



top *gear*

DECEMBER, 1989



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NEWSLETTER OF THE THOROUGHBRED SPORTS CAR CLUB



OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia".

"To help and advance thoroughbred sports car owners and ownership".

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road".

GENERAL MEETINGS OF THE CLUB

The General Meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Ryde RSL Club, 724 Victoria Road, RYDE

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thoroughbred sports car club

Secretary: Penny Creighton, 43 Spencer Street, Killara NSW 2071 Tel: 499 2102

Monthly Meetings

Date: 2nd Wednesday each month 7.45pm

Location: Ryde RSL Club, 724 Victoria Road, Ryde.

1989 Committee

President	Adrian Walker	(h) 477 4299 (w) 411 1055
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Hi members,

Well here we are once again at the end of another year. Please tell me where it has gone, Xmas just 4 weeks away really is hard to believe.

Anyway I must get on with it and say we have had a good year competition and socially, for the ones that have joined in on these occasions. I would like to say thank you to everyone who has contributed an article over the year, and a naughty naughty to the ones that have let it slip by, never mind I realise everyone is busy and these things seem very minor at the time but they do help add to the news in our magazine for the people who can't make it to an event. My thanks to everyone anyway.

I would also like to take this opportunity of saying congratulations to our new committee, and of course a big congratulations to all our trophy winners for the year who will be toasted well I am sure on Saturday the 2nd of December at our Xmas Dinner.

I would also like to say bye for now as your Editor and welcome Penny Creighton to the chair, I trust everyone will co-operate with Penny and I am sure you will be rewarded with a top Top Gear mag for the coming year. All the best Penny.

Hope to see you all still on the second Wednesday each month.

Merry Xmas and a wonderful New Year to everybody.

Val MacDonald
Editor



presidents prose

PRESIDENTS REPORT - NOV/DEC 1989

Well it doesn't seem so long ago that the year was just getting under way, however Christmas is coming up quite fast currently and looking back on our Calender for the year we have had some very interesting events indeed.

The Golf day at Castle Hill Country Club proved to be a real hit with members and quite a number of us staggered out onto the green at the crack of dawn an astonishing number of golfing gurus emerged from the ranks of our friends in the club and everybody certainly enjoyed that particular day, particularly the exercise.

The Breakfast Run in September was quite enjoyable, consisting of an early morning run down the Calga Road to Gosford and breakfast and tennis in the picturesque Greenpoint-Kincumber area with a nice lunch at Kincumber Hotel as well.

During the period we also had a number of Competition events at Oran Park and Amaroo Park and our annual primo sporting event, the TSCC Hillclimb at Amaroo Park, which proved a major success for the club and a beautiful sunny day for us as well.

Some fortunate people in the club have organised to go down to Adelaide for the Australian Grand Prix to see Australia's No 1 Motor Sport event first hand, so those of us unable to attend are welcome at my place for a barbeque on that same day, where can watch the odd television set around the pool deck and console ourselves by having a few ales lying out in the sun while watching the Grand Prix.

Coming events include our Gymkhana/Picnic Day and our Annual TSCC Display and Barbeque day at the Rozelle Hospital oval. This is always one of our primo events of the year where everybody brings out there classic & sports cars puts them on display and this year we have also invited the Aston Martin and the Lancia Sport contingent to join us, some of whom are now members of our club in a dual membership arrangement.

Early December Saturday 2nd we have our annual Club Christmas Party/Trophy Night at Carlingford Bowling Club and it is always something to look forward to, last year I recall we had a great time with quite a large attendance and nobody wanted to go home.

Our schedule of Activities at monthly Club Meetings came up with some surprises, recently a talk by world famous gear box expert who proved to be a very interesting character indeed, and also some travelogue films about New Guinea and previously we had the Technical Director of Valvoline to give us a talk on oils.

Our next Club Meeting on November 22nd is Annual General Meeting. For the February Meeting Feb 14 we have organised an expert from Yokohama to give us a talk about technical aspects of road and racing tyres, which should prove interesting as they seem to have the edge in technology in this area today.

