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# Action-Line

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Newsletter of the **Appendix J** Association of NSW Inc

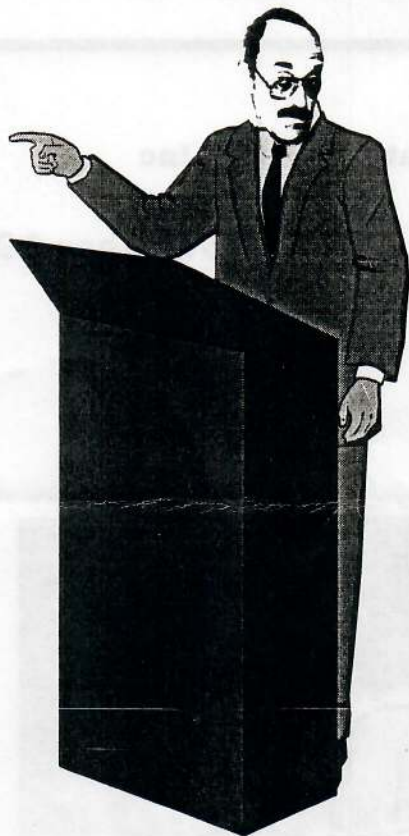
**Classic Touring Cars**

**November 1995**



**GENERAL MEETING**  
**Tuesday December 5 - 8pm**  
**Presentation of Truck Meeting Trophies**  
**and any trophies not collected at Race Meetings**

## PRESIDENT'S REPORT



Well what a busy month I and others have had. It started with the presentation night on the Harbour cruise which was a class act. What a difference a bigger boat made to the enjoyment of the evening. Those who weren't there missed a great evening. Then it was off to Adelaide for the AGP. It was all go down there, record crowds, some fantastic races, especially the Group N first event which was a real crowd pleaser. Lots of socialising with the interstaters and of course, that well known Virgo hospitality with trophies galore. All in all a very successful exercise and one can only say "The Grande Finale".

I have just returned from the Wakefield Park Historics.

large entry, all in the one field and very diverse cars from slow Na to very fast Nc. Lots of talking to the organisers and decision making about the best way to run such a diverse field saw three great races with the only major incident at the front of the field, a bit of a scrape between the front runners. Congratulations to Peter O'Brien who after a DNF on Saturday came back to win the main event on Sunday in his Nc Falcon GT. If you haven't been to Wakefield you should try it, it has an atmosphere all of its own. Feedback from spectators of our events was all pretty good and if we get a few more entries we could split the field to at least two divisions.

Things are already starting to take shape for next year with negotiations under way with Eastern Creek for a start at the January Touring Car event. We have had lots of interest from the interstaters about this one to combine with the Historic at Amaroo the following weekend. If we get the support, it could be an exciting double. We'll let you know as soon as details become available but put it in your diary now. Oran Park are keen also to run the Truck series even better for next year and we are in the process of putting a good deal together for that too, so stay tuned with race car at the ready.

The Club continues to grow, particularly in the Na area, welcome to those new members. It is surprising to see that interest generated in Na. I spoke to several people at Wakefield Park with plans for Na cars already well advanced.

So much to do and Christmas upon us so soon, only one event left, a social get together on the 3rd at Lane Cove National Park. Don't forget to contact Anne Bailey so she can arrange meat for the BBQ.

Finally I would like to take this opportunity to wish each and every one of you a very Merry Christmas and a happy and prosperous new year. Thank you for your support during the year and I look forward to your continuing and growing support in 1996. Don't they fly by!?

Regards, Bob

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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

## MINUTES GENERAL MEETING Tuesday 2nd October

20 members were in attendance. An excellent showing considering the large number of members that had left for the Adelaide Grand Prix.

Good entries and racing at the final truck meeting in October in atrocious conditions.

Competitors please note that officials are applying fines for non attendance at driver's meetings. A number of members were fined \$100 at Oran Park for not attending these Meetings

Oran Park keen to run Appendix J at next years truck meetings. Negotiations continuing re: sponsor.

