

ACTION-LINE

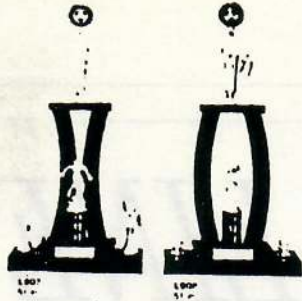


MONTHLY BULLETIN OF THE

NSW

Appendix

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"ACTION - LINE"

Monthly Newsletter of the
APPENDIX J ASSOCIATION OF NSW

AUGUST 1991

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PRESIDENT	TOM AMOS	264-9640	580-4877
VICE PRESIDENT	SYD GREVETT		
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EDITOR	TOM AMOS	264-9640	580-4877
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PUBLIC RELATIONS	ROB INGRAM	869-8254	86-5111

CORRESPONDENCE:

8 TRILLER PLACE, INGLEBURN 2565

MAGAZINE CONTRIBUTIONS:

75 LANSDOWNE CRESCENT, OATLEY 2223

Fax: 264 9868

Deadline: usually Tuesday prior to meeting 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 Association 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

PERMANENT RACING NUMBERS

The list of permanent racing numbers is now being maintained. Financial members can check with Chris Wilson.

WELCOME TO THE FOLLOWING NEW MEMBERS:

Mark Whitehouse, Ryan Strode, Martin Morgan, Mike Smith and Jim Barrett

EDITORIAL etc.

The Association recently wrote to CAMS on a number of matters and in particular commenting on the CAMS suggestion that the Group L overbore class limits be adopted in Appendix J. Much discussion of this occurred at both the meeting and the committee meeting and the decision was to keep the classes and rules as they stand today with review when it may be necessary to solve a ground swell of problems.

The subject of trial control tyres was also broached with CAMS and some progress on the trial provided. We received a reply which supports our moves and encourages the Association to present a complete solution when we believe we have enough information. I intend to distill the essence of what would make a successful control tyre base for use next year over the next few months and if you have any suggestions then please let me know. I believe that the tyre situation is one corner of the repackaging of Appendix J for the 1992 season. So far so good.

For those who missed the last General meeting I have included Chris Wilson's summary of the John Cotter speech on liabilities. It makes interesting reading and was enthralling on the night. It was a pity that a number of members who have been unhappy about some recent events were unable to attend. Even Greg was quiet! It appears that the occasional guest speaker is good at the meetings and the committee and I will continue to follow this formula for the remainder of the year.

Bathurst 1991. As most have been aware since Easter that we were not going to be invited by the ARDC to Bathurst this year the Association has decided to support the Appendix J Queensland race meeting on the 19th-20th October at Lakeside. The meeting promises to be a great weekend with a number of races of both long and short duration along with some "in kind" assistance for the interstate competitors. Don Thallon is organising from the Banana end and we will publish more details next month.

Whilst speaking of the ARDC have you noticed that Appendix J now no longer features at all in any advertisements for race meetings held at Amaroo or elsewhere even though we are racing at the meetings and supporting the ARDC at both the club and open level? Maybe they are trying to tell us something and Bathurst was just a little hint. It is something to bear in mind when the re-election of the current ARDC board occurs later in the year.

Regards,

Tom Amos

VICE PRESIDENT'S REPORT

LET'S GET THE STORY RIGHT YOKOHAMA TYRES

According to Mr Tweedie you are driving on "GRANTIE SPECIALS" and the "poverty package" was put together by T Amos & M Dyer: - WRONG.

You, the members voted for something to be done about tyres at a meeting earlier this year and a lot of work has been done behind the scenes to put the package together.

I don't think Mr Yokohama would like his tyres being called "GRANITE SPECIALS" after all the money he must spend developing them.

Just to put you in the picture, here are some times at different race tracks when we used to use Goodyear Supersteels and Toyos (remember them?). Nobody use to complain about using them and the Yokohama tyres are a lot better.

