Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc

Monthly General Meeting
5th December, 2006
8:00pm
Denistone Bowling Club, 59 Chatham Road, Denistone

Club Champion's Trophy

The annual trophy presentation will be held as part of the

December 5th General Meeting.

MERRY CHRISTMAS EVERYONE

PO BOX 1413, Wahroonga NSW 2076

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FRONT COVER: Club Champion's Trophy

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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 17TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements.

While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy

Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

President's Report

Well my first full month as President has certainly been interesting. There are some major changes in the wind for the national series with them likely to head off to 3J Improved Production Touring, I hope that this goes well for them and meets with their expectations. For those of our members who choose to move in this direction, you will have my support in your endeavours and I wish you well.

Another bit of news for our members is that we are considering a Tri-state championship with our Victorian and QLD counterparts. This would be a best of 3 series including the Phillip Island Classic, The Queensland Historics and the Muscle Car Masters. Development of this idea is still in its infancy however if possible we will get this underway.

Response for the BIMF has been fantastic and is currently oversubscribed. There are likely to be some entrants who for one reason or other will drop out so if you remain interested let us know. We have a full grid for Easter Bathurst plus reserves. The promoter has offered our competitors and members a 20% discount on spectator entry tickets for this event as they are pleased with our support. Those registrants who will be on the grid will be notified in writing shortly with those who have not been successful will be waitlisted or have their cheques refunded.

On a sad note, we have lost Bob Asher from the ranks of our members. Bob fought a long battle with leukaemia which he unfortunately lost. Bob was a very vocal member of our club and had an opinion on many issues. I have always had a lot of respect for Bob and it was Bob who influenced my decision to work with the Committee and to try to get some input to the higher profile meetings in our state. I am happy that Bob got to see the fruition of his desires in the 2006 Muscle Car Masters and BIMF and I hope to continue my work in raising the profile of our club and category whilst maintaining the principles that Bob held dear to him.

Bob's funeral was attended by many of our members both past and present. Many also attended the wake at Denistone Sports club that was held later. It was Bob's wish that people met to discuss their fonder memories of him as a friend or associate. Earlier in my racing career in Group N I had many close races with Bob. To see his huge grin in the Pacer as he tried to out break my Torana at Oran Park was truly worth more dollars than the entry fee. Bob made every lap count and made me work damn hard for every lap I stayed in front of him. He was my initial benchmark in this category and taught me a lot about race craft and driver etiquette. He was and remains an inspiration to me.

The Club Championship calendar is pretty much finalised for next year with the 4 HSRCA meetings, 3 MG meetings and Muscle Car Masters getting the nod. By attendance this year these were your favoured events so we have decided to throw our weight behind them.

This will mean no day nighter in the point score but with only 14 cars turning up this year we were not supporting Doreen and the NSWRRC very well. Hopefully our members will throw their enthusiastic support at the HSRCA and MG car club and we will see some fantastic racing.

Our trophy presentation is on at the December General Meeting. If you are expecting a trophy, please come along and support this event. Greg Luca has promised not to take any trophies home and the boot of my Monaro is too small for me to carry them. We are replacing some of the tired perpetual trophies with something you won't need to hide in the shed or behind the door so you should come and see what Greg and Dave have organised. Barry Seton has also given the club a replacement for the club champion's trophy which is something worth taking home. If you don't expect to appear in the honours list, come along and support our club champions and give them the recognition that their hard work this year deserves. Some money shall be put on the bar during the meeting as this is our last hurrah for the year.

My first General meeting was a bit of a baptism by fire with our Treasurer highlighting some deficiencies in our account keeping relating to magazine revenue. This matter is currently being addressed and the Committees commitment to giving our magazine sponsors a reasonable return on their investment after our disastrous 2005 magazine year will remain in place. It is however time to review the position and sponsors with advertisements currently in place who have been given some grace on payment of fees will now be asked if they wish to continue sponsoring *Action-Line* and will be invoiced appropriately.

Another issue to recently rear its head has been targeted scrutiny. Many of our members have been somewhat concerned by the driver statement that was included in the supregs for the Tasman meeting with a general refusal to sign commenced by some members. Having recently attended the scrutineer's school I have written a small report on this matter, which appears in this months *Action-Line.*

For those of you who have not entered but have some free time in December I hope you can get along to the Tasman Revival Meeting to support our guys who are running. This is a showcase event for the HSRCA and deserves our support to help them bring in some spectators.

Finally, for this rather long winded President's report, we are changing our mailing address. The new Address will be PO BOX 1413 Wahroonga NSW 2076 which is easy for access to our new Secretary as well as the VP. All of our forms will be changed to reflect the revised address.

See you at the Tasman Revival Meeting

Warren Bossie

HSRCA Registrar Report

Tasman Revival Meeting Eastern Creek

December 1st-3rd

By the time you read this article the meeting will be over.

At time of writing entries have closed and fortunately our numbers increased to just over 50. 4 Na, 29 Nb, 17 Nc.

Total entries are around 350 including 25 from overseas.

There is only one Group N grid.

This is an opportunity lost to showcase our category and also to support the HSRCA, the promoter that offers our category the greatest number of club level events.

The provisional program shows one practice session and five races with a total of 32 laps. This represents good value for the entry fee of $400.

The club web site www.hsrca.org.au provides further information on this meeting.

Events in 2007

Provisional dates for next year's HSRCA meetings are listed elsewhere in the magazine.

Invitations to all meetings may not be extended to Group N due to our poor support in 2006.

HSRCA intends to discuss this with the new App J committee shortly.

Please contact me if you have any questions or suggestions related to HSRCA matters.

Dominic Truelove

Marshall Cass Photography

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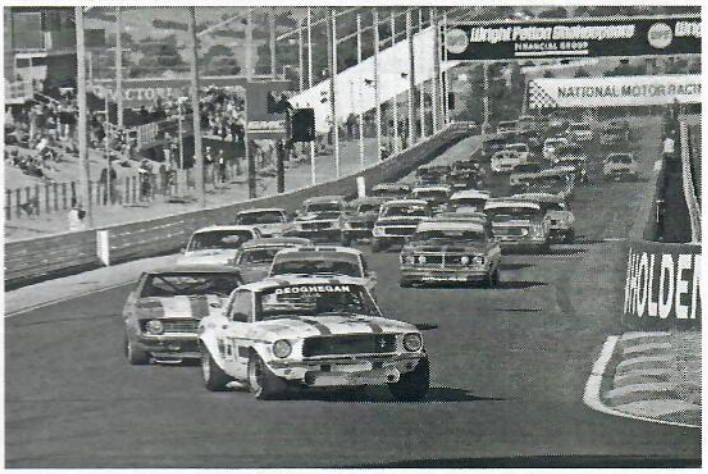
I will be attending and photographing the Tasman Revival meeting at Eastern Creek 1, 2, & 3 December 2006.



Secretary's Report

Our next meeting on December 5th is the Appendix J Association 2006 Trophy Presentation Night.

