

# *ACTION-LINE*

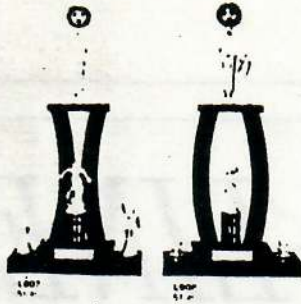


*MONTHLY BULLETIN OF THE*

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**Appendix**

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"ACTION - LINE"

Monthly Newsletter of the  
 APPENDIX J ASSOCIATION OF NSW  
 NOVEMBER 1991

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		(B)	(H)
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 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.

Welcome to the 1992 Committee and thanks for all the efforts from those who retired for a well earned rest. There are some new faces on the committee and as it is shaping up to be a busy year we will need all that help and more to assist in both organising and delivering top quality Appendix J motor sport to the members.

The 1991 Club Champion (Division 1) is Brad Tilley who has been a consistent and sometimes spectacular performer throughout the whole year. Apparently his performance has not been limited to the track and Brad and Kat are the new proud parents of a baby girl. Congratulations and best wishes from all in the Association. Division 2 was won by Brett Reeves who had a smashing good year all round!

The racing calendar is already well under way for next year and we are now pulling together dates and venues for a complete calendar publication as early as possible. The Competition report has more on the initial detail but the aim is to package Appendix J into a format that is acceptable to both promoters and competitors. To this end once the calendar is nearer completion we will seek driver/competitor commitments as early as possible in the season for selected events so full grids and good racing are the order of the day at all Appendix J events.

As a final reminder, the date of the Christmas picnic has changed to Sunday the 1st December. This was necessary to avoid a clash with the Amaroo club meeting. Its' THE party worth attending so make up a group and head for the National Park on the 1st.

Regards,  
Tom Amos

## ARDC Elections

The annual elections of Directors for the ARDC is upon us again and this year two very experienced Appendix J members, Greg Toepfer and Syd Grevett are standing for two of the ten available positions.

The ARDC is an important venue for Appendix J racing and the Association believes that a continued close relationship with the club is also very important if quality racing at top class facilities is to continue.

**PLEASE NOTE CHANGE OF DATE!**

Annual  
**CHRISTMAS PARTY**

**ROYAL NATIONAL PARK, Audley**

**Sunday 1 December**

**10am**

**Little Kids games**

**Big Kids games**

**And I'll be there too!**



**IMPORTANT!**

**RSVP:**

Please phone Anne Bailey 452 2242  
with names and ages of all children  
attending so that everyone gets  
enough ice creams, chips, etc.

**BRING**

A SMALL gift for Santa to give each  
child (clearly labelled with their  
name, please) & all food & drink.

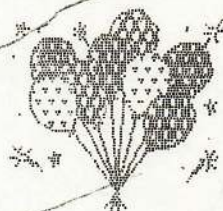
**DIRECTIONS**

If you enter the Royal National Park from the Sutherland side,  
follow the main road (there is a gate entry fee) **cross the Weir**  
at the bottom of the hill and **turn right into the main picnic**  
**area** (do not go up Artillery Hill). If it is raining, look on  
the right for the banner in the large shelter; otherwise,  
continue on and **cross the wooden bridge** and look on the left  
for the banner.

# ASSOCIATION CALENDAR

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

NOVEMBER	11	Committee Meeting
	16	Day/Night NSWRRRC Restricted Race Meeting, Oran Park (Yokohama)
	30/1	6 Hour Relay Race, Eastern Creek
DECEMBER	1	Christmas party/picnic
	3	General Meeting
	8	Street Sedan Restricted Race Meeting, Oran Park
	9	Committee Meeting



MEMBERSHIP RENEWALS DUE 30 DECEMBER

## SECRETARY'S REPORT

Excerpts from the minutes of the Annual General Meeting held Tuesday 3 November 1991

Meeting opened 8.25pm.

Correspondence:

- Invitation to Phillip Island 16 November 1991
- Alfa Romeo Club 6 Hour Relay Race
- Resolution of Warwick Farm Tribunal. CAMS Wants a further \$305.

Reports:

- President, as per magazine. Tom thanked Bob Pearson for the Pro-Duct Series from start to finish. Bridgestone are willing to talk tyres. S Grevett has been appointed a current CAMS steward.
- Secretary, as per magazine.
- Treasurer, as per magazine.
- Competition, apology from R Tweedie.
- Eligibility, nil
- Public Relations, nil. Tom has spoken to Stephen Knox regarding HSRCA Car Show; only 2 positions available.

Pointscores, as per magazine. 70% of financial members are racing. 1992 championship & Yokohama series pointscores start at the Oran Park day/night meeting. Pro-Duct series start to be announced.

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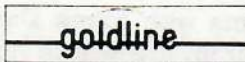
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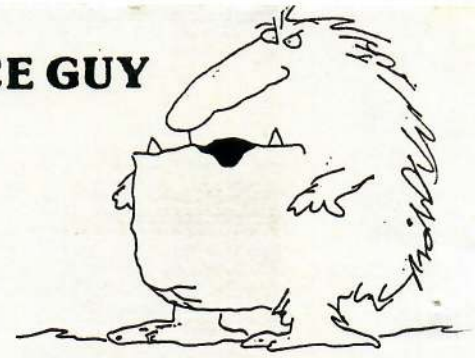
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# NO MORE MR. NICE GUY



Comrades,

Roses are red ... violets are blue ... look what happens when you miss the elections ... with a dose of the flu ...

A disaster has beset my person ... a de-flowering process has taken place on my poppy plant and I am now a "fallen poppy" ... unloved and disgraced to a shame worse than stuffing a race start at Amaroo ... them's the breaks!

