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# Action-Line

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Newsletter of the **Appendix J** Association of NSW Inc  
**Classic Touring Cars**

March 1996



## GENERAL MEETING

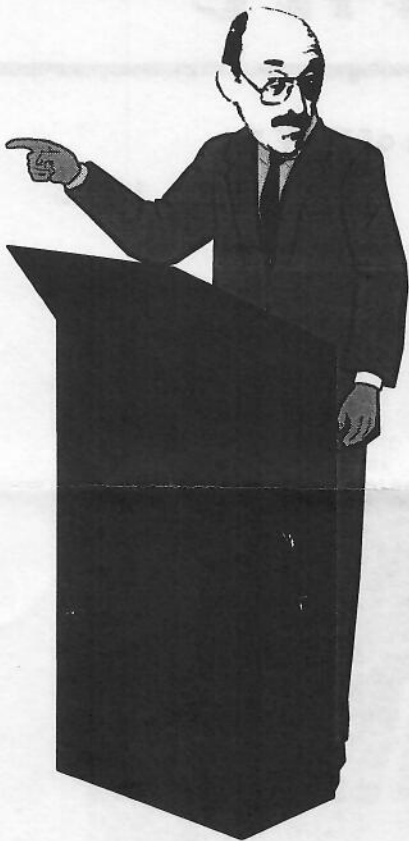
Tuesday April 2 8pm

*"Update on Eligibility Issues following the recent  
National Eligibility Meeting"*

Burwood RSL Club

96 Shaftsbury Road, Burwood

## PRESIDENT'S REPORT



Well, another month gone. I can tell because I have to sit at the typewriter for another report. We are still hard at work keeping the club running and it is heartening to note that our membership is on the rise. We have signed up a number of new members to Na, Nb & Nc so the interest is across the category. We now have 106 fully paid up members to this date. Having just gone through the list it would seem that we have the potential to have in excess of 140 members so I would urge those that haven't renewed as yet to do so. The other incentive to renew is to get next months magazine so you know what's happening..

The March 17 meeting at Oran Park was by all accounts successful although a small field with most of the Na brigade out for engine rebuilds etc. I believe the HQ,s had so much fun there may be defections to the ranks of Appendix J. Well done Division 2.

The forthcoming Truck Series is coming along well and hopefully entries are rolling in. We have put together a really good sponsorship package for this series with incentives to enter, particularly for interstate competitors. Elsewhere in the magazine there is an advertisement for this series setting out the incentives to enter. We have to get 25 entries at each round to maximise our return to the competitors and to hopefully show our sponsors just what we can do if we put our mind to it. We intend to have BBQ's at each round and hopefully you all can meet Sue and Ray Humphreys, our sponsors from Auto Fever and thank them personally for their support in a social atmosphere.

There have been some changes in the calendar also which is printed elsewhere in the magazine as a result of the Amaroo Two Litre rounds not being allocated to Appendix J, despite our best efforts.

Eligibility has been on the agenda of late, culminating in a National Eligibility Officers meeting in Melbourne over this last weekend. In preparation for that meeting, I had met with Tony Caldersmith, a member of the Historic Car Commission last week to discuss several of the problems facing eligibility in our State and I will look forward to hearing from our Eligibility Officers , Lloyd Cleaver and Peter Sugden on matters that were discussed over the weekend. Early reports would suggest a successful meeting with many decisions being made on items that had simply been around too long. Communication between the States is essential if we are to improve the class and this meeting was a step forward in the matter of eligibility.

I look forward to seeing you all next Tuesday night at the General meeting.