Oran Park 1985 (late)

D O'Brien	Mustang	53.7
G Toepfer	Holden	54.7
B Visser	Holden	55.5
S Travica	Valiant	57.7
P Corner	Cortina	58.8

Amaroo Park 1986 (early)

G Toepfer	Holden	63.6
K Anker	Jaguar	65.0
R Bailey	Holden	65.2
R Tweedie	Mini	65.6
G Bubalo	Valiant	65.8
B Tilley	Valiant	66.1
L Cleaver	Cortina	66.0

Oran Park 1986

B Allen	Mini	53.4
G Toepfer	Holden	53.5
M Dyer	Holden	55.8
R Asher	Mini	55.9
P Corner	Cortina	57.3

Amaroo Park 1986

R Tweedie	Mini	63.6
G Toepfer	Holden	63.6
B Tilley	Valiant	65.3

Oran Park 1986

R Asher	Mini	54.8
M Dyer	Holden	55.1
B Brown	Mini	55.7

As there has only been two race meetings on Yokohamas, the times are even or better and all drivers like the tyres. Here are some times:

Oran Park 30 June

M Dyer	Holden	54.2
F Dartell	Mini	54.3
B Reeves	Mini	54.4
T Amos	Bellett	55.0

Amaroo Park 7 July

F Binding	Mini	61.4
B Reeves	Mini	62.7
P Powell	Cortina	66.9
M Dyer	Holden	63.1

So, Mr Tweedie, you will have to come up with a better story to convince the members they are wrong.

Regards
Syd Grevett

1991 APPENDIX J CUP

Rounds so far:

Rd 1 Oran Park 24 November	Rd 2 Amaroo 2 December
Rd 3 Amaroo 27 January	Rd 4 Amaroo 3 March
Rd 5 Oran Park 23 March	Rd 6 Amaroo 21 April
Rd 7 Oran Park 5 May	Rd 8 Eastern Creek 12 May
Rd 9 Amaroo 2 June	

Division 1

Brad Tilley	120
Robert Tweedie	94
Jason Tilley	82
Steve Travica	55
Mike Dyer	52
Cameron Tilley	51
Darren Stewart	48
Tom Amos	48
Laurie Donaher	47
Greg Toepfer	37
Frank Binding	29
Frank Dartell	25
Bob Pearson	20
Ross McKenzie	17
David Beveridge	15
Warwick Augustin	13
Michael Donaher	13
Tony Ward	12
Lindsay Dive	11
Trevor Hutchins	11
Phil Ward	8
Ben Visser	4
Kevin Anker	3
Bruce Stewart	7

Division 2

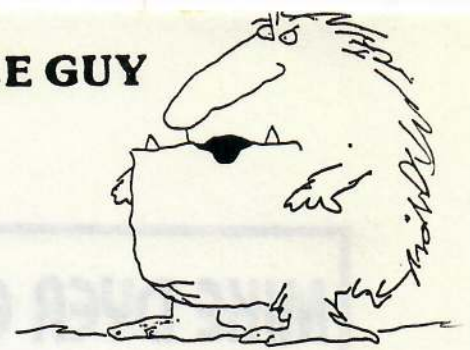
Peter Molesworth	120
Brett Reeves	97
Russell Stanford	77
Tony Gonn	73
Ken Brigden	71
V Vujadinovich	63
Matthew Kelly	53
Barrie Brown	45
Chris Dubois	42
Robert Owers	35
R Wells	30
Bill Coote	30
Peter Van Hoorn	22
Graham Hart	19
J Hodges	19
David Winter	18
Tom Thomson	15
Gary Hodges	15
Lionel Walker	10
Ken Ballantyne	8
A Sutherland	7
Phil Powell	5
*R Bennett	4
Lyndal Coote	4
G Smart	3
*G Rutledge	2
C Strode	1

* = unfinancial or non member

YOKOHAMA SERIES ROUND 1 Amaroo 7 July

B Reeves	18
F Powell	15
F Binding	10
C Strode	6

MORE MR. NICE GUY



Achtung!!!

It seems my little tyre comments last month were wasted... I expected it but then my position as a V8 pilot is a bit different for which I make no apologies...

