

# *ACTION-LINE*



*MONTHLY BULLETIN OF THE*

**NSW**

**Appendix**

**CLASSIC TOURING CARS**

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# "ACTION - LINE"

= Monthly Newsletter of the

APPENDIX J ASSOCIATION OF NSW

AUGUST 1990

## OFFICE BEARERS AND COMMITTEE

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**MAGAZINE CONTRIBUTIONS:**  
9 BOOMI PLACE, WORONORA 2232  
Fax: 264 9868

Deadline: usually Tuesday prior to club nights.

**GENERAL MEETINGS**  
7.30pm start FIRST TUESDAY EACH MONTH  
BURWOOD RSL CLUB, 96 Shaftsbury Road, Burwood

### DISCLAIMER:

Any opinions published in this journal should not be regarded as being the opinion of the Club or the Committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor.

## EDITORIAL

Bathurst is looming up again and this year the invitation only event will be over a three day stint with scrutineering on Thursday, practise on Friday and the Race on Saturday with the presentations after the event. A social function is to be held on the Friday evening, probably a BBQ at the track and given that most are camping, it should be well attended. This year's arrangements, as I understand it, were that if you did not receive an invitation then you were either not a current regular supporter of Amaro and the ARDC or did not qualify on a time basis.

The race is a non pointscore event as it is by invitation and in addition a number of interstate cars have also been invited. It should be a good weekend. And on the next weekend is the Lakeside Historic which should also be a good event. I would be interested to know who is going to this event.

The Warwick Farm day was a great success with many cars, lots of families and pit crews having a drive around the 'Farm, albeit the short circuit. I did not hear a bad word all day and most did more laps than the cars really needed with worn out tyres and other things being common. The next day will be at Catalina in late November, when the fog lifts.

Lastly, the saga on tyres, seats and so on has started again with two views and two camps. If you have a view, now is the time, as CAMS will listen to the united voices.

Regards,  
Tom Amos

## RACE RESULTS

NSW Road Racing Club, restricted meeting      Oran Park - 24 June  
Trophy Event 14

Ev 7

1	12	Bob Pearson	L. Cortina	51.3
2	2	Jason Tilley	Valiant	52.1
3	4	Darren Stewart	EH Holden	52.6
4	1	Brad Tilley	Mustang	50.4
5	5	Michael Donaher	EH Holden	53.4
6	3	Cameron Tilley	Valiant	52.9
7	7	David Beveridge	Cooper S	53.6
8	8	Tom Amos	Bellett GT	54.2
9	DNF	Lionel Walker	Jaguar Mk2	53.5
10	10	Barrie Brown	Cooper S	54.8
11	DNS	Brett Reeves	Cooper S	55.4
12	6	Peter Molesworth	Triumph 2000	56.2
13	11	Robert Owers	Cooper	57.1
14	9	Chris Dubois	Anglia	54.5
15	DNS	Tony Gonn	Cortina	57.2
16	13	Stephen James	Cortina GT	59.8
17	14	Gary Hodges	Zephyr	63.0

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## NO MORE MR. NICE GUY

Hello again and congratulations to Rob Ingram for a great day at Warwick Farm 22nd July. Well done mate and we must also thank Ross McKenzie for his catering expertise not to mention the other entertainment he also provided. Good work chaps.

Had a get together with Bill O'Gorman who is the promoter for Eastern Creek and was also the "footwork" behind the Adelaide Grand Prix... due to our old Adelaide friendship as school buddies (nearly), he has as good as promised us a start at Eastern Creek November 18th... will keep you posted. Looking good.



Mike Dyer is waving the "poverty banner" on tyres but for my two bobs worth, I think reducing the standard of our tyres to meet the economy would be a backwards step and further investigation will no doubt prove, not as economical as first thought as the wear rate would double so the cost saving would be zero if not worse. Additionally, the safety factors would appear and I for one, am bitterly opposed to any changes at all especially when "Toddie" has advised no availability problems in the future except Valiant 195 x 14's... maybe they can "pump" the guards like some others, or change the offset on their wheels and run 205 section tyres which are readily available (or Yokohama's which come in 195 x 14).

