
Action-Line

Newsletter of the **Appendix J** Association of NSW Inc
Classic Touring Cars **January 1996**



GENERAL MEETING

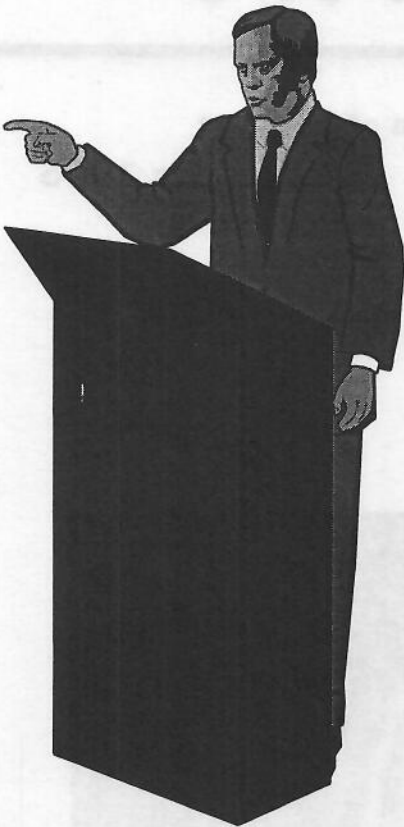
Tuesday February 6 8pm

*"Come join in the discussion about
plans for the coming year"*

Burwood RSL Club

96 Shaftsbury Road, Burwood

PRESIDENT'S REPORT



Welcome to 1996.

I hope all our members had an enjoyable festive season and are ready and rejuvenated to face another year at the wheel.

Some have already started the year off with the first round of the Touring Car Championship at Eastern Creek and what a meeting it turned out to be. Great weather, great racing, a new and interesting format, great BBQ on Friday evening and lots of socialising. We even had a promoter who worked with your committee to provide to our members what we need to keep coming back and

turning on the show the spectators want us to. If you weren't there you missed something special. The few people who worked so hard to produce such a great event are back toiling this week in the hope of creating the same again next weekend at the Historic meeting. You will be able to thank them personally for a job well done at the meeting next Tuesday. I hope to see you all there when no doubt there will be much boasting by the winners and many excuses put about by those who failed to secure a placing. Don't miss it!!

Amaroo is a sell out with no fewer than forty seven entries in our two divisions and record entries in the historic classes overall. There are twenty competitors who have taken up the challenge to do both meetings including several interstateers either staying over or who have stored their car in Sydney and will return by Saturday to do it all over again at the Annangrove circuit in the hope of winning the "HOOSIER CHALLENGE CUP". Our special "challenge" competitors raffle will also be drawn. We are off to a great start for the year.

You have all by now received our calendar for the year and explanation of the new pointscore system and have the opportunity to plan well into the future. You have no excuses for missing future gala events! Our next major production is at Oran Park for the Truck Series on April 21 where we hope to secure a sponsor to be able to do it again like it should be done. Already much work has been done to make this a grand event. Plan ahead and let's have a good roll up. It makes it so much easier for the committee to negotiate on your behalf when the members support us with entries.

I hope you have all kept next Tuesday night free for the General Meeting at Burwood. I look forward to seeing you there to expand on all that is happening.

Regards,

Bob Asher

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DISCLAIMER

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LIFE MEMBERS

Mike Dyer

Max Stahl

MINUTES GENERAL MEETING Tuesday December, 5 1995

Excellent attendance

Apologies

S. Turner, M. Dyer, R. Ingram, R. Muller & T. Amos

Presidents Report

Bob expressed the members appreciation to Anne Bailey for organising the Presentation Night and the Christmas Party. Bob gave a report on the AGP and detailed the coming race meetings at Eastern Creek and Amaroo Historics.

Secretary advised membership fees now due - see magazine for renewal form. Advice from CAMS on the formation of CAMS Limited. Elections to be held for National and State Councillors.

