

ACTION-LINE

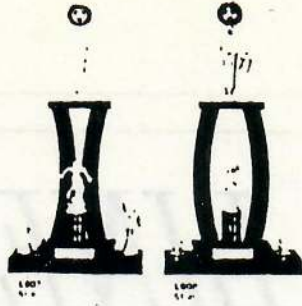


MONTHLY BULLETIN OF THE

NSW

Appendix

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"ACTION - LINE"

Monthly Newsletter of the
APPENDIX J ASSOCIATION OF NSW
JULY 1991

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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.

EDITORIAL etc

This last month was a busy one with both the 10th anniversary at Warwick Farm and again at least two race meetings. In addition, I ran at the Winton 24 hour race which was a very wet affair... there is no accounting for taste!

A past event that was very pleasurable was the last General meeting when both Brian Foley and Peter Molloy spoke about Appendix J back in the mid sixties and the tricks that were used then. An enjoyable evening!

Next month will be John Cotter on the legal obligation and your rights on and off the race track.

Back at the Farm, the Warwick Farm day was a great success with almost 50 'J' cars and many hundreds of visitors and VIP's going back to yesteryear and looking at Appendix J in 1991. Thanks to all those who came and made it the great success it was and to the committee who all pitched in. A special thanks goes to Syd Grevett who pushed the idea, to Robert Ingram who looked after the touring assembly side of the day and to Mike Dyer who had to talk to everyone. A report on the day is elsewhere in this issue.

The second notable event was the trial introduction of the Yokohama Series at Oran Park. There has been a modicum of discussion about such a bold move with the range of familiar stories from crash and burn to personal desires being put forward as the reasons for bypassing such an approach as a first step to repackaging Appendix J. After the initial success, all I can say is that the introduction of change is always hard and in general, most, particularly the old and infirm of our society, usually fear and oppose such radical change, even though it could be far better for them in the longer term. This change has been long overdue!

If the trials are successful on a long term basis, then there is scope to negotiate better deals and arrangements for club level racing in the 1992 season.

Regards,
Tom Amos

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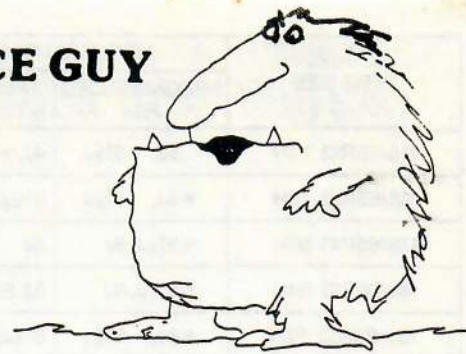
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AMAROO SERIES WINNING MUSTANG

Sitting in my garage waiting for a new home. If you want to WIN ring

NO MORE MR. NICE GUY



Hello fellow tyre kickers,

It seems that everybody is convinced that saving \$10 to \$20 per tyre at "clubbies" is the answer to restore Appendix 'J's popularity... I refer to the Mike Dyer/Tom Amos "poverty package" which is being put to test over the next few months.

If successful it will offer the following benefits:

1. It will no doubt "knobble" the V8's and other large cars as their weight will either destroy the tyres or they, (the cars), will destroy all the race track surroundings (and other competitors).
2. Due to the harder compounds, the tyres will become "driveable" around lap 22 so we must press the organisers for long distance races, (how boring).
3. The cost saving as opposed to Dunlops is enormous - say \$10 to \$20 per tyre which in motor racing terms is BIG!!?
4. Bridgestones will be outlawed... which they should have been anyway because really, this is the criteria... not other tyre brands... horses for courses.
5. Some "early-middle" field drivers will either destroy their cars on the amco's or will be able to "star" at the front of the grid... exit V8's, Valiants (and all the other cars that help "sell" Appendix J).
6. To be competitive on these "granite" specials, you will still have to replace them every meeting because they will be so hard after use they will be useless and probably flat spotted due to the lack of adhesion in the braking areas.

