



Official Programme \$5.00

NASCAR 200

**BOB JANE
T-MARTS**

AUSCAR 200



SPORTSMAN EVENT



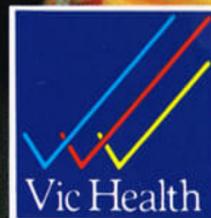
HQ EVENT



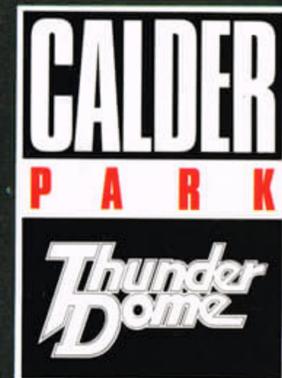
1992/93 ~~Drink Drive~~ NASCAR Series

1992/93 GOODYEAR AUSCAR Series

Round 1, October 11, 1992



VIC HEALTH & CALDER PARK RACEWAY - FIRE WITHOUT SMOKE.





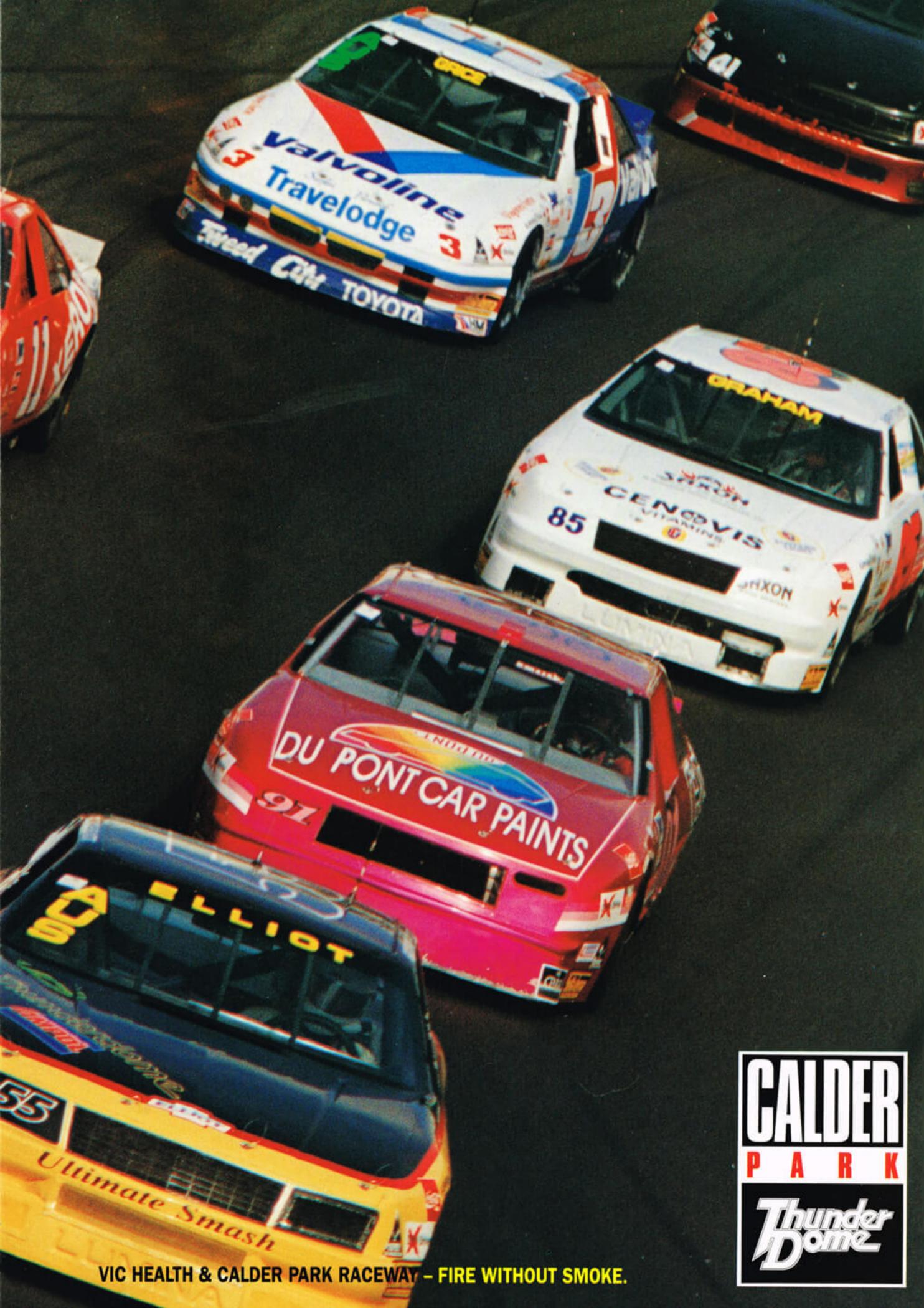
Stubbsy

6 a.m. to 9 a.m.
Weekdays

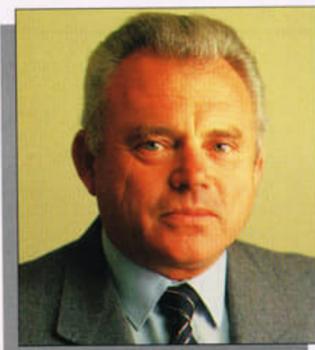
"I'm as Australian as Ampol."



THE ALL AUSTRALIAN PETROL COMPANY



WELCOME RACE FANS



Here we are again at the beginning of our 5th year of Stock Car Racing on the Thunderdome Speedway, racing NASCAR, AUSCAR and HQ, together with the new Super V Class and for the first time a full field of the new Sportsman Class.

April 26, 1992 saw the final round of our 1991/92 Season. At Calder Park/Thunderdome we race what we call our Summer Series from October to April each year.

As you know, George Elliot, the man who owns and runs Nastrak in Australia, is our 1991/92 NASCAR Champion and Brad Jones driving the

Castrol AUSCAR is our 1991/92 AUSCAR Australian Champion.

It has been a tough year for Australia and a tough year for our drivers and most of the people here today, so thank you for being with us today and supporting Stock Car Racing at the Thunderdome.

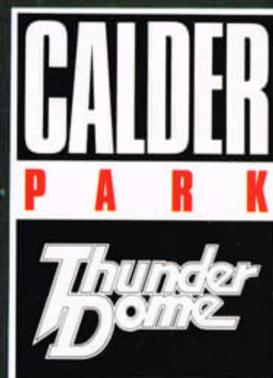
With NASCAR Racing in the USA, race fans support the sponsor of the sport and the sponsors of our drivers, so if you love our sport, please support the sponsors of our motor sport and ask your family and friends to do likewise. In this way the sport can grow and don't forget to tell the people why you are supporting and buying from these sponsors.

So have a nice day and thanks again for supporting Stock Car Racing in Australia, specially at the Thunderdome.

Yours sincerely,

Bob Jane
Managing Director

Calder Park Thunderdome wishes to welcome the following Companies as major series Sponsors for the 1992/93 AUSTRALIAN NASCAR/AUSCAR CHAMPIONSHIPS



Stay in touch with the leaders, with our professional commentary team: Ian Taylor, Ian Campbell, Colin Russell and Tom Naughton.

Thunder 87.9
CALDER PARK FM
Tune in to Calder Park 87.9 on your Walkman.

VIC HEALTH & CALDER PARK RACEWAY - FIRE WITHOUT SMOKE.

When you get drunk,
it's often your friends who
feel the effects.



How will
you feel
tomorrow?



M EETING T I M E T A B L E

SATURDAY, 10TH OCTOBER, 1992

9.30 am	HQ Holden Practice	(30 mins)
9.35 am	Sportsman Practice	(30 mins)
10.10 am	AUSCAR Practice	(30 mins)
10.45 am	NASCAR Practice	(30 mins)
11.20 am	Formula Vees Open Qualifying	(30 mins)
12.00 pm	HQ Holdens Open Qualifying (First half of field)	(30 mins)
12.35 pm	HQ Holdens Open Qualifying (Second half of field)	(30 mins)
1.10 pm	AUSCAR Qualifying	(2 Flying Laps)
2.30 pm	NASCAR Qualifying	(2 Flying Laps)
3.50 pm	Sportsman Qualifying	(2 Flying Laps)
5.00 pm	Formula Vee	(15 Laps)
5.20 pm	HQ Holdens (Non-Qualifiers – Top 5 into Sunday's Race)	(10 Laps)

SUNDAY, 11TH OCTOBER, 1992

9.45 am	NASCAR – Channel 7 Live	(5 Laps)
10.00 am	AUSCAR – Channel 7 Live	(5 Laps)
10.20 am	Formula Vee	(15 Laps)
10.35 am	HQ Holdens	(20 Laps)
11.00 am	Sportsman	(20 Laps)
11.25 am	Red Cross Sportsman Demo	(3 Laps)
11.30 am	Parade Lap – Including Indy Demo	(3 Laps)
11.55 am	Castrol Drag Racing Demo	
12.15 pm	NASCAR – Part 1	(50 Laps)
1.00 pm	Castrol AUSCAR Pit Crew Challenge	
1.15 pm	AUSCAR – Part 1	(50 Laps)
2.15 pm	AUSCAR – Part 2	(50 Laps)
3.15 pm	NASCAR – Part 2	(50 Laps)
4.20 pm	Sportsman	(15 Laps)
4.40 pm	HQ Holdens	(20 Laps)

