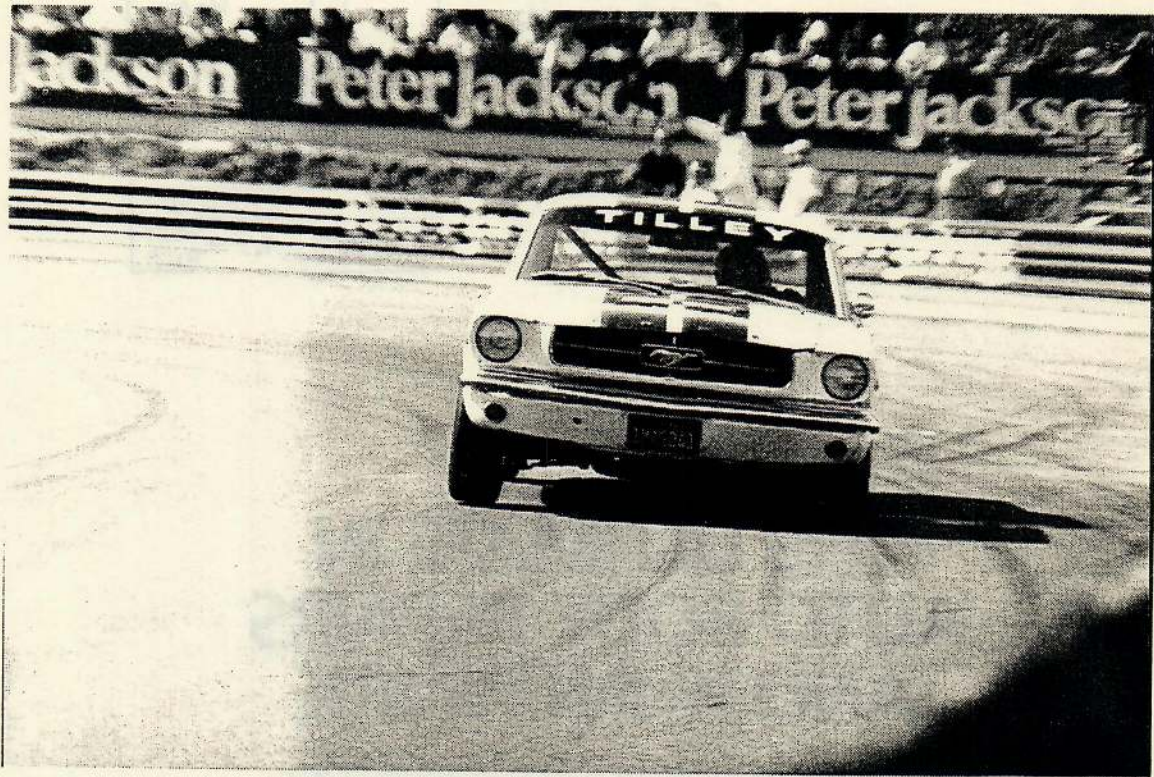


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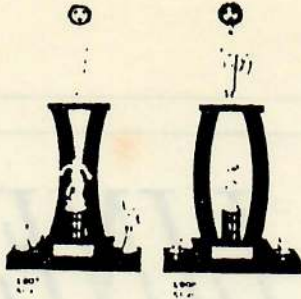


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Monthly Newsletter of the
APPENDIX J ASSOCIATION OF NSW

APRIL 1992

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VICE PRESIDENT	SYD GREVETT	018 -217831	973-1449
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CAMS DELEGATE	CHRIS WILSON	727-3555	605-6787
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MAGAZINE CONTRIBUTIONS:

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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 or Syd Grevett.

EDITORIAL etc.

As the year moves on the Association has progressed through the first of the Restricted Club meetings that were sought last year and voted on in December to run as single tyre trial series.

