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APPENDIX J ASSOCIATION OF N.S.W.

OFFICIAL NEWSLETTER

EDITION No. 4

VOLUME 6

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MONTHLY MEETINGS ARE HELD AT BURWOOD R.S.L.
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ON 1st TUESDAY OF EACH MONTH COMMENCING AT 8 p.m.

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N.S.W.R.R.C. MAY TROPHY MEETING
ORAN PARK SUNDAY, 6th May, 1984

The days proceedings involved three events for Appendix 'J'. Unlike recent meetings the events were very exciting and action packed. You could say all the Appendix J races were the highlight of the meeting, real on the edge of your seat stuff. Great to see.

Event 6 was the Appendix 'J' Sprint run over 5 laps. Placegetters were:

1st	Greg Toepfer	EH
2nd	Steve Williams	EG
3rd	Ian Stewart	Mini
4th	Brian Potts	Valiant
5th	Graham Douglass	Mini

Event 14 Appendix J Trophy - 10 laps

1st	Ian Stewart	Cooper 'S'
2nd	Steve Williams	EH
3rd	Brian Potts	Valiant
4th	Mike Dyer	EH
5th	Ray Bailey	EH

Event 19 Appendix J Handicap - 6 laps

1st	Paul Corner	Cortina GT
2nd	Ron McDonnell	Cooper 'S'
3rd	Nev McDonnell	Cooper 'S'
4th	Terry Brown	EH
5th	Brian Potts	Valiant

Interesting development, Greg Toepfer broke a rear axle, maybe this could be the start for added stress resulting from the installation of LSD's. Also unlucky on the day Ray Bailey shattered a diff (standard).

FUTURE DATES FOR 1984

SUNDAY, 22nd July
SUNDAY, 16th September (CHAMPIONSHIPS)
SATURDAY, 17th November (DAY & NIGHT)

In all cases Entries close four (4) weeks prior to each meeting.

28th October - Silverdale Hillclimb
3rd & 4th November - Six Hour Relay, Oran Park

ORAN PARK RACEWAY
SUNDAY 27th MAY, 1984

Two races for J's and the crowd loved every minute of it. The first, the Historic Touring Car Trophy event consisting of 8 laps -

1st	Steve Williams	EH
2nd	Greg Toepfer	EH
3rd	Brian Potts	Valiant
4th	Graeme Douglass	Cooper S

The second event was the Historic Touring Car Sprint run over 6 laps -

1st	Greg Toepfer	EH
2nd	Brian Potts	Valiant
3rd	Graeme Douglass	Cooper S
4th	Kevin Anker	Jaguar

The days events were not without its trouble. Don Holland, Mike Dyer and Nev McDonnell were scratched without touching the track on race day. Dave Clement, Greg Mackie, Robert Cobden and Graeme Hart all spun in BP in the last event and had the crowd on their toes from start to finish.

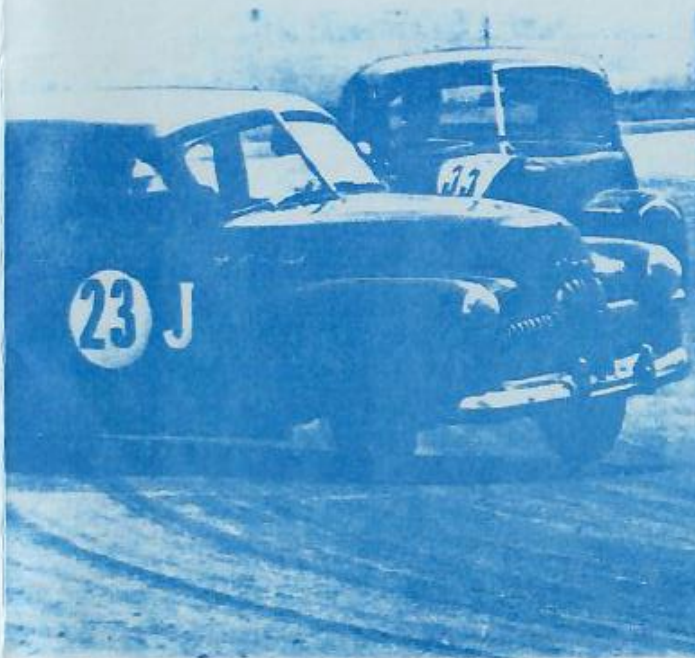
Greg Mackie who spun in BP and hit the cement wall, backwards in his VW Beetle was one of the new cars making its debut. Along with the mighty beast of Pat Beck in her Buick Riviera, Dave Clement has a new EH and Laurie Donaher a new Valiant, with head gasket troubles.

