

# *ACTION-LINE*



*MONTHLY BULLETIN OF THE*

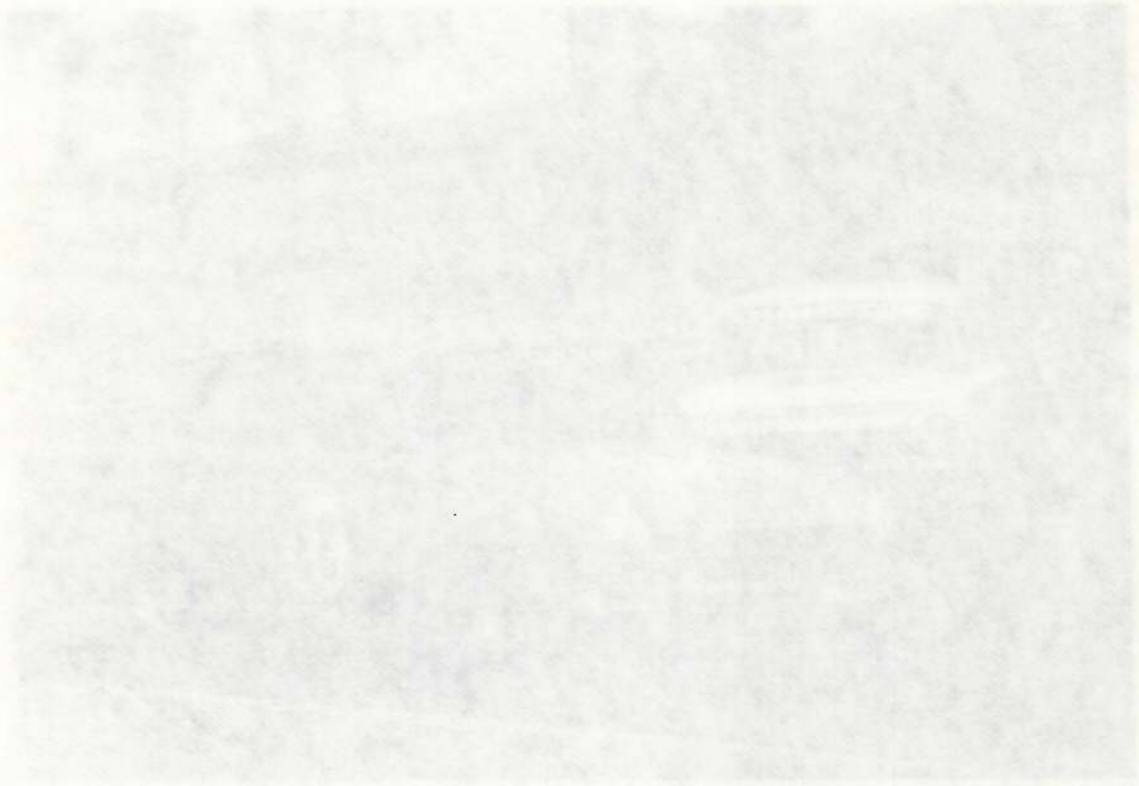
**NSW**

**Appendix**

**CLASSIC TOURING CARS**



ACTION-LINE



MONTHLY BULLETIN OF THE

NSW



CLASSIC TOURING CARS

"ACTION - LINE" L.A.

Monthly Newsletter of the  
APPENDIX J ASSOCIATION OF NSW

SEPTEMBER 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
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CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
EDITOR	TOM AMOS	264-9640	580-4877
COMMITTEE - SOCIAL	ROSS MCKENZIE	938-3343	982-6623
COMPETITION MANAGER	ROB TWEEDIE	327-8333	427-2906
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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.



EDITORIAL etc.

The end of the 1991 competition year is almost here and with the last events in September complete, most will have had the opportunity to compete at all types of circuits in both open and closed events.

Too many some say, but some statistics from Bob Pearson indicate that Appendix J, in NSW at least, still fields, on the average, over 20 cars per grid... including some miserable club events which were stacked one on top of the other. This is above the average of most other categories at this time and although our numbers are down, it gives me some comfort that the Appendix J Association continues to grow.