Firstly, I drive a V8 (in fact 2 of them), win the odd race which is quite unfair as V8's are not supposed to beat Skoda's... spend endless hours in car preparation, track sorting and even occasionally drive reasonably (I hope)... far too professional for motor racing (especially Appendix J) so maybe I should take up some other sport. No, I won't ... I like Appendix J but only when "amateurs" don't fiddle with the rules. Enough said for now!

Recently I put a financially packaged proposal to the A.R.D.C. for Bathurst this year including \$6,000 worth of sponsorship money.

This proposal was re-submitted to the A.R.D.C. Board Monday, 22nd July but alas, not accepted but Ivan Stibbard has assured me in writing our proposal will be seriously considered for 1992 Bathurst. I tried!

Word from Victoria, suggests a couple of "trained baboons" are attempting to alter the rules to nobble the front running Fords... or should I say enforce their beliefs as a result of "years" of research. We too have done our research, supported Appendix J in a manner far beyond their wildest dreams... maybe they are trying to pave the way for re-entry into the sport in their own as yet unbuild pile of taps, pipes and dunnies... (10 points to he who guessed the "monkey")

Anyway, all this is bull...t and gives rise to even more agro in Appendix J and is totally unnecessary ... not to mention, detrimental to the category. Leave it alone fellas before you bite off more than your soon to be false teeth can chew!!? (only a joke of course)...

There are a number of NSW Appendix J cars for for sale at the moment... most of them large 6 cylinder or V8 varieties which bothers me a bit.

Is this a "silent" protest to the "poverty tyre package" or are these guys just getting out? Either way, it would be a shame for an aspiring racer not to take advantage of the low prices and buy one as will prove to be much more satisfying (and cheaper in the long run) than an H.Q. as they are "historic" and will have resale value when the economy improves... H. Q.'s ... well? My bet is that H.Q's will disappear within two years if the dollars being spent that we all hear of, are in fact being poured into these "four legged tractors"... its no longer value for money and it is fun to watch their grids already diminishing at club meetings...

These days I'm trying to approach this column with a more "professional" attitude and as I pay for the page anyway, my opinions and comments are not intended to offend but sometimes I feel like telling some narrow minded, one eyed dickheads what I think of them... but as I have some manners, I usually refrain... More Mr. Nice Guy ... see I told you so...

Auf Wiedersehen

Mr. Nice Guy

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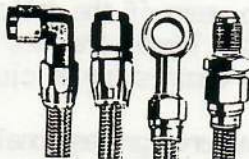
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SECRETARY'S REPORT

Notes from Minutes of General Meeting held Tuesday 2 July 1991

Meeting opened 8.17pm

Tom welcomed Eling Racewear and John Cotter, Chairman of the NSW State Council.

1. Apologies and Announcements: New members Jim Barrett, Mark Whitehouse and Martin Morgan; apologies S Travica, F Binding, L Dive, R Wells.
2. Minutes of previous meeting read out as per magazine; all accepted.
3. Correspondence: Formula 1 Investments Pty Ltd, Graham Moore thanking Committee and Members for the Warwick Farm Day; HSRCA entry forms.
4. Treasurers Report: Balance standing at \$8,340 with a lot of outgoings: \$3665 incoming from Warwick Farm Day, \$190 from Raffle (thank B&L Coote) \$2000 expenses from W/Farm Day, \$1600 profit from W/Farm Day.

Guest speakers: Eling Racewear (see advertisement elsewhere) John Cotter, Chairman of NSW State Council is also a practicing solicitor.

John Cotter addressed the meeting and noted that Cams action on circuit is being looked at in 1991 and Stewards will be told to take action against race drivers. If you help the car in front or behind you off the track, you will be dealt with now on severely by the Stewards. If the accident was your fault and was in any way malicious then you may be also open to civil action outside any actions of the Stewards or CAMS. The last Touring Car Round at Amaroo, the Formula Ford race a full tribunal was held after the meeting; charges may be laid. In essence the other party can sue you and the amount is bottomless.

