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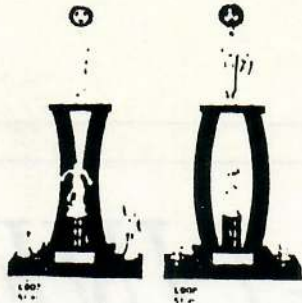


MONTHLY BULLETIN OF THE

NSW

Appendix

CLASSIC TOURING CARS



WEST RYDE TROPHIES

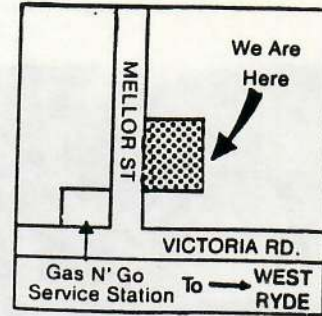
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"ACTION - LINE"

Monthly Newsletter of the

APPENDIX J ASSOCIATION OF NSW

OCTOBER 1991

OFFICE BEARERS AND COMMITTEE

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PRESIDENT	TOM AMOS	264-9640	580-4877
VICE PRESIDENT	SYD GREVETT		
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PUBLIC RELATIONS	ROB INGRAM	869-8254	86-5111

CORRESPONDENCE:

8 TRILLER PLACE, INGLEBURN 2565.

MAGAZINE CONTRIBUTIONS:

75 LANSDOWNE CRESCENT, OATLEY 2223

Fax: 264 9868

Deadline: usually Tuesday prior to meeting nights.

GENERAL MEETINGS

7.30pm start FIRST TUESDAY EACH MONTH

BURWOOD RSL CLUB, 96 Shaftsbury Road, Burwood

DISCLAIMER:

Any opinions published in this journal should not be regarded as being the opinion of the Association 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.

LIFE MEMBERS:

Mike Dyer

Max Stahl

PERMANENT RACING NUMBERS

The list of permanent racing numbers is now being maintained. Financial members can check with Chris Wilson.

EDITORIAL etc.

This the last editorial for the 1991 committee year and it is worth noting that the outgoing committee has in my view performed admirably. There have been a number of new initiatives and above average grids while the rest of the racing world and community in general was suffering from the current recession. Some of the highlights were:

- Bathurst at Easter
- Pro-Duct Clubman Series
- Warwick Farm reunion day
- Yokohama series and Tyre control
- Uniform Eligibility

There were some less glorious items which emanated from a deep depression centred in Camberwell and also from lofty Annangrove which saw us carefully replaced at Bathurst by two groups who, combined, have fielded less cars than Appendix J, which is always forced to regulate entries to such events. We would hope that this is behind us and in the 1992 season we may see two Bathurst events at least.

The last initiative of the outgoing committee is to package and pre organise a race calendar for next year. This reflects the desire to ensure good grids by regulating the number of invitations. Currently we receive around 20 invitations in any one season and that is without the interstate events. We would hope to reduce this to around 12 or so with an adequate spread of circuits and levels of racing. It is an ambitious programme but I believe must be undertaken if we are to move ahead and escape the inexorable spiral to more and more meetings with fewer and fewer cars.

On a final note I would like to thank, on behalf of the Association, Bob Pearson for running the very successful Pro-Duct clubman series this year. It was his idea and he ran it very well indeed, being both diligent and professional on the approach, marketing and reporting. The series did have, I believe, a very positive impact on both attendances and circuit performance in difficult times in Appendix J and I would hope that we can persuade him to do it again in 1992.

SECRETARY'S REPORT

Many thanks to the 1991 committee for their support and work that went into this year. The bank balance is looking good, the motor racing was every third weekend and good to see club members attending the Tuesday night meetings. I will be standing for Club Secretary in the new committee.

Look forward to seeing you at the Presentation Night on 2 November.

Chris Wilson

Nominations for the 1992 committee so far:

President	Tom Amos	Competitions	Rob Ingram
Vice President	Syd Grevett	Chief Scrutineer	Frank Binding
Secretary	Chris Wilson	Trophy Marshall	Brett Reeves
Treasurer	Lloyd Cleaver	Social Committee	Ross McKenzie
Editor	Tom	Public Relations

Any other nominations should be in the hands of Chris Wilson 1 day before the meeting. The returning officer for the AGM evening in October is Mike Dyer.