This is probably the last Magazine prior to Christmas so I take this opportunity of acknowledging the marvelous job Committee members are doing - Val Taylor on the Magazine; Penny Creighton as Secretary ; John burton as Treasurer; Ray & Margaret Ross on the Social side (hope you get well soon Margaret); Vic Andrews on the Competition side; Lester Gough as VP; and other Committee members. A strong and interested Committee is at the heart of what makes a Club successful and I think we are fortunate to have that in TSCC.

Wishing everybody a Merry Christmas and a Happy New Year and look forward to seeing you in association with Club events - special thanks to members for the excellent effort put in to make it a successful year for the Club, and I am sure we will continue to enjoy the social and technical aspects of thoroughbred & sportscar ownership together as we have done in past years.

Adrian Walker
TSCC President



"It's all right, dear - I didn't forget to turn the engine off after all . . .!"

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COMPETITION REPORT - AMAROO PARK - JULY 30TH 1989

The weather was not brilliant, a bit cold and overcast but it was not raining as we headed out towards the circuit.

Upon arrival we could see the circuit was fairly dry, and although it was cold the occasional glimpse of sunshine did show through during the course of the morning.

The event run by ARDC also incorporated two CAMS license sessions of half hour in the morning and half hour in the afternoon which held up proceedings somewhat, however the Super Sprint event entries were limited to 40 to cater for this.

TSCC people generally did reasonably well in the morning session and as the times & results below indicate.

* Gary Mac Donald	Starion Turbo	-	63.52	1st in class
* Adrian Walker	Jaguar MKII	-	66.12	
* Don Mac Donald	Starion Turbo	-	63.38	2nd in class
* Bruce Kennedy	Bolwell Nagari	-	72.68	
* Greg Read	Toyota Celica V8	-	64.54	3rd in class
* Jan 'ad	Toyota Celica V8	-	83.12	
* John Burton	Robin Clubman	-	57.16	1st in Class
* Ray Ross	Formula Ford	-	62.88	2nd in Class
* Vic Andrews	Viper Rotary	-	62.16	2nd in Class

New club members Greg and Jan Read enjoyed taking it in turns to put the Toyota Celica Rover V8 Sports Sedan through its paces, and the "MacDonalds" had the usual battle when they share a vehicle, this time running in different classes. Bruce Kennedy took the magnificent looking red Bolwell sports out for a run and our "open wheeler" group 4 contingent battled it out in various engine size classes with some fairly impressive lap times.

Just as the afternoon CAMS license session was finishing and it was our turn again it began to rain with very fine spots. This continued right through the afternoon and took the edge of all the times from there on, and in the course of the day resulted in quite a number of 'nasty excursions' at various points on the circuit which held up proceedings considerably at times. Accordingly a number of people headed for home before the event had fully finished ... still it was good from a tyrewear viewpoint.

Overall it was a reasonable day and although my times were over second off my AMAROO best, which I put down to track temperature and the very dismal cold conditions, however I was pleased to be fairly competitive against several of the V8 Commodores which turned up for the event.

Adrian Walker

BREAKFAST RUN - GREEN POINT - SEPTEMBER 10 1989

We woke around the crack of dawn, pulled on a few clothes and headed down towards the assembly point, stomachs rumbling without breakfast, and drove to the car park of the Mount Colah Pizza Hut on the Pacific Highway.

Gradually all those departing arrived and we took off in convoy with the blue Mustang of club President Adrian Walker leading the pack towards the Old Calga Road.

The drive was in fact quite beautiful with the early morning sun coming through the trees, the twisting turns down through that area onto the approaches to the Old Hawkesbury Bridge crossing, and up the other side and along the road to Gosford.

After going through Gosford around a very picturesque bay/harbour setting which was magnificent in the sunlight with the yachts on the water etc we headed off on the road to Avoca Beach towards Green Point. After a short time we pulled into the driveway of the extremely picturesque Kincumber House which has a little gravel drive heading through a beautifully planted garden over a wooden bridge which headed around past the main building into a visitors carpark.

We all made our way inside and settled down to a leisurely breakfast of cereal, eggs and bacon, toast, coffee and had a great time chatting with other members, visitors etc.