GET YOUR ACT TOGETHER AS A DRIVER AND A CLUB OR CAMS WILL ACT.

Having authored the Appendix J constitution Cotter emphasised that the club committee has the power to act on all matters of concern to the club and the ability to discipline members. As a member you have the right to call a meeting with witnesses but no legal representation. You can speak on your own behalf. If for example if you continue to run into other competitors you can be dealt with by CAMS and/or your own club. Club action is always preferable.

Summary: If you put somebody off, civil action is both possible and available today.

MINTUES cont'd

Competition calendar: Lakeside Historic Queensland. Appendix J running the meeting 19-20 October: Gala Weekend.

SOCIAL: Warwick Farm: 54 J cars arrived; 40 VIP guests and about 500 people. Great day; very cold, number of cars that have not been seen before. Excellent food and good drinks, good social day all round. Anne Bailey asked that members let us know how many people were turning up for lunch.

Peter Van Hoorn asked about Katoomba - why don't we have a meeting there. Tom replied you cannot run a touring day as we did at Warwick Farm Day. Only one car at a time on the track due to council regulations.

PUBLIC RELATIONS: R Ingram is putting together a PR folder from NSW Appendix J to go to CAMS, ARDC and Oran Park for 1992.

GENERAL BUSINESS

Trophies: If you are interested in sponsoring a meeting, please see R Ingram and L Cleaver.

Allison Cotter won the raffle with ticket B56.

Meeting closed 10.05pm

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(more info

next issue)



WANTED: RESULTS FROM ARDC MEETING 7 JULY & NSW ROAD RACING CLUB MEETING 4 AUGUST

RESULTS

NSW RRC Trophy Race Meeting Oran Park 30 June 1991

Placings				Best time
Feat	Upeelim			(feature)
1	15	Mike Dyer	EH	54.2
2	2	Ross McKenzie	EH	54.1
3	1	Frank Dartell	Cooper S	54.3
4	5	Brett Reeves	Cooper S	54.3
6	6	Tom Amos	Bellett GT	55.0
7	8	Tony Gonn	Cortina	55.0
8	7	Brian Hawkins	Triumph 2000	55.5
9	10	Robert Owers	Cooper	55.5
10	13	Jeff Hodges	Fiat 2300	56.9
11	12	Allan Sutherland	EH	57.0
12	9	Peter van Hoorn	EH	56.9
13	14	Ken Brigden	Peugeot 403	57.7
14	16	Lyndal Coote	Cortina	59.2
15	17	Roger Wells	Holden 48-215	59.9
DNF	11	Garry Smart	Cortina GT	
DNS	3	Warwick Agustin	Cooper S	
DNS	4	Barrie Brown	Cooper S	
DNS	DNF	Tom Thomson	EH	

ARDC Open race meeting 28 July 1991

Placings				Best time
Feat	Upeelim			(feature)
1	1	Bob Pearson	Cortina	58.02*
2	4	Rob Tweedie	Mustang	59.66
3	6	Greg Toepfer	EH	60.28
4	10	Tony Ward	Cortina	59.94
5	7	Laurie Donaher	Mustang	60.82
6	5	Brad Tilley	Mustang	61.24
7	8	Darren Stewart	EH	61.20
8	11	Mike Dyer	EH	61.36
9	12	Tom Amos	Bellett	61.80
10	15	Val Vujadinovich	EH	61.52
11	13	Frank Dartell	Cooper S	61.42
12	14	Brett Reeves	Cooper S	63.02
13	DNS	Russell Stanford	Vauxhall	63.22
14	17	Peter Van Hoorn	EH	67.52
15	16	Ken Brigden	Peugeot	68.00
16	18	Robin Bennett	Hillman	70.00
DNF	9	Cameron Tilley	Valiant	59.88
DNF	2	Phil Ward	Mustang	60.62
DNF	3	Bruce Stewart	Cortina	78.14
DNS	DNF	Jason Tilley	Valiant	
DNS	DNF	Peter Molesworth	Triumph 2000	