We hope to see as many members as are able at our end of year function and have arranged an open bar as an extra enticement. Please make an effort to attend as Greg has promised Bec he won't to have to carry home any unclaimed trophies!

After the uncertainty expressed at the last general meeting over the new scrutiny declaration forms I have contacted CAMS NSW State Manager Michael Smith, who has agreed to make a presentation to our members at the first general meeting for 2007. We hope to have a representative of the scrutineers to add balance to the discussion and hopefully answer all your related questions. Copies of the new CAMS forms are attached.

CAMS has notified me of a "Young Driver Challenge" road safety project for 2007 and as details come available I will present them to you. Basically they are asking for expressions of interest at a club level for volunteers to help run a road skills based competition aimed at reducing the road toll amongst the 17 – 21 age group.

A reminder that memberships expire on 31/12/06 and there is a renewal form on the back page of Action – Line. Your prompt renewal assures you won't miss any news or issues of the magazine.

If you have any ideas on how to improve the way the club is run then please speak up at the meeting or E-mail me !

See you at the Denistone Bowling Club

David Roberts

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FYI from the CMC

A date for the CMC President's Picnic is not far away.

Please keep Sunday 20th May clear as we are to support the *National Day of Motoring Heritage*, which the AHMF will promote. More on that soon.

A few new events for next year are listed *(see the calendar on page 18)* so keep those dates and events rolling in please.

Walker-ism No 9:

"Tambay's hopes, which were nil before, are absolutely zero now."

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Minutes
November General Meeting

Apologies

Andrew Pursey, Jim Hunter.

Visitors

Nil

Acceptance of minutes

Terry Thompson, Ken Ballentyne.

President report

Pleased to announce that Easter's BIMF Group N is currently oversubscribed with 65 deposits of which 61 have been banked. A full field of 55 is assured + reserves. Entrants from all Eastern states including Tasmania, but no entries from S.A. or W.A. The contract guarantees 3 X 20 minute races for our group! [This event does not have the time constraints forced by television programming as at the previous Bathurst meeting] The promoters are offering club members a 20% discount on the price of general admission tickets. [may reduce to 25%] For bookings contact Warren Bossie.

Secretaries report

Members introduced to incoming secretary, David Roberts. Not a lot to report as he has only recently taken on this role. Mail to be redirected next week to help speed up the processing of paperwork.

Treasurer's Report

Some omissions from the treasurers report due to bank statements going to the wrong address. Duplicates have been ordered. The Treasurer's report was tabled and showed available funds of $6,711.91. Bathurst IMF deposits of $22,500 are currently invested until the due date for payment to the promoters. Concern about outstanding moneys from unpaid advertising in the magazine and dishonoured cheques from a Queensland competitor were addressed by the Treasurer. [Secretary has since contacted Julie Williams (Magazine Co-ordinator)) regarding change of workshop details on Mike Dyers ad]. The period of payment grace from 2004 for existing advertisers has now to be addressed and a fair and reasonable solution agreed at the next committee meeting.

HSRCA Report

Tasman Revival meeting now has 50 entries [4 Na 29 Nb &17 Nc]. This means one grid [grid density 46] and with the 130% rule some slower cars will run in Sa, Sb [at the discretion of the clerk of course]. Currently two grids of Group S cars. Over 350 cars are confirmed for this meeting with 3 perpetual trophies available for our group. Jack Myers[Na], Ian Geoghegan [Nb], and Brian Foley [Nc]. Due to a poor response the HSRCA may not invite Group N to all of its meetings next year. Brian Jessop voiced a preference to attend MG meetings as being better value from a competitor's viewpoint than HSRCA's races.

Competition

Next meeting is HSRCA Tasman Revival event at Eastern Creek on 1,2 & 3 December.

The club's 2007 preliminary calendar was announced with 8 meetings. Details later in this issue

AHTCA

Future plans for a Group N National Championship with Tri-state challenge are being pushed from Queensland. Not a lot of response yet from Victoria.

Historic Commission

Terry reminded us of Bob Asher and all he did for the club.

HTCEC

Recent dealings mainly with Groups A & C. Group 3J cars [previously 2E club cars] are not able to use the words "historic" or "classic" in any promotional material. There is to be no cross competing between exclusive Group 3J cars and Group N. Some changes to 3J signage rules reported. Holders of fuel passbooks for Avgas, expiring end 2006, are advised that suppliers have been notified by mail of an extension until end 2007.

ASCCA

Unconfirmed reports of a National Series. Once again ASCCA is self controlled [not controlled by a competitor group]. In 2007 they are moving to 3rd category rules [Group 3J for pre 1974 Improved touring cars] to include XA Falcons. Contracts require signing with AVESCO for 6 exclusive rounds with the V8 Supercars

Eligibility

Ken reported on a new Porsche.

General Business

Bob Asher was remembered for his great contribution to the club. Over 20 members attended his funeral. Warren was once emailed an apology by Bob over the National Series and this apology inputed into his current efforts on BIMF & MCM's

A scrutineers course [and accreditation] to run at Bathurst on Sat 11/11/06 at 0900. Those interested should contact Warren Bossie. Raffle drawn by Ken Ballentyne and won by Ken McGann. Terry Thompson has some bargain Hoosiers for sale. Bruce Smith reported his decision not to complete the new CAMS Scrutiny Declaration Form contained in the HSRCA's Tasman Revival entry paperwork. Dominic replied this is a new CAMS document, which is currently unclear and may not apply to this meeting. Don had spoken with Bob Hayden who advised not to sign having talked with Ed Holly who claimed the form was not applicable and other states were refusing to sign also. Committee to further investigate this matter.

There being no further business the meeting closed at 10.23. If I missed your bit, apologies!

Treasurer's Report

GENERAL MEETING 7/11/06

Balance of Account as at 29/9/06		$22,618.91
Cheques Outstanding		
No 266592	$ 500	
No 266594	$2,980	$ 3,480.00
		$19,138.91
Available Funds	$ 6,138.91	
Bathurst IMF 2007	$13,000.00	
	$19,138.91	
Balance Account as at 31/10/06		$19,138.91
Deposits 3/10	$ 187.30	
23/10	$ 98.10	
23/10	$ 104.80	
23/10	$ 5,120.00	$ 5,510.20
		$24,649.11
Cheque No 266596	$ 127.20	$ 127.20
		$24,521.91
Agrees with Bank listing of transactions		
* Available funds	$ 6,521.91	
Bathurst IMF 2007	$ 18,000.00	
	$ 24,521.91	
Deposit since 31/10/06		$ 4,690.00
Available funds	$ 6,711.91	
Bathurst IMF 2007	$ 22,500.00	
	$ 29.211.91	$29,211.91

Committee has approved transfer of $22,500 to an account styled Appendix "J" Assn of NSW Bathurst IMF 2007 Deposits (bearing interest at a higher rate than presently being paid on clubs cheque account) for 3 months approx to 1/02/2007 as we are required to pay balance to Bathurst promoter.