Notes from Minutes of General Meeting held Tuesday 3 September
Treasurer's Report: balance \$7500; later there was a discussion regarding what should be done with the balance.
Bridgestone wants Appendix J to run their tyres.
Letter from CAMS requesting Appendix J opinion on tyres. WA Club started movement to run 15" tyres on Falcon Sprints.
Formal invitation and entry forms for Appendix J to participate in AROCA 6 Hour Relay Race.
Thanks to Roger Wells for video tapes of Appendix J racing.
Meeting closed 9pm.

Annual CHRISTMAS PARTY

Audley Picnic Area
ROYAL NATIONAL PARK
Sunday 8 December
10am

Little Kids games
Big Kids games

And I'll be there too!

Watch this space for more info.



TREASURER'S REPORT 1990/91 FINANCIAL YEAR
--

Opening balance for 1990	\$4974.13 +
Trading balance for 1991	<u>\$12361.36</u>
Total income for 1991	\$17335.49 -
Expenditure for 1990/1991	<u>\$9604.25</u>
Closing balance	\$7731.24

INCOME

Opening balance	\$4974.13 +
Membership fees	\$3503.00
Magazine advertising	\$535.00
Sponsorship ¹	\$3450.00
Raffles	\$383.00
Warwick Farm day	\$4210.00
Bank interest/cash in hand	<u>\$280.36</u>
TOTAL	\$17335.49

¹ SPONSORSHIP:- ARDC Bathurst 1990, Forcefield Bathurst 1991, CSS Inter Eastern Creek 1990, Tony Ward.

EXPENDITURE 1990/1991

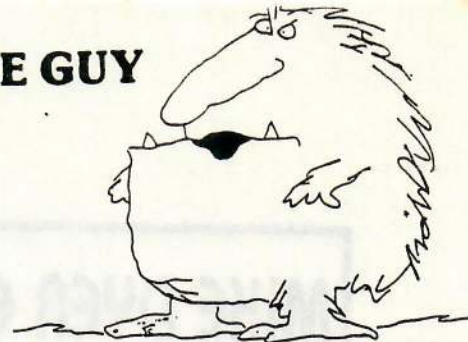
Trophies	\$3858.00 +
Social	\$350.00
Warwick Farm Day	\$2513.00
CAMS	\$680.00
Magazine	\$940.00
Stationery/Postage	\$500.00
Advertising	\$145.00
Insurance	\$305.00
Refunds	\$135.00
Secretary miscellaneous payments	\$154.25
Bank charges	<u>\$24.00</u>
TOTAL EXPENDITURE	\$9604.25

After a slow start to the year, with the change of directors not going smoothly, we were able to start trading in January 1991 which meant that the committee had quite a lot of outstanding accounts to catch up and re-balance the books.

I would like to thank all of the committee for their help during the year especially Chris and Syd for their relentless time chasing up bad debtors (but we got our money), Ross, Bill and Lyndal Coote for their raffles, to our magazine sponsors, trophy sponsors and supplier - "West Ryde Trophies" - for their help in keeping our cost to a minimum and last but not least, you, the members, for making our club what it is.

In closing, I would like to make a recommendation that in future when dealing with big promoters - eg: "Forcefield", that we obtain the money first if it is left up to us to supply the trophies so that our committee does not have to waste time chasing them for their cheque six months later. I hope you can

MORE MR. NICE GUY



Hello folks (again)

I know you won't believe this but I have run out of words to fill this column ... things are reasonably quiet in Appendix J racing excepting a few clubbies and the ridiculous indecision over tyres which I (and quite a few) think should be LEFT ALONE!

Toddie has no problem supplying Zera's and 13/14 inch Formula "R"s (except 195 x 14) so in 1992 ... where in the hell is the problem?

Maybe the Holden pilots are sick of buying "sticky" Bridgestones at roughly \$800 a set ... well chaps, buy Dunlops ... lose half a second ... develop your cars ... and drive harder ... in the long run you will be in your rightful place on the grid ... for less money. Dunlop tyres do not wear out like Bridgestones.

I'm afraid to say it, but you won't stop Pearson no matter whether he puts rubber bands on his wheels or Bob Jane specials! His cars are well developed ... he knows how to set them up and drive them ... with the exception of his Mustang at this stage.

Unknown to Syd (and others), tyre technology is a bit more involved than bolting a set of "control" tyres on every car no matter what it weighs and no matter what power it produces. If you don't understand all this, you are a long way from ever fielding a well set up car ... but maybe that suits some ... maybe you should find a front running Group E (or Group A) driver and have a chat about tyres in general ... you might even learn a bit!?