PRO-DUCT AIR CONDITIONING
SERIES POINTSCORE

Pointscore	as at 28 June	Oran Park 30 June	Amaroo 7 July	Meeting July	New Total
P Molesworth	51	-	-	-	51
R Tweedie	30	-	11	-	41
T Amos	39	9	-10	2	40
B Tilley	38	-	-	-	38
K Brigden	30	6	-	2	38
D Stewart	35	-	-	-	35
J Tilley	35	-	-	-	35
R Wells	24	5	-	-	29
F Binding	25	-	3	-	28
V Vujadinovich	18	-	8	-	26
L Donaher	16	-	9	-	25
B Reeves	6	7	9	2	24
F Dartell	12	11	-	-	23
A Gonn	7	8	7	-	22
B Hawkins	13	9	-	-	22
M Dyer	11	8	-	2	21
C Tilley	20	-	-	-	20
B Brown	13	5	-	-	18
R Stanford	8	-	10	-	18
M Kelly	17	-	-	-	17
R Owers	11	5	-	-	16
W Coote	10	-	3	2	15
G Hodges	13	-	-	-	13
C Dubois	11	-	-	2	13
J Hodges	5	7	-	-	12
A Ward	11	-	-	-	11
B Visser	11	-	-	-	11
D Winter	5	-	5	-	10
G Toepfer	7	-	-	2	9
P Van Hoorn	-	6	-	2	8
A Sutherland	-	6	-	2	8
W Augustin	-	8	-	-	8
L Walker	7	-	-	-	7
L Dive	7	-	-	-	7
T Thomson	7	-	-	-	7
G Hart	-	-	6	-	6
R McKenzie	-5	9	-	2	6
T Hutchins	6	-	-	-	6
K Anker	3	-	-	2	5
L Coote	-	2	-	2	4
C Strode	-	-	4	-	4
P Powell	-	-	4	-	4
G Smart	-	4	-	-	4

NOTE:

A reminder that points for car condition are issued each meeting on the basis of 3 - 2 - 1:
 Brett Reeves is promoted to 3 points;
 Tom Amos is demoted to 1 point;
 Bill Coote is demoted to 0 points.

I congratulate Brett Reeves on improved performance as well as car condition. We still have nine different cars in the top

ASSOCIATION CALENDAR

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

AUGUST	4	NSWRRRC Oran Park (Yokohama)
	6	General Meeting
	12	Committee Meeting
	17/18	Eastern Creek Historic
SEPTEMBER	3	General Meeting
	9	Committee Meeting
	22	NSWRRRC Oran Park (Yokohama)
OCTOBER	1	Annual General Meeting
	?	Committee Meeting (Labour Day Holiday)
	19/20	Lakeside Historic
NOVEMBER	2	Presentation Night, Sydney Turf Club
	5	General Meeting
	10	ARDC Amaroo (Yokohama)
	11	Committee Meeting
	16	Day/Night NSWRRRC Restricted Race Meeting, Oran Park (Yokohama)
	30/1	6 Hour Relay Race, Eastern Creek
DECEMBER	3	General Meeting
	9	Committee Meeting

PRESENTATION NIGHT

SATURDAY
2 NOVEMBER 1991

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LETTER TO THE EDITOR

The question is being asked why Appendix J fields are small. As an interested party, my opinion is that it is due to two reasons. There are many Appendix J cars that have been built over the last ten years, but how many of them are ever seen at race meetings any more. To me it is due to two basic reasons.

Until recently in NSW the car to beat has been the Mini of Bruce Allen. Many people with similar budget cars tried and mostly failed. Then came the era of the megabucks. Prior to this happening many makes of cars operated on a modest budget could have beaten Bruce provided attention to detail and the ability of the driver was equal to that of Bruce. Most failed because they were just not good enough, but the incentive was still there.

