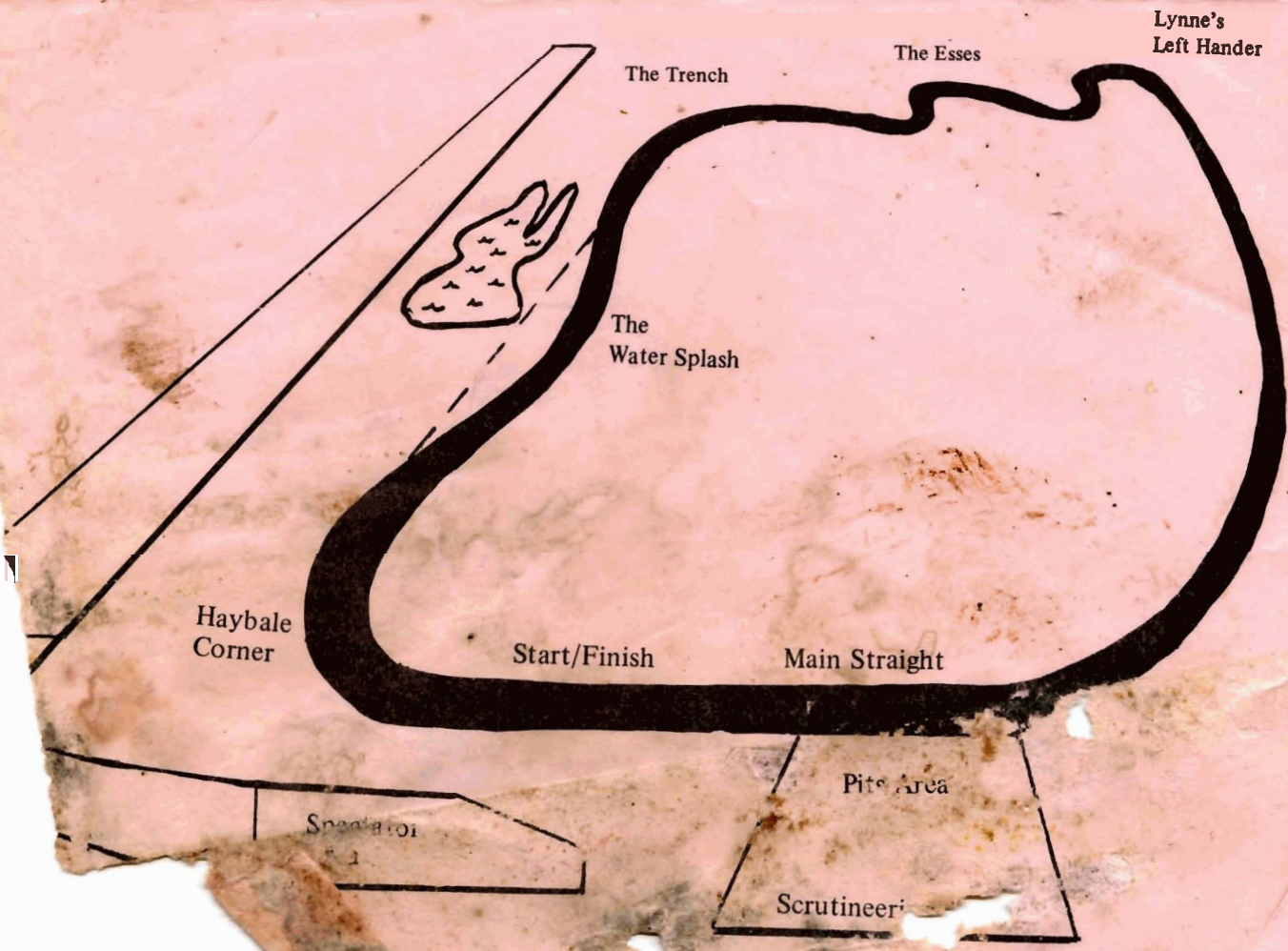


IN GEAR



PRESIDENTS WORD

This month I will be short and sweet. This of course is due to the vast amount of work required for the Autosport Stages. Things have been pretty quiet recently, except of course for the rally.