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M EETING OFFICIALS

CALDER PARK PROMOTIONS Pty Ltd

Managing Director	Bob Jane
Event Manager	Steve Bettes
Financial Manager	Mark Duffy
Racing Administrator	Peter Bridge
Public Relations	Karen Jane
	LJA Associates
Media Centre	Karen Jane
Advertising	Mattingly & Partners
Corporate Hospitality & Programme Advertising Manager	Tracey Jane
Sponsorship	Tracey Jane & David Maidment
Commentary	Ian Campbell, Ian Taylor, Gerald McDorman, Colin Russell & Tom Naughton
Rescue Services	Vic Fire & Rescue
Towing	South Suburban & Network Towing
Weighmasters	Colonial Scales
Catering	Australian Venue Services
Vehicle Detailers	Osprey & Warwick

AUSCAR RACING Pty Ltd

Chairman	Bob Jane
Racing Development Director	Steve Bettes
Competition Director	Al Basnight
Race Director	Al Basnight
Assistant Race Directors	Carl Grealey & Bob King
Chief Technical Inspectors	John Truscott
NASCAR	Anthony Rodrigues
AUSCAR	Pierre Kumnick
SPORTSMAN	Mark Craig
HQ HOLDENS	Bob King
Chief Fire Marshal	Dr Kasey Zdanis
Chief Medical Officer	John Mosdenyi
Chief Starter	Ian Craven
Chief Scorer	Barry Theodore
Chief Electronic Timing	George Lewis
Chief Pit Lane Marshal	

C OMING EVENTS

1992		
Oct 24	Open Drag Racing Event 1 – Wild Bunch Spectacular	Calder Park
Oct 30	Street Drag Racing – Friday Night	Calder Park
Nov 21	Open Drag Racing Event 2 – Andrew Rowe Memorial Super Stock Trophy Race	Calder Park
Nov 27	Street Drag Racing – Friday Night	Calder Park
Dec 5/6	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 2	Thunderdome (Super Speedway)
Dec 12	Open Drag Racing Event 3 – USA vs Aust. Funny Cars	Calder Park
Dec 18	Street Drag Racing – Friday Night	Calder Park
1993		
Jan 16	Open Drag Racing Event 4 – USA vs Aust. Funny Cars	Calder Park
Jan 22	Street Drag Racing – Friday Night	Calder Park
Jan 23-34	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 3	Adelaide International Raceway

Feb 13-14	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 4	Thunderdome (Super Speedway)
Feb 24	Street Drag Racing – Wednesday Night	Calder Park
Feb 24-27	Open Drag Racing Event 5 – 1993 Australian Drag Racing Championship	Calder Park
Mar 17-21	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 5	Gold Coast Surfers Paradise (Road Circuit)
Mar 26	Street Drag Racing – Friday Night	Calder Park
Apr 3	Open Drag Racing Event 6 – 1993 Blown Alcohol Challenge	Calder Park
Apr 24-25	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 6	Thunderdome (Super Speedway)
Apr 30	Street Drag Racing – Friday Night	Calder Park
May 30	Street Drag Racing – Sunday	Calder Park

1 992 – 1993 AUSTRALIAN STOCK CAR CHAMPIONSHIP



Welcome to Calder Park Thunderdome for Round One of the 1992/1993 Australian Stock Car Championships.

And, yes I am sure you would have already noticed the change of name. The 1992/1993 Australian Stock Car Championships is the new name for our Racing Season at Thunderdome and one that we are certain you will get used to very quickly.

The new name has been introduced at a planned time in our development as our new classes have started to appear. While NASCAR/AUSCAR racing are the backbone of Super Speedway racing in Australia, the addition of HQ Holdens, Sportsman and the soon to be developed Formula Falcon meant that a general term was required to describe all our activities and classes, rather than listing them all separately.

The Australian Stock Car Championships name follows the tradition firmly established in the U.S.A. over the last forty (40) years for close, competitive and action packed stock car racing, which has unquestionably secured it as the World's most popular motorsport. (Goodyear Statistics 1991/1992).

This Season will see the return of all your favourite drivers along with a lot of new names, new cars, new owners, new sponsors and new teams, which certainly indicates the amazing growth in our sport in spite of this tough economic climate that we all are experiencing.

In the AUSCAR class this year, you will notice that only VN-VP Commodores and EA-EB Falcons are allowed to compete, with all the older models now being eligible for the exciting new SPORTSMAN category. While AUSCAR is the showcase for General Motors Holden and the Ford Motor Company to display their current products on offer to the public, SPORTSMAN has filled a large void in our racing for the new and potentially very young competitors.

SPORTSMAN allows SUPER SPEEDWAY racing on a very limited budget and therefore will be a great breeding ground for our future stars.

The BIG GUNS of SUPER SPEEDWAY racing, our NASCAR competitors, led by our current champion, George Elliot, will put on a show for you this season that will be nothing short of awesome. The NASCAR drivers will be changing to radial tyres at the December event and it is seriously predicted that speeds and lap times are going to dramatically change, as the latest in tyre technology from GOODYEAR gets put to the test.

Finally, the enormously popular HQ Holdens will be out in force for the first race with over fifty (50) competitors expected to enter. These twenty (20) year old cars combined with their extremely competitive and skilled drivers will show where door handle to door handle racing was invented. These spectacular old favourites are a major part of our racing at Thunderdome and we are mighty proud to have them along.

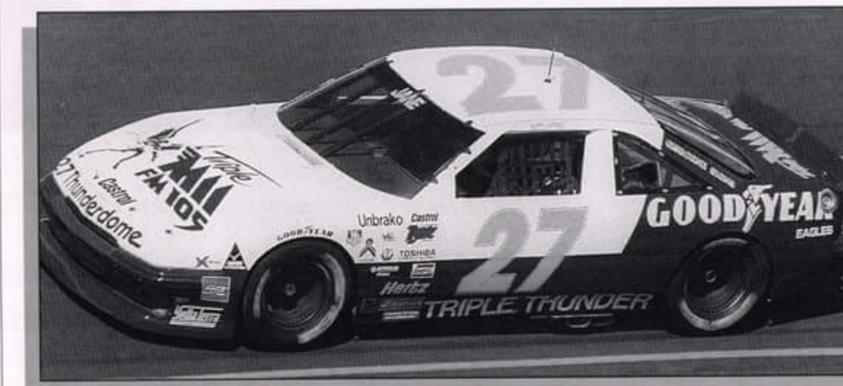
We are also very proud to have you, our valued customer, with us today and we take this opportunity to thank you for your support of Stock Car Racing at Thunderdome and we look forward to the day in the not too distant future where you will be surrounded by up to 60,000 – 70,000 other valued customers, as Stock Car Racing in this Country grows to be one of Australia's most popular motorsports.

Calder Park Thunderdome is one of the World's most exciting Motor-sporting complexes and we certainly hope that you have a great day. If you do, tell your friends. If you don't, please tell us.

Take care and have fun.

Regards,

Steve Bettes,
Motor Racing Manager.





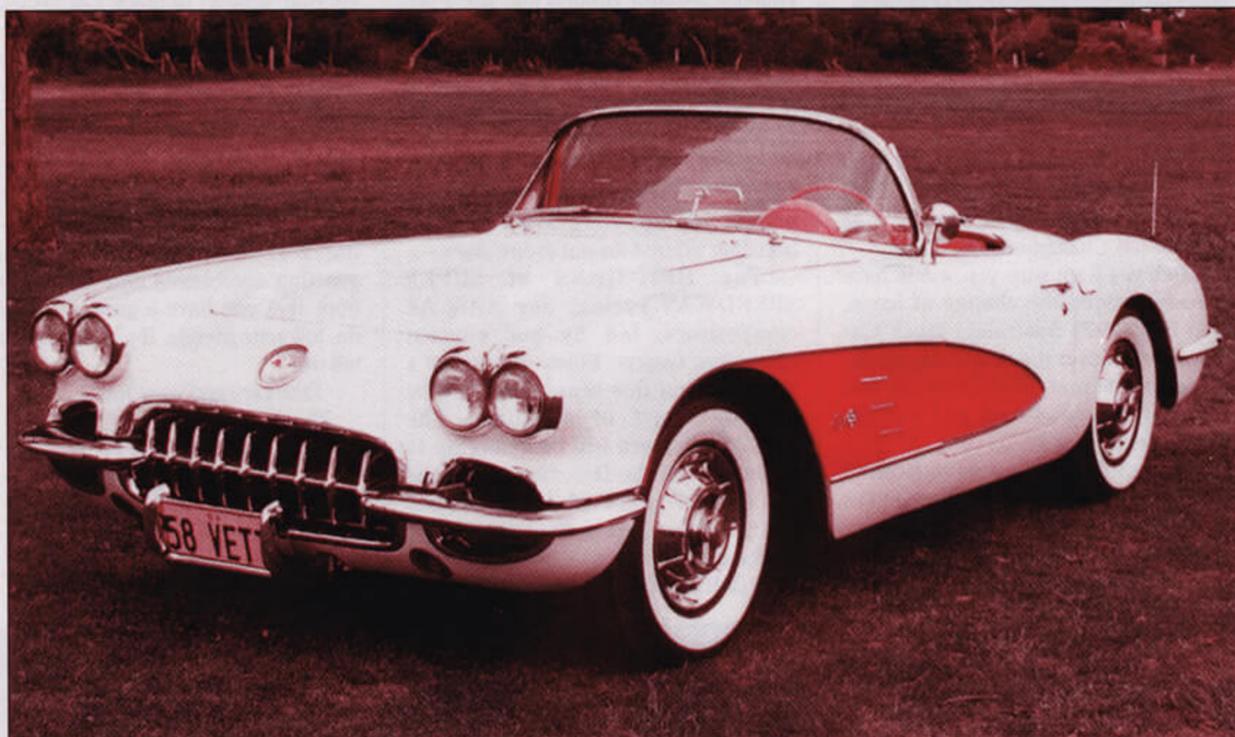
**SANDOWN
MOTOR
AUCTIONS**

The Start of Melbourne Cup Week

SPECIAL AUCTION of CLASSIC AND COLLECTABLE AUTOMOBILES

**Saturday, 31st October, 1992
12.00 noon**

Sandown Racecourse, Dandenong Road, Springvale 3171



Entries for this special Auction are welcome.