When I'm bored, I always get back onto tyres ... sorry but it always gets me annoyed and besides I am sincerely trying to speak for others who have similar thoughts to myself but for reasons best known to them, are not kicking up the fuss I am ... They will when and if the s.t hits the fan!

1991 has so far been a patchy year particularly in race meeting attendances by competitors ... I fail to see why the division 2 guys are hell bent on running against division one (or megabuck-poppies).

In the "old" days, drivers had to "earn" their starts in division one ... and their expenditures and involvement increased when "racing" became primary ... but division 2 was always good fun, sensible for those on smaller budgets of both time and money and good racing too.

I like division 2 and agree the Yokohama tyres are most suitable for these cars ... but to take a 150 mph car and put it on rubbish rubber to slow it down ... sorry, Pearson is right. Besides they are not speed rated and very dangerous.

Maybe we don't have enough guys to field division two races... I think we do but some guys would sooner whinge about others than get off their asses and compete on a slightly less egotistical level. Later if they win the lottery ... look out Div one!!! C'mon chaps, it is not that hard is it?

Beats me why cars doing 67 second laps at Amaroo chase cars doing 59 seconds? Must be ego to be seen at an open meeting or perhaps (and this could be true), they are supporting our depleted fields to keep the numbers up? Eitherway, this has not changed over the past 10 years so in most cases I suggest the former.

Well folks ... another monologue of useless trivia to fill "the book" (or the loo) but I am having fun, even if you arn't!

Good luck to all the aspiring new committee aspirants and once again thanks for your support during 1991.

Regards,

MR NICE GUY (sometimes)

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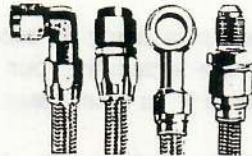
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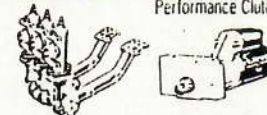
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SERIES FINAL POINTSCORE
"TOP TEN"

	Pointscore as at		TOTAL
	4 Sep	Oran Park 22 Sep	
T Amos	73	15	88
P Molesworth	68	11	79
B Tilley	70	9	79
R Tweedie	64	15	79
D Stewart	63	11	74
F Dartell	60	-	60
J Tilley	45	14	59
K Brigden	50	8	58
M Dyer	46	9	55
R Wells	42	11	53

2nd, 3rd & 4th were decided on a countback after consultation with the Association. A combination of total events attended was the decider. Molesworth attended the most - Tweedie, the least.

Congratulations go to the winners and I feel Tom is very deserving in capturing 1st place. Tom and his wife Julie have worked very hard in and behind the scenes for the Appendix J Association. Tom has also attended more meetings in the last two years than anybody else - a credit to his energy.

I am very pleased with how this series has resulted with nine different cars in the top ten and some unlikely contenders for the top spots. Only one driver in the top ten could be labelled with "Meggabuck" status so that should please some also.

Pro-Duct has decided that the efforts of Ken Brigden and Roger Wells deserve special mention and reward. Two encouragement prizes will be issued to those entrants.

The intention of the Pro-Duct Series was to foster clean racing, boost grids and encourage competitors who may not be outright contenders. I hope it has achieved its objectives, but when the dust settles, if you as a group feel this method of competition has merit, then I could be encouraged to go again next year.

Thanks to all those who...

EH HOLDEN

Model Identification
EH 225 M-S.4.
(179 cu. in. ENGINE)

Identical to the EH 225 M model except for the following modifications:-

Rear Axle

The gear ratio of 3.55:1 is fitted to this model, and the differential gear case is of nodular iron.

Brakes

Brake linings and shoes remain the same as fitted to all EH models, however a change has been made to the brake shoe retracting spring, brake shoe hold down spring and pin assembly. Power brakes are fitted as standard equipment to this model.

Engine

The engine assembly (179 cu. in.) is the same as that fitted to the 235 A and 239 A models. The Stromberg carburettor assembly B.X.V.-2 has a modified float chamber which incorporates a lowered power jet chamber. The radiator assembly is dimensionally the same as the assembly installed to the 235 A and 239 A models, except that the cooler element has been omitted from the lower tank.