Let's face it, some of us have chosen our cars based on the current tyre rules (even after the 302/289 engine size rubbish) and are a bit sick of the whingers knocking the front runners regardless of what make of car they are in... they still have to be driven also you know!! Mike, please bury this rubbish before people start agreeing with you and let's get on with motor racing and not move backwards.

Anyway, I believe such a decision would have to be unanimous without exception which is the only democratic way... a "numbers vote" would be challenged strongly and if unsuccessful, I for one would probably retire my cars... maybe this is a good idea? Maybe this is a "fiendish plot" to remove all the V8's, Lotus Cortina's etc. etc. so we can have another formula HQ in EH and Mini bodysells etc. etc. Yuki Goodbye spectators. Enough said.

On a lighter note, Bathurst is shaping up to be brilliant and rumour has it we won't be put through the 3rd degree over eligibility... who knows! Sometimes things can be overdone.

Well done Tom for putting this newsletter together... we are lucky to have some good people who are prepared to put themselves out for our Association, most even without thought for personal gain... most refreshing considering the competitive nature of "racing drivers" and such like.

Bye for now.

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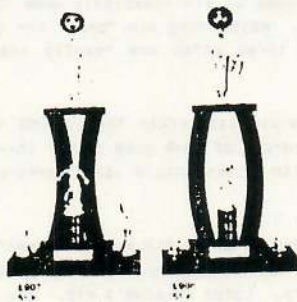
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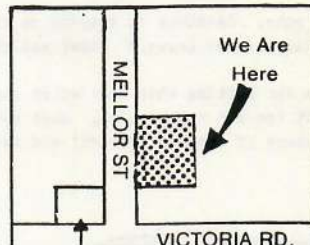
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I .....(Financial Member No.....)  
hereby nominate .....  
for the position of .....  
in the 1990/91 Club Committee. SECONDED BY (if possible):  
..... (Financial Member No.....)

ACCEPTANCE

I .....(Financial Member No.....)  
accept the nomination for the position of .....  
and agree to stand for that position in the Annual General Elections  
to be held on 4 October 1990.

SIGNED ..... DATE .....

## ELIGIBILITY OFFICER'S REPORT

The subject of tyres has again come up with discussion at the last general meeting about the availability of tyres and the suitability of certain tyres, namely R rated tyres for use in Appendix J. As most are aware, the Group E lists have been used as the source of tyres over the last years and two areas of contention have arisen with application to J cars. The first is the general availability of tyres in all sizes which was recently solved by allowing 15" wheels to be fitted with 60 series tyres, which are more readily available in the R designations.

The second is the rapid technological development that has gone into all tyres and improved them to such a state that lap times continue to fall, far lower than when the cars raced back in the old days. To overcome these two problems it has been suggested that adopting road tyres may be a general answer. Below is a tentative list and comments would be welcome.

### **TYRES**

SIZE	DUNLOP	GOODYEAR	YOKOHAMA	B/STONE
165.70.10	LE MANS	N/A	GX501	S310
185.70.13	LE MANS	EAGLE NCT*	707	SF370
195.70.13	N/A	N/A	707	SF370
205.65.13	MONZA*	EAGLE GA, DUCARO*	704	339*
195.70.14	LE MANS	EAGLE NCT*	707	SF370
205.70.14	LE MANS	EAGLE NCT*	707	SF370
195.65.14	MONZA*	EAGLE GA, DUCARO*	704	339*
215.65.14	MONZA*	" "	704	339*
225.65.14	MONZA*	" "	704	339*
205.70.15	N/A	EAGLE NCT (VR)	AX321	SF370
205.65.15	MONZA*	EAGLE GA, DUCARO*	704	339*
215.65.15	N/A	N/A	704	N/A

\* Locally made tyres.

All tyres steel radials, all HR speed rated except 205.70 VR15 G/Y Eagle NCT.

### ELIGIBILITY DAY

In keeping with the maintaining the standard of vehicles that run in Group N, an eligibility day is proposed for the end of the season. Two or three venues are proposed and a closed format is suggested to allow free discussion between the car owners and the eligibility officers.

It is proposed to have this on only one day every year and a full safety and eligibility check of each competing car would be undertaken prior to the start of the new season.

If you have any thoughts on this matter, or positive suggestions then speak to Mike Dyer. It is proposed the day will be in early December 1990 and all competitors will be notified.