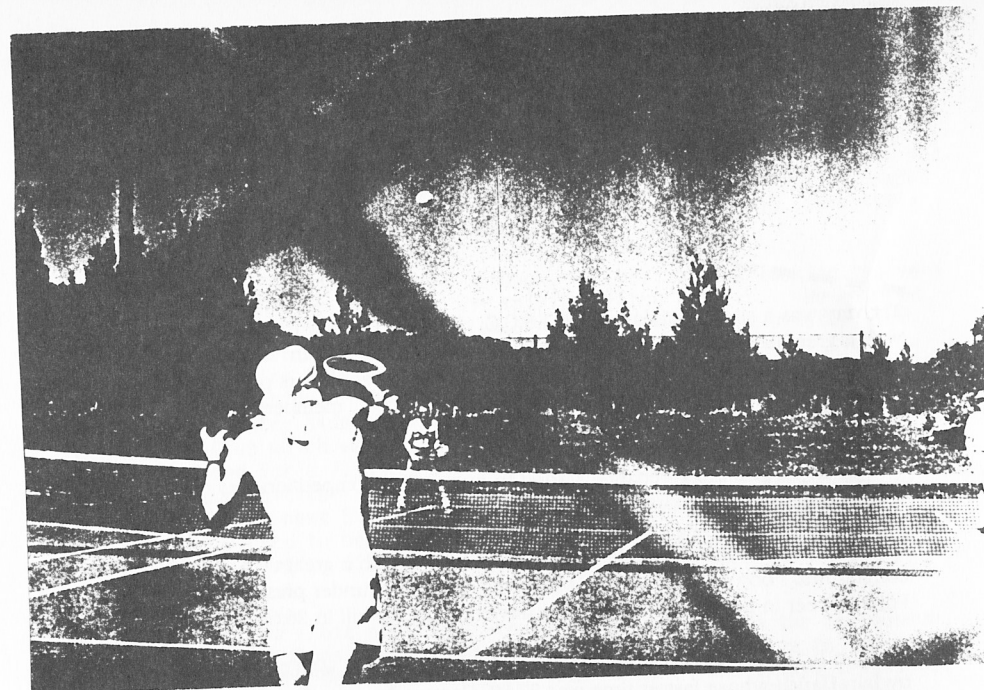
Later we headed out towards Avoca through Kincumber, and pulled into the Kincumber Hotel where there is a magnificent setup of three tennis courts which we had booked for the morning. The sun was shining beautifully at the time and it was quite warm and we all had a few games of tennis which was thoroughly enjoyed.

In fact, Lester Gough and Grant Lidell had a great game of tennis after stripping of some extraneous clothing which was captured on film (-- the Mens Singles at the French Foreign Legion ? see picture) and a overall a great time was had by everybody.

When we were all quite exhausted playing tennis we wandered down to the hotel bistro bar area and after waiting for what must be the NSW's longest bar service we finally got some drinks and sat out in the courtyard and relaxed. This was followed by a lovely bistro lunch which went on for quite some time.

Overall it was a really good day and on the way home we had a look at Avoca Beach and headed our way slowly back to Sydney. All in all an excellent day.

Lorraine Walker



"The Men's Singles - French Foreign Legion?"

CAR & TRUCK RENTAL

AMAROO

War

BITUP



Adrian Walker - Amaroo (Onto the Straight)
3.8 Jaguar MkII - July 30th, 1989

Amaroo Hill Climb



The day was a sunny Sunday at the T.S.C.C. Hill Climb on the 15th October with a great turn out. Vic and Judy Andrews were the first to arrive along with invited guests from the Lancia Club of which about seven drivers participated along with two members from the Alfa Club. The T.S.C.C. members came eventually and the event got started.

Cars lined up and the adrenaline started to pump. The competition was rife with good numbers making up the five different classes.

In Type 1, under 1600 David Simmons in a Lancia-F with a great time of 25.91 coming first - boy do those under 1600's move! He was under pressure from Phillip Speer in his Lancia-F who was travelling up the hill in 26.65 seconds.

In Type 1, 1600-2000 Ken Powell came first in his Lancia-B with 26.43 followed by Iain Hands whose fastest time was 27.58. Great going guys.

