

ACTION-LINE



MONTHLY BULLETIN OF THE

NSW

Appendix

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"ACTION - LINE"

Monthly Newsletter of the APPENDIX J ASSOCIATION OF NSW FEBRUARY 1991

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**CORRESPONDENCE:
& MEMBERSHIP RENEWALS!**
8 TRILLER PLACE, INGLEBURN 2565

MAGAZINE CONTRIBUTIONS:
9 BOOMI PLACE, WORONGORA 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.

LIFE MEMBERS:

Mike Dyer

Max Stahl

EDITORIAL etc

Welcome to 1991, a year that promises of doing everything slowly. The aim this year is to consolidate a racing calendar and events which should appeal to all facets of the club.

We hope to again go to Bathurst and we may even get an early start with talk of an Easter Meeting as support for the new 12 hour endurance race for production cars. It is still not certain, but if you want your say as to whether we accept this invitation, come to the meeting on February 5.

Two new series are proposed for this year. One based upon a single tyre make and catering mainly for the Restricted events. The other a series of nominated events which will not only count race performance, but also presentation and paint swapping. Some reasonable overall trophies are to be offered along with potentially lower prices for consumables such as tyres.

The thinning fields of late are always some cause for concern and these new initiatives should go some way towards creating bigger grids.

On the cover there is a new picture of the 1990 Club Champion, Bob Pearson, courtesy of Lance Ruting. The shot was taken at Eastern Creek and I would like to thank Lance for that and his support at Bathurst with the Best Dipper picture and shots of all competitors given at the Christmas meeting. If you were not there and competed at Bathurst then you missed out on a picture of you competing.

All the best for 1991.

Regards,
Tom Amos

MEMBERSHIP RENEWALS

If your address label is prefixed with "*", your 1991 membership renewal had not been received by the committee meeting on 30 January.

Please forward your renewal as soon as possible to the Secretary. An extra form has been included with your magazine.

REQUEST FOR RESULTS and/or REPORT

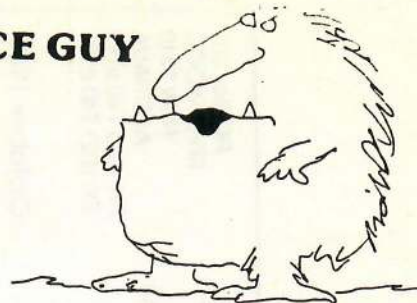
2 December, Amaroo Restricted (Street Sedan Race Assn)

Would someone please send a copy of the results and/or a brief report on this event as the editor was unable to attend.

NO MORE MR. NICE GUY

Welcome to 1991... and Happy New Year...

Hopefully our motor racing will not take a step backward as a result of the recession Australia and some of the world is experiencing. May be grids will be a bit "thinner" as pockets empty but I sincerely hope the presentation of our cars and our track manners don't decline any further!?



After correspondence and communication with the Mayor of Bathurst and Vincent Tesoreiro the Director of the James Hardie Bathurst - Easter 12 hour race meeting, I am confident I have procured Appendix J a place on the programme, subject to approval by C.A.M.S. I will keep you advised.

I have promised the "cowboys" will stay away from Bathurst so they can destroy themselves elsewhere at Oran Park club meetings and not spoil good motor racing so be warned...

It is not difficult to be aware of the "C.A.M.S. bashing" going on at the present... let's hope some good for competitors will come from it but I do suggest we (NSW App J competitors), keep our dirty washing to a minimum... poor "old" John Keeffe will have to employ another secretary just to answer our Appendix J eligibility mail... why not talk to Mike Dyer first after all he is our appointed C.A.M.S. eligibility officer.

By the way, where is Darc Muckett these days... and what is his status relating to eligibility (as if anyone really wants to know?) Tom can't find out, C.A.M.S. won't tell... another secret in the "days of our lives".