Treasurer Alan Wick advised the meeting that all current club financial records and some unbanked income had been stolen from his vehicle. The records are to be reconstituted.

Tim Bradley moved a motion, seconded by Chris Dubois that an "Audit" in regard to the Clubs financial position be carried out and the members be advised of the outcome - motion was carried.

Na and Nc updates were provided by their respective delegates. Andrew and Michael indicated good interest in these new categories with a number of new cars on their way.

Meeting closed 10:35pm

Group Na

Andrew "Axeman" Pursey

Welcome back after Christmas holidays - trust you had the sense to do your CAMS medical before the turkey or plum pud wreaked havoc with the Body Mass Index!!

Na has two new cars log-booked and running at Amaroo:

Volkswagen Beetle	Terry Thompson
Jaguar Mk VII M	Michael St John
	Cox

Yet more variety - well done guys!

Terry is well known as a past president of CVVTMC, a regular campaigner for the motoring enthusiasts' cause, HSTCA Gopher Squad Controller and manager of the Pro-Duct Motorsport team (must check the Dak-Dak for an air-cooled Lotus Cortina Unit).

Michael is well known for his past exploits in the Jaguar Mk II as well as being organiser of the Mountain Rally and a leading member of the Jaguar Drivers

Club. However, I don't think this will help when he attempts to push that massive Mk VII pram around the track at serious speeds.

Now, where have the rest of you got with humpy Holdens, Ford Customlines, Austin A95's etc.? Don't forget that the new pointscore system means you don't have to race at every meeting - so you can start later in the year and still be in contention.

If you are going to get that Na car out, there is some added incentive. At Wakefield Park in November I was talking to Paul Samuels about the Tin Top Day at Wakefield Park this July. If we give Paul a minimum of 10 Na cars we can have our own race - and it could be televised by SBS as the first Na race in Australia (ZZZZZZ!!) - so get moving and build that car, we only need a few more.

A successful and safe 1996 to all Group N competitors and a special note to Na drivers about our new motto - "*Na drivers do it at strange angles*"

... "Axeman"

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Group Nb

Phil Powell

Happy New Year to you all.

Over the Christmas break I had the opportunity to rebuild my motor after its failure at Adelaide. I purchased new pistons, machined the engine and added a new set of extractors. All this in readiness for a very exciting season of motor racing. Unfortunately for me, many of you started the season much more successfully than myself. The new motor after a strong promising start fell foul to the 50 degree track temperature at Eastern Creek resulting in the car boiling and, wait for it, a piston actually melted. I now carry on the search for new or second hand pistons in vain, as there are none to be found anywhere in Australia. I now have 3 days to solve this problem to be at Amaroo for the Historic.

My determination to succeed is to compete at Amaroo and judging by the number of entries (around 47) lots of other fellow members also enjoy the Historic. Looking at the pointscore calendar of events it's going to be a great mix of tracks and events. This is especially so if you are the driver of a Group Nb car. Nb cars can compete in 13 events throughout the year. 3 more than Groups Na and Nc. This is an advantage as your best 6 rounds count in the pointscore. So if you got off to a disastrous start like myself, you can live and fight another day. But who needs a reason to drive an Nb car, a true Appendix J!

Hopefully I will see you all at Amaroo. I have to go do some work on my car!

Phil Powell

Nc NEWS

Mick Donaher

Hi there,

Well here we go again. Another season of motorsport is upon us and as I sit here I can't help but think this season more than any other will be important to the future profile of the club.

Nc racing has been tipped by most to be the shot in the arm that this association needs to continue to be popular with competitors and promoters alike.

In keeping with this feeling it is time that we put together a list of current Nc competitors so that people can communicate with each other and most importantly assist each other with building of new cars, rules or any questions another competitor might have.

Moving right along, I have been pleased to have several new club Nc competitors call and say Hi and tell me of their plans for an assault on the class. It is great to know that there will be a good deal more Nc cars on the grid this year as I believe promoters will be keeping a keen eye on our progress so let's put the best foot forward and impress those that matter.

