

# "ACTION-LINE"



MONTHLY BULLETIN OF THE

# APPENDIX 'J' ASSOCIATION (N.S.W.)

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# "ACTION- LINE"

# Appendix

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

## OFFICE BEARERS AND COMMITTEE

PRESIDENT	ROBERT TWEEDIE	327-8333	427-2906
VICE PRESIDENT	MARC DUCQUET	789-3107	
SECRETARY	LINDSAY DIVE		997-2052
TREASURER	DOMINIC TRUELOVE	484-6517	654-2080
CAMS DELEGATE	BRUCE SMITH	667-9744	875-3074
ALT. CAMS DELEGATE	ROLAND HILL	84-7121	651-2308
COMPETITON MANAGER	MARC DUCQUET	789-3107	
CAMS ELIGIBILITY	MIKE DYER	982-1233	982-2449
EDITOR	RON LIGHTON	908-2211	639-8396
COMMITTEE	LAURIE DONAHER	546-1704	522-6449
	FRANK BINDING	93-5770	997-5851
	KEVIN ANKER		816-5214
SCRUTINEERS	LLOYD CLEAVER	042-84-8668	042-67-3706
	PETER SUGDEN	042-84-4692	042-67-4483
	STEVE TRAVICA	99-4666	99-3553
SOCIAL COMMITTEE	JULIE GREVETT		99-4158
	PETER SCOTT		625-2095
	DIANNE TILLEY	98-6537	982-2318
		[B]	[H]

CORRESPONDENCE: 12 PAUL CLOSE MONA VALE 2103

### MAGAZINE CONTRIBUTIONS:

44 CANYON RD BAULKHAM HILLS 2153 FAX # 9084630

### GENERAL MEETINGS

7.30 for 8.00am start FIRST TUESDAY EACH MONTH.  
At the BURWOOD RSL CLUB SHAFTESBURY ROAD, BURWOOD.

NEXT MEETING: TUESDAY OCTOBER 6

OCTOBER 1987

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## From The PRESIDENT...

I can't believe how quickly 1987 has rushed past and we are about to re-elect our 1988 Committee. My information is that most of our 1987 Committee members are re-standing for 1988 subject of course to your votes at the next general election at Burwood on November 3.

It has been a pleasure to work with the current Committee who have been more than co-operative during the past year and subject to their desires to remain, it would be a pleasure to work with them again next year. Enough said.

Correspondence with Mr John Keefe (CAMS Chief Executive Officer), and ourselves has been quite interesting of late. It seems from what we are told, the letter which most competitors received regarding the eligibility of their cars, was apparently written without all the facts being available thus we have been unofficially told that the matters contained in this correspondence is to a degree not applicable. In fact Mr Harry Firth and the relative CAMS Eligibility Officers of each state will be meeting later this year to discuss and agree the exact specifications allowable so don't panic at this stage.

In the meantime Mr Keefe has written to our Association suggesting variations in our tyre specifications broadly recommending that one set of unbuffed tyres be utilised per meeting, per competitor, and/or used tyres as the alternative. We have responded to the effect that we believe this would be quite, impossible to, police but do endorse a change to a control tyre for 1988 that will suit most wheel sizes, the exception being 15 inch wheels which could perhaps be submitted by each individual competitor directly via our CAMS Eligibility Officer to CAMS in Melbourne for approval.

Additionally it was recommended by Mr Keefe that the slower (DIV 2) cars be flagged off in 'J' races at 30 seconds prior to the faster cars thus creating some sort of Spectacle! We have decided that this would be most dangerous and have in fact recommended that an unofficial DIV 2 Register be created, monitored at all meetings to prevent "fudging" and some of the Club meetings in particular only be patronised by DIV2 cars providing of course they can get enough cars to fill a grid. We will keep you advised on this matter, but sincerely request somebody running a prospective DIV 2 car approaches our Club to put themselves in charge of organising the above.

As I have not attended the last couple of race meetings, I will leave the reports and comments to those who did, but have pleasure in reporting quite a large exodus of NSW drivers going to the Lakeside Historic and wish everyone a successful trip.