The rally will have been completed by the time most of you read this months magazine, but I would like to take this opportunity to thank the many club members who have assisted with the event. Apart from all of the officials on the day, members such as Howard Hughes, Ted Barker and Michael Morris have given up their weekends to come up the bush and work for the event, generally on jobs that are most uninteresting and hard work. They have helped my three main assistants, Mick Verrall, John Williams and Bob Whitworth.

Then there has been the other members who have helped formulate all the ~~the~~ ~~regs~~ and carry out the tedious tasks such as stapling etc. There has been around 20 members who have worked solidly to ensure the event goes off with resounding success.

The presentation night is to be held on thursday 16th October commencing at 7 PM at the Top of the Tower reception room in Doncaster Shopping Town. The night will be in the form of a Disco and will go to around midnight. There will be a small charge to cover supper and the Discs. Control officials will have the first \$100 of their drinks supplied free of charge.

The next step that I would like to see within the club is an effort to improve the magazine. If you have any ideas regarding this area could you please make them known.

Thats all for this month, hope to see you all at the monthly meeting, thats if I'm still on my feet. Until then safe motoring.

NOKKA

HMAS CERBERUS CAR CLUB COMMITTEE MEMBERS 1980/81.

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JOHN WILLIAMS & MICK VERALL

AMATEUR 100 APTLY NAMED

Story: John White

The name suited the event, so say the competitors. The VADC Amateur 100, round seven of the Victorian Rally Championship series, was run, won and duely forgotten.

Chris and Simon Brown managed to win the event by 65 seconds in their Datspares backed Datsun 180B. Holding a narrow one point lead in the series from Geoff Portman with the 1979 champion a further point back, the pressure certainly was on these three to produce their best.

Portman was treated harshly by lady luck, suffering two punctures, more than enough in this shortened event to put him right out of the placings. His first puncture was on the second stage, which virtually left Brown and Smith to fight it out. This they did, but brother the end result is so confused its hard to believe, and seems certain to be settled over at least one protest. The problem lies in the scoring and this time its not the officials to blame, but rather the event organisers who according to many officials, did little more than dump them in the bush.

The win to the Browns, with bated breath of course, extends their series lead to five points over Smith with only the Autosport Stages remaining. The way things are, that events scores will be final well before this one.

Third outright and a best ever performance went to David Officer and Kate Hobson in their Galant. They were a further 61 seconds Smith/Paterson and the first grade three crew to finish, beating all the grade twos. Fourth placing went to the rapidly improving grade three crew of Doug Thompson and Ron Lugg in the Shepparton Auto Wreckers Datsun 1600. They finished just 32 seconds behind Officer. Fifth and sixth placings went to Lancer crews, giving Mitsubishi four of the six outright placings and Datsun the remaining two. Fifth was Jim Uttley Moore and Ray Scott in the Geelong Advertiser car and sixth was your truly and John Williams in the Peter Lees Chrysler, soon to be Mitsubishi Lancer.

The event was conducted out of Tocherac and was to consist of 22 Special Stages, but was cut back to 15. This was due to being an hour late starting, due to the local sewerage authority playing havoc on the course. This then cut the daylight duration back quite drastically, forcing three of the middle Stages and the final four to be deleted.

On the road the course was very enjoyable, the weather was absolutely perfect, which should have made for a great days rallying. No doubt it did for some, including me, but many of the very serious competitors were not happy at all.

A very poor 32 starters entered, with many of the top crews absent. Amongst these were Hugh Bell, Watson and Blanford. The main reason for the poor field must be accredited to the lack of pre event exposure. It was just about the best kept secret in the country.

Most of the Stages were short, with the longest being 15 kilometres. The first Stage was 3.35 Km on shire roads, mainly fast and open with three or four hard corners thrown in. The first and last three Stages were like this, the last three Stages being the earlier in reverse.

Brown was quickest on the first dropping 17 seconds to Portman 19, who lost the right front guard on one of the tight corners. A very convenient post got in the way. Next best was Muldoon/Kelly down 21 from Thompson 22 and Uttley Moore 23.

Next up was 10.79 Km but a little tighter than the first and containing 39 instructions. Portman punctured putting him out of contention. Smith was fastest just 2 seconds ahead of Ashton/Nixon, 228 and 230 respectively. Officer was a further 3 seconds behind on 233 followed by Wall/Minifie 234, Uttley Moore 240 and Thompson 242.

