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**CALDER RACEWAY OCTOBER 17/18**





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Rimula X 15W/40 multigrade is a multi-purpose oil which can also be used to lubricate petrol engines as well as a range of transmission and hydraulic equipment.

Convert to Rimula X now. It is compatible with other Shell or competitors' oils which may be in the engine.

Contact your nearest Distributor of Shell products, or the Shell Lubricants/Technical Department in your State.

the oil that protects

## Rimula X



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CPS2611R

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## The Flags and Light Signals

**FLAG MARSHALLS** are posted at strategic points around the circuit as extra sets of "eyes" for the drivers. These are the various flags used around the circuit and their meaning:

**BLUE LIGHT (Stationary):** Informs drivers another competitor is following closely.

**BLUE LIGHT (Flashing):** Informs driver another competitor is about to overtake him or is closing in on him at a rapid pace.

**YELLOW LIGHT (Stationary):** Informs the driver that there is a problem on the track (drivers shall not overtake while this flag is being displayed).

**YELLOW LIGHT (Flashing):** Situation on track ahead is rather dangerous and a large reduction in speed is necessary to negotiate the obstacle.

**YELLOW AND RED STRIPED FLAG:** Means there is a problem with the track surface likely to cause an accident, i.e. oil or water on track or rain in the vicinity of flag point.

**GREEN LIGHT:** Informs driver of "all clear", i.e. track is now in a condition to race at full speed.

**WHITE LIGHT:** Informs drivers of Ambulance, Doctor or a slow moving competitor on the track.

**BLACK FLAG:** Instructs the driver to return to his pit on the next lap.

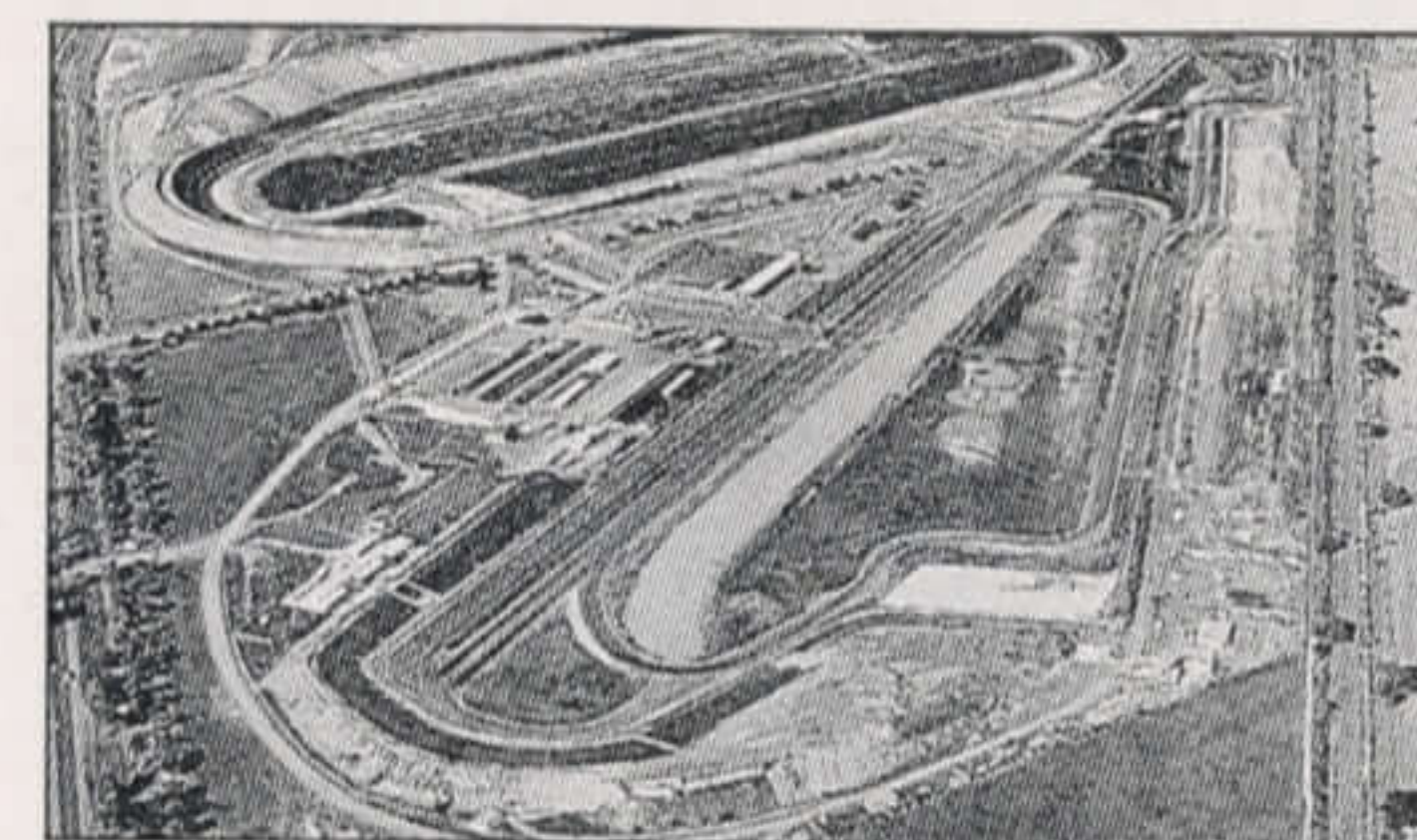
**RED LIGHT:** Somewhere around the track there is extreme danger and the race must be stopped — all drivers must proceed to their pits at a greatly reduced speed.

**BLACK AND WHITE DIAGONAL FLAG:** Warning to driver(s) that he (they) are behaving in an unsportsman-like manner.

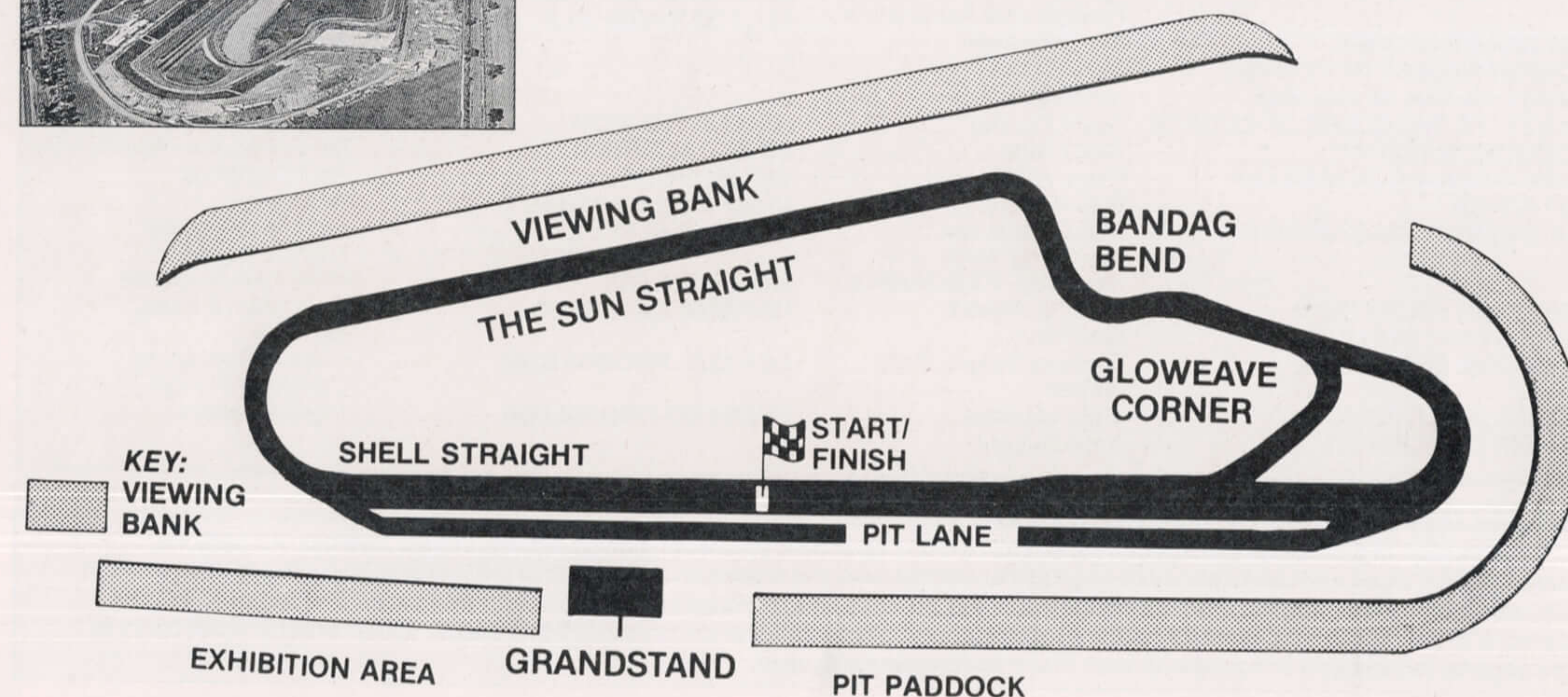
**BLACK FLAG WITH ORANGE CIRCLE:** Informs the driver that his vehicle has mechanical problems he cannot see which could endanger himself and others if he continues.

**BLACK AND WHITE CHEQUERED FLAG:** Signals winner and end of race.

## CALDER RACEWAY, MELBOURNE



Length of Club Circuit 1.8 km





## CAMS - GOVERNING MOTORSPORT AUSTRALIA-WIDE

**B**ELIEVE it or not, even motorsport has a government! The Confederation of Australian Motorsport (CAMS) governs motorsport in Australia and represents 33,000 car club members and licence holders.

The role of CAMS in the sport is as diverse as the people who participate and follow it. From issuing a permit for a club motorkhana to being a partner in the Foster's Australian Grand Prix, CAMS takes an active interest in the success of every type of motorsport — including truck racing, which is a completely new concept in this country.

One aspect of the Shell Truck Superprix familiar to CAMS is the involvement of Shell. Earlier this year Shell and CAMS successfully worked to stage the Shell Ultra Australian Touring Car Championship. The series produced exciting racing and was viewed by record on-course and television audiences.

Increasingly, CAMS is taking on a broader role in the marketing and promotion of motorsport, but the body's traditional roles remain.

As the sport's 'government', CAMS

is responsible for arranging the calendar of events each year, issuing licences to tracks, drivers, entrants, sponsors and events, looking after legal and insurance matters, writing and enforcing rules and regulations governing cars and organisations, operating a fair judicial system and, well, you probably get the idea. In effect, all things to all men . . .

Of course all types of motorsport involve an element of danger and the most important role for CAMS is to make the sport as safe as possible. This is an enormous undertaking and involves regular reviews and inspections of circuits, vehicles, drivers, officials and facilities.

Motorsport can proudly stand on its improved safety record, particularly over the past twenty years, but there is never any thought of relaxing.

CAMS is run by the eight-member National Council, which meets three times a year, and numerous committees study and report on specialised areas. A similar structure exists at state level. The CAMS President is John Large.

The national office, located in Melbourne, is headed by Chief

Executive Officer John Keeffe. CAMS has benefited in recent years by the appointment of former Grand Prix driver Tim Schenken to the position of motor racing manager and former Confederation of Australian Sport executive Noel Southey as commercial manager.

CAMS has offices in each state which handle hundreds of enquiries each day and deal with their respective members. Anyone interested in joining a car club and taking an active interest in motor racing should first contact their local state CAMS office.

In his 14 years as CEO, John Keeffe has seen just about every type of motor racing there is and is keen to witness truck racing for the first time at Calder Park.

"It should certainly be interesting," he said, "and it will also present the trucking industry in a different light. Not only the vehicles, but also the drivers."

"We all know that truck drivers are skilled professionals and this is their opportunity to test their skills against one another in a suitable environment," said John.

## OFFICIALS OF THE MEETING

CALDER PARK RACEWAY — OCTOBER 17-18, 1987

### INTERNATIONAL OPEN MEETING - SHELL TRUCK SUPERPRIX

Held under the International Sporting Code of the FIA, the National Competition Rules of CAMS, and all Regulations issued for the Meeting of the Confederation of Australian Motor Sport. Permit No. A87/165.

#### TRACK ORGANISING

PIARC, with assistance from the CAMS Scrutiny Panel, the CAMS Medical Panel, and the Victorian Flagmarshal Association

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**CHIEF FLAGMARSHAL**  
**CHIEF PIT MARSHAL**  
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Neil Thompson, Ron Simmonds, Josh Duncan, Richard Duncan, Peter Davis  
Judy Cardwell  
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**STARTER**  
**JUDGES OF START/FINISH**

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Henk Duncan  
Ian Mayberry  
Kevin Francis  
Alan Krahe  
Peter Ward  
John Mosdenyi  
Bob Duguid, Ian Mayberry, Jonn Mosdenyi, Kaye Nugent  
Peter G. Nelson  
Geoff Bull  
Graham Sellers, Peter Nelson  
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**CHIEF TIMEKEEPER**

#### MOTOR RACING IS DANGEROUS

It is a condition of admission that spectators and all persons attending the meeting do so entirely at their own risk. All persons, corporations, clubs and associations having any connection with the promotion or conduct of the meeting, including the owners and occupiers of the land and the drivers and owners of the vehicles, are absolved from liability or damage to spectators and all other persons at the meeting, no matter whether for negligence or as occupier or on any other basis and no matter whether such injury or damage be foreseeable or howsoever such injury or damage be caused.

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Load Restraint Systems  
L.D.R.T.A.: Long Distance Road Transport Association  
Royal Australian Army  
Truck Towing Service, Campbellfield  
Victorian Police Force  
V.R.T.A.: Victorian Road Transport Association

Not forgetting, of course, all competitors, drivers and their sponsors associated with the event, as well as scrutineers, marshals and all those others who have given so freely of their time to contribute to an exciting and enjoyable weekend for all.

# THE DRIVERS

## SUPERPRIX START FOR GRICE

**T**OURING car champion Allan Grice is a confirmed starter for the Shell Truck SuperPrix at Calder on October 17 and 18.

Grice will team with former touring car partner and sponsor, Allan Browne's Re-Car organisation from Melbourne.

Grice will be part of a two truck team, with Re-Car manager and former motorcycle racer Brian Ginger as the other driver.

"Truck racing is right down our alley, our whole business revolves around trucks. We'll be involved up to our eyeballs," Browne said.

"Our involvement in touring car racing gave us a lot of exposure and we expect the truck racing to give us an even bigger boost."

Grice is gaining a reputation as a motor racing allrounder, having tasted success in touring cars and his latest attempt, US style NASCAR oval track racing.

"Allan's commitments are very heavy but we are lucky he is free on this particular weekend," Browne said.

"You never know, I may end up driving again myself if Allan's regular racing clashes with future events."

Re-Car is the country's biggest truck repairer, specialising in badly damaged trucks, modifying and refurbishing, and rebuilding trucks.

It employs 300 people throughout Australia.

Re-Car has 2 branches in Melbourne, plus operations in Newcastle, Brisbane and Wagga Wagga.

## JOHNSON TO TAKE ON TRUCKIES AT CALDER

**T**HREE time Australian Touring Car Champion, Dick Johnson, has been confirmed as one of the starters in the inaugural Shell Truck Superprix to be staged at Melbourne's Calder Raceway.

Johnson, the popular 37 year old Queenslander and lead driver for the Shell Ultra Hi-Tech Racing Team, is said to be looking forward to the new challenge of racing a truck around the testing Calder circuit.

"Although I have not previously raced a truck, I believe the same driving skills will be required for racing a truck as a touring car and I'm hoping that my knowledge of Calder might give me a competitive edge over the other

entrants," Johnson said.

Dick's vehicle has yet to be determined (at the time of publication), but regardless of the truck's make, he will be hard to beat if his record as a professional racing driver is any indication.

Johnson started his racing career as a young man in FJ/EH Holdens and later raced an XU-1 Torana before turning to his first Ford Falcon in 1977.

Johnson was first recognised as a future star back in 1979 when he set a lap record on his home territory at



Dick Johnson

Brisbane's Lakeside raceway.

He fully realised that potential in 1981 when he won his first Australian Touring Car Championship and the prestigious Hardie Ferodo race at Bathurst in his "Tru Blu" XD Falcon. Johnson successfully defended his touring car title the next year and won again in 1984, this time in an XE Falcon.

Johnson traded in his Falcon for a Ford Mustang, which he raced with little success in 1985 and 1986 before joining with Gregg Hansford to form the Shell Ultra Hi-Tech Racing Team.

This season, Dick Johnson became the first man in the world to drive a Ford Sierra Cosworth Turbo to a Group A victory when he won the fifth round of the Shell Ultra Australian Touring Car Championship at Adelaide International Raceway in May.

He will aim for that same winning edge when he takes to Calder for the Shell Truck Superprix in October.

Other drivers would be wise not to be fooled by Dick's laconic nature. When he's on the grid behind a wheel he will, as always, be deadly serious about winning.

## TWO OF THE GUYS TO WATCH!

**N**OW here's a couple of guys to watch behind the wheel — Rick Andrews and Frank 'Bandag Bullet' Gaffiero!

Rick Andrews holds the world record in truck drag racing and plans to compete on the European circuit.

"I think my knowledge of speed and the race track will be an advantage," said Rick.

"But this is circuit racing, not drag racing and speed is not the overriding factor.

"It's about manoeuvring your truck, your passing and handling ability. The tuning and responsiveness of your vehicle is as important as the driver," he said.

Rick lives in Adelaide and runs a trucking business. He'll cross the border with his 1975 Kenworth, and is looking forward to a great weekend of friendly but fierce competition.

Frank Gaffiero, normally burns around the track in his Bandag Bullet.

Be assured — Frank will still be putting the Bullet through its paces on the weekend — but he can't resist the opportunity to prove his skill against the other drivers.

He's lining up with his International on the grid, and in our minds he has one unfair advantage — he'll have that rowdy, raucous bunch from Bandag all cheering for him. That's enough enthusiasm to blast anyone past the finish line first!

## TEAMSTERS' ENTRY

**T**HE Teamsters Team, headed by husband and wife, Chris and Paul Freestone, is only weeks away from testing their racing truck.

"We're building a racing truck, from two chassis rails up. It's a Kenworth W model, and is totally built to the official Superprix technical specification," said Paul when we spoke to him recently.

Powered by an 892 Detroit Diesel engine, the Teamsters entry will race with the diesel dinosaurs in Class C.

"We're running on a shoe-string budget," said Paul, "but we're aiming to finish in the top ten trucks on the day.

"It'll be great fun and more importantly the Superprix will create an image for road transport.

"I believe Australia runs the most



# THE DRIVERS

reliable and efficient long distance road transport system anywhere in the world and has the highest standard of driver.

"When you consider the obstacles — the standard of roads, the long distances, and the taxes the industry bears — if we were not professional, we just would not survive.

"The Shell Truck Superprix will take the truck and transport industry to the community, and demonstrate the skill and professionalism of our people," said Paul who will be driving the Teamsters entry.

He is Managing Director of Teamsters Transport, one of the most professional transport companies in Australia, based at Keilor, Melbourne.

When he isn't wearing overalls in the service bay, 34 year old Paul drives.

"I'm behind the wheel about six months of the year," he said.

"Only by keeping in contact with the problems of the road can I be aware, first hand, of how our company is operating.

"I leave the running of the company to my wife, Chris. That's the way our

organisation is run, an all round team effort," he said.

Paul's attitude reflects the professionalism and service of this company. Teamsters runs ten Kenworths and handles 45-48 interstate loads a week for Discount Freight Express.

And in the 3½ years as Teamsters Transport, the company's had an accident free record.

Not bad — and an excellent reflection of Teamsters' standard of driver and the maintenance of their vehicles.

There's no doubt about it. Professionalism and skill will make the Teamsters strong contenders for the crown at the Shell Truck Superprix.

**REALLY CLEAN IS  
GERNI CLEAN!**

**ON SHOW** — that's the story for all the trucks and vehicles in the Shell Truck Superprix!

And to make sure each truck looks its very best — the guys from Gerni will be

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Whether you are competing on the racetrack or in the Rig of the Superprix, your truck will be professionally cleaned by Gerni's high pressure water cleaners — situated conveniently near the Pits!

Viking Equipment are the sole distributors for Gerni cleaners throughout Australia. Look for their Superprix trade stand for a free on site demonstration.



Big rig thunder.



**Driver:** CHARLIE SESENE  
**Team:** Charlie Senese Racing  
**Truck:** T.B.A.  
**Sponsors:** The Car-Mine  
Valvoline  
Truckin' Life

Brisbane-based car dealer, Charlie Senese, needs no introduction to motorsport — he's been involved in speedway, rallying drag racing and, for the past six years, circuit racing.

A look at the huge line of trophies bending the shelves in his showroom reveals he's spent some time on the victory rostrum too — although he admits this will be his first event at Calder Raceway.

Most of Charlie's success has been on 'home' territory, finishing runner-up in the Queensland Sedan Championship in both 1986 and 1987, and his most notable recent win was in the Group 'C' event at Oran Park in May with his potent Mazda RX7.

The friendly little Italian is very keen about truck racing and says his ambition is to become a professional racer in either cars or trucks (or both!).

The father of two young children, Charlie enjoys fine food but dislikes one thing — pushy salesmen!

**Driver:** RICHARD BLACKNEY —  
Numurkah, Victoria  
**Team:** Maxi Cool Racing Team  
**Truck:** Kenworth K125  
Cab-over/VT903  
Working truck — hauls refrigerated transport  
**Sponsors:** Maxi Cube Trailers  
Beaurepaires  
Hi-Torque  
Colerain  
Re-Car

Motorsport experience includes sprint car racing (State Title Winner 1967-68), production car, super bikes and go-kart racing — so watch this boy in his green and white racer, Richard's had plenty of on-track experience.

It's obvious that Richard loves motorsport, but his dislikes are cowboy

# THE DRIVERS

truck operators and drivers — we couldn't agree more!

Richard, who is director of his company, Maxi Cool Transport, believes truck racing is great for promoting the industry and bringing the industry together socially. According to Richard "our drivers, mechanics and business associates are 'buzzed out' over the event".

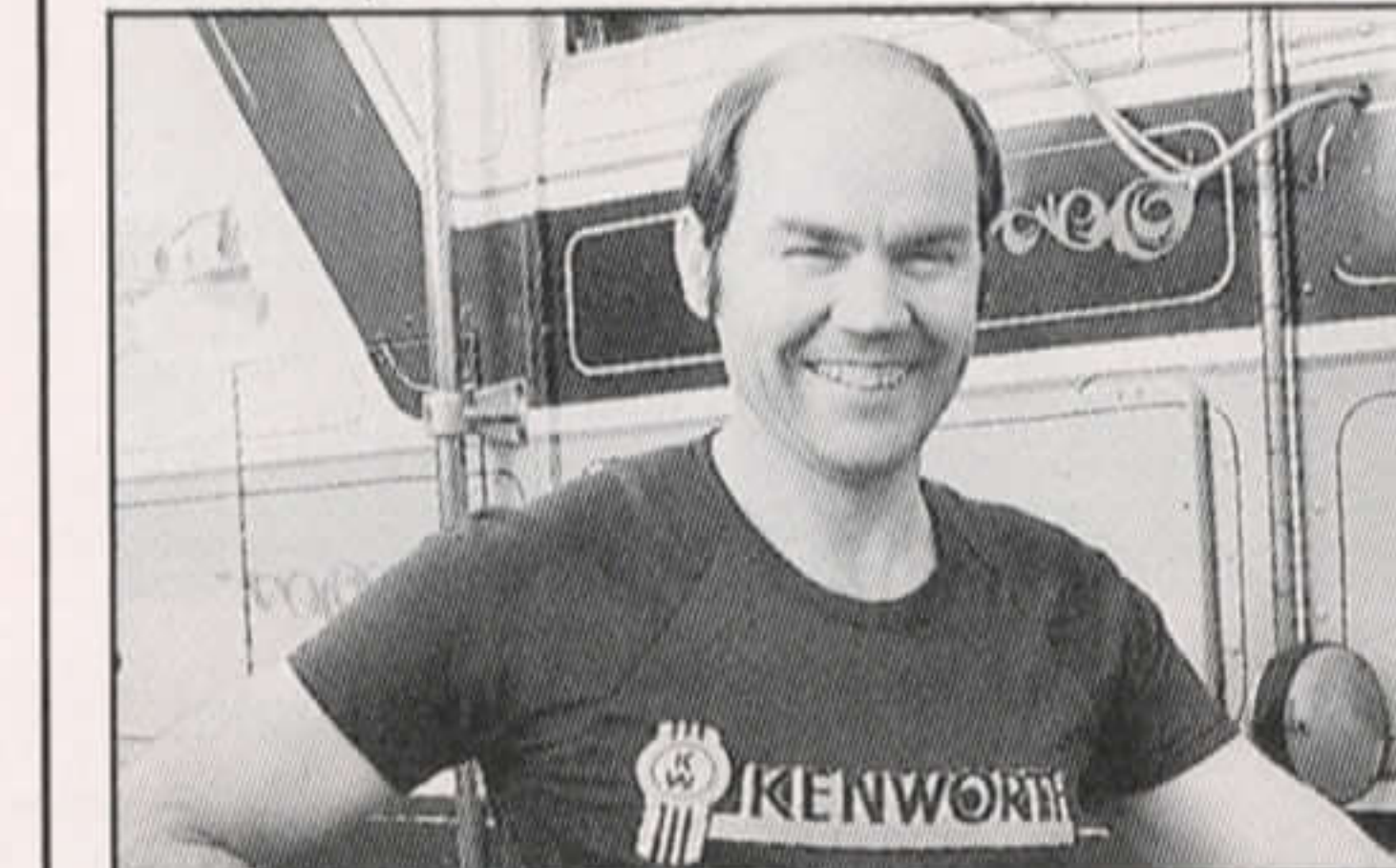


**Driver:** BILL SIEDERS —  
Windsor, N.S.W.  
**Team:** Mantrans Racing  
**Truck:** MAN 9215 NC — Working Truck  
**Sponsors:** Mantrans Spares Pty Ltd  
Sieders Truck Repairs  
Pty Ltd

Bill Sieders has competed in Sports Sedan events for three years, winning a number of open events in his Holden Commodore.

Bill owns Mantrans Spares (sales and rebuilding MAN trucks) — so knows his racing machine backwards.

Bill's truckie's mate driver is his older brother, Albert Sieders.



**Driver:** BRIAN ALVIS —  
Smithfield, NSW  
**Truck:** Kenworth K124/Detroit Diesel

Brian's Kenworth operates as an LPG Tanker. An owner/driver, Brian knows his machine pretty well; he's driven it over one million big ones.

Brian successfully drove Formula Vee Single Seaters in 1966 and 1967 and Sports Sedans — Mini Cooper S in 1972/73/74 and hopes to earn another trophy for the mantelpiece at Calder.



**Driver:** RODNEY DURRANT —  
Knoxfield, Victoria  
**Team:** Durrant Racing  
**Truck:** Mercedes Benz  
2233/S/Engine V-8  
**Sponsors:** Royan's Truck & Trailer Repairs

J & A Diesel Fuel Injection (Moorabbin)  
Bundy's Shell Truck Stop (Clayton)  
Trail-Truck Spares (Dandenong)  
W & G Plaster (Narre-Warren)  
Fast Fit Exhaust (Cranbourne)

Rod Durrant believes the Shell Truck Superprix will be such a success that a truck race will be the curtain-raiser for the 1988 Adelaide Grand Prix!

Rod, married with four children, is an owner/driver working on interstate routes. He loves gliding, dirt track racing, music, golf and football.

His greatest ambition in life is to retire a wealthy man — wouldn't we all!



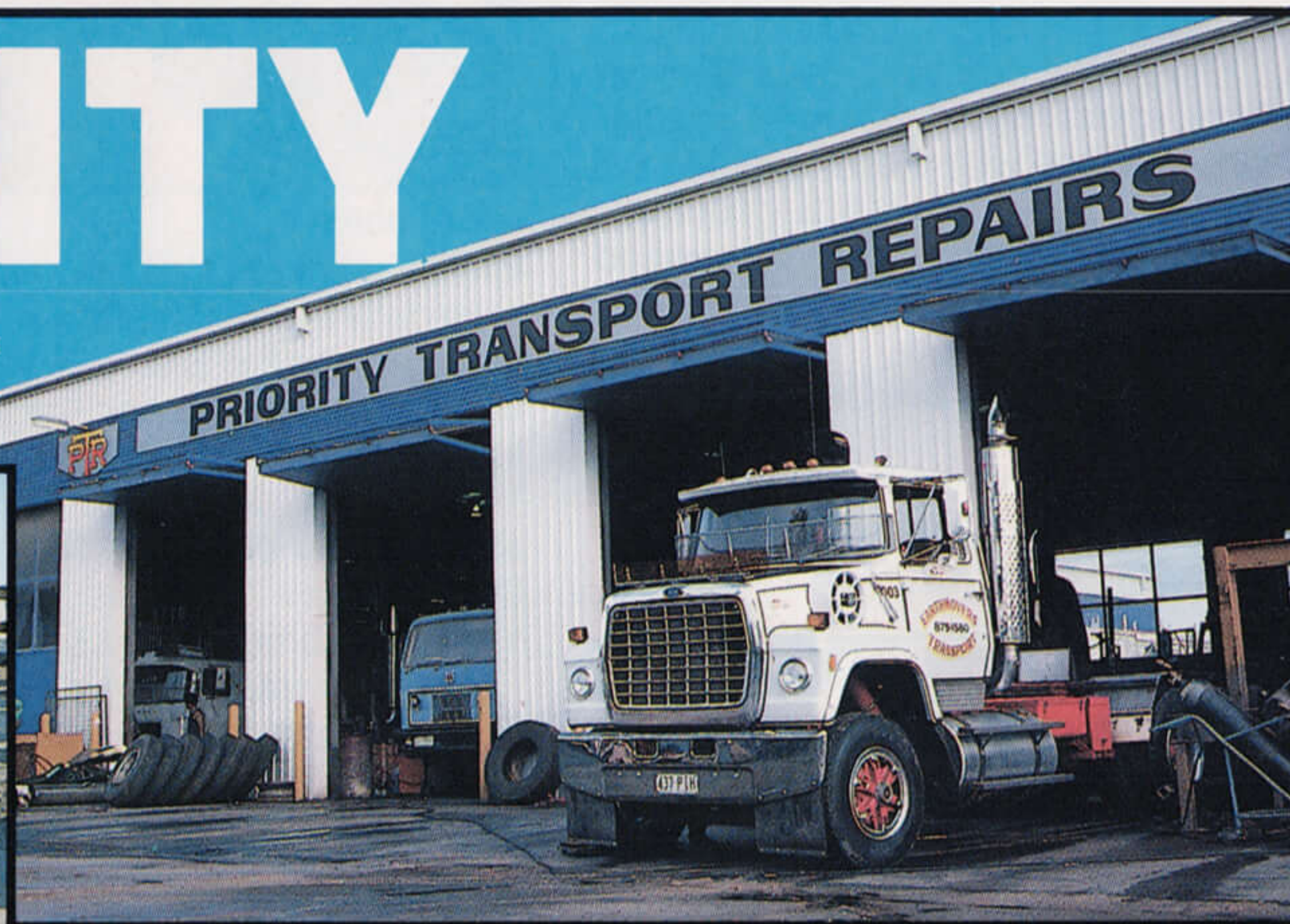
**Driver:** BRIAN GINGER — Keilor, Victoria  
**Team:** Recar  
**Truck:** Kenworth W925/Cummins Rebuilt to production specifications for racing

Recar's Australian General Manager, Brian Ginger, will be testing his talent behind the wheel of the big black Kenworth at Calder.

Brian's motorsport experience is extensive — from speedway to co-driver in Alan Jones' Ralt (Pacific Car). He held the fastest lap time at Phillip Island

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## THE DRIVERS

for two years' running. He's enjoyed plenty of success in waterski racing as well — after topping 80 mph on waterskis, a truck at 100 mph should feel pretty safe!



**Driver:** PETER RUTGERS  
**Team:** Rutgers Roadlines  
**Truck:** MAN FCS 25/280/MAN Engine  
Working truck — Port Pirie to Adelaide  
**Sponsors:** P & B Rutgers Roadlines Pty Ltd

Peter Rutgers will drive as Truckie's Mate in the Rutgers team — with European champ, Mel Lindsey, competing as their Superprix driver.

Peter's previous racing experience includes rally driving and dirt circuit racing.

His greatest success in life is building his business from one small company to three medium sized companies — definitely an achiever is Peter.