By the way, I have 4 (four) BRAND NEW IDA 48 WEBER carbs, jetted and choked for 400 b.h.p. together with a BRAND NEW dual water outlet Cobra (U.S.A.) inlet manifold - suit 289 Windsor, Ford - FOR SALE. Cost \$3,000 - Sell \$3,000 the lot (won't split). No offers... sorry.

Also - 302 Windsor Ford STEEL CRANKSHAFT - (U.S.A.) as new - offers?

Used 14 x 205 Formula "R" race tyres - \$45 each.

Talk soon,

Rob Tweedie
Competition Manager

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October 1989

RODERICK EIME

(Trading as MONOLITH MANAGEMENT)
Motorsport Photographer
Photojournalist.



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.

Your photographer

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VICE PRESIDENT'S REPORT

Happy New Year to everyone. Let's hope it is a great year for Appendix J, being our 10th anniversary.

Welcome to Lloyd Cleaver as our Treasurer. I am sure he will do a great job for the club.

1991 APPENDIX J CUP

As announced in the December 'Action Line', it was decided to change the format for the Cup. However, this met with a lot of opposition at the General Meeting in December. It has now been decided by the Committee, in all fairness, to leave the Day/Night meeting and the Amaroo December meeting results as is and the Amaroo January Historic meeting will be under the new points system and all races in 1991 except invitation, will be counted:

Only the two longest races at each meeting will carry points: Points will be 10 - 1st, 8 - 2nd, 7 - 3rd down to one point for 9th place in each division.

Historic meetings will be counted when they clash with a Sydney meeting (eg Winton Historics).

Rounds so far:

Rd 1 Gran Park 24 November Rd 2 Amaroo 2 December

Division 1

*Brad Tilley	27
Steve Travica	27
Greg Toepfer	18
Mike Dyer	11
*Cameron Tilley	10
*Darren Stewart	10
*Trevor Hutchins	7
*Kevin Anker	3
Michael Donaher	2
*Jason Tilley	2
*Ross McKenzie	1

Division 2

Chris Dubois	25
Brett Reeves	24
Barrie Brown	22
Peter Molesworth	19
Russell Stanford	15
*Tony Gonn	12
Matthew Kelly	10
Robert Owers	8
Ken Brigden	4
**R Bennett	4
*David Winter	4

NB: Members who have not yet renewed their membership for 1991 are marked with "*".

Regards

Syd Grevett

BATHURST 1990 REPORT by Jack Lacey
(now at Kangaroo Point)

Reprinted with the kind permission of the Queensland Appendix J Association.

I'm sure Bill Westerman expected to get an objective report from me on the weekend's activities about all of our members foolish enough to attend. Unfortunately I don't remember seeing any of them. I feel this is related to a combination of nervous exhaustion and alcoholic remorse.

My recollections commenced with the receipt in the mail of the ARDC's acceptance of my entry of the "plastic" Falcon Sprint. Jesus! the car's somewhere in a hay shed in Beaudesert and hasn't been touched since we came home from Adelaide GP in November 1989!

Hurtle down to Beaudesert, pump up the flat tyres, put in the engine all the oil that was lying under it and hit the starter - only runs on six cylinders - that reminds me it was only running on six at Adelaide too! must try and see if it can be made to run on eight. Must ring up Ian Morrison and see if he'll build an engine and fit it.

Sometime later (namely 18 hours after I'd said we'd need to leave for Mt Panorama) Ian said: "It's got about 405 f'ing horse and you're gunna run a 3.00:1 CWP? - Yeah, I can't find any other centres with enough rust in 'em to operate as a locker and the last time I was there (in another type of car mind you) I was getting 7800 with 3.5:1 so I want it a bit taller. Faaark! you'll be doing better than 150 miles per f'ing hour - Nah! I'll never get a clean run with all these entries.

Tell wife to ring Mick (usual crew) and remind him to bring trailer, tools, all those sort of things with him.

Wife: Mick's flat out and doesn't think he's going to be able to make it. He's loaned the trailer to some jerk who's gone to Toowoomba to get a Hillman Minx.