Then came 2.77 Km and what appears an obvious timing error. Both Portman and Brown are clean with the next best Thompson down 42. Impossible to believe, but that's as the results show it. Following Thompson is Ashton and Wall 43, Officer 44 and Smith 45.

The fourth Stage was 4.51 Km with again Portman and Brown equal fastest, this time under different circumstances. They both dropped 63 seconds, from Wall 68, Muldoon and Smith 70 and Moll/West 71.

Wall who was having a great run took fastest on the next stage, which was 2.32 Km. He dropped 46 seconds ahead of Muldoon and Officer 47, with three crews on 48. They were Smith, White and Brown, with Uttley Moore and Thompson on 49.

The sixth Stage again saw the Brown brothers fastest, down 186 over 13.5 Km. Incredibly another obvious error appears, the next best is Officer and Thompson both down 256, an incredible 70 second gap, way out of context with the remainder of the event, almost? Following them was Smith down 260, Uttley Moore 267 and White 277. In only six Stages, two apparent timing errors favour Brown over Smith, and will no doubt raise protests from Smith, possibly rightly so.

The seventh Stage was over 5 Km. This time Portman was quickest down 134 from out of the clouds, Bruce Robertson on 135, then the Birrall brothers on 139 with White, Smith and Jones on 140, ahead of Toner/Marsh, Officer and Ashton all on 141.

Next up was the longest Stage, 15.32 Km which saw Smith take a deliberate short cut to gain a full minute advantage. They claim it was partly to make up for the earlier timing errors. Maybe they'll give that minute back when they lodge their protest?? Portman was down 158 from Brown 159, Officer 178, Thompson 181 with both Wall and Birrall down 194. No comparison to the 97 of Smith.

Special Stage nine was 4.36 Km with Uttley Moore fastest on 102. Next was Whiteley/Wiseman down 107, Brown 110, Portman 114, Thompson and Officer 116 and Muldoon 119.

The next three Stages were deleted and crews were sent on an extended transport to link up with Special Stage thirteen. This was 5 Km which Portman again fastest down 128 from Smith 133, Wall 134, Uttley Moore and Officer 212 and Birrall 216.

Officer really pulled one out to take the next Stage, dropping 48 from Wall and Brown 49, Robertson and Portman 51, Smith 53 and White 54.

Special Stage sixteen was contested but no times appear in my results, nor does an explanation. I suppose that I'm lucky to have results 2 weeks and 1 day after the event, nobody else has them.

Stage seventeen was 2.77 Km which had the Browns fastest down 39, incredible seeing how they cleaned it in the other direction??? Smith and Officer were next down 44, Smith had a 1 second improvement with the change of direction. Then came Portman who went from clean to down 48. Also on 48 was Robertson and Birrall with White and Muldoon down 49.

Then came the very costly Stage 18 where Portman suffered his second puncture, on the very same Stage he had his first puncture only in reverse. Brown was fastest over the 10.79 Km, equal with Thompson and Officer, all down 230. Uttley Moore dropped 239 from Smith 239, Birrall 242, Muldoon and Wall 243 with White 244.

The final Stage was run in darkness for the last half of the field, this being due to the control official applying a 3 minute gap. It's a pity he didn't know the section was only 3.35 Km causing the dust to have no effect. Brown was quickest down 17, exactly the same as in the opposite direction, Portman dropped 18, Wall 19, Smith 20, Muldoon 21, Thompson 22 and White and Uttley Moore both down 23.

Next year the event is not a round of the series.. It's a pity the club couldn't get it together, the concept is excellent but the degree of expertise just isn't there.

The result of this event will no doubt be up in the air for some time over timing errors, which doesn't help the event any. Regretably the result is most crucial as to the outcome of the series. I will keep you posted as to any developments.