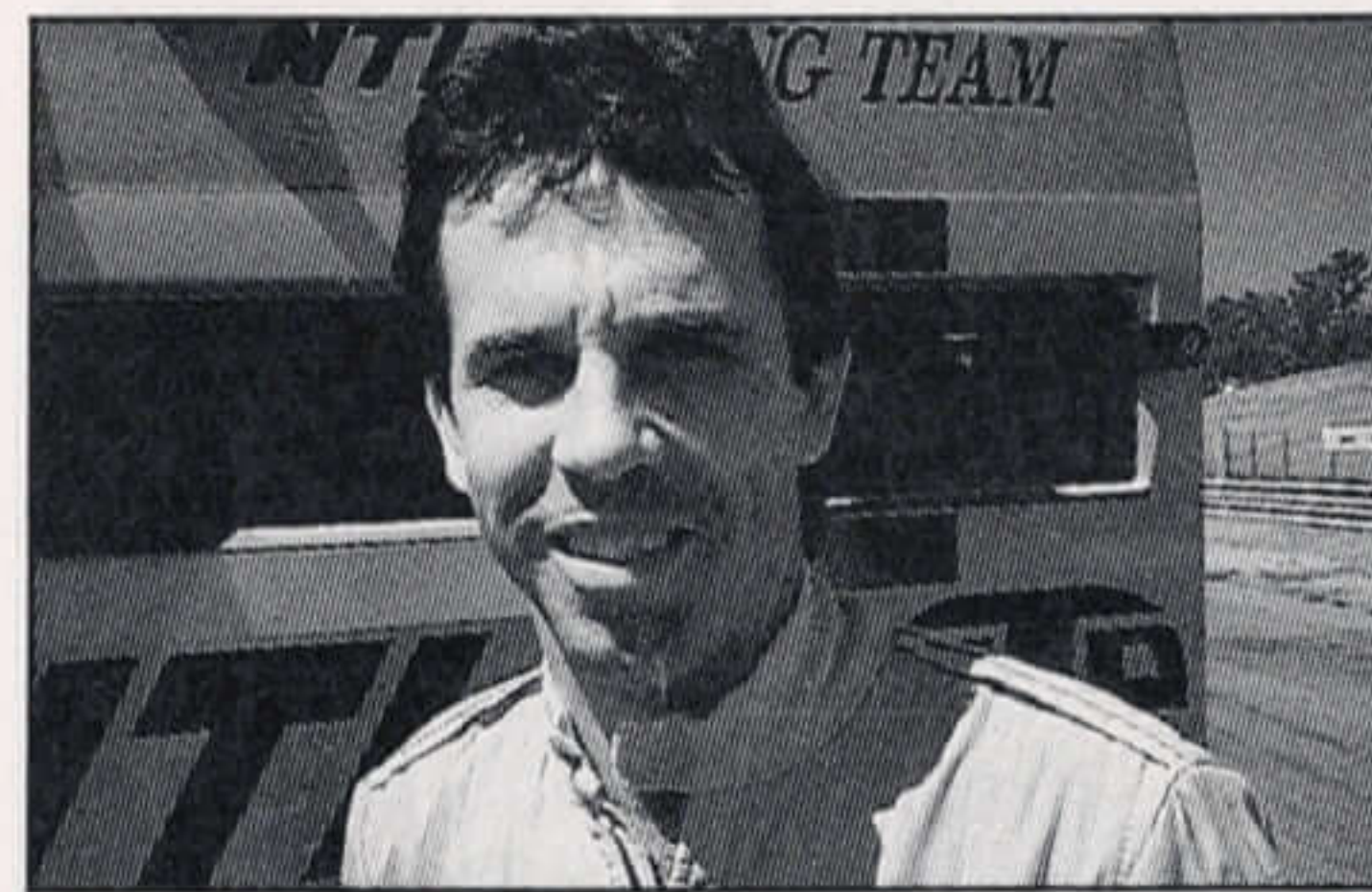
One of Peter's greatest loves in life is having a quiet beer with his mates.



**Driver:** GARY SCOTT — Queensland  
**Team:** National Transport Insurance Truck Racing Team  
**Truck:** Volvo F7/4 Stroke Turbo Intercooled  
Rebuilt to production specifications for racing  
**Sponsors:** Priority Transport Repairs  
Australian Truck Parts  
Supplies  
Dulux

Klinge's Tyrepower  
Kings Springs  
Protector Windscreens  
Scotchline Signs

Since Gary Scott started his driving career in 1974 he has enjoyed much racing success, especially over the last two years with Peter Jackson Nissan Team, Brock Mobil Commodore Team and Mitsubishi Starion Dulux Team.



**Driver:** ROSS BURBIDGE  
**Team:** National Transport Insurance  
**Truck:** Volvo F7  
**Sponsors:** Priority Transport Repairs  
Australian Truck Parts  
Supplies  
Dulux  
Klinge's Tyrepower  
Kings Springs  
Protector Windscreens  
Scotchline Signs

Ross Burbidge has contended in numerous touring car events including the James Hardie at Bathurst, where he finished second in class in 1978.

He took a Class Championship win plus third overall in the 1984 Super Series.



**Driver:** JERRY BROWN — Violet Town, Victoria  
**Truck:** Kenworth K124/Detroit  
Working truck — refrigerated transport interstate  
**Sponsors:** Shell Transport Terminal — West Wyalong  
Independent Tyre Service

Jerry, a transport operator and family man, successfully raced stock cars in the 60s and, of late, sprintcars and speedway "A" hot rods. Jerry's black and white Kenworth Juggernaut should perform well at Calder.



**Driver:** DON HODGE  
**Team:** Truck City

Truck City sales king, Don Hodge, will be among the heavyweight racers at Calder. Don's searching his extensive stock — from his six NSW Truck City outlets — to find the fastest motorsport monster for the big event.

Don Hodge believes truck racing will prove that some of the best drivers and engineers in the world are Australians.

Apart from trucks and motorsport, Don is interested in aircraft and aircraft aerobatics. Lists his greatest successes in life as his business and family — his wife, Vicki and four children.



**Driver:** LLYNDEN RIETHMULLER  
**Truck:** Mack MCR/CAT Engine  
Working truck — Waste Hauling

**Sponsors:** Sephco Waste

Llynden Riethmuller, director of Sydney Waste Removalist Company, Sephco, relishes the opportunity for his industry to display its ability via the world of motorsport.

Llynden has raced production Group E cars and has recently competed at Sandown and Bathurst.

With his blue and green Mack, Llynden is definitely a boy to be reckoned with on the challenging Calder Circuit.

**Driver:** KEN YOUNG — Bribbaree, NSW  
**Team:** Bribbaree Truck Wreckers  
**Truck:** Ford 'D' Series or Dodge DSM

Truck wrecker Ken Young was undecided at the time of writing between running a Ford or a Dodge.

He's raced trucks before: in the Truckarama Tralee Speedway and Newcastle dirt track events — and he was a winner too!

Not surprisingly, the 41 year old father

of two is full of enthusiasm for this first full truck Superprix — although he's not so keen about our 2600 rpm maximum engine rev limit.

Ken's greatest ambition in life is to 'be happy' — no doubt he'll be a lot closer to achieving that ambition if he wins this weekend.



**Driver:** MEL 'MEATMAN' LINDSEY — England  
**Team:** Rutgers Roadlines  
**Truck:** MAN FCS 25/280/MAN Engine  
Working truck — Port Pirie to Adelaide

**Sponsors:** P & B Rutgers Roadlines Pty Ltd

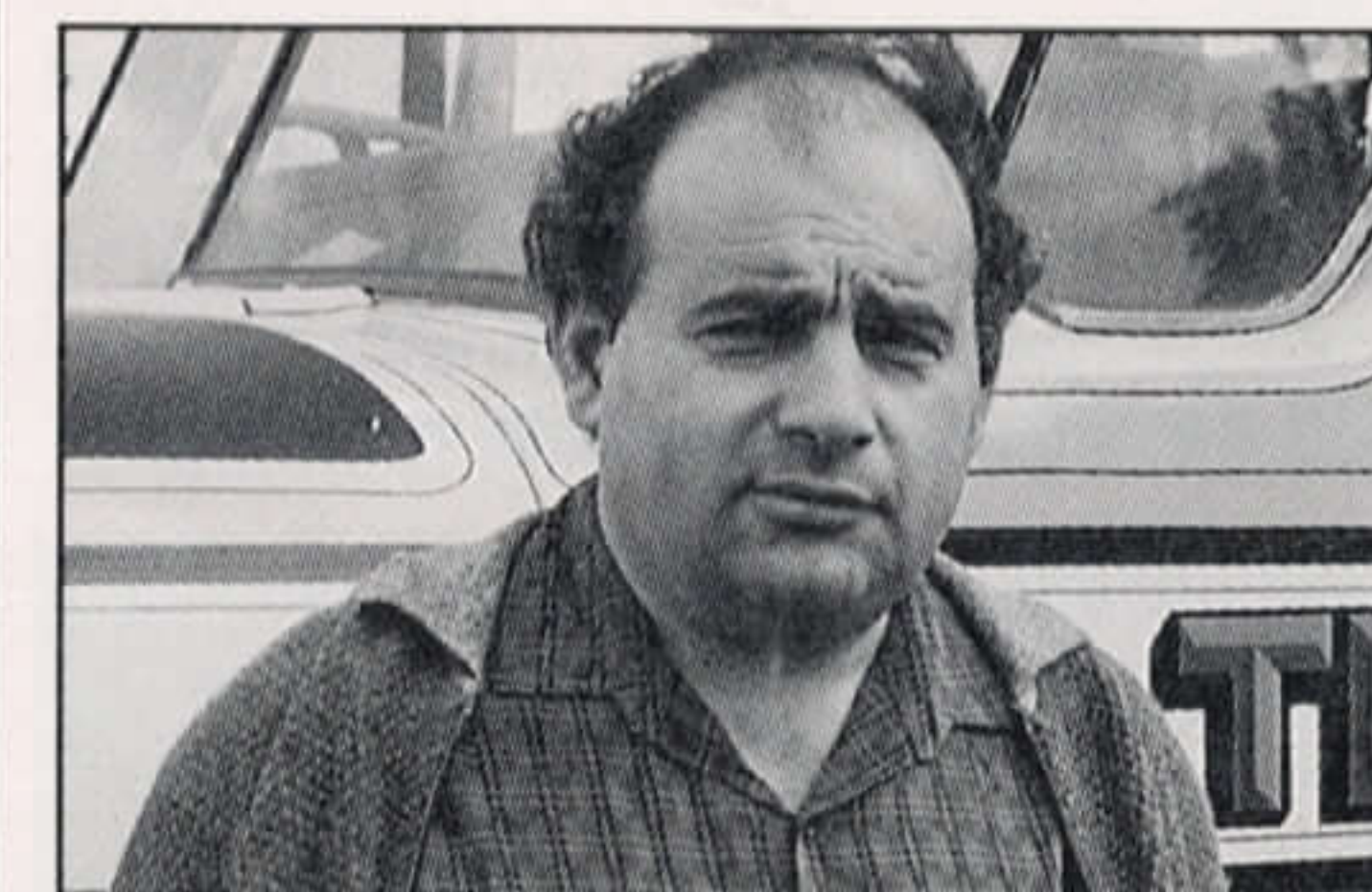
Reigning European Truck Racing Champ, Mel 'Meatman' Lindsey, heads the Superprix entry list.

Mel from Benfleet, England, normally earns his living hauling a refrigerated

truck full of meat. But now the 37-year-old father of two spends more time racing than on the road.

This year Lindsey has raced in England, Australia, France, Germany, Sweden, Denmark and Communist Hungary.

Mel said: "Three years ago I had only been to one British race circuit but truck racing has taken me all over Europe and now Australia too. I'm hoping to take some trophies back with me."



**Driver:** STEVE MAVRO  
**Truck:** 1970 International Transtar  
**Sponsors:** Truck Towing Service

One man who's certain to be busy this weekend at Calder is Steve Mavro — he's not only racing, but also kindly providing the towing service of any breakdowns or accidents on the track. We hope we don't have to use his services too often!

His round the clock service keeps him pretty busy at work, but it seems his wife and eight year old daughter share his enthusiasm for the heavyweights and will be cheering Dad all the way to the chequered flag!




**Driver:** BERT WINTERS  
**Team:** Quick Safe Freightliners Racing  
**Truck:** Fiat  
Working Truck

Bert Winters operates his own small transport company from his Werrington base on the outskirts of Sydney — but like a lot of other drivers he spends most of his time pounding up and down the Hume Highway!

Since he settled in Australia from his native Holland many years ago, Bert has become a widely recognised character in his bright orange Fiat, which has clocked up so many miles he had to replace the original Italian motor

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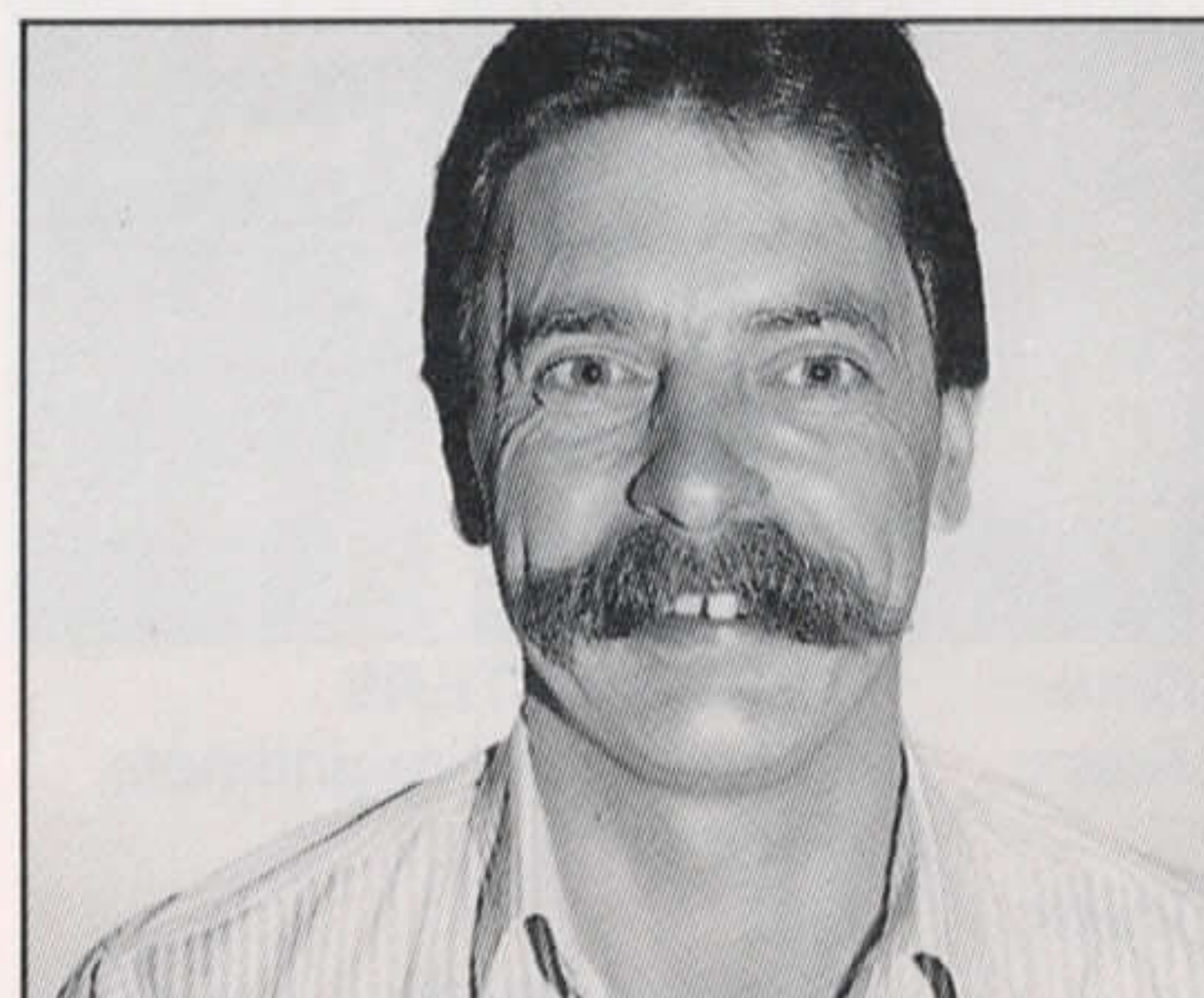


IBB 285 008



## THE DRIVERS

with a Cummins unit a couple of years ago. No doubt he'll have the pedal to the metal this weekend — but let's just hope he's remembered to switch his clogs for a pair of race shoes.

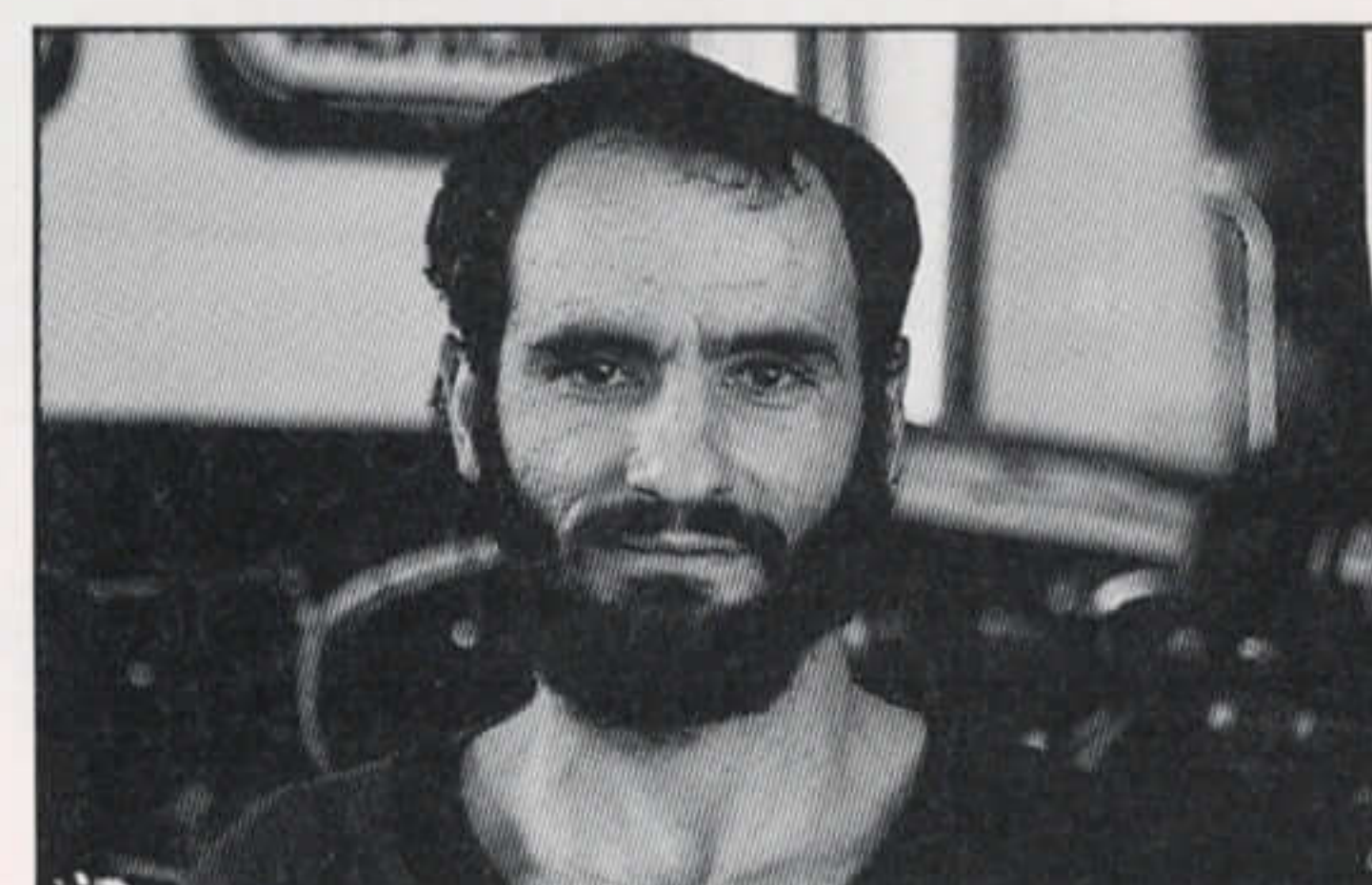


**Driver:** CHARLES KOVACS  
**Team:** Kotrans  
**Truck:** Ford Louisville  
 LTL/Caterpillar  
 Working Truck — General Cartage  
**Sponsors:** Kotrans Pty Ltd  
 Goodfellow Haulage

Charles Kovacs is a sports enthusiast on the track and off. His previous motor-sport involvement includes drag racing and speedway spring cars in which he won numerous titles, as well as taking victory in the inaugural Cannonball Run. Off the tarmac this South Australian father of three gets his thrills skiing which probably helps him build up his appetite for the other love of his life — good food!

The Managing Director of his own successful Renmark-based company, Charles feels that truck racing will provide professional transport drivers with a chance of public recognition — we hope so too.

No doubt a good result in the Superprix will help him to achieve his ambition in life — to stay happy.



**Driver:** CHARLES GAFFIERO  
**Team:** Bandag Racing Team  
**Truck:** International Loadstar/  
 Detroit 318  
**Sponsors:** Bandag Glenn Eng.  
 Yokohama Hardy Spicer  
 Valvoline Max  
 Transdiesel Instruments

Charles is usually the unsung hero who looks after all the behind-the-scenes spannerwork on the fabulous Bandag Bullet drag racing truck driven by his brother, Frank. But at Calder this weekend the Maltese-born motor mechanic will be behind the wheel in the main event.

The Queenslander has been busy preparing the 20-year-old International Loadstar which came into the workshop with over two million kilometres on the clock.

Charles' ambition is to win the Shell Superprix and there's good reason to expect that, with his extensive drag racing experience, the 'Bandag Blaster' will be a front runner this weekend.



Much of the credit for this smartly presented machine must go to his 20 year old apprentice Gavin Ryan, who, despite the handicap of being deaf and dumb, has proved his talents in the CPF workshop over the past four years.

Gavin, who has learnt to tune the Detroit diesel engine by 'feel', turned down a career in computer programming to work with the Gaffieros.



**Driver:** FRANK GAFFIERO  
 Taking over the driving seat of the Bandag Blaster for the Truckie's Mate Race will be Frank Gaffiero — an experienced stock car and drag racer who will also stun you with his tyre-destroying displays in the twin-engined Bandag Bullet.

Frank's aiming to establish a 1/4 mile standing start world record this weekend — and he's looking for further success in the race too!

He's an experienced barefoot water skier and with an instructor's black belt in Taekwon Do — who are we to argue with him!



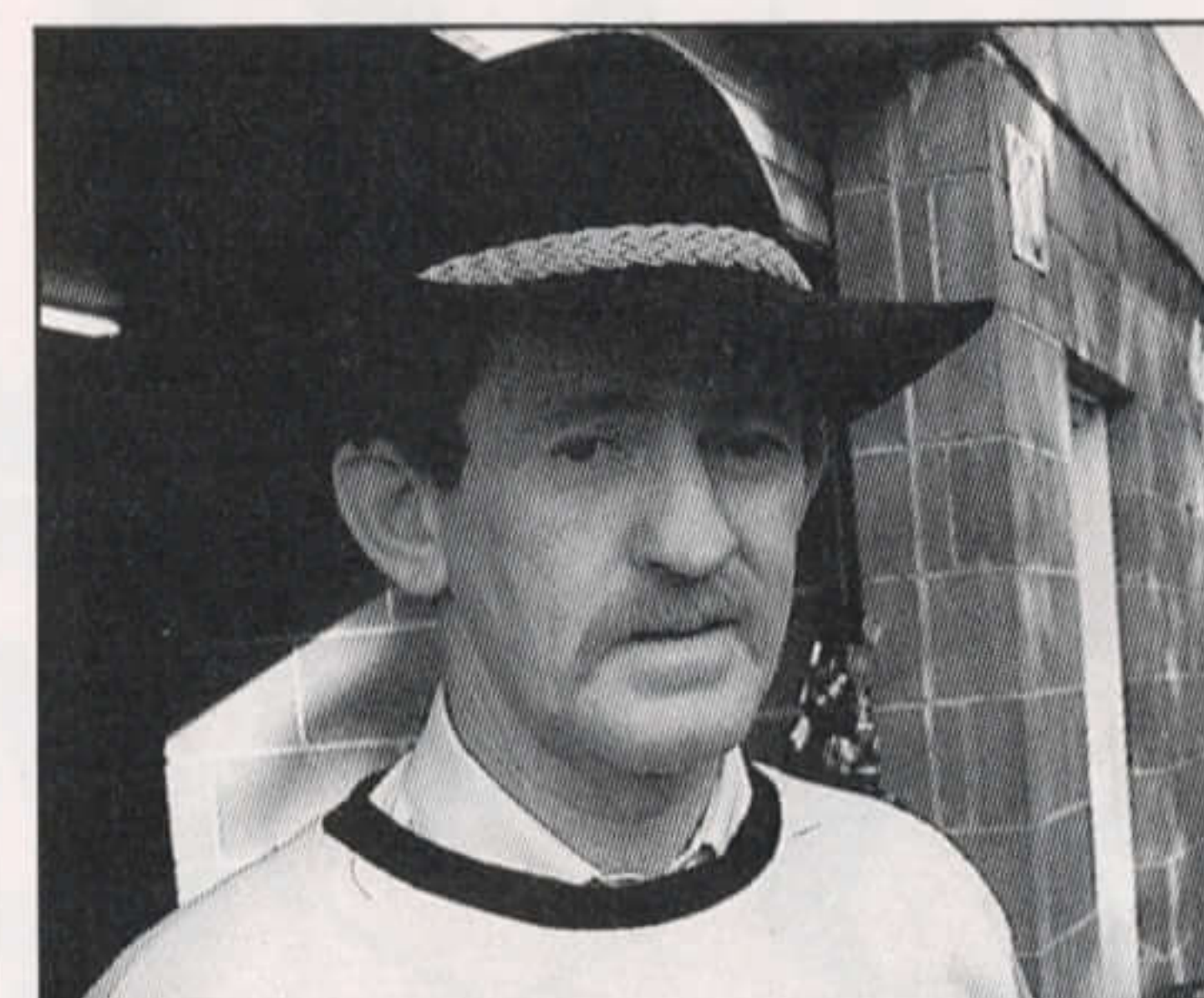
**Driver:** DICK JOHNSON —  
 Brisbane, Queensland  
**Team:** Shell  
**Truck:** Ford Cargo/Caterpillar  
 3208T

Three-time Australian Touring Car Champ, Dick Johnson, will be racing for Shell at the Superprix.

He will be driving a brand new Ford Cargo which, after its race debut, will pull Dick's Ford Sierra Cosworth race cars.

The 42-year-old Queenslander is looking forward to the challenge of racing a truck around the Calder Circuit. "Although I haven't raced a truck, I believe the same driving skills will be required for racing a truck as a touring car. My knowledge of Calder might give me a competitive edge over the other entrants," Johnson said.

Winning the 1981 Touring Car Championship is, according to Dick, his greatest success. He took the title again in 1982 and 1984. Other successes include a win at Bathurst in 1981.



**Driver:** ALAN GRICE — Victoria  
**Team:** Recar  
**Truck:** Kenworth W925/Cummins  
 Rebuilt to production specifications for racing

Touring car champion, Alan Grice, is looking forward to the Shell Truck Superprix and being part of the professional Recar team.

His greatest moment in life was winning the 1986 James Hardie 1000 at Bathurst — just one of his many motorsport successes since he started racing in the early 60s.

Father of two young daughters, Grice has competed in everything from American NASCAR events to European sports car races with Porsche.

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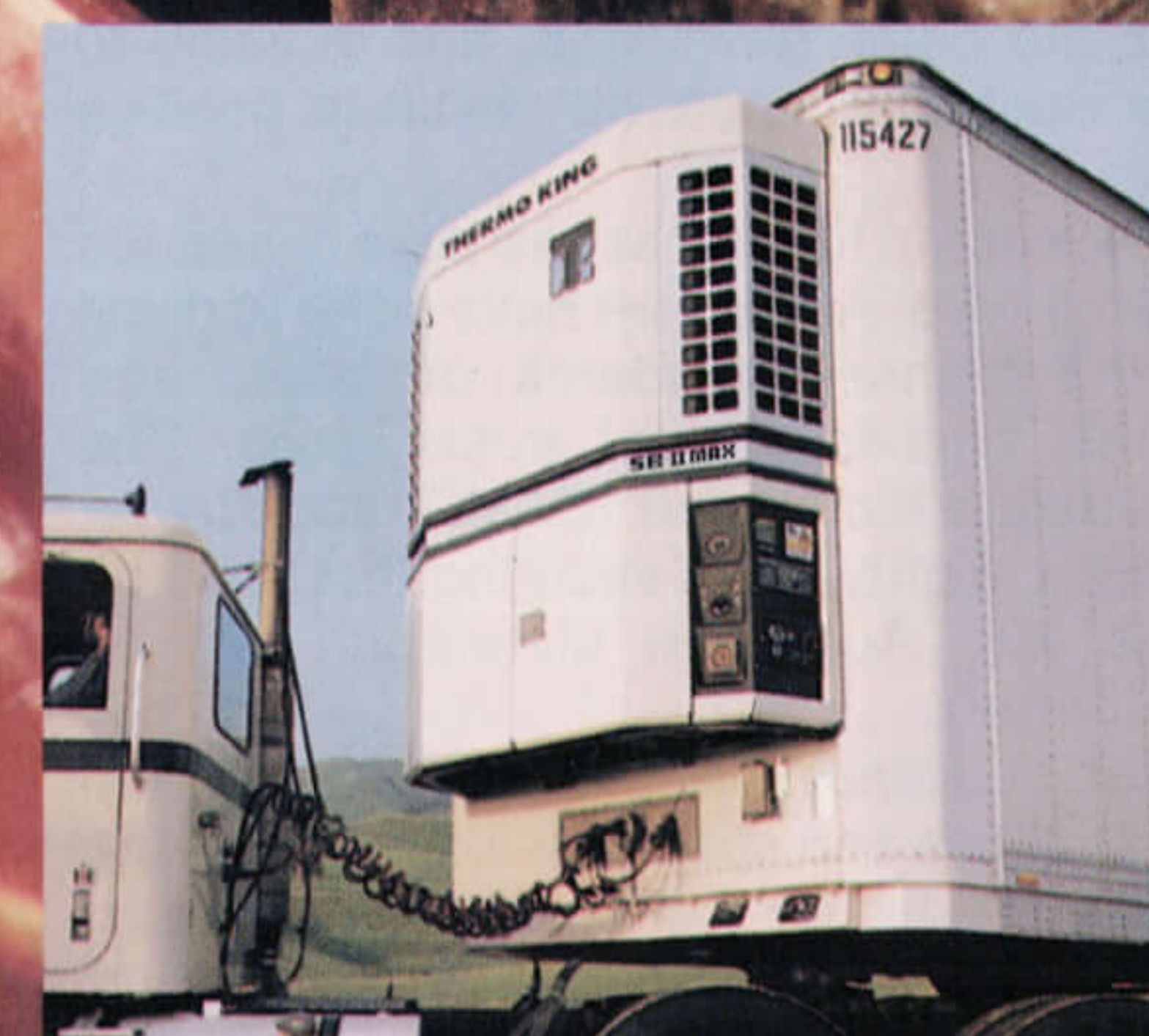


Whether you're hauling prime beef for big spenders or meat for pet food, the load has to get there at low cost. And life cycle cost is what counts.

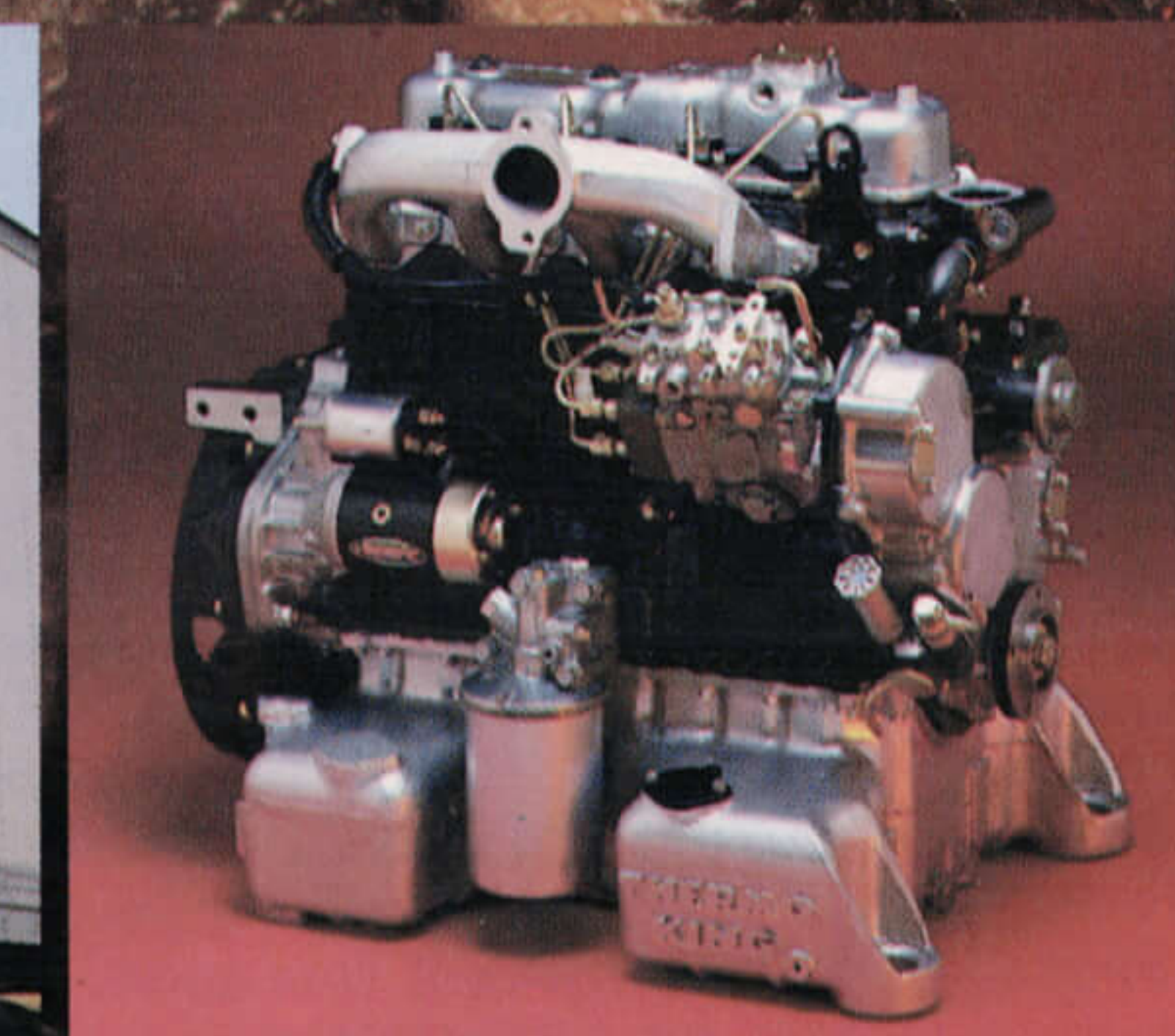
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# THE SPONSORS

## A SPORTING EVENT FOR ALL THE FAMILY

IT IS always exciting to be involved in something new, especially when you know that your involvement will help give pleasure to other people.