The Type 1, 2000-3000+ boys were ripping and tearing up the hill - some even taking scenic trips off the side of the road - well it was a beautiful day for it I suppose!! Gary MacDonald in his Commodore managed a great time of 25.95 seconds followed closely by Don MacDonald with 26.44. Good thing Gary did come first in his class as I'm sure it helped with the pain of running into the wall (in father Don's car) - anyway we won't talk about that!!

Type 3 & 4 had Ray Ross in his Van Deiman leading with 23.27 seconds and taking out FTD just ahead of John Burton who managed 24.02.

Only three women braved the day with Michaelle Kaya in the Commodore coming first with 29.93. So girls where are you? We can make this event really special for us if more participate.

I would like to thank Judy, Sue and Lorraine for their time spent writing up all those times on the blackboard all day long - it's not an easy job! The kids were great at the other end too - very professional and the guys who braved those crazy drivers screaming away at the start line!

The sausage sizzle once again was a great way to fill those empty stomachs with the two great chefs Lester and Roland slaving over a hot barby and making the club a handsome sum of \$140 - terrific.

It was really a very eventful day.

Penny Creighton

ADELAIDE GRAND PRIX

I opened my eyes and listened, yes it was John Burton saying time to get up. Donald and I had slept the night at the "Burton's" to be ready for a very early, 5.30 a.m., departure for Adelaide and the Grand Prix. My body was telling me that it wasn't right but my brain kept saying get out of bed and that is exactly what I did. After a quick cuppa and toast we loaded the car and set out for Richmond to meet the rest of the gang, consisting of Roland and Stephanie, Grant, Penny and

The convoy set off and headed for Lithgow, the weather not looking the very best but certainly not dampening the spirits of the drivers. We motored on for a few hours until it was necessary to have our first pitstop, for re gas and all the other things that happen at pit stops, and of course a cuppa and something to eat. By this time the rain was coming down and it was very cool outside. We then proceeded to drive through some very interesting country side and finally stopped for the night in Mildura at the Country Club which was beautifully set in the golf course which got the guys out of bed for a 7.30 tee off the next day. After 9 holes and a quick coffee we hit the road again and headed for Murray Bridge where we were to spend the next 5 nights. Murray Bridge was about 76ks out of Adelaide and proved to be a fairly easy drive each day to the track. We managed to get parking within 10 minutes walk of our gate so everything was going well.

We managed to have a bit of a look around, one visit was to the car museum, but as far as the shops were concerned us girls didn't manage to get our nose as close as the doorway even. We spent most of the 4 days trackside, some times the weather was mild, Saturday it was like the fires of hell, and of course as everyone is aware Sunday was a complete and utter disaster with torrential rain from early morning. This didn't seem to wane the interests of the real enthusiasts and we all arrived at the track in what ever rain gear we had managed to take with us, some even resorted to buying rubbish bags, not too mention any names, but as the day wore on I'm afraid my enthusiasm was not so good as others and Sue and I spent the next hour or so sitting in a tent across the road so as we didn't become waterlogged.

Finally we decided to walk back and sit in the car too wait for the guys, who fortunately didn't stay until the end, they were by this time extremely wet and we drove back to Murray Bridge to watch the finish on TV. All things aside it was an interesting few days and such a disappointment when the day of days was the only rainy one out of four.

