

ACTION-LINE



MONTHLY BULLETIN OF THE

NSW

Appendix

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"ACTION - LINE"

Monthly Newsletter of the APPENDIX J ASSOCIATION OF NSW

NOVEMBER 1992

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PRESIDENT	TOM AMOS	264-9640	580-4877
VICE PRESIDENT	BRETT REEVES	982 6816	913 3005
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	SYD GREVETT	018-217831	973-1449
PUBLIC RELATIONS	PETER HERIOT	550 9022	569 5084

CORRESPONDENCE:

5 TELL CLOSE, ABBOTSBURY NSW 2176

MAGAZINE CONTRIBUTIONS:

75 LANSDOWNE CRESCENT, OATLEY 2223

Fax: 264 986812

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.

EDITORIAL etc.

The 1992 Presentation Night and social evening was again a great success with over 100 guests in the superb setting of the Canterbury Race Course Function Centre. The evening saw the presentation of trophies for the 1992 series events along with some special tributes to those who have especially assisted the Association during the last year.

The Association honoured the ARDC for its assistance during the year, the Donahers for the Tristate Series, Gary O'Brien as Journalist and Peter Sugden for his selfless assistance to other competitors. The dancing went on until after midnight the 1993 Championship has now begun. I would like to thank all those who made the evening the success it was and in particular Anne and Ray Bailey, Julie, Brett, Chris Wilson and especially Syd Grevett and his team for the great work on the trophies and the coordination of all the awards.

Moving into 1993 the Association is again looking at setting an early calendar and identifying a range of events that will both appeal to the members and provide a balance of racing venues. Currently the Association is negotiating for a number of starts and will again seek to package our racing so that we have full grids and entertaining races. If you have a view on which venues and why, let me know before the December Committee meeting.

We have a new committee for 1993 and I would like to welcome the new faces of Chris Dubois and Peter Heriot to the committee and thank Chris Wilson and Bill and Lyndal Coote who have stepped down. The challenge this year will be to consolidate our racing events and promote the Association as one of the best ways to enter motorsport.

On a final note, the ARDC elections are upon us again and two active members, Greg Toepfer, a current ARDC Director and Syd Grevett are both standing. The ARDC is a great club and the Association wishes both our members good luck in the ballot.

Regards,
Tom Amos

I do apologise most sincerely to Lloyd for not including this comprehensive report in last month's 'Action Line'. Lloyd was guilty of a most amazing sin... getting his report in too EARLY (it got buried)!!! Sorry, Lloyd. Julie Amos

**TREASURER'S REPORT
1991/92 FINANCIAL YEAR**

	90/91 \$	91/92 \$
Opening Balance	4974.13	7731.24
Income	12361.36	11205.65
Total Income	17335.49	18936.89
Expenditure	9604.25	10520.05
Closing Balance	7731.24	8416.84
Surplus	2757.11	685.68
 INCOME		
Opening Balance	4974.13	7731.24
Membership	3503.00	3944.00
Magazine Advertisement	535.00	305.00
Sponsorship	3450.00	739.00
T-Shirts	0.00	465.00
Raffles:- Club	383.00	524.65
Beer	0.00	1573.00
Presentation Night	0.00	3505.00
Cash on Hand/Bank Interest	280.36	150.00
Warwick Farm Day	4210.00	0.00
Totals	17335.49	11205.65
 EXPENDITURE		
Social	2863.00	4617.05
Trophies	3858.00	1854.14
T-shirts	0.00	1511.25
Magazine	940.00	1043.21
Postage	500.00	368.50
CAMS	680.00	477.00
Insurance	305.00	338.56
Meeting Expenditure	154.25	305.00
Bank Charges	24.00	5.23
Advertising	145.00	0.00
Totals	9604.25	10520.05

Due to the tight conditions of the economic climate, I think the club traded reasonably well although our surplus was down. The club substituted expenses in a number of areas. One area was "T-shirts" where sales were very poor although we still hold stock; returns for the investment are BAD. Maybe plain "T-shirts" instead of "up-market" dress shirts might be a better investment next time.

