

Appendix-ITIS

OFFICIAL NEWSLETTER FOR:
APPENDIX 'J' ASSOCIATION OF N.S.W.



SEPTEMBER, 1983. EDITION NO. 2. VOLUME 5.

83 / 84

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<u>PRESIDENT</u>	RON HODGSON	637 7000	(W.)
<u>VICE PRESIDENT</u>	JOHN CUMMINS	433 004	(H.)
<u>SECRETARY</u>	MAX STAHL	579 1927	(W. & H.)
<u>TREASURER</u>	DIANE BARROW	636 4131	(H.)
<u>COMMITTEE MEMBERS</u>	GREG TOEPFER	638 2249	(W.)
	ALLAN BARROW	636 4131	(H.)
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	MIKE DYER	982 1233	(W.)
	MARC DUCQUET	789 3107	(W.)
<u>EDITOR</u>	GRAEME DOUGLASS	670 2397	(H.)

MONTHLY MEETINGS ARE HELD AT BURWOOD RSL CLUB, SHAFTSBURY ROAD,
BURWOOD

ON 2nd WEDNESDAY OF EACH MONTH COMMENCING AT 8.00 P.M.

NEXT MEETING WEDNESDAY, SEPTEMBER 14th.

SEND ALL CORRESPONDENCE TO :

7 COONAWARRA DRIVE, ST. CLAIR. 2759.

COMING EVENTS

September	11th	Sandown Park (VIC)	Open Meeting
	18th	Oran Park (NSW)	Club Meeting NSWRRRC
		Winton (VIC)	6 hour Relay
October	2nd	Bathurst (NSW)	Not for us!
	8th-9th	Lakeside (QLD)	All Historic Meeting
	16th	Winton (VIC)	Open Meeting
	30th	Phillip Island (VIC)	Historic Meeting

GENERAL MEETING

Appendix 'J' Cars have been invited by the Lane Cove chamber of commerce to participate in a Street Parade through Lane Cove on October 17th. All interested parties contact the Secretary who will advise further details.

Silverdale Hill Climb are very keen to have our cars at their venue, and Jim Robson has allocated April 1st, 1984 (not an April fools joke) for us. It will be an official records day, with Jim supplying the original Appendix 'J' records from his files and all classes will be up for grabs on the day, with the results standing as current records for the hill. Should be a great day, so even though it seems a long way off, mark it in your diary.

Paul Trevethan thanked the N.S.W. Association for the hospitality extended to the Victorians at the Amaroo Open meeting.

Our guest speaker in October will be Frank Gardiner. September guest speaker is yet to be finalised.

The spirit of sportsmanship has again been shown by one of our own members. Steve Williams won a \$200 petrol voucher to go to Calder, and was immediately given to Peter Lisle. Great stuff Steve!

Two other raffles drawn recently - Citizen Watches Clock (at Oran Park) and a set of Yokohama Tyres - Bridgestone were not asked - (at Amaroo), were both won by Chris Strode. Congratulations Chris, but if you buy tickets in any future raffles, no-one else will.

A cheque for \$500 was donated by the Light Car Club of Victoria to assist competitors travelling to Sandown in September for the big meeting. Our heartiest thanks to their committee for this much valued assistance.

P.S. Stick that up you jumper Ivan Stibbard!!!

Our guest speaker was Mr. John Keefe, CAMS Chief Executive Officer. A lengthy discussion followed Mr. Keefe's shock announced that the "One Open Meeting per Year per Circuit" decision had been reviewed and stood firm as of January 1st, 1984. It was pointed out by Mr. Keefe he could not alter the decision by himself, but the Association Secretary, Max Stahl, should write an official letter to him stating the relevant details in N.S.W., i.e. number of cars, circuits, open meetings per year, club meetings per year, average entries at past meetings and list any hardships or problem areas caused by the decision. Yet another review will be heard at the next meeting of the National Council.

The second important issue discussed was the limited slip diffs, and as above, the decision was not changed, i.e. limited slip diffs are to be out of ALL cars effective January 1st, 1984.

RACE RESULTS

N.S.W. RRC Oran Park	24th July
Lakeside Open Meeting	24th July
Amaroo Open	7th August
Amaroo Historic	14th August

Famine or Feast? Most certainly the latter!
The four week period from July 24th to August 21st has been one of the most hectic for competitors and crews for a long time. Four local and one interstate (Lakeside) meetings have kept us busy.