For further information contact:
Mr Kim Jane at Sandown Motor Auctions
558 5200 or 018 351 591
or P.O. Box 286, Springvale 3171



B RUCE WILLIAMS: AUSCAR'S QUICKEST

Bruce Williams stamped his absolute authority upon the final round of the 1991/92 Goodyear AUSCAR Championship, a stunning win and a new ultra-quick lap record at the Calder Park Thunderdome combining to catapult the Bendix EV-1 Commodore punter into the tin-top superstar ranks. Williams tells the story.

"The last race was the culmination of a season's efforts to develop the car. Unfortunately, we had engine problems at the beginning of the year and that situation prevented us from developing the chassis of the car, as we weren't able to get much track time.

"John Sidney, my engine-builder, had a direction that he wanted to pursue and I was pretty sure that he was right. I felt that, if we stuck it out, the engine would be very, very good. That's what we eventually achieved and we now have a very strong engine. But, it was very tough at the start of the season.

"As the season wore on, I'd been saving the pennies and working towards having the car right for the last

race. It really was the first time for the season that we had the right bits on the car. As a result, the car was so much better than it's ever been before. It was fantastic.

"Before that race, I had a good talk with Ian Walburn of AUSCRAFT, who built the car. Really, all year the car hadn't been right and I managed to convince the boys that it wasn't just me complaining. So, we made some fairly mammoth changes in a lot of areas.

"We spent a bit of money and changed the style of suspension: we changed the front sway-bar set-up, the brakes and completely reworked the car. Basically, there wasn't much that wasn't changed. An honest appraisal meant that this was the first time the car had gone onto the track in 100% condition and it was the first time I'd ever driven a race car on the Thunderdome that was somewhere near the mark.

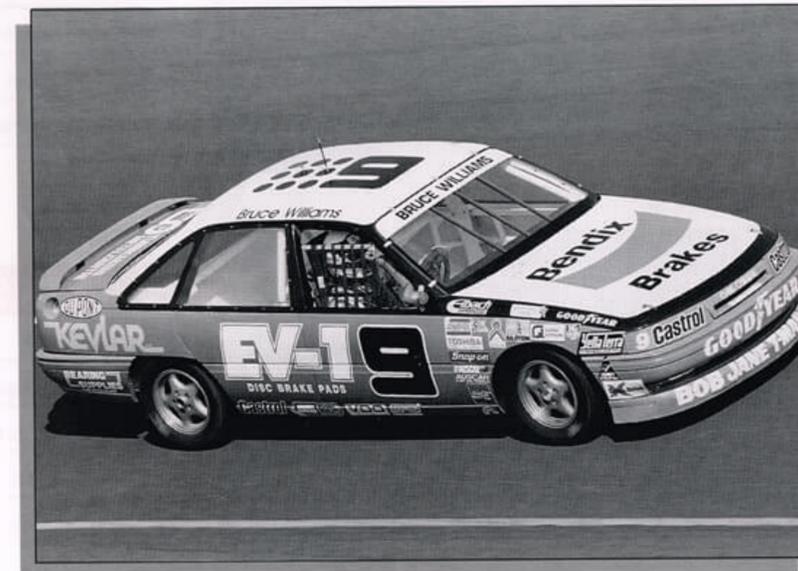
"As far as I was concerned, if the car was going at the end of the race and still running 100%, then I was sure we could win the race. There was no doubt in my mind at all, as we'd been very

close to winning previously, but had been let down by unreliability.

"In fact, the car was so nice to drive, I didn't even realize the times we were doing. Apart from qualifying, we'd been the fastest Commodore in official practice sessions all week. We'd been running 31.5-second times on both Friday and Saturday. The car was obviously on the pace all the time, which translated into that 31.511-second lap record time during the race.

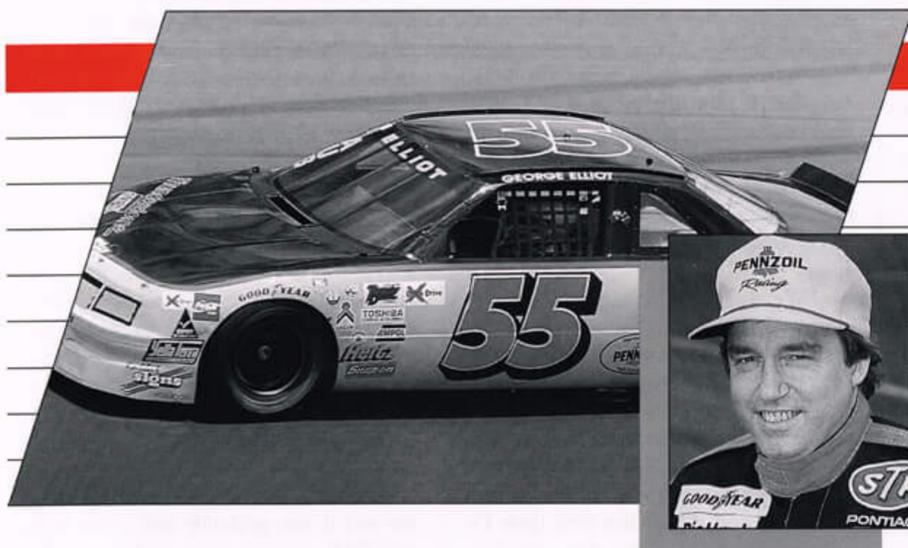
"It was a good win also, as the best AUSCAR racers in the country were out there racing and we beat them. The key is to hang in there and make the right decisions, but I wouldn't have been able to do it without all the help from my sponsors - Bendix, Du Pont and Castrol - and my team. It was a reward for them, as much as it was for me and it was probably one of the best AUSCAR races ever, regardless of the result.

"It was also a big day for John Sidney, as Kim Jane won the NASCAR race and we both use John's engines. That's a testimony to just how brilliant the guy is and I'm looking forward to an even stronger relationship with him."



N

ASCAR 1991-92 CHAMPIONSHIP RESULTS



GEORGE ELLIOT

AGE:	44
MARRIED/SINGLE:	Married
RESIDES:	Rossmore, Sydney (NSW)
CAR NO:	#55
CAR:	Chevrolet Lumina
SPONSOR:	Elliot Racing
MONEY WON:	\$27,636
POINTS WON:	750
CHAMP POSN:	1



ADAM PAY

AGE:	27	SPONSOR:	NASTRAK
MARRIED/SINGLE:	Single	MONEY WON:	\$25,072
RESIDES:	Peak Hill (NSW)	POINTS WON:	724
CAR NO:	#44	CHAMP. POSN:	2
CAR:	Pontiac Grand Prix		



ROBIN BEST

AGE:	44	SPONSORS:	Wattyl Paints/Xerox
MARRIED/SINGLE:	Single	MONEY WON:	\$21,636
RESIDES:	East Keilor, Melbourne (VIC)	POINTS WON:	699
CAR NO:	#11	CHAMP. POSN:	3
CAR:	Ford Thunderbird		



BARRY BLAKE

AGE:	44	SPONSOR:	Castrol
MARRIED/SINGLE:	Married	MONEY WON:	\$24,636
RESIDES:	Forrestfield, Perth (WA)	POINTS WON:	671
CAR NO:	#7	CHAMP. POSN:	4
CAR:	Buick Regal		



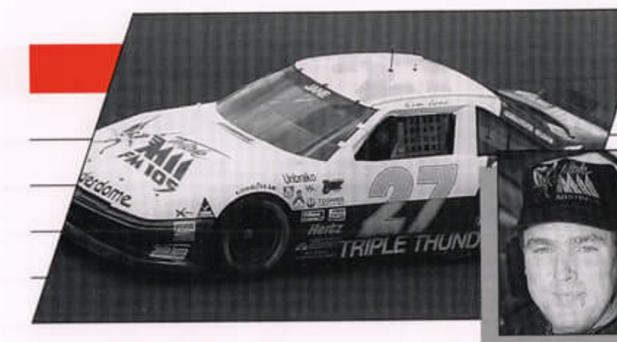
BRUCE PARTINGTON

AGE:	24	SPONSOR:	Shell Agriculture
MARRIED/SINGLE:	Single	MONEY WON:	\$23,375
RESIDES:	Sunshine Coast (QLD)	POINTS WON:	671
CAR NO:	#72	CHAMP. POSN:	5
CAR:	Ford Thunderbird		