Ladies and Gentlemen (etc), if we were intended to walk backwards, God would have put an eye in the back of our heads and at least turned one foot around... maybe some people are a little "frightened" at our current race speeds and would like to slow down a bit... regularity runs are the answer to this group...

The caucus seemingly wants the "poverty package"... who am I to try and change this thinking... but then you unfortunately have probably never raced a really competitive car and enjoyed the experience that goes with the "buzz" of the moment... and an occasional top placing.

Some of us built our cars under the pretext of the existing tyre rules... and in some cases had a reasonably large "spend"... that is our prerogative and should not be criticised. Are these cars to be relegated back in the grid (maybe) to please the less fortunate (or competitive?) what have we done wrong? We satisfy the promoters (No. 1 priority)... entertain the public but seemingly displease the "penny pinchers" who in a few instances, in my view, see this as a move up the grid as their cars may suit "sh.. tyres" better. Next we will be asked to pull plug leads off, (we do anyway).

C'mon chaps... this tyre business is "crap"... I for one will retire from Appendix J should it grow beyond "clubbies"... still maybe that's good for all as there will be two less cars to "entertain" the public... and everyone will move up one grid spot!

Yes we are a "historic" category by definition but unlike most historic, we race at Bathurst, AGP and many open meetings and it is our responsibility to perform well or we would end up in the previously mentioned, "regularity events"... a fate worse than death!

Well I have said it... many will ridicule my views... why should Tweedie stand alone and "rock the boat"... well, I am old(ish), can remember the 60's, like fast old cars and hate walking backwards...

As for removing L.S.D.'s... Tom, really...!

Bye now,

TYRE SIZE	APPROVED RIM SIZE		INFLATED DIMENSIONS				GROOVE DEPTH		LOADED STATIC RADIUS		REV./ MILE @45MPH	TREAD WIDTH	
	RECOMMENDED RIM	PERMITTED RIM	OVERALL WIDTH		OVERALL DIA.		mm	inch/32	mm	Inch		mm	Inch
			mm	inch	mm	inch							
155/65R13 73H	5J, 5½J	4J, *4½J	154	6,1	533	21,0	7,8	10	244	9,6	990	116	4,6
165/65R13 76H	*5J, 5½J	4½J,6J	164	6,5	545	21,5	7,8	10	249	9,8	968	120	4,7
175/65R13 80H	*5½J, 6J	5J	184	7,2	558	22,0	7,9	10	254	10,0	945	132	5,2
185/65R13 84H	*5½J, 6J	5J,6½J	188	7,4	570	22,4	8,1	10	259	10,2	926	138	5,4
195/65R13 87H	*6J, 6½J	5½J,7J	202	8,0	584	23,0	8,1	10	264	10,4	903	148	5,8
205/65R13 89H		5½J,*6J,6½J,7J,7½J	207	8,1	596	23,5	8,3	10	270	10,6	885	158	6,2
165/65R14 78H	*5J, 5½J	4½J,6J	164	6,5	571	22,5	7,8	10	262	10,3	924	120	4,7
175/65R14 82H	*5½J, 6J	5J	181	7,1	585	23,0	7,9	10	267	10,5	902	128	5,0
185/65R14 85H	*5½J, 6J	5J,6½J,	188	7,4	598	23,5	8,1	10	272	10,7	882	134	5,3
195/65R14 89H	*6J, 6½J	5½J,7J	196	7,7	611	24,1	8,1	10	277	11,9	863	142	5,6
205/65R14 91H	*6J, 6½J	5½J,7J,7½J	207	8,1	622	24,5	8,3	10	282	11,1	848	158	6,2
215/65R14 95H		6J,*6½J,7J,7½J	222	8,7	637	25,1	8,4	11	289	11,4	828	170	6,7
225/65R14 98H		6J,*6½J,7J,7½J,8J	230	9,1	649	25,6	8,4	11	294	11,6	813	178	7,0
185/65R15 87H	*5½J, 6J	5J,6½J	188	7,4	620	24,4	8,1	10	284	11,2	851	134	5,3
195/65R15 91H	*6J, 6½J	5½J,7J	196	7,7	636	25,0	8,1	10	290	11,4	829	148	5,8
205/65R15 93H	*6J, 6½J	5½J,7J,7½J	204	8,0	648	25,5	8,3	10	294	11,6	814	158	6,2
215/65R15 96H	*6½J, 7J	6J,7½J	222	8,7	661	26,0	8,4	11	300	11,8	798	170	6,7