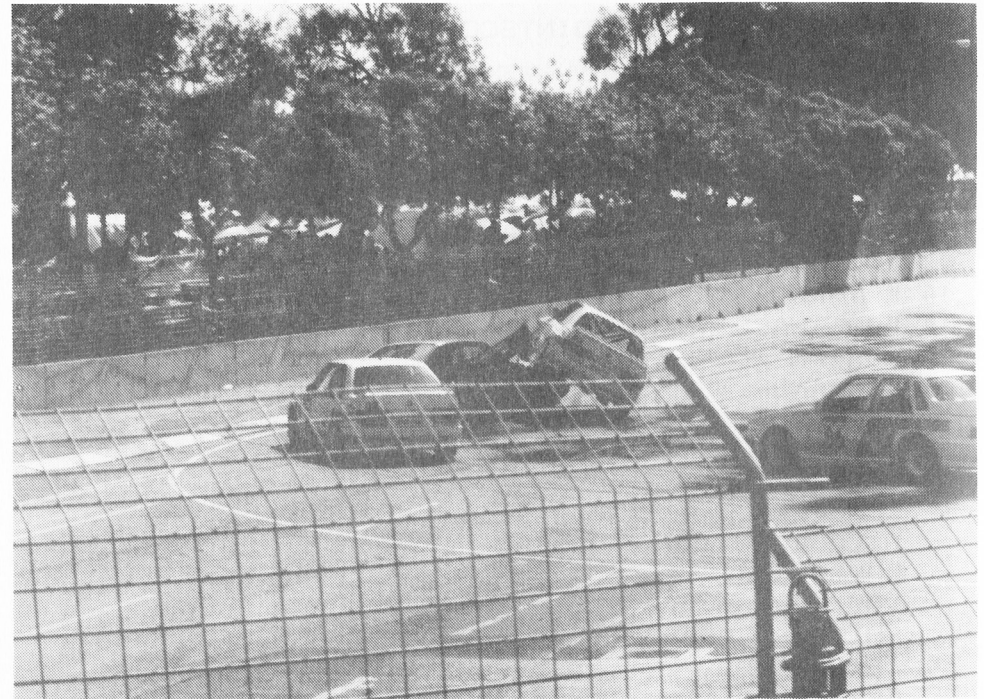
Monday dawned fine, we said farewell to Grant and Penny, and the rest of us set sail for Melbourne and the Cup on Tuesday. I won't mention what happens from hereon as we had all sorts of problems but Tuesday we headed in the same direction as every car in Melbourne seemed to be going to spend what was all but Donald's first time to the "Cup". People, I don't think I have seen so many sights in one place, a real eye opener and an enjoyable day was had by all, I had a dabble or two, didn't make anything on the cup but managed a little waggon on the next race which came in first so that relined my purse once again and it was time for me to stop. Not one us managed to make our fortunes so it was home to bed for some, out to dinner for others and then back on the road on Wednesday morning and home to Sydney.

We all arrived home safe and sound a little the worse for wear, sleepy and not at all looking forward to getting back to work but we have and now we can look back on an interesting few days and over 4,000 kilometres of travel and say I am sure that we all enjoyed ourselves and I must say it was nice to spend the time with nice people.

Val MacDonald.



Adelaide - "Eagle on the Hill"



"Adelaide" - Group 'A' Excitement



***** SPORTING POINTSCORE CHAMPIONSHIP*****

AFTER ORAN PARK 29TH OCT

56 GARY MACDONALD	1ST OVERALL
50 JOHN BURTON	1ST OPEN CATERGORY
44 RAY ROSS	4 LESTER GOUGH
34 DON MACDONALD	BRUCE KENNEDY
29 ADRIAN WALKER	PENNY CREIGHTON
18 VIC ANDREWS	LOUIS BRITTAIN
9 JOHN HUDSON	MICHAEL KENT
8 MICHALLE KAYA	3 GUY HAYES
DAVID SIMMONS	JOHN HATHWAY
KEN POWELL	2 ROLAND CLARK
BILL LONG	PETER HAMMOND
6 CHRISS JACKSON	KEVIN LEGGETT
VAL TAYLOR	COLIN BROWN
PHILLIP SPEER	ANGUS MACDONALD
IAIN HANDS	PETER MAGGS
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SUPER SPRINT ORAN PARK

Four club members attended the super sprint organised by the N.S.W.R.R.C. at Oran Park on 29th October.

73 cars faced the starter and our members took out 3 of the classes while Adrian Walker ran second to Gary MacDonald in the other.

A fine effort and one this club should be proud of. I venture to say that our "strike rate" is second to none for a participating club in N.S.W considering our small membership.

Fastest lady of the day was Pat Peck in her RX7 while F.T.D. went to John Erak in his V8 engined Bluebird sports sedan with 47.3.