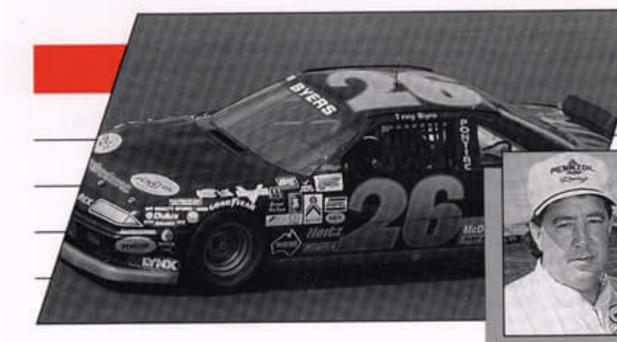
IAN THOMAS

AGE:	46	SPONSOR:	Tropic Coast Developments
MARRIED/SINGLE:	Married	MONEY WON:	\$15,636
RESIDES:	Whitfield, Cairns (QLD)	POINTS WON:	632
CAR NO:	#23	CHAMP. POSN:	6
CAR:	Oldsmobile Delta		



KIM JANE

AGE:	25	SPONSOR:	Triple M
MARRIED/SINGLE:	Single	MONEY WON:	\$38,375
RESIDES:	Brunswick, Melbourne (VIC)	POINTS WON:	608
CAR NO:	#27	CHAMP. POSN:	7
CAR:	Pontiac Grand Prix		



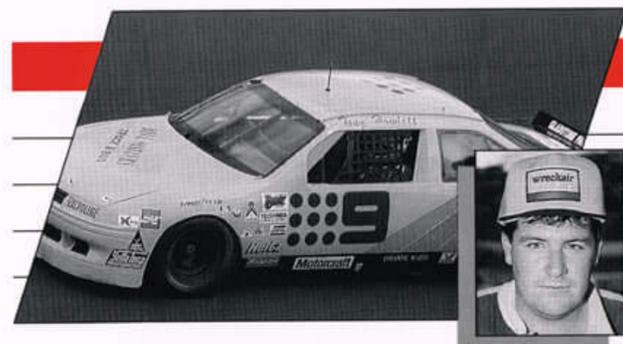
TERRY BYERS

AGE:	41	SPONSOR:	Byers Motorsport
MARRIED/SINGLE:	Married	MONEY WON:	\$10,136
RESIDES:	Woolongong (NSW)	POINTS WON:	607
CAR NO:	#26	CHAMP POSN:	8
CAR:	Pontiac Grand Prix		



WALTER GILES

AGE:	37	SPONSOR:	Du Pont
MARRIED/SINGLE:	Married	MONEY WON:	\$10,136
RESIDES:	Bullaburra (NSW)	POINTS WON:	596
CAR NO:	#91	CHAMP. POSN:	9
CAR:	Buick LeSabre		



TONY HOWLETT

AGE:	25	SPONSOR:	Adelaide Diff Conversions
MARRIED/SINGLE:	Single	MONEY WON:	\$15,636
RESIDES:	Austins Ferry (TAS)	POINTS WON:	587
CAR NO:	#9	CHAMP. POSN:	10
CAR:	Holden VN Commodore		



CHARLIE O'BRIEN

AGE:	36	SPONSOR:	Hagan Racing
MARRIED/SINGLE:	Married	MONEY WON:	\$21,636
RESIDES:	Gold Coast (QLD)	POINTS WON:	578
CAR NO:	#8	CHAMP. POSN:	11
CAR:	Oldsmobile Cutlass		



TONY SOUTHWELL

AGE:	29	SPONSOR:	Dalton Water Drilling
MARRIED/SINGLE:	Married	MONEY WON:	\$12,136
RESIDES:	Bowning (NSW)	POINTS WON:	566
CAR NO:	#17	CHAMP. POSN:	12
CAR:	Buick LeSabre		



MAX DUMESNY

AGE:	33	SPONSORS:	JSR Racing/Landrigan's
MARRIED/SINGLE:	Married	MONEY WON:	\$21,500
RESIDES:	Parramatta, Sydney (NSW)	POINTS WON:	532
CAR NO:	#5	CHAMP. POSN:	13
CAR:	Pontiac Grand Prix		

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CALDER BURNS RUBBER NOT TOBACCO.

With Vic Health at the Thunderdome, you can be sure there will be no tobacco sponsorship. It's dangerous to smoke, particularly near petrol.



A

USCAR 1991-92 CHAMPIONSHIP RESULTS

BRAD JONES

AGE:	32
MARRIED/SINGLE:	Single
RESIDES:	Albury (NSW)
CAR NO:	#8
CAR:	Holden VP Commodore
SPONSOR:	Castrol
MONEY WON:	\$28,363
POINTS WON:	826
CHAMP POSN:	1



KEN JAMES

AGE:	38	SPONSOR:	Agip Oils
MARRIED/SINGLE:	Married	MONEY WON:	\$14,763
RESIDES:	Melbourne (VIC)	POINTS WON:	764
CAR NO:	#01	CHAMP POSN:	2
CAR:	Holden VN Commodore		



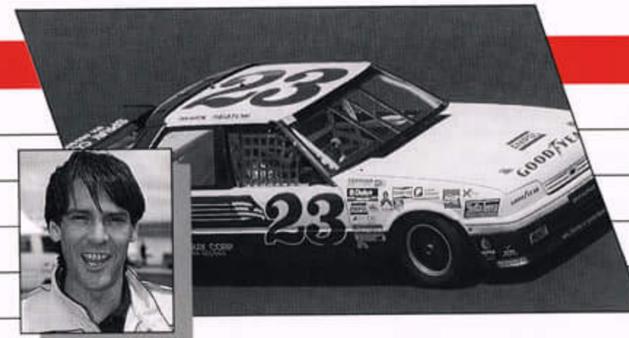
STEVE HARRINGTON

AGE:	29	SPONSOR:	TT-FM
MARRIED/SINGLE:	Married	MONEY WON:	\$21,863
RESIDES:	Toorak, Melbourne (VIC)	POINTS WON:	754
CAR NO:	#16	CHAMP POSN:	3
CAR:	Holden VN Commodore		



MARK SEATON

AGE:	32	SPONSOR:	Goodyear
MARRIED/SINGLE:	Married	MONEY WON:	\$16,863
RESIDES:	Albury (NSW)	POINTS WON:	727
CAR NO:	#23	CHAMP POSN:	4
CAR:	Ford XF Falcon		



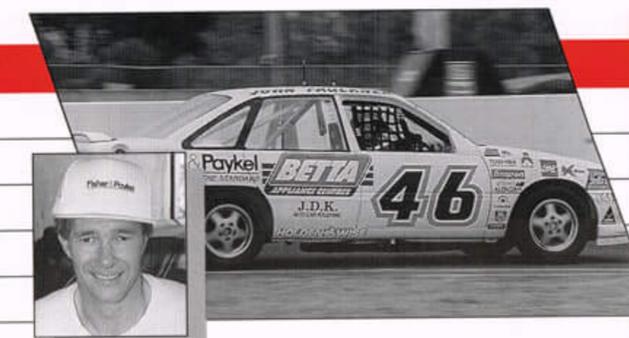
MARSHALL J. BREWER

AGE:	36	SPONSOR:	Fastrack Racing
MARRIED/SINGLE:	Married	MONEY WON:	\$15,263
RESIDES:	Sunbury (VIC)	POINTS WON:	708
CAR NO:	#69	CHAMP POSN:	5
CAR:	Holden VN Commodore		



JOHN FAULKNER

AGE:	35	SPONSORS:	Betta Stores/Fisher & Paykel
MARRIED/SINGLE:	Married	MONEY WON:	\$23,363
RESIDES:	Glen Waverley (VIC)	POINTS WON:	674
CAR NO:	#46	CHAMP POSN:	6
CAR:	Holden VN Commodore		



ROD WILSON

AGE:	30	SPONSOR:	Titan Lubricants
MARRIED/SINGLE:	Married	MONEY WON:	\$11,263
RESIDES:	Shailer Park, Brisbane (QLD)	POINTS WON:	660
CAR NO:	#37	CHAMP POSN:	7
CAR:	Holden VN Commodore		



GRANT MUNDAY

AGE:	31	SPONSOR:	Performance Ignition Service
MARRIED/SINGLE:	Married	MONEY WON:	\$12,963
RESIDES:	Mitcham, Melbourne (VIC)	POINTS WON:	636
CAR NO:	#50	CHAMP POSN:	8
CAR:	Holden VN Commodore		



BRUCE WILLIAMS

AGE:	30	SPONSOR:	Bendix EV-1
MARRIED/SINGLE:	Married	MONEY WON:	\$18,263
RESIDES:	Ballarat (VIC)	POINTS WON:	626
CAR NO:	#9	CHAMP POSN:	9
CAR:	Holden VN Commodore		



RICHARD HOWE

AGE:	46	SPONSOR:	Bandag
MARRIED/SINGLE:	Married	MONEY WON:	\$9,263
RESIDES:	Mermaid Beach (QLD)	POINTS WON:	609
CAR NO:	#11	CHAMP POSN:	10
CAR:	Holden VN Commodore		



ALF BARTSCH

CAR NO:	#05	MONEY WON:	\$8,463
CAR:	Holden VK Commodore	POINTS WON:	542
SPONSOR:	Melbourne Undercover Car Park	CHAMP POSN:	11



OWEN DAVIES

AGE:	42	SPONSOR:	Don Hodgins Intl.
MARRIED/SINGLE:	Married	MONEY WON:	\$7,463
RESIDES:	Somerville, Melbourne (VIC)	POINTS WON:	516
CAR NO:	#888	CHAMP POSN:	12
CAR:	Holden VL Commodore		



EURONOVA *The friendly revolution in car refinishes*

Euronova is a new generation of car refinishes which represents a 'friendly revolution' in paint technology. This exceptionally user-friendly system was designed to produce a very high standard of results even when working conditions are less than ideal.