Prior to the first restricted race meeting in March there were a number of enquiries and clarifications sought as to the status of drivers who did not wish to compete using the series tyre but wished to continue with tyres on the Group E list. In short, this is acceptable unless otherwise notified in the supplementary regulations for the event. The non-series driver may secure trophies as provided by the race promoters but simply is not eligible to score points in the club pointscores or club class trophies on the day.

This is the only fair way of handling a mixed field when you consider that the relativity between the tyres and the aims of creating larger fields and closer racing at the club level. Tyres for Open meetings remain the same as allowed for by CAMS on the Group E lists.

I believe there has been abundant notice and discussion after the vote on this topic with the magazine carrying notices to this effect. I dare say that discussion will continue on this subject.

Whilst talking of tyres the matter of the use of 60 series R tyres has again arisen. The intent of the original rule amendment was to allow those cars who had no option but 15 inch wheels access to R tyres in 60% aspect ratio so to remain competitive with the 70% tyres used by everyone else. The cars in question at the time were Peugeot, Jaguar, Holden. Tyre technology has of course moved on since the "simple variation" and now some cloned vehicles that were not intended have commenced using these tyres with predicable results. It is akin to the club level tyre and R tyre problem in that the 60 series tyre provides a significant advantage over the 70% aspect R tyres.

The matter has been referred to CAMS and the HCC for clarification and we await an answer.

The next Open meeting is at Amaroo on May 10 and the club will have a BBQ at the presentation after the event in the Appendix J area at the end of the "stay upright" area if it is fine or in the pits if the weather is less kind.

Regards,
Tom Amos

COMPETITION REPORT

by THE DROVERS DOG

Looks as though we can now say Bathurst in October is a firm fix although not announced officially. The committee has been asked to put together a preliminary list of 60 entries for the "Big Race". There will only be 40-45 starters.

Both Queensland and Victoria have advised us of their competitors who wish to compete.

Please notify me of your interest in being on the list. I won't be chasing anyone as it is clear there will be plenty of takers for the available grid. If you are not on the list you won't receive an invitation to compete.

The final entry list will be determined by the Committee and the ARDC according to the following criteria:

1. Support for ARDC open race meetings.
2. Support for Appendix J meetings in general.
3. Safety record!!!
4. Eligibility
5. Presentation/preparation of vehicle

PLEASE NOTE that the organising committee is serious in relation to:

1. Support for ARDC open meetings
2. Safety record
3. Eligibility

- no matter who you are.

There is still time to enter May AMSCAR round. Entries close on April 10.

Note that the meeting at Eastern Creek on 27/28 June is cancelled. It will not be replaced by another meeting.

Despite requesting the NSWRRRC to forward entries to Appendix J club members only for those events nominated on our calendar, members are receiving entries for all NSWRRRC meetings. The object of restricting the number of NSWRRRC meetings attended by the club was to maximise numbers and resources.

If you are intending to run NSWRRRC meetings, please try to concentrate on our nominated rounds.

Congratulations to the drivers who trekked south for the Castrol Classic on 8 March - Tom Amos, Laurie Donaher, Chris Dubois, Peter Heriot, Allan Wick, No More Mr Nice Guy, ace spanner Les Laidlaw and myself enjoyed a superb weekend: Great weather, excellent track conditions and 3 heavy social nights.

Official results and hence pointscores in the Hesonne Tri-State Series are not yet available.

VICE PRESIDENT'S REPORT

POINTSORES

For the benefit of new members and the one's who have forgotten, we have two pointscores: Division I and Division II Appendix J Cup which includes Division I and Division II Drivers Championship points and also the Yokohama Series. Pointscore is 10, 8, 7, 6, 5, 4, 3, 2, 1. The pointscores for the new racing year started at the day/night meeting.

Regards,
Syd Grevett

LETTER TO THE EDITOR

Appendix J or Group N have run under the Historic organisation banner since we restarted in 1981. To me, that has caused a lot of problems over the years and will continue to do so. I feel it is time now to consider whether we move on and govern ourselves within our own right, similar to Formula Vee, HQ Holdens, Sports Sedans.