That's the way we feel about sponsoring the inaugural Shell Truck Superprix at Calder Raceway on October 17 and 18.

Truck racing is new to Australia, but it is a tried and proven spectator sport in Britain and Europe, attracting crowds of more than 50,000 to a great weekend of entertainment.

Its popularity in Europe has increased dramatically since the first race was held at Donington in 1984, when the competitors parked their loads by the side of the road, slapped on a few signs, passed a safety check and entered their rigs in the race.

Truck racing now receives wide television coverage and has put a lot of the family entertainment aspect back into motorsport.

Here too, the family will be well catered for at the Superprix with special family concession tickets available and plenty of entertainment planned both on and off the track.

However, while it is important that everybody who comes to watch the Shell Truck Superprix enjoys the spectacle, it is imperative that we put safety first — both for the spectator and the competitor.

The organisers are going to the same lengths as the Europeans to make the sport safe, with, among other things,

the compulsory introduction of protective roll cages and fire resistant clothing for drivers. Plus, of course, a well thought out set of rules which should help even the most enthusiastic driver keep out of harm's way.

All drivers need a special licence, issued by the Confederation of Australian Motorsport (CAMS) to be allowed to compete. And they also have to demonstrate that they can handle their vehicle on the track.

Watching them will be Tim Schenken, the Clerk of the Course for the Superprix, who will be doing the same job at the Australian Formula 1 Grand Prix in Adelaide in November.

The scene is set for a great family weekend — with top entertainment, novel and exciting racing and an emphasis on safety — which we hope will become a regular event on the Australian sporting calendar.

We hope you enjoy the first ever Shell Truck Superprix!

Bernard Wheelahan,  
General Manager —  
Oil Marketing  
The Shell Company of  
Australia Limited



## OVERSEAS SUCCESS COMES TO AUSTRALIA

AS co-promoters of the Shell Truck Superprix with Calder Raceway, CSS welcome you to the start of an exciting new motorsport for Australia.

If you're a sponsor, a competitor, or involved in the special events and displays — you've no doubt dealt with someone at CSS and we'd firstly like to thank you for your enthusiasm and support.

Our office in the UK has been involved with truck racing in Britain and Europe for the last three years. They have run nine extremely successful UK events and more importantly been involved with:

- ★ The development of the strict rules and safety regulations that govern the sport.
- ★ Obtaining full approval and support of the sport from the organisations controlling motorsport worldwide.
- ★ The formation of the European championship circuit.

Today in Europe, truck racing is unbelievably popular, attracting massive crowds and strong industry support and involvement.

My days in sports marketing go back over a decade to the establishment of World Series Cricket.

I see truck racing, just as I saw World Series Cricket then — an exciting new entertainment event to rejuvenate an 'industry', because cricket, like transport, is an 'industry'.

And as a marketer, truck racing speaks directly to the truck and transport industry. This event provides an extremely effective means of communication, a marketing tool to purposely promote your product to your audience cost-efficiently.

If you are involved in the truck and transport industry, your market will be at Calder for the Shell Truck Superprix. Whether you are represented on the track or in trade displays, we know

you will find your involvement worthwhile.

Even further afield, the amount of publicity truck racing has attracted since the Australian launch augurs well for extensive media coverage for our Calder event and the sport's future. Another plus for marketers.

Like all motor sport events, truck racing provides a test bed for technological development. Already in Europe and the UK new braking systems are being developed, and in years to come, I am sure the Australian sport will result in positive innovation.

As a spectator you are about to witness two days of serious racing by professional drivers. At CSS we have gone to great lengths to ensure the highest standards of safety and professionalism in the organisation of truck races. The Confederation of Australian Motorsport (CAMS) and Calder Raceway have all done a mighty job in ensuring that the high standards associated with Australian Motorsport will be maintained at the Superprix.

Calder Raceway is an outstanding Australian circuit — from location and track to facilities and spectator viewing. But the main reason we chose Calder for the inaugural Australian event was safety — safety for competitors and safety for spectators.

I am sure the excitement of the prime movers will thrill you and the many special events and displays will keep you fully entertained.

Our special thanks at CSS go to our sponsors — Shell, Bandag, *Truckin' Life* and Melbourne Radio 3UZ. Thank you for your vision and support.

 Sincerely,  
Andrew Caro

## WELCOME TO CALDER PARK

IT is with great pleasure that I welcome everyone to Calder Park for the Shell Truck Superprix.

First and foremost, our thanks go to Shell for their major sponsorship of this event and for their continuing support of Australian motorsport.

I hope all our guests are ready for an action-packed weekend of entertainment both on and off the track, with lots of tight, exciting racing and diesel dicing that's fun for everyone.

Personally, I can't wait to see the racing. It will be very interesting to watch professional truck drivers, who drive thousands of miles each week for a living, pitted against some of the leading names in Australian motorsport. I'm sure Dick Johnson is going to face a bit of jostling on the track, and Gricey will find the competition pretty tough.

The reason is quite simple. The one thing we often forget is that truck drivers are professional drivers, highly skilled behind the wheel and the masters of their machines. They drive many many more miles each year than Prost, Mansell and Senna from the Formula One set or our local Group A heroes!

The skill, experience and first hand knowledge of the truck driver will make for very interesting racing — and for some

big surprises when the champions mount the winner's podium on Sunday afternoon!

If it's your first visit to Calder — a special welcome. For those who have been to our raceway before — you'll notice some big changes to our circuit and complex.

Thunderdome — the big oval — is now complete and we're looking forward to our first international NASCAR stock car race on November 29.

Whether truck racing or NASCAR — excitement and entertainment is the sport at Calder Park. We hope you and your family will have a great weekend at the Shell Truck Superprix and return to Calder Park/Thunderdome again soon.



Bob Jane

## BANDAG — RETREADS TO RACING

SPONSOR of the B Class is Bandag — the leading name in tyre retreads worldwide.

We're thrilled to have Bandag on our team. Their enthusiasm for the Superprix is tremendous, no doubt, generated by Bandag's powerhouse of a National Sales Manager, Ken Spalding.

Throughout the weekend, you'll hear Ken commentating and of course, a man who's always where the action is — Spalding will report all the drama from the pits!

You won't be able to miss the Bandag Bullet burning round Calder Raceway, and watch those competitors in the Bandag B Class Classic.

They're all heading one way — and that's to the victory rostrum. Motivated by Ken Spalding, they'll be a hard bunch to beat!

Ken visited Brands Hatch, England, to witness truck racing first hand at the Lucas Truck Superprix. Here's what he had to say on his return:

*I've been to a lot of motor racing venues in my time and thought I'd seen it all.*

*I've watched Leo Geoghegan at Mt Druitt (where?), Sir Jack Brabham at Warwick Farm (how old am I?) and visited every major road racing and speedway circuit in Australia.*

*I've seen Bobbie Allison beat Richard Petty in Riverside, California, and Johnny Rutherford beat A.J. Foyt in Indianapolis — but they were behind the wheel of an Indy car.*

*Trucks for racing — never I thought! How wrong could I be!*

*On 12 April 1987, when I visited the famous Brands Hatch circuit in England, I fully realised how highly-tuned, well-engineered and responsive the vehicles we work with day to day really are.*

*Along with 54,000 other spectators I witnessed one of the most spectacular and entertaining days of motor racing anyone could ever wish for.*

*Truck racing is new, it's different, it's exciting, and it's good family entertainment.*

*Australia is in for a treat on October 17th and 18th.*

*If you're a Bandag user from N.S.W., keep your eye on the mailbox. You'll have the chance to win one of the two trips for two to Melbourne for the Superprix, accommodation and airfare included — all courtesy of Bandag.*

*You'll be treated in style at the Bandag VIP Hospitality Site and see on the racetrack the real strength of Bandag retreads. I hope to see you there.*



Ken Spalding  
National Sales Manager, Bandag









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# *Preview* THE SHELL TRUCK SUPERPRIX



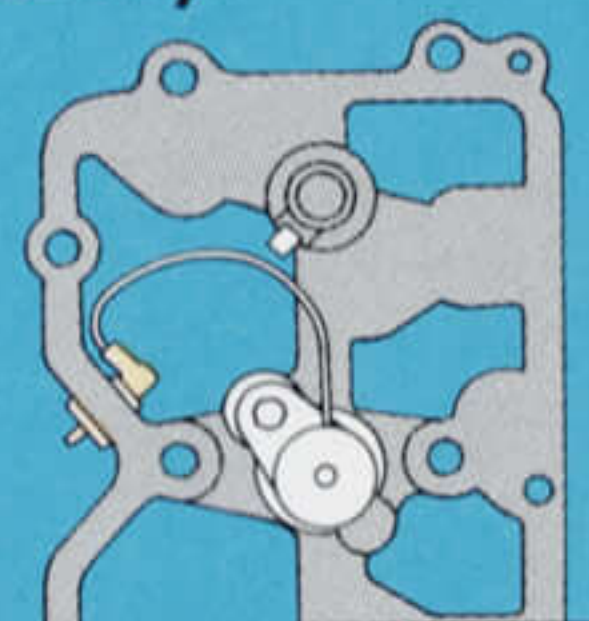
# CALDER RACEWAY

17<sup>th</sup> and 18<sup>th</sup> October 1987

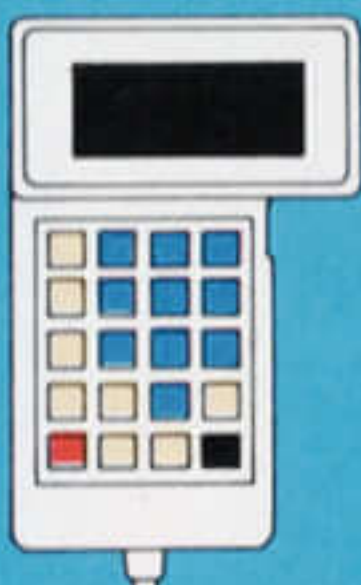


# For a big country that's mostly hot air, maximum durability comes from a new engine that isn't.

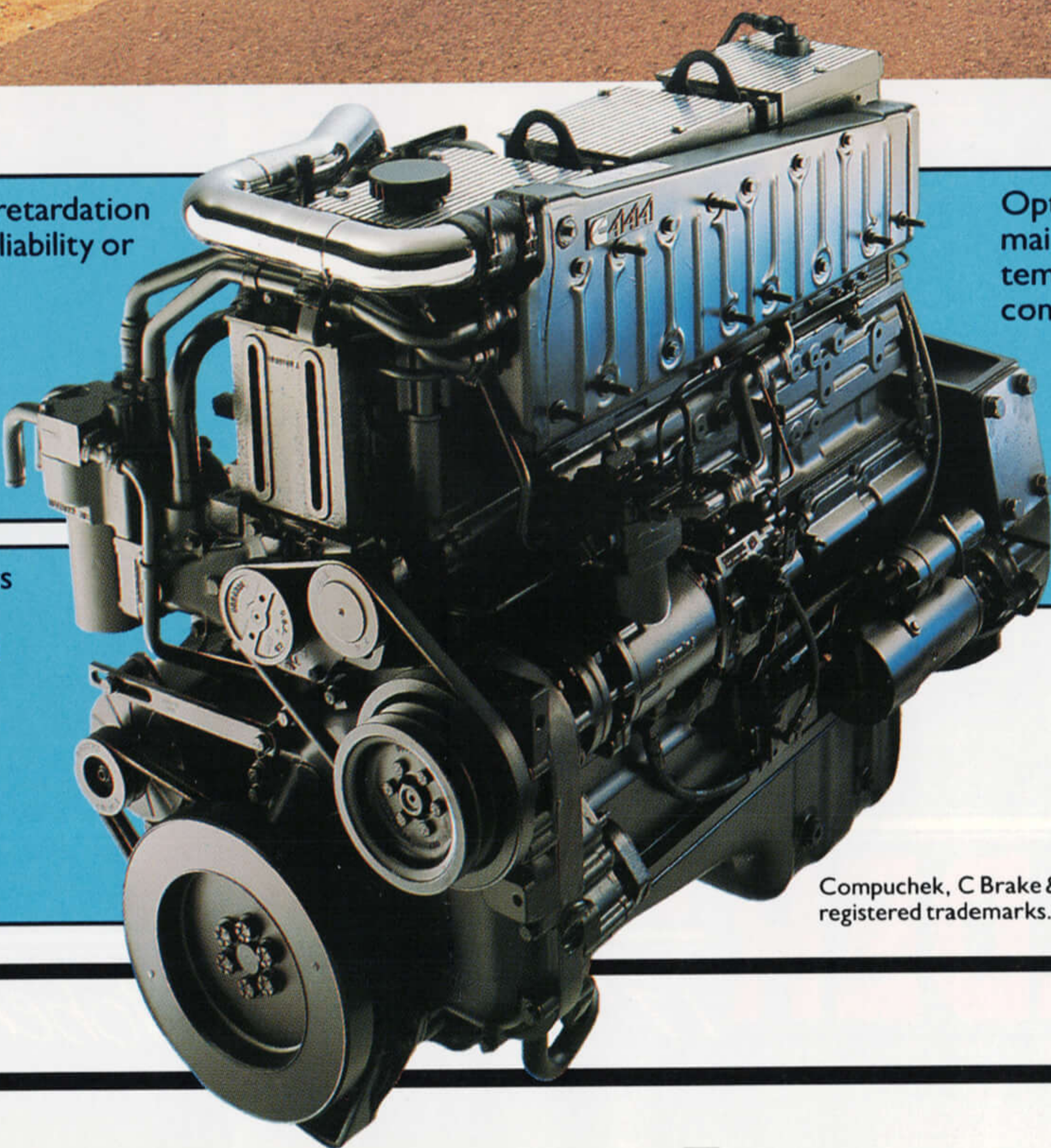
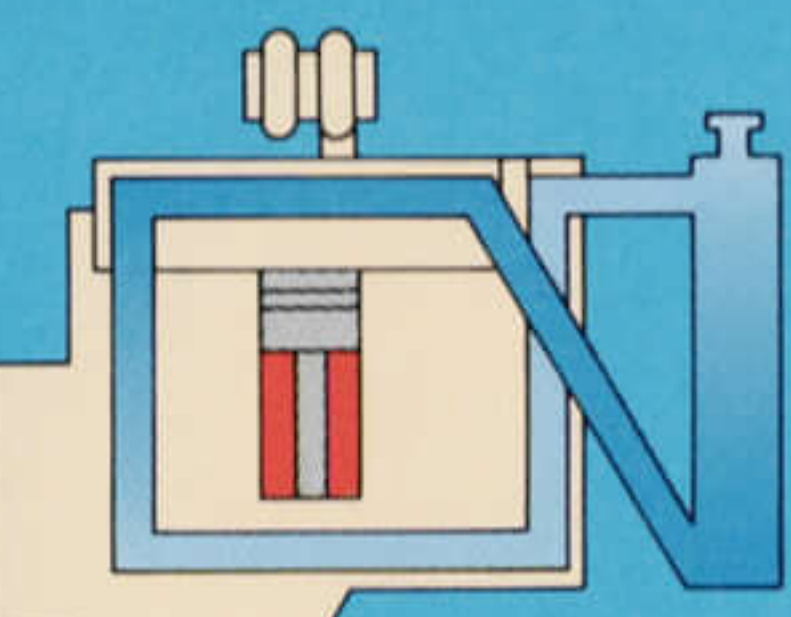
C Brake maximises retardation without affecting reliability or durability.



Compuchek delivers faster service turn-around and reduced operating costs.



Optimized AfterCooling maintains ideal intake air temperature under all conditions.



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A country as hot, tough and big as Australia can burn out an engine well before its time.

So for durability, all out performance and lower running costs, you can't do better than Cummins new N14 Series. In four new engine models rated at 320, 365, 400 and 444 horsepower. Each loaded with exclusive new technology, increasing engine life, with fuel savings of 3-5% over previous models.

Take Optimized AfterCooling. This revolutionary system provides maximum engine performance under all conditions. It does far more than just cool air entering the cylinders. It actually maintains it at the optimum operating temperature. Giving improved fuel economy and greater power output, with less wear and tear. It's also easier to maintain and service than other systems.

Step Timing Control (STC), standard on the 365, 400 and 444 models, enhances durability even further. Engine timing is advanced and

retarded automatically as required during start up, light load and full power conditions; improving fuel economy and overall performance.

You can come to a powerful stop too. Cummins exclusive new engine retarder, "C Brake", maximises engine braking without diminishing reliability or durability. Factory fitted and fully backed by Cummins warranty.

Servicing is foolproof with Compuchek. An advanced computerised diagnostic system monitoring 15 vital engine signs. Lowering maintenance costs and ensuring your fleet runs at optimum performance. Compuchek fittings are standard on the complete N14 range.

Naturally the new Series is fully supported by Cummins national service network.

Discover the power, economy and reliability of Cummins N14 Series for yourself. It's packed with new technology that won't run out of steam.



## Cummins N14 Series

Power you can trust.



# THE RIGS ARE RACING



TRUCK racing is revving up . . . the diesel is ready to pump . . . the chequered flag is about to fall . . . for the premiere of what promises to be a 'can't miss' Superprix series guaranteed to delight truck fans, thrill seekers, motor sports followers and families seeking an outing with a difference.

Sporting history will be made at Melbourne's magnificent Calder Raceway over the weekend of October 17 and 18. That's when an expected capacity crowd will thrill to the spectacle as competitors — homegrown heroes and overseas stars, experienced drivers and truckies' mates from all walks of life — driving working trucks or trucks specially groomed for the occasion, vie for the glittering prizes . . . and the no less rewarding honour and glory of being acknowledged the best there is.

The rules are designed so that working trucks and specialist racing trucks can be on an equal footing.

The only extras permitted — all of them for safety reasons — are a full roll cage that must be fitted within the cab; a safety belt to be worn by the driver; a laminated windscreen and fire extinguisher and guard bars fitted along the side of the truck to prevent the drive wheel interlocking when two trucks come close to each other. Drivers must wear crash helmets and fire retardant or resistant overalls.

Study the conditions of entry elsewhere in this booklet for a full list of requirements and modifications allowed.

Truck racing has come to this country in the wake of its spectacular success in Europe and the United States. In Europe what began as casual, friendly rivalry between individual drivers to test their speed and skill rapidly developed into a highly professional circuit complete with sponsorships and star performers, each with their following of devoted fans.

The circuit now extends behind the Iron Curtain — the fellowship of trucking successfully breaching barriers that have long withstood the best efforts of diplomats and politicians!

Overseas truck manufacturers have been happy to learn and apply the lessons truck racing has taught them. Local manufacturers of trucks and truck-related products will no doubt do the same.

There'll be other benefits as well. Competitors will have the opportunity to demonstrate their skilled professionalism at the wheel.

Drivers among the spectators will be both knowledgeable critics and intelligent observers able to recognise and apply what is appropriate to upgrade the everyday practice of their profession.

Their families and friends will not only respond to the sheer spectacle of the rigs thundering by but also take pride in the positive public image of trucking and its expert drivers truck racing will provide.

And it will be a positive public image. Truck racing comes to Australia under the sponsorship of Shell Australia, bringing with it all the credibility, responsibility and reliability the name of Shell implies.

Shell has engaged Andrew Marriott, a veteran promoter of truck racing in Europe, to mastermind the sport's debut here. Everything that could be done to ensure success has been done; nothing has been left to chance.

Other leading companies — ReCar and Bandag, for instance — are giving their support. CAMS, the Confederation of Motor Sport, is imposing and monitoring regulations to ensure safety and fair play. Well-respected names in motor sport and the trucking industry are among the early nominations.

But big names count for nothing in a brand new sport. Everything is up for grabs. At the birth of Australian Superprix truck racing a whole new galaxy of stars will enter the trucking firmament . . . and shine on in the record books forever. Tomorrow's stars are just as likely to come from the ranks of truckies who, week in, week out, without fanfare or fuss, simply go about their business in a highly professional manner.

Keep reading and you'll find out all you want to know — how to enter as a competitor, how to get tickets, how much they'll cost, how to get to Calder from various starting points, what's on the exciting race program plus special events and displays that add up to non-stop action, what's planned specially for the youngsters, where you can book accommodation. It's all here.

See you at Calder. The rigs are revving up, ready to race!





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Don't stretch or snag. And fit as snug as anything you care to mention. Which cuts down on drag.  
All of which means that, with 14 fantastic colours, two tough fabrics and a wide range of weights, there's only one word to describe Australian Canvas for truckin'.  
Terrific!



## Australian Canvas. No Sweat.



Inserted by the Australian Canvas Promotion Committee

BMC 1873



# REVIEW OF THE 1987 ETRO SERIES

BY JONATHAN REEVES

THE third full season of European championship truck racing started in April at Brands Hatch in England.

A record field of 80 trucks entered for the Lucas Truck Superprix with competitors from as far afield as Sweden and Italy. The meeting set another record too; 53,000 spectators crammed in to watch a weekend of thrilling action, the biggest crowd ever on the 'Indy' circuit.

Class A victories went to reigning European Champion Mel Lindsey in the Shell Transderv-sponsored Leyland Roadtrain and racing D-J Mike Smith in his Ford Cargo.

Londoner George Allen's new White Road Boss had an impressive debut, winning both legs of Class B. Former Grand Prix driver Slim Borgudd scored a similar double in his Detroit Diesel-powered White.

The Superprix itself saw a tremendous battle between Borgudd in the White and former British motorcycle champion Steve Parrish in the new Mitchell Cotts Mercedes Benz 16.44.

Less than a second separated the two at the end of a dramatic race that saw both vehicles crossing the finishing line with their brakes smoking fiercely. George Allen brought the second White home to take third place.

Three weeks later the ETRO trail went behind the Iron Curtain for the first time — to the Hungaroring in Hungary. The

demanding Grand Prix circuit was overwhelmed with truck racing fans as most of the population of nearby Budapest poured in.

Officials estimated the final crowd figure to be over 120,000 — but it could have been even more as many people climbed over the fences.

Live TV coverage took the race to most of the Eastern Block countries and



Truck racing thrills draw the crowds overseas.

much of Europe — and there were trucks from Czechoslovakia, Bulgaria and even Russia competing.

Class A victories fell to Mel Lindsey (Leyland) and Rod Chapman (Ford Cargo). Honours in Class B went to Britain's Chris Tucker (ERF) and Richard Walker (Leyland Roadtrain). Super-swede Slim Borgudd once again cruised to two victories in Class C with his White.

The Super Final saw a tremendous drive from the back of the reversed grid by Richard Walker to take victory in his Leyland from Borgudd (White) and

Frenchman Noel Crozier (Renault).

The third round of the ETRO Championship was held a week later at the picturesque Osterreichring circuit in the mountains of Austria. Once again a huge crowd of 40,000 was on hand to watch the heavyweight action.

Rod Chapman was in good form to take two wins in Class A as Lindsey was forced to sit this one out with a damaged elbow following a tumble from his paddock bike.

Class B saw a surprise winner in the first wet race as local rallycross driver Gunther Spindler took a commanding victory in his OAF-MAN.

In the second dry race it was Britain's Richard Walker who took the honours with his Leyland.

Slim Borgudd didn't have everything his own way in Class C as fellow Swede Curt Goransson brought his N12 Volvo into contention. In the end the former ATS Grand Prix driver and the ex-rally driver scored one win apiece.

In the final it was another local hero, former Rallycross Champion Andy Bentza, who took an early lead in his lightweight Ford Cargo and held on to win — but only just.

The Swedish duo of Borgudd and Goransson steamed through to finish second and third — with just 17 thousandths of a second splitting them at the flag.

The fourth ETRO event of the year took Europe's top truckers back to one of the sport's most popular venues — the famous Paul Ricard circuit in the South of France.

In front of a crowd of around 30,000 local hero Gerard Cuynet took honours in Class A with his Ford France-supported Cargo.

Richard Walker maintained his impressive form in the Leyland Roadtrain to take two victories in Class B and Slim Borgudd once again claimed a double success in the big American White in Class C.

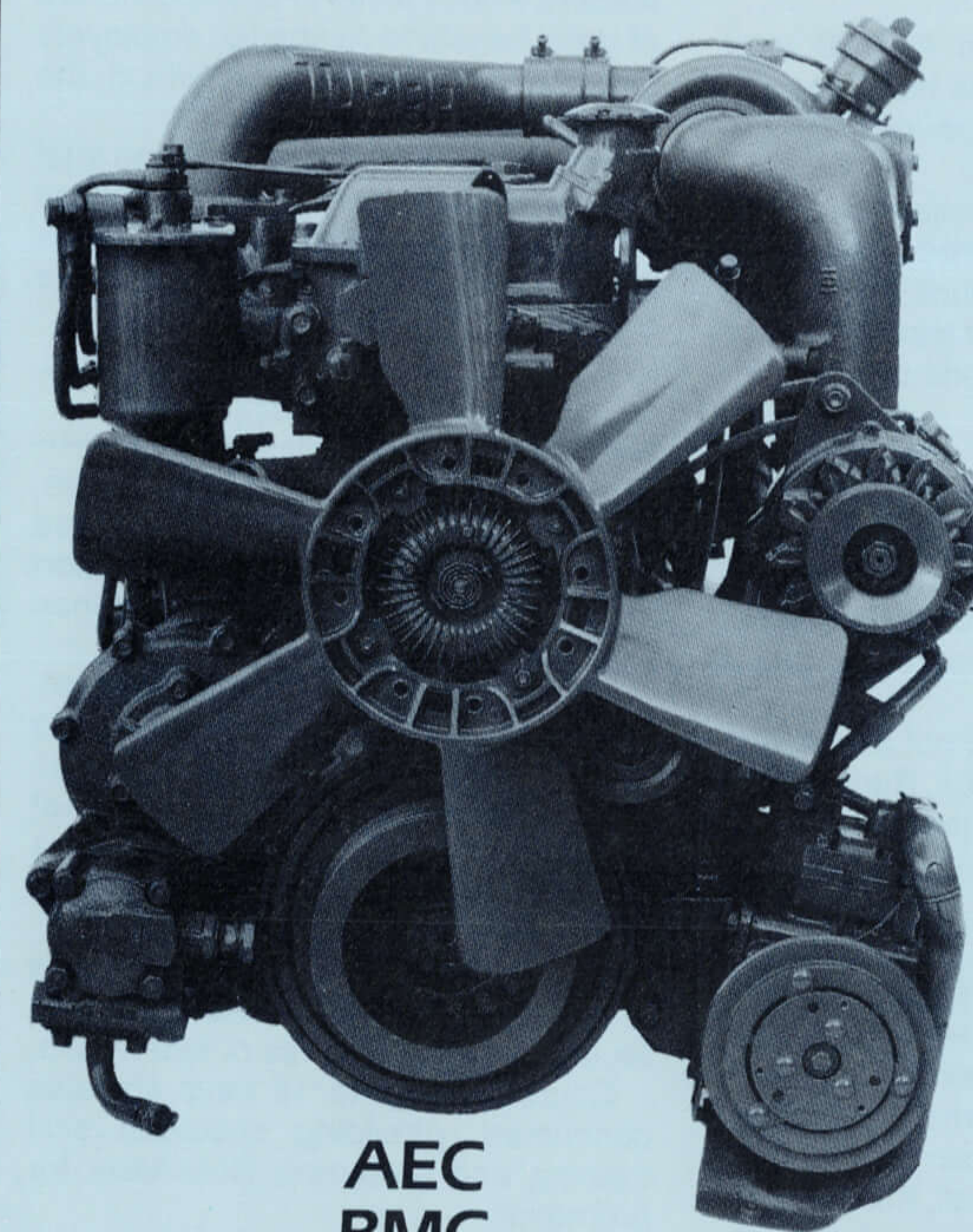
The French final was won in impressive style by Curt Goransson in the bonnetted N12 Volvo, followed home by that man Borgudd (White) with former 'James Bond' stuntman Remy Julienne third in a Ford Cargo.

In July the ETRO trail moved on to the famous Nurburgring Grand Prix circuit in Germany. In August the trucks returned to Britain for the Multipart Supertruck Trophy at Silverstone.

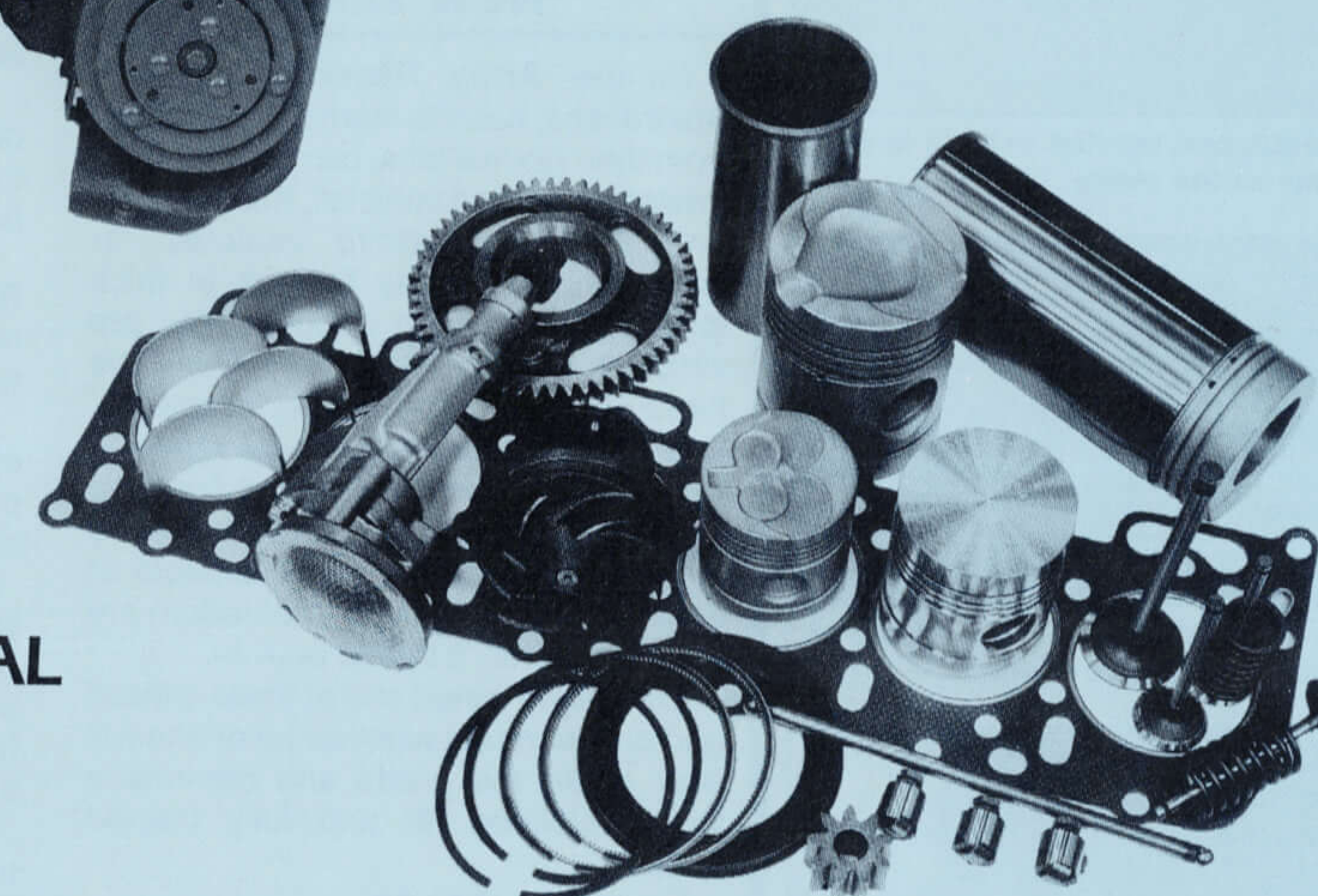
The Swedish and Danish Grand Prix in September will add some Scandinavian flavour to the series which ends in October at Zolder in Belgium.

# Get back into action

# FAST!



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Infantry soldier on patrol with Leopard tank in the background.