Self: God Faaark me, I don't think this is going to be a good meeting!

Self: Lachlan (my 14 year old son) you don't have to go to school today (if you come to Bathurst with me). Finally 24 hours late, no tow vehicle, no trailer and no crew I rent a ute and get to the circuit 12.5 hours later having seen 160kph on the ute speedo (you try staying in front of 5000 lbs of trailered race car and tools down the Gibraltar Range).

Self: See if Brian Brook can be convinced to inspect car (as directed by Keefe).

cont'd...

BATHURST 1990



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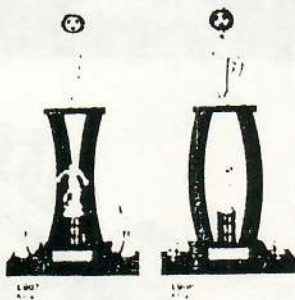
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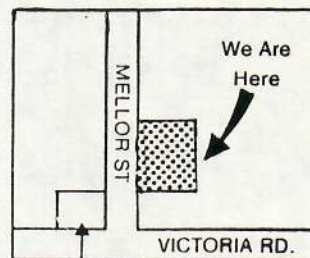
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BATHURST 1990 REPORT by Jack Lacey cont'd

Brian: Yes, OK I'll sign log book and the scrutineers will leave you alone for a change.

Chief Scrutineer: If your eligibility officer says its OK that's I'm Harry Firth and I want to insp..... I'm Graham Hoinville and I want to inspect this car too!

Chief Scrutineer: Faaark! I haven't seen so many Chiefs since the Battle of Little Big Horn!! You must have shit in the bed last night.

Driver: I haven't seen a bed for 4 weeks!

Chief Scrutineer: I'm asserting my authority! This car's got no rear towing eye!

Driver: With due respect Mr C/Scrutineer, are you cognisant of the legislative provisions of the sixth line of Clause 2.1 of the General Requirements of the NCR's as they related to 5th Category Group N vehicles?

Chief Scrutineer: Faaark! no wonder this female sex organ draws crabs - he thinks he's the Chief Justice of the Commonwealth. (He came and apologised later and said I was right!!!)

Practice

Driver of red Sprint to Driver of white Sprint: I only did 4 laps, car's doing everything right (thinks to himself: I don't want to give him a confidence boost and let him know its locking up the rear end going over Skyline, the gears are selecting at random and I seen 7000 in top just before Castrol Chase - Faaark!!! that Morrison wasn't kidding, the Iskendarian pocket speed calculator reckons thats 171.537298 mph!!! (I better do this calculation again).

Race

Driver: Fantastic start, didn't stall it, haven't been hit (hard anyway) and there's only about 54 cars between me and the first corner. (Remind yourself that 5000 not enough to get it rolling).

Passed 20 cars between start and first corner. Missed everyone at the first corner (except Stewart's Cortina thing and four - no six - wog chariots. Someone oughta tell 'em these things are banned from the road in the curiosity State.

Top of the Mountain and I'm running about 7th, Jesus! 6000 in top - 146 mph, Jesus! All hell in front, Pearson in red Lotus tried 4 different lines into Cutting attempting V8 passing moves.

cont'd...

BATHURST 1990 REPORT by Jack Lacey cont'd

Driver: This is crazy, I'll take it easy over top and then blister past 'em down Con-rod. Good, Fantastic, well done you just passed Pearson's Lotus in the middle of McPhillamy's that's funny it had a Bicentennial Michigan Registration plate just like on my front bumper (looks in rear view mirror - it was my front bumper).

Driver: What are all these jerks waving red flags for - Ha Ha must be a lot of commies in the Flaggies Club Ha Ha Haaaaah! Race Stopped!

Some cars went into pits, I tried to grid up again. All of a sudden this long thin pensioner in blue pyjamas stuck his head in the window. Poor bugger must be dumb, his eyes poking right out and his mouth opening and closing like a cane toad perishing in the desert. He's got some writing on his pyjamas - 'B', 'R', 'U', 'C', 'E' 'S', 'T', 'E', 'W' aaaaah, this is Bruce Stewart! Jesus I'm glad I got wax ear plugs in and my helmet on, I think he's unhappy!