Kevin Anker was not allowed to participate in the first race because of an oil leak. But in the second event he showed that he is a force to be reckoned with. He had the fastest race time of 54.8. After all the finicky problems he has been faced with and after much hard work on his car he has slowly progressed to be a real race winner. He's not quite there yet but watch the next time we meet and see what I mean. I think he could be on the cards for that lovely Most Improved Trophy to be awarded later this year.

Another young driver making a mostly unconfident impression in his class is Phillip Truesdale in his Fiat. I watched him collect the trophy for the 2001 - 2600 class in great style. He tries very hard but doesn't give himself much of a chance. In the second event I saw him hold Pat Beck 455ci Buick, Alan Barrow FJ and at least 3 other cars at bay. I wish both Kevin and Phillip continued improvement.

Also hope Steve Williams and Bruce Allen fast recoveries after they both blew engines during the day, very expensive for both involved - good luck fella's.

The committee is going to arrange a team of six Appendix J cars to participate in the Six Hour Relay to be run on 3rd & 4th of November. They feel its a great idea to choose the younger drivers with less experience to participate in this event and have the experienced drivers helping these young drivers to carry the Appendix J Banner to victory. (maybe?)



COMMITTEE REPORT

CHALLENGE SERIES: The Vic Appendix J Association has been advised of NSW recommended changes to points, etc., but disagree with change of date from August 12 to August 5 Amaroo. They have advised \$2,000 sponsorship from Forte Oil.

TROPHIES: Outright 1-2-3 provided by NSWRRRC for May 6 meeting. Roland Hill has organised trophies for 1st in each of 5 classes. Full range of trophies provided by Oran Park for Open meeting on May 27. Roland Hill reported on proposal to establish Assoc. pointscore with year end trophies.

EVENTS: Bruce Allen reported on Easter Mallala, where John Mann (Mustang) won easily from Greg Jupp (Mustang) and John Bassett (Super Anglia) while Bruce Allen blew distributor cap in first corner! And Ken Mathews broke the crank in his Mustang. A good line-up of SA cars included a Chev Bel Air, a Studebaker and a Farina, A40. The meeting was hectic, great fun and held in perfect weather, with excellent promotion by Channel 10.

Kim Wells offered to supply tents to accommodate four cars, with other tents available to add on. Would save outlay of \$300 for interstate Challenge Series.

MINIMUM WEIGHT LIMIT: Geoff Simmons reported that a list of vehicle registration weights is on its way from DMT. His explanation of reasons behind plan to apply Weight Limit - a means to both prevent cars removing weight illegally and to achieve closer competition - aroused long and somewhat heated discussion, and the general feeling, though unresolved, is that the proposal doesn't carry much weight.

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Meeting of the Historic Car Committee held at
CAMS Offices, Melbourne on Saturday, 14th April, 1984

Group N

The Committee considered the outcome of the recent meeting of the Group N Eligibility Committee

The Committee fully endorses the comments and philosophy outlined in Minute No. 1 of the meeting viz:

"The Committee registers the view that, rather than restrict the exposure of Group N cars, CAMS should be about ensuring that modern classes/categories provide a better spectacle than generally is the situation at present.

Competitors are paying high fees to CAMS for the privilege of holding a license, etc. Accordingly, CAMS bears some responsibility to ensure that adequate facility exists for cars to compete.

It is also agreed that Group N has developed in such a way and to such an extent as was not envisaged when first introduced.

Its popularity can be attributed firstly to the relative cheapness of the category (with some exceptions), the appeal of turning back the clock, the drawing back to the sport of a number of retired competitors, and the spectacle provided when racing.

The Committee is firmly of the view that Group N should however remain under the Historic umbrella.

The Committee discussed the apparent variations in the application of Group N regulations where in NSW restrictions are being applied which are not provided for in the regulations.

The Committee believes that the assured future of this class of racing is dependent upon consistent application of the regulations from one State to another.