A well equipped service vehicle keeps the Army on the move.



Army's interstate Volvo F12 — used to haul supplies between depots.



## New challenges for Australia's part-time soldiers

**A**USTRALIA'S Army Reserve has entered an exciting and challenging era as the Reserve takes on a new role in Australia's defence plans.

For the first time in its 120 year history, the Reserve will have specific operational tasks to perform in the defence of Australia.

No longer can Australia's part-time soldiers be considered as being members of the 'seconds'. They are playing in the first-grade team and must be ready to play alongside the full-time professionals.

Army Reservists are now trained to undertake new and real tasks. If the need arose, some Victorian Reserve units would provide forces for the defence of northern Australian towns and others would support our major operational forces.

The Army Reserve is not a separate part of the Defence Force. Regular and Reserve components integrate at all levels — as would occur in an actual operational situation.

### New Skills

In the Army Reserve, ordinary Australians, keen to learn skills different from their normal jobs, can be employed driving armoured vehicles, heavy trucks and four-wheel drive vehicles, or navigating their way on foot in thick forest. The training opportunities are virtually endless and vary from the highly technical to the very practical.

Now that Reserve units are required to play a vital part in defending Australia against any would-be aggressor, ranks must be well-trained in all aspects of their speciality. Periods of boredom are interlaced with frenetic activity.

Training is varied and at times difficult and one wonders whether he or she will ever make the grade and become a well-disciplined, fit and fully trained soldier.

Generally, they do.

### Benefits

For the Army Reservists there are numerous benefits to help them in their civilian activities.

Reservists learn problem-solving, teamwork, planning and new trade skills, and develop leadership qualities

and confidence. Participants are well paid for their Reserve training — tax free.

The Reserve produces well-trained leaders whose skills in peace-time are of great benefit to Australian employers and the organisations for which the Reservists work.

Employers appreciate acquiring staff who are better trained, better disciplined and more reliable than their fellow workers — at no real cost to the employer.

### Training

It is probable that, in the future, elements of the Reserve could be called out for service in situations that are short of full-scale war or declared defence emergency.

To be ready, Reservists must be well-trained. A new feeling is developing in Victoria's Reserve units. Training can no longer be considered as a way of earning a few dollars while having a good time. There is now a purpose for training.

Most Army Reserve training consists of night parades, some weekends and an annual field exercise of two weeks.

Courses of up to 16 days are also conducted, providing specialist skill training and preparing Reservists for promotion.

Officer training establishments for Reservists exist — a part-time course requiring considerable participation from officer cadets.

University-based units produce officers through part-time paid training, phased to relate to the university academic year.

Army Reserve training provides young Australians with an exciting and profitable way of spending their spare time and a basis for long-lasting friendships; and provides Australia with a force of well-trained people able to assist in defence emergencies should the need arise.

The Reserve is not the job for everyone — but if you make the grade, it can be a most rewarding activity.

The Army has a great display of vehicles at the Superprix, situated in the exhibition area behind the Grandstand and manned by a number of Reservists. Also keep your ears tuned — the Army Pipe & Drum Band will be entertaining us all weekend long!

## SAFETY — The number one concern of the Victorian Police



Thanks to the Police, we'll keep a check on the driver's speed.

At the end of Shell Straight the Police will be set up with a radar gun — clocking the speed of racing trucks and relaying results direct to the commentator's box for us all to hear!

Off the track, the Victorian Police Marquee in the Exhibition area will house devices used to maintain safety on the roads.

Road Safety Displays include Traffic Operation vehicles and motorcycles, a breathalyzer van, and the Police



Command Caravan — a mobile van with facilities equivalent to a police station.

Red Light and Speed Cameras are on display and photos showing how cameras operate.

The radar and digitator devices plus a presentation from the Roadworthy Certification Section are also worth a look!

And for a little toe-tapping, the Police Military Band will be playing their tunes on the track and from their bandstand near Turnstile 1.

## Real Prime Movers read

# Big Wheels

in Saturday's

The Daily  
**Telegraph**

NO 1 MORNING SALE IN NSW.

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# THE TRADE VIEW — PROFIT FROM INVESTMENT

THE European experience has shown that truck racing provides several useful technical spin-offs for both manufacturers and associated industries.

Such manufacturers as Leyland and DAF say they have learned from the racing experience — particularly in the area of brakes and gear trains.

Firestone, Pirelli and Uniroyal have all used truck racing to improve their tyre products. Mintex/Don brake linings even advertise the fact that their recent support of racing has improved their product. Lucas and Perkins have used racing as a high profile test bed.

Rod McLellan, Senior Project Engineer Commercial Vehicle (CV) Brakes in the UK for Mintex Don says: "This year after each race we will be removing brake linings from our trucks for analysis in our laboratories. We will also be running the trucks on our own private proving ground.

"The results and data will be invaluable as we research and develop the next generation of CV brakes and linings. Truck manufacturers want to

build heavier and more powerful trucks and with speed limits around the world increasing, the brake technology has to keep ahead of the needs of the industry.

"It is from that point of view that truck racing is such an important part of our research and development program," concludes McLellan.

At the Brands Hatch event in April, Perkins Engines ran a free draw on their trade stand and included the question: "What is your involvement in the motor industry?" This survey showed that around two-thirds of those who participated were directly involved in the

truck and transport industry in occupations such as HGV drivers, truck operators, transport managers, etc.

With a minimum of 50,000 people attending each international event, our experience shows a truck racing event will attract the right audience. That's great news for those marketing to the Australian truck, transport and related industries!



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We are proud to be  
the official supplier of seats for  
the Inaugural Australian  
Shell Truck Superprix at  
Calder International Raceway.

## SHELL FORMULA DIESEL TRUCK SUPERPRIX TIMETABLE

SATURDAY, 17 OCTOBER, 1987, CALDER RACEWAY — MELBOURNE

GATES OPEN: 9.00 a.m.

9.00 a.m.		3UZ CLASS A TRUCKS — Qualifying 1
9.30 a.m.		Sports Sedans — Qualifying 1
10.00 a.m.		BANDAG CLASS B TRUCKS — Qualifying 1
10.30 a.m.		3UZ CLASS A TRUCKS — Qualifying 2
11.00 a.m.		BANDAG CLASS B TRUCKS — Qualifying 2
11.30 a.m.		Sports Sedans — Qualifying 2
12.00		TRUCKIN' LIFE TRUCKIE'S MATE TRUCKS — Qualifying 1
12.30 p.m.		The Great Powerlifter Truck Pull — Heat 1 and Heat 2/Army Band on Track
12.50 p.m.		Whitehorse Trucks Sports Sedan Race — 6 laps
1.05 p.m.		Dumper's Derby
1.25 p.m.		Russell & Chocolates — Clowning Around on Two Wheels
1.35 p.m.	RACE 1	3UZ CLASS A TRUCK HEAT 1 — 12 laps
2.00 p.m.		Johnny Wonder Motorbike Stuntshow
2.15 p.m.		Final — Great Powerlifter Truck Pull
2.30 p.m.		Skydancers — Pitts Aerobatic Team
2.42 p.m.		World Record Attempt — Bandag Bullet — Fastest Truck over the Standing Quarter
3.00 p.m.	RACE 2	BANDAG CLASS B TRUCK HEAT 1 — 12 laps
3.30 p.m.		Rig of the Superprix Parade/Army Band on Track
3.40 p.m.		Johnny Wonder Motorbike Stuntshow
4.00 p.m.	RACE 3	TRUCKIN' LIFE TRUCKIE'S MATE TRUCK FINAL — 12 laps + Presentation

GATES CLOSE: 5.30 p.m.

SUNDAY, 18 OCTOBER, 1987. CALDER RACEWAY — MELBOURNE

GATES OPEN: 9.00 a.m.

10.00 a.m.	RACE 4	3UZ CLASS A TRUCK HEAT 2 — 12 laps
10.30 a.m.		Dash for Trash — Heat 1 and 2
10.50 a.m.		Bandag Bullet — Burn Out
11.00 a.m.		Final — Dash for Trash
11.15 a.m.	RACE 5	BANDAG CLASS B TRUCK HEAT 2 — 12 laps
11.45 a.m.		Skydancers — Pitts Aerobatic Team
11.57 a.m.		Whitehorse Trucks Sports Sedan Race — 12 laps
12.15 p.m.		B-Double Display
12.30 p.m.	RACE 6	3UZ CLASS A TRUCK HEAT 3 — 12 laps + Presentation
12.55 p.m.		Military Vehicles & Police Vehicles Drivepast
		Army Pipe and Drum + Police Military Bands on Track
1.20 p.m.	RACE 7	BANDAG CLASS B TRUCK HEAT 3 — 12 laps + Presentation
1.50 p.m.		World Record Attempt — Longest Distance for a Truck on Two Wheels — Stuntman Russell Allan
2.05 p.m.		Johnny Wonder Motorbike Stuntshow
2.30 p.m.	RACE 8	ABBEY EVENTS LAST CHANCE TRUCK RACE — 12 laps
3.00 p.m.		Bandag Bullet — Burn Out
3.10 p.m.		Prize Draw — Load Restraint Systems
3.10 p.m.		Vintage Trucks/Army Pipe and Drum + Police Military Bands/Clowns/Stiltwalkers/Magicians/Fire Eaters/Paddle Pop Lion/Jugglers/Grid Girls onto Track
3.18 p.m.		Competitors Parade
3.24 p.m.		Skydancers — Pitts Aerobatic Team
3.45 p.m.	RACE 9	SHELL FORMULA DIESEL TRUCK SUPERPRIX — 25 laps
4.30 p.m.		Presentation of 1987 Australian Shell Formula Diesel Truck Superprix Champion
4.45 p.m.		Whitehorse Truck Sports Sedan Race — 6 laps

GATES CLOSE: 5.30 p.m.



FORMULA

Diesel

TRUCK SUPERPRIX



MELBOURNE'S  
**3UZ CLASS A**  
927 STEREO

No.	Entrant	Driver	Team Name	Truck
1	National Transport Insurance Limited	Gary Scott	National Transport Insurance Racing Team	Volvo F7
2	Driver	Charlie Senese	Car Mine Racing	Scania LB81
3	Driver	Bill Sieders	Mantrans Racing	M.A.N. 9215 NC
9	Quick Safe Freightliners Pty Ltd	Bert Winters	Quick Safe Freightliners Racing	Fiat F70/135
13	P.J. Rutgers	Mel Lindsey	Rutgers Roadlines Racing	MAN FCS 25.250
14	Riethmuller-Ward International Motorsport	Llynden Riethmuller	Sephco Racing	Mack MCR 4x2/CAT
17	Dick Johnson Racing	Dick Johnson	Shell Formula Diesel Racing Team	Ford Cargo/1621 CAT
22	Driver	Rodney Durrant	Durrant Racing	Mercedes Benz 2233S
28	Driver	Steve Mavro	Truck Towing Service	International Transtar/DD 871 T
33	Driver	John Porker	John Porker Racing	International R190/DD 6V-53
45	Driver	Richard Blackney	Maxi Cool Racing Team	Kenworth K125/Cummins VT350
47	Driver	Ken Young	Bribbaree Truck Wreckers	TBC
53	Driver	Charles Gaffiero	Bandag Blaster	International Loadstar/DD653T

RESULTS: RACE 1 — HEAT 1

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

RESULTS: RACE 4 — HEAT 2

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

RESULTS: RACE 6 — HEAT 3

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

CLASS CHAMPION

No. .... Driver ..... Entrant .....

Truck Engine .....

Time Heat 1 ..... Heat 2 ..... Heat 3 .....

Aggregate .....

CLASS A CLASSIFICATION: Trucks with standard engine rating of up to 360 hp

PRIZEMONEY FOR RACE 1 \* RACE 4 \* RACE 6

1ST \$1000	2ND \$700	3RD \$500	4TH \$400
5TH \$200	6TH \$150	7TH \$100	8TH \$75



FORMULA  
Diesel

TRUCK SUPERPRIX



**BANDAG CLASS B**

"World's Most Trusted Retread"

No.	Entrant	Driver	Team Name	Truck/Engine
5	Truck City	Don Hodge	Truck City Racing	Kenworth/DD 8V92T
4	Re-Car Consolidated Ind.	Allan Grice	Re-Car Racing	Kenworth K125/Cummins VT903
23	Driver	Gerald Brown	Gerry Brown Racing	Kenworth K124/DD 8V92T
50	Driver	Brian Alvis	Brian Alvis Racing	Kenworth K124/DD 8V92T
69	Carl Goodfellow	Charles Kovacs	Kotrans-Goodfellow Haulage	Ford Louisville LTL/Cat
92	Driver	Paul Freestone	Teamsters Racing	Kenworth 'W'/DD 8V92T

RESULTS: RACE 2 — HEAT 1

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

RESULTS: RACE 5 — HEAT 2

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

RESULTS: RACE 7 — HEAT 3

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed				
Fastest Lap: No.	Time	Speed			

CLASS CHAMPION

No. .... Driver ..... Entrant .....

Truck Engine .....

Time Heat 1 ..... Heat 2 ..... Heat 3 .....

Aggregate Time .....

CLASS B CLASSIFICATION: Trucks with standard engine rating of over 360 hp

PRIZEMONEY FOR RACE 2 \* RACE 5 \* RACE 7

1ST \$1000	2ND \$700	3RD \$500	4TH \$400
5TH \$200	6TH \$150	7TH \$100	8TH \$75



FORMULA  
Diesel

TRUCK SUPERPRIX



**Truckin' Life**  
MAGAZINE  
**TRUCKIE'S MATE RACE**

No.	Entrant	Driver	Truck
1	National Transport Insurance	Ross Burbidge	Volvo F7
3	Bill Sieders	Al Sieders	M.A.N. 9215NC
4	Re-Car	Brian Ginger	Kenworth K125
5	Truck City	Darrell Burton	Kenworth
9	Quick Safe Freightliners Pty Ltd	Ron Halling	Fiat F70/135
13	Peter Rutgers	Peter Rutgers	M.A.N. FCS 25.280
14	Riethmuler-Ward Int. Motorsport P/L	Phil Ward	Mack MCR
17	Dick Johnson Racing	TBC	Ford Cargo 1621
33	John Porker	Alec Porker	International R190
53	Charles Gaffiero	Frank Gaffiero	International Loadstar
69	Driver	Carl Goodfellow	Ford Louisville
92	Teamsters Transport Pty Ltd	Jim Richards	Kenworth 'W'

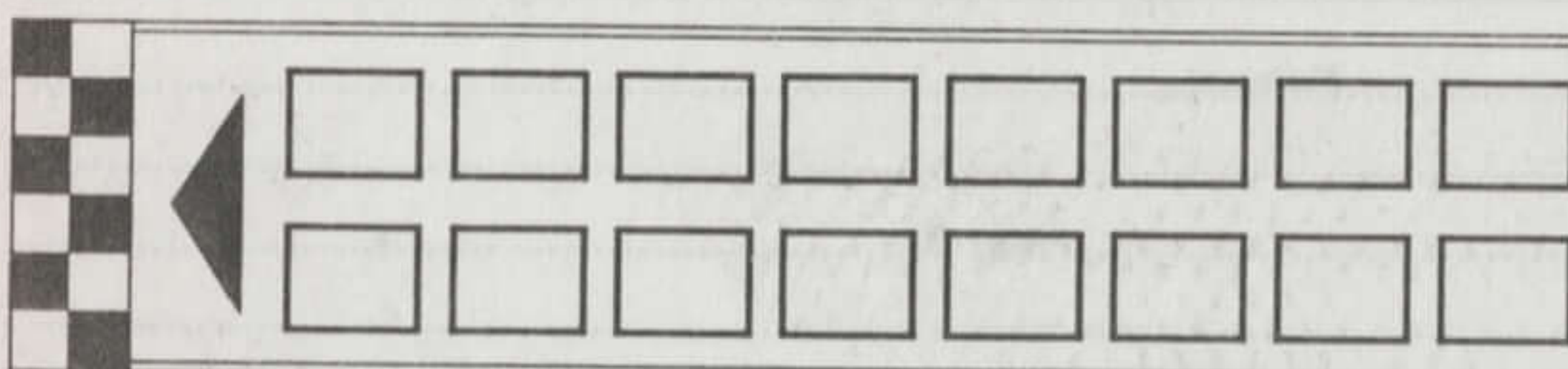
**RESULTS: RACE 3**

1st.....2nd.....3rd.....4th.....5th.....6th.....

Winner's Time..... Speed..... km/h

Fastest Lap: No..... Time..... Speed..... km/h

**PRIZEMONEY FOR RACE 3**  
1ST \$500    2ND \$250    3RD \$150



**FORMULA**  
**Shell Diesel** **TRUCK SUPERPRIX**

**Transpec**

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Telex: 33008



**RACE 8** **12 laps**



**abbey events  
LAST CHANCE RACE**

The fastest 12 trucks irrespective of class automatically proceed to the grand final, the Shell Truck Superprix. Qualifying times are based on the competitor's aggregate time from Heat 1, Heat 2 and Heat 3.

**Qualifying for Race 8:** The next 14 fastest competitors qualify for the Abbey Events Last Chance Race — the last chance to make the final! Winner and runner-up take positions 13 and 14 on the Shell Truck Superprix grid.

No.	Entrant	Driver	Truck/Engine
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**RESULTS: RACE 8**

1st.....2nd.....3rd.....4th.....5th.....6th.....

Winner's Time..... Speed..... km/h

Fastest Lap: No.....Time.....Speed.....km/h

**PRIZEMONEY FOR RACE 8**  
 1ST \$500    2ND \$250    3RD \$150

**FORMULA Diesel TRUCK SUPERPRIX**

**RACE 9** **25 laps**

**SHELL FORMULA DIESEL  
TRUCK SUPERPRIX**

**Qualifying:** The 16-truck grid will consist of:

- The fastest 12 trucks irrespective of class based on aggregate times from Heat 1, Heat 2 and Heat 3
- The winner and runner-up of Abbey Events Last Chance Race
- The final two positions filled at the organiser's discretion

No.	Entrant	Driver	Truck/Engine
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**RESULTS: RACE 9**

1st.....2nd.....3rd.....4th.....5th.....6th.....

Winner's Time..... Speed..... km/h

Fastest Lap: No.....Time.....Speed.....km/h

**PRIZEMONEY FOR RACE 9**  
 1ST \$5000    2ND \$2500    3RD \$1000  
 4TH \$750    5TH \$500    6TH \$200

**FORMULA Diesel TRUCK SUPERPRIX**



**WHITEHORSE TRUCK PARTS  
SPORTS SEDANS**

**WHITEHORSE  
TRUCK PARTS**

CAR No.	ENTRANT/Driver	CAR	COLOUR	cc
2	Bob Gill	Celica	White	6000
3	Bob Jolly	Commodore	Red	6000
4	Derek Van Zelm	Capri GT	White	5800
5	Pat Wotherspoon	Commodore	Red/Yellow	5047
6	BAYSWATER WRECKERS/Chris Walpole	Commodore	White	5047
7	Rob Burns	Alfetta	Red/Green	2800
9	Robin Doherty	BMW318i	Black	2600
10	Ken House	Escort	White/Red	2616
12	Frank Sola	Falcon	White/Blue	5800
13	ERIC JONES/Chris Clearihan	Alfetta	Wht/Red/Yel	5800
14	James Rosenberg	Torana	Blue/Yellow	5800
15	THOMSON FOWLER MOTORSPORT/Bryan Thomson	Chev Monza	Red	6000
17	John Watson	Jaguar	Black	5000
18	LUSTY ENGINEERING/Mike Ceveri	Torana	White	6000
19	Geoff Munday	BMW318i	Black	2600
20	WHITEHORSE TRUCK PARTS/Bill Emeny	R100	White/Red	2616
21	JARRETT NISSAN/Grant Jarrett	Bluebird	White	2600
27	Wayne Mahnken	RX7	White	3660
28	Mike Jacobson	Escort	White/Blue	2616
33	ALFA CITY/Frank Porter	Alfa GTV6	Black	2492
36	Barry Bray	Stanza	White/Bl/Rd	2572
41	Charlie Milner	Bluebird	Yellow	6000
48	Roy Kadenbach	Torana	White/Blue	5047
49	Bob Tindal	Torana	White/Blue	6000
50	Grant Munday	Gemini	White/Red	2616
51	John Mott	Nissan Coupe	Red	1590
52	BENINCA MOTORS/Domenic Beninca	Alfetta	Green	2500
53	Stephen Craig	Capri	Green	4353
59	Rodney Crick	Torana	White	6000
64	STEWART DOUGLAS/Ken Leigh	Holden EH	White	3700
67	Mike Imrie	Chev Monza	Blue	6000
78	Ray Short	Celica	Red	6000
92	Graham Smith	Mazda 929	White	5232
96	Kevin Fryer	Holden HR	Cream/Blue	5047
	Jeff Watson (SA)	Mazda RX7	White	TBA
	Michael Elliot (TAS)	Fiat 124	TBA	TBA
	David Pullen (QLD)	Commodore	TBA	5047



**3UZ OFFICIAL RADIO STATION  
1987 SHELL SUPERPRIX**



**FORMULA  
Diesel**

**TRUCK SUPERPRIX**



## THE SUPERPRIX Everything You Need to Know

Australia's greatest trucking spectacular is just weeks away. The Shell Truck Superprix at Melbourne's Calder Raceway on 17 & 18 October promises to be a fun weekend that truck people will never forget.

Australia's first ever truck superprix is going to be a hard-fought affair, with competitors all ready to battle their way through heats to the final, and a share of the \$30,000 prize money.

Backing that up is a packed timetable of stunt and family events, to keep you entertained all weekend. You'll find all you

For instance, a two day Family Ticket for two adults and two children, bought in advance is only \$32.00!

That's right — by purchasing your tickets prior to the weekend you'll save up to a massive 20 per cent on your gate entry — and you won't have to queue for a ticket once you arrive at Calder!

General admission and limited Grandstand tickets are now available through all Bass Victoria outlets. Book by phone on the Bass Sportscharge line on (03) 11 522 or by mailing the order form below.

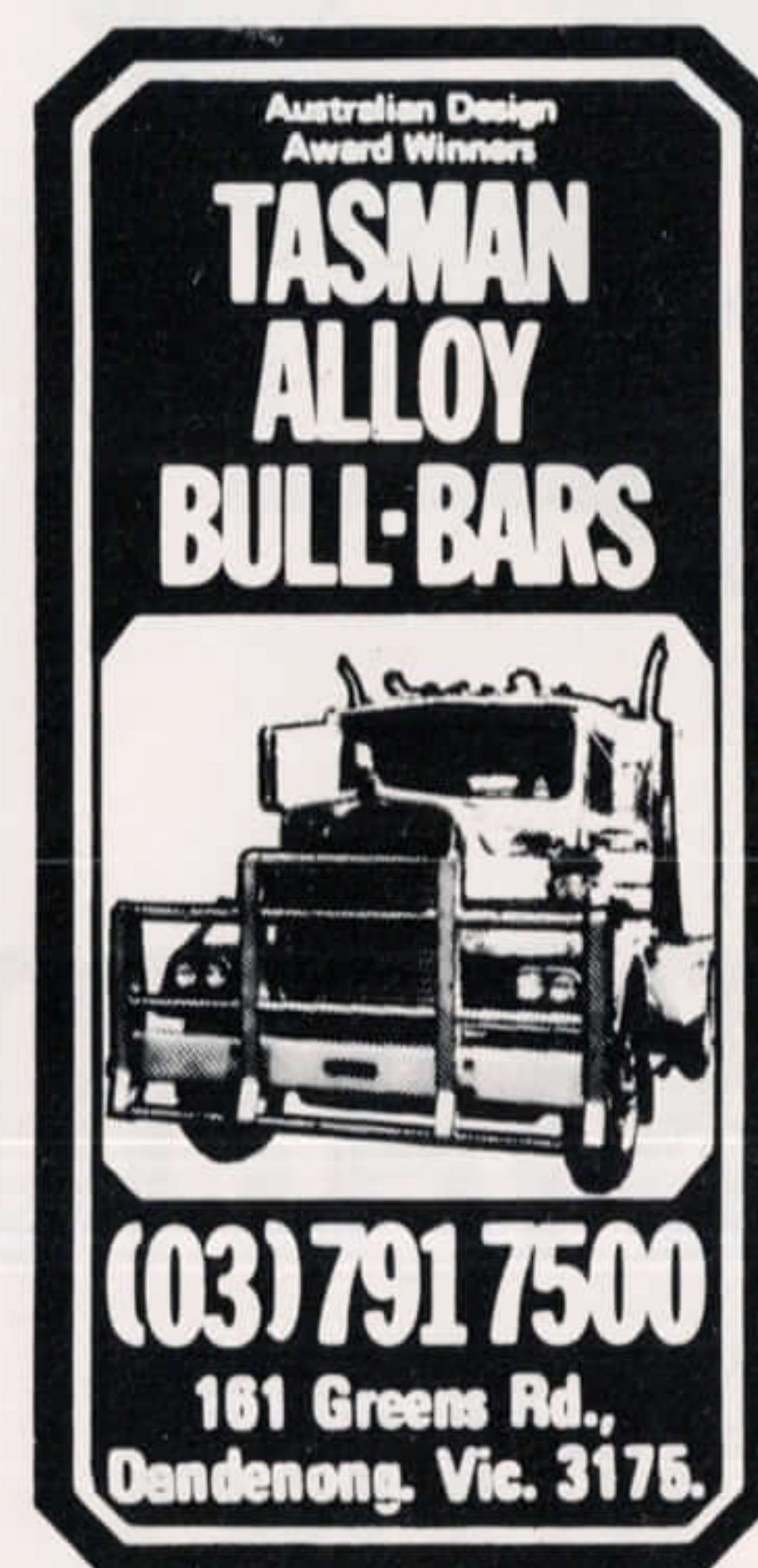


Racing trucks in action.

need to know about the Shell Truck Superprix right here.

### TICKETS

We can promise you one thing — a weekend at the Superprix won't burn a big hole in your pocket.



If for some reason you don't purchase your tickets before the big weekend — don't despair — tickets are available at the gate!

### INSIDE THE CIRCUIT

When you arrive at Calder Raceway you will be directed to the parking areas by a friendly parking assistant. There are three entrances to the circuit. If you have:

- A General Admission ticket — enter by Turnstile 2 or 3.
- A Grandstand/Hospitality ticket — it would be preferable to enter at Turnstile 1.

**Turnstile 1** leads to the Grandstand, Hospitality areas, Display and Trade areas, and Pits, with easy access to the General Admission viewing areas.

**Turnstile 2** delivers you to the main catering areas with direct access to the General Admission viewing areas. The terraced spectator bank from the northern end of Shell Straight, around Glo-Weave Corner and Bandag Bend provides excellent viewing, easy access to catering and toilet facilities, and best of all — plenty of room for absolutely everyone — so you won't have to defend your spot on the hill!

**Turnstile 3** is at the northern (Bendigo) end of the circuit. The first 1,000 cars that arrive at this entrance will be able to enter the circuit and park on the General Admission spectator mound along Sun Straight.

It's no exaggeration to say that Calder is

one of the best circuits for spectators in Australia. From most viewing points it is possible to see almost three-quarters of the track, and at nearly every point you'll get a good close view of the trucks charging past. The banked viewing area ensures that even the smallest spectators can see all they want.

And, Mum, there's nothing to worry about — catering and toilet facilities are situated at convenient intervals around the circuit!

One word of warning — Calder was chosen for the first Australian truck race because it is the safest raceway in the country to stage an event of this nature.

Despite this, motor racing is dangerous and you must obey all signs and any directions from officials — whether they be marshalls, pit lane or grid officials, police, security, or event organisers.

Remember — this is going to be a great fun weekend but listen to the officials — they are only concerned for your safety and the security of all other spectators and competitors at the circuit.

### ON-TRACK ACTION!

We promised you the weekend of your life — here's a brief rundown on the action on-track!

There'll be a total of nine truck races on the weekend culminating in the big Shell Truck Superprix Final on Sunday afternoon. At the end of this article you'll see our provisional truck race schedule.

The Shell start/finish line is situated on Shell Straight near the Shell Hospitality area (see our map on page 97). It's a rolling start and trucks will all be travelling in a clockwise direction.

Prime action spots include Bandag Road, Glowave Corner, the S-bend at the end of Shell Straight and, of course, the Start/Finish line — where all the racing begins and ends!

In between the trucks, there'll be constant activity — either on the track or in the air.

On the track, see the Sports Sedans racing, and stunt upon stunt — the Bandag Bullet burning down the track, the Great Furniture Van Frisk, Mock Battles from the Army, Bob Jane's exciting NASCARS flying past, the Rig of the Superprix Parade and parades of Vintage and Classic Trucks. There'll be drivepasts of Army and Police vehicles and — in the air — some really breathtaking displays.

### OFF-TRACK ENTERTAINMENT!

Make sure you visit the Display and Trade areas — there's plenty to see.

Exhibitions of Vintage and Classic Trucks, plus displays from the Army, Air Force, Fire Brigade and the Police, and the Victorian Road Transport Association.

There'll be trade displays from manufacturers and suppliers and friendly advisers to answer all your questions.

Make sure you visit Load Restraint Systems' trade stand at the Superprix. Enter

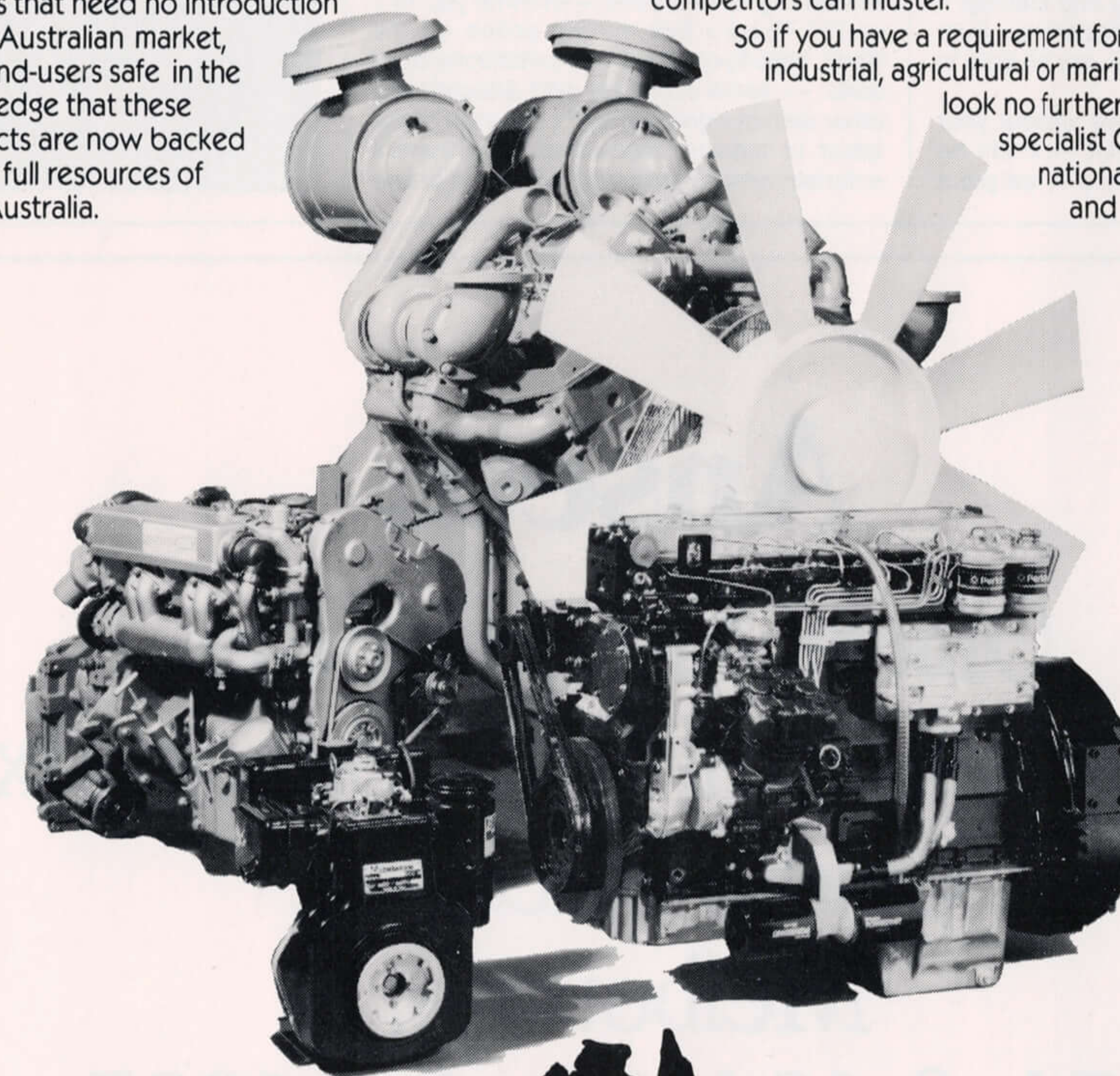
# What's Australian for Perkins & Lombardini?

Why QBM of course! QBM have recently been appointed the Australian distributors for the complete range of Perkins and Lombardini industrial, agricultural and marine engines.

Engines that need no introduction to the Australian market, with end-users safe in the knowledge that these products are now backed by the full resources of QBM Australia.

Designed and manufactured to match today's high performance requirements, both Perkins and Lombardini are Australian market leaders, with more models, more features and more benefits than their competitors can muster.