OUTRIGHT PLACINGS

1. C. BROWN/S. BROWN	Datsun 180B NW	1665
2. W. Smith/P. Patterson	Lancer 2000	1730
3. D. Officer/K. Hobson	Galant	1811
4. D. Thompson/R. Lugg	Datsun 1600	1843
5. J. Uttley Moore/R. Scott	Lancer	
6. J. White/J. Williams	Lancer	1939
7. S. Birrall/J. Birrall	Galant	1948
8. S. Ashton/R. Nixon	Datsun 1600	1961
9. R. Muldoon/N. Kelly	Datsun 1600	1980
10. C. Wall/L. Minifie	Datsun 1600	1982

PROGRESS POINTS

DRIVERS

C. Brown	28
W. Smith	23
G. Portman	18
S. Blanford	12
J. Uttley Moore	12
H. Bell	9

NAVIGATORS

S. Brown	28
P. Paterson	23
P. Rainer	18
R. Harper	12
R. Scott	12
A. Allen	9

74 Bardia Ave.,
SEAFORD 3198

Phone: 786 6319

Dear Members,

As founder and past Director of the Forester Rally, I am deeply concerned with the rumors circulating regarding my support, or lack of support of the event now known as the Autosport Stages. I feel that it is necessary to write this letter to clarify the situation so H.M.A.S. Cerberus Car Club Members appreciate the reasons for apparent lack of support.

I was approached by Mr. J. White some weeks back and asked to donate a section award of \$100.00 (One Hundred Dollars) on behalf of my company, Automotive Hardware, 74 Bardia Ave., Seaford for the above mentioned event. I explained to Mr. White that \$100.00 was the total amount that my company budgeted for this type of event sponsorship for twelve months. This \$100.00 has been in the past awarded as follows:-

- \$ 25.00 Rivertown Cerb. C.C.
- \$ 25.00 Hunter Safari C.C.C.C.
- \$ 50.00 Forester Rally Cerb. C.C.

This I explained to Mr. White and offered the \$50.00, which he refused, saying that others had given \$100.00 and he could not accept less.

The following week I was approached by Monty Suffern, who requested sponsorship of a \$50.00 section award for the Mountain Rally, which I gave, as the same had previously been refused by Mr. White and thus leaving an excess in my company's budgeted amount for event sponsorship.

Some days later I was once again approached by Mr. J. White, this time saying that he could now accept my \$50.00, as he had done the same from others.

It was with regret and considerable disappointment that I had to decline the offer for the reasons previously stated.

I wish the Club every success with the event.

ROBERT BIRD.

HMAS CERBERUS CAR CLUB CALANDER 1980.

<u>DATE.</u>	<u>EVENT.</u>
SEP 27	AUTO SPORT STAGES
OCT 3	MONTHLY MEETING
OCT 12	PAKENHAM AUTOCROSS
NOV 5	MONTHLY MEETING
NOV 16	GET LOST TREASURE HUNT
NOV 23	PAKENHAM AUTOCROSS
NOV 30	AUTO CROSS WORKING BEE
DEC 3	MONTHLY MEETING
DEC 7	AUTO CROSS
DEC 13	PRESENTATION NIGHT

COMMITTEE MEMBERS please note that the next Committee meeting will be held on Monday 13th October at Bob Whitworth, 27a Towerhill Rd, Frankston. ph 781 1312

NEW MEMBERS FOR SEPTEMBER.

We have one new member, who is not really a new member, and he is R. Rodda who was a founder of the car club and returned from Darwin last month.

AUTOSPORT STAGES

Story John White

The Autosport Stages, now that all the pre event bally-hoo is over, is all set to go. The organisers feel that all has been done to ensure the event off without a hitch and with the degree of professionalism we have all come to expect.

An outstanding field has been attracted, with all local grade one crews entering, plus a leading competitor from both Adelaide and Sydney on hand to keep them honest. Ian Hill will be down from the Northern State in the ex Colin Bond RS 2000 Escort. He is one of New South Wales' outstanding drivers in the calibre of local champions - Hugh Bell and Geoff Portman. From South Australia comes Ed Ordynski in a Mazda RX 2, fresh from outright honours in the state's last championship event. These two will certainly keep the likes of Portman, Bell, Brown, Smith, Watson, Muldoon and Uttley Moore honest.

The event has also attracted the older standing champions. Drivers such as Bob Waterhouse, the 1976 State Champion, Gary Harrowfield the 1974 Champion Bob Bird runner up to Waterhouse in 1976 and Ian Swan. All of these drivers will be in Datsun 1600's and are sure to make their presence felt.

Spectators will be treated to a feast of action, plus be kept up to date with progress scores at the main spectator points by means of a public address system. The main action should come from four outstanding drivers. The three Datsun mounted chargers - Portman, Bell and Brown plus Hill in the Escort. These four have the ability to provide the event with enormous interest. Each of them will be striving to prove to all concerned that they are the leading privateer in rally at the moment.

