

# Action-Line

Newsletter of the **Appendix J** Association of NSW Inc  
Classic Touring Cars

July 1995

## PRESIDENT'S REPORT

This committee, in conjunction with the AGP Co-ordinator, has finished the list of competitors to be invited to Adelaide. One of the criterion suggested by the AGP was to provide the widest possible mix of vehicles.

We believe that we have fulfilled that criterion to perfection with two EH's being the only double up.

Good luck to all successful competitors in representing your state at the Grand prix.

The combined Group N clubs around Australia have been asked to provide sample vehicle

specification sheets (build sheets) for current Nb cars, to help sort out discrepancies between states. The committee has started these sheets for their own cars and would like other competitors with like cars to contribute. If interested, contact Lloyd Cleaver, Peter Sugden or myself for blank forms.

Once the forms are complete, the HTCAA will compile them and develop standards.

Sorry to harp on this point, but the committee really needs log book numbers for all cars in the NSW Appendix J Association.

Even if the car has been in the shed for the last 10 years, we need to include it in a listing of all group N cars in the country. So please, contact Fred Burley with your details.

Oh, and if you find that old log book that belongs to the car in the shed, how about dusting off the old banger ( no log book rego fee needed these days) and run it at the Eastern Creek Historic.

See you at the track.

Chris Dubois



## Presentation Night

## Harbour Cruise

Bigger & Better Than Last Year

Saturday 28 October

\$45.00  
Anne Bailey  
(02) 452 2242

Disco, Buffet  
Wine, Beer, Soft Drinks  
Spirits for sale

## NEXT CLUB MEETING

Tuesday August 4

8pm

Burwood RSL Club

96 Shaftsbury Rd  
Burwood

## COMMITTEE

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**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

## POINTSCORES

### Drivers' Championship

DIV 1		DIV 2	
B Asher	143.75	C Dubois	88.67
D Beveridge	104.00	A Wick	80.16
B Pearson	77.66	D Sugden	63.83
L Donaher	38.33	P Ward	61.25
C Tilley	35.66	G Hill	47.55
R Bailey	29.33	B Peters	47.34
S Wilson	27.67	A Smyrnis	46.92
D Stone	17.00	K Brigden	46.75
V Vujadinovich	16.50	P Powell	44.33
F Binding	16.00	G Hart	36.67
G Neal	15.67	B Brown	35.25
T Amos	13.67	K Ballantyne	30.83
R Muller	13.17	P Corner	22.00
G Toepfer	12.50	J Tight	18.00
B Tilley	8.33	R Owers	15.00
		B Callan	13.67
		L Coote	9.50
		J Ward	4.67

### Appendix J Cup

DIV 1		DIV 2	
B Asher	85.42	C Dubois	57.33
D Beveridge	78.67	A Wick	44.83
B Pearson	41.33	K Brigden	31.75
R Bailey	29.33	A Smyrnis	31.25
D Stone	17.00	B Peters	24.00
V Vujadinovich	16.50	P Ward	23.25
F Binding	16.00	P Powell	22.37
R Muller	13.17	D Sugden	22.50
G Toepfer	12.50	B Brown	21.50
		G Hart	21.00
		G Hill	18.25
		K Ballantyne	17.50
		R Owers	15.00
		L Cowan	11.00
		J Tight	18.00
		L Coote	9.50

### Group Nc Championship

R Hogarty	31.25
R Donnelly	30.50
G Angel	14.00

The pointscore this month has been updated to include all eight rounds to date and has also been revised in the light of problems found in the allocation of points to Div I competitors. Positions

## CAMS NOTICES

"In race meetings only, if a driver's briefing is held, it is compulsory for all drivers to attend and sign on. Drivers who do not sign on will be reported to the Steward of the meeting"

This new rule applies from June 16 1995.