See you at the meeting

Regards,

Mick Donaher

The Tail Gunners View of Wakefield Park

It's Sunday afternoon and here I am on grid position 29 at my first official race meeting. Family and friends have travelled from all over the state to share this great occasion.

Ahead in the distance (it looks like about 1km) there are two blokes on an elevated stand with the Australian flag and a string of fellow competitors. I must be doing something right as I managed to win the 5 lap handicap this morning.

Down goes the flag, it's just started to rain, the Mighty Major leaps forward following the stream of cars towards the first corner. I think to myself - *"Hell, what a great start changing plugs, coil, condenser, fuel pump and float levels has made a fantastic difference - I'm actually catching these blokes in front"*. Then the terrible realisation that most of the cars have brake lights ablaze.

Lap 4 and here they come, Peter O'Brien's red GT flashes past (hasn't it got some grunt) and shortly after Rob Tweedie arrives with half the body panels bent or missing (it might be a bit hard to unload in that state Rob).

Then Ross Donnelly is alongside and I remember his advice from the mornings event - *"Stay on your line and we will find a way around. if you don't we both might wind up in the shit"*.

I see Bob Asher in his Cooper "S" is there (better move over and give him a clear passage as he finished the head for my car on the prior Wednesday night at 11pm)

Next is the blue EH of Steve Williams - a nice bloke. Steve waving *"Thank You"* with the left hand, holding the door shut with the right hand he flies past me at a great rate - wonder what he is steering with.

The rest is a blur of Coopers, GT Cortinas, XU1's and a gaggle of Jaguars who all seemed to arrive at the same time and that scary Studebaker Lark which takes on the appearance of a Sherman Tank through the tiny back window of the Major.

A glance in the mirror reveals an enormous smile and a windscreen full of white teeth as Allan Barrow in the glorious Green FJ is another to have my scalp. Oh No! - it's my mate John Tight in his Mark III Zephyr with the 1st of the Na cars, the Mark II of Bob Priddle right on his freckle.

Lap 8 and here they come again O'Brien, Tweedie, Asher and Mike Glovers XU1 and those bloody Jags.

As you can see I spent most of my time with the eyes glued to the mirrors.

However, I had an absolute ball the whole weekend and wish to thank all those who participated for the sportsmanship and fellowship shown to me despite Stuart Schofield's rather unkind comment of *"I didn't know Santa Claus drove a Major - you look just the part - red suit, white beard and a good sized gut"*.

Thanks again

Don Titcume
Car 69 Na

Race 3. Lights ablaze, marching girls with banners, what a fantastic sight. Donnelly won the start followed by O'Brien and Pearson. Bax passing Pearson down the straight only to be passed back around the corners. The racing was furious between these two and the spectators were so appreciative that the cheering was so loud that it brought the Group A entourage, including drivers, from the garages to the pit wall to see what all the excitement was about. Excellent to get a crowd behind our class. Donnelly finished the race 1st, followed by O'Brien, Pearson, Bax, Burrowes, Asher, Cameron Tilley, Peters, Gibbons and Butchart rounding out the ten.

Division 2 was Peters, Dubois and Burley.

All races were followed by the crowds jumping and yelling for their favourites (this means our popularity is still very much alive and well).

The SATCC podium presented trophies were the first three outright winners of Group N (calculated over the three races).

1st Donnelly, 2nd Pearson, 3rd Burrowes

The whole race meeting was run exceptionally well (bloody fantastic in fact). From myself and all the Queenslanders THANK YOU very much for providing a great race meeting. This meeting was a very good example of what can be achieved with effort.

A BIG THANK YOU TO ALL CONCERNED

WE SHALL BE BACK

Wakefield Park Historic - November 1995 by Daniel Sugden

TROPHY RACE

A Good start by Peter O'Brien kept him clear of the carnage behind. Bob Tweedie and Steve Williams were squeezed from behind by a late charging Gordon McKinlay and as they collided, Ross Donnelly was tapped by Tweedie forcing him also into Williams. When they eventually recovered O'Brien led from Mick Glover in the XU1, Williams, Tweedie, Donnelly and Asher.