Mike Dyer



**1990 APPENDIX I CUP**

- \* Points are awarded 9 down to 1 in each Division in the trophy race only.
- \* Divisions are worked out on race times only, i.e. under 54 seconds at Oran Park, you are in Division 1; under 63 seconds at Amaroo, you are in Division 1.
- \* If you are in Division 2 and your times get better you are moved up to Division 1 and you take your points with you. This is judged by the committee.
- \* There are no points for invitation races (eg Bathurst), interstate races or interstate drivers competing in NSW. The cup is only for financial NSW drivers.

**Rounds so far**

Rd 1	Amaroo 10 December	Rd 2	Amaroo 29 January
Rd 3	Amaroo 25 February	Rd 4	Oran Park 18 March
Rd 5	Oran Park 6 May	Rd 6	Amaroo Park 27 May
Rd 7	Oran Park 24 June	Rd 7	Amaroo Park 8 July
Rd 8	Oran Park 15 July		

**Division 1**

R Pearson	63
J Tilley	58
R Tweedie	32
C Tilley	32
D Stewart	25
B Tilley	22
F Hindling	21
L Dunbar	19
H Dyer	19
B Stewart	15
R Caste	12
S Hutchins	12
F Bartell	8
H Burquet	8
L Cleaver	7
R Miller	7
B Allen	7
R Asher	5
L Dive	4
G Pallister	2
T Hutchins	2
K Zuber	1

**Division 2**

T Jones	61
B Beveridge	44
C Rubinis	42
S Grevett	28
R Iogran	28
H Dunbar	21
T Coon	20
P Holmesworth	20
J Ward	13
L Walker	13
R Woodside	13
B Reeves	12
R Erpus	12
K Brigden	12
B Vister	9
G Hodges	9
B Ferguson	6
S James	5
R Stanford	5
G Rutledge	4
K Ballantyne	3
R Wells	3
R Owers	2
B Caste	1

Syd Grevett

Mike Dyer

1990 and all competitors will be notified.

If you have any thoughts on this matter, or positive suggestions, please speak to Mike Dyer. It is proposed the day will be in early December.

It is proposed to have this on only one day every year and a full safety and eligibility check of each competing car would be undertaken prior to the start of the new season.

allow free discussion between the car owners and the eligibility officer.

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**RODERICK EIME**

(Trading as MONOLITH MANAGEMENT)  
Motorsport Photographer  
Photojournalist.



October 1989

## HERE WE GO AGAIN!

In order to get around this tedious telephone fiasco, I have installed a new business line, due this month. The new number is **(02) 740 6199.**

A fax service is attached, and is operational now. The number is **(02) 740 6591.**

Thanks for your patience.

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Rod Eime.

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# RACE RESULTS

ARAI GROUP N TROPHY RACE, ORAN PARK 15 JULY 1990 (SUATCC round)

## Trophy Prelim

Trophy Prelim		Trophy Time	
1	1	Bob Pearson	Lotus 1:24.54
2	2	Brad Tilley	Mustang 1:25.16
3	6	Bruce Allen	Cooper S 1:25.90
4	18	Jim McKeown	Lotus 1:26.94
5	9	Cameron Tilley	Valiant S 1:26.94
6	4	Bruce Stewart	EH 1:26.13
7	7	Mike Dyer	EH 1:27.43
8	14	Trevor Hutchin	Holden 1:26.29
9	12	Bob Asher	Cooper S 1:28.79
10	11	Tom Amos	Bellett GT 1:28.67
11	10	Stephen Butchart	EH 1:28.89
12	15	Chris Dubois	Anglia 1:30.13
13	17	Gary Hodges	EH 1:30.08
14	16	Peter Molesworth	Triumph 1:30.56
15	13	Robert Woodside	Cortina 1:33.91
16	19	Ken Brigden	Peugeot 1:35.38
17	21	Roger Wells	FX 1:37.10
18	22	Stephen James	Cortina GT 1:37.39
19	23	Bill Cooté	Cortina GT 1:37.55
20	5	Jason Tilley	Valiant 1:27.42
DNF	8	Robert Ingram	Lotus 1:33.78
DNF	3	Lloyd Cleaver	Lotus 1:26.63
DNS	20	Robert Tweedie	Falcon S
DNS	DNF	Lindsay Dive	Cooper S
DNS	DNF	Michael Donaher	EH
DNS	DNF	Greg Toepfer	EH
DNS	DNF	Steve Williams	EH

## RACE REPORT

Another good day with fine weather and a capacity crowd at Oran Park of over 40,000 for the final round of the Touring Car, sorry Group A championship. Two J races were held on the GP long circuit both of 3 lap which was adequate given the day.

