

# Action-Line

Newsletter of the Appendix J Association of NSW Inc.

March 1995

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**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

A RED   MEANS YOU ARE NOT FINANCIAL AND THIS WILL BE THE LAST ACTIONLINE YOU WILL RECEIVE UNTIL YOU HAVE RENEWED YOUR MEMBERSHIP

## PRESIDENT'S REPORT

Has Group N finally moved forward from the 60s? Our cars are the same, and of the racing at Amaroo is anything to go by, the racing is as good as ever. It would appear however, that the administration may have finally moved into the 90s.

Last year this club initiated talks that resulted in the formation of an Historic Touring Car Association of Australia (HTCAA) The first objective of this association was to unite the Group N clubs from around Australia and work together to promote Group N racing in Australia. The first meeting towards this end was held in November 1994, with representatives of all State clubs in attendance.

In the few short months since the formation of the HTCAA we believe we achieved a great deal.

Firstly we lobbied the Historic Car Commission to accept a formal representative (Bob Cracknell) of Group N to take a seat on this restructured committee. Secondly the HTCAA was instrumental in securing permission for the display of windscreen signage on our cars at the AGP. Considering that this signage was a prerequisite to our participation in this event, this was no small effort.

To achieve this permission, the cobined experience of Tom Amos and Bill Meeke was needed. Negotiations were undertaken with David Tate and Ed Ritchie from the CAMS executive. We all owe both Tom and Bill our grateful thanks for the many hours of hard work and dedication that went into achieving such a positive result.

Perhaps you can now see why I believe the future for Group N looks very promising, with some exciting events coming up.

We are in the middle of finalising a deal to run at the three truck meetings at Oran Park. These meetings would form a series with trophies and prizes for both the outright winners and classes as well.

Unfortunately, the Street Sedan Club has withdrawn from running race meetings this year, but the NSW Road Racing Club has picked up one of their meetings and is negotiating on the other.

A few improvements have been made to the

Wakefield Park circuit. Some of the corners going up the hill have been straightened and the track has been widened in a few places so it looks like we'll have to learn this circuit all over again.

Being the last year Adelaide hosts the AGP, this meeting will no doubt be history making. What better way to finish your racing year. Invitations will go to those competitors who support the club's activities throughout the year.

I look forward to seeing you at the track.

Chris Dubois

## EDITORIAL

Over the past few years noise, in a sense noise pollution, has become a topic for discussion in motor racing circles.

It seems that what we perceive to be acceptable or unacceptable noise is not the issue. "Noise" is measured by a metre, a noise metre, and the resultant measurement is expressed in decibels. I have tried to find out what it all means but it's hard to make sense of it!

Noise is OK up to 25 decibels at home, or 35 decibels in public buildings, but aircraft over Sydney's inner west provide 100 + decibels, yet we survive with 60, 80, up to 130 comings and goings per hour for 14 hours or more on every day of the year.

The RTA handles noise regulations in an interesting way. The largest trucks are permitted to be more than six times noisier than cars, and trucks contribute about half the noise energy from traffic, even though they number less than 10% of vehicles on the road.

According to the Table of Noise Limits for Trucks and Buses in NSW the noise limit for a diesel truck of less than 3.5 tonnes GVM made before 1/7/1980 is 101 decibels. If this vehicle has a horizontal (Rather than vertical) exhaust, add 4 decibels to this limit to allow for reflection of noise from the ground and the body of the vehicle, making a limit of 105 decibels. The largest noisiest truck is permitted to emit 109 decibels in traffic.

The 1995 revised CAMS manual states the maximum noise emission permitted as 96 decibels under Appendix G 1995 Australia Rally Championship Regs (Part 2) and 95 decibels (measured at 30 metres distance) for off-road cars. For race cars 1st-5th category, including trucks, CAMS makes this offer. "In order to assist competitors, after each practice and qualifying session, drivers of cars which record sound levels between 93 and 95 decibels must be advised of that by the organisers" The same goes for

Superkarts, but whereas race cars recording in excess of 95 decibels "at any time may be removed from the circuit" noisy Superkarts **must** be removed from the circuit.

Which brings me back to my original point. Why are racing cars regulated more strictly for noise pollution than road vehicles? Surely, CAMS could agree with the RTA on what constitutes unacceptable noise - after all noise is not a perception, it's a measured fact!

Bill Coote

## Winds of Change

### .....Historic Touring Car classes unite

With all the recent restructuring stories around, CAMS and the Jane Settlement, and most important of all, the restructuring of the 5th Category and the emergence of the Historic Car Commission, comes news of a change in the way Group N have improved their modus operandi.

Recent Touring Car rumblings has been brought to a head by the contretemps over race sponsorship signage on windscreens at the AGP. Various people around Australia were mighty upset and the NSW Appendix J Association sent a rocket through CAMS in the form of a letter which sought to question the constitutional right of the H.C.C. to prevent such things from occurring. CAMS had to admit that the H.C.C. was an advisory body and there was perhaps a case to look into with regard to the power of its far reaching decisions such as the AGP.

As a result of that dissatisfaction, the formation of a new Committee was suggested. Running parallel to, but separate from the existing H.C.C., and reporting directly to the H.C.C., the new committee was to be known as "The Historic Touring Car Committee". It was suggested that it be comprised of elected representatives from each of the five Group N clubs throughout Australia.