Presentation night highly successful. Many thanks to Anne Bailey.

Still looking for permanent Editor for magazine.

Suggestions made from members re: Groups Na, Nb and Nc:

- \* Speed differential a real concern re: Na vehicles. Drivers need to look out for signals to maintain safety
- \* Appropriate category marking needs to be placed on cars to indicate differences in Groups
- \* Dividing the races into 2 divisions seemed to be a good move
- \* Where possible Group Nc cars should look like the racing cars of the day with similar paint schemes
- \* Additional promotional ideas e.g. cars displayed at street days, Touring Car rounds, Car Club meetings etc.
- \* Investigate possibility of instigating a driver training day for members and their families

**THE YOUNG GUNS!**



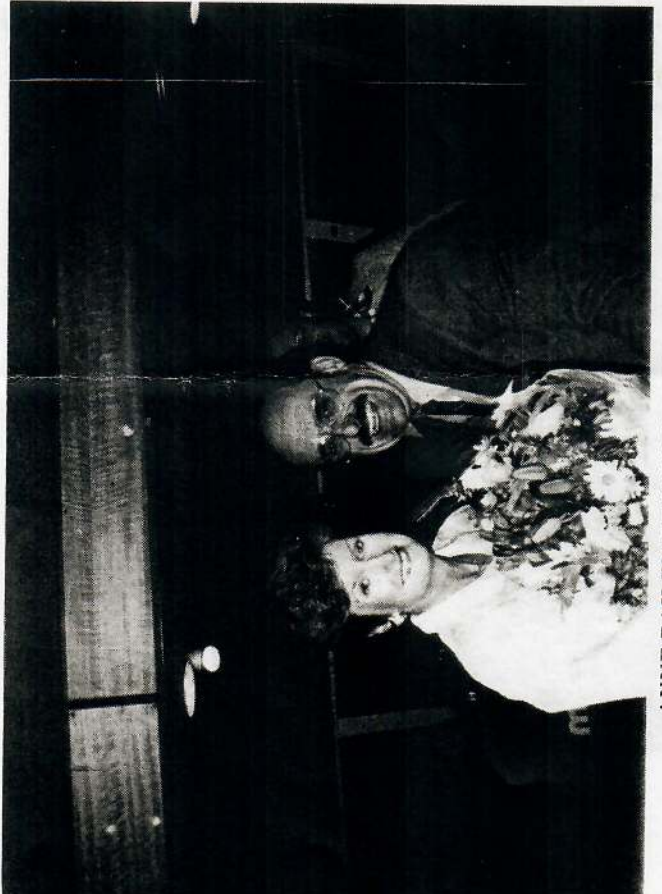
**PETER WARD**



**DANIEL SUGDEN**



**BOB & JENNY ADAMS RECEIVE DUE  
RECOGNITION FOR THEIR CONTRIBUTION**



**ANNE BAILEY RECEIVES A TOKEN OF THE  
CLUBS APPRECIATION FOR ALL HER EFFORTS**

# Group Na

## Andrew "Axeman" Pursey

In the last column I outlined the permitted modifications and specifications for Group Na. In this column I'd like to outline the cars themselves. The following list is the draft basic list but serves to establish the likely source of vehicles.

If you believe that you have (found) a car that should be in the list and you want to race it, please let me know and we can approach the relevant Historic Car Commission Eligibility Officer (Tony Caldersmith).

Group Na represents Production Touring Cars and recognised by CAMS, commercially available in Australia prior to 31 December, 1957, with the inclusion of certain run-out models. Cars classified in this group will not (generally) have a competition history.