Regards,  
Bob Asher

**MINUTES OF THE GENERAL MEETING**  
**TUESDAY 5TH MARCH 1996**

**COMMITTEE**

	(w)	(h)
<b>PRESIDENT</b>		
Bob Asher	874 9164	874 4144
<b>VICE PRESIDENT</b>		
Tom Amos	264 9640	580 4877
<b>SECRETARY</b>		
Fred Burley		644 6381
<b>TREASURER</b>		
Alan Wick	522 5654	522 8658
<b>CAMS DELEGATES</b>		
Bob Asher	874 9164	874 4144
Chris Dubois	724 4541	823 3164
<b>CAMS ELIGIBILITY</b>		
Lloyd Cleaver	(042) 68 3191-Ph. & Fax	
<b>EDITOR</b>		
Vacant		
<b>TROPHIES &amp; POINTSCORE</b>		
Chris Dubois	724 4541	823 3164
<b>SOCIAL</b>		
Ross McKenzie	938 3343	982 6623
<b>COMPETITION</b>		
Lionel Walker	476 6777	4821855
<b>CHIEF SCRUTINEER</b>		
Lloyd Cleaver	(042) 68 3191-Ph. & Fax	
<b>PUBLIC RELATIONS</b>		
Greg Neal	438 4233	449 4557
<b>GROUP Na LIAISON OFFICER</b>		
Andrew Pursey	290 5229	680 3137
<b>GROUP Nb LIAISON OFFICER</b>		
Phil Powell		913 8771
<b>GROUP Nc LIAISON OFFICER</b>		
Mick Donaher	525 5368	520 3159
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**DISCLAIMER**

The opinions published in this Newsletter should not be taken as the opinions of this Association or the Committee. Any information supplied to the Editor is published in good faith and its accuracy is not the responsibility of the Committee.

**LIFE MEMBERS**

Mike Dyer                      Max Stahl

**Apologies**

L. Donaher, A. Pursey.

**Correspondence**

Letter from A. Heath re Bathurst.

Letters sent to G. Hoinville re eligibility.

K. Prendergast re Eastern Creek

S. Redfern re Eastern Creek.

HSRCA re support at Amaroo.

S.Knox thanking re support.

**Treasurers Report**

Balance of account \$11586.

**Competition**

Next Meeting 17/3/96 at Oran Park for Division 2.

First round of the Truck series on 21/4/96.

Events at Amaroo on 19/5/96 and 14/7/96 now cancelled.

Tin Top day at Wakefield Park has now been included on our Calendar.

**Point Score**

Lakeside is included in Calendar for pointscore.

**Presidents Report**

Sponsorship has been obtained for Truck series and a reduced entry fee for Oran Park applies. Sponsorship was obtained after Sue and Ray Humphreys of Auto Fever saw us running at Eastern Creek. Prizes will be product orders from Auto Fever. Some trophies will be supplied by Oran Park Motorsport and TV coverage is expected through SBS.

**General Business**

Greg Toepfer requested explanation of pointscore and Trophy allocation at Eastern Creek. Raffle was drawn, Meeting closed at 10:30 followed by videos of previous events

## EDITORIAL.

Barely a day has passed in recent months without mention of the Super league versus the ARL. Caught in the crossfire are the players. Egos and money competing with the establishment. The net effect on the sport of Rugby League is truly debilitating. Life is often measured in parallels, and the Appendix J Association of NSW is experiencing an activity by certain members that is not dissimilar, be it on a much lesser scale.

Since being voted in at the last Annual General Meeting, Bob Asher has really applied himself to the task at hand. His commitment to the club has been readily demonstrated on a number of occasions and as his predecessors experienced, and Abraham Lincoln commented :”You can’t please all of the people all of the time”.

What I find truly disappointing is that certain individuals who were either not successful in seeking office or have their own personal agendas seek to undermine the infrastructure of the club. If I wanted to get mixed up in a political bun fight I’d become an active member of a faction in a political party. I stepped in temporarily to fill a vacancy for the production of the clubs monthly newsletter. Along with Bob and the rest of the committee we have all committed significant degrees of our personal time and efforts and it really is disappointing to turn up to monthly meetings and experience certain members taking a destructive stand to the constructive efforts of Bob and the committee. You can understand the money at stake that motivates the actions of the Super League and ARL but the behaviour we have experience by so called members is appalling.

Its about time the members that voted in the committee stood up and were counted and those that think they can do a better job or whatever pull their heads in and let the committee get on with the duties they were elected to do for the remainder of their term.