Our results - (fastest laps)

Type I 2-3000cc	D MacDonald	Skyline GTS	55.0 1st in class
Type I over 3000cc	Gary MacDonald	VN Commodore	56.5 1st in class
	Adrian Walker	3.8 Jaguar	56.6 2nd in class
Type 4 0-2000cc	Ray Ross	Form Ford	50.5 1st in class

The timing gear was very generous in the first run crediting me with a 52.4 on the first run. Freddie Gibson should be phoning at anytime to secure a contract to replace "Jum", as with a time like that who needs him.

Seriously though, it was a timing error which often occurs on the first run. As I was the only starter in that class I didn't bother to correct them. It did however send shivers up the spine of a few competitors such as Gary and Adrian which I savoured for a few minutes.

Cheers Don



MOTORKANA

Another successful day was held on Nov. 12th at the Fiat Club Grounds Richmond.

Thirteen participants competed over 3 different courses in weather that all day threatened to rain but remained fine.

Some of the regular competitors could not attend due to other commitments owing to the late re-scheduling of this event.

However a good day was had by all and it was pleasing to see some of the youngsters such as Clay Burton, Scott Leggett and Lester? competing.

They showed marked improvement over the day and they will be better drivers because of it. All members should actively encourage this type of participation by younger family members and friends.

The girls had a great day, with Penny Creighton taking out the ladies honours in her ever suffering Datsun 120Y. Too finish 3rd overall was a remarkable feat. Again the ladies Penny, Lorraine and Val performed very well showing improvement from over past years.

Overall winner was my Skyline with Lester Gough in a Gemini a close second.

Thanks Vic Andrews for a well organised and relaxing day.

Don.

	MOTORKHANA 12 NOV		COURSE				TOTAL
	1	FOS	2	FOS	3	FOS	
1 DON *	45.37	1	36.16	1	35.74	1	117.27
2 LESTER	47.25	2	36.93	3	36.19	3	120.37
3 PENNY *	47.82	6	36.35	2	38.31	6	122.48
4 ADRIAN	47.41	3	38.35	7	37.06	4	122.82
5 DAVE	47.69	5	37.85	5	37.74	5	123.30
6 KEVIN	47.47	4	39.37	8	39.07	9	125.91
7 JOHN	49.97	7	38.18	6	39.00	8	127.15
8 LORRAINE	50.90	9	39.54	9	38.97	7	129.41
9 VAL	50.28	8	39.87	11	41.41	11	131.56
10 SCOTT	52.22	11	39.73	10	41.16	10	133.11
11 CLAY	53.72	12	41.62	12	41.27	11	136.61
12 VIC	52.03	10	42.50	13	43.44	13	137.97
13 BRIAN			37.75	4	36.00	2	

*CONGRATULATIONS TROPHY WINNERS
 COURSE 1 REVERSE LAZY EIGHT
 " 2 CROSSED FOUR-POINT
 " 3 TREFOIL



A Fine



he huge, red Chev Impala sways into the turn, a tiny, brick-like Mini Cooper S tucked under it — almost wearing the Yank tank's floor pan. Hard on their tails are, of all things, an Iso Rivolta and an EH Holden. What kind of madness is this?

Group N madness, according to historic racing officialdom. Appendix J fun, according to the weekend warriors who practice the art form and are rapidly turning it into Australia's most crowd-pleasing form of historic racing.

From Perth to Brisbane, in Sydney and in Melbourne, the Appendix J movement is restlessly trying to advance its cause and claim a "legitimate" role in the historic scene. That's not proving easy. In private conversation they see themselves as being outcasts — victims of snobbishness (from some other more exotic groups within historic racing) and disinterest (from the powers-that-be).

Yet, as they stand around at the end of the day, sharing a few chilled articles while the snags sizzle on the barbecue, they look much like any other group of motor sport enthusiasts; re-living the good, the bad and the embarrassing.

What sets them apart is that, unlike many other historic racers, who nurse their expensive vehicles around trying to win as slowly as possible, the Appendix J boys have been playing dodgems at ten-tenths, going close to the edge.

They are very quick. On the track they are as fiercely competitive as the most committed professional drivers and they are breaking a lot of old records.