POLICY RECOMMENDATIONS IN RESPECT OF GROUP N

1. Induction

The Committee has discussed the question of using modern carburettors in place of original units.

It is agreed that for reasons of practicality, more modern versions of carburettors with a different throat size which were available in the period are acceptable, provided that outward appearance is the same. Carburettors of a make not available in the period are unacceptable.

2. Spherical/Rose Joints

The question of the use of spherical joints in the suspension.

The Committee has considered

Regulations are presently quite explicit in that original steering and suspension joints may not be replaced.

Permitted suspension "add-ons" however, may employ rose joints.

3. Suspension/Shock Absorbers

that gas filled shock absorbers are acceptable. The type of shock absorber may be changed.

The Committee is of the opinion

Adjustable lower control arms and other suspension adjustments were discussed at length and the principle of retention of original components and whether or not they should be able to be rendered adjustable.

It is agreed that original specification suspension components must be retained but may be permanently modified only in order to alter suspension/steering geometry, but may not be modified to an adjustable configuration on those cars which did not provide for adjustment in standard form.

4. Coachwork

the question of body modifications in particular "pumping out" of mudguards and the holes in floorpans for tramp rods, etc.

The Committee has discussed

In relation to body width, it is agreed that any car which is patently too wide should be measured (spirit level or plumb bob) and if outside a tolerance of 2% then correction should be required).

So far as coverage of tyres is concerned, it is agreed that the tyre tread (but not necessarily the "bag") must be covered by the coachwork.

As to holes to accommodate tramp rods, etc., it is agreed that these are unacceptable, as they were in 1964.

Air vents beside the radiator to accommodate a trunk for induction purposes are acceptable. The radiator support panel may be modified for this purpose.

Weight reduction is not specifically prohibited by the regulations as there are no weight limits to be observed.

5. Transmission

is concerned that the transmission housing is correct and that the number of speeds is correct. It is not practicable to police transmission ratios.

Essentially the Committee

6. The Clutch

the question of multi-plate clutches.

The Committee has considered

Following lengthy discussion (again) it was agreed that there is no restriction on the type of clutch employed in this category.

7. Wheels The use of composite wheels is unacceptable as their use in Appendix J was not the practice, and it is agreed that period appearance of cars is essential.

8. Cold Air Boxes The question of the fitment of cold air boxes has been discussed. It was common practice to fit them on most cars which would accommodate them.

It is agreed that there is no regulation prohibiting their use.

9. Roll Cages The question of safety aspects of full cages vis-a-vis their structural integrity benefits has been discussed. It is agreed that for reasons of safety, restrictions are unwarranted.

10. Seats Seat modifications have been discussed and it is agreed that whilst modern seats may be safer, their appearance would be unacceptable. It is possible to modify seats adequately in order to preserve essentially the original appearance but at the same time rendering them safer and more comfortable.

11. Brakes Brake hoses should be free.

12. Steering Wheels It is suggested that the minimum diameter of wheels was originally intended to be 330mm not 380mm.

It is recommended that the regulations be amended accordingly.

13. Internal Engine Components Items such as roller rockers and roller cam followers have been discussed. These were available in the period, hence may be used.

14. Brake Scoops Some cars have "brake scoops" which are more in the form of spoilers and whose primary function is obviously to act as spoilers.

Means to overcome this have been discussed.

It is agreed that brake scoops must be designed for brake cooling and shall serve no subsidiary purpose.

15. Ignition It is agreed that ignition components are free provided that the distributor is of a type utilising points.

16. Cooper 'S' The Committee has discussed whether or not hydroelastic suspended cars should be permitted.

It is agreed that we should maintain current policy and continue to limit these cars to rubber suspension.

17. Alternators The prohibition on changing from a dynamo to an alternator was not a Committee recommendation.

It is recommended this restriction be deleted from the regulations.



Mustang Memories

LAST MONTH was indeed an historic one for Ford lovers (and especially those romantically linked to the Mustang model) around the world, as it marked the 20th anniversary of the release of a favourite son. Yes, the 'Stang was 20 years old on April 17, and the figures surrounding this cult car (and that tag still holds true today) are remarkable.

Ford is celebrating 20 years of Mustang production with the release of a Special Anniversary Limited Edition model in the USA. Only 5000 examples of the special Mustang will be built, pictured here with an original 1964 model.