The future of App J is still looking good providing of course we all remember that we are not F1 drivers but many of us are rather elderly gentlemen enjoying our weekend sport in Historic racing!

Best Regards,

ROBERT TWEEDIE

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## CLUB CALENDAR

OCTOBER	6	Club Night
	11	Oran Park Restricted
	23	November Magazine Closing Date
NOVEMBER	1	Amaroo Restricted
	3	Club Night - ANNUAL GENERAL MTG.
	7/8	CANCELLED
	20	December Magazine Closing Date
	21	Oran Park Rst - Toddies - Day/Night
	29	Amaroo Restricted - Toddies Round
DECEMBER	1	Club Night
	5/6	Lakeside Meeting



**Les Vagg** **PENNANT HILLS**

### DISCLAIMER:

Any opinions published in this journal should not be regarded as being the opinion of the Club or the Committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor.

## "EDITORIAL DOODLES"

Once again it is time to put pen to paper and present Action-Line. This month's Doodles feature on legality and eligibility. Those of you present at the last Club meeting will remember that this was an issue that rated more than a mention. Elsewhere in this issue you will find an example of our Car Complaint Form which is to be filled in and handed to either Mike Dyer or any of our Club Scrutineers, either signed or unsigned, if you have a grievance concerning someone else's car. We have seen the results already of concerned competitors at the last meeting with three vehicles undergoing testing with mixed results.

The Club continues to recognise the difference between ignorance and outright cheating. I am sure if any of the latter is ever proved the Committee and Club will see that Justice prevails.

Leigh Drennan had some interesting information about a trip to the new Thunderdome later in the year. Unfortunately I do not have the details to pass on to you but I am sure Leigh will let us know more at the next Club meeting.

It would seem to me that the Club has a rather large Committee for its size. The proportion of one in every six members being on Committee is extreme. Perhaps some rationalization of our controlling body to a smaller group with the right to co-opt as needed would make management of our Club easier. A regular schedule of Committee meetings preceding each Club meeting could also improve policy making and bring a more ordered approach to our Club nights. A suggestion along these lines has been sent to the current Committee for discussion.

I must apologise for the haste in which this magazine has been put together. I have to go overseas for two weeks for business and so was a little rushed in compiling Action-Line. My thanks to Margaret for arranging the postage and packaging on my behalf.

Whilst not being one to blow my own trumpet I would just like to say that the team I was in for the recent Six Hour Relay Race at Winton managed to take out Handicap Honours. A first in eleven Alfa Club entered Six Hour Races and with a team of oldies at that. My 64 Giulia Sprint, a 67 Giulia Super and a 71 Mazda RX2. (The one I couldn't catch in the Alfa / Fiat Challenge). Our little car did nearly 3 hours due to some misfortune in other areas including the last 2 hours straight and managed a 75.4 (5 secs better than last year and quicker than the RX2) and was still running strong at the end even if a little low on fuel and rear tyres. The best thing about the chequered flag was the Fosters that came through the window as I arrived in the pits. Six hour racing is great. I am sure some of our other vehicles would make excellent competitors as well.

Don't forget that NOVEMBER 3 is the ANNUAL GENERAL MEETING and your chance to voice an opinion of the running of YOUR Club.

TILL NEXT MONTH - RON L



## RACING ROUNDUP

### ORAN PARK OPEN - TODDIES ROUND 29/30 August

I apologise to all concerned for not having anything other than results for this meeting. I was somewhat involved in getting doors to close and did not ask anyone to take notes.

#### Event 2 Grp N Invitation

1 Donaher - Mustang 52.57    2 Ducquet - Lotus 52.38    3 Dive - Mini 53.74  
4 B Tilley - Valiant 53.67    5 Asher - Mini 54.52    6 Toepfer - EH 54.99  
7 Visser - EH 54.58    8 Drennan - Valiant 54.49    9 Lisle - EH 54.57

Other finishers were : Travica Oxley Corner J Tilley Brosens Tigani Lighton  
Arnott Walsh Strode

#### Event 8 Appendix J Trophy

1 Allen - Mini 52.56    2 Ducquet - Lotus 52.51    3 Donaher - Mustang 52.71  
4 Dive - Mini 53.16    5 Asher - Mini 53.19    6 Drennan - Valiant 53.93  
7 Travica - Valiant 53.88    8 Visser - EH 53.95    9 Lisle - EH 54.02