Back in 1963 Appendix J was, in round terms, what Group A Touring Cars are today. Its reincarnation began in Victoria in 1982, with Paul Trevethan and Barry Jupp leading the small band of enthusiasts interested in its revival. It first gained a foothold as just a division of the Historic Racing Register, and three years ago was blessed with full CAMS accreditation. CAMS called it Group N Historic. The practitioners, however, prefer to keep the Appendix J tag and seem to have won the day. The only place you see or hear the Group N description is in the CAMS manual or on race programs.

Basically the cars must be series production saloons manufactured prior to 31 December, 1964. At least 100 of

the particular model must have been produced and they must be fully trimmed and equipped to the original specifications. Advertising on the cars is strictly prohibited and they must generally present well.

They must also be equipped with all the safety equipment that you'd expect: Roll cages, harnesses, an external kill switch and so on. In general terms the cars may be modified mechanically to the limit of the modifier's cheque book provided that the original engine, drive train and suspension are used.

Modifications may include such things as non-standard multiple carburettors, but where such changes are allowed the parts used must have been available at the time of the car's manufacture.

Tyres must be over-the-counter radials and wheel rims cannot be more than 6in wide. Without getting too technical, the rules are structured to encourage participants to modify their cars in the same way that the original Appendix J cars were prepared.

Within the regulations, the choices of makes and models are varied to say the least: EH Holdens, Mk2 Jaguars, A40 Farinas, Minis, Cortinas, Chevies of various types, Mustangs, Mk3 Zephyrs, Falcon Futuras, S-series Valiants, Fiats and a host of others.

Generally the drivers tend to choose the cars they like, a choice not always dictated by entirely pragmatic considerations. Often the choice will reflect enthusiasm for particular cars and drivers long absent from the circuits. Sometimes the choice is made for even more esoteric reasons — how else could they explain the presence of Barry Batacol's 5.8 litre Iso on the Victorian circuit?

All this means that on a good day the grid will present a great array of machinery, a real cocktail of engine noise and a real opportunity for the spectators to feel involved. So many

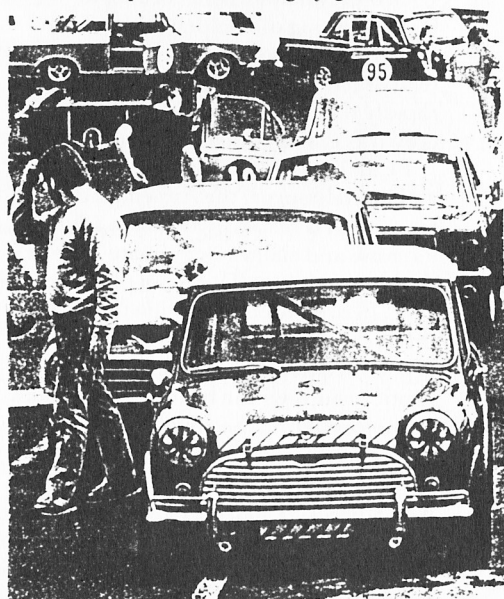
have owned production versions of these cars, and many still do. Many still have keen memories of the first Appendix J races.

The odd scrape or spin keeps interest up. Many appreciate the closeness of the competition but one wonders how many appreciate just how close it is. During a major meeting at Lakeside in Queensland not very long ago the entire field of 20-odd cars in the final race of the day were on the finish straight, together. Now that's close!

NSW and Victoria are the strongholds of Appendix J, each with about 40 active cars and drivers, and seldom getting fewer than 20 entrants for any race.

Paul Birchall, president of the Victorian association, freely admits that, as in most other areas of motor sport, money means winning. Those drivers who take it seriously and spend the most buying horsepower are most likely to win.

Paul says that there is one important difference with the Appendix J competitors: "Appendix J retains the friendship which has largely gone from



other types of motor sports. If someone's in trouble you'll always see four pairs of legs sticking out from under his car — which belong to his fellow competitors helping him out."

The diversity of racing, including handicap events, means there is pleasure galore for anyone who wants to have a go. Come in with a cheap, entry level Cortina GT and there are plenty of other Cortinas around to mix and match it with — including Paul's.