ORAN PARK - JULY 24th N.S.W. RRC MEETING

Another excellent programme was organised by Nev Beyer and his fellow hard workers which saw three events for Appendix 'J'. Practice saw some surprises with Kevin Anker taking pole position in the Jag with a time of 55.1 seconds, followed by Bruce Allens Mini (55.3), Hoddo's Brick (56.1), then Lloyd Cleaver Cortina GT (56.1) also. This was the first outing for Lloyd and the car, and although he had some problems during the races it shows heaps of potential for the future. Peter Lisle was 7th fastest at 56.5, while Laurie Donaher debuted his new Valiant in 10th spot (57.3). The first 20 cars were separated by only 4.6 seconds which indicates more cars, are becoming competitive.

Race One saw both front row cars stall on the grid with Bruce managing to restart before flagfall, but the Jag was pushed to the infield with clutch problems. Bruce Allen went on to win, but only just from a fast finishing Hoddo who is starting to get the feel of front wheel drives again. Third place was taken out by Peter Lisle who got past Steve Williams at the end of the main straight on lap 4.

Race Two Saw Bruce Allen get the jump from the start from Kevin Anker and Hoddo. On lap 2, Kevin succumbed to pressure from the brick and had a big loose coming out of Robin Orlando Corner and almost burying the car in the very soft infield. Hoddo then tried a very late braking move on Bruce going into B.P., but the Mini moved to the right hitting the wall very hard and putting paid to any challenge for the lead. Bruce relaxed out in front almost too much, as Steve Williams caught him on the line and was only beaten by a bumper bar.

The third event was a reverse grid start which always makes for interest racing. Going into the first corner, Bruce Allen was in third place after starting from the back row. After three quarters of a lap he was in the lead and pulling away for his easiest win yet. Whoa! Whether he hadn't woken out of his earlier snooze, or decided to have a second catnap, but on lap 3 with almost one third of a lap lead, he lost the Mini coming out of Robin Orlando, spinning to the outfield and coming to rest only inches from the wall, not rejoining for the remainder of the race which was eventually won by Tom Thompson in an E.H. Holden. Kevin Anker finished 3rd after starting from the rear of the grid.

LAKESIDE (QLD) JULY 24th

Reports from those who travelled to the Sunshine State have been full of praise for the organisation and hospitality of Jack Lacey and the QLD Appendix 'J' Association. The trophies were exceptional in quality and numbers. The results of both races are attached to this newsletter. Local promoters could well learn efficiency from Lakeside, as the results were received by me less than one week after the event and list the times of each lap by every competitor. Precise times have the same details included.

Trophies were awarded as follows:

EVENT 3.

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
Outright	Jack Lacey	Ken Mathews	Ray Bailey
Class 0-1600 ^{cc}	Jack Lacey	B. Brook(Mini)	Dave Clement
Class 1601-3000 ^{cc}	Ray Bailey	Norm Howe	P.Delmondes(E.H.)
Class 3001 ^{cc}	Ken Mathews	Don Thallon(Jag)	Marc Ducquet

FASTEST LAP 67.8.

EVENT 13.

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
Outright	Jack Lacey	Dave Clement	Marc Ducquet
Class 0-1600 ^{cc}	Jack Lacey	Dave Clement	B. Brook
Class 1601-3000 ^{cc}	Ray Baily	Greg Toepfer	P.Delmondes
Class 3001 ^{cc}	Marc Ducquet	Don Thallon	

FASTES LAP 69.3.

SPECIAL AWARDS

Hardest Trier	Trevor Jones	Cortina GT
Oldest Car	Kevin Woolwich	Fiat 1500
Best Sound Car	Ken Grinrod	E.H. Holden
Most Improved Driver	Roland Hill	E.H. Holden
Hardest Luck	R. Minhiken	Jaguar
Best New 'J' Driver	Gary Young	E.H. Holden
Keenest Competitor	Derek Smith	Alfa

The meeting was a tremendous success for 'J' Class in QLD with membership increasing from 10 to 41 as a direct result of Lakeside. Not so lucky was one Sydney competitor who blew his motor in a big way during practice, then was offered a car to drive (also from Sydney) in the main day races. Result - 1 panel job required through no fault of yours though, was it Greg!