Other finishers were : Corner Oxley Brosens J Tilley Tigani Lighton B Tilley  
Walsh

Congratulations to Marc Ducquet who is slowly working his way down the Eastern  
Seaboard taking lap records with him. (Ed)

### ORAN PARK GRAND PRIX 2 DAY RESTRICTED - STREET SEDANS - 12/13 Sep

Surprise - The weather was just right. Not a cloud in the sky, not too hot and  
after all the recent rains, dry but not dusty. The races were being held on the  
Grand Prix circuit and while not especially a spectators venue, it is certainly  
fun for all the drivers.

The first race for the J's on Sunday was the Binding Smash Repairs Trophy Race.  
Seventeen cars practised with both Dive and Ducquet starting from the rear of  
the grid. Lindsay had been having a short holiday away from the seaside and had  
elected only to drive on Sunday.

The race was eventually won by an enthusiastically driving Greg Toepfer with a  
much improved Leigh Drennen in second spot. Both Ducquet and Dive had brilliant  
drives from the rear to finish 3rd and 4th respectively.

Unfortunately the real attention was being focused on Frank Binding, who after  
sponsoring the event had a monstrous multiple roll over. Frank after exiting  
the Goodyear bridge got the mini out of shape and although he caught the louse it  
hit a tyre mound at high speed and was launched. Frank had several bones broken  
in his left foot, spent several hours in Camden hospital and was due to have it  
all set the next day. Needless to say the mini was almost totally destroyed.  
Frank on the whole however was fine but shaken.

The Feature race - Apple Tyres.

This ten lapper had Toepfers attractive and rapidly developing EH on pole with Donaher in the Mustang next to him. Visser and Grevett were on the 2nd row with Dive and Ducquet again at the rear of the grid.

When the flag dropped it was Donaher leading the way with Toepfer in hot pursuit. Both Visser and Travica had good starts with Leigh Drennen not far behind. from the rear of the grid Ducquet could do no wrong as the shuffling field seemed to open up and allow him through. Didn't last long though because by the end of the first lap Marchad retired with a broken diff. Richard Mingay also retired his car on the same lap.

By lap 3 Donaher and Toepfer had an impressive lead followed by Visser Drennen and Travica. Dive was up to 8th when the motor in his mini developed noises like a rumbling tummy and he nursed it home to the pits.

On lap 6 Donaher and Toepfer had continued to pull away from the spreading field. Travica's valiant also appeared to be suffering some form of dispepsia and Steve fell back through the field to finally finish 9th.

Towards the rear relative newcomer Ray Tigani was naving a ball exiting most corners with the tail of his Triumph Booted out. Paul arnott and Ron lighton were having their own Alfa challenge with Brian Hawkins making some corners 3 deep.

The chequered flag fell for Donaher who had begun to pull away from Toepfer. 22 seconds behind in 3rd was Drennen with Visser 4th, Dyer 5th, Grevett 6th and Dominic truelove 7th.

After the last race of the day a sausage sizzle and neck oil were enjoyed by a sizeable throng of members until a filtering twilight said goodbye to a good days racing.

MIKE BYRON

## FROM THE DESK OF VICE

Best wishes and a speedy recovery to Frank Binding. Our experience says you will be more frustrated about not getting on with a rebuild than you will be with your foot. It does show however how well the safety gear works. I must admit watching you rolling alongside me was stomach wrenching. Starting from the rear of the grid was interesting if not exciting. Thanks to those slower drivers who kept clear of all the faster cars behind them.

MARC DUCQUET.

FROM THE

## SECRETARIES DESK

At the last general meeting there were two letters received and read out to the meeting. I think these letters should be published. (They appear as an insert in Action-Line - Ed.) Firstly a letter from Bob Asher and secondly from Ray Lintott.

Recently there have been a few of our members sending renewal forms and cheques for renewal in to me. Renewal is not due until December and I am sure that there will be an increase in the fees, more on that after the next Committee meeting. Thats about all for now.