Euronova dries fast, gives a high gloss finish and polishes easily if necessary, making dust less of a problem. It saves on time and materials, since two coats will always provide enough cover. And the results are on a par with the best two-pack acrylic enamel paints on the market.

Seven years of research went into the development of Euronova. The outcome was a unique binder technology known as Ketacryl, on which all Euronova products are based. Ketacryl-based paints do not contain isocyanates, which can be harmful to health. All Euronova products are completely isocyanate free.

Euronova is unique. Its properties come as close as possible to the original production-line finish, but it has been developed specifically with the refinishing market in mind. With Euronova, any body shop, whatever its level of sophistication, can produce a top quality finish quickly, easily, and often with a significant saving on costs.

FROM THE THUNDERDOME TO THE QUIET ZONE ...

We're back!!

Thunderdome "92" is back with a vengeance, and so too is the Melbourne Airport Travelodge with special accommodation rates for fans. The Melbourne Airport Travelodge is the official Calder Park Hotel for another season and is just a short 15-minute wheelspin from the track. So don't wait for the flag to drop, make your reservations now!

JUST
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C HARLOTTE: TRACTION ACTION STATESIDE



Race Week! Charlotte Motor Speedway in May hosts ten straight days of ground-pounding tinfoil action. Capping off a spectacular thunder-fest of Sportsman, Grand National and Winston Cup racing is the legendary "Coca Cola 600," the ultimate super stock shootout which inspired Bob Jane to create the THUNDERDOME superspeedway and import NASCAR racing to Australia.

THUNDERDOME's Sports Club members and friends are again gearing-up for the annual pilgrimage to the place of pace, THE BIG ONE, NASCAR's mecca which draws over 700,000 fans each year - even the Wednesday qualifying session for the "600" attracts crowds of over 100,000!

Charlotte's on-track facilities are the best in the world and, if you'd like to turn fantasy into reality, reserve your place NOW! Contact our Sports Club Co-ordinator:

Anne-Maree Keys
Phone: (03) 390 1222
Fax: (03) 390 2767

or call into the THUNDERDOME corporate marquee at the top of the grandstand during today's THUNDERDOME meeting (you don't have to be a member, but it sure helps with the price).

The photo says it all! If you want to make history, join us at THE BIG ONE!

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Includes:

- A fully race-prepared Sportman class race car.
- Fastrack driving course and licence assessment.

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Drawn 6th December, 1992 at the Thunderdome.

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There's already one clear winner in this Sportsmans Series. And that's Genie headers.

Because every single car in the Sportsmans Series is fitted with Genie high performance headers.

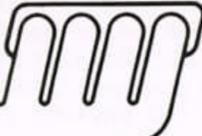
So Genie just can't lose.

Now someone said that's playing dirty and we entirely agree.

So much so, we've printed special 'Play Dirty' T-Shirts, and you can pick

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Genie headers are available for most makes and models from exhaust and retail outlets with a two-year replacement guarantee.

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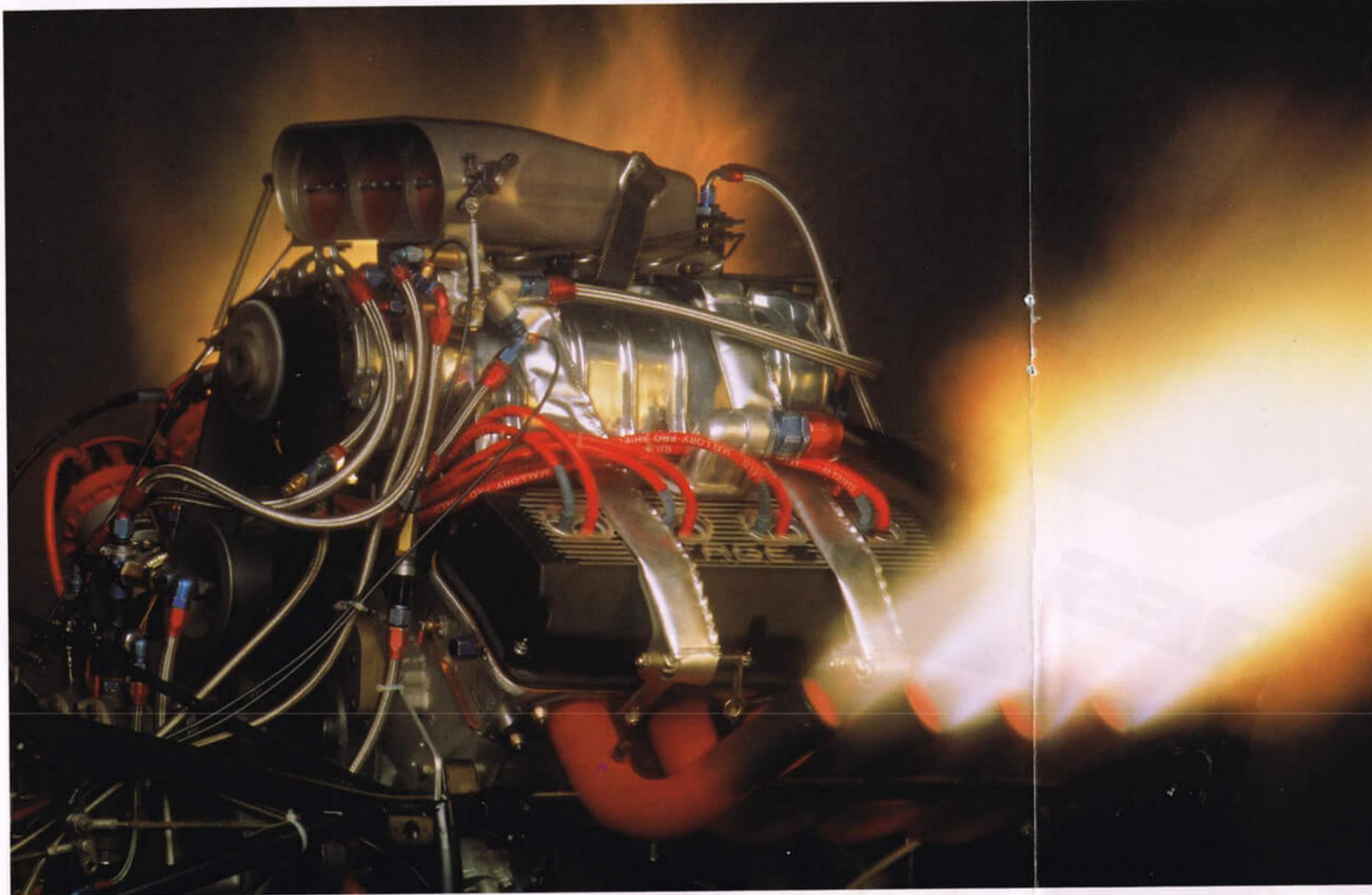


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 You are looking at the most powerful V8 in Australia. 496 cubic inches pumping out so many horses, there isn't a dyno in the country that can handle them.

It's reckoned to be between 3500 and 4000 neddies. In other words, 500 horses per cylinder.

Cooking Oil.

Which means each slug develops more power than the whole engine of any production car sold in Australia.

A TYPICAL COLD START FOR GP50

Yes indeedy, this is one mother of a drag engine.

By the time this beast takes off down the strip, about two minutes after starting up, the oil in the cylinders is approximately 100°C.

Five and a half seconds later, at the end of the run, the oil is literally cooking. Hardly surprising when you consider that this block has no oil cooling system.

An oil has to be incredibly versatile

to endure these extremes.

That's why this mill is lubricated by Castrol GP50, an oil that's picked up an enviable track record in recent years. GP50 was originally developed for Group A Holden racing cars.

The Holden Racing Team used it to win last year's Bathurst 1000 and Brad Jones won the 1991 Auscar series with it as well.

Race proven.

Whether you have a full blown

dragster, a Group A Commodore, or a healthy street machine that's pumping out 300 neddies to the blacktop, you'll find Castrol GP50 works a treat.

Here's why.

Many of the heavy oils used in hi-po blocks behave like heavy sleepers.

They have trouble getting up on cold mornings.

Don't employ a lazy oil.

When you turn the key, a straight oil can be so thick it won't flow properly through the pump.

This can happen even when your oil pressure gauge is at a good high level. Instead, it can ooze right around the filter, carrying dangerous bits of engine debris with it.