On the day of release the new Yank sporty attracted 22,000 orders, and went on to record 417,000 sales for the first year of existence. The first year estimate was 100,000! To celebrate the occasion, the Mustang Owners Club of Australia held a gathering of around 100 cars at Shepparton in rural Victoria, and had a thoroughly goggle eyed time as they stared at each other's pride and joy. Ah yes the memories, they were certainly different times in those days...

CAMS has sought to provide its members with services which they require, and which are not normally available elsewhere. We now have to offer members a product which has been designed for CAMS members who may wish to increase their personal accident insurance cover.

This Plan will be of interest particularly to those members who seek higher capital benefits than the current compulsory personal accident insurance scheme offers; to those who do not wish to pay high loadings on life assurance policies but seek to obtain the cover on a more economical basis, with the added bonus of 365 days a year protection; and to those who are self employed tradesmen who may find it difficult to get sufficient personal accident cover elsewhere.

This is an opportunity for members, their spouse and their family to be covered against unforeseen consequences of accidents - accidents which can occur in the home, at work, whilst travelling, while engaged in motor sport, or any other personal or sporting activities.

The Plan permits members to determine their own amount of insurance at a substantially lower premium than it would cost them to buy similar protection as an individual.

Some important points to note are:-

- * The cost for each unit is 50 cents per week and up to 10 units can be purchased (ie. \$5 per week). For a 50 cent unit the benefit is \$15,000 (ie. \$150,000 for 10 units).
- * World wide 24 hour, 365 day cover whether at work or involved in personal activities.
- * Member's wife or husband may also be insured for the same benefits at the same low cost.
- * Members dependent children are covered for 15% of the members cover at no extra cost - under the Family Plan.
- * No medical examination is required.
- * Benefits are payable in addition to any other amount to which members may be entitled to under Worker's Compensation, Third Party Claims, Medicare or Private Hospital Funds or any other Insurances.

- * Cash is payable direct to the member if hospitalised as a result of an accident, which helps pay for any hidden costs of the mishap.
- * Benefits are reduced by 50% whilst an Insured Person is driving or riding in certain types of motor sport activities conducted under the auspices of CAMS.
- * The number of units can be increased or decreased at any time, by the completion of a form available at any CAMS Office.
- * Payment deductions from a bank must be made through a cheque account, they cannot be made from a savings account.
- * Within one month of the Enrolment Form being received by CAMS the insurance company will forward to the enrolled member a copy of the policy and a "Certificate of Insurance".
- * Claims should be made direct to the Insurers, AIU.
- * Members can join at anytime throughout the year.

To participate in the scheme, obtain an Enrolment Form, together with the explanation leaflet, from any CAMS Office and simply complete the form and forward it to CAMS Head Office in Melbourne.

Protection under the scheme will commence from the time the form is received by CAMS.

Payment may be made on an annual or monthly basis, being deducted from the member's bank account. Details are set out on the Enrolment Form. If monthly payments are to be made, a cheque for the first premium is to accompany the form, payment is calculated by multiplying the weekly rate by 52 and dividing by 12 to give the calendar month payment. Therefore, one unit per month costs \$2.17; a family unit costs \$4.34.

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3	6.51	78.12	13.02	156.24
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5	10.85	130.20	21.70	260.40
6	13.02	156.24	26.04	312.48
7	15.19	182.28	30.38	364.56
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FJ fitted with an EJ grille and front bumper. Bonnet was louvred, 13" wheels and Maroon paint. Photo taken 1967. (C.R.)



Harrop's Howler. Ron Harrop, current HDT driver began his racing career. Drag Racing. He ran a very successful modified B/MS EH but then turned to a B/MP FJ which turned 12 secs. Car ran a stroked 186 and clutched torqueflite Auto. Photo taken at N.S.W. Nats 1974. (Ecurie Photo)



'Black Shadow' built originally by Alby Oliver in the late 60's. This car collected a huge supply of custom trophies across Australian shows. It used a simple grille treatment, flawless black paint and perspex bonnet inserts. In later life the grey motor was replaced with a 186 and regular drag racing competition undertaken. (Ecurie Photo)



LEFT John Combers shortened 'Coupe'. 11 inches of body were removed from the rear door area. John used the car regularly at Calder Dragway thru the late 1960's.