I would like to thank BRETT REEVES for his chasing of sponsors for race meetings. This has enabled the club to keep that cost down. LYNDAL & BILL COOTE for their running of club raffles. ROSCO for his social days and the members for supporting these activities. To all the committee and club members, thank you for another good year. If you have any questions regarding this report, please ask.

VICE PRESIDENT'S REPORT

I'd like to start by thanking the members for electing me to the Vice President's position. I'm sure that the next twelve months will bring some great racing for Appendix J.

The racing should be closer than ever because our new tyre rule of 60% minimum aspect ratio, road based tyre, is looking 99% official from January 1993. If our information is correct, it will be in the new CAMS Manual next year. We should be informed by CAMS by the next meeting - on 4 November 1992.

It is also time for us to set our racing calendar for the next 12 months, so please come along to the meeting so you can tell us what races you would prefer to go to.

Last year, I thought that the calendar was very well put together, as it achieved everything it set out to do, ie our entries were back to the levels of 88-89. The split of races at different tracks worked well with:

- 5 races at Oran Park: 2 open meetings, 3 club meetings
- 6 races at Amaroo Park: 4 open meetings, 2 club meetings
- 3 races at Eastern Creek: 1 open, 1 Historic and 1 club.

These 14 races made up the pointscore for the year. Plus we had several invitation races that did not count in the pointscore. So if you did not like the split last year, speak up at the next meeting before the new calendar is set.

I feel that with the new tyre rule and a similar type calendar, the fields will grow to full grids very quickly, with closer racing and our lap times will still keep improving with a few suspension changes to suit the new road based tyre. Also with the road based tyres, we should be able to do some great tyre deals. As our many varied cars would be a great marketing tool for any tyre company.

I hope everyone who went to Bathurst had as good a time as I did. The ARDC really went out of its way to look after us. The entry fee was more than fair with tent and 5 passes and trophies supplied and some great TV coverage. I am sure we'd all like to thank GREG TOEPFER, ROB INGRAM & TOM AMOS for all their work in getting us to Bathurst.

The truck meeting at Oran Park, was a "smashing success", but I'm sure it was just the weather and the diesel on the track that caused a few mishaps, but the crowd sure like it and the promoter seemed more than happy.

Regards,
Brett Reeves

SECRETARY'S REPORT

Excerpts from minutes of the Annual General Meeting held
5 October 1992

Meeting opened 8.40pm.

President's Report:

Tom will write to the ARDC thanking them for Bathurst.

Treasurer's Report:

The current balance is \$8,416.

Competition Report:

- Bathurst at Easter not confirmed.
- Historic event proposed in New Zealand in 1993 with transport, accommodation provided. There will be further discussion.
- Racing at the Macau Grand Prix is also under discussion.

Eligibility:

- Congratulations to all competitors who went to Eastern Creek as all cars were 100%
- Names on windscreens were logged at Bathurst.
- Answer from CAMS re tyres expected in November.

Public Relations:

Tooheys have been approached for 1000 cans.

CAMS Report:

Manly Warringah Sporting Car Club will submit the following motion at the State Council meeting on 9 October: "That CAMS administration seek noise restriction exemption nationally for all motor sport conducted at licensed motor sport venues."

1000 CANS OF BEER RAFFLE was drawn · won by Tom Amos.

General Business:

- R McKenzie thanked Rod Eime for photos of Bathurst.
- R Asher thought the Eastern Creek trophies were poor: no class trophies, only outright. T Amos/R Ingram will follow up, however this was in the supp regs for this meeting.
- B & L Coote will write a letter to TAFE thanking them for their efforts at Bathurst.

Meeting closed 9.35pm.