Meanwhile, your crankshaft is struggling through the cold, thick oil from the sump.

This is the time you risk doing the most damage to your mill. To parts like your main bearings and camshaft.

Light heavyweight.

So, to prevent any damage, loss of power and unnecessary petrol consumption, it helps if your heavy oil behaves like a light one at the start.

Castrol GP50 does exactly this. Unlike straight 50 oils, Castrol GP50 is a 25W/50 lubricant.

This means it behaves like a 25 grade oil at low temperatures ('W' means 'winter'), flowing more easily and protecting your engine's vital bits.

When your engine warms up, the oil temperature in the main bearings can reach a scorching 150°C.

COLD STARTS ARE RESPONSIBLE FOR 80% OF ALL ENGINE WEAR.

A straight 50 oil that was thick at room temperature will become very thin at such a heat.

It will break down, becoming 10-20% less viscous and, therefore, less protective than Castrol GP50.

Beats the heat.

Our synthetic components resist breaking down even at the highest temperatures.

This is crucial in a monster mill like the one in our picture. And just as important in your hi-po machine.

Fortunately, your block won't be needing quite as much Castrol GP50 as our engine.

While 5 litres should do most of you for 5000 kms, our drag engine needs 11 litres every oil change.

That is, every quarter mile.



 **Oils ain't oils.**

THE ROAD TYRES

THAT GO RACING.



Australia's exciting Commodore and Falcon AUSCAR's all race on Goodyear's Eagle VR and all Holden HQ racers choose to rely on Goodyear's Ducaro.



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Racing Car Strength The Thunderdome' Auscars, Australia's closest most exciting racing sedans are racing on their own specially designed and developed racing wheels.



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Everyday road version for Sunday drivers Now the everyday motorist can enjoy the benefits of having 'racing car' precision-built wheels fitted. They look great and are finished in sparkling silver with 'Auscar Racing' centre caps.



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ADS 4426

FIONA McDONALD: HQ FRONT-RUNNER

Fiona McDonald, the top qualifier in HQ Holden at the last round of the Calder Park Thunderdome's 1991/92 season, is currently the only female competing on the daunting banked tri-oval – and she has her sights fixed firmly upon the winners' rostrum for the 1992/93 summer of super speedway racing!

Despite two seasons in her racing taxi, Fiona still finds that sparring at the Thunderdome "is a real rush. It's very hard to describe exactly what the racing does to you. The speed is so different from a road circuit. The rush is faster and its like it produces a high of it's own. I've always liked driving fast, but the Thunderdome is so different from road racing at, say, Winton. It's a completely different form of racing and it really gives me a buzz."

Surprisingly, Fiona's career has been dogged by bad luck and, due to a

spate of powerplant failures, she only qualified three times during those two seasons. And, for good measure, when those recurring engine problems were finally resolved for the final weekend of racing last season, Fiona hit the wall!

"Can you imagine what a HQ hatchback would look like? It was unbelievable," Fiona recalled. "The car had felt slippery on the track during qualifying and it got worse during the race. I was half-losing the car on the turns, so I suppose it was a tyre problem. Then it went!"

Although Fiona emerged unscathed, the same could not be said of her car. A major rebuild was the order of the day and local companies sportingly came to the rescue of the Wangaratta-based race team.

While Parish & Simmons Automotive Engineering took care of the motor, Colin Parish also became actively involved with Fiona's public

relations and sponsorship campaign. Thanks to Colin's efforts, the Wangaratta College of TAFE provided much-needed assistance and the 3rd-year Painting & Panel Beating apprentices repaired the vehicle to an exceptional standard. Paint materials were supplied by the Benalla Paint Centre.

Over the next twelve months, ACL Engine Parts will be supplying the necessary high-performance componentry, Dove Signs will be responsible for the signwriting and McDonald's Performance Motors will maintain the car.

At today's meeting, Fiona's team of supporters will include all those apprentices that assisted with the repair program, the group journeying down to the Thunderdome courtesy of Clive McDonald Bus Lines – and another pole position is the very least they're expecting from Fiona!



JOHN FAULKNER: BETTA AUSCAR PROSPECTS

On hindsight, John Faulkner – ranked 6th in the 1991/92 Goodyear AUSCAR Australian Championship – considers that his last season of racing at the Thunderdome “got off to a very mediocre start.” No stranger to the winners’ circle prior to racing at the Calder Park superspeedway, Faulkner moved away from circuit racing and, drawing heavily upon his Group A Touring Car experience, optimistically took the plunge into the world of AUSCAR racing.

His resplendent Beta Stores/Fisher & Paykel #46 Holden VN Commodore certainly looked the part and Faulkner “was confident that we’d be able to run at the front. But it took a lot more than that to actually do it. It was quite easy to get onto the pace, but there was no way you could sustain it. That’s where the experience of the regular competitors comes into it.

“The concentration level is much higher than in the Touring Cars. Make one mistake and you crash! In Touring Cars, you can run a wheel on the grass.

But, out there, if you get any attitude on the car, you’ve basically lost it. You keep driving up to that limit a bit more each lap, until you’re right on it. Any more and you’ve crashed. And that’s usually the front-running pace!

“We were setting our cars up differently from everyone else and bringing Touring Car knowledge into it. But it just doesn’t work. After going back to school, reading all the books and talking to the people out there, we came up with a package and, all of a sudden, we were there.”

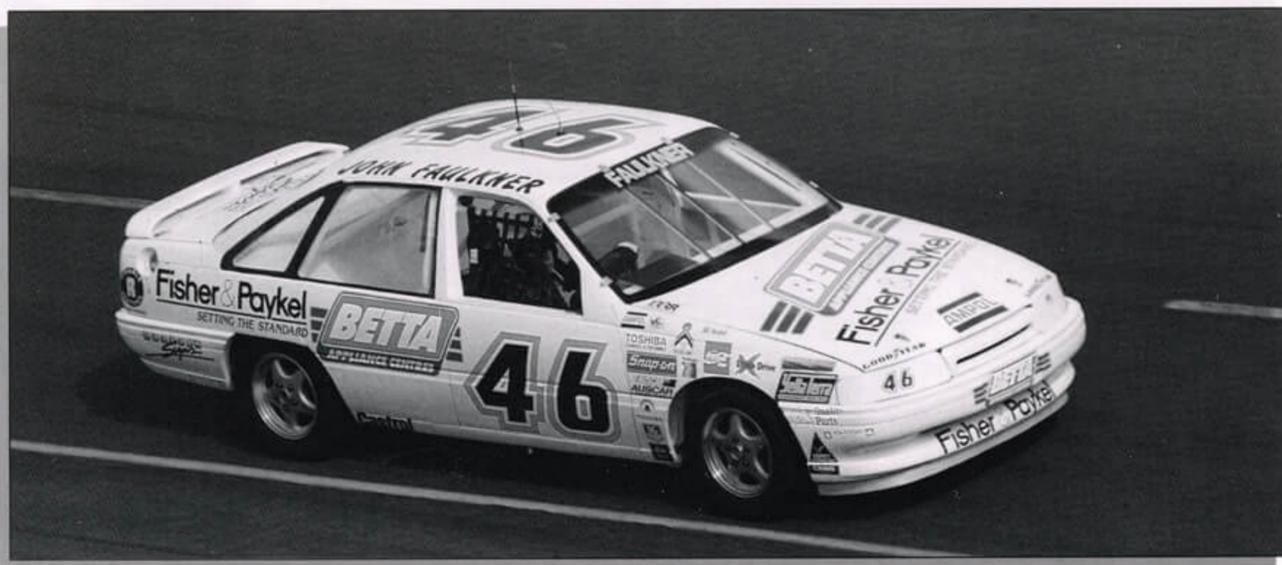
For this season, Faulkner has produced a brand-new VP Commodore at his own race shop and that means that he “can have a fair dinkum crack at it” – as, in the event of an accident, he now has a spare car at his disposal (last season’s VN has now been updated to VP specs).

“We have all the facilities now,” Faulkner stated, “as Fisher & Paykel and the Beta Stores blokes have been very helpful. We have a fabricator, a painter and a welder – and they’re a great bunch.

“Larry Perkins does our engines and we stick with him, because we believe he’s the best. Absolutely. He does all the homework. He makes do with what we have, within the rules, as he has the experience to know what’s perfect. He’s the man who actually pulls the string and he has all the successes on the board, unlike a lot of these engine builders.

“We can now lap consistently around 31.6-31.7 seconds, provided there’s no traffic. I think the pace is going to be even better this season, but the bumpier track means we have to keep changing the set-up on the car. I think everyone will start to wake up and go softer, therefore, in order to handle the bumps.

“Once you do a couple of races and get your set-up, you begin to realize that Brad Jones is not unbeatable. I believe that he’s going to feel a lot of pressure this year, as there’s a number of people who can win a race now. We’re included in that group and, therefore, this is going to be a very interesting season for us.”



