

Action-Line

Newsletter of the Appendix J Association of NSW Inc.

November 1994

December

COMMITTEE

	(w)	(h)
PRESIDENT:		
Chris Dubois	724 4541	823 3164
VICE PRESIDENT:		
Tom Amos	264 9640	580 4877
SECRETARY:		
Fred Burley	644 6381	217 1566
Fax	211 1617	
TREASURER:		
Alan Wicks	522 5654	522 8658
CAMS DELEGATE:		
Bob Asher	874 9164	874 4144
CAMS ELIGIBILITY:		
Lloyd Cleaver	(042) 68 3191 phone & fax	
EDITORS:		
Bill & Lyndal Coote	(018) 26 2744	419 8389
SOCIAL MANAGER:		
Ross McKenzie	938 3343	982 6623
COMPETITION MANAGER:		
Lionel Walker	476 6777	482 1855
CHIEF SCRUTINEER:		
Lloyd Cleaver	(042) 68 3191 phone & fax	
PUBLIC RELATIONS:		

TROPHIES & POINTSCORE:

CORRESPONDENCE:

PO Box 789 Burwood NSW 2134

NEWSLETTER CONTRIBUTIONS:

37 de Villiers Avenue Chatswood NSW 2067
Fax: (02) 411 4020

GENERAL MEETINGS:

7.30 pm, first Tuesday of each month
Burwood RSL Club
96 Shaftsbury Road Burwood

DISCLAIMER:

The opinions published in this newsletter should not be taken as the opinions of the Association or the Committee. Any information supplied to the editors is published in good faith and its accuracy is not the responsibility of the Committee.

LIFE MEMBERS:

Mike Dyer
Max Stahl

PRESIDENT'S REPORT

The worst part about being President of this club is writing these reports. Like most small business people, coping with work is one thing, but keeping paperwork up to date is a problem. Don't get me wrong. I know not everyone can get to the meetings. It's just so hard trying to make it interesting and knowing how to start, let alone getting the spelling right or using words in their correct context. But that's what editors are for, aren't they?

With those members whose cars weren't worn out or broken and who had a little money left from this year's budget, we braved the southern highlands to attend the first All Historic Wakefield Park at Goulburn.

Now, people might have you believe it's like a "go-kart" track, but even though it has a couple of tight corners, it's an exciting and enjoyable track to drive. The track's not like any other (how boring if they were all the same) with period buildings, no concrete walls and excellent facilities. I believe full congratulations should go to Paul and John for putting in the time, effort and money to establish another motorsport complex.

To more political matters, and in consultation with the other committees of Group N clubs around Australia, we have decided there is a need to establish a national body for group N, irrespective of whether or not our proposal for an Historic Touring Car committee goes forward.

In this regard I am happy to advise that a meeting was held in Melbourne on 16th November between representatives of all major clubs involved in historic touring car racing in Australia. Present were Jack Lacey (President, Qld), Wayne Thompson (President, Vic) Jim Runciman (President, WA) John Virgo (SA rep) and myself for NSW together with Bob Cracknell acting as secretary.

This group resolved to establish a national representative body for Group N, to be known as the Historic Touring Car Association of Australia (HTCAA) A number of resolutions were agreed at this meeting:

- 1) That the HTCAA be the representative body for all Group N matters
- 2) That the HTCAA seek a seat on the re-structured Historic Car Committee of CAMS
- 3) That the HTCAA attempt to resolve the issue of racesponsorship signage at gala events (eg AGP)

Several other matters were discussed and common ground established.

I believe this is a step in the right direction and I will keep you informed of our progress.

In line with a motion taken at the November meeting, this Association is now to encourage prospective owners and competitors in the new Na and Nc categories to join our club. The December meeting will be an information night for such people.

Congratulations must go to all recipients of awards at our presentation night, and thanks to Anne Bailey, Syd Grevett and Ross McKenzie for the organisation of a top night.

So as '94 draws to a close and Christmas is upon us, I wish all members and their families a happy Christmas and a prosperous new year.

Chris Dubois

PS Has anyone seen Steve Willams' plaques from the presentation night?

EDITOR'S COLUMN

What's it all about Graham? Back in the late 50s an advertisement appeared in the motorcar mags for "The fastest Austin Lancer in Australia" - 8 starts, 7 class wins! Driven by Brian Foley, the car had some special modifications including a Derrington head, twin 1.75" carbys, a hot camshaft, 1623cc bloc, MGA pistons etc. etc. This car was in line with clubman-oriented ideas before CAMS got going in the early and mid 50s.