Chris Dubois

RESULTS

AUSTIN TRUCK RACING CH'SHIPS, ORAN PARK 17/18 OCTOBER

Trophy Prelim Last			Fastest lap (Trophy race)		
1	DNF	2	R Donnelley	Mustang	56.61
2	2	DNF	B Pearson	L Cortina	56.75
3	1	DNS	M Donaher	Mustang	58.52
4	5	5	C Tilley	Valiant S	57.96
5	4	DNF	J Tilley	Valiant AD5	58.70
6	DNF	3	B Tilley	Barracuda	61.17
7	8	7	M Pedersen	Valiant RV-1	60.73
8	DNF	10	S Grevett	EH	60.89
9	3	1	R Tweedie	Falcon Sprint	58.06
10	11	9	R Bailey	EH	60.23
11	6	6	B Stewart	EH	57.73
12	12	11	T Hutchins	EH	61.62
13	14	13	G Smart	Cortina GT	62.74
14	17	15	A Barrow	FJ	62.97
15	15	4	L Donaher	Iso Rivolta	60.64
16	16	14	B Brown	Cooper S	64.35
17	13	DNF	A Wick	Cortina GT	71.93
18	DNS	DNS	D Beveridge	Cooper S	97.35
DNF	7	12	M Dyer	EH	71.93
DNF	DNF	8	B Reeves	EH	60.17
DNF	9	DNF	S Williams	EH	73.09
DNF	10	DNS	G Pallister	Cooper S	90.85

YOKOHAMA CUP 1992

Compiled by Syd Grevett

After fourteen rounds:

D Beveridge	159
M Powell	62
C Dubois	150
M Powell	86
P Powell	60
M Dyer	51
D Truelove	41
F Dartell	29
A Sutherland	28
T Amos	26
F Binding	24
L Coote	23
B Asher	20
B Coote	20
B Stewart	20
T Thompson	18
G Hart	16
R Owers	15
S Butchart	13
V Vujadinovich	13
G Pallister	10
R McKenzie	6
B Reeves	5

ARDC

ELECTIONS

Those of you who are members of the ARDC are asked to support GREG TOEPFER and SYD GREVETT in the elections which are now in progress.

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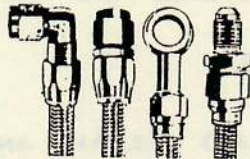
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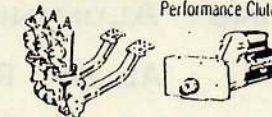
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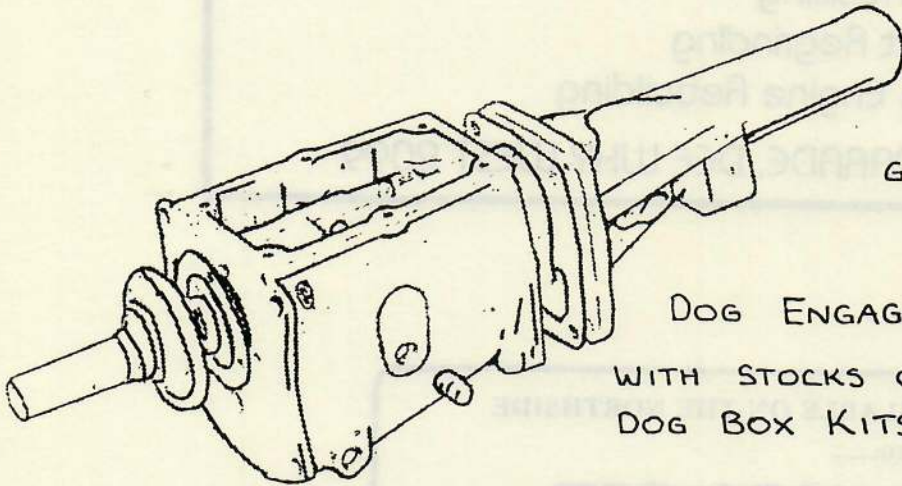
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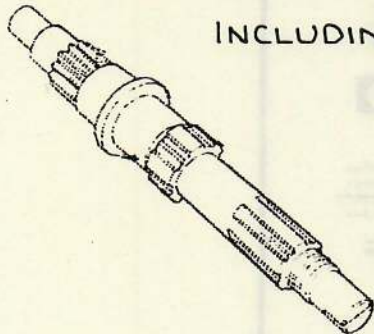
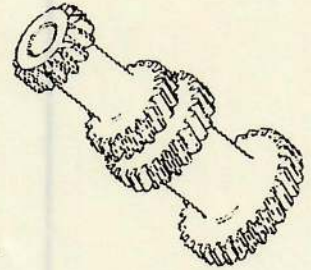
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1992 DRIVER'S CHAMPIONSHIP & APPENDIX J CUP

