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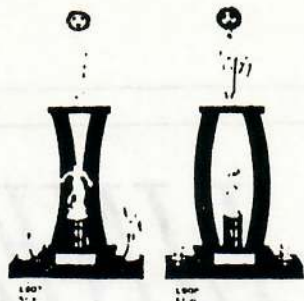


*MONTHLY BULLETIN OF THE*

**NSW**

**Appendix**

**CLASSIC TOURING CARS**



## WEST RYDE TROPHIES

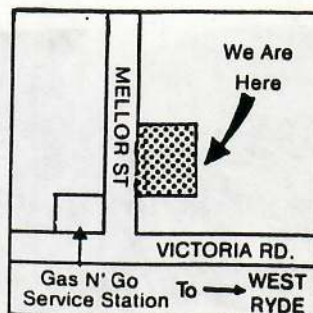
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# "ACTION - LINE"

## Monthly Newsletter of the APPENDIX J ASSOCIATION OF NSW JUNE 1991

### OFFICE BEARERS AND COMMITTEE

		(B)	(H)
PRESIDENT	TOM AMOS	264-9640	580-4877
VICE PRESIDENT	SYD GREVETT		
SECRETARY	CHRIS WILSON	727-3555	605-6787
TREASURER	LLOYD CLEAVER	(042)84-8668	(042)67-3706
CAMS DELEGATE	CHRIS WILSON	727-3555	605-6787
CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
EDITOR	TOM AMOS	264-9640	521-8853
COMMITTEE - SOCIAL	ROSS MCKENZIE	938-3343	982-6623
COMPETITION MANAGER	ROB TWEEDIE	327-8333	427-2906
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TROPHY MARSHALL	FRANK BINDING	905-5770	997-5851
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.

## EDITORIAL etc

The future of Appendix J racing must come under debate when the promoters continue to invite the Association to meetings and the Association members fail to fill grids.

The essence of Appendix J racing is racing vehicles which are historically based but are not historic vehicles in their own right. This prerequisite has meant that a number of different vehicles have been built that did not originally run under the old rules. This has swelled the ranks of competitors and meant that the "new" Association, now in its tenth year has probably more vehicles able to compete in the Association's events than were ever available in the day. Where are all those vehicles?

I have recently been seeking views from various members at race meetings to ascertain what remedy we, as a committee and club, can apply to fix the entry problem. Invariably the recession is blamed for poor attendances yet other classes are still filling grids and subsequently attracting the promoters attention. Appendix J is having trouble filling the grid at an Amaroo Open meeting which is a round of the Touring car championship.

Suggestions have been made that we need to either:

- make the racing closer and thus more interesting
- reduce the costs both running and entry
- introduce limited advertising
- package the events
- reduce the number of events by being more selective
- seek series sponsors
- retreat to historic only racing
- remove all locking type differentials

Combinations of some of the above reasons were also suggested and the above is by no means an exhaustive list. If you are a competitor or intend to be one then you should think about what we should do to ensure that racing, as we have come to know it, continues. After ten years some changes may indeed be needed as the class in its' day went on to become improved production, then Group C and so on.

I would welcome all suggestions as we approach the Warwick Farm birthday. The planning for next years calendar and events has already commenced. There is nothing like a full grid to silence the detractors of which we seem to suddenly have many, and a perfect time would be the last Open Meeting at Amaroo. See you there!

Regards,  
Tom Amos

## TYRES

The last general meeting overwhelmingly supported the trial introduction of a control tyre series, restricted to club meetings and a small series to run at these meetings until the end of the year.

The Association has negotiated with a number of manufacturers and distributors for a tyre which met the criteria of high performance and modest cost. In addition a single compound across the spectrum of tyres (viz 10, 13, 14 and 15 inch wheels) was desirable along with better wearing characteristics. Other categories have faced this choice and selected tyres to suit the application so we felt that we could achieve the same result with a careful selection. We also faced the migration of tyre sizes from 70 series to 60 series which increased the choice problem.

In the end we have chosen a Yokohama based tyre range to suit all the conditions including wear and temperature curing (going off). If the tyres trial prove successful then we will review arrangements for next year in light of the less and less range of 70 series tyres.

The basic series rules are as follows:

Yokohama tyres only may be used for nominated races to score points.