Graham Hoinville is quoted by Graham Howard in Australian Touring Car Championship, 25 Fabulous Years, as saying "If you go back to the 1950s you find there were no rules governing touring cars." So CAMS began to tighten control.

In 1959, to their National Competition Rules, last published in 1956, CAMS added two typeset pages, which summarised Hoinville's thinking as adopted by the National Control Council. They were identified as Appendix J and would apply to all racing for touring cars from the start of 1960.

According to Graham Howard, the period from the end of 1964 until early 1965 "was one of almost bewildering technical change" in touring car racing. He wrote that Ron Hodgson summed up the situation in Racing Car News November 1964: "So Norm Beechey has imported a Mustang. Strange, as the yanks haven't got them to win yet, but Norm always likes to be first". At the time these cars were seen by some to be an anathema to touring car racing in Australia. But big changes were coming, with Appendix J dropped at the end

of '64 and Improved Production - Group C - starting in 1965.

So the Appendix J era sits between a period of no rules and the emerging high technology from which touring cars of our current time have evolved.

In 1995, new rules have been set for historic touring car racing, and a new spirit of the event has emerged with classes to suit all tastes.

For those who like to drive their race car to the circuit or take it shopping on the weekend, there is group Na open to early post-war (WWII!) production sedan cars - improved performance road cars rather than vehicles totally dedicated to outright performance.

Group Nb emulates, as far as practicable, racing of saloon cars under the Appendix J regulations. It also covers cars not permitted in Group Na yet manufactured before the start of the Appendix J era, providing these cars comply with Appendix J rules.

And Group Nc is for automobiles of a make and model which competed in Australia between January 1965 and December 1972, in either the Australian Touring Car Championship or in races specifically for Third Category Group C Improved Touring Cars.

And if you are lucky enough to get hold of a genuine race car of the day, like Brian Foley's Lancer, you can run it as it was, regardless - that's the spirit of historic motor sport.

Bill Coote

Where are all the letters to the Editor? Or are you going to just sit back and to let him have his say without a comment?

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KIDDY'S CHRISTMAS PARTY

Well everyone who went would agree the day was terrific. We were blessed with perfect weather and the site under the trees was great. We all had plenty of amber fluid to keep us cool. Even Santa had a wobblerly boot on but managed to do an outstanding job as always. There was plenty on the barbeque to eat and we had icecream laid on. The animals were very friendly. Plenty of hands-on experience for the kids.

Those who couldn't attend missed a great day.

I'd like to thank Anne Bailey for all her effort and I would like to thank everyone who helped with Rossco's bar and grill throughout the year, especially Mark Edwards and Bob and Jenny Adams.

I wish everyone all the best for Christmas and have a great new year. I will have a beer for you.

Roscco

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Groups Sa, Sb & N

Only tyres with aspect ratio of 60% or greater are permitted

ADVAN
A008

AVON

Turbosteel Turbosport Turbospeed

BRIDGESTONE

319v	RD229V	RD339V	RE71
RD229	RD339	RE88	S310 (10")
S330	S340	S370	S372
Supercat			

CONTINENTAL

CV51 CZ91

DUNLOP

SP Sports 240		Monza D8	Daytona
Le Mans A4		Grand Sport G%	
CR 48	CR 65		

FIRESTONE

Eurosteel S211		S330	H330
F560	F630	Firehawk	
Cavallino Sport 200			

GOODRICH

Comp T/A

GOODYEAR

Eagle NCT		Grand Rally S	
Vector	Ducaro	Eagle NCT-2	Eagle VR
Eagle CA	GTR	GT Sport 70	
Blue Streak Sports Car Special			

HANKOOK

Optimo Plus 827 828

HOOSIER

Street TD

KLEBER

GTS	T1	C2	C2T
C20H	C50H	C40H	

KUMHO

756	768	771	788
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MICHELIN

XVS	MXV	MXL	TDX-V
MX	XD	XAS	XZX
XWX	MXV2	MXV3	MXV3A
MXT	MXF	XM+S244	

OHTSU

Falken FK

PIRELLI

CN36	P6	P7	P77
P700	P5	P8	P4
P44	P600	P700Z	P500
Stelvic	CH36	CH67	P2000
P4000E			

RIKEN

G4-06	GR-14	GR-16	GR-301
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SUMITOMO