This will be done by 10/11/2006 when new signature authority is finalised with Commonwealth Bank. Committee is confident that remaining funds will be sufficient to carry club through to the New Year when membership renewals for 2007 are due.

Don Titcume
07/11/2006

Max Stahl faithfully recreated his ex-Brian Muir48/215 Holden, which stays wide of EH's of Ian Miller & Pete Lisle - ***Oran Park June 1982***

COMMITTEE MEETING TUESDAY 14/11/06

Balance of Account as at 7/11/06	$29,211.91 }	Available Funds	$ 6,711.91
		Bathurst IMF	$ 22,500.00
Deposits to account since 7/11/06	$ 3,078.50 }	Raffle	$ 78.50
		Bathurst IMF	$ 30,000.00
	$32,290.41		
Cheque written No.6601	$ 200.00		
Balance of Account as at 14/11/06	$32,090.41 }	Available Funds	$ 6,790.41
		Bathurst IMF	$25,500.00
Accounts submitted for payment 14/11/06	$ 760.19		
	$ 31,330.22		

Transfer of $22500.00 to higher earning interest account to be confirmed tonight .

Interest Bearing Deposit $ 13489.67 @ 3.25 % due 28/1/07.

Don Titcume

Targeted Scrutineering & the Drivers Declaration Form

Recently CAMS have introduced a drivers declaration form as part of the targeted scrutiny process. Our first exposure to this document was in the HSRCA sup regs for the Tasman Revival meeting. Many of our members have been somewhat concerned by the driver statement that was included in the supregs for the Tasman meeting with a general refusal to sign commenced by some members. Having recently attended the scrutineer's school I have written a small report on this matter which appears in this months *Action-Line*. The forms required drivers to state that their vehicle was adequately maintained and that it was fit for purpose.

The idea of having to set up a service schedule for our race cars is new and sounds complex but it really isn't. Have a look at the form where it appears elsewhere in the magazine and then have a look at the service schedule in the log book for your road car. Most of us will regularly change our brake fluid due to moisture ingress, inspect our brake pads, disks and drums, grease our wheel bearings and check the steering and mechanics of our race cars. Extinguishers and seat belts have a finite replacement life and also must be periodically changed.

What we will need to do in the future is record these activities somewhere, an exercise book will do. Think about how often you do these jobs now and call that your schedule. Record the expiry date of your belt and extinguisher in the book, keep all your receipts and you will be good to go. It really is that simple.

Another area of the form that has caused much consternation is the statement that your vehicle is designed for the purpose. If you are not confident to sign this then you should ask yourself why you are racing your car. Many of our cars have modified brakes, suspension, engines, seat mounts and seat belts. They all have roll cages installed. When you either do these mods, or have them done on your behalf, then make sure you are satisfied that everything is OK. We have had quite a few accidents in our sport due to bad brake mods where components have been ground down to fit and have failed. If in doubt have a professional check it out.

The scrutineers who check our cars at each meeting are volunteers. They currently have to take responsibility for the mods that you have done. CAMS and their insurers are now expecting drivers to have responsibility for the cars that they present. To me this can only be good for the sport as it makes us all have to think more about what we are doing and adds to our general safety. I recently attended the scrutineers training school in Bathurst and was reminded about the responsibility of the volunteer to ensure the competitors safety.

This is scary stuff for volunteers when they could find themselves in a coroners inquest due to something a competitor has done to their car. The scrutineer has a short period in which to check our vehicles.

We have all the time we can manage between events. Think about this for a minute and you should recognise that it isn't fair to these guys to wear our problems. Given the difficulties we are having getting people to take time off work to support our sport we should do all we can to look after their interests.

The final area of concern in the form is where it requires you to certify that your car meets the NCRs and complies with the regulations. Further to this it requires you to sign that you will abide by the NCRs which of course means you could be charged for a breach. In reality, people are only likely to be charged for major breaches and not minor oversights. This was the topic of lengthy discussion at the scrutineer's school and given that we all have a copy of the CAMS manual something that if we are careful we should be able to take care of.

Any charge will be brought before the Stewards who are generally a reasonable bunch of guys. If you turn up with a V8 shoehorned into an LJ because it is not your meeting for a safety check, then you would deserve a severe penalty. If you turned up with no brakes knowingly likewise you should be expecting some grief. If you turn up with loose wheel nuts and have only just changed that wheel and were disturbed during the process (driver briefing etc) then people will most likely understand.

None of this really changes from what we have always had to do in the past, it is just being documented and formalised. We will be asking some CAMS representatives and a representative from the scrutiny panel to attend our fist General Meeting in the new year to discuss this with us and provide more information.

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CAMS Scrutiny Declaration Form

Instructions for Completing the Declaration

Instructions: It is recognised that the entrant and the driver may be the same individual. Nevertheless, both Entrants and Drivers sections must be completed separately.

The table of Recent Competition and Scrutiny Audit History will be used by the Chief Scrutineer of the event for which you have entered to assist with the determination as to whether or not your vehicle will be subject to a Scrutiny Audit. As an interim measure until the revised scrutiny process is fully implemented, any scrutiny of your car carried out by the scrutineers at a previous meeting under the existing scrutiny structure can be considered as an Audit for the purposes of this document.

Show the most recent meeting at the top. Only events held under a CAMS permit are to be considered. If your vehicle was audited at the relevant event, circle Yes, otherwise circle No.

If a notation was made in the Log book at the most recent meeting that a Mandatory Audit was required at the next meeting, you must circle yes. A Mandatory Audit may be required to check rectification work, or due to vehicle damage.

If your vehicle has not previously competed in 5 previous events, write the words "New Vehicle" as appropriate.

Note 1: Where a vehicle is issued with a log book, it must be presented at each event held under a CAMS Permit for which the vehicle is entered, regardless of whether the nature of event is one for which a Log Book is not required.

Note 2: These events will be checked against the notations recorded in the Log Book. Making incorrect or misleading statements on the entry form is a breach of NCR 82.

MAINTENANCE SCHEDULES

Date	Nature of Event	Venue	Audit	Mandatory Audit?
13-14 Nov 04	*Circuit Race*	*Phillip Island*	Yes / No	Yes / No
1-2 May 04	*Tarmac Rally*	*Targa Tasmania*	Yes / No	
7-8 June 03	*Circuit Race*	*Eastern Creek*	Yes / No	
22-23 Mar 03	*Circuit Race*	*Phillip Island*	Yes / No	
		New Vehicle	Yes / No	

The following table is provided for guidance only. It lists some items that it is reasonable to expect would be included in a regular maintenance schedule. You are also encouraged to carefully check the prescriptions of Schedules A, B and C, as well as any other general requirements referred to therein. There many other aspects peculiar to each particular vehicle that need to be checked, and it is impossible for these to be listed in a generic document such as this. If you are unsure of what should be included, you are encouraged to contact an experienced race car preparer who may be able to assist on a commercial basis.