Clutch

The clutch assembly fitted to this model has been designed to accommodate additional engine torque. The revised components are as follows:

1. The clutch housing is larger with wider spacing of bolt holes for attaching the transmission.
2. The clutch pressure plate assembly has a heavier cover and a new cast pressure plate.
3. The clutch driven plate is of a new design with special linings and more

4. The clutch actuating cylinder body has the flange off-set to the cylinder bore to provide cylinder to transmission case clearance. Owing to the modified clutch housing it has been necessary to revise the exhaust pipe to clutch housing attaching bracket.

Transmission

The synchro-mesh transmission is basically the same as that fitted to EJ Holden vehicles, except that the transmission case mounting bolt spacing has been increased. In addition the gear shifter crank assembly, the shifter and selector rods have been redesigned to provide adequate operating clearance from the clutch housing. For identification purposes the transmission assembly serial number is suffixed by S.4.

A steel backed babbitt lined bush is installed in the front propeller shaft housing. The propeller shaft (painted red) is the same as the assemblies fitted to the 225 M model, except that its diameter has been increased by a quarter inch. The 23 tooth speedometer driven gear is utilised with the 3.55:1 rear axle ratio. Identification colour of the gear is pink or red.

Fuel Tank

The fuel tank capacity has been increased on this model to 12 (imp.) gallons by enlarging the lower half of the tank. The fuel gauge tank unit has been revised to

1991 APPENDIX J CUP
Final Pointscore

Rd 1 Oran Park 24 November
Rd 3 Amaroo 27 January
Rd 5 Oran Park 23 March
Rd 7 Oran Park 5 May
Rd 9 Amaroo 2 June
Rd 11 Amaroo 7 July
Rd 13 Oran Park 4 August
Rd 15 Oran Park 1 September

Rd 2 Amaroo 2 December
Rd 4 Amaroo 3 March
Rd 6 Amaroo 21 April
Rd 8 Eastern Creek 12 May
Rd 10 Oran Park 30 June
Rd 12 Amaroo 28 July
Rd 14 Eastern Creek 18 August
Rd 16 Oran Park 22 September

Division 1

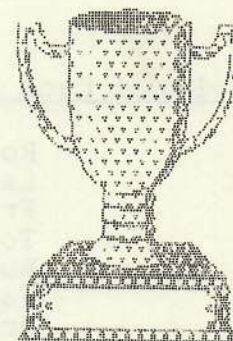
Brad Tilley	167
Robert Tweedie	130
Jason Tilley	103
Mike Dyer	80
Tom Amos	76
Darren Stewart	73
Laurie Donaher	65
Cameron Tilley	65
Steve Travica	55
Frank Dartell	51
Greg Toepfer	37
Frank Binding	37
Ross McKenzie	29
Warwick Augustin	22
Bob Pearson	20
Bruce Stewart	19
Tony Ward	15
David Beveridge	15
Michael Donaher	13
Lindsay Dive	11
Trevor Hutchins	11
R Ingram	10
Phil Ward	8
Ben Visser	4
Kevin Anker	3

Division 2

Brett Reeves	155
Peter Molesworth	140
Chris Dubois	78
Ken Brigden	77
Russell Stanford	77
Tony Gonn	73
V Vujadinovich	70
Barrie Brown	58
R Wells	56
Matthew Kelly	53
Robert Owers	47
Tom Thomson	41
Graham Hart	32
Bill Coote	30
Lionel Walker	28
A Sutherland	27
Peter Van Hoorn	27
Ken Ballantyne	23
J Hodges	20
David Winter	19
Gary Hodges	15
Phil Powell	15
M Pederson	10
A Barrow	7
Lyndal Coote	6
G Smart	3
C Strode	1
R Goultman	1
M Powell	1

**YOKOHAMA
SERIES
AFTER 3
ROUNDS**

B Reeves	52
M Dyer	30
R McKenzie	29
C Dubois	24
A Sutherland	21
P Powell	19
F Dartell	16
F Binding	10
P Molesworth	9
M Powell	9
C Strode	6