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Calder Park Thunderdome & Adelaide International Raceway Motor Racing & Drag Racing Calendar 1992/93

Oct 24	Open Drag Racing Event 1 – Wild Bunch Spectacular	Calder Park
Oct 30	Street Drag Racing – Friday Night	Calder Park
Nov 21	Open Drag Racing Event 2 – Andrew Rowe Memorial Super Stock Trophy Race	Calder Park
Nov 27	Street Drag Racing – Friday Night	Calder Park
Dec 5/6	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 2	Thunderdome (Super Speedway)
Dec 12	Open Drag Racing Event 3 – USA vs Aust. Funny Cars	Calder Park
Dec 18	Street Drag Racing – Friday Night	Calder Park
1993		
Jan 16	Open Drag Racing Event 4 – USA vs Aust. Funny Cars	Calder Park
Jan 22	Street Drag Racing – Friday Night	Calder Park
Jan 23-34	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 3	Adelaide International Raceway
Feb 13-14	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 4	Thunderdome (Super Speedway)
Feb 24	Street Drag Racing – Wednesday Night	Calder Park
Feb 24-27	Open Drag Racing Event 5 – 1993 Aust. Drag Racing Championships	Calder Park
Mar 17-21	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 5	Gold Coast Surfers Paradise (Road Circuit)
Mar 26	Street Drag Racing – Friday Night	Calder Park
Apr 3	Open Drag Racing Event 6 – 1993 Blown Alcohol Challenge	Calder Park
Apr 24-25	NASCAR/AUSCAR/HQ HOLDEN/SPORTSMAN 1992/93 Australian Stock Car Championships Round 6	Thunderdome (Super Speedway)
Apr 30	Street Drag Racing – Friday Night	Calder Park
May 30	Street Drag Racing – Sunday	Calder Park

NASCARS - SUPER SPEEDWAY SUPER STOCK

NASCAR Super Stockers are the ultimate superspeedway racing sedans. Powered by 600-plus horsepower production-based V-8s, the ground-pounders are capable of lapping Calder Park's 1.83 kilometre Thunderdome banked tri-oval in just over 28 seconds. And that raucous, bellowing American heavy-metal tin-top style of racing is pulling the crowds through the turnstiles. Little wonder, as door handle to door handle racing at 170 miles per hour couldn't help but be crowd-pleasing. After all, the high-speed

the Oldsmobile Cutlass 442 and the Delta 88 and, finally, the Pontiac Grand Prix.

The original dimensions of all bodies must remain as manufactured, except where tyre clearance is an issue. The body or frame cannot be lowered and the body cannot be offset. All cars must maintain a minimum roof height of no less than 50.5 inches. Rocker and quarter-panels cannot be notched for exhaust pipes. All cars must have complete bodies, hoods, fenders, bumpers and grilles - and no aluminium, light alloys or fibreglass will be permitted as substitutes.

panel, the roll-bar and dash-panel. The windshield is additionally secured with clips. The rear window must be of Lexan plastic, secured by two straps and clips. A nylon mesh screen is required for the left side driver's window opening. Dimensions of all window apertures are specified by NASCAR.

All doors must be welded to the fender and quarter panels. The fenders may not be cut or altered (except for tyre or wheel clearance) and the floor must be complete and in the standard position (with no tunnels or air ducts). Only standard, factory-manufactured floor pans are allowed.

An approved spoiler must be a non-adjustable part of the body which controls the flow of air over one surface only. An approved spoiler may be added to the front underside of cars, the maximum width being no more than 50 inches. Minimum ground clearance is 3.5 inches and only metal spoilers are permitted. In the interests of handling, a non-adjustable spoiler with a maximum area of 264 square inches may be attached to the rear deck-lid. The minimum width will be 48 inches and the maximum height 5.250 inches.

NASCAR templates will be used to check any cars which have questionable body dimensions or configurations. The decision of the NASCAR officials will be final.

All cars, regardless of engine displacement, must weigh a minimum of 3500 pounds ready to race (including fuel, oil, water, etc., but without the driver). A minimum right side weight of 1600 pounds must be maintained.

Standard approved bodies may run with 305-358 cubic inch V-8 engines equipped with a single four-barrel carburettor. Eligible engines will be production engines as determined, selected and approved by NASCAR. It is mandatory that a street-version engine be produced by the manufacturer as a regular production option for installation and sale to the public in a regular product offering.

NASCAR regulations specify the cylinder block and head characteristics that must be identical with the production engine upon which the recognition of type has been granted. Parts must originate

from stock production castings and forgings which have been machined according to normal practice. They may be subsequently refined, modified and improved by further machining or reworking.

Engine setback is limited and specified, the engine ground clearance is set at a minimum of 10 inches from the crankshaft centre to the ground and the mounts are reinforced as per the regulations.

Only "small-block" V-8 engines are allowed and the engine displacement may be increased or decreased by boring or stroking, providing the total displacement does not exceed the maximum engine size of 358.000 cubic inches. The basic Chevrolet engines approved as "small-block" are as follows: 307, 327, 350 and 400 cubic inches. Ford approved blocks are the 302 and 351 cubic inch models.

Internal polishing, porting, altering and/or relieving of engine parts is permitted. Any piston may be used, but only NASCAR-approved connecting rods are allowed. Cylinder heads are permitted to have only steel or titanium valves, with a limit of two per cylinder. Valve sizes are

not restricted and valves may be lightened. Aluminium high-performance heads are permitted. Any steel camshaft may be used, but roller tappets are not allowed.

The intake manifold must be NASCAR approved. Only internal manifold modifications below the base are permitted after purchase from the finished parts supplier. No coating or filler of any type is permitted internally or externally and there must be absolutely no reduction in the intake manifold opening. The Holley 4150 Series carburettor (with a specified maximum venturi and throttle bore) is NASCAR-approved and may be reworked to set regulations.

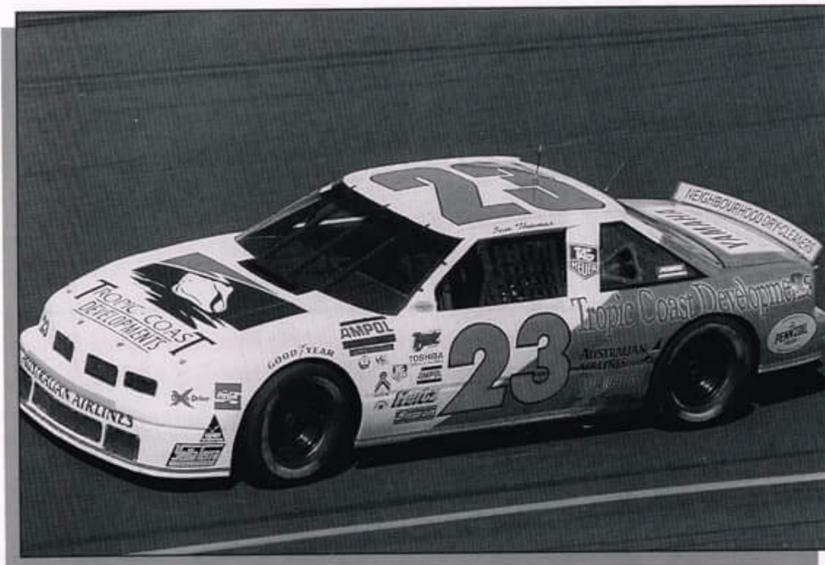
The exhaust manifold used is optional, but regulations cover the exhaust pipes and location. The flywheel must be of steel. A high-speed multiple-disc clutch is permitted, but the choice is limited to steel disc assemblies and does not include aluminium or light alloy assemblies. Bell-housings and four-speed transmissions are specified, the final top-gear ratio being 1.00:1. Automatic, semi-automatic and five-speed transmissions are not permitted.

Wheels must only be reinforced steel

NASCAR-approved items, with a maximum of 4.5 inches of offset. All four tyres must be of the same make and the same tread design. Stock racing tyres (with inner safety tyres) are compulsory on all NASCAR superspeedways and other specified tracks.

The purpose-built chassis utilizes heavy-duty coil springs and telescopic shock absorbers all round for the suspension and additional sway bars are permitted. Front A-frame independent suspension members are as specified. The live rear axle is located by box-section trailing arms, as per regulations. Wheelbase is set at 110 inches and maximum allowable outside frame rail width is 60 inches.

The steering wheel is a quick-release component. Brakes are discs, provided they are standard on the production car. Cooling scoops and locations are specified. Fuel is the same brand for every entrant and is standard-spec automotive gasoline only. Maximum capacity of the fuel cell is 22 gallons and fuel filling is via a dry break or coupling system.



combination of sheet metal, sheer grunt and maximum driver skill is openly acknowledged as the time-honoured recipe for motor racing success.

But what exactly is a NASCAR vehicle? Well, the approved top of the line NASCAR competition models for both Winston Cup and Winston West racing are primarily based upon American-made production passenger sedans manufactured between 1989-91 and which NASCAR has selected and approved. All 1988 approved models are now deleted for 1991 competition.

Currently, NASCAR has also approved the Holden VN Commodore and Ford EA Falcon body shapes for racing in Australia. Approved American models are the Buick LaSabre and Regal, Ford's Thunderbird, the Lincoln Mark V11, Mercury's Cougar,

Cars must be equipped with a complete set of correct make and model bumpers and must remain standard in appearance: no streamlining of headlights, radiator grilles, windshield tops or underpans is allowed.

Grilles may be closed to the width of the radiator, but only at the rear of the grille and the grille must be the stock-standard height and width and mounted in the stock location.