No longer can I report the doings of the competition department which has controlled my life for the past year together with the constant excitement of attending those once a month (think about it), friendly little get togethers. A handful (think about it again) of elected officers of the club uniting to plot the path of the Japanese tyre companies presence in Australia ... maybe I just didn't have what it takes ... oh well !!? ...

Now I can bask on my memories as past President of three years and all those memories of racing a Mini ... usually at or around the front of most fields and wallow in my shame of more recent racing exploits in (should I say it), a V8 ... tut tut!

Well it's all behind me now and I'm looking forward to some historic rallies in my Jag where some blokes still enjoy their sport even if it is a bit dreary ... but no politics.

Sorry to see our two (or should I say three), club members not complete Bathurst in their Commodores but full marks to the Donahers for lasting much longer than some in the field ... the experience must have been most satisfying and enlightening.

Speaking of Laurie, he, Noeline, Peg and myself are going to view the Macau Grand Prix this November ... remember last year we (or should I say someone), declined a loose invitation to compete there so maybe we can create some interest for and or on behalf of Appendix J for next year ... in case anyone is interested, (probably not) ...?

I can't help wondering where the Republic of Appendix J will be at the end of 1992 ... will it be club sport only ... are "Tom's Tyres" for Division 1 or 2 (or both) ... will we get to Bathurst or the A.G.P. ... are Saul Purchill's claims from Victoria going to effect our popularity ... should we look elsewhere for our enjoyment ... I really don't know ... all these little problems in the "days of our lives".

As I cannot attend the Presentation dinner due to A.G.P. rally commitments with Frank Dartell, Les Laidlaw will be there in my absence ... a very worthy representative of our joint involvement in Appendix J so I take this opportunity to congratulate all the prize winners and in particular Brad Tilley who kept me "honest" all year ...

Thanks to all our sponsors and supporters also whether large or small as their efforts often go unnoticed.

Regards,

**No More Mr Nice Guy**



## COMPETITION MANAGER'S REPORT

### THE DROVERS DOG REPORT

Disappointing news regarding the Easter 12 hour race - no Appendix J support race! HQ's and bikes got in first with confirmed proposals. In fact, HQ's apparently came back to Tesoriero one month after the 1991 race with sponsored package for the HQ nationals - 140 entires, so I'm told.

Attempts to gain a support race at the Gold Coast Indy CART race have also fallen through.

Obviously we need to approach promoters of these types of races very soon after the event with complete packages.

Tom Amos and I are scheduled to meet Ivan Stibbard and the Race Director of Eastern Creek, now controlled by the NSW Government. We'll see them towards the middle of November and discuss their draft calendar and our involvement.

Both Amaroo Park and Eastern Creek have Touring Car rounds (along with Oran Park) in 1992 - Amaroo 23 February, Eastern Creek 24 May, Oran Park 21 June. There is still some uncertainty about the Historic Calendar for 1992 (courtesy of CAMS of course). At this stage Appendix J are invited to the Amaroo Historic on 25, 26 January 1992 and the Eastern Creek Historic in August 1992.

We should have a very good idea of the full calendar for next year by the end of November. It will be published in full as soon as it is available.

Mr Nice Guy may have some good news on his return from Macau regarding a Grand Prix start - fingers crossed and be nice to The Nice Guy.

Promoting Appendix J to the same past dizzy heights is a 2 year plan. 1992 needs to be a good solid year of large fields and competitive racing. Along with some good self promotion, we may find ourselves on the top of promoters lists again.

Robert Ingram

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## TYRES - The next Chapter

Most of you will have heard by now that the Association has been trialing a group of lower performance tyres that are more in keeping with the era when J cars raced. The technology of modern tyres is such that the performance improvements have been truly amazing over a very short period. It could now be argued that this tyre performance has vastly changed the performance ratios of vehicles from the era to today. For those who can remember, it was unusual for either very large or small cars to win outright and a quick scan of the results for Warwick Farm from 1961 to 1965 puts it all in perspective.

There is no merit in rigidly holding onto the past but the spirit and intent of emulating the vehicles of the J era wears a little thin when tyre technology of 1991/2 is permitted whilst the rules and intent are clearly aimed at preserving the technology and craft of 1964. In all other areas the technology allowed in the cars must remain within the era so why have tyres escaped? ....

The answer is that they did not originally and for some years after the start of the new J only certain tyres were permitted. But then it appears that some clerical error a few years back on the tyres applicable was made and the full Group E list was available and .... today we have the latest and the greatest with times at most circuits 5 seconds or more quicker than the records of the day.

It seems the most sensible way to approach the tyre issue is to move towards a range of tyres that reflect the performance of the tyres of the era. The trial of the Yokohama tyres was a success and shows the way I believe we should move. To accommodate the range and size of tyres necessary in this reduced performance mode the aspect ratio of the tyre will need to come down to 60% from the 70% chosen 10 years back when they were the predominant tyre available. Today the standard tyre is generally 60% or 65% and even these types of tyres, as road tyres are vastly superior to the tyres of the day.

Rigid adherence is neither practical or possible in most instances but the move away from modern race tyres is relatively easy once the aims and intent are clearly understood.

It also bears remembering that most cars ran the same tyre and compounds in the era ... there was little or no choice as Brian Foley so clearly pointed out a few months back.

The formula seems simple for the future ... multiple aspects down to 60% and a limited number of tyre makes. What you do to the tyres is your business but they would need to conform to the rules.

Food for thought or poppy manure ... the members at the meetings seem to want a single tyre rule.

If you have a view you should attend the December meeting and put it clearly. Time is getting short!

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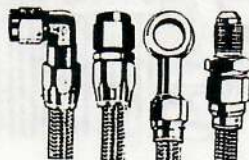
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