Tyres will be available at a special price under a voucher system from three outlets in Sydney, Toddies at Rydalmere, Owens and Frank Mitchells. An additional outlet in the South is to be included.

To get the special price you must be a financial member of the Association. No limit is placed at this stage on the number of tyres you purchase but all purchases will be recorded.

No tyre improvers are to be used and durometer readings will be taken at random and compared to Yokohama data.

The prices include fitting and balancing on your rim. Cutting and buffing are allowed but tyres must conform to the CAMS manual as to wear limits. Prices range from \$75 to \$120 with the majority of tyres under \$100 each, fitted and balanced.

TYRE SIZE	TYPE NOMINATED
10 inch	GX501
13 inch	S704, 707
14 inch	S704, 707
15 inch	S704, 707

Minimum aspect profile ratio is 65% (65 series tyres).

During the discussion over the last few months on the introduction of a control tyre for Appendix J club meetings a number of misleading statements and misunderstandings on tyres were apparent. In order to clear the air and to help those who think that this science is all about dollars then consider some of the following comments and see if they agree with what you thought was the way a tyre worked.

Tyres, particularly high performance radial ones as used in Appendix J are usually constructed from a blend of natural and synthetic rubbers with the addition of carbon to create a tyre with particular traction characteristics. Such tyres are designed to stick to the roadway by gripping the surface which results in this traction being used to propel the vehicle. In creating traction the tyre abrades against the track surface and wears away some of the rubber compound of the tyre. The softer the tyre, the higher the wheel weight and the higher the traction load to be transferred all lead to increased abrasion wear and subsequent rubber loss.

Conversely harder tyres, lower weights and less loads reduce the amount of rubber lost. The tyre's performance limit is termed the traction limit and this occurs when the input wheel load exceeds the amount of abrasive grip that the tyre can generate against the roadway surface. A simple rule is the softer the tyre the more traction it can create and the quicker it wears out. In addition temperature and tyre surface area also impact the grip that a tyre may generate. Higher temperatures mean softer tyres and thus more grip whilst wider tyres mean more roadway contacted per unit of wheel load and thus more grip. Grouching reduces the surface area in contact with the road.

Now how do you apply all these variables to determine what tyres and at what temperatures they should be operated. Well that would be telling and the Bellett needs all the advantages it can get but some general rules do apply.

**Hardness** Measured with a durometer which estimates the elasticity of the tyre and reads out on a scale between 0 and 100 points. Typical R tyres at room temperature measure around 50 to 55 points new and then age around 2 points per use for the first few uses then are aged. All tyres age from birth, the softer ones 2 to 3 times quicker than the harder ones!

Hardness drops around 3 points for every 20 degrees F above 120 degrees. The hotter the more wear until around 220 F when meltdown occurs.

All tyres wear to create grip and there is thus no substitute for new tyres ... just don't leave them in the sun as it creates the same effect.

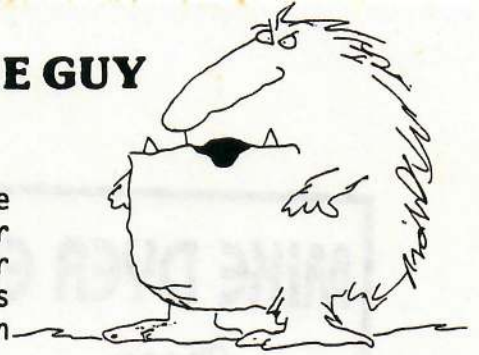
Lower pressures create more grip but can mean more tread lift and other problems.

Harder tyres such as those proposed for the Yokohama series (63 to 67 points) will age less and wear better than the softer R tyres and thus will have less grip unless you can really heat them up!

# ~~NO~~ MORE MR. NICE GUY

Dearest Holden pilots (and other mates),

It was truly nice to be accused of being a one eyed Ford fan by the readers of last month's "Mr. Nice Guy"... but I have some bad news for you... I hate Fords too... I used to like Mini's but a couple of their pilots over the years have changed my mind on that make too... what's left... SKODA twin turbo, 4 wheel drive - Octavia!!? Enough horsefeathers.



I feel it's time to apologise (as I no longer wear the "no more" hat on my "Mr. Nice Guy" reformed character), for my non-appearances at the last few general Club Meetings but since my character reformation, I don't want to speak in case I say something really nice!! See, I told you ...