So if you have a requirement for an industrial, agricultural or marine engine, look no further than your specialist QBM reseller for national sales, service and warranty.



• Perkins • **QBM** • Lombardini •

Power for the future!

QBM Head Office: 22-24 Elliot Road Dandenong Victoria 3175 Telephone: (03) 794 6555  
Queensland: (07) 344 1400 New South Wales: (02) 609 1755 South Australia: (08) 352 8422 Western Australia: (09) 271 8455 Northern Territory: (089) 81 6280 Tasmania: (003) 44 5111

Pink Chameleon 2568



## THE SUPERPRIX — EVERYTHING YOU NEED TO KNOW

their competition, and you'll be in the running to win \$1,000 worth of winches installed on your tray or trailer! Listen for the draw — just before the main race on Sunday afternoon.

In the Trade and Display area you'll also get a close look at the Bandag Bullet, Bob Jane's fast-moving NASCARS and a B-Double.

Plus youngsters can enjoy themselves in Kiddies Corner or experience a joy-ride on the Big Wheels Car Crusher.

Just a small vehicle, this one! It's 13' high, 13' wide and 14' long with wheels a mere 6' high and 44" wide. Line up at the Big Wheels Boarding Platform for a ride — eight children at a time can see the world from 13 feet up!

Don't miss our line-up of trucks for the Rig of the Superprix. This promises to be a super event, with \$1,000 in prize money being offered by our sponsors, Shell and *Truckin' Life*. The best-looking vehicle will be awarded in each of the three categories — Fleet, Owner/Operator, Specials/Historics.

All the Superprix teams will be situated in the Pits. Take a walk along Pit Alley. You can see exactly who's up to what — all that 'legal' fettling, as well as cleaning and fuelling!

Memorabilia from the Superprix, from posters to T-shirts and caps, are on sale in the stalls along Pit Alley.

Make sure you don't leave without your Shell Truck Superprix T-shirt — it will be worth a fortune in years to come — real proof

that you were at the first Truck Race ever staged Down Under!

*Truckin' Life* is putting together the official program for the Shell Truck Superprix — on sale at Calder. There's the lowdown on drivers, teams, the schedule of events and entertainment on and off track — with a program in your hot little hand you won't miss out on one bit of the action!

Pit Alley links the Trade and Display area with the General Admission viewing bank, the main catering facilities and Wittingslow's Funfair!

Lots of laughs on all the rides from the Cha-Cha to the dodgems, plus a chance to try your skill in the shooting gallery and a shot at the laughing clowns.

And wherever you look there'll be clowns, stiltwalkers, jugglers and fire eaters — and everyone's absolute favourite pal, the Paddle Pop Lion to have a chat with!

What did you say? You hear a familiar tune, The Saints Coming Marching In — that's the Police Military Band for us all to tap along with!

The Shell Truck Superprix will have something for everyone — whether you're 7 or 70! There's fast moving action on the track, high-flyers in the air, exhibitions of all sorts — some historical and educational, other displays giving a bird's eye view of the latest in industry innovation. And there's entertainment for everyone, adding up to one

helluva weekend for all the family — we'll see you there!

\* Please note: Special Events may be modified at organiser's discretion.

### HOW TO GET THERE

There's only one way to get to Calder Raceway and that's by car. Parking is no problem — the raceway is surrounded by large car parking areas with short walks to entrance gates.

Calder Raceway is situated on the Calder Highway, coming from Melbourne just past



## THE SUPERPRIX — EVERYTHING YOU NEED TO KNOW

the suburb of Keilor. It is clearly marked on Melbourne Street directories.

### Coming from Melbourne City

Follow Tullamarine Freeway out of Melbourne. Take the Keilor/Melton exit onto the Calder Freeway which automatically becomes Calder Highway. It's a quick 40 minutes from Melbourne's city centre along a fast-moving freeway.

### Coming From Albury

The Hume Highway delivers you to the northern suburbs of Melbourne where the Highway becomes Sydney Road. When you reach the suburb of Coburg, turn right at Bell Street. This leads you to the Tullamarine Freeway. Take the Keilor/Melton exit onto Calder Freeway and follow through to Calder Raceway — keep your eyes open and to your left you'll see the circuit's massive thunderdome emerging from the earth — you can't miss it!

### Coming From Ballarat/Bacchus Marsh and Melton

At Melton, take the Keilor-Melton Road turnoff. Follow this road till you pass the Melbourne suburb at Sydneyham, then turn left onto Robertsons Road. You'll hit a T-intersection, turn left onto Calder Highway. Hey presto — Calder Raceway just ahead! From Ballarat — it will take no longer than one hour.

### Coming From Bendigo/Castlemaine

Easy! Take the Calder Highway direct to

Melbourne. The Raceway's on your right (coming from Bendigo) — just pass the Diggers Rest. If you hit Keilor you've gone too far!

### Coming From Tullamarine Airport

A fifteen minute trip! The easiest way is to take the Tullamarine Freeway into Melbourne and turn off at the Keilor/Melton exit. Follow the Calder Freeway, past Keilor — look to your left — there's the circuit!



On the famous French circuit.

### Coming From Geelong

There's a short cut around Melbourne's western suburbs — but only if you've got a street directory.

Otherwise, take the Princes Highway into Melbourne city, and follow the Tullamarine Freeway to the Keilor/Melton exit. You're then on to the Calder Freeway. Stick to this road till you hit the Raceway on your left.

### WHERE TO STAY

#### CARAVAN PARKS

In most cases, Caravan Parks close to Calder are occupied by permanent residents.

Two choices exist:

- Stay in Melbourne — here's two alternatives:

*Melbourne Caravan Park*, 265 Elizabeth Street, East Coburg 3058 (About 20 minutes drive from Calder Raceway). Telephone: (03) 354 3533.

*Williamstown Caravan Park*, 158 Kororoit Creek Road, Williamstown 3016 (About 40 minutes drive from Calder Raceway). Telephone: (03) 397 1800.

- Stay at Ballarat — about one hour's drive from Calder Raceway. All parks are very clean and well run and here's three to choose from:

*Shady Acres*, Melbourne Road, Ballarat 3352. Telephone: (053) 34 7233. Proprietors: Doug and Irene Trickey.

*Ballarat Windmill Caravan Park*, Western (Adelaide) Highway, Ballarat 3352. Telephone: (053) 34 1686. Proprietors: John and Colleen Coope.

*Welcome Stranger Caravan Park*, 263 Scott Road, Ballarat 3352. Telephone: (053) 32 6818. Proprietor: Barry Hinds.

#### MOTELS

You may prefer a motel — here's the contact number for Flag Inns and Homestead:

- *Flag Inns Ltd*, Flag Inns House, 132 Bank

# Ansett.

Official Airline for the  
Inaugural Shell Truck Superprix.  
Calder Raceway,  
Melbourne,  
17th & 18th October 1987.

# Toyoability is...

## Reassurance

### THE TOYO BUYER PROTECTION POLICY

When purchasing Toyo radial truck and bus tyres, you are automatically covered by the Toyo Buyer Protection Warranty and Service Agreement.

Covering the entire tyre (tread and casing) this policy is your warranty against defects in workmanship and materials.

New tyres are warranted for the original usable tread life. The service agreement warrants the tyre casing against defects in workmanship and materials for a period of three years or for the life of the first recap.

And Toyo Buyer Protection and Service is actually guaranteed to you in writing. So you can be sure of Toyo's commitment to technical excellence and product quality.



## THE SUPERPRIX — EVERYTHING YOU NEED TO KNOW

Street, South Melbourne 3205. Telephone: (03) 698 7777 (for callers within the Melbourne Metropolitan area); (008) 33 5005 (for callers within Australia — outside Melbourne Metropolitan area. Local Call Fee only). Flag Inns have 27 motels in Melbourne.

• **Homestead Motor Inns**, National Booking Service — Based in Sydney. Telephone: (02) 212 6244 (for callers within the Sydney Metropolitan area); (008) 22 2166 (for callers within Australia — outside Sydney Metropolitan area. Local Call Fee only). Homestead have 15 motels in Melbourne. Alternatively, some independently run motels reasonably close to Calder Raceway are:

- **Essendon Motor Inn**, 93 Bulla Road, North Essendon 3041. Telephone: (03) 374 2433.
- **Skyways International Hotel/Motel**, 113 Matthews Avenue, Airport West 3042. Telephone: (03) 338 1300.
- **Tullamarine Airport Motor Inn**, 263 Mickleham Road, Tullamarine 3043. Telephone: (03) 338 3222.
- **Keilor Motor Inn**, 765 Calder Highway, Keilor 3036. Telephone: (03) 336 3011.

### HOTELS

There are lots of inner-city Melbourne hotels — the best idea is to consult a Melbourne telephone book or your State's motoring association's hotel/motel guide.

For further information on tour packages, contact:  
Leo Lawrence, CSS International (Australia) Pty Ltd. Telephone: (02) 922 5175, (02) 922 5511.

### HOW THE RACING'S RUN!

Each Class — the A's, the Bandag B's, and the C's — races twice, once on Saturday

and once on Sunday. The grid comprises 16 trucks and each race is 10 laps or 24 kms.

Times determine each Class's Champ — and we'll crown whoever aces the A's, bombards the Bandag B's, and comes through king of the C's!

But the best racing's yet to come!  
The fastest 12 trucks (irrespective of class) on combined aggregate times automatically go through to the Grand Final — The Shell Truck Superprix.

Then, for the sixteen trucks with the next best times — there's a 'Last Chance' race



Crowd-pleasing Scania.

— 'cos that's exactly what it is, your Last Chance! First two finishers advance to The Shell Truck Superprix Final.

The final two positions on the grid will be filled at the option of promoters.

So, you've a grid of sixteen, the engines are roaring and it's 3.30 on Sunday afternoon. Hold onto your hats — The Shell Truck Superprix is about to begin! A 48 km dash round Calder — 20 laps of close, exciting racing and diesel dicing to find the weekend's Champ!

## PROVISIONAL TRUCK RACE SCHEDULE

### Friday October 16, 1987

Scrutineering and Practice Sessions for all Competitors  
1.00 pm — Class A — Practice 1  
1.45 pm — Bandag B Class Classic — Practice 1  
2.30 pm — Class C — Practice 1  
4.00 pm — Truckie's Mate — Practice 1

### Saturday October 17, 1987

Gates open to public — 10 am  
Provisional Truck Race Schedule:  
10.00 am — Class A — Practice 2  
10.45 am — Bandag B Class Classic — Practice 2  
11.30 am — Class C — Practice 2  
12.15 pm — Truckie's Mate — Practice 2  
1.15 pm — Class A — Race 1 — 10 laps  
1.50 pm — Bandag B Class Classic — Race 1 — 10 laps  
3.00 pm — Class C — Race 1 — 10 laps  
4.15 pm — Truckie's Mate Race — Final — 10 laps

### Sunday October 18, 1987

Gates open to public — 9 am  
Provisional Truck Race Schedule:  
10.00 am — Class A — Race 2 — 10 laps  
11.00 am — Bandag B Class Classic — Race 2 — 10 laps  
12.10 pm — Class C — Race 2 — 10 laps  
2.00 pm — Last Chance Race — 10 laps  
3.30 pm — Shell Truck Superprix — 20 laps

### PICK A CLASS!

First thing to understand is that the field is split into three classes, being:

- CLASS A: FOR TRUCKS —**
- Four stroke turbo charged engines under 11.5 litres.
  - Non-turbo charged engines under 13.9 litres.
- BANDAG CLASS B: FOR TRUCKS —**
- Four stroke turbo charged engines between 11.5 and 13.9 litres.
  - Two stroke turbo charged engines under 11.5 litres.
  - Four stroke non-turbo charged engines above 13.9 litres.
- CLASS C: FOR TRUCKS —**
- Two stroke turbo engines above 11.5 litres.
  - Four stroke turbo engines above 13.9 litres.

### THE PRIZE MONEY

All entrants in the Superprix will compete for a prize pool of \$30,000. It's split so everyone can have a share of the action!

Awards will be presented as follows:  
RACES 1, 2, 3, 5, 6, 7 — CLASS EVENTS  
1st \$1,000, 2nd \$700, 3rd \$500, 4th \$400, 5th \$200, 6th \$150, 7th \$100, 8th \$75.  
RACES 4 & 8 — TRUCKIE'S MATE RACE LAST CHANCE RACE  
1st \$500, 2nd \$250, 3rd \$150.  
RACE 9 — SHELL TRUCK SUPERPRIX  
1st \$5,000, 2nd \$2,500, 3rd \$1,000, 4th \$750, 5th \$500, 6th \$200.  
1st Private Owner \$500.

### SO WHAT'S THIS TRUCKIE'S MATE RACE!

The Truckie's Mate Race is outside the main competition but open to a mate of the team — maybe a mechanic, sponsor, friend or media contact!

Truckies' Mates will be driving the same racing truck entered by their team in the main competition. Their final's late Saturday afternoon — a 10 lap dash that'll be lots of laughs and fun!

And there's money to be won —  
First prize is \$500  
Second prize is \$250  
Third prize is \$150.

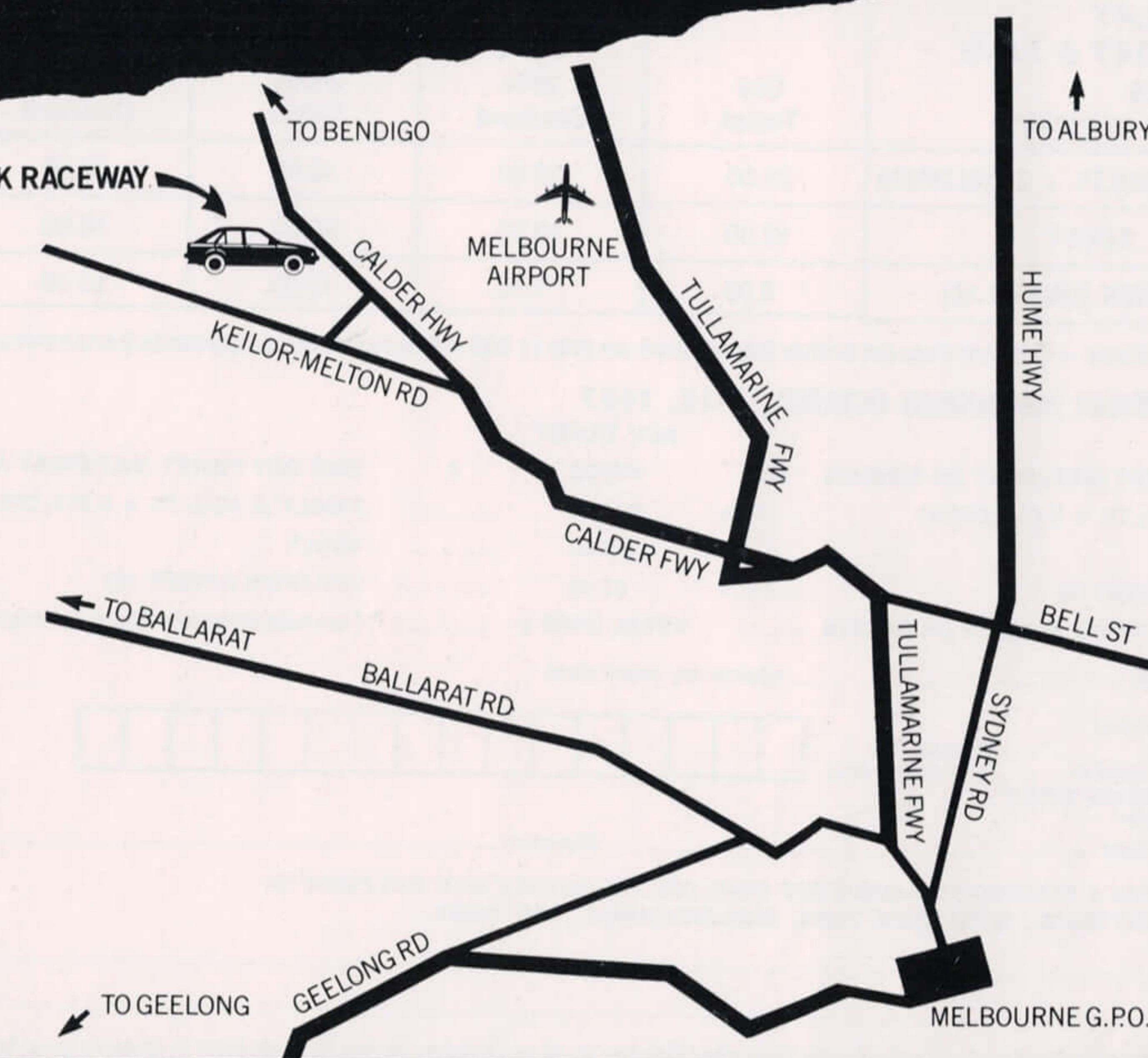
## How to get there.

Head out the Calder Highway to hear the THUNDER from the boys down under, only 30 minutes from Melbourne, 10 minutes from Melbourne Airport and 25 kilometres/ 15 miles from the Melbourne G.P.O.

Be part of the excitement at the THUNDERDOME.



MELWAY 17 REF: MAP 3/A:6



# Toyoability is...

## After sales service

To maintain Toyo product quality and service at the highest level, our objective is to provide a tyre to meet your specific operating requirements.

As part of Toyo after sales service, trained technicians continually monitor the tyres' working characteristics in the field.

A wide range of technical checks are made, including temperature and pressure tests, tyre maintenance analysis and tread depth measurements, to evaluate on-the-job performance.

Through this service we can ensure that your tyres are operating at maximum efficiency and returning you the minimum operating costs per kilometre travelled.

For Quality and Service, you can't go past

## SLEEK-LINE

100% Australian-made quality fibreglass truck components.

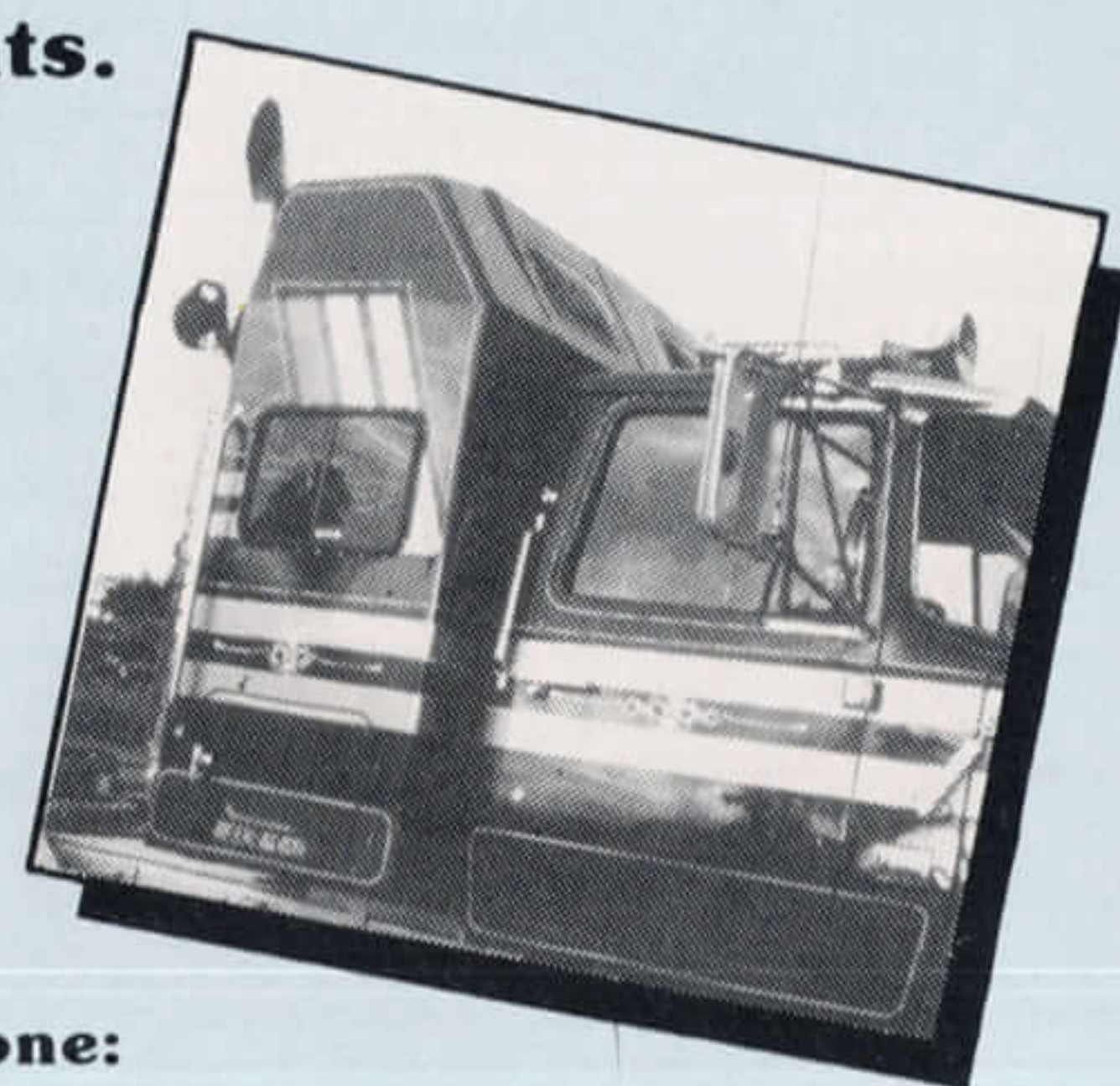
★ **SLEEPER BOXES:** Standard 27" to 60" or larger — custom-built to suit your individual requirements.

★ **FIBREGLASS MUDGUARD FLARES, SUN VISORS & ROOF CONSOLES:** We manufacture a large range, suitable for most makes.

★ **3 YEAR GUARANTEE**  
★ **AGENTS IN ALL STATES**

**Victorian distributor:**  
SLEEK-LINE INDUSTRIES  
Factory 1, 2 Elsum Ave  
BAYSWATER, 3153

**Phone:**  
**(03) 720 1716**  
**(03) 729 8235 A/Hours**





# SHELL TRUCK SUPERPRIX

CALDER RACEWAY, MELBOURNE  
OCTOBER 17-18, 1987

ADVANCE TICKETS  
DON'T DELAY  
BOOK TODAY & SAVE  
UP TO 20%  
ON EVERY TICKET!

	Day Ticket	Advance Day Up to 20% Discount	2-Day Ticket	Advance 2-Day Up to 20% Discount
FAMILY (2 ADULTS + 2 CHILDREN)	25.00	20.00	40.00	32.00
ADULT	12.00	10.00	20.00	16.00
CHILDREN (UNDER 16)	8.00	7.00	12.00	10.00

## HOW TO BOOK

- FROM ANY BASS BOOKING AGENCY IN VICTORIA
- CALL THE BASS SPORTS CHARGE LINE (03) 11 522
- FOR VIC COUNTRY — CREDIT CHARGE LINE (008) 136 036 (TOLL FREE) OR
- FROM ANYWHERE IN AUSTRALIA, FILL IN THIS COUPON (OR PHOTOCOPY) & MAIL TO BASS VICTORIA, GPO BOX 7626, MELBOURNE, VIC. 3001

• Grandstand Extra — Contact Bass for further information on (03) 11 522 • Concessions for students/pensioners/CES cardholders — available at gate/ID required

### CALDER RACEWAY MELBOURNE OCTOBER 17-18, 1987

ONE DAY TICKET (SATURDAY OR SUNDAY)	QTY.	ADV TICKET PRICE \$	TWO DAY TICKET (SATURDAY AND SUNDAY)	QTY.	ADV TICKET PRICE \$
FAMILY (2 ADULTS + 2 CHILDREN)	.....x	\$20.00	FAMILY (2 ADULTS + 2 CHILDREN)	.....x	\$32.00
ADULT	.....x	\$10.00	ADULT	.....x	\$16.00
CHILDREN (UNDER 16)	.....x	\$7.00	CHILDREN (UNDER 16)	.....x	\$10.00
<b>TOTAL NUMBER OF TICKETS</b>	.....	<b>TOTAL COST \$</b>	I enclose cheque/postal order payable to BASS VICTORIA for \$.....		

Please charge \$..... against my credit card.

Bankcard number  
 Visa number  
 MasterCard number  
 American Express number  
 Others number

(Please Tick appropriate box)

Expiry Date of Card ..... Signature .....

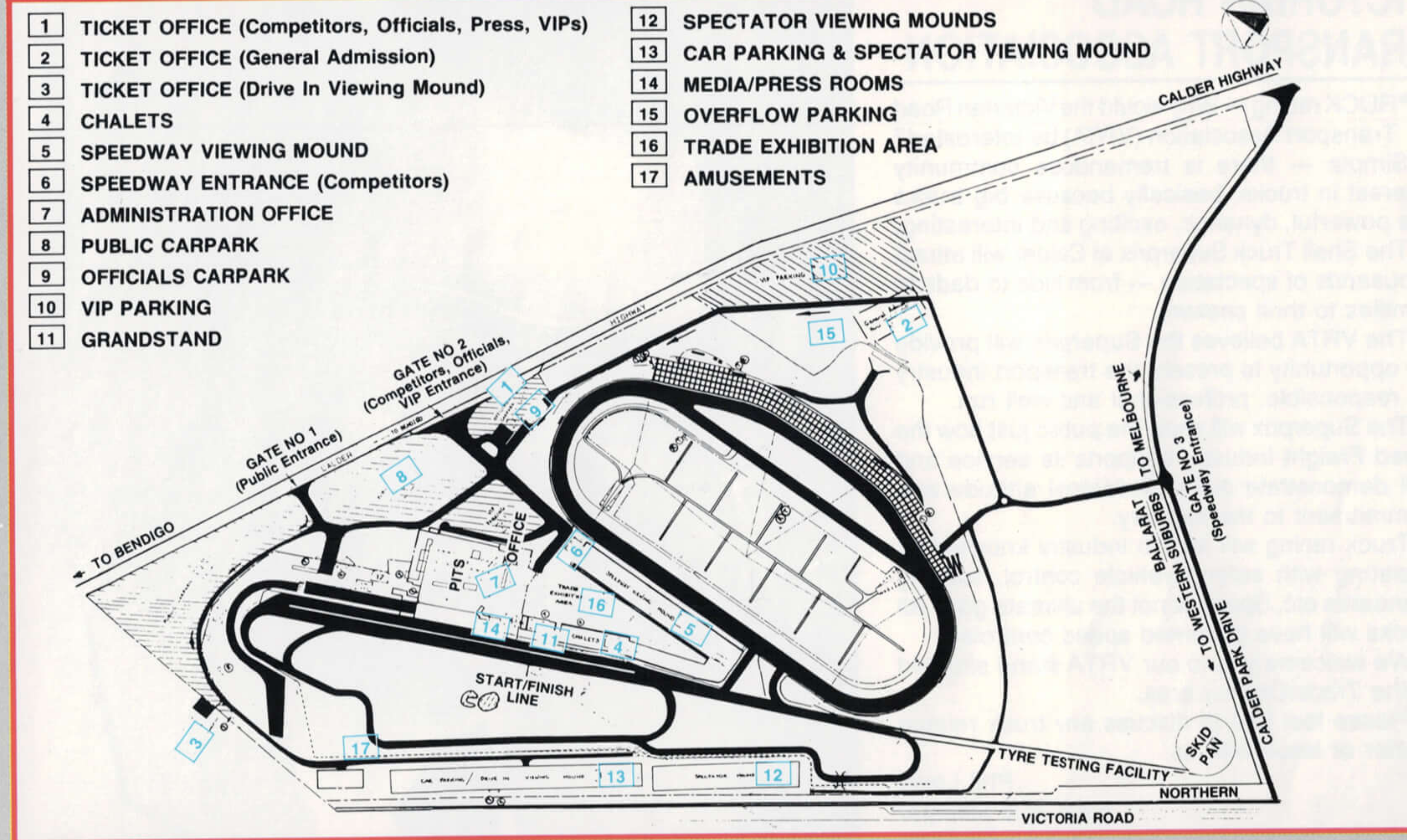
PLEASE ENCLOSE A STAMPED SELF-ADDRESSED ENVELOPE AND RETURN WITH THIS FORM TO:  
BASS VICTORIA, GPO BOX 7626, MELBOURNE, VIC 3001.

NAME: ..... DAY TIME TEL. NO.: .....

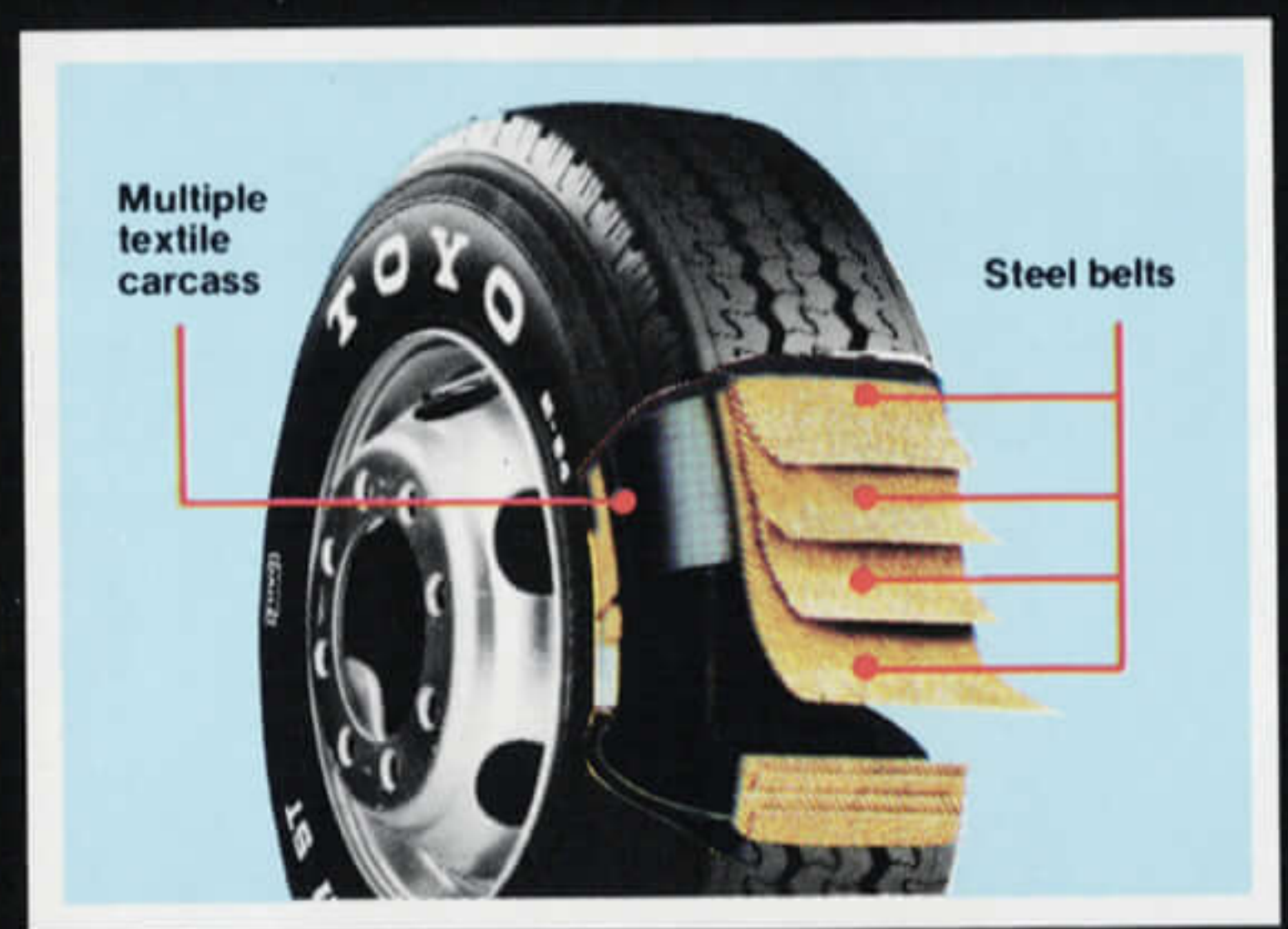
ADDRESS: ..... POSTCODE .....

Postal bookings close October 9, do not post this form after October 2. All information on this booking form is given in good faith at the time of publication, but may be altered due to unforeseen circumstances. The organisers reserve the right to alter or cancel a program without notice.

# MAP OF CALDER RACEWAY



# Toyo ability.



Delivering longer tread and casing life with superior steering, traction, handling and braking abilities - Toyo truck tyres are proven and recognised around the world for their durable construction and reliability.

With scientifically designed tread patterns and rubber compounds covering all applications - from the demanding line haul to the severist off-road logging operation.

Developed with the latest Toyo technology and backed by extensive research and

development programmes, the range is designed to give maximum efficiency and reduce your operating costs per kilometre.

And when you buy Toyo, you are protected by a full written warranty and service policy.

For information on your nearest Toyo dealer and a booklet detailing the most suitable tyre for your operation, contact Toyo today.

- Sydney (02) 642 0177
- Hunter Valley (065) 74 6583
- Brisbane (07) 277 9755
- Townsville (077) 79 0499
- Melbourne (03) 460 2444
- Adelaide (08) 260 4666
- Perth (09) 478 1377

## Toyo Hi-tech tyres Made to meet the Aussie challenge





## A WORD FROM THE VICTORIAN ROAD TRANSPORT ASSOCIATION

**T**RUCK racing — Why would the Victorian Road Transport Association (VRTA) be interested?

Simple — there is tremendous community interest in trucks, basically because big trucks are powerful, dynamic, exciting and interesting.