Lindsay Dive

## ARE YOU ELIGIBLE

I would like to congratulate Bob Asher for taking the time and energy to compose his letter to the Club showing his concern for matters of eligibilty or lack thereof. Three weeks have now passed and I have not received a complaint from anybody in regard to our so called cheats. If anyone has doubts about eligibility on ANY vehicle in our Association please contact me and I will investigate the matter and print the results in the magazine.

Last Oran Park meeting the Puffer was on hand and used: Peter Lisle's EM was checked and found to be OK at 2944cc. The Triumph's of Brian Hawkins and Ray Tigani were also checked, Brian's checked out at 1999cc but unfortunately was found to have an illegal cylinder head (which will be changed before the next meeting). Ray on the other hand is building a new motor as his checked out at 2525cc; the car having been purchased on the understanding that it was under 2 litre. (Good Luck Ray.)

Whilst on the subject of Oran Park I would like to congratulate the Street Sedan Assoc Time Keepers on their "lucky dip" with yours truly being 3rd on the grid on saturday and 26th on sunday. It still confuses me!

Don't forget those people who do not want the inconvenience of being suffed, I have the facilities to measure and seal engines. The puffer in the capable hands of Steve Travica will be at every meeting and will be used to check at least one carper meeting.

REGARDS : MIKE DYER.

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## APPENDIX J MEMBERS

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## APPENDIX J CUP

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Starting from the first race meeting in 1988 and running until the last meeting in 1989 and thereafter an Annual Event.

Two identical trophies: One for Division 1 Cars  
One for Division 2 Cars

Point score system over the whole year as follows:

1st	- 9 points
2nd	- 8 points
3rd	- 7 points
4th	- 6 points
5th	- 5 points
6th	- 4 points
7th	- 3 points
8th	- 2 points
9th	- 1 point

Points will be awarded for the main trophy race at each meeting held at Oran Park and Amaroo. Both open and Club meetings to count equally. No points allocated for Invitation races such as the SUPER Race.

#### JUDGES:

Division 1 - Mathew Grevett (994158)    Division 2 - Margaret Lighton (6398396)

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#### FOR SALE: FORD ANGLIA SUPER (1298cc)

It takes a big heart and a Good driver to beat a good mini with this little 130bhp rocket, but it is very possible. Laps Amaroo in early 62's and has all the good gear including heaps of spares to numerous to mention. Complete ready to race this absolutely unique car is available at \$9000 or \$8500 without trailer - contact ROB TWEEDIE (3278333 B or 4272906 H)



Mr. Robert Tweedie

From: Mr. Ray Lintott

To Fellow Members of the Appendix J Association of N.S.W.

By now most of you will have heard that my Mustang has been sold. After the recent Amaroo Historic Meeting where unfortunately a gudgeon pin let go and severely damaged the motor, I was contacted by a fellow from Shepparton Victoria by the name of Tino Leo who wanted to purchase the Mustang. The car was not for sale but he persisted, offered to take the Mustang as it was, and offered top money right away.

As I have just recently expanded my business operations I find that I have less time these days to devote to my racing and his offer was most timely as I had decided to put the car away for the moment anyhow. I decided to accept his offer and he wasted no time in collecting the car.

The reason for this note is to thank you Robert, the Committee and all the fellow Competitors and Members for your help, advice, friendship and competitive racing.

Yours faithfully,

RAY LINTOTT

The Secretary  
Appendix J Association

Dear Sir,

After reading our Presidents report in the September edition of Action Line, and attending last Sundays meeting at Oran Park I feel compelled to communicate my feelings to the club by way of this letter.

It is my feeling that although a majority of members want the club to prosper in its own right, many of us are pushing our own barrows rather than the Appendix J barrow.

We provide one of the most spectacular and publicly popular forms of Motor Sport, and yet we are treated like second class citizens by promoters and CAMS alike. Robert Tweedie is right, THE BULLYING OF APPENDIX J MUST STOP, and it must stop now! But we as an association must get our act together.

We all belong to the same club and all race the same types of cars and yet recently some of those vehicles have been unable to run competitively because of the unavailability of suitable tyres; and we as a club have been unwilling to accept an alternative to help these people run, REALLY! Lets rectify this situation immediately in some way, not tell them to sell their cars and buy something they can buy tyres for.