Critical Safety	**Non-Critical Safety**		**Non Safety**
Seat(s) and Mountings	Engine and Transmission	Body condition (not affecting Critical Safety items)	Competition Numbers
Chassis condition	Power Unit Mounts	Rain/Tail Lamp	Sponsorship Decals
Suspension System	Lubrication and Cooling Systems	Doors	Exhaust System
Braking System	Battery	Bulkheads	Body Appearance
Safety Harness	Ignition Switch/Circuit Breaker	Camera Mounts	
Fire Extinguisher	Interior Cockpit Fittings	Rear Vision Mirrors	
Steering System	Reverse Gear	Starter Motor	
Safety Cage	Throttle Return	Oil Catch Tank	
Wheels and Tyres	Wipers and Demister	Security of drain plugs	
Aerodynamic Aids			
Scatter Shield			
Window Nets			
Fuel Tank			

WHAT IS REQUIRED AT AN AUDIT

If your vehicle is selected for an Audit, you must present the vehicle at the time and place as directed by Officials of the Meeting. The Audit will take between 10 min and 30 min. The entrant is responsible for providing sufficient equipment and personnel to enable all disassembly that may be required, under the supervision of the scrutineers. As a minimum this will require that the car be lifted from the ground and all 4 wheels be removed. The removal of the airbox and/or air cleaner may also be required in many cases to enable engine inspection. If there are pressing reasons why you cannot attend at the appointed time, contact the Chief Scrutineer as soon as possible and it may be possible able to arrange an alternative time.

SCRUTINY DECLARATION FORM

EVENT:	Group _____ Car # Office Use only

DECLARATION OF COMPLIANCE, SAFETY AND RESPONSIBILITY by the ENTRANT:

I, _____, being the holder of

(PLEASE PRINT NAME)

CAMS Entrant Licence number._____ hereby declare that the vehicle, subject to

CAMS Log Book number _____, and all related equipment and components necessary for competition shall be presented, at all times and in every respect, in compliance with the CAMS National Competition Rules and Appendices and Schedules thereto, and to the event and vehicle regulations pertaining to the competition for which I have entered.

I further declare that I have caused the vehicle to be inspected according to a maintenance schedule that I have developed, and that it is free from mechanical defects, be they of design or structural integrity, that may render the vehicle unsafe for competition.

I acknowledge that where any aspect of the car or related equipment and components is found:

* **to be in breach of the NCR's and/or the Regulations of the event, or;**
* **in the opinion of the Chief Scrutineer, to be subject to a serious mechanical defect,**

I hereby acknowledge and agree to abide by the CAMS NCR and Supplementary Regulations of the meeting.

My signature below indicates my acceptance of the above declaration.

SIGNATURE: _____ **DATE:** _____

RECENT COMPETITION AND SCRUTINY AUDIT HISTORY

The Entrant must complete the following table showing the Competition and Scrutiny Audit history of the vehicle described above for the last five events as shown in the vehicle Log Book

Date	Nature of Event	Venue	Audit	Mandatory Audit?
			Yes / No	Yes / No
			Yes / No	
			Yes / No	
			Yes / No	
			Yes / No	

DECLARATION OF ACCEPTANCE BY DRIVER

I, _____, being the holder of

(PLEASE PRINT NAME)

CAMS Driver's Licence number._____ hereby declare that:

* I have been fully briefed by the entrant on all aspects of the operation of the vehicle, including peculiarities relating to its handling and performance during competition; and,
* I have satisfied myself that the vehicle is safe and suitable for the intended competition.

My signature below indicates my acceptance of the above declaration.

SIGNATURE: _____ **DATE:** _____

Important Notices
Updated CAMS Disclaimers
16 Nov 2006

CAMS wishes to advise all event organisers, circuit operators and affiliated clubs that the list of disclaimers for use at motor sport events conducted under the authorisation of CAMS has recently been updated.

These revisions are effective immediately and CAMS would like to take this opportunity to reinforce to event organisers, circuit operators and affiliated clubs the importance of using the current disclaimers in their event documentation.

CAMS and our insurers have agreed on these and the incorrect use of disclaimers could compromise the comprehensive insurance coverage that CAMS is currently able to offer, leaving event organisers, circuit operators and clubs open or exposed to litigation.
The full and updated text of all CAMS disclaimers are available from the CAMS website - www.cams.com.au/go/disclaimers.

The updated disclaimer list includes those for:

* Entrants and Drivers in all competitions
* Entrants or Crew Members in all Rallies
* Entrants or Crew Members in all Off Road events
* Parents/Guardians of competitors under 18 years
* Members of the media
* Officials of the event
* Passengers in vehicle
* Pit Lane personnel
* Private practice
* Participants involved in promotional activities
* Spectator Guides and Programs
* Tickets, Passes and Credentials
* Signs outside circuits for Category A and Category B track licence holders

For further information, please contact your CAMS State Office.

Recall of 1kg Fire Extinguishers
Competitor Advice
15 Nov 2006

CAMS has recently been made aware by Product Recalls Australia that there has been a recall on a number of 1kg fire extinguishers. For further information on which particular fire extinguishers are affected please go to the CAMS website or contact Peter Lawrence, Manager - Technical Services, CAMS Tel: (03) 9593 7777 .

CAMS is issuing this notice asking all competitors to inspect their fire extinguishers as the affected products may be in use by CAMS members. As these fire extinguishers no longer comply with AS/NZS 1841.5, they are no longer considered to be safe for use in motor sport competition.

Provisional Calendar 2007

Round	Date	Venue	Event	Comment
1	Feb 17/18	Oran Park South	MG Racing	
2	April 28/29	Bathurst	BIMF	Non Pointscore
3	July 7/8	Oran Park GP	MG Racing	
4	July 28/29	Oran Park South	HSRCA	
5	Sept 1/2	Muscle Car Masters	ARDC	
6	Sept 15/16	Eastern Creek Historic	HSRCA	
7	Oct 20/21	Wakefield Park	MG Racing	
8	Nov 24/25	Wakefield Park	HSRCA	

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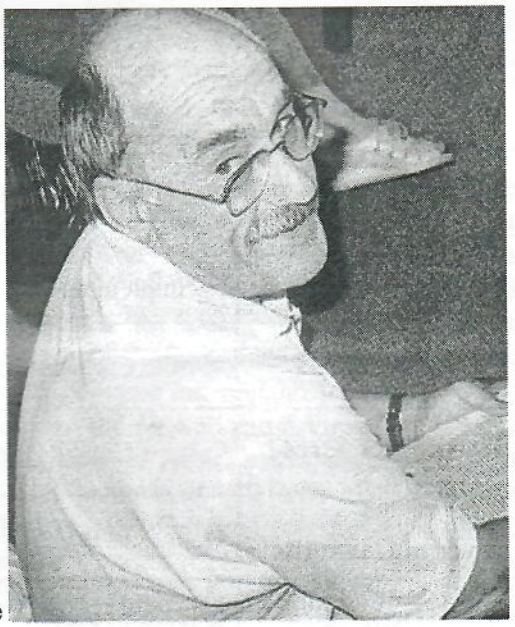
A Tribute
"ROBERT JOHN ELLARD ASHER"

I never actually met Bob in person, but we spoke on many occasions when we were putting the 25th Anniversary magazine together. I was impressed with Bob's knowledge of and dedication to, the Appendix J Association. He had obviously been with the club for many years, serving on the committee at various times since 1988 and was the CAMS delegate for the last four years.