## COMING EVENTS

Aug 13

NSWRRRC Oran Pk GP PS

Sept 16/17

HSRCA Eastern Creek PS

Oct 14/15

Historics Sandown

Oct 21/22

Trucks Oran Park PS

Oct 28

Presentation Night

Nov 11

Adelaide GP

Nov 25/26

Historic Wakefield Pk

PS - pointscore meeting

## NEW MEMBERS

Wes Anderson Alfa Giulia TI  
 Ross Hogarty Isuzu Bellett  
 Steve Mason Torana XU1  
 Peter O'Brien Cooper S

## GROUP N LAP RECORDS

(If anyone can fill us in on the most up-to-date records, please call Bill Coote on (02) 419 8389)

### Amaroo

Nb R Tweedie 59:56

### Oran Park

Nb B Pearson 49:76

Nc R Donnelly 49:36

### Eastern Creek

Nb B Lynton 1:48.94

### Phillip Island

### Lakeside

Nb 1300-1600 D Auger 1:04:02

1601-2500 E Dobbs 1:07:07

2501-3000 G Brown 1:03:42

3001-4000 S Travica 1:06:29

>4000 J English 1:02:26

Nc <1300

### Winton:

Na >4000 T Leo 1:10:35

Nc K Youlden 1:10:30



Brian Potts' Valiant arrived with a rush of success some two years ago. Brian is a racer with a long history in tourers and sports sedans, and his push-button automatic handed out many surprises, but unfortunately suffered many times from overheating. SA

Amaroo '84 Historics

# HISTORIC COMMISSION

## PRESS RELEASE

July 1995

The Historic Commission was established on 12th May 1995 by the Australian Motor Sports Commission under the powers delegated to it by the Confederation of Australian motor Sport Limited.

The Historic Commission is responsible for all Historic matters and the advancement of the interests of Historic enthusiasts and competitors. It will report to AMSC through their CEO on a quarterly basis. It is empowered by ASMC to produce and manage the Historic business plan in accordance with the Historic policy and within parameters defined by ASMC.

The number of members on the Commission will be limited to eight including the Chairman. Members will hold office for the calendar year, or the balance of the calendar year if they are appointed during the year. CAMS retains the sole right to appoint members to the Commission, and members will be selected on the basis of their personal abilities and discipline as well as their knowledge of various aspects of Historic Motor Sport.

The Historic Commission will have total responsibility for all matters relating to Historic motor sport in accordance with AMSC parameters, in accordance with the National Competition Rules, and in accordance with the Policy Statement and the Historic Motor Sport Business Plan.

In particular, it will have total responsibility for the "5th Category - Historic Cars" rules contained in the National Competition Rules. It will also have an advisory responsibility

to consider and make recommendations to ASMC as necessary on other National Competition Rules as they may apply to Historic cars.

The Historic Eligibility Committee is a sub-committee of the Historic Commission. The Chairman of the Historic Eligibility Committee will be the member of the Historic Commission to whom the portfolio of eligibility has been delegated.

The Historic Eligibility Committee will comprise not more than eight individuals. Each individual will have a strong understanding of one or more groups in the Historic category. This Historic Eligibility Committee will select and appoint Eligibility Officers as necessary to carry out the tasks required in the various territories and according to competitor needs. Each member of the Historic Eligibility Committee will have a responsibility for the management, control and guidance of the Eligibility Officers for the group or groups for which he has a responsibility.

The Historic Eligibility Committee will have a responsibility for aspects of Historic Motor Sport which relate to matters of eligibility. The responsibilities will include interpretation of the rules, revisions or upgrades of the rules, policing of compliance with the rules, and log book applications.

Questions raised by competitors as to interpretation of the rules will be considered and answered by the Historic Eligibility Committee. Any

continuing disputes between the competitor and the Historic Eligibility Committee as to interpretation of the rules will be determined by the Historic Commission.

Historic racing essentially provides the opportunity for drivers to race historic cars in an atmosphere somewhat similar to that enjoyed in the various historic periods.

The two major guiding principles of the activity must be authenticity and amateur sport. preservation, restoration and appropriate exercise of historic cars, in that order, must be the keystones.

The Commission is adamant that Historic racing should accurately depict the cars that existed in the past. Particular attention is paid to the periods of the cars, the authenticity of their specifications, and the group categories in which they compete.