Compiled by Syd Grevett

Rd 1 16 November, Oran Park	Rd 2 8 December, Amaroo
Rd 3 26 January, Amaroo	Rd 4 23 Feb, Amaroo
Rd 5 29 March, Amaroo	Rd 6 5 April, Oran Park
Rd 7 10 May, Amaroo	Rd 8 12 July, Oran Park
Rd 9 19 July, Amaroo	Rd 10 2 Aug, Eastern Creek
Rd 11 23 Aug, Amaroo	Rd 12 30 Aug, Oran Park
Rd 13 13 Sep, Eastern Creek	Rd 14 18 Oct, Oran Park

Division 1

R Tweedie	113
B Pearson	103
R Donnelley	90
D Beveridge	69
M Dyer	63
J Tilley	59
D Stewart	52
C Tilley	50
F Dartell	47
P Heriot	46
V Vujadinovich	45
B Stewart	44
G Toepfer	39
T Amos	35
M Donaher	32
L Donaher	32
M Kelly	30
F Binding	23
S Williams	24
B Asher	22
D Truelove	22
R McKenzie	19
B Tilley	19
B Visser	18
D O'Brien	16
G Pallister	15
T Ward	14
S Butchart	13
T Hutchins	12
R Muller	11
L Cleaver	11
S Travica	8
S Grevett	8
B Reeves	6
L Dive	4
R Bailey	1

Division 2

C Dubois	162
M Pederson	88
P Powell	84
M Powell	73
A Wick	53
A Sutherland	37
G Hart	30
B Coote	29
P Corner	29
K Brigden	27
L Coote	27
R Gouttman	24
L Walker	20
R Owers	19
G Smart	19
T Thompson	18
B Brown	18
A Barrow	12
R Wells	8
R Stanford	7
K Ballantyne	6
P Molesworth	5
J Hodges	4

EPISTLE ACCORDING TO JACK LACEY

An account of his Phillip Island experience sent to the editor by little known Queensland driver, Jack Lacey...

PART 4

RACE 2

The best part had to be the warm up. Tweedie and me are on the front row but they let Mann go out ahead of us to do a couple of extra warm up laps 'cos he needed to bed in a fresh set of tyres!! While he was out there they made Tweedie park in an oil spill bigger than Skases's free form pool at Port Douglas for a good ten minutes and let us well and truly overheat our engines!

While we're sitting on the dummy grid one of the grid marshals walked away from Mann's car leant on mine and spoke to the tower on his 2 way "...don't Black Flag Mr Mann in this race if he's blowing smoke - his engine's a bit tired..." (Talk about co-operative officials!)

When Tweedie and I lead off from the dummy grid I got a good look at him. I guess he musta been to Kentucky Duck right before the race 'cos he was spitting chips straight thru that moustache of his that looks like a fox terrier's arsehole. By the time we got to turn 7 we were creeping 'long side by side like the aces we are and could look right across to the start line.

Yep, sure enough, there's John Mann doing a continuous series of burnouts to warm up his tyres (another circuit in Australia you'd get life for this; but not here!) I look across at Tweedie and we both just shook our heads and shrugged our shoulders.

I got Morrie to agree to me using 6500 this time and was a big improvement. I was only 5th into the 1st corner this time. Had a terrific battle with Laurie but he was much better at closing the gate into turn 4 and beat me over the line by 0.18 of a second.

RACE 3

This was a three lap handicap. I didn't reckon we stood much chance 'cos they'd given the grey motor Holdens two laps start and the fella in front had the checkered flag mounted on his bumper before we started!