It is by far the most outstanding field in a State event for many years and should be included as a must for spectators. Spectator Guides are on sale at both Autosport and Rallyquip for \$1.00. They will also be available at scrutineering on Thursday evening from Brookes-Geyer in Ringwood, as well as the Chirnside Park start and the recreation reserve in Powelltown.

The event includes many other features to make the trip to Powelltown worthwhile, these include a photocopier at the reserve to provide copies of up to the minute scores. These will be available throughout the event and at the finish. A television set will be set up in the pavilion, just to keep the football fanatics happy. The local football club are providing a full catering service throughout the event. This includes bar facilities in the later stages. The bar will also be operating during an informal presentation to the winners and placegetters immediately after. Martini will also be providing wine for this occasion.

With the event such a short drive from Melbourne, many people are expected to descend on the area. They should find the facilities very worthwhile and help to make for an excellent day's rallying.

The prizemoney is nothing short of outstanding and no doubt this has led to the full field of 60 cars.

R O A D T E S T

DATSUN 200 B SX MANUAL 4 DOOR SEDAN

CAR SUPPLIED BY :- GARY WARD, DATSUN
40 WELLS Rd.
FRANKSTON

Phone:- 786 - 1400

the road price Manual \$ 7628.00

SPECIFICATIONS (Briefly)

ENGINE: 4 Cylinder O.H.C. 1952 cc
Compression Ratio 8.5 - 1

Transmission : 4 Speed Manual

Brakes : Dual circuit power assisted front discs, rear drums
Operating through tandem master cylinder and separate
front and rear circuits, circuit incorporates a front to rear
pressure proportioning valve.

Electrical System:- Battery 12 volt 48 A.H.
Alternator 40 amp.

Fuel Tank Capacity :- 60 litres

Wheels and Tyres:- 185 - 70 HR 14 or BR 70 HR14 Steel Belt Radia
on 6 JJ x 14 Alloy Wheels

Suspension-Front - Independant McPherson Strut Type, Double
acting telescopic shock absorbers, tension rods,
stabiliser bar.
Rear - Progressive rate coil springs, 4 link, Hydraulic
shock absorbers.

Standard Features:-

A.M. Push Button Radio
Quartz Halogen High Beam Headlights
Quartz Clock
Intermittent Wipers
Clear Laminated Windscreen
Tachometer
Electrically Heated Rear Window
Cloth Seat Trim / Plus the usual convenience
features.

ROAD TEST cont'd

PERFORMANCE.

The 200B SX was quite a good performer and in true Japanese form enjoyed plenty of revs, but also pulled up Oliver's Hill from 60KPH at the bottom in top gear (no extra pressure on the right hand peddle) and still doing 60 KPH at the top. The motor even felt lazy around the shopping centre and would pull from 40 KPH in top gear without any hesitation or pinging.

GEAR BOX

The 4 speed floor change was light and very easy to use, so easy and enjoyable that more cog swapping was done than really necessary. I took the revs to the amber (6000 rpm) in first and second and had speedo readings of 55 kph and 95 kph. I changed up from 3rd at 5,500 revs and 130 kph it would most likely do 140 in third and at least 160 kph in top. The gear spacings were found to be very good and third was a very useful passing gear.

HANDLING AND SUSPENSION

The suspension is quite unusual on the SX it is a lot firmer than the standard 200B but when the road is choppy you tend to be bounced around a fair bit and it tends to put you off your line when cornering.

The steering is light even with the wide wheels and parking would be no trouble for the lady drivers.

Turning circle was good although not quite as tight as its smaller relative the Stanza.

Ascending Arthur's Seat the SX handled extremely well although occasionally lifted a rear wheel, there was only a little bodyroll.

BRAKES.

Around the suburbs and with steady pedal pressure the brakes worked very well. With the pedal being very progressive and had a good feel. The problems on the test car occurred from panic stops where it locked front brakes and did left turns. I tried these type of stops from 100 kph, 90kph and 80kph with almost the same results, at the slower speeds lock up was not so severe but the car continued to dive to the left. I took another SX for a brake test on return to Frankston, it also pulled severely to the left but was greatly improved with adjustment to a tyre pressure.

ACCOMMODATION AND VISABILITY.