HTR60H HTR60V

TOYO

600	600C1	6004D	600F1
600F4	600F7	600F3	600F5
600F8	800 Plus	Proxus-H4	

UNIROYAL

Rallye 340/65

YOKOHAMA

AVS161	AX321	S707	Y352
GX501 (10")A008		A509	AVS

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Don't forget, if you want a free entry in
the member's business directory, you
need to supply me with details like
those provided to the left. Lyndal

CLASSIFIEDS

FOR SALE

Ford Cortina Mk 1: Appendix J NSW 96, all the
right gear, a good beginner's car, lots of spares
and registered trailer. I'm broke and need to sell
so a good home is required for my pride and joy.

Car only \$6000 ono
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Mark (Harry) Edwards 982 4536 (24 hrs)

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*Happy Christmas to all club
members and your families and
may the new year bring health,
wealth, happiness and lots of
good racing.*

IMPORTANT NOTICE

The following motions will be put forward for consideration at the February meeting

- 1) That the Constitution be altered to change the financial year of the Association to end on 30th September rather than 30th October (NB if successful, this will also require some minor alterations to other clauses)
- 2) That the Annual General Meeting be moved to the second Tuesday in October each year

Please accept this notice as formal notification to members, as required by our Constitution

WAKEFIELD PARK - November 1994

Whilst most competitors journeyed to Goulburn on the Friday, some of us drove from Sydney on Saturday morning, it being an easy 2.5 hour drive.

Saturday was fine, but hot, as everyone was prepared for practice and soon the 240 entrants to the event were spread over what can be described as quite a picturesque race circuit. Obviously a lot of money has been spent making the venue period in style and well set out for competitors, although vantage points and shade for spectators were limited.

We had 15 cars entered in our "Appendix J" events. The first practice session saw a few pirouettes until drivers accustomed themselves to some fairly tight and off-camber corners, but no damage ensued with big run-off areas being available.

The racing on Saturday was excellent with quite a few individual battles being fought within the field. Frank Dartell in the Mini and David Stone in the Cortina led the field in both events, closely followed by the Bob Asher and Frank Binding Minis in hot pursuit. Whilst the circuit obviously favoured the smaller cars it was good to see the Jaguars, humpy Holden and Zephyr competing hard, and I'm sure the spectators enjoyed it also. Racing finished around 3.30pm and with an S.E.S. warning of an impending storm approaching, everyone packed up quickly and headed off. Altogether a most enjoyable weekend.

Fred Burley

Race Results

Race 1

1. Frank Dartell
2. David Stone
3. Bob Asher
4. Frank Binding
5. Phil Powell
6. Chris Dubois
7. Paul Warne
8. Graeme Lord
9. Grahame Hill
10. Allan Barrow
11. Bill Coote
12. Lynn Cowan
13. John Tight

Race 2

1. Frank Dartell
2. David Stone
3. Bob Asher
4. Frank Binding
5. Phil Powell
6. Paul Warne
7. Grahame Hill
8. Chris Dubois
9. Allan Barrow
10. Lynn Cowan
11. Bill Coote
12. John Tight

Fastest lap time: Frank Dartell 1:22:00

HIGHLIGHTS OF THE GENERAL MEETING NOVEMBER 1

Eligibility: Lloyd Cleaver and Peter Sugden have been approved by CAMS as eligibility officers.

President's Report: Chris attended the HCC meeting, where one day was devoted to Group N matters. The official tyre list has been updated and rules for groups Na and Nc have been finalised. (see Chris' report for further details)

Vice-President's Report: Talks continue on the Historic Car Commission and the appointment of officers to that body

Competition: Lionel Walker working on racing calendar for 1995; more members of the Jaguar Drivers Club are interested in participating in Appendix J events in 1995

Cams Delegate: Survey results discussed (these will be made available to members through the newsletter as soon as possible. Ed) State Council voted against proportional representation of the States and the formation of a State company as part of the CAMS restructure. Only 30 out of 130 attended the meeting and it was Bob's considered opinion that many club delegates are apathetic with regard to changes for the better. It was suggested that Appendix J members who are members of other CAMS-affiliated clubs lobby their delegates to take more active roles.