Brian Foley and Peter Malloy are old enemies and neither of them really very nice so I have no hesitation in joining them at the June General Meeting to listen to them swap "nasties" from the days gone by... the good old days when men were men and women ate their young (sic!)

Why they call Eastern Creek such, I don't know as it's in the West... that is unless you live in Perth then perhaps you might call it Eastern... words fail me... anyway we raced there on Mum's day weekend... and a good weekend it was.

Over 300 entries of which 15 Appendix J cars (minus "Commodore Bob" due to car parking problems!!!) left 14 "racers"... we actually represented 4.66% of the overall competitors... a statistic we must be extremely proud of!?. Race 1, Mr. Nice Guy managed 1m 52.39 for pole and was tailgated by Brad Tilley... last year's winner... both a "tiny bit" ahead of the rest! However, race 2... you guessed it... the "terrible T's" got all tangled up together... exit T2, but T3 managed to escape and grab 3rd outright in front of Mr. 9500 RPM, (our President), who claimed to be was "catching" the 1st and 2nd place men to finish only 30 seconds behind... and this included Mr. Nice Guy having a "little spin" when he tried too hard tailgating the fastest and eldest (T1)... I hate Mustangs...

Seems Dike Myer was behind T2 and T3 when their brotherly love disintegrated and fogged up his headlights with blue Valiant (not to mention his knickers!!!) exit Holden No.1. Laurie's eldest (Holden No.2) was apparently having his usual "exciting time" when he picked up some glass from the T2 - Dike Myer debris... you guessed it... spun! Exit No. 2 Holden.

"Racing" Roger finished as Holden No. 1 - where were all the other Holden pilots? Lionel Wanker finally kept the "Twin Cam" (think about it) on the Island in Race 2 to finish a creditable 5th. Thanks to Russell Stanford for donating the excellent trophies, (now he's a nice guy too).

It might be obvious I have not mentioned Amaroo Fark, Amscar meeting (April)... "Commodore Bob" certainly was very conspicuous with his actions to which I will refrain from commenting!

I do think C.A.M.S. are relishing in our "in-fighting" and some constant overdriving... all grounds for HQ to pinch our spots at major meetings... I warned you... just got the word that Adelaide Grand Prix this year will definitely not include Appendix J... and HQ's are on the shortlist... we blew it (again)... I hate HQ's... I love Appendix J... C'mon fellas.

Winton Historic 25th-26th May! Our lot one by one for various reasons "pulled the pin" and Geoff Parker (EH) from Wagga, "racing" Roger FX215 and Mr. Nice Guy were the only NSW representatives...

Henry Draper, Barry Devlin (and all the other Mini's) completely dominated the events as John Mann and I spent more time spinning our Mustangs... zero traction thanks to the motor bikes who although most entertaining, are prone to "leaking".

There are further developments on Lakeside Historic... I will advise on Tuesday 4th June.

Well, that's it for this month... buddies, mates and Holden pilots (I love Skoda's)...

Au revoir,

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VICE PRESIDENT'S REPORT  
1991 APPENDIX J CUP

**10th ANNIVERSARY  
CELEBRATION**

The Appendix J Association of NSW  
invites all members and their families  
to attend a gala birthday at

**WARWICK FARM RACEWAY**  
**Sunday 23rd June 1991**  
**commencing 10am**

**FREE barbecue lunch (BYOG)**

**BRING** your Appendix J car (or other car  
of THE era) for a media display; trophies for  
best presented & novelty

**DRIVE** around Warwick Farm in either your 'J'  
car or road car

**MEET** 'old' stars

**RSVP essential**

to Rob Ingram (bh) 869 8254, (ah) 86 5111

Entry form & details as per May 'Action Line'

Post entries to Rob at:

196 Beecroft Road, Cheltenham 2119

# VICE PRESIDENT'S REPORT

## 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	109
Jason Tilley	81
Robert Tweedie	59
Steve Travica	55
Cameron Tilley	49
Darren Stewart	42
Tom Amos	35
Mike Dyer	33
Greg Toepfer	26
Laurie Donaher	23
Frank Binding	22
Bob Pearson	20
David Beveridge	15
Michael Donaher	13
Trevor Hutchins	11
Lindsay Dive	10
Frank Dartell	8
Tony Ward	5
Kevin Anker	3
Ben Visser	3
Ross McKenzie	1