Looking back over the competition year, one highlight was the Bathurst at Easter which is on again in 1992, an event that seems to have slipped through the establishments historic roll back. Next year looks very good and I recommend it to all those who want to run at the most exhilarating circuit in Australia.

Coming up is Lakeside in mid October. Most members should have received an invitation. It promises to be a good weekend at a deceptively fast circuit and there have been a number of NSW drivers indicate they are going North. It makes a change from Bathurst, anyway.

Finally the elections for the 1991/2 committee are looming in early October. Last month's magazine carried a nomination form and if you think you can contribute to the club, have a go. This year's committee has put in a lot of work to counteract some difficult times and the rewards have been better meetings and attendances. Thank you and good work!

However, the work is not complete and I believe a new package and calendar is needed for the Association so that we may present both full grids and have a sensible series of races. Of course, the tyre saga is also far from over with new offers already on the table.

I intend to stand again as President so I can attempt to finish the job.

Regards,  
Tom Amos



## LETTER TO THE EDITOR

I would like to make some observations and comments on several issues within August Action Line.

Firstly to the person who's name was withheld and who expressed a view as to why our fields are smaller. I would like to point out a few relevant facts. The last 2 open meetings at Amaroo attracted the following entries:-

	AMSCAR 21/4/91	AMSCAR 28/7/91
Group A	14	15
Group N	23	24
Sedans/Porsche	18	22
Formula V	25	23
Group E	26	26
HQ	<u>17</u>	<u>27</u>
Average	22.6	20.6

As you can see, we are above the notional average, therefore our fields are good - not bad. Also, there were 7 "big budget" and V8 cars which is 30% of the field. What have you got if you take these cars out?

If I recall correctly, at the last AMSCAR round the grid was 2 Cortinas, 2 Mustangs, 2 Holdens then Mustang, Cortina. You say the V8's are doing all the winning, but as I see it, more Cortinas win than V8's and they are "as raced in Australia". I don't think Bruce Allen could beat a Cortina today and I don't just mean my cars. Tony Ward's low budget Cortina is now going faster than Bruce Allen ever did and he has only done a handful of meetings.

Secondly, your President of Vice has picked on my mate Rob (with an R) Tweedie over the Yokohama issue. While I hate it, I must side with Tweeds because I have tried them and they are shocking. I don't know any other sport (particularly one associated with speed) trying so hard to go backwards. Sorry Syd, but someone has to agree with him now and then.

Finally, the results from 28th July AMSCAR meeting shows my car gaining the lap record 58.02 in the Feature race where, in actual fact, the record by that race was already 57 something.

In conclusion, I can't help feeling that in Appendix J it is considered a crime if you have money and, even worse, if you spend it on J cars. I am obviously misguided in the belief that presenting good performing and attractive examples was helping, not ruining, Appendix 'J'. And I might add that most of my cars were not just "as raced in Australia", but are the actual cars that competed in Appendix 'J' in 1964. Apart from racing Roger, Ken, Barry and maybe one other - the rest of you are driving Appendix J frauds. So lets get rid of megabuck cars, V8's, cars that go too fast and the forementioned fraud.

Is this financial discrimination? Class distinction? or the tall poppy job??

Bob Pearson

(name and address supplied on request)



LETTER TO THE EDITOR

In the Pro-Duct Series pointscore report in the last issue of Action Line, my car was demoted to zero points. Such a demotion in my opinion warrants some kind of explanation, if not as a justification, then as a matter of courtesy. As one was not apparent, a fact which I find not in the spirit of Appendix J racing, I am motivated to request that my car be withdrawn from further consideration for the Pro-Duct Series competition.

I am not in a position to continue to both race my car and keep it in Concourse condition for both time and financial reasons. As I prefer to race, I have chosen to exclude myself and Lyndal from competitions which appear to pander to the "megga-bucks" syndrome.

Surely racing is what Appendix J should be about.