Greg Neal  
Acting Editor

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# LETTER TO THE EDITOR

Cooper "S" Run  
Fleecy Track  
Woolsville NSW

23/3/96

Dear Sir,

Ever since I saw my first Appendix J race back in the days of Warwick Farm, I have been aware of the term, "Racing for Sheepstations". I first heard it as I watched what I remember as a pretty exciting thing in those days, over the back fence of the Warwick Farm Homestead. The year was 1963, and the final race of the day had just begun. 25 FJ Holdens were rattling over the Western Crossing, three abreast, bumper bars locked together, jostling together in the "lean on anyone" position, in an attempt to get a better line through "homestead" than the other guy and propel them into, and then down "hume" to "creek" hopefully in the lead.

"Racing for Sheepstations" mused Sid, the racecourse manager at the time.

"That's why Geoff makes them wait till last, in case they wreck the track for the real cars."

"Racing for Sheepstations" had said it all, and for the next thirty years it had real meaning. No other term could describe these five lap screamers more aptly. It described why the sense of urgency, and the fierce competition was unleashed with such ferocity. Having the deeds to a sheepstation or two tucked away in the corner of your toolbox was going to be the licence to carry on in this form of motor racing for the foreseeable future. The more deeds, the better!

After this event the crowd stood almost mesmerised, what they had waited all day to see was over in barely 10 minutes and all that was left was the smell, the wreckage and the memory, but, sheepstations had changed hands and the crowd had witnessed the deals taking place.

The other place that for me described the term to a tee, was the "Neptune Series" at Catalina Park where the "sheepstations" must have been really "good ones". They just wouldn't have raced like that if they weren't. All those "humpy's with 'J's on the doors trying to fit three abreast around the entire length of that wooden fenced, fog begotten little valley. I remember Bruce Stewart was there, I must ask him what the sheepstations were like. From the racing that I witnessed they must have been bloody good ones. Maybe he has one or two left over! Maybe I could do a deal!

This was the "J" racing that I was introduced to and have been interested in ever since. The main game hasn't changed much, sheepstations are still the main prize for those really interested and the urgency of it all is very evident when the flag drops. There are a few 1990's cars to replace the "humpies", there is not as much tyre squeal as there was, and maybe the racing is a little tamer than it used to be. Not the smoke, or quite the smell, but it still has that same sense of urgency about it and people obviously still like "sheepstations". You can tell by their racing. Sadly, times change and there has to be a change!

"Whats that?" you say. "Race like the other groups!"

"No way!" "That's why I got into this class in the first place."

"They race for Sheepstations!" "I like sheepstations."

Well we dont have to change the racing. But we do have to change the prize.

"Why?" you say. We know what "racing for sheepstations" is all about. We conjure up an image of a "J" car loosing the mirror on the wall as the driver skillfully removes the chromework from his competitor alongside, all of course on the last lap of a five lap screamer at Oran Park. We all know that the reason for this death defying driving is of course to be twenty fourth instead of twenty fifth. Why else would you have risked the mirror in the first place. "Sheepstations" are at stake. We know how to race that way. And why should we change. Why? Why? Why?

Because my dear fellow competitors and Appendix "J" racers, there has been a downturn in the International wool market. It has made the good old Australian Sheepstation almost unprocurable. The market has dried up, the once plentiful supply of sought after sheepstations is but a glimmer of its former self and times must move on lest there be a change in the racing. But we cant let that happen. We must carry on the tradition that was begun and adopted with such ferocity by names like Seton, Weldon, Stahl, Mowbray and others that do not so readily spring to mind. Put quite simply, a "J" on the door meant that you drove for "sheepstations", and you shouldn't let the side down.

"Rubbish!" you say. "We've always raced for "sheepstations" I wish it were so but have you read "The Land" lately? Wool is hardly mentioned and the pages that once were full of sheepstation after sheepstation are bare from the mention of wool related things. We'll have to change before the real racers realise and pack up their woollen socks! If you are lucky enough to find a sheepstation, its been in the family for one hundred and fifty years and its only the homestead block, and you cant even afford that. Times have changed. "Sheepstations are rarer than a "humpy" in a "J" field. They've all gone to beef, cattle, cotton or whatever, turned them into coal mines or farmstay holiday places for schoolchildren. What to do? Toss it in? Never! But the fact is, the sheepstation is nearly extinct! What are we to do? Racing a J car without a sheepstation or two around would be like eating eggs without salt. Would we be able to produce the goods once existing stock of sheepstations had been exhausted?