I was able to obtain a copy of the program from Bob's funeral. I was touched by the dedication in the program from Bob's family, so I have reproduced it here for those of you who weren't able to make it to the funeral to say goodbye. I'm sure the sentiments expressed in the dedication were meant for all Bob's fellow Appendix J members.

"We are so pleased that you could come and share in this celebration of Dad's life.

We thank you for your condolences and encouragement as we come to terms with our great loss.

Dad has battled this leukaemia with his usual determination, courage and grace, and he has been a tower of strength to us all.

With our deepest thanks, Barbara, Robbie, Josie and Martin".

In the 25h Anniversary magazine Bob expressed his views about the club over the last 25 years and his vision for the future of the Appendix J Association.. I thought you might like to revisit some of Bob's thoughts on the subject.

"It is hard to believe that five years have passed since we celebrated the 20th Anniversary of the NSW Appendix J Association but here I am welcoming you to the celebration of the 25th Anniversary. You just add five to all the numbers I quoted when I wrote the welcome for the 20th. That means that although it is 25 years since Appendix J was reincarnated in NSW, it is now approaching 47 years since it all began with the introduction of a new category, the original "Appendix J", that was to change the face of Australian motor sport history.

We have had 25 committees headed up by 13 individual Presidents, we have had countless pointscores, championships and series. Results from the main ones are contained in this publication but many were not covered and were lost in the archives. Sponsors over our time have been incredibly generous and any donation could be turned into a three race series or whatever, and was! I and others remember many but I have been unable to find a written record. Some reports were, I guess, just missed by Action Line. It is just amazing how much work has been done by those 25 committees. Without their efforts none of the fun we have all had would have been enjoyed. And we still exist as an active and vibrant club, not only with a past but a future.

Then there are the winners of all those all-important "Club Championships". There are 11 individuals who have won 15 "Club Championships". There have been a further 30 "Category Championships" that were won by 21 competitors and that is only the winners not the runners up, placings and all the other competitors who took part. The club has catered for all competitors and who knows how many people have raced with us, enjoyed our company, camaraderie and hospitality over the last quarter century but many have been along for the whole ride and many others have been here for a long time which is testament to how good it has been.

We have built a tradition to finish the days racing with a trophy presentation and BBQ which continues to this day, where the circuit permits of course. We have also hosted some pretty good "Presentation Nights" and "Christmas Parties". We've been Santa Claus to kids who have now grown up. We've taken disabled kids for rides in our cars and we have donated to charities. We have done all that a club should do and satisfied our passion for Historic car racing too! We have now done it for a long time!

But there is a down side.

Over the past five years or so there is competition to do what our club did so well. That competition is picking off the cream of our meetings, hijacking our regulations and our regulators. They are turning our "Club" Motor Sport into mainstream "Motor Racing" with all the costs, charges and maintenance that goes with it. Unchecked there will be little left and our future is bleak!

A Tribute
"ROBERT JOHN ELLARD ASHER" (cont'd)

What can we do?

The rank and file of the club need to get political. We need to stop the tail wagging the dog and the majority need to make more noise than the minority that is being served now. First we need to talk to the HSRCA, it is not just us that is being squeezed you know! We need to be properly represented on the Historic Commission, the Eligibility Committee and the AHTCA and we need to make those representing us accountable for their actions. All of them! We need to stop being the silent majority and we need to tell some people where to "get off", as unpalatable as it may seem. Join the committee or take an appointment, learn more about what makes the "club" that has given us all so much " tick".

As a club we have a great past, it is time we secured our future.

We have to concentrate on what made us great in the past and gave us a rich history. I know that is more difficult now but it can be done and why shouldn't we have a 30th Anniversary party, or a 40th or 50th for that matter!

Lets all work at putting the "FUN" back into our "MOTOR SPORT"

I feel very privileged to been part of some of the last 25 years, I hope you enjoyed it too! Let us all look forward to the next 25 years.

Robert Asher ***VALE BOB !!!***

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December 8-10	Phillip Island, VIC	V8 Supercars	Round 9

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From the Editor's Desk

Hi Guys (and Gals too).....The end of my first year as Editor looms. I have enjoyed myself immensely. At the beginning of the year I took on the job with some trepidation as I had never done anything remotely like this before, so it was a pretty steep leaning curve. I hope you have enjoyed the magazine as much as I have enjoyed bringing it to you.

I have only one regret, I would have loved more stories from you guys, the members. This is your magazine and we want to hear about you and your pride and joy.

There must be some great stories out there about what it took to actually get it on the race-track.

Finding the right car; convincing the missus without ending up in the divorce court; the journey to finally getting it on the track . You know the sort of thing I mean. What you guys talk about over a 'cold one'.

I don't expect an Ernest Hemingway epic! Just write it down in your own words.

I'm looking forward to hearing some of the stories in '07, so don't disappoint me.

In the meantime, enjoy the magazine; enjoy life and do what makes you happy!

Some pictures don't need captions.....

The Irish, may God help them.....

One day an Irishman, who had been stranded on a deserted island for over 10 years, saw a speck on the horizon. He thought to himself, "It's certainly not a ship." And, as the speck got closer and closer, he began to rule out the possibilities of a small boat and even a raft. Suddenly there emerged from the surf a wet-suited black clad figure. Putting aside the scuba gear and the hood of the wet suit, there stood a drop-dead gorgeous blonde!

The glamorous blonde strode up to the stunned Irishman and said to him, "Tell me, how long has it been since you've had a cigarette?" "Ten years," replied the amazed Irishman. With that, she reached over and unzipped a waterproofed pocket on the left sleeve of her wet suit, and pulled out a fresh pack of cigarettes. He takes one, lights it, and takes a long drag. "Faith and begorrah", said the man, "that is so good I'd almost forgotten how great a smoke can be!" "And how long has it been since you've had a drop of good Irish whiskey?" asked the blonde. Trembling, the castaway replied, "Ten years." Hearing that, the blonde reaches over to her right sleeve unzips a pocket there and removes a flask and hands it to him. He opened the flask and took a long drink. "'Tis nectar of the gods!" stated the Irishman. " 'Tis truly fantastic!!!"

At this point the gorgeous blonde started to slowly unzip the long front of her wet suit, baring everything to her navel. She looked at the trembling man and asked, "And how long has it been since you played around ?" With tears in his eyes, the Irishman fell to his knees and sobbed, "Sweet shamrock! Don't tell me you've got, golf clubs in there too!"