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ACTIONLINE JUNE, 1984

From the SECRETARY'S DESK

There's plenty of decision-making for your Committee this month - and what it can't handle will be put before the General Meeting on June 5.

THE DIFFERENCE of opinion between the Victorian and NSW Associations as to where the various rounds of the Interstate Challenge will be run appears to have been resolved by a firm letter to Barry Jupp from President, Rob Tweedie. Rob pointed out that (a) the August 5 Open Amaroo Park meeting, being televised, is most appropriate for a round, whereas (b) the August 12 Historic Meeting (also at Amaroo) seeks to present the older cars in more of a nostalgic than competitive atmosphere. And, of course, just one week later, August 19, is the next round at Oran Park.

AN ANNUAL Pointscore Competition has been proposed, taking in as wide a variety of events as possible - races, hillclimbs and - what else? Any ideas?

A PROBLEM has arisen over the date we selected for the next Silverdale Hillclimb. Seems we overlooked the clash of the Six Hour Relay Race (Oran Park, November 3 - 4) which will feature quite a lot of the Street Sedan racers we've invited, and maybe a team of our own. Alternative date has been set for 28th October.

PAT BECK came up with a good - and generous - idea at the last General Meeting. Apparently, she and a couple of friends operate a mobile food canteen, which Pat says can be set up in our area at Oran Park to feed and water us during the day, and when it's all over they'll split the profits with the Club. Sounds good, but Oran Park have knocked it back and are involved in making arrangements of their own.

IN A SIMILAR VEIN - greater comfort at race meetings - Nev McDonnell has an idea for permanent shelter at Oran Park. The Committee will hear about a low cost lock-up building for our hospitality and storage centre, to which can be added a framework that will carry tarpaulins to cover the cars. When that goes together, and we add a few flagpoles and an Association banner, we'll really have arrived!

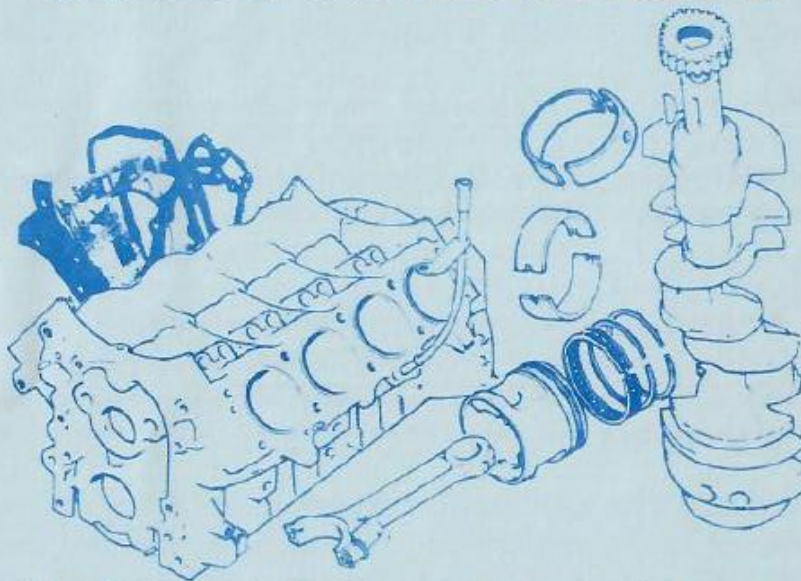
THE MINIMUM WEIGHT Limit subject is far from resolved, so don't do anything drastic in that area, one way or the other until you receive the Committee's report. A pretty strong letter from the CAMS will have been discussed by the Committee before the June General Meeting, giving cause for much head-scratching.

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ORAN PARK TO CONTINUE!

NOT only is Sydney's Number One circuit staying in business, but it is headed for an even bigger and better future, and the new Promoter is a great fan, and friend, of Appendix J.

Jim Ferguson, a driver himself these past 12 years, though in a fairly low key situation, wrote to all CAMS Car Clubs last week, seeking to put minds at rest about the future of Oran Park. Jim has been engaged by the Perich family, the new owners of the circuit and officially known as the Leppington Pastoral Company Pty. Ltd., to take charge of the 400-acre circuit section of the 1600-acre property they just bought for \$2.6 million, and he certainly has some ambitious plans. Here's part of what Jim says in his letter

" . . . we have agreed to the continued use of the circuit and to ensure its long term viability we have decided to upgrade and improve the facilities and amenities for the benefit of both the competitors and spectators alike.