AMAROO OPEN MEETING - AUGUST 7th.

A mass migration of Mexicans saw no fewer than eight enter for this meeting, which had round 1 of the endurance championship on the programme as a lead up to the feature race, round 2 of the appendix 'J' Interstate Challenge. Forty eight entries necessitated 2 heats and a final on Sunday, with the main event being televised on Channel 7. Saturday practice was not without drama when Dave Clement rolled the No. 1 Brick after only 3 laps (still managed to qualify 6th fastest). A quick trip back to Brookvale and into the workshop of Andrew Dubois Smash Repairs at 33 Orchard Road, saw a team of 8 headed by Andrew pump the turrett out, repair the guards, fit new doors etc., and have the car resprayed, all by midnight. Dave says the car is better now than before. Incidentally, he finished 5th outright and 1st in class on Sunday without the car being wheel-aligned. If you think this is a free plug, your right. After an effort like that, Andrew deserves a plug and besides, Dave took the time to fill me in on the events, so come on let me have your contributions!!!

Meanwhile, Paul Trevethan, that bearded, ageing Mexican who appears to get quicker with the passing of time, grabbed pole with an incredible 62 seconds neat, followed by our own L. B. Allen (62.2). Then came a complete battalion of tanks including Gary Rodgers, John Mann and Ken Mathews with the aircraft carrier of Peter Hopwood thrown into make for very interesting war games, with the troops bringing up the rear.

As I elected to sit in the comfort of an arm chair and suffer through Evan Green & Company. I missed the prelims, only catching the main event of the day. Bruce Allen had engine problems in an earlier event so didn't make the final, leaving the front row to P. T., who was too eager to escape from the raging V8's desperate to run over the top of him and incurred a 1 minute penalty for jumping the flag.

This penalty appears severe at times, as Paul jumped perhaps 1 second early at most, finished almost 6 seconds clear of Peter Hopwood, yet was relegated way back amongst the field. However, "thems' the rules". The entire race on the 'box' was focused on Peter, Gary Rogers, John Virgo & Ken Mathews, with no visuals of what I believe were more interesting battles going on further back - typical T.V. coverage.

Congratulations to all who competed, as the touring car boys in the preliminary race which followed were all thinking the same thing "Shit, what a hell of an act to follow!"
P.S. They didn't make it.

AMAROO HISTORIC MEETING - AUGUST 14th.

The bearded Mexican (note I dropped the ageing bit, Paul) has migrated north on a temporary/permanent basis (maybe to ease his arthritis with the warmer weather) and again captured pole in the Lotus Cortina. Next came Frank (long time no see) Dartell followed by Bob Tweedie, Dave Clement, Greg Toepfer, Steve Williams, Kevin Anker, Peter Lisle & company.

Two events were run on Saturday after practice with a further 3 programmed for Sunday, with each car getting one run each day and the fastest 20 to start in the 10 lap feature, The Sydney Motor Show Trophy event. That worked okay on Saturday, but they changed all three Sunday events into fastest 20 events which left most competitors confused and too many cars for the grid. Three cars missed the first event, but due to several competitors who gracefully decided not to run in the second event, these 3 managed to gain a start. Twenty one cars fronted for the final, but the organisers stuck to their guns with a 20 car grid and Chris Kelly, who was one of the three who missed the first race, was stopped at the boom gate and wheeled to the pits, very dissappointed indeed and rightfully so. Paul Trevethan won quite easily, slowing towards the end to enable Frank Dartell to close the gap somewhat. Greg Toepfer was next followed by Bob Tweedie & Peter Lisle. Most enjoyed the weekend, except maybe Max Stahl who fitted a new motor to the 48-215 on Thursday, did four laps of practice on Saturday, and blew a gearbox (forgot to put oil in it!).

Allan Barrow loaned Max a new box which was fitted on Saturday night. Sunday dawned bright & sunny, and Max was all set to go, so down to the dummy grid for the first race only to be told he was one of the three who won't get a start. Race 2, and Max hits the track looking over his shoulder for someone or something to stop him. It can't be possible after 12 months here he is, on the bitumen at last. Alas, he looked too hard, for on lap 3 into the pits he came with no oil pressure and funny rattling noises from deep within the heart of the old grey block (now painted red & black). Maybe next year Max!