Food for thought.....

Never be afraid to try something new".
Remember:, an amateur built the Ark,
professionals built the Titanic"

A man and his ever-nagging wife went on vacation to Jerusalem. While they were there, the Wife passed away. The undertaker told the Husband, you can have her shipped home for $5,000, or you can bury her here, in the Holy Land, for $150.

The man thought about it and told him he would just have her shipped home. The undertaker asked, Why would you spend $5,000 to ship your wife home, when it would be wonderful to be buried here and you would spend only $150? The man replied, Long ago a man died here, was buried here, and three days later he rose from the dead. I just can't take that chance.

2007 Bathurst International Motor Festival

The 1 October cut off for registrants to post their cheques and retain their spots has now been and gone so the BIMF has been opened up to other competitors. We have now received 53 cheques as deposits for this event so there are only 2 spots left on the grid plus the 6 reserve spots. If you want to go to this event then I would recommend that you get your deposit slip and cheque in promptly or you could very well miss out.

For those of you who have sent in your deposit I am expecting to have the draft supregs and entry forms within the next week or so. Once I have received these I will provide everyone with an update on progress of the event. 2 x 20 minute practice and 3 x 7 lap or 20 minute races is the current arrangement. It will be up to us to ensure that we get our maximum laps by keeping incidents to a minimum. I will be discussing use of the Safety Car with the organizers in an attempt to ensure that we get our full race time as opposed to the reduced track time that was recently experienced at the Biante round at the Mountain.

Currently I would expect that our track time will occur on Friday and Saturday with the 12 hour taking up all of Sunday. The basic program shown on the BIMF website www.bimf.com.au shows our 2 practice sessions and first race on the Friday with the other 2 races on Saturday so it will be a busy 2 days. Scrutineering is very likely to be available on Thursday the 7th so I would recommend booking your accommodation from Thursday to Sunday.

The list of currently paid up registrants is as follows:

NAME	SURNAME	STATE	CLS	CAR	NAME	SURNAME	STATE	CLS	CAR
Ron	Bashford	NSW	Nc	Torana	Steve	Mason	NSW	Nc	Camaro
John	Battersby	NSW	Nb	Mini	Leonard	McCarthy	NSW	Nc	Mazda
Fred	Brain	NSW	Nc	Monaro	Joe	McGinnes	NSW	Nc	Falcon
Rod	Brincat	NSW	Nb	Cortina	Mathew	McGrath	NSW	Nc	Falcon GT
Warren	Bossie	NSW	Nc	Torana	Ian	McIlwain	QLD	Nc	Datsun
Garry	Brown	QLD	Nb	Nova	Garry	Michael	QLD	Nc	Torana
Tim	Brown	NSW	Nc	Torana	David	Paterson	QLD	Nc	Torana
Paul	Bruce	QLD	Nc	Torana	Russell	Pilven	VIC	Nc	Datsun
Bill	Campbell	QLD	Nc	Torana	Wayne	Rogerson	NSW	Nc	Mazda
Teresa	Campbell	QLD	Nc	Torana	Mark	Schatz	VIC	Nc	BMW
David	Clement	NSW	Nb	Mustang	Ron	Shepherd	NSW	Nc	Torana
Chris	Dubois	NSW	Nb	Anglia	Graham	Slater	VIC	Nc	Torana
Bruce	Dummett	QLD	Nc	Torana	Alan	Smith	NSW	Nc	RX2
Charles	Gruber	NSW	Nc	Torana	Robert	Sudall	QLD	Nc	RX2
Robert	Harris	ACT	Nb	EH	Benjamin	Tebbutt	NSW	Nc	Mini
John	Harrison	NSW	Nc	Torana	Michael	Terry	NSW	Nc	Torana
Robert	Hayden	NSW	Nb	EH	Garry	Treloar	VIC	Nc	Camaro
Colin	Higgins	NSW	Nc	RX 2	Paul	Truelove	NSW	Nb	Cortina
Grahame	Hill	NSW	Nb	Mustang	Greg	Toepfer	NSW	nc	Kingswood
Kerry	Hughes	ACT	Nb	Cortina	Des	Wall	NSW	Nc	Mustang
Robert	Ingram	NSW	Nb	Cortina	Jervis	Ward	VIC	Nb	Mustang
Marty	Lambert	VIC	Nc	Torana	Phil	Ward	NSW	Nb	Anglia
Jerry	Lenstra	NSW	Nb	Imp	Colin	Warrington	QLD	Nc	Camaro
Craig	Lind	QLD	Nb	Cortina	David	Wheatley	NSW	Nb	Mini
Ethan	Lind	QLD	Nc	Torana	Grant	Wilson	QLD	Nc	Camaro
Greg	Luca	NSW	Nc	Torana	Mathew	Windsor	NSW	Nb	Cortina
					Cam	Worner	NSW	Nc	Falcon

Major Events 2006 - 2007

2006/2007	EVENT	VENUE
1 – 3RD DECEMBER	HSRCA TASMAN SERIES REVIVAL MEETING	EASTERN CREEK RACEWAY
3RD DECEMBER 06	TERRIBLY BRITISH DAY	OLD PARLIAMENT HOUSE - CANBERRA
5 & 6TH DECEMBER	2nd G.E.A.R. and G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
26TH JANUARY 07	NRMA MOTORFEST	MACQUARIE ST SYDNEY
4TH FEBRUARY 07	BATHURST SWAP MEET	BATHURST SHOWGROUND
10 & 11TH FEBRUARY	HSRCA FAMILY DAY & NO FRILLS RACE MEETING	WAKEFIELD PARK - GOULBURN
10& 11TH FEBRUARY	GNOO BLAS CLASSIC	ORANGE
17 & 18TH FEBRUARY	BERRIMA RALLY	MITTAGONG
17 & 18TH FEBRUARY	SYDNEY SUPER SWAP	HAWKESBURY SHOWGROUND
2 – 5TH MARCH 07	MUDGEE WINERIES & WELLINGTON SWAP TOUR	MUDGEE & WELLINGTON
10TH MARCH 07	TEA GARDENS/ HAWKS NEST MOTORFEST	TEA GARDENS
9-13TH APRIL 07	NATIONAL AUSTIN 7 RALLY	MUDGEE
28 & 29TH APRIL 07	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
4 -7TH MAY 07	CMC THREDBO JAZZ FESTIVAL TOUR	SYDNEY TO THREDBO
20TH MAY 07	NATIONAL DAY of HERITAGE MOTORING	VARIOUS LOCATIONS
27TH MAY 07	ILLAWARRA EARLY HOLDEN SHOW & SHINE	NORTH WOLLONGONG PCYC
25 & 26TH AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
1 & 2 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
15 & 16 SEPTEMBER	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
24 & 25 NOVEMBER	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN

2006 Club Points Scores

The Finer points

POINTS ARE AWARDED to financial members only and cover the three categories of Group Na, Group Nb and Group Nc. The six best results will determine the final outcome. Class placings (as per the CAMS manual) are as follows:

Number of starters	1st	2nd	3rd	4th	5th	6th
Six or more	18	15	12	9	6	3
Five	17	14	11	8	5	
Four	15	12	9	6		
Three	13	10	7			
Two	11	8				
One	9					

These are awarded for class placings in each race. If a vehicle finishes in an outright position (1-2-3) in its category then it will receive points as if there are six cars in its own class.