### Division 2

Peter Molesworth	120
Ken Brigden	56
Russell Stanford	54
Matthew Kelly	53
Brett Reeves	45
Tony Gonn	42
Chris Dubois	42
Barrie Brown	35
V Vujadinovich	34
R Wells	29
Robert Owers	24
Bill Coote	22
Gary Hodges	15
Tom Thomson	15
David Winter	13
J Hodges	12
Lionel Walker	10
Graham Hart	9
Ken Ballantyne	8
*R Bennett	4
Lyndal Coote	2
*G Ruttledge	2
Peter Van Hoorn	2

\* = unfinancial or non member

Regards  
Syd Grevett

# PRO-DUCT AIR CONDITIONING SERIES

## SPECIAL NOTE:

From June 2 (Amaroo) points will be allocated to classes as defined in the CAMS manual, ie if there are insufficient for a class then some classes will be combined. The last Oran Park meeting saw 10 finishers, but 7 class winners. This gives some an unfair advantage and no incentive for those below to catch up.

## REMEMBER:

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

Bob Pearson

Pointscore	as at 21 April	May meeting	Eastern Creek	Oran Park 5 May	New total
P Molesworth	24	2	11	6	43
B Tilley	22		10		32
K Brigden	17	2	9		28
J Tilley	22	2	-4	8	28
T Amos	13	2	11		26
D Stewart	22	2			24
F Binding	21	2			23
R Wells	9		10		19
R Tweedie	9		10		19
G Hodges	9			4	13
B Brown	8			5	13
B Hawkins		2	8	3	13
V Vujadinovich	12				12
C Tilley	16		-4		12
R Owers	11				11
T Ward	11				11
M Kelly	7			4	11
R Muller	7		3		10
M Dyer	10	2	-3		9
B Visser	9				9
L Donaher				9	9
W Coote	6	2			8
B Reeves	6	2			8
T Thomson				7	7
J Hodges					5
A Gonn	5				5
D Winter	5				5
L Walker			5		5
L Dive	1				1
M Donaher		2	-6	2	-2

## 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.

## SECRETARY'S REPORT

Notes from Minutes: Appendix J Assn general meeting held 6 May 1991

### Correspondence

- \* Letter from SA HQ Association wanting to know about pointscore; S Grevett to reply.
- \* Letter from Sydney Turf Club Function Centre confirming booking 2nd November 1991 for Presentation Dinner.
- \* Winton 6 Hour Relay to be held 28-29 November; formerly run by Vic Mini Club but taken over by Alfa Romeo Owners Club of Aust, Vic Division.
- \* Letter from Qld Appendix J wanting mailing list of members to send invitation for Historic meeting at Lakeside in October; C Wilson to follow-up.

### Reports

President, Secretary & Competition reports as per magazine.

- \* First Amscar round at Amaroo Park: good attendance and good racing; Rosco Bar & Grill - job well done.
- \* Eastern Creek clubie poorly attended - only 15 cars.
- \* Guest speakers next General Meeting will be B Foley & P Molloy.

Treasurer: \* Bank Statement \$3690.45.

- \* Request for members ideas on fund raising for trophies. L Coote suggested a 200 Club? F Binding suggested that individual members should sponsor a meeting. P Heriot suggested that a member bring a prize to each general meeting for a raffle.

### Eligibility:

- \* Mike Dyer stated that each scrutineer received Bulletin from CAMS about Lotus Cortina Rear Ends. B Pearson was charged with presenting an illegal car but ran under protest.

### Public Relations:

- \* R Ingram reported that Adelaide AGP invitation not looking good.
- \* Warwick Farm day entry forms are in the magazine. Program:

9-10am	Scrutineering
10-11am	Road cars
11-12am	Appendix J cars
12-1pm	Road cars plus passenger
1-2pm	J cars plus passenger

Barry Ferguson, Bruce Stewart & Mike Dyer driver trainers.  
1.30-2pm Start of social event.

Need Marshall to help on the day; Chris Wilson to collect entry forms; Steve Travica to arrange scrutineering: Helmet, seat belts & brakes are main items; Rosco to arrange Bar & Grill. Gates close at 5pm when all must leave the grounds. All members are asked to bring along their cars to put on a display.

### General Business

- \* Children's Christmas Party to be held early December or late November. S Turner, M Donaher & Anne Bailey to arrange details.