Yours sincerely  
Bill Coote

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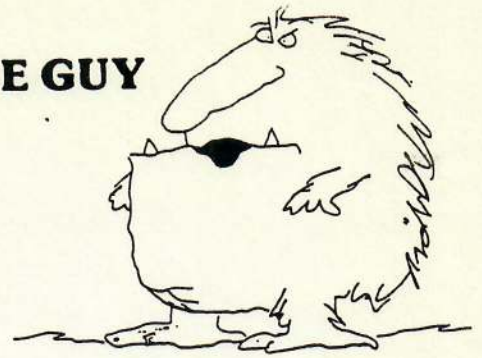
Rod Hinten (049) 51 2965



## MORE MR. NICE GUY

Ladies and Gentlemen (and phantom letter writers),

My first reaction to Syd Grevett's "slightly" distorted version of "tyres" in last months magazine, was to bore you with another monologue of real facts... but as Syd is a good bloke, means well and is a necessary part of our Association... I have refrained except to say in the nicest possible manner, bull.... mate!



The "letter to the Editor" was unfortunately a glaring example of one eyed, misinformed "tall poppy" bashing which exemplifies the amateur approach prevailing in some categories of motor racing... an insult to conscientious people who try to achieve some goals in life. I won't dwell on this unsigned letter except to throw a few names of previous "megabuck" drivers who have helped Appendix J into the limelight in the past... sire or madam, you have a short memory... try these names from the past... to mention a few...

Des Gibbs (Mustang)	Rick Christian (Mustang)	Marc Ducquet (Nova)	Mike Finnis (Mustang)
Ron Hodgson (Lotus)	Barry Jupp (Nova & Mustang)	Barry Batagol (Iso)	Ken Mathews (Mustang)
Ray Lintott (Mustang)	Gary Rogers (Mustang)	Laurie Donaher (still here)	Clem Smith (Mustang)
Tino Leo (Mustang)	Peter Hopwood (Impala)	Denis O'Brien (Mustang)	John Virgo (Mustang)
Graham Hunt (Mustang)	Dick Vermullen (Falcon)	Angus McLeod (Mustang)	John Bassett (Nova)

The rest of your letter insults many who have done much more for Appendix J than you will ever realise and perhaps (think about it), are not potential "regularity runners" at Historic meetings.

I would like to welcome "Dark Muckett" and "Robbie Backside" (only joking), back into the fold as members of our esteemed Association. You can be sure the input from the former (especially), will not be unnoticed... and besides, I have missed him over the past few months... and taken my aggression out on the readers of this bloody awful column... sorry.

Knowing the dislike that exists when people "boast" about their involvements, I (very carefully) advise I have just had 2 weeks in U.S.A. primarily to see the Laguna Seca Historic Car races. I have gathered a wealth of information on Mustangs which will upset everyone. Sam Bellingham is the top Ford technical man at Special Vehicles America, a special factory off-shoot established in 1963, and he has uncovered the following... all documented and verified.

### FORD MUSTANG "L" SERIES 1964 1/2

A special experimental build of 116, 2 door notchback coupes were built in 1964 and sold via their dealers at subsidised prices to senior executives of major USA companies. This model was sold with a confidentiality clause in its sale contract so generally it was an unknown car - deliberately as it was built as a public relations job and/or evaluation exercise.

- \* 4 speed T10 or top loader gearboxes
- \* 12" ventilated front disc brakes
- \* 10" non-ventilated rear disc brakes
- \* Salisbury type 9" L.S.D.
- \* Alloy bonnet, boot lid and doors
- \* All black paint work and upholstery (sounds like Pearson's car!?)
- \* 351 cubic inch Windsor engines (90 degrees, prototype)
- \* 5mm perspex side and rear windows
- \* 18 row oil cooler mounted in lower front body apron between split bumpers.
- \* Lightweight bucket seats... no rear seats
- \* Full instrumentation including mechanical tacho etc.
- \* Removal of all body badges, bumper under-riders, sill strips and the "prancing horse" motif in the grille replaced with a mesh stoneguard
- \* 15" x 7", 5 spoke alloy wheels... **PLUS MUCH MORE!!**

What a car and I saw a couple. The Yanks are now building them for 'K' models and all body panels are readily available. These rare "L" models are in fact quicker than the GT350 (289 engine) fast back version that they have been racing up to now. I am considering this as my next Appendix J car! How about you? Now if this doesn't stir up dust in Victoria, I'll be a "monkey's uncle!!" You heard it first!