RESULTS

NSW Road Racing Club Oran
Park Restricted race meeting
22 September

Placings (Race No.)					Best time
5	13	18			(13)
1	1	1	Robert Tweedie	Falcon Sprint	51.4
DNF	2	3	Darren Stewart	EH	52.5
2	3	5	Jason Tilley	Valiant	54.1
20	4	4	Cameron Tilley	Valiant	52.3
DNF	5	6	Mike Dyer	EH	54.9
6	6	8	Brett Reeves	EH	54.5
5	7	9	Tom Thomson	EH	54.8
	8		Val Vujadinovich	EH	54.8
4	9	7	Tom Amos	Bellett GT	54.8
7	10	11	Graeme Hart	EH	54.8
10	11	10	Mark Pederson	Valiant	54.5
9	12	12	Chris Dubois	Anglia Super	54.9
8	13	13	Ross McKenzie	EH	55.7
11	14	14	Allan Sutherland	EH	55.9
14	15		Barrie Brown	Cooper S	56.2
16	16	15	Robert Owers	Cooper	56.3
17	17	DNF	Ken Brigden	Peugeot 403	56.9
15	18	16	Mark Powell	Cortina	58.1
18	19	17	Stephen James	Cortina GT	58.3
13	20		Peter Molesworth	Triumph Mk1	59.5
19	21	18	Roger Wells	Holden 48-215	59.6
3	DNF	1	Brad Tilley	Mustang	
12	DNF		Allan Barrow	FJ	

Street Sedan Racing Association restricted meeting, Oran Park
Grand Prix, 31 August & 1 September

All races combined with HQ's; only Appendix J placings shown.

* Feature race was 10 laps.

Race Number					Fastest time
3	11	19*			(Feature race)
2	1	1	Brad Tilley	Mustang	1.23.73
1	2	2	Rob Tweedie	Mustang	1.24.23
3	3	3	Cameron Tilley	Valiant	1.26.68
5	5	4	Tom Amos	Bellett GT	1.27.21
4	7	5	Warwick Augustin	Mini Cooper	1.28.36
6	6	6	Brett Reeves	Cooper S	1.28.17
DNS	13	12	Roger Wells	Holden	1.38.78
7	DNS	DNS	Peter Molesworth	Triumph Mk 1	
DNS	4	DNS	Laurie Donaher	Iso Rivolta	

ARDC Restricted race meeting 7 July Results for feature race

1	Rob Tweedie	Mustang	1.00.36
2	Laurie Donaher	Mustang	1.01.00
3	Frank Binding	Cooper S	1.01.44
4	Tony Gonn	Cortina	1.02.40
5	Russell Stanford	Vauxhall	1.02.98
6	Val Vujadinovich	EH	1.02.16
7	Brett Reeves	Cooper S	1.02.70
8	Graeme Hart	EH	1.04.24

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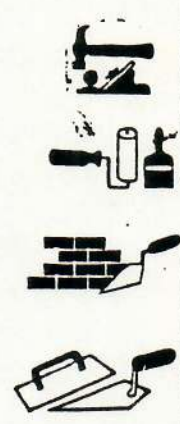
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ASSOCIATION CALENDAR

The following Calendar is for events that are currently held in our files. It does not include all invitation events.

OCTOBER	1	Annual General Meeting
	14	Committee Meeting (one week later than usual due to Labour Day Holiday)
	19/20	Lakeside Historic
NOVEMBER	2	Presentation Night, Sydney Turf Club
	5	General Meeting
	10	ARDC Amaroo (Yokohama)
	11	Committee Meeting
	16	Day/Night NSWRRRC Restricted Race Meeting, Oran Park (Yokohama)
	30/1	6 Hour Relay Race, Eastern Creek
DECEMBER	3	General Meeting
	8	Christmas party/picnic
	9	Committee Meeting

DEADLINE APPROACHING!!!

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SATURDAY 2 NOVEMBER

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ASSOCIATION CALENDAR

The following Calendar is for events that are currently held in our files. It does not include all invitation events.

Month	Date	Event
OCTOBER	1	Annual General Meeting
	14	Corporate Meeting (one week later than usual due to Labour Day Holiday)
	19/20	Lakeside Historic
NOVEMBER	2	Presentation Night, Sydney Turf Club
	2	General Meeting
	10	AKC Assn (Sydney)
	11	General Meeting
	18	Daylight HOBBS Restricted Race Meeting, Green Park (Sydney)
	18	5 Hour Relay Race, Eastern Creek
	20/1	
DECEMBER	3	General Meeting
	8	Christmas Party/Canic
	9	General Meeting

DEADLINE APPROACHING !!
 TICKETS NOW ON SALE

PRESENTATION NIGHT
 SATURDAY 2 NOVEMBER

SYDNEY TURF CLUB, ROSHILL RACOCOURSE
 7.30 pm start
 3 courses each with live entertainment
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