### Tyres:

- \* Deal with Yokohama is looking good and discussions are down to prices. Three outlets have been nominated: Owens Tyres, Brookvale; Frank Mitchell; Toddies Tyres, Rydalmere.
- \* Members agreed that this was to apply only at "club level" - must use Yoko tyres to gain points in this series and must only have tyres on the list. Buffing is allowed.
- \* Motion to run 60 series tyres moved B Visser, seconded C Dubois was carried. A008 tyres are the go.

Meeting closed 10.35pm. After the meeting, a movie of 1965 Sandown was shown, courtesy Frank Dartell.

## RESULTS

Street Sedan Racing Assn Inaugural club race meeting, Eastern Creek,  
11/12 May 1991

Placings			Best time
Feature	Prelim		(feature)
1	2	Brad Tilley	1.52.87
2	1	Robert Tweedie	1.53.19
3	4	Jason Tilley	1.56.43
4	7	Tom Amos	1.57.86
5	DNF	Lionel Walker	2.0.47
6	8	Peter Molesworth	2.1.12
7	9	Brian Hawkins	2.2.62
8	10	Ken Brigden	2.9.84
9	11	Roger Wells	2.13.98
DNF	6	Michael Donaher	1.56.40
DNF	3	Cameron Tilley	1.56.97
DNF	5	Mike Dyer	1.56.83
DNS	DNF	Ross Muller	

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### AMAROO SERIES WINNING MUSTANG

Sitting in my garage waiting for a new home. If you want to  
WIN ring William Marshall 683 3953.

# ASSOCIATION CALENDAR

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

<b>JUNE</b>	12	<b>**NOTE CHANGE OF DAY** (Wednesday)</b> Committee Meeting
	23	WARWICK FARM FUN DAY
	30	NSWRRC Restricted Race Meeting, Oran Park
<b>JULY</b>	2	General Meeting
	7	Amaroo
	8	Committee Meeting
	28	ARDC Appendix J Series Amaroo
<b>AUGUST</b>	6	General Meeting
	11	Oran Park
	12	Committee Meeting
	17/18	Eastern Creek Historic
	25	NSWRRC Restricted Race Meeting, Oran Park
<b>SEPTEMBER</b>	3	General Meeting
	9	Committee Meeting
	22	NSWRRC Restricted Race Meeting, Oran Park
<b>OCTOBER</b>	1	General Meeting
	7	Committee Meeting (Labour Day Holiday)
<b>NOVEMBER</b>	2	Presentation Night, Sydney Turf Club
	5	General Meeting
	11	Committee Meeting
	10	ARDC Amaroo
	16	Day/Night NSWRRC Restricted Race Meeting, Oran Park
	30/1	6 Hour Relay Race, Eastern Creek
<b>DECEMBER</b>	3	General Meeting
	9	Committee Meeting

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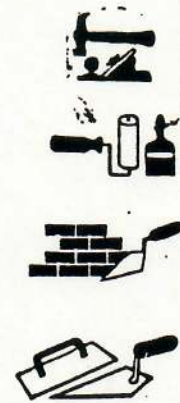
Carpenters

Electricians

etc.



JUST CALL LAURIE OR NOELINE ON 546 1704

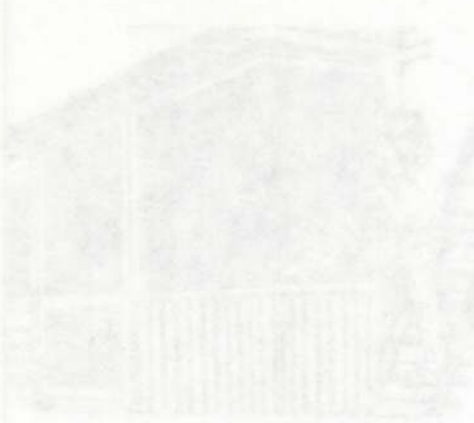
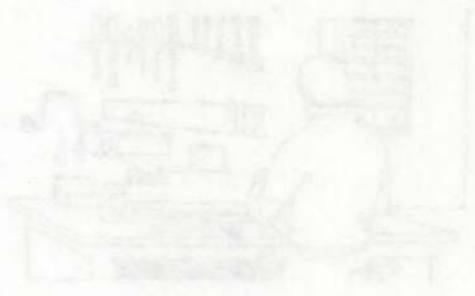


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