 3/16" bore pistons with gudgeon pins. (Pistons are hard anodised). \$50.00

Three - 1 3/4" SU carbs with linkages. \$160.00

Three - 1¼" SU carbs with inlet manifold. \$35.00

One off 1½" SU carb. \$25.00

One set of standard bore (3") pistons with rods fitted. (Reconditioned - still in box). \$50.00

Selection of Camshafts (almost new)

Bert Jones MG-3 \$20.00

Waggott 35-70 \$20.00

Waggott ISKY N3 \$20.00

All items to suit grey motor Holden (48-62)

Contact Alan Barrow - 636 4131.

FOR SALE

Mk III Zephyr complete with motor & gearbox.

Very good condition. Unregistered. Primer Grey.

Disc brakes front end. 2556c.c. standard motor.

5 main bearings. 4 speed on column. \$500.00 complete.

Contact John Cotterill, 43 Rocklea Cres., Sylvania Heights 522-0359