We must still be affiliated with CAMS, but make our own decisions at our own pace. At the moment we have CAMS and the Historic Car Committee doing it for us, we have no representation and we do not agree with them from time to time. We also have the problem when you, the members, make the right decision at a General Meeting and we have in our club a couple of radicals who disagree and secretly then write to CAMS and complain. I feel if we were on our own, we could promote ourselves better to promoters and TV, make our own decisions on the merits of a proposal and the club would benefit.

At the moment we make the Historics because we are the biggest club and draw the crowds. If we wanted to put on a special race meeting I believe we could just as up north did last year. If we wanted to take out diffs and run radial tyres for a meeting, we could and we don't have to get permission from CAMS to do it or have a couple of members in the club stab us in the back because we want to put a race on for the crowds. Think about it!

Regards,
Syd Grevett

HESONNE TRI-STATE SERIES

The series will be conducted over three meetings:

7/8 March	Phillip Island
20/21 June	Lakeside
12/13 September	Eastern Creek

The pointscore has been developed on a class and outright basis and includes points for entry and practice. The pointscore operates on practice and each race, so every start counts. It does not operate on handicap events.

Points

Each class is of 3 or more vehicles. If less than three vehicles, then results will be amalgamated with next class until enough vehicles are available to constitute a class.

Points shall be awarded on class basis:

6	1st place
5	2nd
4	3rd
3	4th
2	5th
1	6th

for each race of the series.

Entry and practice: 3 points to gain a grid position.
Outright fastest time each race: 1 point

Thus the maximum points anyone can score in any race is 7 points (6 for 1st in class and 1 for FTD). In addition, practice and entry add an additional 3 points to the day's total.

The pointscore will be kept by NSW Appendix J and will be distributed to the other Associations as it is compiled.

Prizes

In addition to overall trophies, the first three placegetters will receive accommodation and an airfare package for two to either TASMANIA (1st) or the GOLD COAST (2nd & 3rd) from

HESONNE ENGINEERING.

ASSOCIATION CALENDAR

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

APRIL	5	Oran Park, NSWRRRC Restricted
	7	General Meeting
	13	Committee Meeting
MAY	5	General Meeting
	9-10	Amaroo, Amscar
	11	Committee Meeting
JUNE	2	General Meeting
	TBN	Committee Meeting
	20-21	Lakeside Historic
	27-28	Eastern Creek, Restricted **CANCELLED**
JULY	7	General Meeting
	12	Oran Park, Truck Meeting
	13	Committee Meeting
	19	Amaroo, ARDC Restricted
AUGUST	1-2	Eastern Creek '300', Endurance race
	4	General Meeting
	10	Committee Meeting
	22-23	Amaroo, Amscar
	30	Oran Park, NSWRRRC Restricted
SEPTEMBER	1	General Meeting
	7	Committee Meeting
	12-13	Eastern Creek Historic, HSRCA
OCTOBER	3-4	Bathurst Tooheys 1000
	6	General Meeting
	12	Committee Meeting
	31	Dinner/Dance Presentation Night
NOVEMBER	3	General Meeting
	8	Adelaide Grand Prix
	TBN	Committee Meeting
	21	Oran Park, NSWRRRC Restricted day/night
DECEMBER	5-6	Amaroo, SSRA Restricted

SPECIAL VARIANT CARS

Recent events at the Phillip Island Historic have again called into question the suitability of latter day "sports sedans" for use in Appendix J in 1992. The position adopted over the last few years is that if the vehicle was mass produced (more than 100 in the period) but is a special variant or homologation special then the vehicle should be an original one.

Otherwise the vehicle really is a sports sedan variation of a mass produced vehicle of lower specification which has been adapted to compete in Appendix J guise. What is reasonable if the car is not genuine is a construction of a car to the specifications of the base vehicle on which the special variant was based in the day ... not starting with the homologation special and then applying our rules for Appendix J.