The committee elections are coming up... once again I thank everyone for placing their trust in my tired old much maligned body for 1991 as competition mangler... it's been fun... especially the pleasure I have had writing this dubious column.... everyone must have a bit of fun sometimes... even me...

Thanks again for putting up with this rubbish... next year... more **Mr. Nice Guy..maybe?!**



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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.

August 31/Sep 1	Oran Park Grand Prix
SEPTEMBER 3	General Meeting
9	Committee Meeting
22	NSWRRRC Oran Park (Yokohama)
OCTOBER 1	Annual General Meeting
14	Committee Meeting (one week later than usual due to 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
8	Christmas party/picnic
9	Committee Meeting

## PRESENTATION NIGHT

SATURDAY

2 NOVEMBER 1991

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to book your table and reserve your room



# RESULTS

**WANTED: RESULTS FROM ARDC MEETING 7 JULY** (post or fax to Editor, please)

Inaugural Historic Car Racing at Eastern Creek 17 & 18 August 1991. Feature race was the Ian Geoghegan Trophy for Group N Touring Cars (8 laps).

Placings					Best time
Feat.	Sat	H'cap			(feature)
1	1	11	Brad Tilley	Mustang	1'53.14
2	8	13	Garry Brown (Old)	Cortina	1'56.39
3	9	3	Robert Ingram	Cortina	1'56.73
4	6	12	Frank Dartell	Cooper S	1'57.73
5	14	7	Tom Amos	Bellett	1'57.68
6	3	20	Bruce Stewart	EH	1'56.82
7	11	2	Andrew McInnes (Vic)	EH	1'59.47
8	12	5	Peter Molesworth	Triumph 2000 MkII	1'59.98
9	10	14	Lionel Walker	Jaguar MkII	1'59.47
*10	2	21	Laurie Donaher	Iso Rivolta	1'54.13
11	13	8	Chris Dubois	Anglia Super	2'4.41
12	18	DNF	Barrie Brown (ACT)	Cooper S	2'6.23
13	21	1	Peter Van Hoorn	EH	2'8.24
14	15	15	Robert Owers	Cooper	2'8.00
15	22	16	Roger Wells	Holden 48/215	2'12.87
16	24(Bill)	10	Lyndal Coote	Cortina	2'13.80
17	23	18	Ron Goultman	Fiat 1500	2'16.10
18	20	6	Mark Powell	Cortina GT	2'9.09
19	19	19	Phil Powell	Cortina	2'8.65
DNF	17	4	Alan Barrow	FJ	2'8.57
DNS	4	DNF	Jason Tilley	Valiant	
DNS	5	DNS	Mike Dyer	EH	
DNS	7	9	Tony Ward	Lotus Cortina	
DNS	16	17	Ken Brigden	Peugeot 403	
DNS	25	DNS	Brett Reeves	Cooper S	
DNS	DNF	DNS	Ross Muller	Mustang	
DNS	DNF	DNS	Tim Bradley	Cooper S	
DNS	DNF	DNS	Gordon MacKinlay (Vic)	Studebaker Lark	
DNS	DNS	22	Chris Strode	Ford Galaxie	

\*1 minute penalty has been applied

NSW Road Racing Club Restricted race meeting 4 August 1991

Placings: Race Number						Best time
						(Event 16)
3	9	16	20			
2	2	1	DNF	Mike Dyer	EH	53.5
3	3	2	1	Frank Dartell	Cooper S	53.0
1	1	3	DNS	Darren Stewart	EH	54.2
4	4	4	2	Brett Reeves	Cooper S	54.1
5	5	5	DNF	Ross McKenzie	EH	55.2
7	8	6	3	Ken Ballantyne	EH	55.8
9	6	7	5	Chris Dubois	Anglia	56.6
8	7	8	4	Allan Sutherland	EH	55.9
11	10	9	6	Phil Powell	Cortina	58.9
10	11	10	7	Roger Wells	Holden 48-215	61.1
6	9	DNS	DNS	Tom Thomson	EH	



## SECRETARY'S REPORT

### Notes from Minutes of General Meeting held Tuesday 6 August

Meeting opened 8.35pm. Outgoing correspondence to CAMS (1) Yokahama tyres trial and (2) capacity limits to stay as is.