We'll have to face the fact, we'll have to change. Drastic action I know, but the race is on to find a replacement for the humble sheepstation. Will it be the same "racing for a pay TV station", or "racing for a Super League" ( or Super whatever). Maybe "racing for a Coal Mine" or even "racing for a Cotton Farm". This is really starting to get serious isn't it? We must apply our collective minds or the whole fabric of society could change. I would urge all of you without a committee job on your plate to apply yourselves fully to the task of solving this most grievous problem before the very fabric of our chosen sport is under the threat of extinction. Without a replacement, members could change their habits! Society could falter! We must find a replacement for the humble "sheepstation".

Now that you are aware of the problem, and the implications that could ensue, go forth and seek a solution. Remember the great heritage that has been forged. We are the custodians of that heritage and we can't let it die. We must find a cheap and plentiful replacement. My stocks of the humble sheepstation are very low and no doubt the stocks held by others are also low. Sheepstations are just not what they used to be! We must find the replacement and we must find it soon.

Yours in J racing.

Woolly "J" Jumper.

## Group Na

Andrew "Axeman" Pursey

Well done "Ticko" for upholding the honour of Group Na at Oran Park on Sunday 17-March for the NSWRRRC meeting (Na and Division 2 Nb). I am sad to report that Don Titcume was the only Na runner in the field (I had to withdraw prior to the meeting due to an engine rebuild necessitated by a broken crank).

Suffice to say that Group Na did not flood NSWRRRC with entries, but I guess that with at least three cars in a state of engine rebuild that was only to be expected. However, we will all be there for the next NSWRRRC event on 2-June (won't we, chaps?).

Talking of "being there" I asked Grant Campbell to send me some entry forms for Winton, so if any body is interested let me know. However, whilst the entry form lists Nb and Nc there is no slot for Na. I said to Grant that we might be interested if we could get a split grid for Group N, but the odds seem remote. If you want to enter the best bet seems to be to make your entry conditional on Group N being split (I don't think most of the quick Mexicans are ready to face our rocking and rolling around the track).

Talking of rocking and rolling, I have still not had a formal response yet from Tony Caldersmith and the HCC regarding the changes that the current

competitors proposed for Group Na specs.

Back to interstate events for a moment, I notice that the revised date for Tin Top Day at Wakefield Park now clashes with Lakeside - this is a real bummer as I had obtained a leave pass for both events! Unfortunately, I have to go for Wakefield Park on 7-July as I will continue to keep campaigning for that first all-Na race (make sure that you enter).

No new log-booked cars advised to me this month, but I understand from Paul Rodenhuis that his MkII Zephyr is progressing (off for suspension work next) - watch out "Pinky" a twin is on the way! Also, there is an MG Magnette under construction in Canberra and I'll be hoping to see this out towards year-end. Bruce Smith is still chasing his elusive MG Magnette (what else could the owner of Sportsparts possibly run?).

Finally, Graham Howard has had a look at a Renault 750, but it needed heaps of work - keep looking Graham, or better still buy one, we know that you can't wait to join our Formula Historique (or is that Hysteric?). The thought of Graham's column in *Auto Action* giving an on-track report on Group Na is positively frightening ("Quick, nurse, the screens!").

... "Axeman"

## Group Nb

Phil Powell

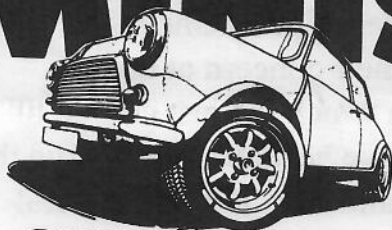
Reading the results of the last couple of meetings it appears that Group Nb (the true Appendix J category) still holds the upper hand Rob Tweedie certainly reinforced this with his convincing win at Amaroo, setting a new Historic Track record, and running away from the GTHO Falcons at Bathurst. Rob has returned to Group N from 2 litre racing with a vengeance!

The Group Nb category is expanding at such a promising rate with 7 new cars entering the ranks. So heres to some new and exciting events coming up. A consequence of this renewed interest is that your Group Nb car could be increasing in value? A far cry from what was suggested would happen with the introduction of Nc.