The Commission also believes that there must be an ongoing review of future categories for Historic motor racing in that the competing car of today is likely to be the Historic car of tomorrow. The acceptance of new Groups that have a significant period or technological change from a previous Group will be examined when a need or a demand appears to exist.

The members of the Historic Commission look forward to a continuing input from competitors and organisers involved in Historic Motor Racing

## CLUB MEETING NOTES

### July 4

- CAMS is calling for expressions of interest from club members who are interested in serving on the various CAMS committees including the Historic Car Committee
- The grid for the AGP will have 36 positions as follows:
 

NSW	11
Vic	11
Qld	5
WA	5
SA	4 + 2 res
- The AGP Board criteria for cars is that
  - 1) They be free from any eligibility issues
  - 2) Mechanical and bodywork presentation is immaculate
  - 3) They be competitive in their class
  - 4) There is a wide variety of cars
- Competitors with good knowledge of particular cars are needed to help compile specification sheets for cars eg for Cortinas, Minis, EH Holdens etc. Please volunteer to Lloyd Cleaver or Peter Sugden
- The eligibility issue with regard to Hoosier tyres is on the verge of being settled

## 101 TOP TIPS

from  
PRACTICAL CLASSICS & CAR RESTORER  
Buying Your Classic

👍 If you get a chance for a test drive, try accelerating then taking your foot sharply off the throttle. If the gear lever tries to jump out into neutral, the gearbox has got worn synchro cones.

👍 If the owner is keen to point out a minor fault, listen to him but beware. He may just be trying to direct your attention away from a more major fault.

## NOSTALGIA

### A Glossary of Terms

(an extract from AN INTRODUCTION TO "THE SPORT")  
by Aloysious O'Donohue (Australian Motorsport 1962)

Turn up the wick  
Forceful driving

Spectacular driving  
Drove a great race  
Fought valiantly  
Had a rough trot

Drove very well  
Drove steadily

Fought against stiff odds  
Unfortunate error of judgement

Car didn't last the distance  
Needs more experience  
Improving driver  
Efficient pit crew

Personnel of a car meeting

Scrutineer  
Clerk of Course

Flag marshalls

Accelerate

"Get out of my way before  
I run through you"

Keeps losing it on corners  
Won

Just missed a place  
Blew the car up through  
over-revving in the gears  
Didn't hit anything  
Sacred to go into the  
corners hard

Can't afford a decent car  
Went into a corner too fast  
and spun out

Never was any good  
Can't drive to save himself  
Bought a better car  
Kept the car fridge full of  
ice

Pit crew member with no  
mechanical knowledge  
Man who hates drivers  
Likes to drive on the circuit  
but too scared to compete  
Didn't have the admission  
fee



**With new Valiants in his showroom ready for the official launch the next day, Adelaide Chrysler dealer Clem Smith thoroughly covered over the windows.**

That night, to his amazement, he found a traffic jam on the street outside and a crowd on the footpath desperately trying to get a peek. Unwisely, one of his sales staff actually let them in. 'We had the devil of a job getting them out,' he recalls. Clem himself'd had more than a pre-release preview of the eagerly-anticipated new car. Before production began he had been given one of the Valiants which Chrysler brought out from America for testing – a 1960 'Q' model, the first of the series in the USA. It was powered by the smaller of the two six cylinder engines available – the standard 170.9 cu-in (2800cc) motor developing 101bhp.

Ultimately, Chrysler Australia made the decision to equip the Australian Valiant with the larger 225 cu in (3687cc) optional motor. Delivering 145bhp it gave the newcomer a significant edge over the smaller-engined Holden and Falcon. And the 'Q' test car? Gone, we regret to report.

Clem sold it to a young driver who wrapped it around one of South Australia's unique Stobie power poles – a concrete post in a steel sandwich – and it was completely wrecked.