The reclining front seats were very comfortable although adjustment for base lift would be handy. I found myself occasionally slipping forward in the seat. The rear seat was also very comfortable and leg room was quite adequate as long as the rear passengers are not around the 6 foot mark and travelling a long distance.

ROAD TEST cont'd

All controls were within easy reach of the driver with column stalks for wipers and washers on the left and lights and indicators to the right. Instrumentation was clear and easily read with speedometer with odometer and tripmeter, Tachometer, fuel and water gauges warning lights for Oil pressure and Charge, high beam, brake fail and handbrake.

round visibility was good although the rear of the boot could not be seen through the rear windscreen.

NOISE

The 200B SX was a fairly quiet car around town and when cruising at the legal limit. Engine noise became noticeable when the Tacho moved over the 4000 mark. Wind noise was very low, but there was a fair bit of hum from the Uniroyal Wildcat Radials.

HEATING AND VENTILATION

The heater was very efficient also the flow through ventilation. This was directed into the cabin through a dash vent on either side and could be assisted by fan boosted fresh air through two vents above and in front of the gear shift. Unlike the Stanza the heater booster fan was very quiet in running and could only really be heard when on high.

FINISH

The finish on the 200B SX like the Stanza was very good and could not really be faulted except that the gear shift knob would not tightened and kept turning when changing gear.

SUMMARY

The Datsun 200B SX is a good medium size car. Designed for the driver who wants a sporty look without the super high speeds and cost involved. With a little work on the brakes and adjustment to the suspension to stop the bounce would make it better. One amazing feature in the Nissan Pamphlet on the 200B is that air conditioning is not available on the SX model. Maybe Nissan thinks that SX buyers are COOL !! enough.

I would like to thank Gary Ward Datsun for providing the car and suggest any Club Members who are interested in buying a Datsun should contact Gary on 786 - 1400

THE MAR - GEN REPORT.

(or thank goodness for corrector fluid)

Hello again,

Who was the person seen at the snow, and was spending more time in the snow than on it. now it wouldn't be fair if we told you who it was - would it B.W.

We think we must be slipping as we haven't heard any other gossip lately - perhaps we are doing too much talking and not enough of the old saying "ear to the ground".

Remember to keep the weekend of the 27th free for the Auto Sport Stages and November 16th for the get lost treasure hunt, more details later. Then we have the auto cross in December. And the last event for the year is the great party, yes the presentation night on the 13th December, The Drecshlers have been reminded and asked not to go out that night.

If any of you wonderful ~~an~~ not so wonderful members have any suggestions for social events please let any commottee members know.

Closing date for all articles is the 15th of each month.

regards till next month,
Marilyn and Genny.

ps. Toby has gone back to see??? and Toby's Mrs is back on the scene???

LAST MONTHS SOLUTION.

A	E	D	O	N	H	O	L	L	A	N	D
C	A	M	A	R	O	R	E	A	L	A	N
R	O	N	E	G	A	S	K	E	T	S	
K	I	N	G	S	P	A	N	N	E	R	
O	A	U	T	O	S	P	O	R	T	E	R
U	R	A	W	A	N	E	D				
T	I	N	G	E	A	R	O	M	E	O	
E	E	E	E	L	E	K	E	V	I	N	
C	H	R	Y	S	L	E	R	E	N	Z	O
H	E	R	E	T	A	R	E	R	U	S	T
A	N	C	O	C	C	A	S	E	I		
R	B	P	W	H	E	E	L	E	H	E	
T	U	S	H	A	N	E	S	E	L	I	E

RECIPE OF THE MONTH.

BEEF WITH PINEAPPLE.

500g (1lb) fillet steak in one piece
450g can pineapple slices
1 green pepper
1 red chilli
3 cloves garlic
1cm (4") piece green ginger
3 shallots
2 tablespoon soy sauce
1 teaspoon sugar
2 teaspoon cornflour
2 tablespoon water
1½ tablespoons oil, extra oil for frying
SAUCE

1 tablespoon oyster sauce
2 teaspoon soy sauce
1 teaspoon sugar, cornflour
½ teaspoon sesame oil
¼ cup water
¼ teaspoon salt