The recent and continuing argument of seats raised its ugly head again on Sunday at Oran Park when a car with an apparently illegal seat passed through scrutineering under the eyes of a club scrutineer without being logged. WHY? All the threats have been made, most, if not all the illegal seats have been removed. Why is the issue not dead and buried? If we cannot resolve this particular issue in N.S.W. in the time we have had to do it, what hope have we of resolving issues of eligibility on a National basis, which is what the current talk is mostly about.

It is evident by the recent trouble caused by CAMS sending Harry Firth to Amaroo that CAMS are not going to help us solve our problems, but simply make it difficult for us to exist, unless we clean up our own act. It is my opinion that after the time Harry Firth spent documenting each vehicle it is not good enough to receive an official CAMS directive stating: "Replace missing items of coachwork." Specifics are required from somewhere. If CAMS aren't going to supply them then we must!

The rules are there, everyone has, or should have a copy. They are not difficult to interpret, we have scrutineers and an eligibility officer to help, direct and interpret if necessary, what we need to do is to enforce the decisions. The mechanism is there to enforce, and if those that don't comply, will not comply, then it is simple, they don't race.

Because SO and SO has done SUCH and SUCH it is not an excuse for you or I to CHEAT, and that it what it is, CHEATING.

We as an association should be saying, "Get legal or get out". If anybody does not like the rules, then let them go somewhere else where it suits them better but as I see it, our own bending and lax interpretation of the rules is causing us to be out of phase with CAMS and the promoters. It is time we got our act together. Then we can demand the respect we deserve.

When we can present a cohesive, well presented, legal, well driven, well behaved field of cars to a promoter, we can demand respect.

I would urge all members to help me steer our association in this direction for the good of our future in Motor Sport.

Yours faithfully,

BOB ASHER

## FOR SALE:

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Unfortunately, to go quickly you must have a "LITTLE SPEND" and I assure you the above is all GENUINE GEAR, not THROW AWAY RUBBISH!

ROB TWEEDIE - 3278333 (B) 4272906 (H)

---

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ALSO

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MARC DUCQUET - 786719

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## RUMOURS:

Who was seen fishing in the harbour - Diving and Ducqing for Trophies and Dooners - who caught the biggest fish - who was too scared to drink and who was too scared not too? - Who couldn't "park" the boat after the trip home through the southerly?

ANSWERS next month ..... Depends on the BRIBES!



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## XMAS PARTY

FOLLOWING THE NOVEMBER 21 DRAN PARK DAY / NIGHT RESTRICTED MEETING

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TENTS WILL BE THERE SO BE PREPARED TO STAY THE NIGHT AND PARTAKE OF CHEER!

Put it in your diary now! Be there, be part of the crowd etc. Your participation will enhance the night for all. As it is BYODALL bring your friends and remember - tomorrow will only be Sunday!

---

### DO YOU WISH TO LODGE A COMPLAINT?

Should you wish to lodge a complaint about another competitors vehicle the following information should be supplied to Mike Dyer or one of the Club Scrutineers:

NAME OF COMPETITOR

TYPE OF CAR

NATURE OF COMPLAINT

REASON FOR COMPLAINT - include evidence where possible.

YOUR NAME - preferably (it will be kept discreet)

DATE OR DATES OF INELIGIBILITY

ANY OTHER RELEVANT INFORMATION

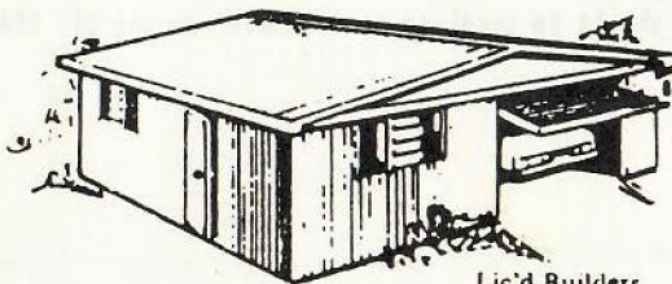
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# APPENDIX J



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