### Eligible Cars

Alvis	3 litre
Armstrong Siddeley	Sapphire 346
Austin	A30, A35, A40, A55, A70, A90, A95, A105, Lancer
Bentley	pre '58
Bristol	400, 401, 402, 405
Chevrolet	Bel-Air 6cy
Chrysler	Royal
Citroen	Light 15, Big 15, Six, DS19
Daimler	Century
Fiat	600, 1100, 1400, 1900
Ford	Prefect, Popular, Consul, Zephyr Mk5

Goliath	1 & 2, Zodiac Mk5 1 & 2, Customline
Humber	F.I. Saloon Hawk, Snipe, Super Snipe
MG	Magnette
Morris	8/40, Minor, 1000, Major Mk 1, Oxford, Isis
Holden	48-215, FX, FJ, FE
Jaguar	Mk IV, Mk V, Mk VII, Mk VIII, Mk 1 (2.4 only)
Mercedes-Benz	180, 190, 220, 220a, 220s, 300
Peugeot	203, 403
Renault	750, Dauphine,
Riley	1.5, 2.4, Pathfinder, One-Point-Five
Rover	75, 90, 105
Simca	Aronde, Elysee, Vedette
Skoda	1200
Standard	Eight, Ten, Spacemaster, Vanguard
Studebaker	President
Sunbeam	Rapier
Triumph	Renown
Vauxhall	Velox, Wyvern, Cresta
Volkswagen	Beetle
Wolseley	4/44, 6/80, 6/90, 1500

Now, that looks like a pretty good selection to me (we need plenty of variety in Na grids) - what are you waiting for? Remember that you can always start off by running the car in Regularity, or a Supersprint (which reminds me - I apologise in advance for not attending the Christmas Picnic but Hux & I are running in the final ARDC Supersprint this year and this will be the decider of the Morris Dancers).

.....Andrew Pursey

# Group Nb

## Phil Powell

The Adelaide Finale - what a great weekend for Group Nb

The Australian Grand Prix saw a collection of Group Nb from Austin A35, Anglia, Bellett, Jaguar, Chev Impala, Falcon Sprint, an assortment of Minis, Cortinas and Holdens and some very fast Mustangs all vying for a place in the history books at the last Adelaide Grand Prix.

The 3 Mustangs provided some exhilarating moments with Darren Edwards of Formula Ford fame, driving Clem Smith's red Mustang qualifying in record time 3 seconds faster than Rob Tweedies lap record. Both the Group Nb races saw the battle of the Mustangs and Falcon Sprints providing the leading action.

The trophy race saw many cars fall by the way. Heath's Sprint "blew up" leaving a huge smoke screen for all the followers to negate. Manns Mustang lost electrics during the dice with Leo and Darren Edwards but managed to drive through to become the eventual winner. Barrie Peters had a spectacular spin out and managed to remain unscathed whilst parked in the centre of the track.

My weekend was also most eventful as a result of breaking a piston in my Cortina in the first race. I was rescued by the generosity of Chris Dubois (thanks again) lending me his spare Anglia motor and helping me spend all day Saturday installing it in the Cortina. Just in the nick of time we made it even being scrutineered on the dummy grid moments before the race. Chris' motor lacked the torque of the larger Cortina motor but did it rev! Just buckets of rev! I had a hell what a track

An unfortunate incident occurred over the weekend with an over zealous chief scrutineer disqualifying Graham Hills great little Austin A35 from the even for an incorrect motor. This disallowed him from competing in the final trophy race. A long way to travel to sit on the sidelines.

A special thanks must go to John Virgo for having the presentation bash at his home. It was a very pleasant way to cap off an unforgettable weekend. Farewell to Adelaide and hopefully on to Melbourne.