Remove all fat and sinew from meat. Cut meat into 3mm(1/8in) slices. Place meat into bowl with soy sauce, sugar, cornflour and water and mix well. Stand for 30 mins. Drain pineapple. Cut pineapple into quarter segments, seed pepper, cut into 1" cubes, seed chilli, slice diagonally, cut shallots into 1½" lengths, slice ginger into wafer thin slices. Heat 1 tablespoon oil in pan, add pineapple, pepper and chilli, toss gently for 2 minutes, remove from pan. Add extra oil to beef, mix well. Heat 2 tablespoons oil in wok, add garlic and ginger, cook until garlic turns golden brown. Add beef spread out in wok, when brown on one side turn to brown on other side. Cook quickly and only until meat just turns colour, over cooking will toughen meat. Remove from pan. Combine all ingredients for sauce, mix well. Stir sauce in wok until sauce boils and thickens, add beef and vegetables, toss for 1 minute over high heat. Serves 6.

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LMCT 4501

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RIP - OFF MOTORS

With a name like that they'd have to be honest

Bob Waterhouse
John Michie
Laurie Szwaja (Mechanic)

LMCT 4500

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*Phone:- 791 2023 791 2143

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Bonnet Pins
Boot/Luggage Racks
Cables - Halda
Camber Kits
Camshafts
CAMS Manuals
Carby Balancers
Carby Gasket Sets
Carby Levers
Carpet Cleaner
Caster Adjusters
Castrol
Chequered Flag
Chokes
Chrome Extensions
Cibie
Clamps
Cloth Badges
Clutch Plates
Coil Springs
Colortune
Compasses
Competition Harness
Courtesy
Creepers
Dellorto
D/Brake Dust Covers
Disc Pads
Distributors
Distributor Caps
Dominion Harness
Driving Boots, shoes
Driving Gloves
Driving Suits
Elect. Terminals
Elect. Wiring
Emergency W/Screens
Emulsion Tubes
Engine Enamel
Exhaust Systems

Extractors
Extractor Gaskets
Facet Fuel Pumps
Fastman Suits
Fire Extinguishers
First Aid Kits
Five Point Harness
Flick Switch Ext.
Floats
Fuel Hose
Funnels
Fuse Boxes
Gauges
Gears - Halda
Globes
Griplite S/Wheels
Halda
Halda Rally Computer
Heavy Duty Carb Spring
Hella
H/Light Covers
Helmet Skirts
Helmets
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Hoist
Holleys
Hose Clamps
Huntmaster Seats
Ignition Coils
Intercom Sets
Interesting Books
Jets
John Armitage
Jumper Leads
K-Mac
Knowledge
Lambswool S/Covers
Lamps
Lap Boards
Lap Charts
Lashing Straps
Lash Pads
Luggage Straps
Lynx
Mags
Main Jets
Mallory

Manifold Gaskets
Manifolds
Maps
Map Boards
Map Lights
Marchal
Mirrors
Molybond
Momo S/Wheels
Mota Lita S/Wheels
Motoring Reporter
Mudflap Rubber
Mudflaps
Mufflers
Needles and Seats
Numbers
Oil Coolers
Oil Filters
O Rings
Overalls
Pedders
Petrol Filters
Petrol Regs
Piranha Ign
Pistons
Plastic Tape
Points
Polish
Pressure Plates
Prices - good
Quality - of course
Quick Connectors
Racesafe Clothing
Racing Car News
Race Tape
Rad. Caps.
Radio Aerials
Rainsford Harness
Rally Computers
Rally Photos
Rally Roamers
Ram Tubes
Recaro
Relays
Repco-Woodhill
R/Window Louvres
R/Window Wipers

Rocker Covers
Rocker Switch
Roll Cages
Roll Bar Rubber
Service
Shock Absorbers
Silastic
Soft Mounts (Web/Dell)
Solid State F/Pumps
Spark Plugs, leads
Spares - Weber, Dellorto
Spot Lights
Sports A/Cleaners
Springalex S/Wheels
Stop Watches
Stratos Seats
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Sump Guards
Suspension
Supp. Regulations
S/Wheel Covers
Switch Panels
Tail light Lens
Tail Pipes
Team Gear - Jackets, Suits
Overalls, T-shirts etc.
T-Gears
Throttle Cables
Torches
Touch up Paint
Towing Mirrors
Tow Ropes
Triangles
Tyre Paint
Tyre Pressure Gauges
Tyre Pumps
Underwear
Unifilters
Valve Springs
VDO
Visors
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