Tweedie didn't start in it. (I think he was in the middle of a Stewards Meeting over his protest).

I used 8000 and finally got some real grip. (Morrie: he must be kidding you still couldn't see his face in the cabin for two laps - thats how much tyre smoke got into the car).

continues over...

Lacey's epistle continues....

Poor old Donaher broke his gearbox as I went down the outside of him into Turn 4 and the Sprint was flyin', then Mann called it quits and went home to contemplate his navel.

At the end of the main straight on lap two and Uncle Don musta tossed in the towel too 'cos he backed off on the way into the sweeper. Faaark! no wonder he backed off, McKewns Lotus' sump fell off - I never seen so many dead Lotus Cortinas doing 360's. This is real good fun, a genuine 130mph, 4 wheel drift, wavin' to the spectators (I hope this oil slick doesn't extend all the way to Wilson's Promontory!) That Ingram must be chicken - grown men are not supposed to cry in public. (Ingram: He looked like a rudderless aircraft carrier coming at me and had ducked down below the dash - missed me by pure fluke and then gave me the two-up!)

Best race of the weekend, must have come close to winning!!
(placed 15th!!!)

I woke up with a awful hangover just south of Goondawindi. Some young copper wanted to book us for doing more than 85kph towing a loaded trailer! I got him to show us the rule book and it said "...if weight exceeds 750 kilo..." I explained to him that she was all fibreglass and where was the nearest weighbridge? When he asked to see the vehicle's compliance plate I knew we had him. Steelie started laughin' at this point too. I said to the copper: How old are ya son? Nineteen, eh. I gotta tell ya that this car is 28 years old and they hadn't thort of compliance plates then - now fuck-off before we get real serious. Next thing he asked if we'd like an escort across the border to save any more trouble!!

A white lightning with a Chevy Nova right up its bum went past us at this point - musta been doing a cool 175kph, blowin' little puffs of black smoke, yep, Uncle Don.

Looking forward to going back there again someday.
(Billy: I never seen such a sucker for punishment).

- - THE END - -

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CHRISTMAS PICNIC

Sunday 13 December
10am

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a present for each child you bring
&
drinks (some may be available there - see ROSCO!)

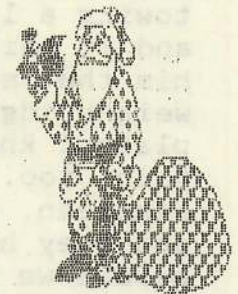
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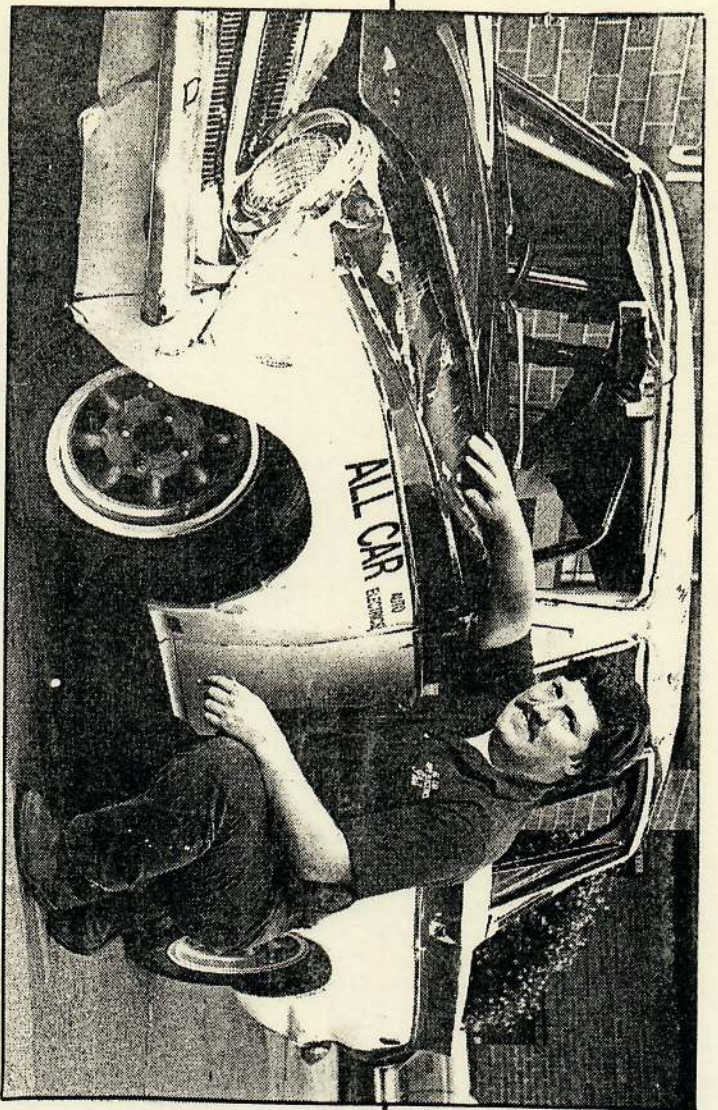
PLEASE RSVP (for catering):
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ASSOCIATION CALENDAR