A special trophy was awarded after the meeting, a belated presentation from the Lakeside event. Greg Toepfer was presented with "THE BEST BLOW JOB" award - one of his mutilated rods (not a CARILLO) mounted on a base with engraving and all. The "friend" who stuck it into Greg wants to remain anonymous, don't you Ray B.

CHIT CHAT

President Ron Hodgson was rushed to hospital on Monday 8th - the day after Amaroo with heart problems. He was in a very serious condition for several days, but we can now report he is chirpy and giving cheek again. However, he has to undergo another by-pass operation for his heart in the near future and will not be back on the track as a result. However, we will still see Ron at meetings etc. Although, maybe not for quite some time yet. We wish you a speedy and successful recovery Ron, maybe you will take life a bit easier & slower now for your Anne's sake if not your own.

Word has it Ron's Cooper 'S' has been purchased by the owner of a Lotus Cortina in NSW who has put the Lotus on the market when the motor is rebuilt.

On the subject of cars changing hands, Mike Dyer is not the owner of the ex Mick Fisher E.H. Holden. This leaves the Valiant in Pottsie's care full time.

Is it true our last remaining Mustang is leaving the state - possibly to the Sunshine State.

I will never complain about pit facilities again. Several weeks ago Roberta & I tripped to Kempsey for the A.R.B. 1000 - 2nd round of the Australian Off Road Championships. They certainly rough it and the control of refuelling is non-existent.

Several points in June Cams report worth mentioning.

- 1/ Heat resistant underwear must be worn with all outer clothing, even multi-layer suits.
- 2/ Ensure you have sufficient adjustment on your shoulder straps (harness), as there will be stricter checks to make certain the harness can be tightened properly. Also make sure you tighten the harness sufficiently to stop any movement by the driver. You have been forewarned.
- 3/ The following amendments have been made or will be made to safety equipment requirements.
 - a) PROBAN: Proban treated material will not be accepted as meeting CAMS's requirements for flame proof clothing after January 1st, 1984.
 - b) TWO PIECE DRIVING SUITS: Two piece, flame proof garments are no longer permitted in international races (as of January 1st, 1983), and will not be permitted in all other races from January 1st, 1984.
 - c) SHOES: Since January 1st, 1982, footwear used in all races . (and of course practice) must be of flame resistant material.
 - d) GLOVES: Since January 1st, 1983, flame resistant gloves must be used in racing and practice.
 - e) SOCKS: From January 1st, 1983, socks worn in races and practice must be of flame resistant material, which if of wool must be undyed.

The following extract is printed word for word from the June, 1983 CAMS REPORT.

Quote "In order to ensure that racing of groups N cars continues into the future, the National Council has accepted recommendations the effect of which is to limit the

"exposure of these cars to about the level of racing which is presently enjoyed by the sport.

From January 1st, 1984, each motor racing circuit in Australia will be permitted to programme Group N races at only one National open meeting per year, and at that meeting, only two such races may be conducted unless otherwise approved by CAMS. Obviously, all-Historic race meetings are not affected, nor are race meetings other than National open status.

Whilst doubtless there will be criticism of this move, it has been undertaken with a view to ensuring that group N racing goes on into the future, and is not killed off by excesses" Unquote.

(Ed.) I am afraid to put pen to paper to express my comments.

Greg Mackie has offered his assistance and well-equipped workshop to help out any member who runs into trouble during private or official practice at Oran Park. He lives only a few kms away at 46 Dwyer Road, Leppington, phone 606-6508, and can help out with mech repairs, welding, etc. THANKS, GREG.

Don't forget the All-Historic Lakeside meeting on October 8th and 9th. If you are in doubt about value, 4 races are programmed for appendix 'J' and all the trimmings laid on by Jack Lacey and the QLD Association at the July 24th meeting will be on again. To make your decision easier, ask any competitor who attended the July meeting, then head north. See you there!

CLASSIFIEDS

Dodge 30 cwt Tray Top Transporter, including side storage boxes, winch, ramps.

Reg. March '84, original owners manual - only 96,000 miles and not worn out!

\$1,650 NEG. ROBERT TWEEDIE Bus. 32 0404 A.H. 427 2906.

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