The Shell Truck Superprix at Calder will attract thousands of spectators — from kids to dads to families to thrill seekers.

The VRTA believes the Superprix will provide an opportunity to present the transport industry as responsible, professional and well run.

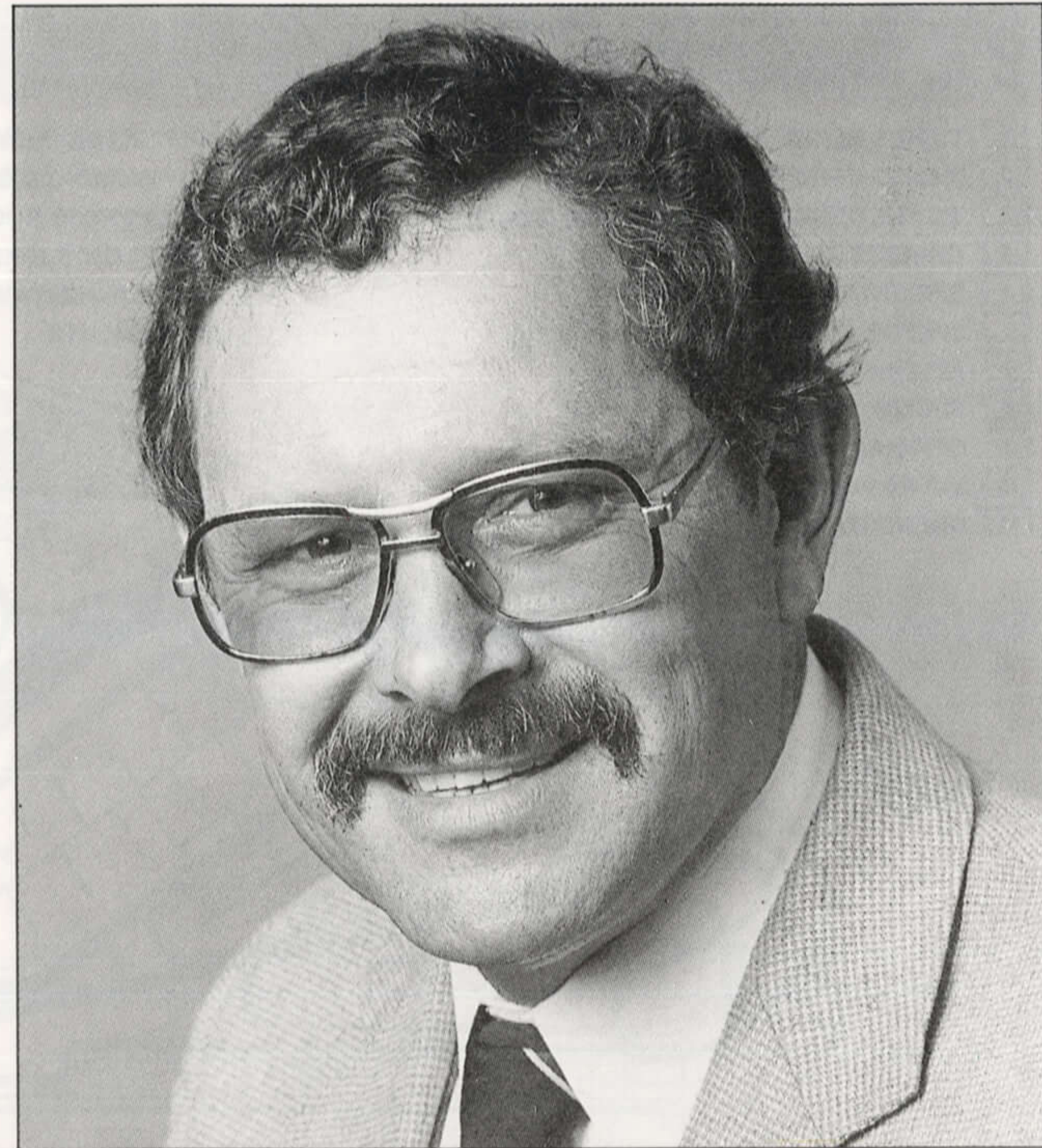
The Superprix will show the public just how the Road Freight Industry supports its service and will demonstrate our professional attitude and commitment to the industry.

Truck racing will add to industry knowledge, assisting with safety, vehicle control, braking standards etc. Speed is not the ultimate goal. All trucks will have governed speed controls.

We welcome you to our VRTA stand situated in the Trade/Display area.

Please feel free to discuss any truck related matter or issue with us.

Phil Lovel  
Executive Director



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TALK TO THE SPECIALISTS"

### CALL US NOW

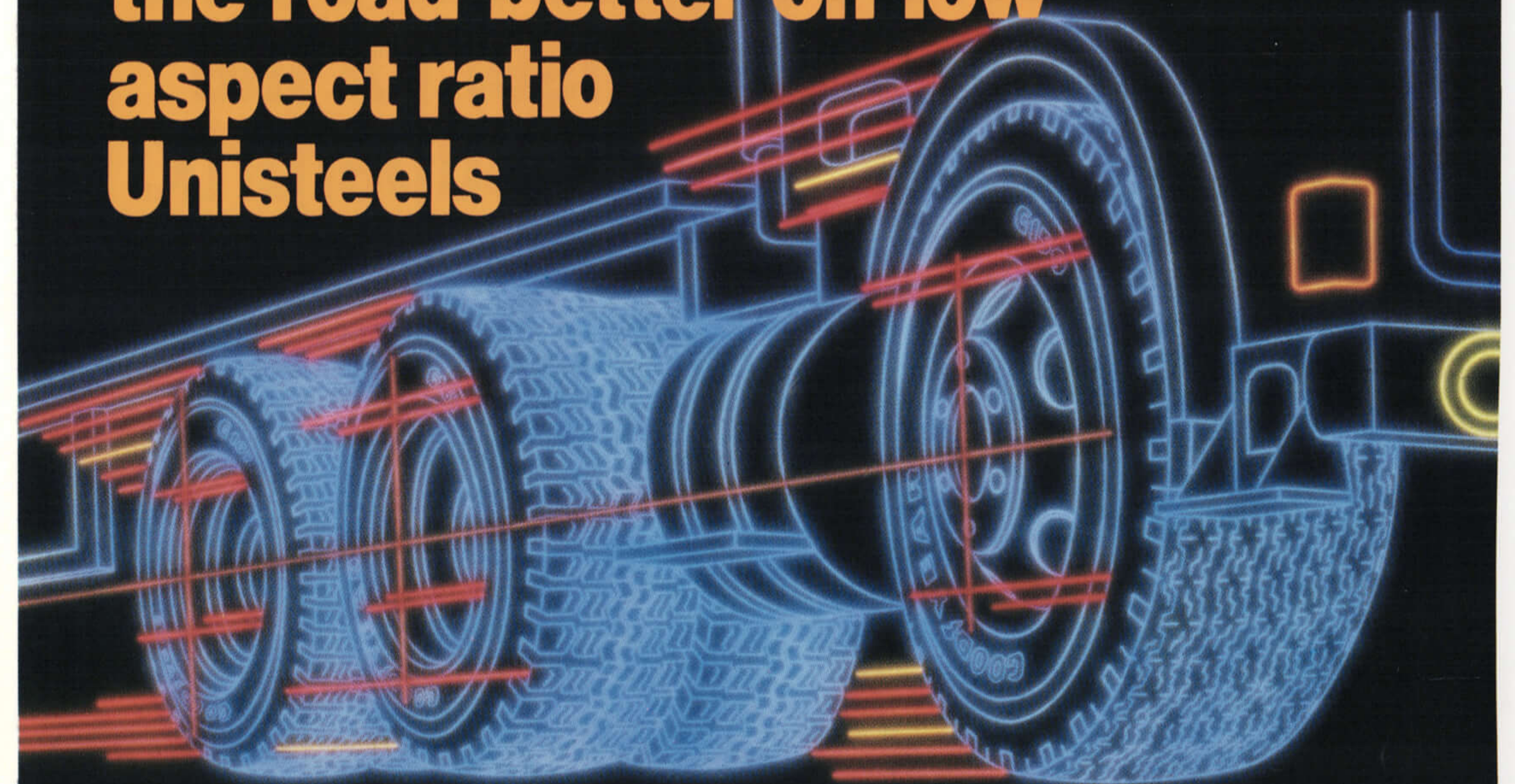
BRISBANE  
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(02) 891 1077

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(03) 690 1777

## Today's supertrucks hit the road better on low aspect ratio Unisteels



Goodyear state-of-the-art Unisteel Low Aspect Ratio radials with their bigger load carrying capacity mean bigger savings

*Today's high-load supertrucks need high-performance super tyres to match — tyres which can also cope with the even bigger trucks and loads of tomorrow. So Goodyear has developed two absolute state-of-the-art tyres to meet present and future demands for extra load capacity, combined with maximum operating economy.*

### G159 Unisteel Low Aspect Ratio Steer Tyre.

The low rolling resistance rubber compound in the tread of the G159, plus new plyline and tread design technology, offers the longest operating life, and greatest fuel savings of any Goodyear rib radial tyre.

Its exceptional durability stems from improved stress distribution, which gives more uniform wear, a wide and deep tread, and tread and groove designs which provide the best resistance to internal rib wear.

### G167 Unisteel Low Aspect Ratio Drive Tyre.

The G167's amazing low cost per kilometre comes from its extra deep tread and specially developed tread compounds which optimise tread wear in highway applications. Its steel body construction, plus wide channel tread pattern with wide steel belts under the tread, give maximum protection against punctures and cuts. The casing is highly durable for cost-saving multiple retreads.

Now, and in the future, the name Goodyear will be synonymous with higher loads and lower costs. Find out from your local Goodyear stockist the dramatic difference these top tyres could make to your present and future operating figures.

Leading the world in tyre technology.

**GOODYEAR**



# Travel Etcetera is proud to be the Official Tour Organiser for the Inaugural Shell Truck Superprix.

We're specialists in sporting and group tours, from rugby to racquets, cricket to curling (and motor sport of course), both in Australia and overseas.

Call us now, or mail the coupon below, for full details of our value for money travel and accommodation packages for this great family entertainment weekend.

Or contact your nearest travel agent.

**Travel Etcetera** PTY. LTD.

GROUND FLOOR, 168 WALKER STREET, NORTH SYDNEY NSW 2060

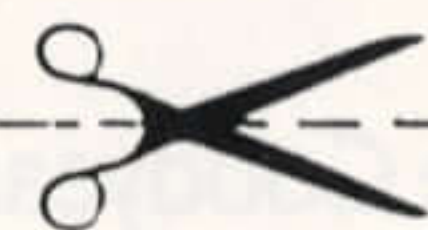
P.O. BOX 1436, NORTH SYDNEY NSW 2060

TELEPHONE: (02) 922 6166

TELEX: AA73934

FAX: (02) 929 4826

LICENCE NO. 2TA001391.



## ENQUIRY FORM

TO: TRAVEL ETCETERA, P.O. BOX 1436, NORTH SYDNEY, NSW 2060.  
PLEASE SEND ME DETAILS ON YOUR PACKAGES FOR THE SHELL TRUCK SUPERPRIX.

NAME .....

ADDRESS .....

POSTCODE .....

TEL. No. (BUS.) ..... (PRIVATE) .....

## SPECIAL EVENTS SPORTS SEDANS

**S**PORTS Sedans were the premier class back in the mid-seventies. Many of today's Group A stars, including Peter Brock, Jim Richards, John Harvey, Gary Rogers and Allan Moffat, started their careers in 'Tin Tops'.

The class has taken a low profile in the last decade but the tightening of regulations and the deletion of the GT Class should give Sports Sedan racing a big lift in 1988.

The assistance of Victorian sponsor, Whitehorse Truck Parts, has also boosted the sport and allowed for the organisation of a Victorian State Series for 1987.

The Whitehorse Truck Series has attracted top fields from all States and as a Shell Truck Superprix special, the Sports Sedans are racing at Calder.

Today's Sports Sedans tend to fall into three categories, the thundering V8 powered cars being rivalled by Turbo technology and the popular rotary Mazda 13b engine.

The field today represents Victoria's leading Sports Sedan drivers.

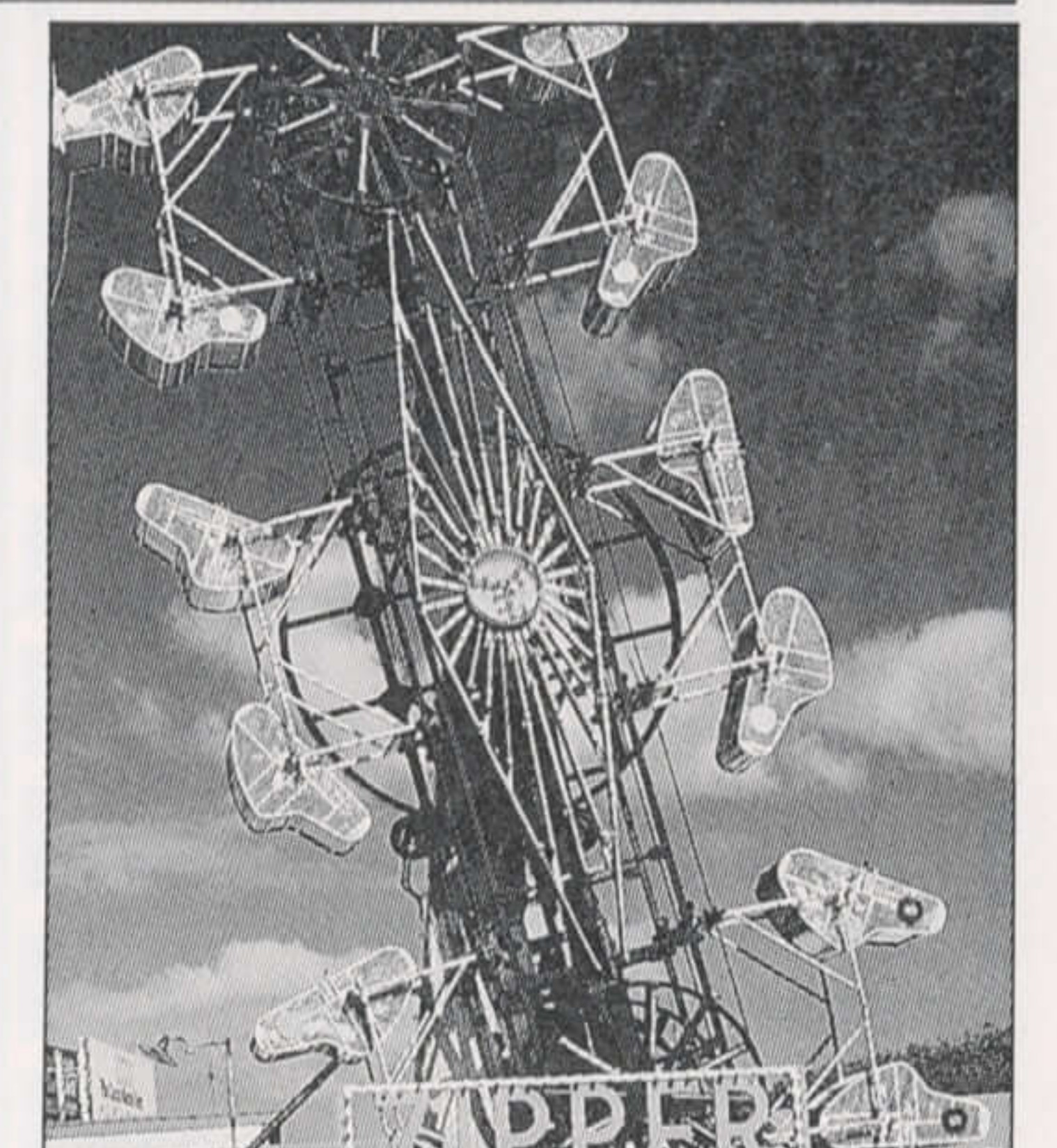
The fastest 30 cars should be within mere seconds of each other when over 15,000 hp is unleashed!

Racing is brought to you by Whitehorse Truck Parts, Melbourne's one stop, all makes, truck parts outlets.

Six locations in Melbourne are supported by ten radio-controlled delivery vehicles. The division's \$2 million inventory and experienced staff are backed up by the latest in computer technology to provide total support, in the quickest possible time for all truck operators on the road!



MAD MOUSE



ZIPPER



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The "Inject'r Tester"® can be used on all external bodied injectors. Call your local office for a free demonstration OR post this coupon for more information.

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Please send me more information.

Name \_\_\_\_\_

Address \_\_\_\_\_

Send this coupon to:  
Keldan Technology Ltd,  
254 City Road,  
Sth. Melbourne, Victoria. 3205

R184

## SPECIAL EVENTS

### THE GREAT POWERLIFTER TRUCK PULL!

IF someone suggested you pull a 7 tonne truck along a 25 metre straight, you'd tell them to take a walk!

But the Great Powerlifter Truck Pull, one of our Superprix on-track special events, will show that while Real Men Don't Eat Quiche — Real Men Do Pull Trucks!

Four Victorian Powerlifters will compete in the pull for \$1,000 prize money. The task — to pull a Shell truck, connected to each participant by a body harness, 25 metres the quickest!

Believe it or not — British powerlifter, Geoff Capes pulled a Mercedes 1644 25 metres in 17.4 seconds at a recent British Truck Superprix. Capes makes a truck seem as light as a feather — let's see what the Aussies can do.

The Truck-Pullers will be Powerlifters:

- Robert Wilks, 110 kg, and National Coach of Men's Australian Powerlifting Team.

- Rod Beckham, Super Heavyweight and twice Australian Powerlifting Champion who hits the scales at 140 kg.

- Super heavyweight, Wally Sanders weighing in at 150 kg.

- Italian Superweight, Saviour Grech. One sometimes wonders what drives people to pull trucks — a popular pastime of the powerlifters!

Powerlifting is enjoyed by over 11,000 Australians — in fact, 10,000 teenagers compete in the National Schools Bench Press Competition.

Powerlifting is quite different from Weighlifting. Known as the sport of strength, it involves three lifts — squats, bench press and deadlifts. And where world records for weightlifting come in around 211 kg and 263 kg; powerlifters

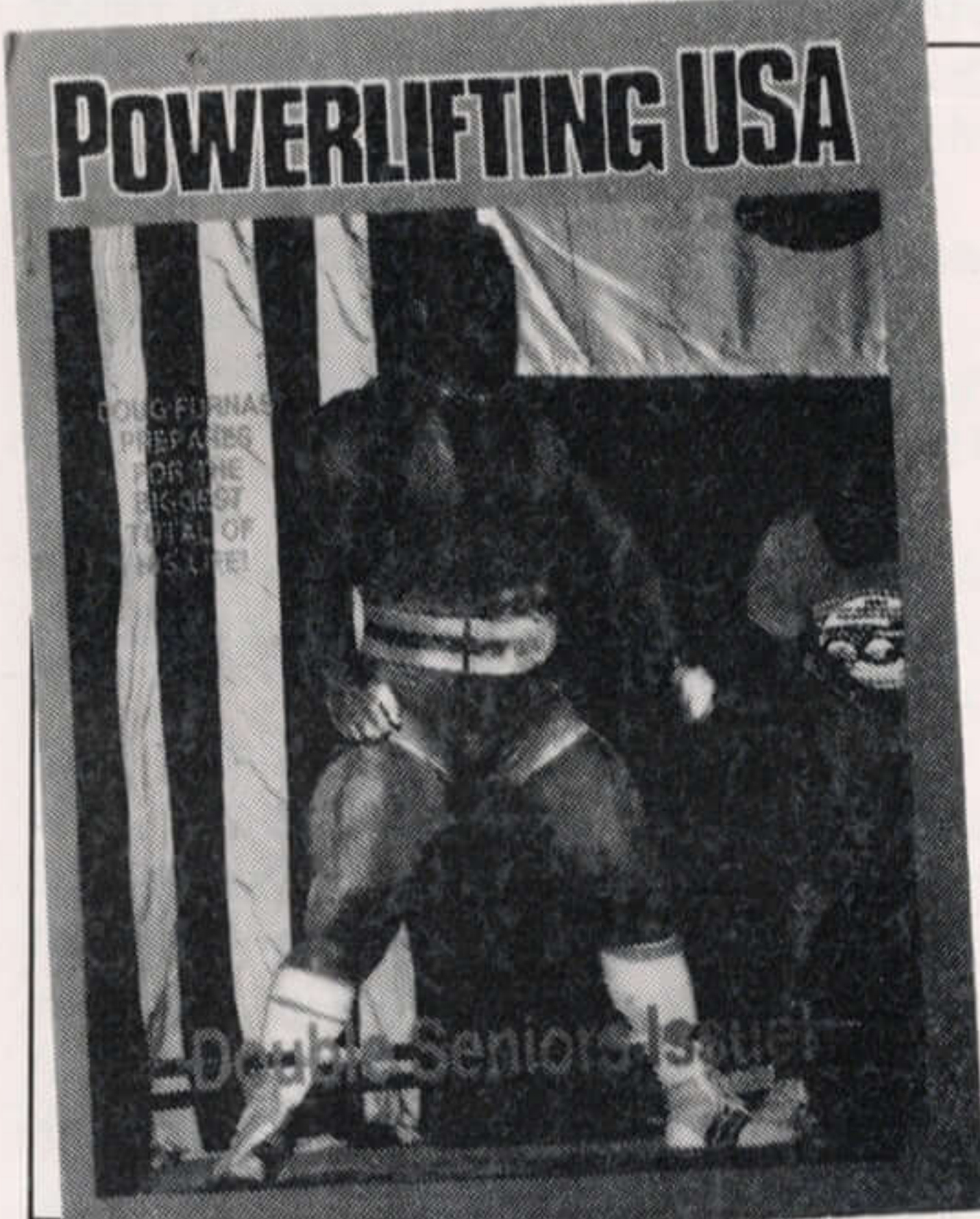
lift much greater weights. For instance, the world record for a deadlift is 410 kg and for a squat, 457 kg — so beat that!

Commenting on powerlifting, Robert Wilks said anyone could be a powerlifter, whether they're 15 or 50, a man or a woman.

"The sport develops mental toughness and drive. Powerlifters are independent, tough-minded individuals, as they must be totally dependent on themselves and rely solely on the physical and mental resources they can muster.

"Despite the heaviness of weights, powerlifting is relatively injury-free for the movements are slow and controlled," said Robert.

Well, wish the boys luck! They'll be performing in heats and finals on the main straight on Saturday to see who's the champ of the Great Powerlifter Pull.



SUPERLOOP



PIRATE

## SKYDANCERS FOR THE SUPERPRIX

THE action starts — the throttles open for a spectacular formation take-off with plumes of smoke streaming behind and the Skydancers are in action.

For the next twelve minutes, our eyes will be glued to the sky... a tight formation stall turn with all three aircraft cartwheeling in unison... a formation loop with a difference, one aircraft is inverted all the way around!!

We'll gasp as two aircraft hurtle towards each other then at the apparent point of impact, perform a double snap roll leaving intertwining corkscrews of smoke. They speed towards each other again and this time when collision seems inevitable they pull up in a knife edge climb and throw the aircraft into a lomcovak. The tiny biplanes hurtle past each other literally tumbling rudder over nose.

Torque rolls are also a highlight of the performance. The aircraft pulls up into a vertical climb rolling several times with the assistance of the engine torque, stops, then falls tail first still rolling, disappearing in its own smoke.

'Skydancers' — the pits aerobatics team that will take the action from the track to the skies above Calder — are performing at the Superprix on Saturday and Sunday.

Daredevils? After watching their performance you'll say "Yes", but in reality the pilots are very sober-minded individuals who simply love precision aerobatics.

Precision is what aerobatics is all about. Certainly there is an element of risk but highly calculated. The apparent 'collisions' are precisely timed crossover manoeuvres practised and polished to give the illusion of a near miss.

The formation manoeuvres are tight, about ten feet between wingtips, but hours of practice go into evasive procedures until the pre-planned evasive action is instinctive for each team member.

Skydancer pilots are Newton Sanbrook, Ken McKechnie and Viktor Klein of the Melbourne Chapter of the Australian Aerobatic Club.

The team fly three bright red Pitts Specials. The Pitts is recognised as possibly the best aerobatic aircraft ever produced. A tiny biplane, the Pitts made its first test flight in 1945 following a four year period of design and development by Mr Curtis Pitts, in Florida, USA.

Designed specifically for aerobatics, the aircraft has undergone constant

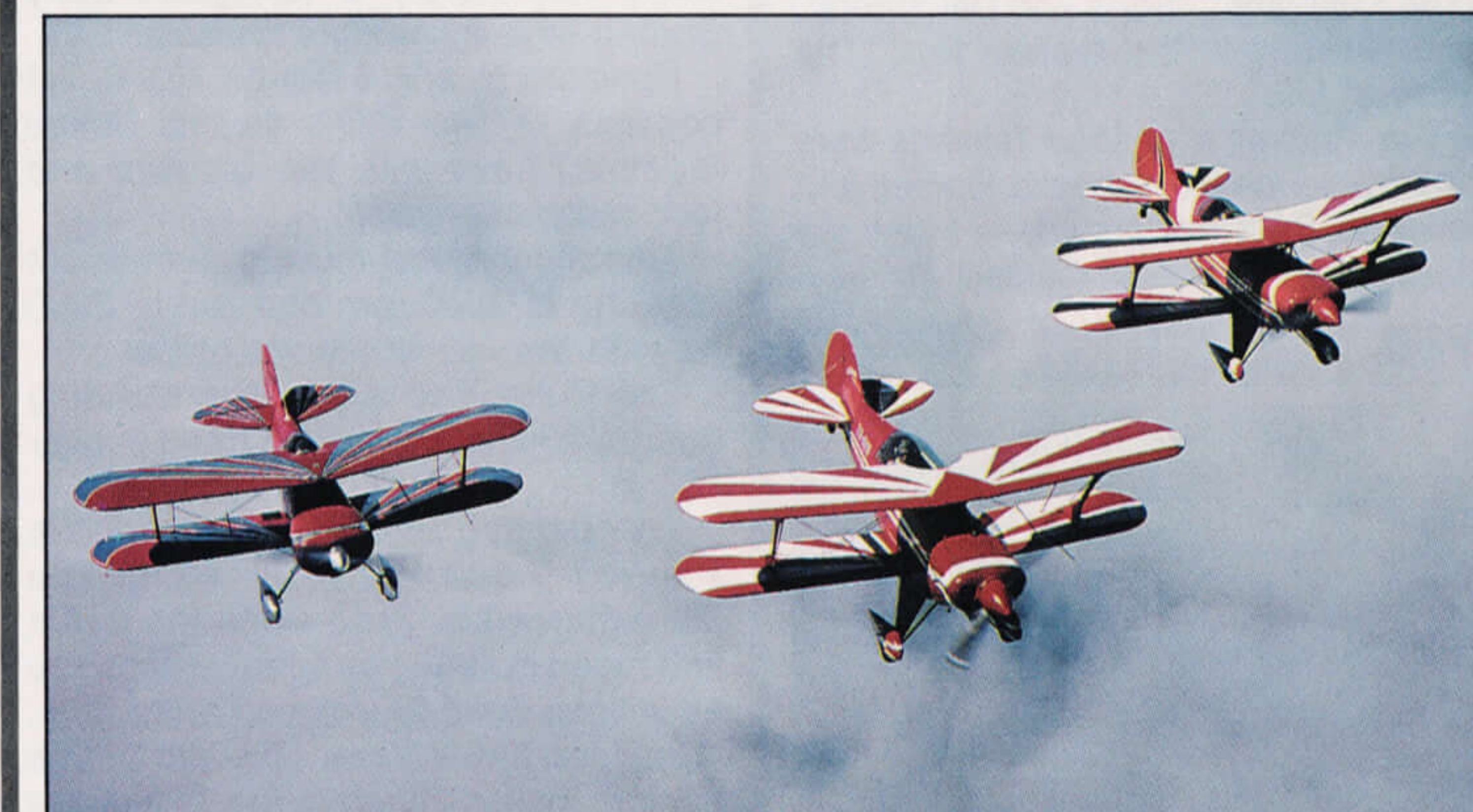
development and now has fuel injection, a wet sump inverted oil system and symmetrical aerofoil wings which give the machine its amazing inverted flight capability.

Formation aerobatics is probably the most demanding challenge flying can offer a pilot today. Each 'wingman' must stay in perfect position throughout each manoeuvre and many hours of practice

are required to achieve this degree of control.

The extremely high standard necessary is the reason why the Skydancers are the only civilian formation aerobatic team in the Southern Hemisphere and it is believed one of only four teams in the world!

See them at the Shell Truck Superprix!



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# WORLD RECORD ATTEMPTS

## BACKGROUND ON RUSSELL ALLAN

**N**EXT time you see someone driving a family sedan on two wheels, look closely. No doubt, it will be the amazing car driving stuntman, Russell Allan.

Between 1966 and 1974 Russell raced in the touring class, in his XUI Torana, and holds several lap records.

Later, Russell turned to rallying and hill climbing. Next came car stunt work. Russell trained with the Australian Thrillseekers and emerged as a rival to challenge the expertise of Jose Kanga, of the French Helldrivers.

Since then Russell has worked in all aspects of car action including car rolls, car crashes, driving head first through flaming battering ramps, motorcycle work, fight scenes, and knock-overs by a speeding vehicle and gained the confidence and ability to handle international tours.

Movies and TV are also Russell's bag. He's rolled cars and performed as a car expert, on 'Prisoner', 'Cop Shop', 'The Sullivans', 'Sons and Daughters', and recently in the feature film, 'The Slice of Life'.

But Russell's strange fetish is cars and trucks on two wheels! Russell just loves to thrill the crowd — a definite buzz for everyone at Calder!

## THE TWO WHEEL TERROR



**C**AR driving expert-cum-stuntman, Russell Allan, will thrill the Calder crowds with his two wheel driving stunts and his attempt to break the world record for the longest distance for a truck on two wheels.

Set in England at Silverstone Circuit by Frenchman, Gilbert Bataille, in a Leyland Roadrunner, the record is 2.864 miles (4.608 km).

Russell will drive his F100 Ford pick-up truck, sponsored by Mid-Eastern Truck Repairs, F100 World and Trans-Diff, round the Calder 1.8 km club circuit.

He has to lap the circuit 2¾ times to break the record. Be ready to spur him on to break the world record at the first truck race Down Under!

## BANDAG BULLET

**O**N Saturday, the Bandag Bullet will attempt to set a new world record for a conventionally-driven 8½ Tonne Diesel Truck on the straight at Calder.

The attempt will be officially recorded by CAMS timekeepers and, if successful, be added to the next Guinness Book of Records.

You can expect the Bullet to blast down the ¼ mile strip in around 13.9 seconds from a standing start!

Spare a thought for the blood, sweat and tears shed over the years by Frank and Charlie Gaffiero. The brothers have designed, built and engineered the Bullet in Australia and created one of the fastest trucks in the world.

### Eight Tonnes Of Pure Power

The Bullet is an 8 tonne White Expedito — a genuine full chassis truck, not merely a fibreglass body grafted to a lightweight chassis.

Powered by a V16 Detroit, the Bullet consists of two 8V71 diesels linked together, fitted with two blowers and four turbo chargers.

This mechanical muscle pumps out 1500 hp at 3000 rpm boosted to 2000 hp with the use of nitrous oxide.

The Bullet flies across the standing quarter mile to a terminal speed of over 166 km/h (103 mph).

The Bandag Bullet's top speed is a staggering 300 km/h (186 mph). The manual gearbox used when the Bullet first raced in 1980 has been replaced by an Allison 5940 four-speed automatic. The Eaton E2300S rear axle with Detroit no-spin locker transfers the fury of the engine to the Bandag slicks.

The Bandag retreads used on the Bandag Bullet are not factory specials but the same as any Bandag Cold Process retread.

### Transporter

The awesome transporter has been almost completely rebuilt from the shell of a Kenworth primemover. The standard 270 hp engine has been boosted to 400 hp with a turbo charger and blower. An automatic gearbox is now used. A new bogie assembly has been fitted, the chassis extended from 18' to 36' and the long body that has been fitted accommodates not only the

Bandag Bullet but also Australia's largest sleeper cab.

### Specifications

**BASIC TRUCK:** White Expedito.

**ENGINE:** Detroit Diesel 16V71 consisting of two 8V71s fitted with two blowers and four turbo chargers. The original 77mm injectors have been increased to 140mm. Pistons, con rods, crankshafts and camshafts have been balanced. Cylinder heads and air boxes have been ported and polished.