Motion: Moved by Bob Asher, seconded by Tom Amos, that people planning to compete in Group Na and Nc be actively recruited as members of our Association, using advertisements in appropriate media - carried unanimously.

Do you have a favourite story to tell about your racing experiences? Or may be a tale to tell at someone else's expense? Don't be mean. Share it with the rest of us. Fax me a copy on (02) 411 4020 or give it to me at a club meeting. Lyndal

1995 CALENDAR

January 28/29	1995 Castrol Classic Race Meeting at Amaroo Park Entries close December 9th Enquiries: 02 489 8164
March 11/12	Phillip Island (unconfirmed)
March 26	NSRRC at Oran Park (unconfirmed)
April (early)	ARDC club meeting at Amaroo Park (unconfirmed)
April 30-May 1	Open truck meeting at Oran Park (unconfirmed)
May 27/28	Winton (unconfirmed)
July 8/9	Lakeside (unconfirmed)
August 14-23	Sydney Classic Rally Enquiries: 02 555 1818

IRENE (THE PB) AND ME

(Per kind favour of Australian Vauxhall News)

When I first joined the Vauxhall Club, I foolishly agreed to document some of the adventures of "Irene" the Racing PB Velox. Needless to say, since I uttered those fateful words Irene proceeded to disgrace herself at every opportunity including both the major Historic Race Meetings this year at Amaroo Park and Eastern Creek. It was with severe trepidation, therefore, that Irene and I approached the first weekend in October, being the world famous Tooheys 1000 meeting at Mount Panorama.

For those who don't follow motor racing, the main event of this weekend is a four lap race for Historic Touring Cars, in which Irene was entered. The support race is a 1000km affair contested by modern automotive conveyances.

In any case, we proceeded to attempt our first laps of the famous circuit in the first practice session. Due to an excess of youthful exuberance on the part of both Irene and myself, this exercise resulted in a blown head gasket. Normally, such a catastrophe would be enough to cause us to pack up and go home, but such is the interest generated by Irene that we were inundated by offers of help, even from complete strangers. Repairs were completed with the able assistance of Killer Mullet Rallye Team and other unknown benefactors, and we were ready for the main event.

At this point, I must relate an amazing but true interlude. I was waiting in the pits when I turned around to find an interested spectator with his head deep inside the window of Irene. The person's head eventually emerged and proved to

be connected to the body of none other than the King of the Mountain, Mr Peter Brock himself. Brockie proceeded to display an interest in things Vauxhall in general and Irene in particular, and concluded with the remark that he was jealous of me because I was having so much fun. We then shook hands - yes dear Editor, the very hand that holds this humble pen has shaken the hand of The Master (and hasn't been washed since - in any case I now know what PB stands for)

But I digress - the main raison d'être of the weekend was the racing. Because of our practice mishaps, we were forced to start from the back of the grid. This did not in the least deter Luton's finest as we stormed through the pack, picking up ten or twelve places on the first lap. What did in fact deter Luton's finest was the requirement to slow down at the end of Conrod Straight! It was amazing how one's life flashed before one's very eyes under such circumstances.

During the weekend we had decided to put a huge sign across the windscreen, saying "VAUXHALL". This was in response to the many and varied enquiries as to the vehicle's pedigree from interested parties. For example, at one point an obviously cultured gentleman accompanied by an unrefined oaf approached.

"What's that ...ing car?" asked the oaf.

"That's a ...ing Vauxhall" said the gentleman, displaying a fine grasp of both language and automotive identification.

"So what's a ...ing Vauxhall?" asked the oaf.

So in order to alleviate such confusion, the sign was installed. Its effectiveness was immediately demonstrated as we lined up for the race. Our starting position was opposite the Peter Jackson Team pits where former World Champion Alan Jones was standing. He called for the attention of one of his pit crew (who, as it happens is a Vauxhall fan) and said "See - I told you it's a ...ing Vauxhall!"

I think I've digressed again. Despite our lack of brakes, we managed to engage in some splendid duels with various Cortinas, Anglias, Holdens and a Peugeot. Driving flat out across the top of the mountain three abreast was quite an experience. Anyway, the end result was a class win, with a nice trophy to hang on the wall.

Brockie was right - none had more fun on the mountain than Irene and me.

(No bottle of wine for the person who can guess the author of this piece! And needless to say we've found a new writer in Bill Callan for future articles. Ed.)