It is a mockery of the rules and their intent when there are now, for example, more Ford Falcon Rallye Cars built to Appendix J rules than were probably totally built, and that's only in Australia! Genuine articles in this category are definitely rare indeed and should be preserved for history. Appendix J is for the racing of cars of the period not generally for the racing of historic cars.

Tom Amos

SECRETARY'S REPORT

Excerpts from minutes of the General Meeting held 3 March 1992

Correspondence

Sponsorship for Appendix J race at the Adelaide Grand Prix to be confirmed.

Race & Rally have offered to come to our meeting and talk about products and services.

Renault Car Club are running a round of the hillclimb championship at Amaroo Park on 8 March.

Secretary's report: 22 unfinancial members, 5 new members

Treasurer's report: balance \$7962

Competition report: Eastern Creek June 27/28 cancelled

Eligibility report: 1 new log book issued last month; Last November Oran Park day/night check of B Pearson car OK. Frank Binding will be conducting spot checks at EACH race meeting.

Public Relations report: T-shirts now available from Lyndal. Please return Driver Profiles urgently.

CAMS State Council: HSRCA meeting at end of November in Canberra: 120km drive through Canberra, multi stage rally.

Raffle won by Gary Smart.

BATHURST 1992

With Bathurst on for 1992 the Association is looking for people who are prepared to assist in organising some of the support services for the race. Such things as Tents, BBQ and trophies are all special for Bathurst so if you wish to help see Syd or Rob Ingram. We need to start now!

RESULTS

ARDC Restricted race meeting
Sunday 29 March 1992

Outright placings

Race Number			Best time
			Feature (event 15)
15	6		
1**	1**	Jason Tilley	Valiant AP5 60.40
2**	2**	Brad Tilley	Barracuda 60.94
3	4	Frank Dartell	Cooper S 61.90
4	5	Frank Binding	Cooper S 62.10
5	6	Peter Heriot	Alfa Giulia Ti 61.20
6	12	Dave Beveridge	Cooper S 63.40
7	7	Mike Dyer	EH Holden 63.92
8	8	Dominic Truelove	EH Holden 64.18
9	10	Chris Dubois	Ford Anglia 63.86
10	13	Graeme Hart	EH Holden 65.82
11	9	Tom Amos	Bellett GT 63.88
12	14	Philip Powell	Cortina GT 66.18
13	11	Val Vujadinovich	EH Holden 65.44
14	15	Lyndal Coote	Cortina GT 70.98
DNF**	3**	Cameron Tilley	Valiant S 61.04

** These vehicles were not fitted with Yokohama tyres and were, therefore, not awarded trophies or points for this meeting.

Class winners:

0-1300cc	Frank Dartell
1301-1600cc	Tom Amos
2001-3000cc	Mike Dyer.

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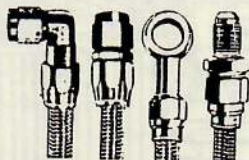
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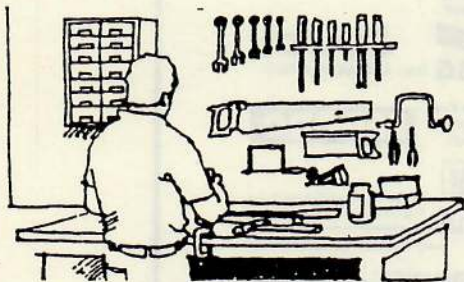
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October 1989

HERE WE GO AGAIN!

In order to get around this tedious telephone fiasco, I have instigated a new business line, due this month. The new number is

(02) 740 6199.

A fax service is attached, and is operational now. The number is

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Thanks for your patience.

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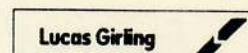
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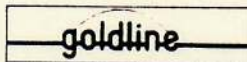
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