Tyre dimensions shown here are measured on the rim with an asterisk.

The specifications are subject to change without notice.

SPECIFICATIONS OF YOKOHAMA S707



TYRE SIZE	APPROVED RIM SIZE	INFLATED DIMENSIONS				GROOVE DEPTH		LOADED STATIC RADIUS		REV./ MILE @45MPH	TREAD WIDTH	
		OVERALL WIDTH		OVERALL DIA.		mm	inch/32	mm	inch		mm	Inch
		mm	inch	mm	inch							
165/70R13 79H	*4½J, 4.50B, 5J, 5.00B	167	6,6	566	22,3	7,1	10	258	10,2	932	124	4,9
175/70R13 82H	*5J, 5.00B, 5½JJ, 5.50B	180	7,1	580	22,8	7,5	10	264	10,4	910	134	5,3
185/70R13 85H	*5J, 5.00B, 5½JJ, 5.50B, 6JJ, 6.00B	188	7,4	593	23,3	8,1	10	269	10,6	890	144	5,7
185/70R14 87H	*5J, 5½JJ, 6JJ	188	7,4	620	24,4	8,1	10	283	11,1	851	144	5,7
195/70R14 90H	*5½JJ, 6JJ, 6½JJ	201	7,9	635	25,0	8,1	10	288	11,3	831	152	6,0
205/70R14 95H	*5½JJ, 6JJ, 6½JJ	209	8,2	652	25,7	8,1	10	295	11,6	809	158	6,2

Tyre dimensions shown here are measured on the rim with an asterisk.

The specifications are subject to change without notice.

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SECRETARY'S REPORT

Notes from minutes of General Meeting 4 June 1991

Meeting opened 8.33pm. B Foley & P Molloy spoke about the old days of motor racing.

Treasurer's report \$3,645. ARDC & Eastern Creek money now in.

Competition invitations: Bathurst, Easter weekend, Lakeside Historic.

Public Relations officer asked that old stars of yesteryear be invited to drive cars of today. Warwick Farm entries.

Eligibility Mike Dyer advised that the deal with Yokohama is now finalised.

CAMS delegate reported that there is a forthcoming Stewards course.

General Business

- Discussion regarding letter to drivers regarding bad driving. Tom asked if members agreed that the committee should write to bad drivers; moved P Sugden, seconded C Dubois, motion was carried.
- L Coote ran raffle and wants one major raffle per year in addition to general meetings. Tom thanked Bill & Lynda Coote for their efforts in fund raising for trophies.

Meeting closed 10.53pm. Raffle was won by Brett Reeves, second Russell Stanford.

JULY GENERAL MEETING SPECIAL GUEST SPEAKER JOHN COTTER

Special thanks for Warwick Farm Day on Sunday to all those that helped make it a great day. Special thanks to the ladies that helped with the food, Anne Bailey, Julie Amos, Kayleen Binding.... and what a great job Rosco did with his 'Bar & Grill'. Well done also, Robert Ingram.

Chris Wilson
SECRETARY

WARWICK FARM

Overcast and cold, not raining, was the typical mid winter Sydney weather for the 10th Anniversary held at Warwick Farm.

The main focus was an Appendix J display of vehicles, almost 50 in all, plus over 40 guests of the club who were part of the Appendix J scene in the pre-65 era. A number of current members who were also "historic" were also present and many lies and tall tales were swapped once again.