**CAPACITY:** 18.6 litres or 1136 cubic inches.

**OUTPUT:** 1500 hp at 3000 rpm which can be boosted to 2000 hp with the use of nitrous oxide.

**TRANSMISSION:** Allison Automatic CR 5940.

**REAR AXLE:** Eaton E2300S with Detroit no-spin locker.

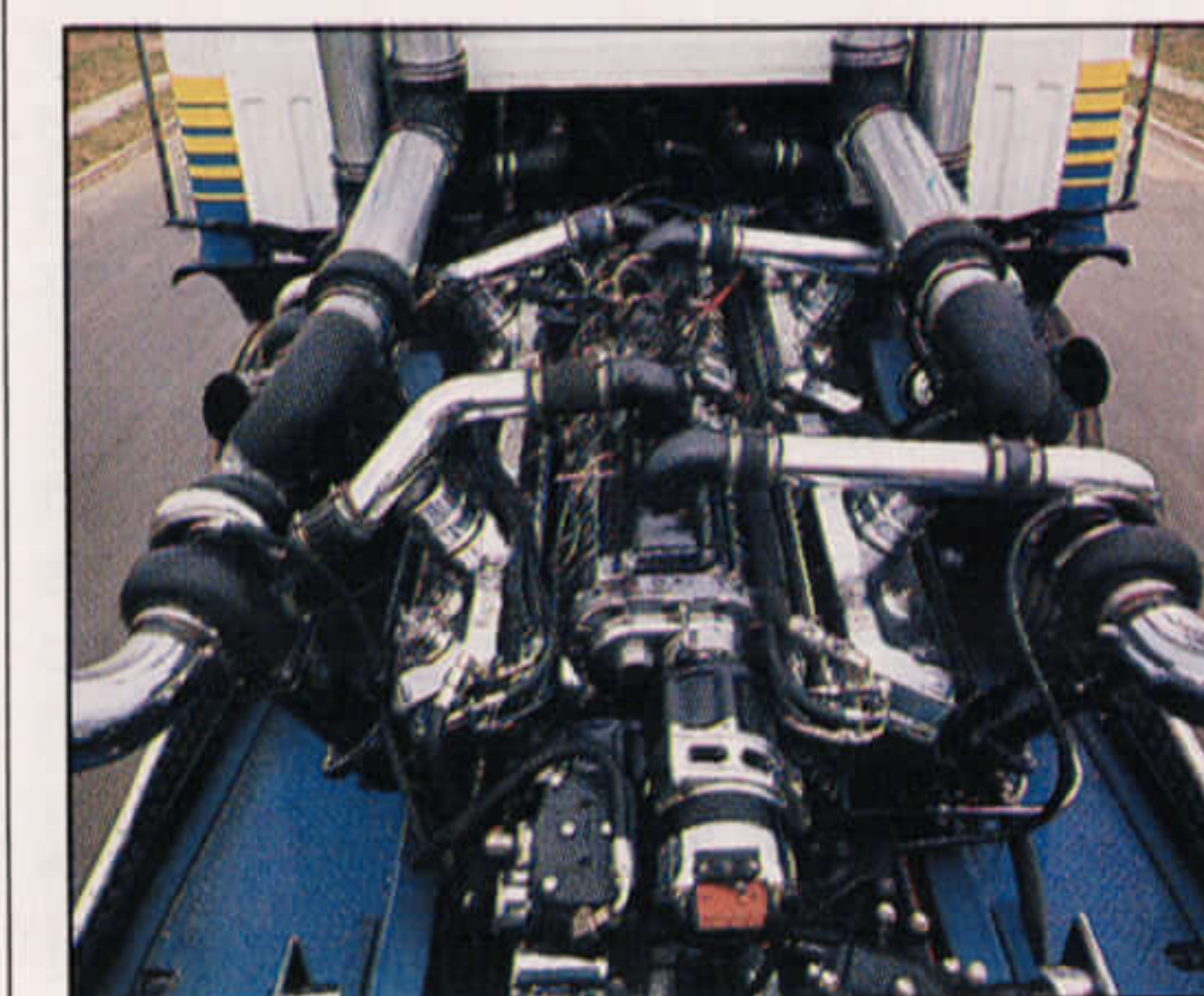
**SUSPENSION:** Fitted with watts link assembly and latter bars.

**TYRES:** Bandag Cold Process retreads standard compound 9-3/8" (248mm) slick tread on 10.00R x 20 radial casings.

**WEIGHT:** 8 tonnes.

**DRIVER:** Frank Gaffiero. C.P.F. Detroit Specialists.

**CONSTRUCTION:** The Bullet has been redesigned and assembled by Charlie Gaffiero.



### The Bullet On Display

When you see the Bullet on the Calder Track you won't believe your eyes! But seeing is believing — and the Bullet can be seen at close range in the Superprix Exhibition area behind the Grandstand.

## The ultimate in curtain siders

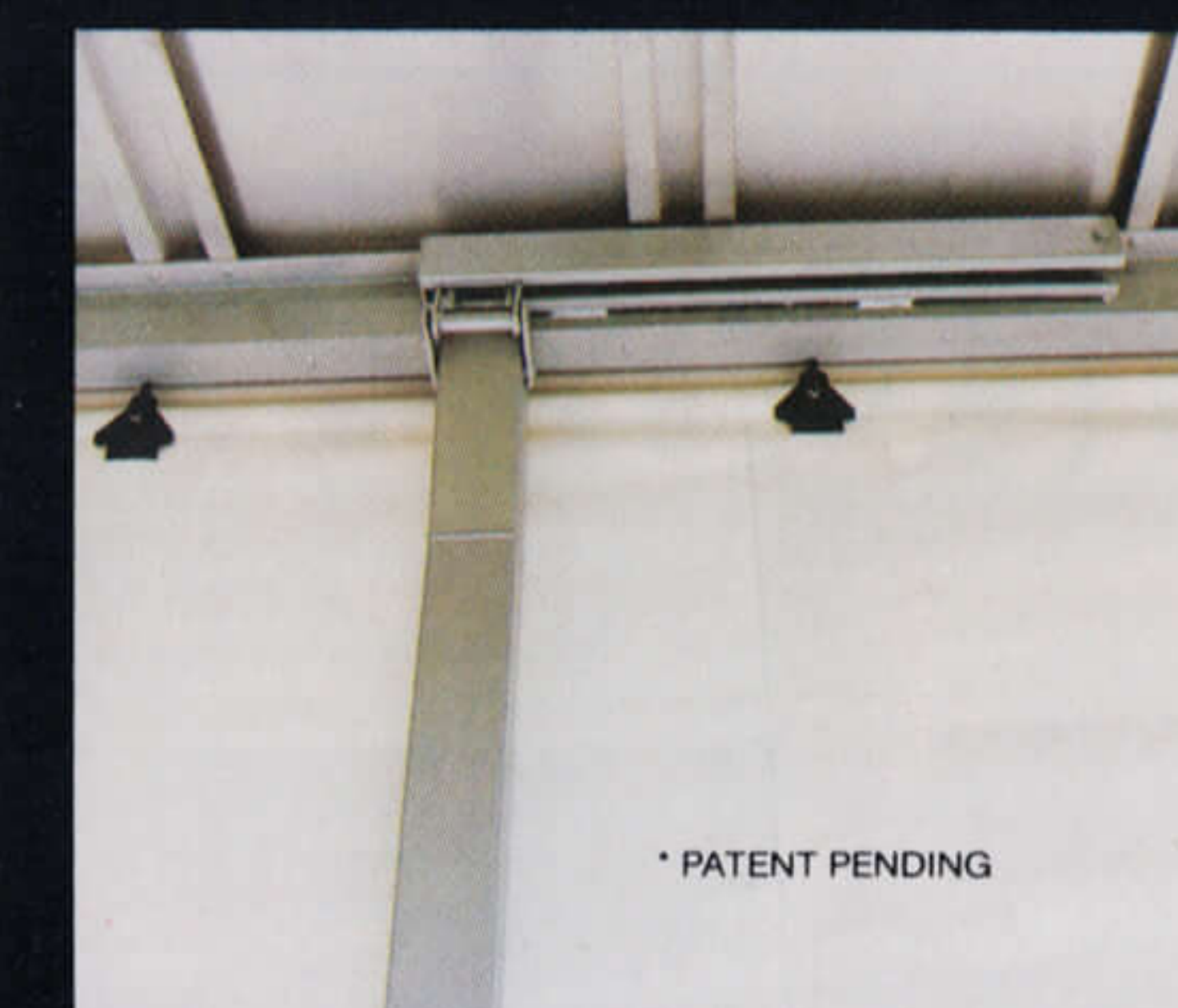
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## AN INDUSTRY VOICE

IF YOU'RE involved in the Victorian transport and the truck industry you're no doubt aware of the VRTA — and hopefully an active member.

The Victorian Road Transport Association represents most industry sectors from general freight, container carriers, car carriers, armoured vehicles, over-dimensional heavy haulage, tankers, furniture, waste and others. Within each sector, many specialised groups exist to satisfy the distribution and transport needs of customers.

Life at the Association is, to say the least, hectic as the VRTA represents an industry vital to Victoria. For instance, the amount of freight moved in metropolitan Melbourne is ten times that of country areas and seven times interstate movements. Some further facts to help you comprehend the size of the industry: in Victoria, the Road

Freight Industry generates \$2.5 billion, employs some 107,000 people directly with a wages bill of \$2.0 billion. Capital investment is well over \$2 billion!

The VRTA is involved in establishing Federal and State legislation in the development of industry policies on such matters as B-Doubles, Mass Limits and Speed Limits, and gives advice and support on awards, industrial disputes and owner/driver agreements.

The VRTA is your industry's voice, so make sure you visit the VRTA display in the Exhibition area behind the grandstand.

Senior personnel will be on hand to discuss any matters relating to the industry and within the VRTA marquee a number of interesting videos will be shown. Titles include: 'Danger Level', 'Cradle To Grave', 'The Safe Loads', and 'Look After Your Vehicle'.

## Dangerous Goods

VRTA member, United Transport Services, is presenting an excellent Dangerous Goods display.

Since the Australian Code for Transport of Dangerous Goods by Road & Rail was introduced, United has equipped all their vehicles with the necessary safety apparatus. Driver training has also been a priority, with the organisation's 500 drivers (80% of whom are owner/operators) receiving proper education on the code and attending on-going training sessions.

Dangerous goods can range from seemingly harmless products such as cake essence and hairdressing items through to obvious goods such as agricultural chemicals and petrochemical products.

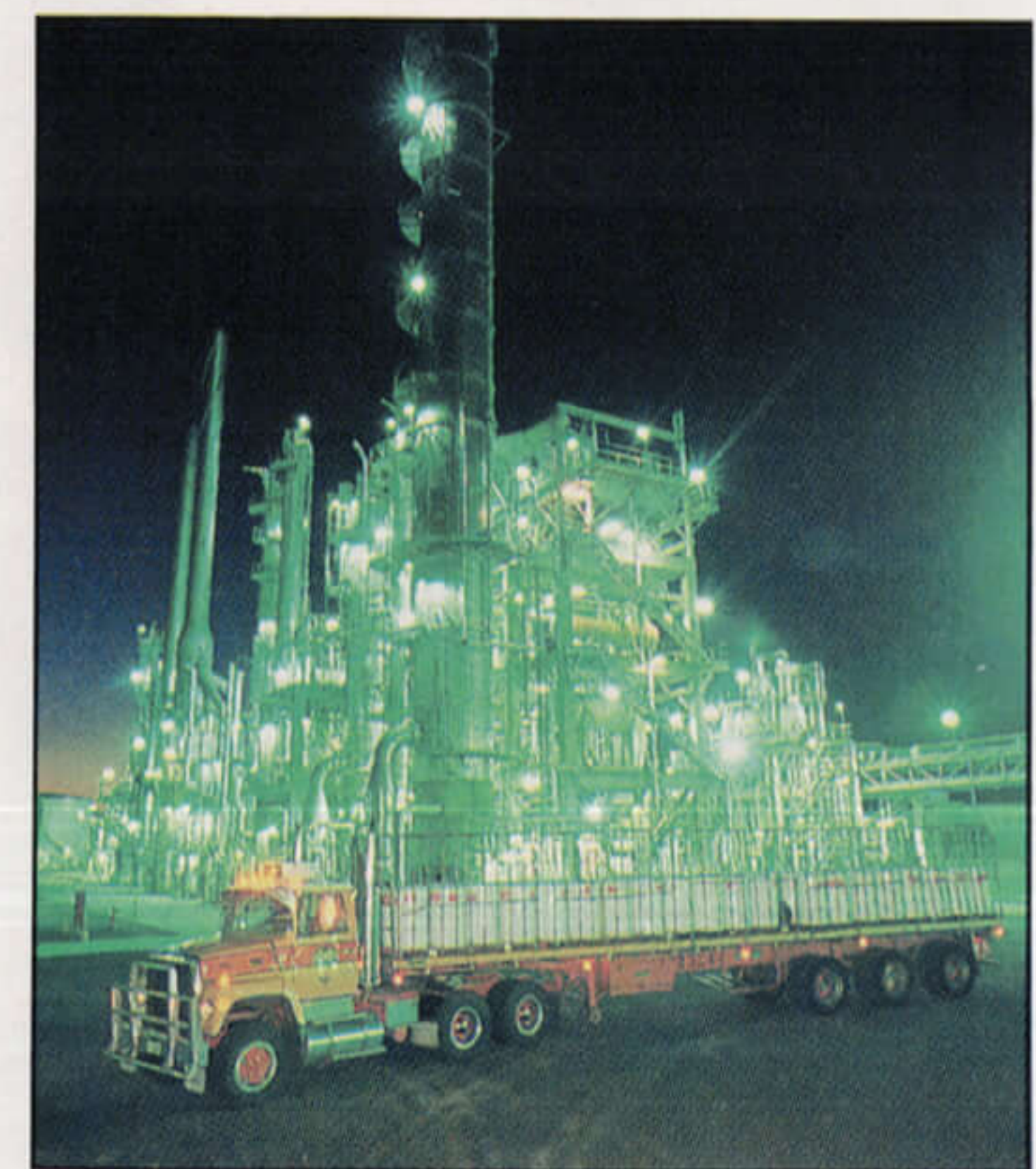
At the display you'll see a United vehicle fully rigged to carry hazardous material. Take a close look — for United has an excellent track record in hauling dangerous goods and has a fine industry reputation. In fact, United's client listing includes most major chemical companies throughout Australia.

In addition to United's input, ICI have provided examples of packaging and appropriate labelling for dangerous goods.

MSA has supplied safety equipment connected with the transportation of dangerous goods including breathing apparatus and protective clothing.

Driver training in hazardous materials is essential, so if you're a truckie, have a word with the people from United or the VRTA.

A visit to the Dangerous Goods display is a must for everyone at the Superprix. Update your knowledge on the haulage of hazardous materials — and minimise the chance of a spill or leak from your vehicle.



## BEAUTY AND THE BEAST

IF your idea of a truck driver is a big butch man covered in tattoos and wearing a blue singlet, then think again!

Pauline Stewart is a sexy blonde mother of two, without a tattoo in sight!

The Beast in "Polly Perkins" life has six wheels, weighs 6 tons and is quite capable of doing 100 mph.

She first strapped herself into the cab for a taste of truck racing with the "Big Boys" in the Lucas Leyland Roadtrain at Donington in June 1986 where she fought her way to an excellent 7th. Not bad for her first ever truck race!

A few months later she took to the track again in the British Truck Grand Prix at Silverstone.

Pauline had a sensational race, battling with T.V. personality Peter Duncan from the green light all the way to the chequered flag, to finish a fine fifth, one place ahead of the ex-Blue Peter presenter.

So how does she feel about being a woman out on the track in what is definitely a man's world?

"I don't feel that I am at any disadvantage to anybody else. I wish that I could say that they were all gentlemen and let me go in front, but when we are on the track it's every man (or woman!) for himself."

Polly Perkin's first outing of 1987 was the Lucas Truck Superprix at Brands Hatch in April where she finished a superb third. She's yet to actually win a truck race, but the men had better watch out because it won't be long now!



## WASTE REMOVALISTS

The VRTA's Waste Management Association has combined forces to present some fun on-track events to demonstrate the skill of their drivers, and the manoeuvrability and precision of their industrial and domestic vehicles.

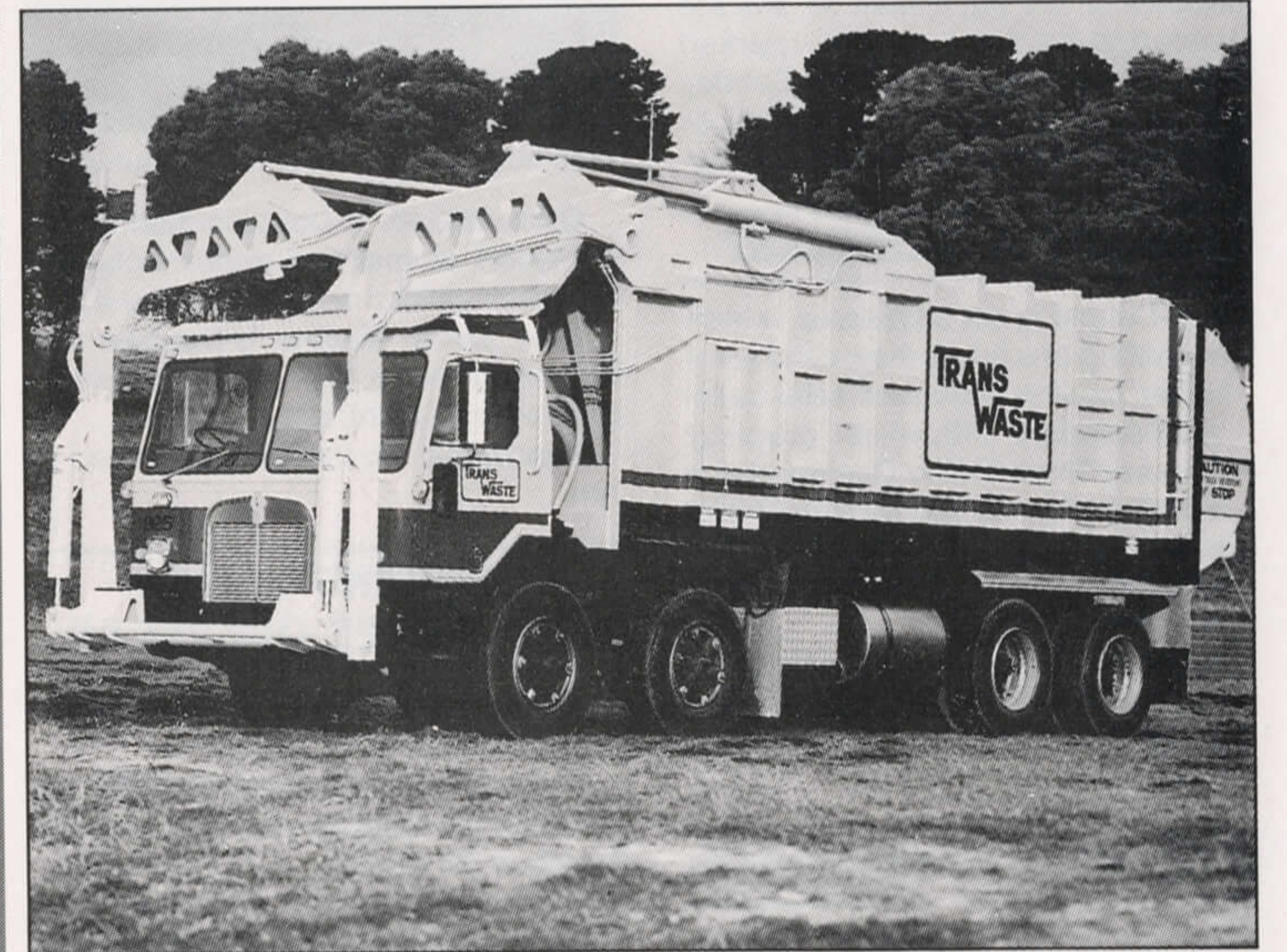
For a great laugh watch the Dumper's Derby on Saturday and the Dash for Trash event on Sunday.

Melbourne's major waste removalists — Transwaste and Active — are involved and rivalry between the teams has been extremely fierce leading up to the big event!

To make the various teams, participants had to prove their abilities in stiff selection tests held in early September. Since then, teams have been training hard and each is absolutely convinced they'll be the first to cross the finish line.

Competition is fierce, enthusiasm inspiring — no doubt about it, this is the beginning of a great annual event!

Cheer your favourite team, watch their skill and talent behind the wheel, and let's see who takes out the big trophy!



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## B-DOUBLE AT THE SUPERPRIX

THE Hammond Palmer B-Double is another special guest at the Shell Truck Superprix.

Hammond Palmer hauls newsprint from Tasmania to the mainland in high cubic capacity Tautliners, specifically designed to suit the 'Abel Tasman' liner that crosses the Strait.

Apart from the Murray-Goulburn B-Double that hauls milk in the Murray River region, the vehicles have not been allowed to operate in Victoria and Tasmania.

By 1988, B-Doubles will probably be permitted in Victoria. So to get the lowdown on the big B read on, see the Hammond-Palmer vehicle (parked behind the grandstand) and on Sunday watch the B-Double go through its paces in an on-track manoeuvrability display.

**Western Australia:** Two B-Doubles have been operating on heavily trafficked routes in the Perth metropolitan area for the transport of 2x6 metre ISO containers since early 1983.

**Victoria:** Apart from the Murray-Goulburn B-Double, no other vehicles operate although over 60 applications for permits have been lodged.



Hammond Palmer's Tassie B-Double

**Queensland:** B-Doubles operate on a network of specified routes including the metropolitan area of Brisbane.

**New South Wales:** B-Doubles are operating on a trial basis between Sydney and Canberra.

**Tasmania:** No vehicles permitted to run.

### CURRENT USE OF B-DOUBLES OVERSEAS

**Canada:** B-Doubles have operated in Canada for over 16 years.

Operating mass ranges from 50 t to 57 t with the majority near 55 t. Typical length is 23 metres.

**United States of America:** The Surface Transportation Assistance Act of 1982 permits short doubles to operate nationwide on a designated network.

A major study is underway on access to interstate routes for longer combination commercial vehicles and to consider the various combinations

(double and triples) up to an overall length of approximately 33 metres.

### AUSTRALIAN INDUSTRY SUBMISSIONS

A large number of industry submissions to RoRVL referred to the need for the introduction in the Eastern States of a B-Double on 8 axles and approximately 53 tonnes gross combination mass under existing mass limits. Stability testing of B-Doubles has been conducted and verified by the Australian Road Research Board.

Conditions for operation suggested by industry include:

- licencing of drivers and operators
- restricting permits to operator with contracts
- vehicle inspection requirements
- provision of satisfactory maintenance facilities.

Savings of up to 38 per cent in operating costs are predicted and the VRTA claims nett productivity gains at current Eastern States mass limits as follows:

- dry van/low density goods 29%
- dry bulk/high density goods 21%
- liquid bulk \$20%

Concern from industry and government regarding the likely impact of B-Doubles on Victorian roads has led to intensive research, investigations and discussion.

The VRTA are representing the industry on a government working party dealing with the introduction of B-Doubles and is due to report to the Minister of Transport by November.

### SPECIFICATIONS OF A TYPICAL B-DOUBLE

- Maximum overall length — 23 metres.
- Within the overall length, 2 x 8.3 metre trailers can be accommodated.

### WHAT'S A B-DOUBLE?

- A B-Double is an articulated vehicle consisting of a prime mover and semi-trailer hauling a second semi-trailer via a standard 'fifth wheel' coupling.
- A Heavy Truck Trailer Combination is a combination of rigid truck and trailer which exceeds either or both of the legislative gross combination mass and length limits.
- A Road Train is either an articulated vehicle hauling one or more trailers or a rigid truck hauling two or more trailers.

### B-DOUBLES IN AUSTRALIA

Except in the Northern Territory, B-Doubles operate under a permit specifying the route to be followed and the allowable gross combination mass.

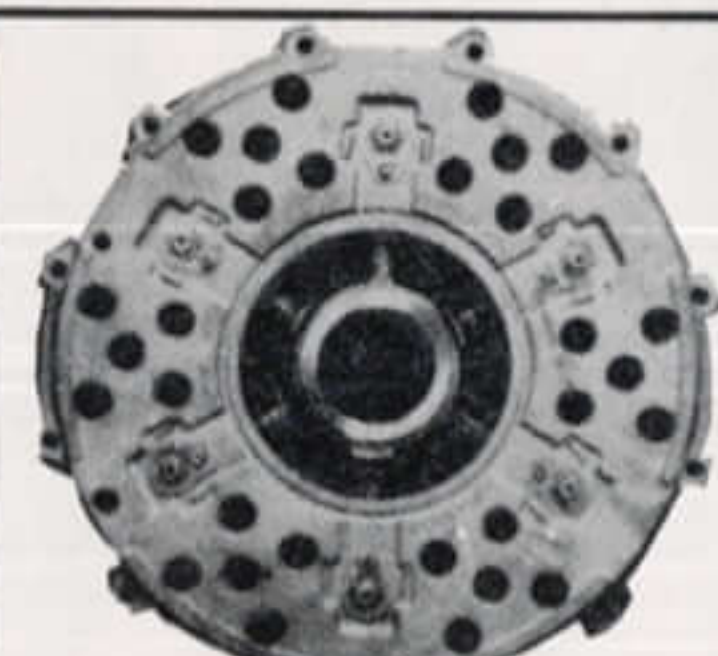
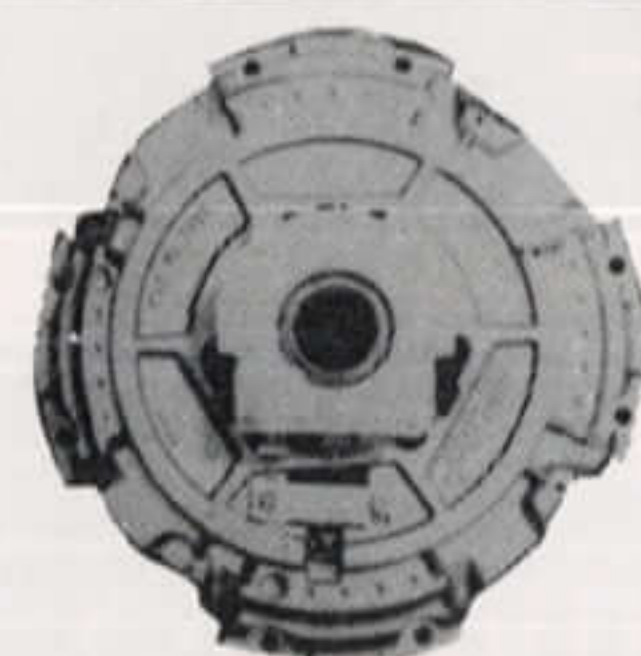
**South Australia:** Three B-Doubles are operating at 23 metres long and 58.5 tonnes over 8 axles.