The points will be divided by the number of scratch races held at the meeting. Bonus points are also allotted. Three additional points are allocated for entering and participating; two for any handicap event that is entered and completed, and one for recording the fastest lap in class for the entire meeting.

Attending interstate Historic meetings on the same date as a points scoring NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within fourteen days.

Group Na Placings

Bruce Smith	132	Dean Wesley	28.16	Kent Davis	16.5
Alan Bryson	50	Don Titcume	17.33	Aaron Gabriel	11.5
Andrew Pursey	47	Tom Law	17	Terry Thompson	6
John Dowsett	32.5	Geoff Rose	17	Arthur Huxley	3

Group Nb Placings

Phil Barrow	154	Brian Titheradge	41.33	John Shuttle	18
Peter Mouser	131.33	Rob Owers	40.99	Victor Waterhouse	17.99
John Battersby	111.49	Barrie Brown	36	Robert Ingram	16
Bob Harris	107.49	Andrew Bergan	34.66	Roy Wilkinson	16
Kerry Hughes	105.82	Tony Ward	34	Cameron Scofield	15
Rod Brincatt	94	Bill Shipton	30.33	Tom Dyer	13.33
David Wheatley	65.33	Craig Stephenson	28.5	John Dunning	13
David Roberts	65	Jerry Lenstra	28.33	John Dyer	12
Barry Jessop	61.99	Dominic Truelove	28	John Lockyer	12
Martin Macri	56	Bob Hayden	24.33	Dave Elphick	12
Ralph Clarke	48.83	Dave Probin	23.83	John Tight	11
Chris Strode	47	Steve Pitman	23	Paul Truelove	9
Robert Loesch	45	David Gray	22	Brad Tilley	4
Greg Tkacz	44	Phil Taylor	22	Brad Harris	3
Chris Dubois	42	Ben Wilkinson	21		
Greg Topher	42	Cameron Tilley	20		

2006 Club Points Scores (cont'd)

Group Nc Placings

Vince Macri	126	Allan Mayne	33	Noel Roberts	13.66
Chris Dubois	101.66	John Bourke	32.5	Wayne Potts	13
Spencer Rice	101.33	Wayne Vinchx	32	Mark Oberg	13
Pete McNamara	101.33	Bill Magoffin	31.66	Michael Donaher	13
Ross Muller	100	Grame Hill	30	Brian Potts	13
Harvey Felton	81.66	John Sorraghan	28.66	Joe McGinnes	13
Steve Land	77	Greg Lamond	28.33	Allen Burke	13
Jason Humble	71.33	Bruce Stewart	24	Vince Harmer	12
Greg Smith	70	Glen Featherstone	23	Stuart Follows	12
Cameron Worner	69.33	Fred Brain	21	Doug Westwood	11.33
Charles Grubber	66	Alf Bargawana	21	Jason Foley	11
Troy Williams	63.66	Steve Mason	21	Tony Land	11
John Harrison	62.66	Daniel Sugden	21	Geoff Beasley	10
Peter O`Brien	60.83	Michael Terry	19.66	Russell Stanford	10
Allan Lewis	60.66	Ron Bashford	19.5	Ian Stewart	8
Brian Jessop	57.66	Tim Brown	19.5	Barry Seton	8
Ron Shepard	53.86	Wes Andersen	18	Ian McCarthy	8
Adam John	51.5	Gary Kirwan	18	Michael Kavich	8
Allan Reid	48.5	Greg Luca	17.66	Mike Dyer	7
Scott Gorman	48	Bill Attard	17.66	Greg Harnett	7
Ben Tebbett	47	Col Higgins	17	Garnet Patterson	6
Warren Gay	46.66	John Gorman	16	Brett Pulford	3
Ian Sawtell	44	Brad Tilley	15	Mathew O`Brien	3
Harry Bargwanna	44	David Stone	15	Darren Stewart	3
Bob Cox	39.49	Jason Tilley	15	Warren Bossie	3
Wayne Rogerson	35.83	Graham Slater	15	Jim Hunter	3
Warren Bossie	33	Bob Asher	14	Robert Rampton	3

TOP TEN OVERALL

Phil Barrow	154	John Battersby	111.49
Chris Dubois	136.66	Spencer Rice	109.33
Peter Mouser	131.33	Bob Harris	107.49
Bruce Smith	131	Kerry Hughes	105.82
Vince Macri	126	Pete Mc McNamara	101.33

2006 Race Numbers

3	Dominic Truelove	58	Stephen Pittman	114	Bruce Walker
4	Daniel Sugden	59	Chris Wilson	115	John Dunkley
5	David Clement	60	Cameron Tilley	117	Len Mc McCarthy
6	Ross Muller	61	David Wheatley	118	William Shipton
7	Laurie Donaher	62	Doug Westwood	123	Wayne Potts
8	Lionel Walker	63	Ken McGann	125	John Lyle
9	Paul Axiak	64	John Tight	126	Peter McNamara
10	Michael Terry	65	Ben Tebbutt	127	Aaron Gabriel
11	Paul Axiak	66	David Clement	128	Brian Titheradge
12	Wes Anderson	67	Ross Donnelley	129	Scott Gorman
13	Graham Russell	68	Trevor Hutchins	131	Bob Harris
14	Ian Stewart	69	Don Titcume	134	Joe McGinnis
15	Jason Foley	70	Wayne Rogerson	135	Dave Probin
16	Stewart Follows	71	Greg Smith	138	Michael Kennedy ?
17	Steve Travica	72	Phillip Barrow	139	Warren Gay
18	Allan Reid	73	Garry Kirwan	144	Benjamin Tebbutt
19	John Sorraghan	74	Dick Bryant	147	Graham Slater
20	Mike Dyer	75	Ross Donnelley	149	Ken Ross
21	Col Higgins	76	David Stone	152	Matthew O'Brien
22	Warren Bossie	77	Harvey Felton	158	Arthur Huxley
23	Max Ullrich	78	Peter Mouser	160	Jason Tilley
24	Bruce Smith	79	Cameron Schofield	165	Victor Waterhouse
25	Russel Stanford	80	Steve Land	168	Max Hutchins
26	Mike Fleetwood -Smith	81	Bruce Stewart	169	Tom Amos
27	Peter O'Brien	82	Cam Worner	170	Mark Oberg
28	Brad Tilley	83	Greg Maluare	171	Thomas Mott
29	Jason Humble	84	Peter Ullrich	174	Garnet Patterson
30	Chris Gabriel	85	John Gorman	179	Barry John Jessop
31	Craig Stephenson	86	Charles Gruber	181	David Gray
32	Bill Callan	87	Andrew Bergan	184	Sari Ullrich
33	Terry Thompson	88	Greg Toepfer	186	Glen Terry
34	Brian Jessop	89	John Harrison	188	Roy Wilkinson
35	Grahame Hill	90	Ray Bailey	189	Ben Wilkinson
36	Paul Truelove	91	Stephen Burke	190	Ken Ballentyne
37	Ralph Clarke	92	Ron Shepherd	191	Graeme Hill
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41	Jerry Lenstra	96	Adam John	211	Craig Higgins
42	Robert Ingram	97	Phillip Taylor	222	Keith Croft
43	Jim Hunter	98	Bob Cox	224	John Beechey Snr
44	Vince Harmer	99	John Lustri	225	John Beechey Jnr
45	Bob Asher	100	David Roberts	270	John Battersby
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47	John Dyer	102	Martin Macri	280	Robert Rampton
48	Noel Roberts	103	Steve Mason	283	Greg Tkacz
49	Ken Brigden	104	Bob Hayden	290	Tim Brown
50	Rod Brincat	105	Greg Lamond	295	Spencer Rice
51	Chris Stewart	107	Kerry Hughes	333	Troy Williams
52	Geoff Rose	108	Frazer Roberts	350	Brian Potts
53	Dean Wesley	109	Matthew Windsor	351	Robert Nicol
54	Robert Owers	110	David Noakes	777	Fred Brain
55	Andrew Pursey	111	Allan Burke	911	Andrew Smyrnis
56	Chris Strode	112	Glen Featherstone		
57	John Dowsett	113	Alan Mayne		