Guest appearances from Jim McKeown who took pole from Bob Pearson, both in Lotus Cortinas indicated that the racing was to be fast and furious especially as there were over 30 entries.

Race 1 saw a jump start from both McKeown and Tweedie who were closely followed by Cleaver, B Tilley and Pearson then J Tilley, Stewart, Dyer, Allen, C Tilley, Ingram, Amos, Butchart and Asher. Then came a whole gaggle headed by Woodside with Dubois coming up from the rear. The attrition rate was high on Holdens and Falcons and Pearson eventually caught and passed McKeown closely followed by Brad Tilley and Lloyd Cleaver for third.

RACE REPORT

ORAN PARK 15 JULY 1990 cont'd

Race 2 was an even faster affair than the first race. This time everyone got away cleanly, until the hard left under the bridge where there was some congestion and shuffling of places and a little paint. Down the straight for the first time it was Pearson followed by B Tilley, J Tilley and C Tilley with McKeown, Cleaver, Stewart, Allen, Dyer, Hutchins, Ingram, Asher, Amos, Butchart then a break to Hodges, Molesworth, Woodside, Brigden, Dubois and then Wells, James and Coote.

Gradually Allen made his way towards the front along with McKeown. Both Cleaver and Ingram dropped out and the finishing order was Pearson, B Tilley and Allen who had come from mid field.

A formal presentation was held in front of the crowd with Oran Park Arai donating the trophies for both events.

After the events there was BBQ and presentation which was well attended as all roads leading from Oran Park were chocked with traffic until about 7 PM. I believe we even ran out of beer and sausages. A good event.

Tom Amos

-----  
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PRESENTATION B B Q



ORAN PARK GP



# RACE RESULTS

ARDC restricted race meeting 8 July 1990

## Trophy Prelim

1	1	Bob Pearson	L Cortina	59.18
2	2	Brad Tilley	Mustang	59.82
3	4	Jason Tilley	Valiant	61.08
4	3	Cameron Tilley	Valiant	61.20
5	8	Darren Stewart	EH Holden	62.12
6	5	Mike Dyer	EH Holden	61.48
7	6	Frank Binding	Cooper S	61.60
8	DNS	Robert Ingram	Cortina	62.46
9	DNS	Dave Beveridge	Cooper S	62.84
10	16	Chris Dubois	Anglia	62.16
11	11	Syd Grevett	EH Holden	64.50
12	14	Russell Stanford	Vauxhall	64.00
13	DNS	Peter Molesworth	Triumph	64.04
14	13	Ken Ballantyne	EH Holden	64.84
15	15	Tony Gonn	Cortina	65.56
16	DNS	Kevin Anker	Jaguar	62.58
DNF	9	Tom Amos	Bellett GT	62.02
DNS	7	Joseph Falzon?		
DNS	10	Bob Asher	Cooper S	
DNS	12	Brett Reeves	Cooper S	
DNS	17	Roger Wells	48/215Holden	

## RACE REPORT

The first race was an almost all-Tilley affair with Pearson shuffled back at the start then followed by Dyer, Binding, Amos Stewart and Asher. Pearson managed to pass Brad and was never headed with the finishing order not changing. A number of retirements occurred due to mechanical failure.

Race two was a similar affair with Pearson slow to start and the Tilleys through headed by Brad then followed by Pearson, Anker, Stewart, Amos, Dyer, Binding and Ingram. Anker spun in the loop and Amos went out on lap 3. Pearson gradually caught and passed the Valiants and Mustang to end up with two wins for the day.

## Tom Amos



# WARWICK FARM FUN DAY

RACE RESULTS  
22nd JULY

A fine day with a picnic atmosphere was organised by Rob Ingram and co. to usher in the driver training concept to the Association. The days format was designed to provide slow laps, then passengers followed by drivers only, more passengers and some split sessions of instruction.