Secretary has spoken to Mal Halligan at Oran Park; they require a minimum field of 30 cars in EVERY RACE at their meetings (ie Truck Races). Every member is asked to support any Oran Park Motorsport event which appears on the calendar.

Treasurer reported a bank balance of \$6,062.

R Tweedie had written to the ARDC with a package for October Bathurst but was too late for 1991. Looking for a start in 1992.

Eligibility officer reports that racing seats are able to be run in J cars.

Correspondence: Letter from CAMS state manager asking Appendix J Assn to attend a tribunal on 19 August; T Amos, R Ingram, C Wilson will attend.

General Business:

**Nominations** are open for 1992 committee.

**Brett Reeves** won an encouragement award at AMSCAR round at Amaroo Park.

**3 rounds** to go in 1991 pointscore: 3 drivers can win Div 1 and 6 could win Div 2.

**Manly Car Show** 9-10 November.

**Yokahama** tyres considered very good by competitors.

**1992 Calendar** is to be planned so that there is more time between meetings.

**Congratulations** by Mike Dyer to G Toepfer and C Tilley for breaking 60 second mark at Amaroo.

**Raffle** won by Russell Stanford.

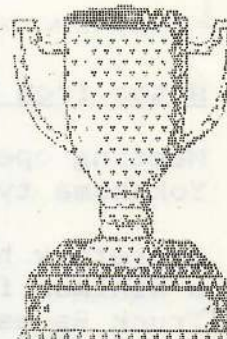
Mr David Tigg of Victorian Appendix J Assn was a visitor. Meeting closed 10pm.

Chris Wilson



APPENDIX J ASSOCIATION OF NSW

PRO-DUCT  
AIR CONDITIONING  
SERIES



COMMENCING

Late March 1991  
until end of season  
No invitation races  
included

Total value of prizes  
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POINTSCORE

FINISH	ADD
CLASS PLACE	1 per race
CAR PRESENTATION	3 - 2 - 1 per race
CLUB MEETING ATTENDANCE	3 - 2 - 1 per meeting 2 per month

REPORT TO STEWARDS	DEDUCT
PANEL DAMAGE	-10 per race
ELIGIBILITY INFRINGEMENT	-10 per race -10 per meeting

If you keep your nose clean, present your car well, finish races and attend club meetings with some class results, you don't have to be a front runner to win.

It is hoped that this system, with quality prizes thrown in, will encourage clean, competitive driving. Deductions will be judged by an independent panel.

Car presentation points will be accorded on the basis of A, B or C quality of presentation and hence 3, 2 or 1 points. If presentation quality alters during the year, then so will the classification. Because the sponsor's car will be the only car ineligible, the sponsor alone will make this judgement.



**PRO-DUCT AIR CONDITIONING  
SERIES POINTSCORE**

Pointscore	as at 30 July	Oran Park 4 August	Meeting 6 August	Eastern Creek	New Total
D Stewart	44	13		6	63
P Molesworth	54		2	6	62
F Dartell	34	15		11	60
T Amos	49		2	8	59
B Tilley	45			11	56
R Tweedie	51				51
K Brigden	45			5	50
M Dyer	27	12	2	5	46
J Tilley	38			7	45
R Wells	31	5	2	4	42
L Donaher	32			7	39
B Reeves	22	11	2		35
C Dubois	13	9	2	9	33
A Ward	21			7	28
F Binding	28				28
V Vujadinovich	26				26
C Tilley	24				24
B Brown	18			6	24
R Owers	16			6	22
A Gonn	22				22
B Hawkins*	22				22
G Toepfer	18		2		20
R Stanford	18		2		20
P Van Hoorn	12		2	4	18
M Kelly	17				17
R McKenzie	6	8	2		16
W Coote	15			1	16
P Powell	4	5	2	4	15
L Walker	7			7	14
G Hodges	13				13
J Hodges	12				12
B Visser	11				11
T Thomson	7	4			11
R Ingram				10	10
A Sutherland	8		2		10
D Winter	10				10
W Augustin	8				8
K Anker	5		2		7
L Dive	7				7
A McInnes				7	7
T Hutchins	6				6
G Hart	6				6
K Ballantyne	5				5
R Bennett*	5				5
L Coote	4			1	5
C Strobe	4				4
G Smart	4				4
R Goutman				4	4
M Powell				4	4
M Donaher			2		2
B Stewart	-6			4	-2

**NOTES:**

STEWART family first and last! Also the last two drivers with combined total points of 770 are both drivers at the...