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

NOVEMBER	3	General Meeting
	9	Committee Meeting
	21	Oran Park, NSWRC Restricted day/night
DECEMBER	5-6	Amaroo, SSRA Restricted
	13	Christmas Picnic



Phil Powell and what remains of his 1964 Corina after the spectacular Tooheys 1000 crash

Phil bows out

The Mt Panorama debut of motor racing enthusiast Phil Powell last weekend is something he will never forget.

And his spectacular exit from the support race to the Tooheys 1000 is likely to stick in the minds of millions of television viewers.

Powell, from Church Point, was the driver who looked in serious trouble as he rolled his 1964 Corina at the top of the mountain. The car somersaulted three times before hitting a wall and bouncing back on the track.

Powell climbed out of the car and promptly bowed to the crowd, causing a comment from race commentator Doug Mulray that he had a great sense of occasion.

Powell said he was shocked but

by LEANNINE WEST

could not help reacting to the crowd.

"I can remember grabbing hold of the wheel for grim death and seeing my whole life flashing before me," he said.

"The crowd was going wild about the crash, so I just decided to bow."

Powell, 32, had been trying to catch up with the Corina being driven by his third-placed brother Mark when the accident happened.

A BMW came up from behind and when Powell moved over to let it slip past, it forced him towards the edge of the track.

The Corina struck sand before it

flipped, the crash leaving it fit only for spare parts.

"I'll have to get another car for next year," Powell said.

"The only panel that survived without damage was the boot lid.

"The roll cage is all bent, but it worked very well. I'm feeling very lucky because I came out of it with only a sore neck and bruising."

While Powell's brother Mark finished third in the 1300-1600cc class, the Brookvale-based Tilley brothers made an impact in the bigger class.

The Tilley's prepared five of the first seven cars in the class at their Brookvale workshop, with Jason finishing third in an AP5 Valiant, Cameron fourth in an S model Valiant and Brad sixth in a Plymouth Barracuda.



RODERICK EIME

(Trading as MONOLITH MANAGEMENT)

Motorsport Photographer

Photojournalist.

PO Box
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NSW

AUSTL

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October 1

HERE WE GO AGAIN!

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

(02) 740 6199.

A fax service is a tatched, and is operational now. The number is

(02) 740 6591.

Thanks for your patience.

Your photographer

RE

Rod Eime.



Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author. Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author.

Prill paws out

Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author. Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author.

The author, who is a well-known journalist, is seen here in a photo. He is wearing a suit and tie, and is looking at the camera. The photo was taken by the author. Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author.

Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author. Prill, 51, is seen here at the wheel of her car. She is wearing her new sunglasses, which she says are the best she has ever worn. The photo was taken by the author.

BY LEMMA WELSH



RODERICK EIMS
 Photojournalist
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October

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