Tweedie soon powered past Williams, who would later have to pit because of a self opening door. Tweedie then set out to catch the Torama of Glover who was having a brilliant first up drive. As Tweedie chased O'Brien, Glover led Donnelly, Asher, McKinlay and Geoff Lord.

O'Brien and Tweedie's battle was fought to the end with O'Brien victorious over Tweedie, Glover, Donnelly, Asher, McKinlay and a gaggle of Jaguars and Mini's led by Geoff Lord

Group N at Eastern Creek Touring Car Round 1. - 26th/27th January 1996

by Rhonda Burrowes

If the weather was any indication of how this meeting would be, we were in for a fabulous weekend. After arriving in Sydney Wednesday afternoon and sharing some tales with the infamous B.A., it was off to bed for some well earned sleep.

Thursday 25th. Temperatures in the 30's made it a bit uncomfortable for pit crew and drivers. But keen motor sport participants get on with the job whatever the temp. It seems that tyres were the main topic of conversation, more air or less air were the cries. The Queenslanders (Greg Burrowes, Lloyd Bax and Guy Gibbons) were having a competition of their own and the smiles on their faces was a dead giveaway that enjoyment was being had by all. Even the hassle of calling in O'Brien glass to replace a windscreen at the track could not dampen spirits.

The short track produced some interesting moments for some drivers, or was it that they were keen to see just how soggy the grass was after many days of rain? Bax in the Yellow HO and Burrowes in the Green XU1 were both cited for noise, so modifications were necessary.

Friday 26th. Ross Donnelly powered his Mustang fiercely around the track and took pole position. Peter O'Brien 2nd, followed by the giant Galaxy of Marc Ducquet. Pearson, Brad Tilley, Burrowes, Bax (after leaving the track with a broken axle at turn 3), Jones, Thallon and Hogarty rounded off the top ten places. Bob Asher in the fastest Mini in town ate up and spat out a few of the bigger cc cars (add wings Bob maybe it will be able to fly).

Barrie Peters, Chris Dubois, Phil Powell and Fred Burley filled the tope spots in the Nb2 class.

Race 1. Donnelly won the start followed by Ducquet and Pearson. The lime XU1 of Burrowes was fighting for position. Pearson and Ducquet fought it out for the entire length of the race, both suffering superficial panel damage, in what turned out to be pointless passing manoeuvres. Further down the field Hogarty, fiercely chasing Burrowes had a loose in turn 2 and was collected by flying Tilley, the XU1 suffering fatal damage. The Finishing order was Donnelly, Ducquet, Pearson, Burrowes, Thallon, Gibbons, the Victorian Jones, Asher, Wick and Butchart rounding out the ten.

Burley was the first home in division 2, followed by Powell and Dubois.

Race 2 Grid positions were determined by the finishing order of race 1. O'Brien, Bax and the Tilleys were forced to the rear of the grid as a result of non starting or non finishing in race 1. Pearson won the start with Donnelly in hot pursuit and exchanged places several times until Pearson was flagged in for a stop go penalty for cribbing the start, this left Donnelly to take the win from the GT Falcons of O'Brien and Bax. XU1's followed, Burrowes and Jones. Then the Nb's of Thallon, Pearson, Tilley 2, Tilley 1 with the flying Asher rounding out the top ten. The finishing order in Division 2 was Peters, Burley and Smyrmis.

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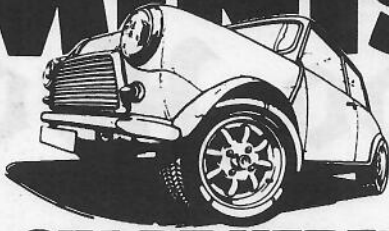
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Your membership expires on 31 December, 1995

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