Your Group Nb Man

Phillip Powell

### *VALE: JACK LACEY AGE 51 YEARS*

**Jack collapsed and died at Lakeside immediately after completing practice last Sunday 26 November. Resuscitation failed to revive him.**

**The following words seem to summarise him well: -  
Town planner; raconteur; club leader; original thinker; fierce competitor; humorist; confidante; decision maker; family proud; delegator; motor racer and most of all, missed by many**

# Nc NEWS

**Mick Donaher**

Hi there

Well, as we near the end of another year which has seen the emergence of the much talked about Nc Class, I cannot help but wonder what kind of monster has been created. Now don't get me wrong here as I am all for the spirit and idea behind the current rules for Nc but I can see that if we are not careful about the cars which become eligible for this class then it will become even more difficult to regulate than Nb. Having said that I do believe there are some cars which should be considered for inclusion i.e. Valiant Charger R/T although this car was predominantly a series production racer, it did score 6 points in the 1972 ATCC Rally between 5 cars entered. I am sure there will be other worthy inclusions to the class but without any extras I can count around 13 different model cars which ran in the day. The list of cars as originally distributed by CAMS is as follows::

Make	Model	Year	Engine	Class
Alfa Romeo	GTA	'66 - '67	1600cc	B
Alfa Romeo	GTM/GTV	'70 - '72	1750cc - 2000cc	B
Chevrolet	Nova S/S	'66	327ci	D
Chevrolet	Camaro S/S	'67 - '68 - '69	327 - 350ci	D
Datsun	1600	'68 - '69	1600cc	B
Datsun	1000 + 1200	'66 - '72	1000cc - 1200cc	A
Ford	Escort T/C	'69 - '70	1600cc	B
Ford	Escort BDA	'71 - '72	1600cc	B
Ford	Lotus/Cortina	'65 - '68	1600cc	B
Ford	Mustang	'65 - '68	289 - 302 ci	C
Ford	Mustang	'69 - '70	302 - 351 ci	C & D
Ford	Falcon GT	'71 - '72	351ci	D
Holden	Monaro HK & HG	'68 - '70	327 - 350 ci	D
Holden	Monaro HQ Coupe	'71 - '72	350 ci	D
Holden	Kingswood HQ	'71 - '72	308 ci	D
Holden	Torana GTR XU1	'70 - '72	186 - 202 ci	C
Morris (BMC)	Cooper "S"	'65 - '71	1275cc	A
Porsche	911S	'68 - '69	2000 - 2200cc	C
Toyota	Corolla	'67 - '70	1100 - 1300cc	A
Valiant	RT Charger	'70 - '72	4100cc	C
Volvo	122S	'68	1800cc	B

Listed are 35 different models from 10 different manufacturers eligible to compete. Others may also be eligible if proof can be provided of their history. Please check with our Eligibility Officers to confirm acceptance of the

# Nc NEWS

Cont'd

This list of cars would suggest to me that if you can't find something in this list to race then find another category.

OK, moving right along, I have spoken to my southern Nc counter part, Rian Knott and he is putting together a story for publication in one of the race mags so this is a step in the right direction and is exactly what we need.

At the November meeting I expressed my opinion that all competitors particularly those who are building cars from scratch make an effort to decorate their cars in a style that reflects the period, I honestly believe this can only enhance the appeal of the class to those that ultimately decide the popularity of our class, the spectators. I will talk about this again at the next meeting and would like an opinion from you guys or any other suggestions.

Lastly, I have made the suggestion that early next year the relative Nc reps get together and clarify rules and regs and form a plan of attack for the rest of the year...

See you at the next meeting

Mick Donaher

## **R**ACE NOTES

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### **Adelaide Grand Prix Race Report by Lionel Walker**

#### **Practice - Thursday**

**J**ohn Mann made sure he was the head car off in practice and I must admit I will remember for a long time to come the spectacle of John Bursting the silence of the pit area as the big V8 exploded into sound in a full torque power slide into the pit straight. The crowd loved it.

The final outcome was Darren Edwards, John Mann and Tino Leo - three Mustangs followed by three Rally Sprints. Tom Amos was the highest NSW qualifier. Barrie Peters broke a gearbox housing and replaced it overnight.

#### **Race 1 - Friday**

**Q**ualifying electrical problems meant Alan Heath never made it to the start.

Darren Edwards won the start and led John Mann and Tino Leo basically for the total race. The television focused on the dual for second place. John and Tino shared a close race with...  
C... 1...