When the new Valiant was released, Clem already had an established reputation as circuit racer and trials driver, mainly in Holdens and an Austin-Healey 100. The Valiant's motor – a unit which 'breathed' better than the average – lent itself to development for competition. Clem fitted one with triple Weber carburetors, modified the camshaft and increased the bore, and brought forth in excess of 250bhp. With a more direct floor gearchange than the car came with, he took his Valiant racing. At Easter, in 1963, at South Australia's Mallala circuit he came third in the Australian Touring Car Championship. Second was Ern Abbott from Victoria in a similarly modified Valiant in which he also competed frequently on circuits and in hill climbs.

The winner, incidentally, was Bob Jane in a Jaguar MkII. As new models followed the R and S Series, Clem went on to compete in them, too.

### Australian Classic Car Monthly, June 1995



A MOMENT IN THE HISTORY OF THIS CAR, MADE FAMOUS  
BY NORM BEECHEY, WHO WILL BE COMPETING AT  
COLLINGROVE AND GOOLWA IN THIS VERY SAME IMPALA



# Beechey's Catalina

*N.S.W. 1962  
Touring Car  
Championship*

Beechey's Impala uses up  
all the available road as he swings  
through a corner just ahead of  
Geoghegan's Jaguar.

Victorian Norm Beechey, driving his 6.6 litre Chevrolet Impala, had an excellent win in the Touring Car Championships from strong Jaguar opposition in the early stages.

Beechey conceded fastest sedan time to Geoghegan so the front row was Geoghegan, Beechey and Bob Jane with Bruce McPhee (Holden) and Max Stahl, in the ex-Brian Muir Holden, sharing second row.

The first 4 lap event for sedans went to Norm Beechey's Impala, establishing a new sedan and class record of 1 min. 11.1 secs. in the meantime.

A similar heat was then run off with Jane initially leading but notly pressed by Ian Geoghegan. On his second lap Geoghegan passed Jane and also lowered Beechey's 15 minutes old record to the excellent figure of 1 min. 9.1 secs. Beechey of course still holds the over 3500 c.c. class record, which he subsequently lowered to 1 min. 10.4 secs. in the main event. Troubled by an ailing gasket Jane slowed and with the Jaguar misfiring badly he retained his second spot only by several lengths from McPhee's Holden.

With Jane missing from the front row of the grid, the Championship lost some of it's interest. At flagfall Beechey followed the starting style exhibited in an earlier event, trickling off the line before actually applying the power in large lumps. Geoghegan and Stahl made excellent starts and both were actually leading the Impala through the hollow before Car-rington Curve. On the uphill run to the curve Beechey nosed ahead and stormed through the corner leaving no option for the Jaguar and Holden but to fall in line astern.

Geoghegan pressed Beechey closely and Stahl followed on in grim pursuit for a couple of laps until he lost the model on the corner before the approach to Craven A. The car was badly damaged and for several laps the field slowed to a crawl until the road was cleared. Meanwhile Bill Burns worked his way up to fourth spot behind Bruce McPhee, having passed Robinson's rapid Holden in the process.

Spinning in the hazardous Energol corner McPhee handi-capped himself severely by losing almost a lap before returning to the race. This cost him a possible class win, as although in the closing stages of the event he was able to repass Robinson it was Porter (Holden) who took class honours.

As the race progressed Beechey extended his small lead to a comfortable advantage as the Jaguar slowed with failing oil pressure and clutch slip. The Impala continued its roaring progress with the nose high in the air during the terrific acceleration and dipping sharply at gear change points.

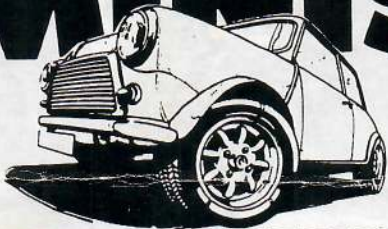
Both leaders lapped the third man Bill Burns and the Geoghegan Jaguar finished some 22 seconds in arrears to Beechey. Nevertheless the Jaguar's damaged front mudguard and headlight bore mute testimony to the car's distance from the Impala's rear bumper in the earlier stages of the event.



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