## 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	Rd 10 Oran Park 30 June
Rd 11 Amaroo 7 July	Rd 12 Amaroo 28 July
Rd 13 Oran Park 4 August	Rd 14 Eastern Creek 18 August

### Division 1

Brad Tilley	140
Robert Tweedie	94
Jason Tilley	88
Darren Stewart	77
Mike Dyer	75
Laurie Donaher	59
Steve Travica	55
Tom Amos	55
Frank Dartell	51
Cameron Tilley	51
Greg Toepher	37
Ross McKenzie	29
Frank Binding	29
Bob Pearson	20
Tony Ward	15
David Beveridge	15
Warwick Augustin	13
Michael Donaher	13
Lindsay Dive	11
Trevor Hutchins	11
R Ingram	10
Phil Ward	8
Bruce Stewart	7
Ben Visser	4
Kevin Anker	3

### Division 2

Peter Molesworth	138
Brett Reeves	117
Russell Stanford	77
Ken Brigden	76
Tony Gonn	73
Chris Dubois	68
V Vujadinovich	63
Barrie Brown	54
Matthew Kelly	53
Robert Owers	45
R Wells	41
Bill Coote	30
Lionel Walker	28
Peter Van Hoorn	27
Ken Ballantyne	23
Tom Thomson	23
J Hodges	20
Graham Hart	19
A Sutherland	19
David Winter	19
Gary Hodges	15
Phil Powell	15
Lyndal Coote	6
A Barrow	4
G Smart	3
M Powell	1
R Gouttman	1
C Strode	1

### PERPETUAL TROPHIES 1991

Will the following people please return their perpetual trophies as soon as possible to Frank Binding or Syd Grevett for preparation for their new owners:

ROSS MCKENZIE  
 MIKE DYER  
 BOB PEARSON (2)  
 CHRIS DUBOIS  
 TOM AMOS (2)

### YOKOHAMA SERIES AFTER 2 ROUNDS

B Reeves	32
M Dyer	20
P Powell	19
F Dartell	16
R McKenzie	12
F Binding	10
C Dubois	8
A Sutherland	8
C Strode	6
T Thompson	5
R Wells	4



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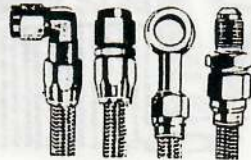
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**TUESDAY 1 OCTOBER  
ANNUAL GENERAL MEETING**

**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.



**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.



ANNUAL GENERAL MEETING  
TUESDAY 1 OCTOBER

NOMINATION FORM

To: The Secretary, Appendix 1 Association of NSW  
c/o Miller Place, Ingelburn Road

I, Financial Member No. \_\_\_\_\_ hereby nominate \_\_\_\_\_ for the position of \_\_\_\_\_ in the 1991/92 Committee. (If possible) Financial Member No. \_\_\_\_\_

I, Financial Member No. \_\_\_\_\_ accept the nomination for the position of \_\_\_\_\_ and agree to stand for that position in the Annual General Election to be held on 1 October 1991.

Signature: \_\_\_\_\_ DATE: \_\_\_\_\_

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

PROXY VOTING FORM

To: The Secretary, Appendix 1 Association of NSW  
c/o Miller Place, Ingelburn Road

I, Financial Member No. \_\_\_\_\_ hereby appoint \_\_\_\_\_ as my proxy to vote on my behalf in the ballot to elect committee members for 1991/92. Before my vote on my behalf at the 1991 Annual General Meeting of the Appendix 1 Association with regard to other matters and motions which may arise. (Please print name and address) Signature: \_\_\_\_\_

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 Member I authorised. The proxy may be signed by any person, whether a representative or not, who has been authorised by the Member.