I have contacted quite a few of the members to update their driver profiles. Any of you that I have missed could you please fill out the form at the next meeting. See you then

Phil.

# FASTER MINIS



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# Nc NEWS

Mick Donaher

Hi there,

There is a couple of things I'd like to say this month because I didn't get my news letter in before the deadline last month (sorry about that chief, missed by that much!) but I would like to congratulate those Nc Class cars that made it to Bathurst and gave us a taste of things to come at the mountain. The X-U1's and particularly the 2 GTHO's of Lloyd Bax (QLD) and Peter O'Brien put on a good race at what was otherwise a very low (in car numbers that is) meeting. Also, congratulations must go to Bob Tweedie who was in a class of his own in the very well sorted Falcon Sprint for taking 1st place and taking my lap record from 2.39's to 2.38's (Thanks mate, I know you couldn't wait to tell me that at the circuit - But fear not for I will return and Nc shall become triumphant!) Well done.

OK, on the eligibility front there has just been a big delegation of representatives from different clubs, met in Melbourne to discuss issues arising from the rules and regs of different classes and along with that I am sure that Lloyd and Peter will have discussed the current grey areas of the

Nc Class and matters arising from the current Nc cars running. I have spoken to a couple of people regarding the outcome of the meeting and without going into detail it seems that quite a few issues have been resolved so I would suggest that if you are at all interested in the outcome then you should attend the next general meeting for a report.

Nc seems to be bringing some of the older (should I say, more familiar) Appendix J faces back to the track with people like Mike Dyer (Torana X-U1), Bruce and Darren Stewart (Torana X-U1), Laurie Donaher (Mach 1 Mustang) and the Tilley's (E-49 Charger) all with cars under construction for mid year completion and I suppose I could include myself (Torana X-U1) in that as my car is nearing completion and I am really looking forward to getting back into the fun and competitiveness of group N.

Lastly, I would just like to say that a number of people have expressed their concern at the direction in which the last couple of meetings have headed. Let's leave the political grand standing and general bullshit!! to the committee room and get behind the Club and its motor racing agenda so we can have some fun and put on some great racing for the members and fans alike.

See you at the meeting,

Mick



### **N.S.W.R.R.A.**

### **Oran Park Sunday 17.03.96**

What started as a tame race meeting between the combined field of Division 2 HQ's and Division 2 Cars turned out to be a very competitive day with the first three positions being that of BP's Jag, Barry Brown's Mini and Gary Smart's Cortina. Barry Peter's Jag took out both races but Gary Smart was biting his boot all the way. The poor Mini could not hold together, breaking an axle, further back was Wicksy in the Red Terror stuck in the middle of those bloody HQ's. Oh well!! Back to the panel beaters.

After our presentation one of the HQ entrants and his father wandered into our camp and with delight congratulated us on our manner in which we raced (ie, no biff and barge) and stating that as he did not have a sponsor he would rather race a J car.

Thanks to all the Division 2 guys who raced and of course Na. Even though the numbers were small, what we lacked in size we certainly made up for in class

Allan Wick

## **NET NEWS**

### **ATTENTION ALL MK1 CORTINA OWNERS**

Whilst on the Internet last week (have you ever thought of a Morris Oxford surfing the Net?) I received some messages from people interested in Mk. 1 Cortinas.

I used the opportunity to let British-cars list know about our Association and told the two Cortina enthusiasts that I would give them a mention in Action Line.

If any of you Cortina runners want to promote your cars and/or driving or exchange of parts info why not send these guys an email(or snail mail if your not connected):-

Rob Blair email: rl\_blair@postoffice.utas.edu.au  
snailmail: 3 Medica Court, Howrah. TAS 7018

Doug Thomas  
email: Enfrdowner@aol.com  
snailmail: 9931 Stafford St., Rancho Cuco Monga CA913730 USA

More Net News next issue. See you on the track or in cyberspace.