Over 400 visitors saw the display and some club members participated in the controlled drive around what is left of the old track (no home straight) for a nostalgic trip back to the past events and all that was Warwick Farm. It was a great day and a fitting one to mark 10 years of "new Appendix J". The success of the day was due to the efforts of a number of members who either were involved in organising or pitched in on the day.

Credits go to the committee who all helped make the day a success. Additional thanks go to Syd Grevett, Robert Ingram, Mike Dyer, Rosco the magnificent, Alan Garner (who helped Rosco's bar & grill), the Coote's for the raffle, the Cleavers, Julie, Anne Bailey, the Donaher's and Stanfords plus all the assistants on marshall points.

PS. Lance Ruting was there taking photos and you should see him if you want some prints to remember the day.

Tom Amos

RESULTS

ARDC Appendix J Series, Amaroo, June 1 & 2

Placings	Feature	Prelim		Best time (feature)
1	3	Rob Tweedie	Falcon Sprint	1.00.56
2	DNS	Greg Toepfer	EH Holden	1.00.76
3	6	Jason Tilley	Valiant AP5	1.01.58
4	1	Cameron Tilley	Valiant S	1.01.32
5	4	Darren Stewart	EH Holden	1.01.24
6	14	Laurie Donaher	Mustang	1.01.64
7	5	Frank Dartell	Cooper S	1.01.40
8	10	Trevor Hutchins	EH Holden	1.01.26
9	7	Tom Amos	Belllett GT	1.01.46
10	11	Chris Dubois	Anglia	1.02.28
11	DNS	Kevin Anker	Jaguar Mk2	1.03.50
12	12	Brett Reeves	Cooper S	1.04.00
13	DNF	Ross McKenzie	EH Holden	1.04.30
14	8	Russell Stanford	Vauxhall Velox	1.03.58
15	15	Val Vujadinovich	EH Holden	1.04.30
16	13	Matthew Kelly	Cortina	1.03.84
17	16	Roger Wells	Holder 48/215	1.09.10
DNF	9	Peter Molesworth	Triumph 2000	1.02.10
DNF	2	Brad Tilley	Mustang	1.12.88

YOKOHAMA SERIES REPORT

Last Sunday, June 30, saw the first trial for the restricted tyres based upon the Yokohama 704/707 range of tyres. It was a resounding success in both races as all the major outright and class places were filled by Yokohama equipped cars, even though the field was still predominantly 'R' tyre based.

The two races were of 10 and 12 laps respectively and the tyres showed consistent performance, stability and lap times throughout the races. Lap times were down about a second on new 'R' tyres and the tyres indicated good wear rate along with the high level of performance.

The new tyres will come into force from the club meetings starting in July 1991 and a points system based upon each race in a similar manner to the current championship.

Needless to say, once a restricted meeting is deemed to be a Yokohama round, then only those competing on the designated Yokohama tyres will be eligible to win trophies and score points in the series. Others may run at the event with different tyres but will, of course, be ineligible to score points or receive trophies. No tyres no points!

Once the series is up and running, the use of 'R' type tyres at restricted meetings will be reviewed in consultation with members. If, at that time, it is decided that 'R' tyres are to be no longer acceptable, then appropriate steps will be taken to have both the eligible tyre lists and supplementary regulations amended to reflect the decision for future racing.

PRELIMINARY YOKOHAMA SERIES RULES

- 1) The aim of the series is to encourage restricted racing of Group N, Appendix J vehicles utilising a single make of tyre.
- 2) To score points in the series, eligible vehicles must be fitted with the recommended tyre (Yokohama 707,704 & GX501/A008 Mini).
- 3) Fitment of other types of tyre rules the vehicle ineligible for points at the race meeting.
- 4) The series shall run from July to November 1991 & include all restricted race meetings to which the Appendix J Association of NSW is invited.
- 5) Other than specifying tyre type, all other requirements for eligible vehicles are as per Group N regulations in the CAMS manual.
- 6) Tyres are only available from the nominated Yokohama outlets on either notification of name or presentation of club card. The outlets are Toddies Tyres, Owens Tyres, Frank Mitchell's and Dapto Tyres. You must be financial to participate.
- 7) A register of names & purchases will be kept by the participating dealers & Yokohama
- 8) Questions of eligibility and any decisions on merit or interpretation of these rules and their intent will rest with the committee of the Appendix J Association of NSW and the NSW State Eligibility Officer.