The typical driver is probably in his 30s or 40s, often self-employed and with motor sport experience of one form or another from his younger days (ex-Bathurst ace John Mann turns out an almost-unbeatable Mustang in Victoria while '70s rally champion Barry Ferguson races a Cortina in NSW).

Others racing in Victoria include: Geoff Parker, Lindsay Cripps and Tony Pejkoic in EH Holdens; Denis O'Brien and Tino Leo in Mustangs; Tony Hunter in a Lotus Cortina, and Graeme Raper in a Chevy Impala. Gary Smith will soon be taking his exciting ex-Len Lukey Ford Galaxie to race in West Australian Appendix J.

It's been eight years since the original nucleus of drivers came together to form Appendix J in NSW. Marc Ducquet, Jeff Simmons, Alan Barrow, Greg Toepfer, Steve Williams and Max Stahl shared a common desire to keep racing in the cars they knew and loved, as well

as provide an alternative spectacle for race-goers at the various circuits. Marc Ducquet now drives the ex-Allan Moffat Lotus Cortina first raced at Sandown in 1965, Ken Brigden still races the same Peugeot 403 he had in 1964.

NSW Appendix J Association magazine editor, Ron Lighton, and Victorian president Paul Birchall present fairly similar pictures of the group.

There are those, say top half-dozen, who take it very seriously — money-wise that is. They can be regularly seen thrashing it out at the front of the field, vying for outright honors. Others are there for the fun, and still find plenty of competition at their own level.

All members, however, retain a sense of history. They present their cars as faithfully as possible and, more often than not, race with the enthusiasm that their pre-1964 forebears would have done.

When asked to comment on being labelled "hams", Ron admits it is probably one of the more polite terms he's heard used. Appendix J is in a sort of racing no-man's-land, between the more aristocratic of historics, the open-wheelers, and the more recognised forms like Group A. The association is moving to increase its standing with other historic clubs as well as with CAMS. Its standing with the public, however, was instant. Just maybe the more elite forms of racing see that they could be upstaged by these oldies.

But behind it all the motivation is enjoyment. There's no pot of gold at the end of the oily, smoking rainbow. Rewards are purely trophies only. Enjoyment is the primary reason spectators attend race meetings, which is almost definitely why the race-going public have embraced the category so readily.

Perhaps organisers and officials lose sight of these most fundamental of needs amid their haggling and squabbling.

And if the spectators are enjoying this race down memory lane, so are the drivers. The fact is that they are going faster than the original cars — the lap times show this quite clearly, which means that these boys are really serious.

Drifting a Mustang through the dog-leg under the bridge at Lakeside with a brace of snarling Minis up your exhaust at close to 120mph is no time for a few cute memories. That is serious.

The little bloke in the battle scarred OSS Impala ripping up the track may occasion the odd chuckle as he flings that big lump of Detroit iron every which way. Be assured, however, he isn't driving with one arm out the window listening to the radio. He is working hard and, barring the odd mishap, he always finishes well. He is serious.

It has always been a little difficult to credit the Mini with any savage purpose. The brick invariably conjures up images of flower-power and supermarkets. But perch behind the armco at the end of pit straight as the cars bunch for a right-hander and you get a different picture. When a couple of screaming bricks haul in 600bhp of full-house Chevvy you get all the savage purpose you'd want to see at such close quarters. They are serious.

Bending something against the armco



when you are racing on a shoestring and should be at home painting the house is serious, especially if someone shut you out. Tempers fray, and occasionally someone really stacks on an act. Do that and you become a prime candidate for the *Spit-the-dummy* award presented at the barbeque. There, everything is fully aired.

The odd miscalculation is generally forgiven. Consistently dangerous behavior is subjected to collective group scrutiny. Bitches, beefs and bad feelings are resolved. They are, in the parlance, self regulatory.

More often than not, if there is a consistent complaint, it is about the paucity of good, well-publicised events at which Appendix J races are featured. After all, they argue, there is no starting money and they provide their own trophies and the crowds love it. It is a persuasive argument and there is no doubt that promoters are changing their attitudes, albeit slowly.