"It is proposed that three new kiosks be built on a self-service basis to eliminate unsightly caravans around the circuit and to provide a faster and higher standard of catering for the venue.

"As funds become available, and as time permits, we shall be undertaking a re-surfacing programme of the circuit and pit areas, erecting playgrounds and amusements to entertain children and attract families, provide shaded picnic tables and chairs and generally promote Oran Park and the motor racing activities that will be held there.

"We hope this letter will dispel any fears your members may have had regarding the future of Oran Park, and we look forward to establishing a long and enjoyable relationship with your Club."

I'm happy to tell you that I've had a couple of conversations with Jim and he is certainly simmering with a deep excitement at the prospects that lay before him. So far, his biggest problem is sorting out and absorbing all the well meaning advice that's being thrust at him - mine included! His biggest job will be to arrange all the priorities in correct and workable order.

As soon as funds allow, Jim plans to rebuild certain of the corners - Torana, particularly, followed by Castrol (formerly BP), but with each quoted at over \$35,000 it could be a little while yet!

Good luck, Jim; we're right with you!

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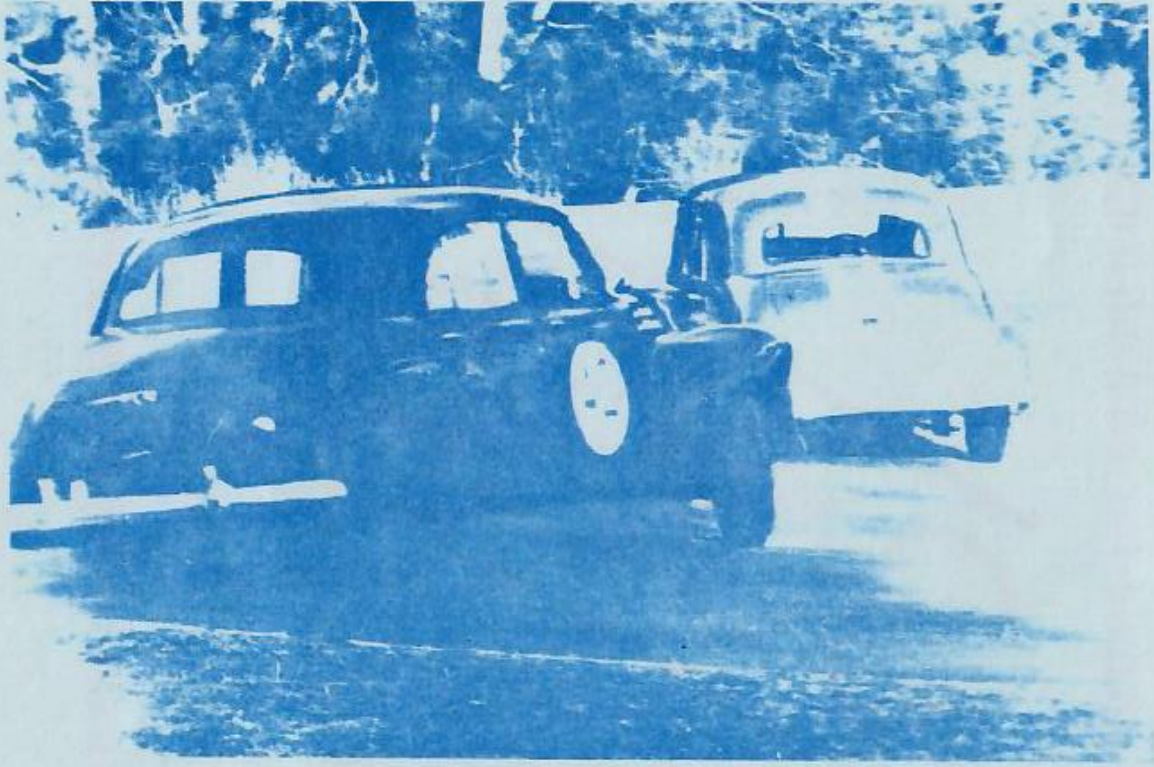
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