At the end of the day some novelty events were conducted to judge car control. The first was a forward and reverse garage event and the second manouvering through a forward slalom and stopping in a garage. Two trophies were awarded to the fastest on each run. These were donated by Mick Donnaher from Miranda Ultratune. Bruce Stewart also donated some "special" prizes for notable things that occurred during the day ... such as the loudest car for Steve Travica and so on.

When not wearing out tyres to the belts and spinning on the causeway the Rosco McKenzie team ran a great BBQ and after the event some amber fluid.

Notable were Bob Pearson in the Fiat 500, Stewarts in Mazdas, Tilley's in lots of other Valiants, John Tilley in the GTHO, Tweeds in a Mini again and on and on. The journos had a good day with laps in the Amos Bellett, Bruce Allen's Mini and Jason's Valiant. That was later followed up by a 'spin' in the Pearson up-market Fiat 308.

It was a great day with the end at 4.30 seeing most worn out and a forlorn Kevin Anker still trying to start the Jag with he and Jason waiting for the tow master to return.

Lance Ruting was there as official photographer and I believe he took lots of pictures so for those who went and want a keepsake contact Lance.

Tom Amos.

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## BATHURST PROMOTION DAY

A few of the fastest J cars were taken to a special day at Oran Park so some of the journalists could experience first hand what it is like to race such cars.

The cars that attended were Laurie Donnaher's ISO, the Pearson Lotus, Brad Tilley's Mustang and Bruce/Darren Stewarts EH.

The aim was to get some promotion for Appendix J prior to the Bathurst race meeting and both Racing Car News and Auto Action will carry supplements on Appendix J in coming issues.

Thanks to all those who organised the day and the cars.

## CLUB CALENDAR

The following Calendar is for events that are currently held in our files. It does not include all invitation events.

<b>AUGUST</b>	5	Amaroo Open (ARDC)
	7	Club Night
	12	HSRCA Amaroo Park ** POINTSCORE EVENT
	26	Oran Park Restricted (NSWRRC) Amaroo Restricted (ARDC)
<b>SEPTEMBER</b>	4	Club Night
	28/29	BATHURST *(1)
<b>OCTOBER</b>	4	Club Night ANNUAL GENERAL MEETING ** NOTE CHANGE OF DAY
	7	Lakeside Historic
	28	Amaroo Restricted (ARDC)
<b>NOVEMBER</b>	4	Australian Grand Prix, Adelaide
	6	Club Night
	17	Presentation Night/Dinner
	18	EASTERN CREEK (Endurance Chpship)
	24	Oran Park Restricted (NSWRRC) Day/Night ** BARBEQUE **
<b>DECEMBER</b>	4	Club Night

(1) The Bathurst meeting requires three days of attendance for those who are going. Scrutineering is on THURSDAY with practice on FRIDAY and the Race on SATURDAY the 29th of September, 1990. A BBQ will be held on Friday evening after practice and the presentation will be immediately after the Race on Saturday.

CLUB CALENDAR

The following Calendar is for events that are currently held in our files. It does not include all invitation events.

Month	Date	Event
AUGUST	1	Amoco Open (ARDC)
	2	Club Night
	12	HORCA Amoco Park #2 POINTSORE EVENT
	13	Open Park Restricted (HONORC)
	24	Amoco Restricted (ARDC)
SEPTEMBER	4	Club Night
	20/21	BATHURST #11
OCTOBER	4	Club Night
	5	ANNUAL GENERAL MEETING
	13	12 NOTE CHANGE OF DAY
	17	Lakeside Historic
	28	Amoco Restricted (ARDC)
NOVEMBER	4	Australian Grand Prix, Adelaide
	5	Club Night
	17	Presentation Night/Dinner
	18	EASTERN CREEK (Endurance Challenge)
	24	Open Park Restricted (HONORC)
	25	Day/Night #2 BARBQUE #2
DECEMBER	4	Club Night

(1) The Bathurst racing requires three days of attendance for those who are going. Corresponding is on THURSDAY with practice on FRIDAY and the Race on SATURDAY the 27th of September, 1970. A BBQ will be held on Friday evening after practice and the presentation will be immediately after the Race on Saturday.