John Leffler appeared quite at home in the wet conditions as he fends off Colin Bond and Brian Foley - Oran Park , 21st Anniversary meeting March 1983

Kevin Bartlett (in Steve Williams' EH) relived earlier battle with Leo & Pete Geoghegan & Fred Gibson - Oran Park 21st Anniversary meeting, March 1983

Ken Grindrod appeared in this strikingly turned-out EH at Oran park in May 1983

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The Cooper S of Ian Stewart at Oran Park in May 1983, was still competing in the same hands more than 20 years later.

Photos courtesy of Peter Schell

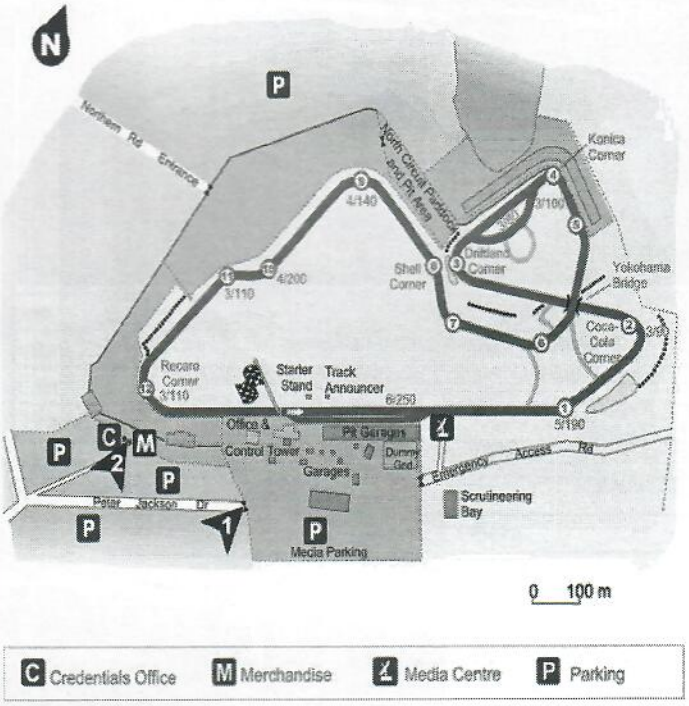
Oran Park Raceway is 43 years old, and has an extremely interesting past. Oran Park was started by the Singer Car Club in 1962. The Circuit played host to the Australian Touring Car Championship and other events of national significance.

The circuit then was only the current South Circuit with the now famous Bridge and Figure 8 North Circuit added to create the Grand Prix Circuit in the early 1970's. It was at this time Oran Park hosted the Australian Grand Prix, and hosted lucrative Sports Sedan events each year known as the Toby Lee Trophy.

In the 1980's Oran Park hosted the Grand Final round of the then Shell Australian Touring Car Championship, the biggest series in Australian motorsport at the time.

Through the 1990's and the present day Oran Park is still Sydney's favourite circuit, drawing crowds to the V8 Supercars in ever increasing numbers. It was during the 1990's that Oran Park Raceway was the home of Super Truck racing, which is still popular today.

Today Oran Park Raceway maintains its reputation as an innovative facility, leading the way with brand new events and types of motorsport. Currently the exciting Super Motard and Drifting events are at the leading edge of Australian Motorsport.



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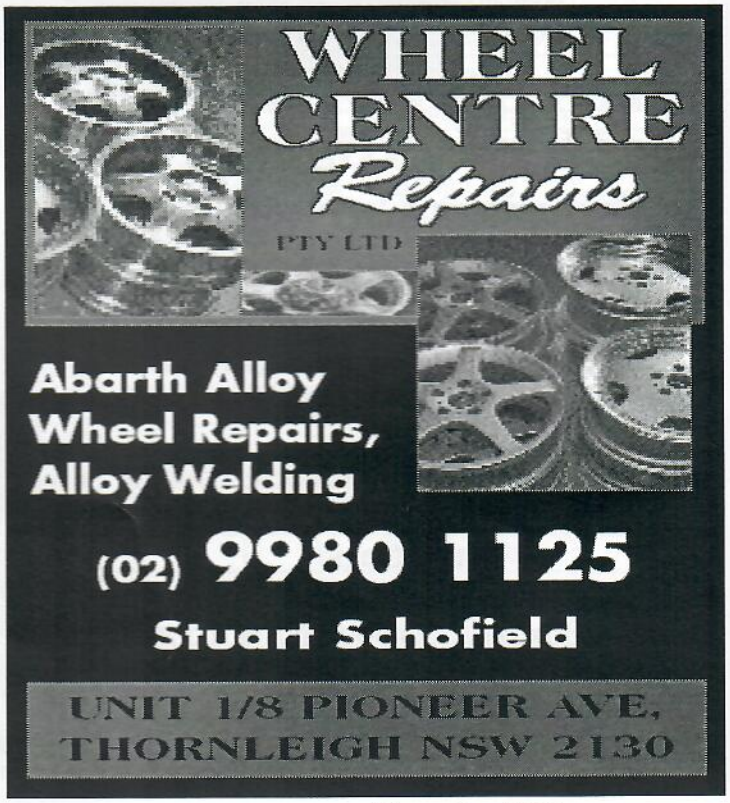

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