The hairpin into pit straight proved to be a very entertaining position. Rosco's EH was bogging down while Ray Bailey was exciting with spirited opposite lock driving. The save of the day was Wicksy who gripped his steering wheel with the same vigour as the gold gear stick to perform the best two wheel exit I've seen and still managed to finish 0.3 sec ahead of Chris Dubois. The Belair ground to a halt on lap 4 as did Phil Powell on lap 2 with engine problems.

Barrie Peters improved 5 seconds over his qualifying time. Tom Amos was the highest place NSW car coming 9th even though he was only using 7,000 RPM.

A picture to behold was the sight of Ray Bailey's front wheels wanting to do their own dance along pit straight. Everyone dived for cover.

Phil Powell changed engines overnight, fitted Chris Dubois' spare 1300. The only "1300 Cortina" in the field.

## **Race 2**

**D**arren Edwards won the start and led into the second lap when Mann forced a pass going up Wakefield and Tino followed through. Mann drove hard and forged a reasonable lead over Tino. Half way through lap 1 Alan Heath evaporated the Falcon's sump smoking up the track and creating havoc.

Meanwhile in the field Tom was trying to get Brewster's Cooper S, Barry spun on the oil missing everything but having to park the Jag. Wicksy behaved himself at the hairpin although Ray Bailey put on a show with a massive change of direction exiting the hairpin, recovering and giving the biggest show of white teeth I have seen as he passed the pits.

Chris Dubois finished one second behind Eddie Dobb's FE after a nice long dice and closely following was Phil Powell who went four seconds quicker using Chris' 1300cc engine.

Lap four saw a dramatic change when Mann rolled to a stop behind the pits with electrical trouble, Tino seeing Mann stopping and then seeing waved yellow flags thought there was an accident and stopped.

Edwards, not seeing all this charge through for the lead Lacey and Hunt also passed Tino. Edwards went on to win and Tino finally repassed Lacy and Hunt to finish second.

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## **HISTORIC SANDOWN 14/15 OCTOBER**

**Courtesy of Chris Ralph**  
**Editor - Historic Touring Torque - Victoria**

Most competitors assembled on the Friday and were united in their fervent wish that the truly appalling weather would blow itself out for a fine weekend, which it did. I didn't make the first practice but by all accounts it was almost walking pace in some areas there was so much water on the track.

On Saturday Tony Pejkoic hit the fence good and proper, coming on to the main straight and practice was redflagged. There was much slipperiness about. Robin Bailey found he had the Winton diff in the Holden EH, now dressed in drag as a Silver Top Cab (is this historic racing or the Variety Club Bash?) and George Opoczynski from Canberra in the Volvo 122S had an oil filter unscrew a bit and wisely pulled off the track.

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## RACE NOTES Sandown Cont'd

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George, however, was highly pleased by the end of the weekend having come to grips with the car and the track, ending up winning the class on the Sunday and clipping his lap times back.

Race One saw Trevor Talbot off the back of the grid hugging the rails thinking he was on a neddy. Mick Scott in the HO got the jump on Ken Youlden in the Mighty Monaro but not for long as Kent ran away to set the Nc record of 1.26.2 ahead of Mick at 1.26.8 and a new Nb record from John Mann in the Mustang at 1.26.3 (his old record 1.27.7). Marc Ducquet had broken a clutch pin and also barrelled past everyone off the back of the grid. There was good racing between Peter Sneddon's Prince, George Opoczynski's Volvo, Mark Johnston debuting the ex Ian Tate Cortina, John Bourke in the Holden EH and rampaging Jeff Vaux in the Cortina trying to dive under cars all weekend, not always with success. The new paintwork of Justin Brown suffered in this way but Justin was nevertheless pleased with the pace of the fractious Falcon. Just in case Justin got too cocky, it spat a clutch on the Sunday demanding more attention and then rewarded with a runaway win in the handicap. You'd almost think it was an Italian Falcon, it's so temperamental.