Driver: (F'... must'ta been 'citing behind me, they even got tow trucks coming from town to collect all the dead cars on the track).

Multicultural Aspects

This was followed by a sort of cool down period involving a lot of milling round, recriminations, bad mouthing, ya shoulda seen me's, etc. etc. the fella in the blue pyjamas tried to talk to me again with his two kids, I think their names were Toni and mo(a)na)h) but I'm not sure 'cos I put the earplugs back in and had 4 Jim Beans (Lachlan thought this bit was tawriffic - said it reminded him of the fights near the tuck shop at big lunch).

We all wanted a re-run and then some fella all dressed in white who I thought musta been God got up and made a speech. Turned out was some Pakistani politician I think called Thetcuntt Doo-kay who said he'd convinced another fella called Cupboard or Stubbard to give us a warm up and two lap race on Sunday before the money shredders had a go.

Restart Sunday

Someone double crossed the Pakistani politician 'cos this Russian-German fella called Timo Shenkim said all ya got's a warm up and a parade and then another short talkative fella (I think his name was Johnny woMann - probably an American injun) made a speech about how he was a good driver 'cos he was in front and the rest of us were no good or probably didn't come from the financial capital of the Country anyway and we weren't allowed to pass him even if he slowed down. Luckily only the Pakistani God type fella was listening by now 'cos I'd started up.

Driver: Couldn't get any gears at Castrol so headed for the tent with the Jim Beam.

That's about it folks. Really don't know if I wanna go there again.

Wife: Jerk! he's said that after every race since 1963.

LOTUS REAR ENDS

Towards the latter part of 1990 the question of the form of rear suspension applicable to Lotus Cortinas was raised by CAMS. It appears that after the CAMS Report of March 1990, Lotus Cortinas were free, as in previous years, to utilize either coil or leaf spring suspension. After the March publication, some complaints were lodged with CAMS Melbourne that this was not the case in the period.

Subsequent investigation by CAMS resulted in the publication of another Report, contradicting the first and banning, after a number of years, the use of leaf springs and aeroflow Lotus Cortinas.

This new ruling affected a number of members of this Association and representations were received for clarification of the position. It is interesting to note that a number of cars were constructed in good faith, even by the then President and Eligibility Officer, with leaf spring rear suspension, so clarification was indeed needed.

The Association sought CAMS advise and entered into correspondence with John Keefe, to seek the reason for the turn around and on what grounds.

Just after Christmas 1990 the Association received a reply which partially explained the reason for the turn around. In summary, the following reasons were given:

- (1) CAMS received new information which identified that leaf spring cars were not available from Lotus until March 1965.
- (2) Recognition document 5018, the document which was issued by CAMS for some years as recognition for Lotus Cortinas is no longer applicable.
- (3) Information presented at the January meeting 1990 of all eligibility officers and CAMS technical personnel which ratified the continued acceptance of Lotus Cortinas with leaf springs was "calculated to mislead".
- (4) CAMS thus made and admitted to an error.

The new ruling now stands, after our representation that both aeroflow and non aeroflow bodies are acceptable but leaf springs are not allowed. The new Report replaced the old one and after February 1991, all cars competing with leaf springs will be told to change back to coil suspension.

The matter raises a number of questions as to the role and extent of influence that some competitors have and illustrates that it does not matter if you get full CAMS approval to build a car, this can be withdrawn if someone can mount a good enough case.

The story so far...

RACE RESULTS

26/27 January Historic Race Meeting - MG Car Club, Amaroo Park

Time shown is the fastest lap in feature race (28); printed results no available for Saturday race (positions for race are as per the editor's memory).