Then came the big bucks and the big V8 which were never part of the original Appendix J scene but it was the only way that some could beat Bruce. These big V8s normally can't be beaten by any of the modest budget cars irrespective of how well prepared or how well driven and when some of the megabucks drivers openly boast how much they spend... where is the incentive, it is better to put the car away and hope that the megabucks people will eventually lose interest due to promoters and the media not pandering to Appendix J any more. Hence one reason why fields are small. If we could give notice that, say, in two years Group N rules would be changed back to either those rules that were originally proposed for the reintroduction of Appendix J where the phrase "as raced in Australia" were included, or the original rule that all cars over 1600cc had to have four doors I think Appendix J would boom again.

NSW has, until recently, been the strongest area for Appendix J mainly in my opinion due to the absence of big V8s whereas in Victoria where there were always V8s, Appendix J was never as strong. Most of the V8s have now departed Victoria so Appendix J there is now coming good.

The conduct of certain members at the June general meeting is exactly the same as their conduct on the track and is, I think the second reason why fields are small.

In the original Appendix J, pride was taken in bringing the car back to the pits at the end of a hard fought race with absolutely no body damage whatsoever. And don't tell me Appendix J was not competitive then, remember as our top touring car category, it was probably more so.

It is enough of a battle for most competitors to pay for their mechanical damage, and to some extent that is within their own control. To have to pay for panel damage where firstly it is not their fault and where they don't have ready access to panel shops at little or no cost or are well heeled enough not to care makes it impossible for most competitors to stay within a reasonable budget, so it becomes easier to drop out.

LETTER cont'd

At the June meeting, some people seemed to think that the louder they shouted and the more disruption they caused the more chance they had of controlling the situation. Translate that to the track and I think you will see what I mean because in general terms the shouters are also the biffers.

Until pride in behaviour both on and off the track is the aim, attendances at both race meetings and general meetings will continue to fall and eventually Appendix J will be no more.

I hesitate to suggest it, but the only way that the committee can correct the situation (because you can't legislate for integrity) is to approach CAMS for authority to take appropriate action as some other categories of racing have. CAMS may very well appreciate this approach as our category of racing could be very quickly cleaned up with no action on their part.

On thing is clear, we either shape up or ship out.

(Name & address supplied)

LIDLAW MOTORSPORT

Unit 1, 5 Kelray Place, Asquith
Telephone 482 2470

Fabrication, roll cages, car preparation of all kinds.
Reasonable prices.

SPV RACING

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Offer to Club Members upon production of membership card:
10% discount on all SPV Racing products

Thanks to Lynden Riethmuller for his efforts.

ELING RACEWEAR AUSTRALIA

As presented at July meeting

Fashion designer Lyn Eling has successfully combined safety and style in her new range of motor racing overalls

Colours: red, royal blue or black.

Single layer from \$410

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Extra colours=extra\$

For further details and order:

Lyn Eling

13 Rocklands Road
Wollstonecraft 2065

**TUESDAY 1 OCTOBER
ANNUAL GENERAL MEETING**

NOMINATION FORM

To: The Secretary, Appendix J Association of NSW,
8 Triller Place, Ingleburn 2565

I Financial Member No.....
hereby nominate
for the position of in the 1991/92 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 1 October 1991.

SIGNED DATE

NB: Nominations must be in the hands of the Secretary 24
hours prior to the Annual General Meeting. Nominations
on the night cannot be accepted.

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PROXY VOTING FORM

To: The Secretary, Appendix J Association of NSW,
8 Triller Place, Ingleburn 2565

I Financial Member No.....
hereby appoint
as my proxy to vote on my behalf in the ballot to elect
committee members for 1991/92. He/She may also vote on my
behalf at the 1991 Annual General Meeting of the Appendix J
Association with regard to other issues and motions which may
arise. [Delete portion if not applicable].. Signatures:

Member appointing proxy

Voting representative

Notes:

1. This form must be in the hands of the Secretary 24 hours prior to the meeting.
2. To be valid, this proxy must be signed by the voting representative, who is the Number 1 authorised representative, to whom the proxy form was addressed.
3. The proxy may be allocated to any person, whether a member of the Appendix J Association or not