Andrew Pursey email: Morris Oxford@eworld.com

# 1996 Pointscore

## After 2 Rounds

### Division 1

B Asher	40.32
C Tilley	34.99
R McKenzie	27.66
D Beveridge	22.66
B Pearson	22.33
S Butchard	19.33
R Tweedie	14.66
B Tilley	7.33
R Mueller	1.00
V Vujadinovich	1.00

### Group Nc

R Donnelly	26.33
M Glover	18.66
W Bossie	15.00
P O'Brien	14.33
A Puckett	11.00
M Ducquet	7.66
R Tebb	6.33
R Hogarty	1.00

### Division 2

B Peters	57.33
T Bradley	48.99
A Wick	48.99
C Dubois	46.33
P Powell	43.99
F Burley	40.66
G Smart	40.00
J Tight	38.49
G Hill	29.66
A Smyrnis	29.33
B Brown	24.00
J Dunning	23.66
R Brincat	22.50
C. Smith	18.00
L Cowan	17.00
R. Owers	15.00
A Barrow	13.33
B Callan	13.33
K Ballantyne	11.00
B Harris	9.33
K Brigden	6.66
C Strode	5.66

### Group Na

D Titcume	30.33
M St-John Cox	20.00
A Pursey	16.33
S Edwards	13.66
A Huxley	6.33

# MARCH UPDATE

## NSW APPENDIX "J" ASSOCIATION '96 POINTSCORE CALENDAR

Rd	Date	Event	Promoting Club	Restrictions
2	February 3-4	Amaroo Historic	HSRCA	All Categories (Possible Separate Races)
3	March 17	Oran Park Club Meeting Div 2 - App "J" Cup Rd 1 + Na	NSWRRC	Div 2 Nb Na Only!
Non Pointscore	March 16-17	Phillip Island Historic	V.H.R.R.	All Categories
4	April 21	Oran Park Truck Series Rd 1	Oran Park Motor Sport	Nb + Nc Only!
Non Pointscore	May 25-26	Winton Historic	Austin 7	All Categories
5	June 2	Oran Park Club Meeting App "J" Cup	NSWRRC	All Categories
6	June 23	Amaroo Series App "J" Cup	A.R.D.C.	All Categories
Non Pointscore	July 6-7	Lakeside Historic	A.R.C.C.Q.	All Categories
7	July 21	Oran Park Club Meeting Div 2/App "J" Cup/Na	N.S.W.R.R.C.	Div 2 Nb Na Only!
8	August 18	Oran Park Truck Series Rd 2	Oran Part Motor Sport	Nb + Nc Only!
9	September 14-15	Eastern Creek Historic App "J" Cup	HSRCA	All Categories (Possible Separate Races)
10	October 19 (Day-Night)	Oran Park Truck Series Rd 3	Oran Park Motor Sport	Nb + Nc Only!
Non Pointscore	November 23-24	Wakefield Park Historic	HSRCA	All Categories (Possible Separate Races)

# GROUP N

**AUTO FEVER SERIES  
AT ORAN PARK**

ROUND 1 - APRIL 21

ROUND 2 - AUGUST 18

ROUND 3 - OCTOBER 19

**THE AUSTRALIAN  
SUPERTRUCK RACING SERIES**

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**Fever**

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GET YOUR ENTRY IN QUICKLY - MAXIMUM GRID SIZE IS 36 CARS  
ENTRIES FOR ROUND 1 CLOSE APRIL 5**

## SPECIAL INCENTIVE FOR ALL ENTRANTS

- a) ENTRY FEE REDUCED TO \$135
- b) \$25 VOUCHER FOR GOODS FROM AUTO FEVER FOR EACH MEETING ENTERED
- c) LUCKY DRAW AT EACH MEETING - 5 ENTRANTS TO BE DRAWN FROM HAT AND EACH WILL RECEIVE A \$100 VOUCHER FOR GOODS FROM AUTO FEVER. IF YOU ENTER A SECOND ROUND YOUR NAME GOES IN THE DRAW TWICE AND IF YOU ENTER 3 ROUNDS YOU WILL HAVE YOUR NAME IN THE FINAL DRAW THREE TIMES.
- d) TROPHIES WILL BE AWARDED FOR ALL CLASSES AT EACH MEETING
- e) ALL INTERSTATE COMPETITORS WILL RECEIVE AN ADDITIONAL \$75 VOUCHER FOR GOODS FROM AUTO FEVER FOR EACH ROUND THEY ENTER
- f) FREE BBQ ON THE SATURDAY NIGHT - REFRESHMENTS AT COST

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