			Race 28	Race 15	Race
Steve Travica	Valiant S	1:03.07	1	2	2
Dave Beveridge	Cooper S	1:02.73	2	3	3
Tom Amos	Bellett GT	1:03.15	3	5	5
Russell Stanford	Vaux Velox	1:03.88	4	4	4
Tony Gonn	Cortina GT	1:04.58	5	6	
Peter Molesworth	Triumph	1:05.43	6	8	
Barry Ferguson	Cortina GT	1:06.00	7	9	
Graeme Hart	EH	1:05.32	8	7	
David Winter	Hillmn Minx	1:08.90	9	11	
Jeff Hodges	Fiat 2300	1:08.51	10	13	
Lyndal Coote	Cortina GT	1:09.00	11	12	
Rob Tweedie	Mustang	1:02.46	DNF	1	1
Graeme Rutledge	Triumph		DNS	10	
Stuart Schofield	Zephyr MK3		DNS	DNF	
Chris Dubois	Anglia		DNS	DNF	

Race Report

The January Historic is always a hot weekend and this meeting was no exception. As with most historic meetings the track was slippery and slow from the oil and lack of rubber due to the heavy rain over Christmas.

Racing commenced after practise on Saturday with the first race a Tweedie benefit with Travica and Beveridge in close pursuit. Stanford in the Vauxhaul just held out Amos with Gonn just a little further back. The race was the first for Lyndal Coote who circulated at a steady pace racing with Winter, Schofield and Hodges. In the mid field Ferguson, Molesworth and Hart were having a good race with the odd wild line due no doubt to the track rather than over exhuberance.

The second race on the Sunday saw the same front group with Dubois starting after replacing a head gasket and then only lasting a few laps. Tweedie was out in front with Travica and Beveridge with Amos coming through from the back of the grid.

The third race, a 10 lapper saw Tweedie last only a few laps and then suffer engine problems smoking out Bitupave Hill. This left Travica hotly persued by Beveridge and a fast closing Amos who almost pipped Beveridge on the line for second.

The Travica victory was the second in three meetings and shows Steve is getting the Valiant together.

CLUB CALENDAR

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

FEBRUARY	5	General Meeting
	11	Committee Meeting
MARCH	3	ARDC Amaroo
	5	General Meeting
	9/10	"The Castrol Classic", Historic Race Meeting, Phillip Island
	11	Committee Meeting
	23	NSWRRRC Restricted Race Meeting, Oran Park
	29 March - 1 April	EASTER Bathurst; support for 12 hour production car race. Or perhaps Adelaide Historic Speedweek. Enter all or part of the programme which includes racing at Mallala, visits to historic Lobethal and Nuriootpa circuits and other road "runs" with historic race cars having a waiver. Also plenty of social activities and 1/4 mile sprint at Victor Harbour.
APRIL	2	General Meeting
	8	Committee Meeting
	13	Eastern Creek
	25	Anzac Day
MAY	5	NSWRRRC Restricted Race Meeting, Oran Park
	7	General Meeting
	12	ARDC Amaroo (Mothers' Day)
	13	Committee Meeting
	19	Amaroo
JUNE	4	General Meeting
	7 10	Committee Meeting (Queens Birthday Holiday)
	30	NSWRRRC Restricted Race Meeting, Oran Park
JULY	2	General Meeting
	8	Committee Meeting
	28	ARDC Amaroo

AUGUST	6	General Meeting	CLUB CALENDAR
	12	Committee Meeting	
	25	NSWRRRC Restricted Race Meeting, Oran Park	
SEPTEMBER	3	General Meeting	
	9	Committee Meeting	
	22	NSWRRRC Restricted Race Meeting, Oran Park	
OCTOBER	1	General Meeting	
	6	Bathurst	
	7	Committee Meeting (Labour Day Holiday)	
NOVEMBER	5	General Meeting	
	11	Committee Meeting	
	10	ARDC Amaroo	
	16	Day/Night NSWRRRC Restricted Race Meeting, Oran Park	
	16	Presentation Night	
DECEMBER	3	General Meeting	
	9	Committee Meeting	
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