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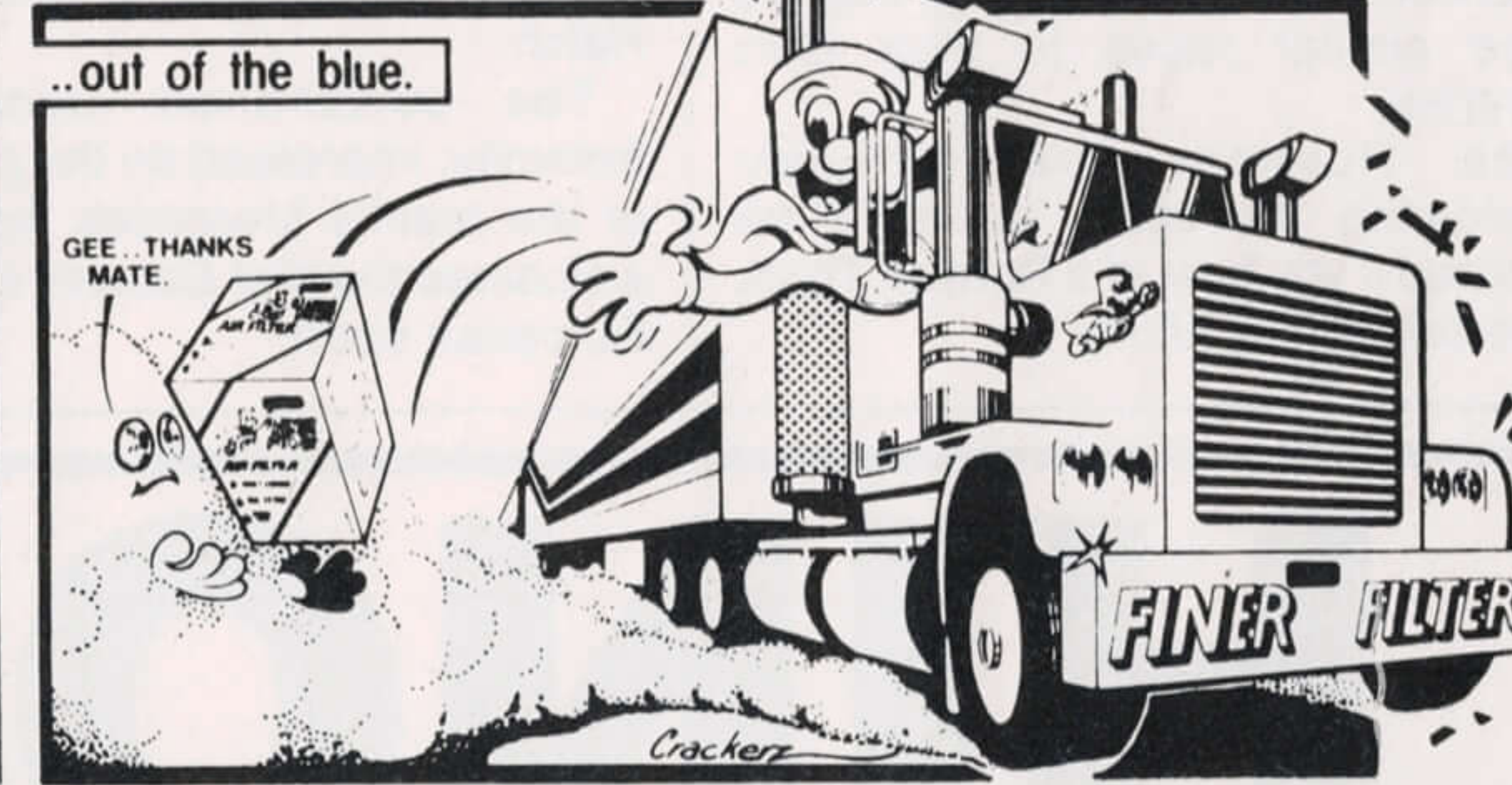
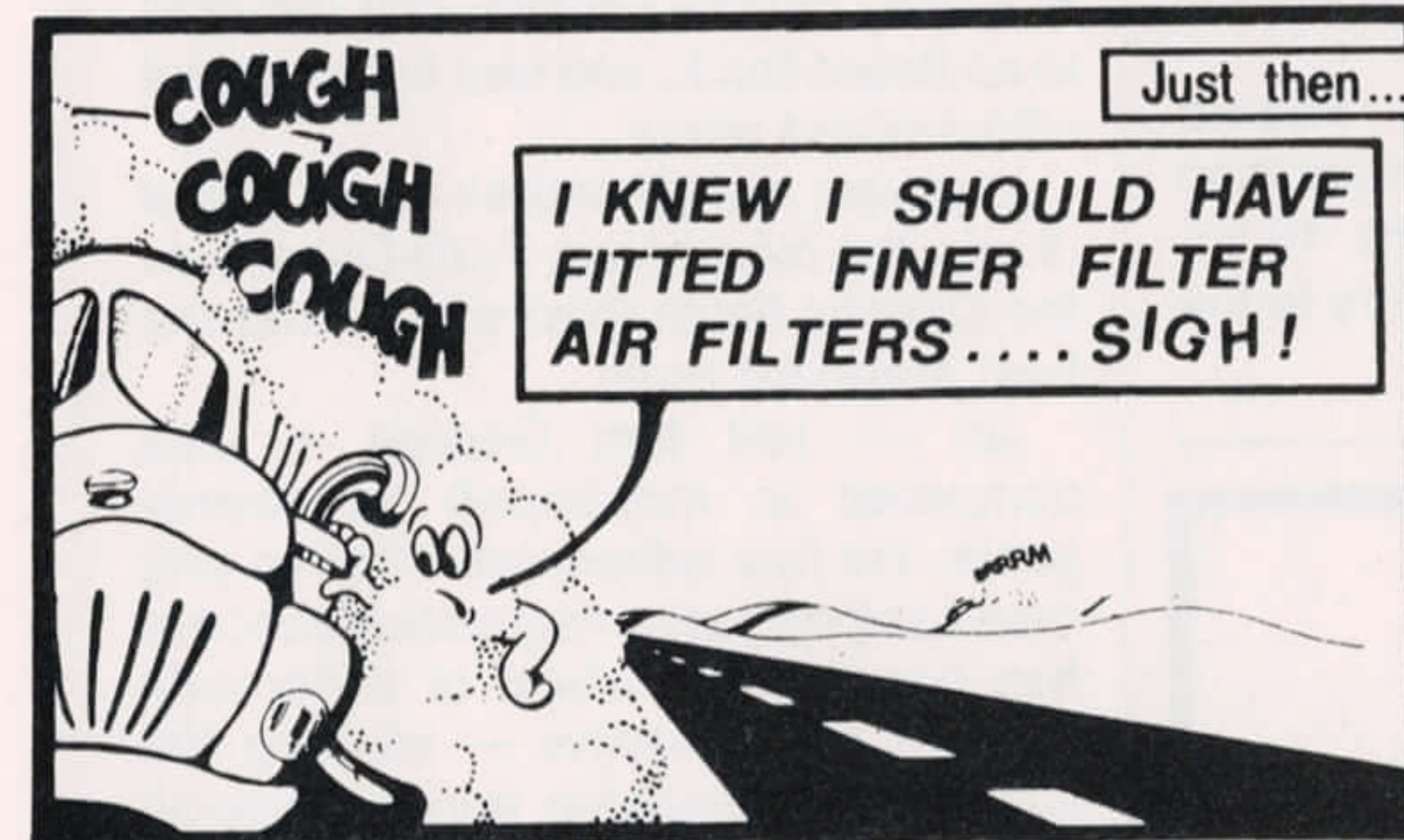
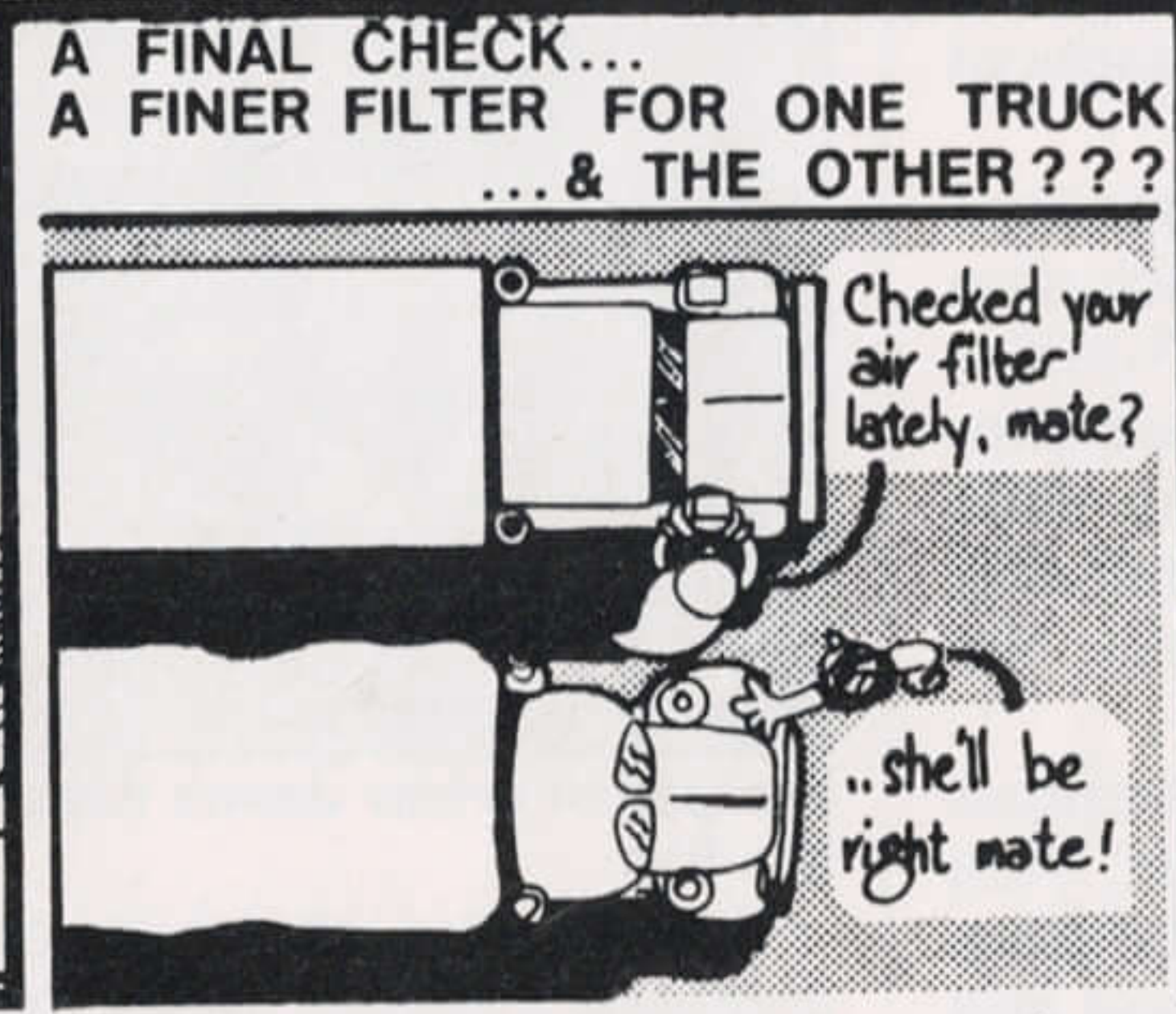
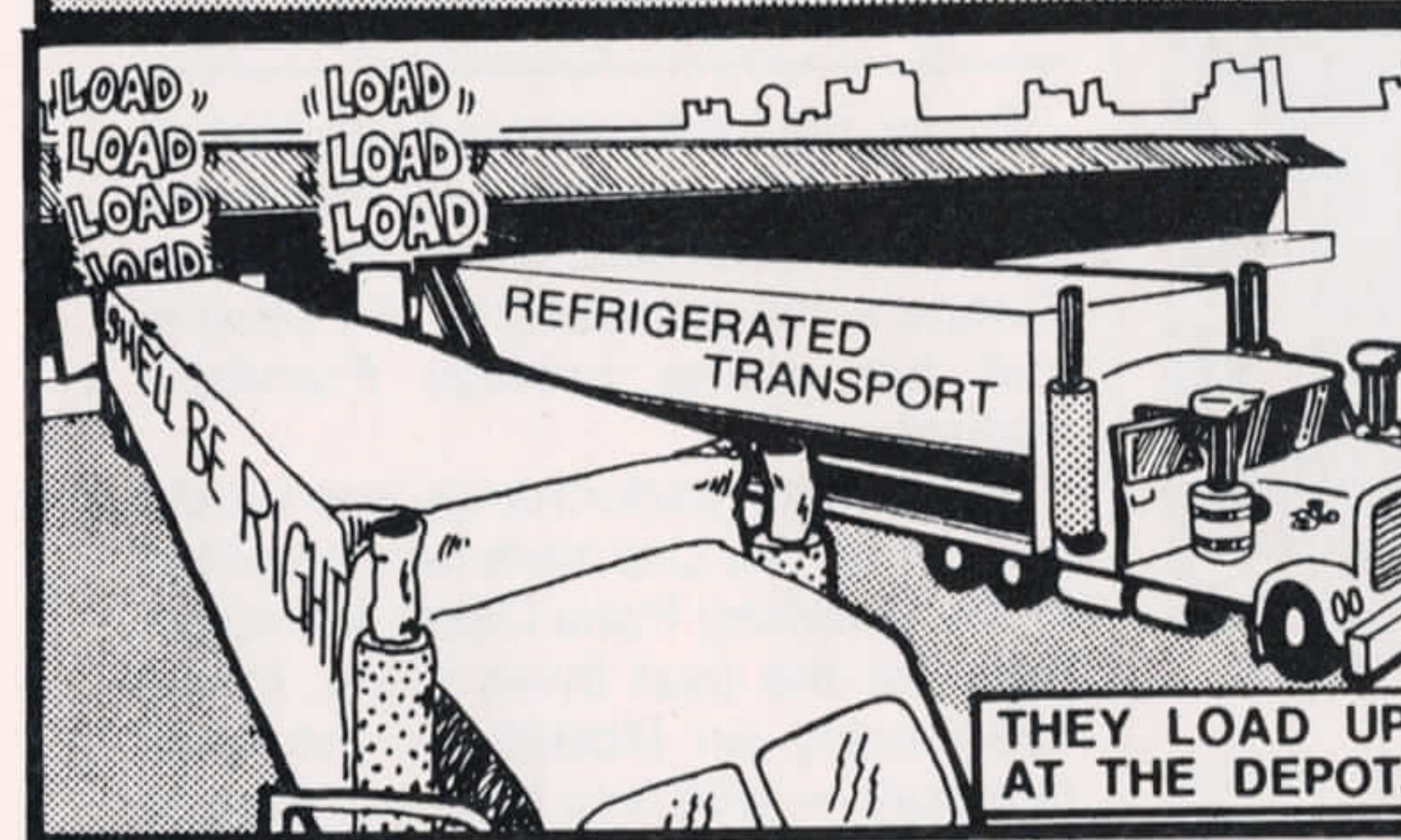


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DEALER ENQUIRIES WELCOME



## FROM BEHIND THE IRON CURTAIN

**T**RUCK racing is spreading — not only Down Under but also behind the Iron Curtain.

In May this year, the first Hungarian Truck International held at the superb Hungaroring circuit attracted a massive crowd of 120,000.

Organised by the Hungarocamion, the state owned trucking company, the race attracted entrants from throughout Europe and the UK.

Several racing machines appeared from Eastern Bloc nations — including two entrants from Russia. Czechoslovakian entries emerged after the Government sanctioned the state owned Liaz factory to compete not only in the Hungarian race, but also the ETRO Championship.

The VIP suites in Hungary included the Russian Minister of Transport, Yuriy Sukhin, several Hungarian Ministers and envoys from Bulgaria, Poland and Czechoslovakia. All came away keen to stage similar races in their own countries.

The Russians are seriously considering the sport, so don't be surprised if you hear of a Russian Truck Superprix in the future!

### Hungary's Heavyweight Racers

This year, Hungarocamion, the giant state trucking company that staged the first Hungarian Superprix, has entered a truck in the ETRO series.



Hungarian driver Janos Krasznai flies the flag.

Behind the wheel is one of the company's drivers, Janos Krasznai who made his racing debut in April at Brands Hatch.

The established truck racing fraternity, impressed by the preparation of the team's Mercedes Benz 19.33, welcomed the first Eastern entry to the European sport.

And at that first event at Brands Hatch, Janos proved no slouch behind the wheel! He is now contesting the 1987 ETRO series and is up with the best of them in the competitive Class B.

At the time of going to press, the Hungarian team was busily preparing for the UK's next big Superprix at Silverstone.

### The Czech Champs

By far the best prepared vehicles at Hungary were the two Liaz machines from Czechoslovakia, driven by Eastern Europe's top competitors Jiri Moskal and his young protege Frantisek Vojtisek.

Their skilful performance was hardly surprising. The Liaz team has competed in the gruelling Paris-Dakar Marathon Rally for the past three years. In the 1986 event Jiri Moskal led the truck category — with less than two days to go. Unfortunately for Jiri, he got stuck in a very narrow section, lost the lead to an Italian truck, and had to be content with second place.

Last year, with Frantisek as Jiri's relief driver, the month long Paris-Dakar saw the Czechs finish third overall and the best standard truck.

Jiri — call him George — has competed in motorsport for twenty years. He has rallied, hill climbed and raced saloon cars. His greatest success has been at the wheel of a Formula Eastern single seater — winning the Czech Championship and the overall Eastern Bloc series.

Jiri, a nationally known name in Czechoslovakia, is 38 and married with two children. His wife Ellen played in the Czech Volleyball team at the Mexico Olympics.

Jiri has been encouraging Frantisek Vojtisek since he was 15.

Initially helping Jiri as his mechanic, Frantisek learnt from the Czech master and subsequently competed in the European Autocross Championship. Now 24, he is married with one daughter.

### Czech Trucks Take To Silverstone

At the time of going to press, the Czechs are preparing for their first event outside Hungary at Britain's Silverstone.

The Czechs two blue and white Liaz trucks with their 6 cylinder 11.94 litre engines compete in Class A and according to the bookies are top ten contenders! The team has arrived at Silverstone full of enthusiasm.

# Paris-Dakar

If you didn't have Michelins, you had buckleys.

The first truck across the line in this year's gruelling Paris-Dakar Rally used Michelin tyres exclusively. As did the first two cars and the first nine motorbikes. What further proof do you need of Michelin's reliability under the toughest driving conditions?

How about the fact that a recent Australian Independent Retreader's Survey confirmed that you can retread Michelin truck tyres more often than any other tyre. Demand the best.

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## WHAT truck can I race?

Only prime movers. The philosophy of the regulations is that truck racing is for vehicles that are designed for, and can be used on the road.

The rules are framed so that 'specials' are not allowed. For instance, all vehicles must be capable of connecting a trailer. Regulations specifying modifications that can be made will be finalised in the near future. They will cover items such as brakes and safety equipment.

You can, if you desire, use the manufacturer's option list to your advantage. However, only options listed for a specific model may be used on that model.

In Britain, when the first race was held in 1984, most of the trucks that raced were either showroom trucks, secondhand for sale trucks or genuine working trucks. There were no trucks dedicated to racing.

Many competitors used trucks that were effectively at the end of their working life — one had covered over one million working miles! They used the re-build of the truck to 'racing' specification as an incentive/interest to their workshop staff.

With the increasing popularity of the sport, of course, many trucks are now used only for racing.

## Isn't it going to cost me a lot of dollars?

Not really. It depends on how you approach the situation. For a start, if you are successful there is a share of the \$30,000 prize fund. We anticipate that with the tremendous media coverage, including Channel 9 TV, you should be able to sell sponsorship on your truck. Start with your suppliers.

Additionally, there will be many hospitality opportunities at Calder Park. When not racing, you and your colleagues will be able to entertain your customers and potential customers in a unique atmosphere and perhaps win additional business.

Obviously, if you have your own workshop, it helps. The costs (other than labour) include:

1. The manufacture and fitting of a roll cage or hoop. The hoop can be made of cold drawn carbon steel — minimum diameter 57 mm; wall thickness 2.9 mm — the full specification will be issued within the next two weeks.
2. The fitting of a laminated windscreen.

3. The fitting of sideguards between the steering and driven wheels. The purpose of these is to protect fuel and air tanks and stop interlocking of trucks. We recommend a rolled steel channel of no less than 100 mm x 50 mm.
4. The fitting of at least a three point safety belt but preferably a full racing harness. We also suggest you may wish to lock down your suspension seat.
5. Fire extinguishers must be purchased and fitted. The minimum



is one or two bottles containing 4 kg of Halon 1211 (or equivalent) or 1301. Please note the only injury sustained in British truck racing came when a fire extinguisher broke loose and hit a driver on the head.

6. If you are not already involved in racing you will need to purchase the regulation fire protective driver's suit and crash helmet. We would also recommend special driving boots. You can, of course, sell advertising on your race suit.
7. Tyres: Well scrubbed tyres are an advantage. You can gain advice from Ken Spalding at Bandag (70 Industrial Avenue, Wacol, Queensland, 4076; Tel: 07 271 1811) who may be able to offer a special racing deal.
8. You are allowed to duct air to the brakes. In Britain, Don Mintex (P.O. Box 18, Cleckheaton, Yorkshire, BD19 3UH, Tel: 0274 875711, Telex: 51676 — Contact Mr Hopwood) can give you specialist advice on linings.
9. You can uprate your engine within the regulations. Effectively, you can really do no more than adjust the pump — more fuel = more power.
10. You will need to make some paint markings to indicate cut-off switches, etc.
11. Tilt cabs must be secured by an additional device to secure the cab — a 16 mm bolt or pin is the minimum.

12. A circuit breaker or oscillator switch which disconnects the batteries must be fitted.

13. 'Spider' wheels or 'Australian' wheels are permitted. Full wheel and tyre specifications will be issued shortly.

14. All headlamp, rear lamp, and indicator glass must be taped.

Those points are the musts. Of course, there are many other things you could do — some of them entirely cosmetic. For instance, most (but certainly not all) European trucks have:

- (a) A custom paint job with sponsor's, team and/or driver's name emblazoned on them.
- (b) Faired in side-guards.
- (c) Uprated shock absorbers.
- (d) Small racing steering wheel and full racing seat. Also second seat and harness to allow passengers at press functions, etc.

- (e) You may substitute your fuel tanks with a racing fuel tank mounted centrally behind the cab.

## How do I get a licence?

If you already compete under an international licence issued by CAMS or other FISA affiliated national sporting body, you need nothing else other than your normal medical certificate.

If you have not raced before or do not hold a current racing licence but are qualified and licensed to drive a prime mover, CAMS will grant you an International Race C licence (trucks only) for one year. This will cost \$198 and includes a copy of the racing rule book which you should read carefully. Truck racing will be governed by this book — ignorance will be no excuse.

Using this licence you may enter the race in your own name. However, if you wish to enter a truck in another name (eg Smith's Trucking — Driver John Smith) the cost is \$225.

You will also need a doctor's medical certificate — CAMS have a special form. Write in the first instance for an application form to Licence Dept., CAMS 382 Burke Road, Camberwell, Victoria, 3124 (Tel: 03 29 2327).

When you return your completed form you will need to send a photocopy of your road licence.

## How fast will the trucks go?

At the very maximum no more than 160 km/hour.

Our rules specifically legislate for a maximum engine free run-out speed of 2600 rpm and a combination of

gearing/final drive which will give a maximum of 160 km/hour. This will be checked.

Remember, top speed does not necessarily equal fast lap times. Handling and braking are equally important.

## Is everyone in the same race?

No — absolutely not. The field will be split into the following categories:

- (A) Four stroke turbo charged engines under 11.5 litres and non-turbo charged engines under 13.9 litres.
- (B) Four stroke turbo charged engines between 11.5 and 13.9 litres. Two stroke turbo charged engines under 11.5 litres. Four stroke non-turbo charged engines above 13.9 litres.
- (C) Two stroke turbo engines above 11.5 litres. Four stroke turbo engines above 13.9 litres.

Each class will race twice, once on Saturday, once on Sunday. The fastest 12 trucks (irrespective of class) on combined aggregate times will go through to the Grand Final, the next 16 trucks will race in the Last Chance event and the first two finishers of this will go into the final. The final two positions on the grid will be at the option of the promoters.

Additionally, we will hold a 'Truckie's Mate' race. This will be outside the main competition and will be open to trucks already entered for a second driver nominated by the team (e.g. a mechanic, friend, media person, etc.).

The main Superprix will, provisionally, be over 25 laps — 60 kms. The heats will be shorter, probably 10 laps — 24 kms.

## Single or bogie axle?

Most of the trucks in Europe have single drive axles; most in Australia have twin bogie drive axles. Hence most racing trucks are single axle. However, twin axle trucks have been raced successfully in Europe — although they obviously weigh more.

Should single axle trucks prove the most successful — then a separate category will be established for bogie trucks.

## Cab-over or bonnetted?

Although the majority of trucks racing in Europe are cab-over, there is an increasing switch to bonnetted among the leading contenders.

## I don't want to race but want to be involved

We can accommodate you too! Together with *Truckin' Life* we will be organising a special 'Rig of the Superprix' competition. You will be given free entry to the meeting and your truck will be displayed. There will be



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## SO YOU WANT TO RACE AT CALDER

prizes for the best trucks in the following categories:

1. Fleet Trucks
2. Owner-Driver
3. Specials, e.g. Fire Engines, Tow Trucks
4. Historics

Obviously, the rig includes your trailer. Entry fee for the Best Rig competition will be \$35 and each competitor will receive a certificate and

be able to join the 'Rig of the Superprix Parade' round the track at the end of the meeting. Prize winners will be presented with trophies and cheques (value to be determined).

Additionally, there will be on-circuit driving skill and manoeuvrability competitions with trailers.

Further information on request.

**How can I attract sponsors?**

We suggest the best way is to show

them our promotional tape which lasts 11 minutes. It is available for hire or purchase from us in either VHS or U-matic format.

Also attached is a schedule of the huge media coverage we received. We will continue to mount a major PR campaign. Additionally the race will be covered by Channel 9's Wide World of Sport, both with live crosses and a following week report. The official radio station is 3UZ in Melbourne and, of course, *Truckin' Life* will be giving major coverage.

**What about insurance?**

The normal rules as for car racing apply. Your road insurance will be invalidated when you race. We are investigating special race cover.

You should also note that your life policy may also be invalidated as it is sometimes if you fly private aircraft, etc. You should check with your insurance company. If your cover is affected, we may be able to advise you of a special policy to cover racing.

**Is the race a one-off?**

That is not the intention. We envisage two events in 1988 in Australia. There is also the possibility of a race in New Zealand.

**Will the race be open to foreign competitors?**

Yes, it will be a full international event, but the organisers are not importing any foreign trucks or drivers — some Europeans may make their own arrangements. Indeed, we could put you in touch with some of the best foreigners if you are searching for a driver. The rules allow only trucks that are on sale in Australia or New Zealand and in a specification available in Australia or New Zealand.

**How much will it cost to enter?**

It will cost \$200 entry deposit — \$150 will be returned on your completing practice and grid parades. Entry in the Truckie's Mate race is free. Each entrant will receive 8 complimentary working passes. Competitors may purchase additional tickets at a special concessional rate of 10 per cent less than the advance ticket prices.

If you have any further queries or require copies of:

- Oceanic Racing Truck Technical Regulations — 1987 Season
- Supplementary Regulations

please contact:  
Ingrid Roepers or Leo Lawrence, CSS International (Australia) Pty Ltd, Level 17, 61 Lavender Street, Milsons Point, NSW 2061. P.O. Box 504, North Sydney, NSW 2060. Telephone: (02) 922 5175. Telex: AA 71520.

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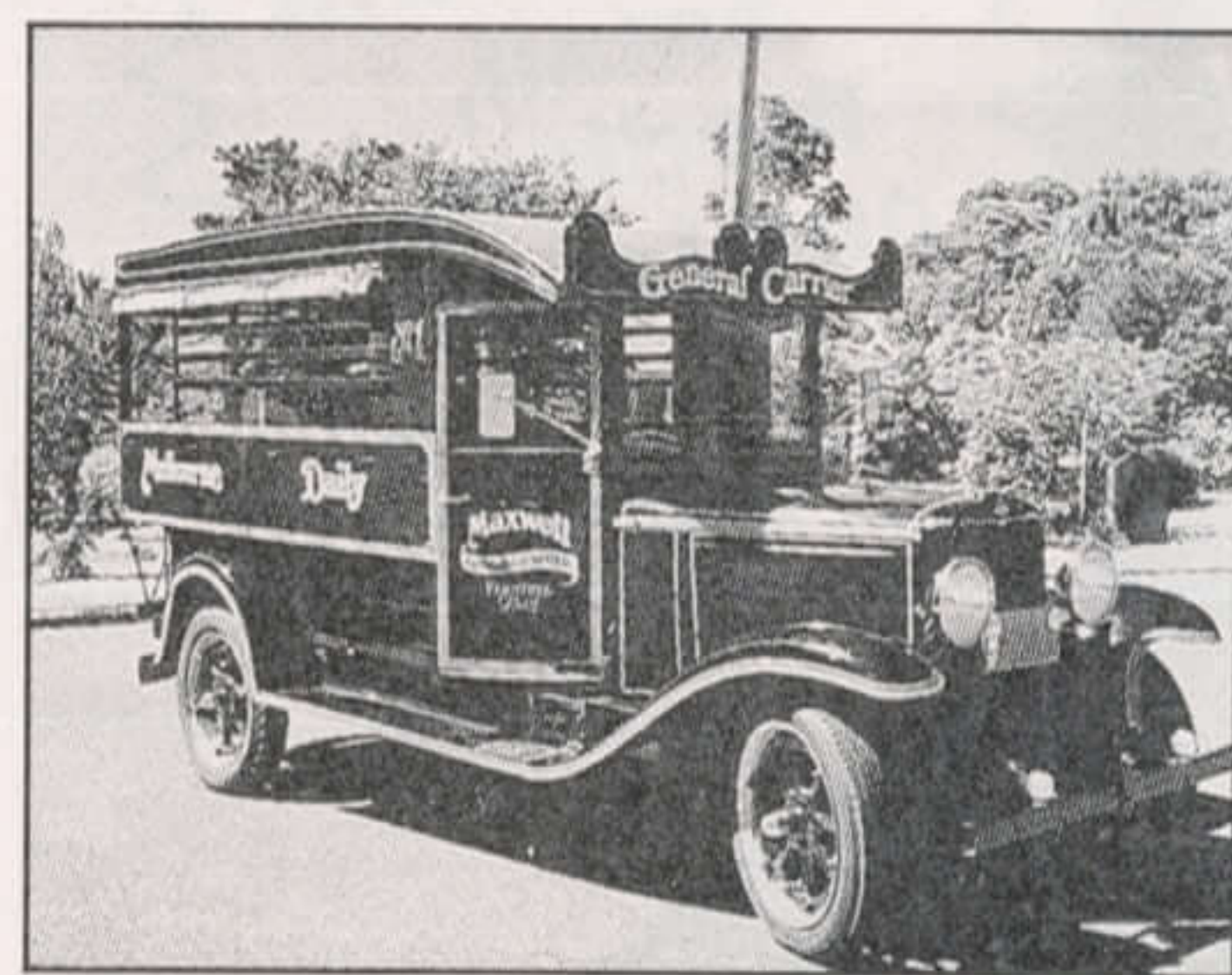
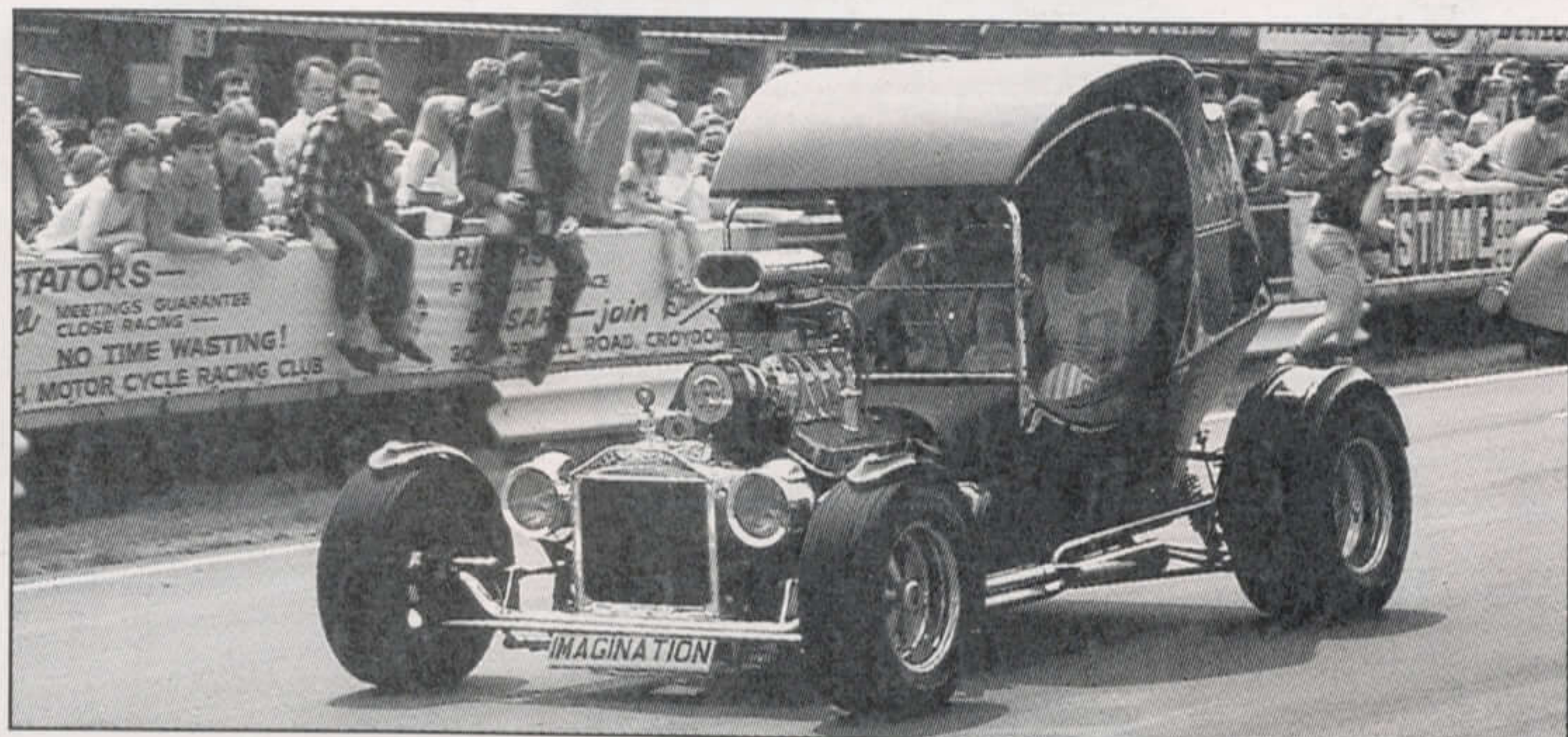
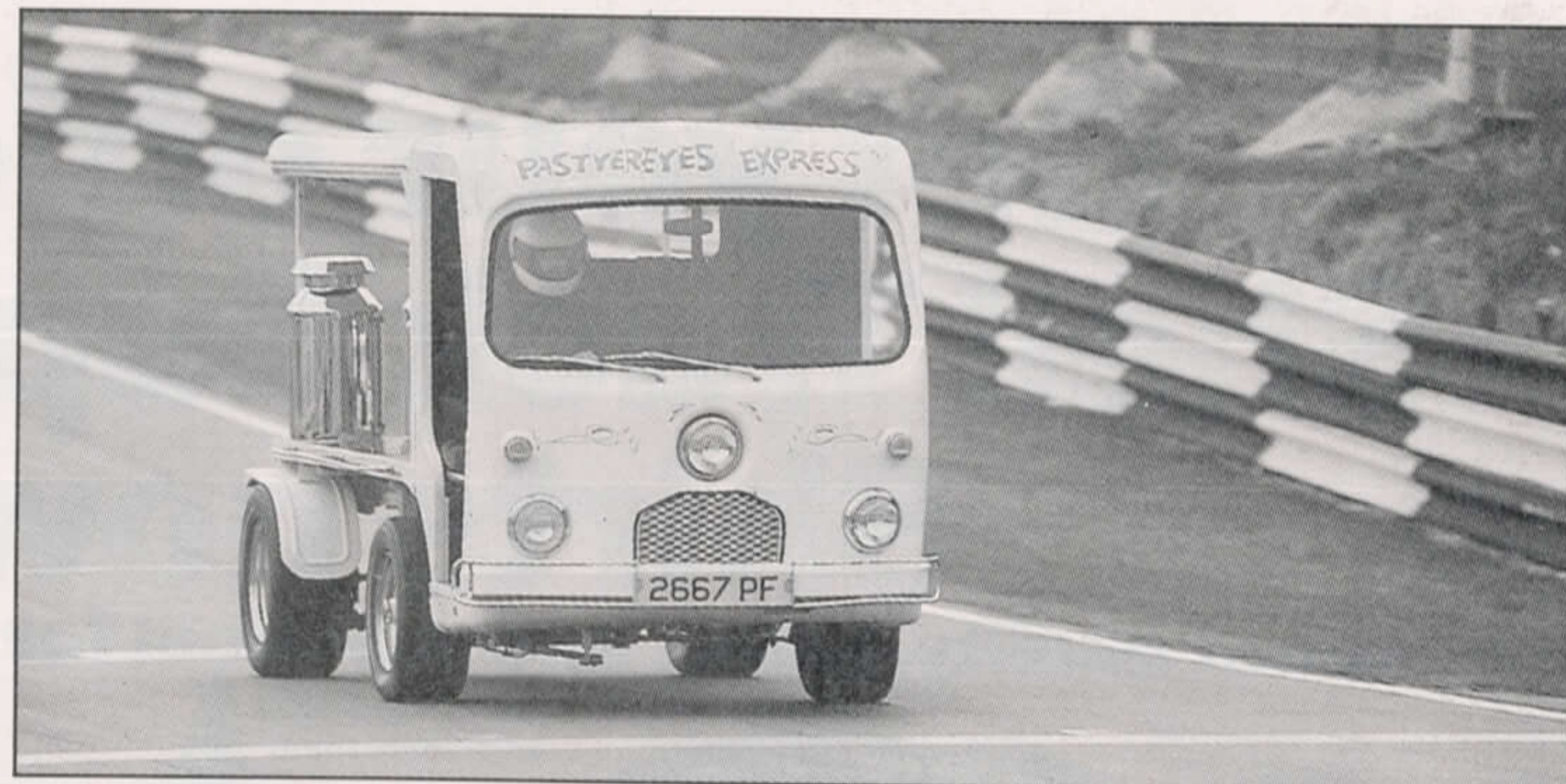
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# VINTAGE TRUCKS



Keep your eyes out for the Vintage cars and trucks — they'll be parading round the track or for a closer look see each vehicle on display in the Trade Area.

**N**OT all trucks at the Superprix are tuned for heavyweight racing! In the exhibition area you'll see a fantastic display of vintage trucks that drove on our local roads between 1917 and 1930.

All exhibitors are members of the Melbourne-based Vintage Drivers Club, the biggest club of its type in Australia with over 1,100 members.

It's hard to believe that these trucks, all in such mint condition, are over 60 years old.

Make sure you have a chat with each truck's owner who'll be able to tell you something of the history of his vehicle.

Clem Buddy's "Snake Gully" van used to be a plumber's van. Russell Mee's tow vehicles include his Vulcan Charabanc and 1920 Ford TT furniture van — a bit of a star this one — appearing in the film Squizzy Taylor and the TV series Carson's Law.

Graham Tibbet's Melbourne Art Exchange Truck is a 1927 Chev with a maximum speed of 45 miles per hour — no doubt, quite a mover in the old days!

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For further information, contact your local Shell Distributor or your nearest office of Shell Chemical (Australia) Pty. Ltd.

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Phone (07) 368 5100

**South Australia:** 50 Hindmarsh Square, Adelaide, 5000. Phone (08) 237 3636

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