Also on the pace again was Eddie Dobbs who has finally found some tyres the FC likes (Hooster A's, a soft wall tyre) and found some power and reliability (fingers crossed, Margaret) running in the low 1.37's. Darren Collins wished he had the motor out of the rolled blue Cortina in the white one and while he climbed over the editorial Cortina in the corners there wasn't enough grunt to make it stick. (Unfortunately, by the time he crams the dreadlocks into the brain bucket for the AGP, he'll have both the handling and the horsepower. (See ya later). Robbo and I had the customary place swapping and door handling, your humble and most obstinate Editor's goolies shrinking somewhat as we went side by side of the hill together. Lindsay Cripps had blasted past in lap one and proceeded to enjoy a couple of Cortinas playing yoo-hoo in his mirrors. Should've kept the boot in, Linds. To make matters worse this display was joined by Steve Ginis who kept nipping under me at Dandenong Rd. Lucky for me his brake failure happened the next day.

And happen it did. A brake line popped out of the disc and the pedal hit the floor. He would've been OK if the Mini hadn't dug into a slight ditch, after which he barrelled spectacularly, red flagging the race (anyone without braided brake lines please see their shrink, better still, what about making it a mandatory safety item?) Marc Ducquet had already stuffed the Galaxie into the old Armco at Peters in an attempt to faithfully reproduce the incident when Lex Davison stuffed the Galaxie into the pond in the '64 Six Hour and Ted had broken a driveshaft.

But before that, even more dramas. Sandown lived up to its reputation as a demo derby. With the start/finish line opposite the pits everyone reached the first corner at a hell of a rate, with Kent Youlden and John Mann locking up brakes, Lloyd Bax from Qld in the HO smacking Mick Scott and Rian Nott in a savage bit of overdriving, leaving Graeme Hooper shaking his head and thinking he won't race the Nova anymore. It obviously felt the same way and blew a head gasket to put paid to any more action for the day. Robbo snapped a remote and was lucky not to be punted in the middle of the fray at Peters corner, with only first gear left.

The 5 lap restarted and depleted race saw Kent come home ahead of John Mann in front of Trevor Talbot and Ian Jones in XU-1 Toranas, Andy MacDowell who had a good reliable fun weekend in the Mustang, Bluey Fitzgibbon in the HO, Mark Brewster in the XU-1 and then Wayne Thomson, Steve Mackay, Lean Read and Michael Bugelly in Minis, the latter with the Editorial Cortina and Darren Collins glued to his tail. The EH punters Bill Trengrove, Tony Pejkoic and Lindsay Cripps followed by Andrew Cornish in the Cortina, Robin Bailey in the taxi, Eddie in the FC and John Bourke in the EH. Thereafter Jeff Vaux, George Ginis, George Opoczynski, Peter Sneddon, Justin Brown, Ian Watt in the Triumph and Anthony Ramadge in the Mini that just wasn't playing fair.

The handicap was notable for the Youlden/Mann dice, with John just pipping Kent for second and lowering the Nb record yet again, this time to 1.26.4. Well done, woofers. Marc Ducquet had a good drag with Kent down the pit straight and was first through Turn 1 but lost contact in the melee. There were no other dramas for the day, after all, hadn't there been enough?

Jon Davison is to be congratulated for putting on a good Sandown meet and let's hope he's encouraged to repeat the exercise. To Ian MacDonald and all the other hardworking VHRR people (including Ted Brewster) our heartiest congratulations and thanks.

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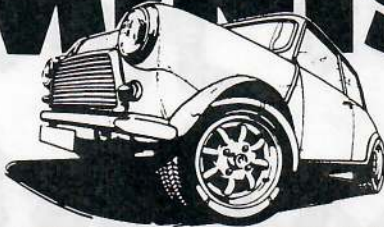
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Partners Name: \_\_\_\_\_

Additional Family Member (non racing): \_\_\_\_\_

Address: \_\_\_\_\_

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Car Make and Model: \_\_\_\_\_ Log Book No: \_\_\_\_\_

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