Initially, response to this suggestion by CAMS was positive, but after the H.C.C. meeting, at which the proposal was considered, the proposal was considered, the proposal had been watered down and a suggestion made that compromise and compatibility with the H.C.C. restructure would be a more desirable option.

So began negotiations which are, at the time of writing, still going on.

By mid-November, the five Touring Car clubs, seeing time slipping by, and wanting to have a fairer and more democratic way of administering their sport, chose to get together at a meeting at

Melbourne Airport on 16th November to make some decisions about the Committee.

Present were Jack Lacey (Qld), Chris Dubois (NSW), Wayne Thompson (Vic), John Virgo (SA), and Jim Runciman (WA), with Bob Cracknell (Vic) acting as Secretary.

In preliminary discussions with John Dawson-Damer, the present Chariman of the H.C.C., key Group N members have been assured that representation on the H.C.C. for Group N will be more in keeping with the size of the category. At last it appears that group N will be given appropriate representation. On the previous H.C.C., representation for Group N was virtually non-existent, and it did not reflect well that the largest group in the 5th Category was having all its decisions made for it. Given that this assurance was met, the decision was made to form a nationally representative body to be known as the Historic Touring Car Association, comprising elected representatives of all the key clubs racing group N in Australia. The committee would meet as required, initially twice a year, and would be funded by the clubs themselves. A form of proportional representation based on the number of Log Books holders was adopted.

The H.T.C.A.A. would be the prime contact point with CAMS and the H.C.C. on all matters of significance, and CAMS has been requested to refer all matters raised by individuals back to the H.T.C.A.A. for recommendation and consideration. The formation of the committee was seen as a positive step to establishing a national identity.

It has been expressed that the values and needs of the Touring Car Historics are different from the normal Historic competitor. Touring cars are now the largest group in the 5th Category classes and with the advent of Group Na and Nc are poised to get even bigger. The Group is different from its other 5th Category classes insofar as its widespread popularity results in group participation in open and non-Historic meetings, and notably at some of the nation's most important events. Purely Historic classes race only at Historic meetings and club meetings and therefore could be said to have a narrower frame of reference in terms of overall competition. It is hoped that the formation of the H.T.C.A.A. can foster the emergence of the new Group Na and Nc and provide due consideration to the involvement of Historic Touring cars at all levels of the sport. In this regard the participation in major "gala" events, such as the AGP, is viewed as highly desirable.

Bob Asher (reprinted from The Oily Rag, Jan - March 1995)

## MALLALA IS ON!

Dear Members,

The Group N drivers of South Australia require your presence at Mallala raceway on the Anzac weekend April 22/23 1995. We need Minis, EH Holdens, Aglias, Bellets, Valiants, V8s, Cortinas etc.

To encourage you to make the trip we are proposing the following

1. Trophies - plenty of them
2. Beer - More than you can drink
3. Girls - 2 per driver (Penthouse Models)
4. Accommodation - Suites with twin spa baths, tennis courts etc
5. Garaging - Enclosed garages at track
6. Entertainment - BBQ at John Virgo's mansion
7. Racing - Min 4 races plus practice
8. A trip thru the Barossa Valley for those game enough

As we expect to be oversubscribed for this meeting you should notify us of your availability ASAP.

Regards Alan Heath

Alan Heath Tel 08 389 1365 (hm) 018 80 2228 (Wk)  
John Virgo Fax 08 281 3422

*(You've lost me on 2 and 3 Alan! Doesn't sound like the race meeting I enjoyed last year, more like a boozy boy's week-end so forget it! But for those interested entry forms should be out soon and if you don't receive one, call John Virgo. Lyndal C)*

### MIKE DYER

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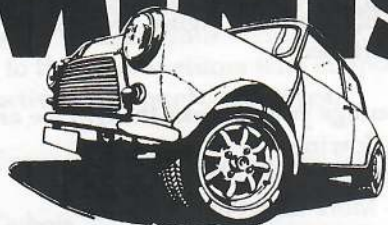
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## 1995 CALENDAR

March 11/12	Historic	Phillip Island
March 26	NSWRRRC	Oran Park Sth
April 9	ARDC Club	Amaroo
April 29/30	Open Truck	Oran Park
May 21	NSWRRRC Club	Oran Park Sth
May 27/28	Historic	Winton
June 10/11	Open Truck	Oran Park
June 25	ARDC Club	Amaroo
July 2	NSWRRRC club	Oran Park
July 8/9	Historic	Lakeside
July 16	"Tin Top Day"	Wakefield Park
July 30	ARDC club	Amaroo
August 13	NSWRRRC	Oran Park GP
August 14-23	Sydney Classic Rally	
	Enquiries: 02 555 1818	
September 16/17	HSRCA Historic	Eastern Creek
October 5/6	Tooheys 1000	Bathurst (unconfirmed)
October 21/22	Open truck	Oran Park
November 11	Adelaide Grand Prix	
November 25/26	Historic	Wakefield Park

## POINTSCORE TO DATE

After Amaroo, the pointscore stands as follows for both the Drivers Championship and the Appendix J Cup

<b>DIV 1</b>		<b>DIV 2</b>	
B Asher	18	P Powell	18
G Neal	15	C Dubois	14
D Beveridge	13	G Hart	14
T Amos	10	A Wick	13
		G Hill	7
		B Peters	7
		K Brigden	7
		B Callan	6
		L Cowan	5
		J Ward	1

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