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REMEMBER:

Prizes total over \$4000 and there are heaps of meetings left so don't give up on catching the front runners yet!

Pointscore	as at 12 May	Amaroo 2 June	Meeting 4 June	New total
P Molesworth	43	6	2	51
T Amos	26	11	2	39
B Tilley	32	6		38
J Tilley	28	7		35
D Stewart	24	9	2	35
K Brigden	28		2	30
R Tweedie	19	9	2	30
F Binding	23		2	25
R Wells	19	3	2	24
C Tilley	12	8		20
V Vujadinovich	12	4	2	18
M Kelly	11	6		17
L Donaher	9	5	2	16
G Hodges	13			13
B Brown	13			13
B Hawkins	13			13
F Dartell		10	2	12
R Owers	11			11
T Ward	11			11
M Dyer	9		2	11
B Visser	9		2	11
C Dubois		9	2	11
R Muller	10			10
W Coote	8		2	10
R Stanford		6	2	8
T Thomson	7			7
A Gonn	5		2	7
L Walker	5		2	7
L Dive	5		2	7
G Toepfer		5	2	7
T Hutchins		6		6
B Reeves	8	-4	2	6
J Hodges	5			5
D Winter	5			5
K Anker		3		3
M Donaher	-2		2	0
R McKenzie		-7	2	-5

NOTE:

If you have attended club meetings but not yet competed - don't worry, those points will be added when you do, provided you have signed the attendance book LEGIBLY.

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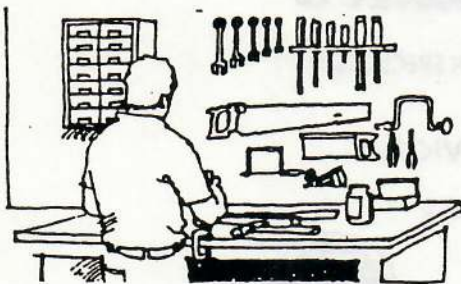
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ASSOCIATION CALENDAR

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

JULY	2	General Meeting
	7	Amaroo (Yokohama)
	8	Committee Meeting
	28	ARDC Appendix J Series Amaroo
AUGUST	4	NSWRRC Oran Park (Yokohama)
	6	General Meeting
	12	Committee Meeting
	17/18	Eastern Creek Historic (entries close 19 July, phone Mr N Gunnell (h) 428 4178 (w) 457 8641)
SEPTEMBER	3	General Meeting
	9	Committee Meeting
	22	NSWRRC 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 NSWRRC Restricted Race Meeting, Oran Park (Yokohama)
30/1	6 Hour Relay Race, Eastern Creek	
DECEMBER	3	General Meeting
	9	Committee Meeting

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ASSOCIATION CALENDAR

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

Month	Date	Event
JULY	1	General Meeting
	7	Board Meeting
	8	Executive Meeting
	25	2000 Annual Meeting
AUGUST	1	Board Meeting
	2	General Meeting
	12	Executive Meeting
	17-18	Eastern Area Historic Landmarks Class 12
		July, 8:00 AM to August 17, 4:00 PM at 457 Park
SEPTEMBER	1	General Meeting
	2	Executive Meeting
	22	Board Meeting
OCTOBER	1	General Meeting
	2	Executive Meeting
	18-20	Labrador Historic
NOVEMBER	1	Executive Meeting
	2	General Meeting
	10	2000 Annual Meeting
	11	Executive Meeting
	18	2000 Annual Meeting
	20-21	2000 Relay Race - Eastern Area
DECEMBER	1	General Meeting
	2	Executive Meeting

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