A full windshield and rear window are compulsory, though a Lexan windshield may also be installed beneath the full laminated glass windshield. A minimum of three straps must be installed inside and outside the windshield, with rubber stripping between the windshield and the straps: these straps are bolted to the roof

NASCAR/AUSCAR Rules and Tactics

The excitement and close competition of NASCAR racing has made it the World's No. 1 attended motor sport. By understanding the rules more thoroughly it gets even better.

The Start

The NASCAR/AUSCAR races always begin with a rolling start, cars in their qualifying positions. When the field is correctly set, the starter waves a green flag and the race is on.

'Caution' Period

Because of the high speeds involved, a caution period is necessary following a crash or incident on the track.

This is signalled by flashing yellow lights and a yellow flag.

The pace car enters and the leader pulls in behind it. Leading cars line up behind the leader along the outside lane. Lapped cars line up on the inside, giving the faster cars a clear run on re-start.

Pitting Tactics

Cars may take pitstops at anytime, these are usually taken during caution periods. Fast pitting in caution period, without being lapped: Driver pulls into pits for a fast stop. He then re-enters track at full speed, catching the field travelling at half speed, before it completes a full lap.

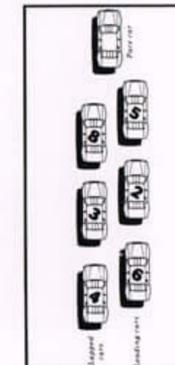
Re-Start

With the field set in the caution line-up, lead cars aren't held back by slower cars when the race resumes. When the track is clear the 'one lap to go' signal is given. Pace car pulls into pit lane. Cars continue in formation behind the leader. Green flag shown at the startline, race re-starts.

Winning

The winner is the car which completes the prescribed distance in the shortest time, time or lap penalties included. The remaining drivers are listed in order of laps covered and time taken.

Now you know the rules, catch the action at Calder Park's next NASCAR/AUSCAR spectacular.



AUSCARS - FORD VERSUS HOLDEN

Australia's home-grown superspeedway AUSCAR sedan class has struck a chord with the fans and the classic Holden versus Ford confrontations are again the order of the day at the Thunderdome. Fiery forty-car fields of Commodores and Falcons that actually look like production cars have produced sensational action over the last few seasons and thousands of true-blue followers of the legendary Aussie marques are again enjoying the spectacle of genuine no-holds barred Oz-style sedan racing. And they're loving it!

Approved Commodore models include the VN and VP. Naturally, the VN may be brought up to VP specs. Ford's approved Falcons are the EA and EB models (and the EA may be updated to EB specs).



Other models may be selected for approval when available, providing they are in the same body configuration and meet the spirit and intent of competitive racing as currently evidenced in AUSCAR championship racing.

Car bodies must be volume production models as approved by AUSCAR and must retain their standard appearance - except for authorized alterations and the specified roll-bar installation. Original dimensions of all bodies must remain as per the manufacturers' design specifications. Seam welding is allowable, but no metal may be removed. Lightening is not permitted. Aluminium, light alloy or fibreglass may not be substituted for any body or bumper component. Home-made grilles and streamlining of headlamps,

radiator grilles, windshield tops or underpans is not permitted.

An aluminium front blade spoiler may be mounted under the existing spoiler and extend vertically down to achieve the required 125mm minimum ground clearance. It must be extended to cover the full length of the existing spoiler. It is permitted to weld a 25mm maximum lip along the lower edge of the blade spoiler for strengthening purposes, but the spoiler must not be built into an undertray design.

The laminated windshield must have at least three support bars fitted, the square-section bars to be welded in place and contacting the windshield with rubber or silicone. The rear window must be of Lexan plastic and supported by two external straps, which are bolted in place. The driver's side window opening must be

fitted with a nylon-webbed net and both the rear side window openings are to be covered with Lexan.

Headlights, tail-lights and parkers must be covered with sheet metal. The rear-view mirror cannot extend outside the car and the original dashboard is replaced with a full-width steel/aluminium panel. The firewall remains to the manufacturer's specs and may only be altered to accommodate the AUSCAR-design roll-cage.

Doors are replaced with original-spec skins welded in place, while the guards, quarter and sill panels must remain exactly to the original specs. Weld flanges and wheel-arch/quarter-panel lips may be flattened. Sills must not be altered to suit the exhaust pipes. Grilles must remain open and are specified for relevant models:

they cannot be altered from manufacturer's specs.

Templates will be used to check any cars which have questionable body dimensions or configurations. The decision of the AUSCAR officials will be final.

Eligible engines will be production engines, as determined, selected and specified by AUSCAR. The Commodore uses the 5047cc or 308 or 304 cubic inch Holden V8. The EA/EB Falcon will use the 5020cc or 302 cubic inch Ford EB Windsor V8. These are the only engines permitted for AUSCAR competition. All engines must be located in the exact manufacturer's position and engine mounts are reinforced.

Any mass produced GM 308/304 or Ford 302 Windsor Engine block will be approved for use, including four (4) bolt blocks. No aluminium blocks are permitted. All dimensions of the block must remain standard and no modifications are permitted. Short-motor components must always be identifiable in origin. Blocks may be O-ringed with wire and piston rings, connecting rods, crankshafts and harmonic balancers are all specified.

Commodore heads must be original GM cast big-valve heads and may be modified to fit Yella Terra roller rockers. Diagrams indicate the absolute maximum modifications to the inlet/exhaust throat section of the Holden AUSCAR cylinder heads. Falcon EA/EB heads must be Dart 11 Ford 302 W castings and cannot be modified. Original equipment valves or stainless valves may be used and their shapes modified with all these heads, but valve size, diameter and length must be to original specs. Porting and polishing is not permitted.

Camshafts are specified, along with valve lifters and rocker arms. The Camshaft Specification for the Holden AUSCAR engine will be an SPCS - 1800D Speedpro Camshaft. This camshaft is readily available through your Speedpro distributor. Valve spring type is optional, but titanium or similar lightweight alloy components are not allowed. Inlet manifolds are specified. Carburettors are also specified: the Commodore uses the standard Rochester Quadrajet and the EA/EB the Holley 4779. Modifications are specified where applicable.

Only high-speed single-plate clutches are permitted, the minimum diameter being 23cm (9 inches). The assembly must

be of steel and aluminium or light alloy is not permitted. Only one-piece steel flywheels are allowed. The transmission must contain all original equipment specification components and must have a maximum of four forward gears. Permitted transmissions are specified.

The rear axle ratio at the Thunderdome is set at 3.08:1 and is optional on road circuits and the Adelaide International Raceway. The Commodore rear axle must be a production Holden type and the Falcon a Borg Warner type, both rear axles being fitted with a two-bearing fully-floating hub system. No camber adjustment is permitted. Only AUSCAR-

approved Detroit locker-type or limited-slip differentials are permitted.

VN/VP Commodores and EA/EB Falcons must use the AUSCAR RACING 15x7 wheel, as supplied by Calder Park Thunderdome. Tyres must be the Goodyear Eagle 225x60VR 15, which may be buffed to improve durability.

Suspension reinforcement is permitted. The left-hand front lower inner mounting may be moved out to the left 25mm to facilitate camber adjustments. Heavy-duty bearing spacers must be fitted to front hubs to decrease the loads on the stub axles. Heavy-duty coil springs may be used and anti-roll bars and drop links

may be modified. Coil-over shock absorbers are permitted front and rear only on the Falcon. Adjustable suspension components are specified for all models.

Steering box or rack and pinion must be as per original specs and the steering wheel is a quick-release component. Four-wheel disc brakes may be used for relevant eligible models and a brake bias system is permitted. Brake ducts are specified. The 80-litre fuel cell contains super-grade petrol only and there is a mandatory dry break fuel system. An AUSCAR oval track racing seat is compulsory and the comprehensive roll-cage guarantees both driver safety and structural rigidity.



TAC INSURANCE BACKS VICTORIAN MOTOR RACING

TAC Insurance is one of the largest supporters of Victorian motor racing.

Major sponsorship of AUSCAR/NASCAR racing at Calder Park and the Sandown 500 have played a role in maintaining awareness of the 'If you drink, then drive, you're a bloody idiot' message.

While it's these events and television campaigns that most people associate with TAC Insurance, during the past five years the TAC has developed into a major Victorian institution. It has become a key provider of hospital and rehabilitation services, a major employer, Australia's best performed investor and through its road safety campaigns a leading supporter of cultural and sporting events.

The TAC commitment to the Victorian community goes

beyond providing low cost transport injury insurance.

TAC accident prevention media campaigns have helped slash the road toll – more than 800 lives have been saved since the "If you drink, then drive, you're a bloody idiot" campaign was launched in December 1989.

The TAC's \$75 million Black Spot elimination campaign is now well underway. During the next two years safety at around 500 of Victoria's worst stretches of road will be improved.

A revolutionary road safety education project is being tested in 10 Victorian secondary schools. The TAC pilot combines touch screen computers, in-car driver training, rock music and AFL football making road safety far more interesting for young people.



SPORTSMAN – UP AND RACING!

As the AUSCAR class is destined to field only VN/VP Commodore and EA/EB Falcon models, all earlier vehicles will automatically become eligible for the SPORTSMAN class. But changes – based upon economic considerations – have been implemented within the regulations that will affect the specifications of these ex-AUSCAR vehicles, although not adversely

class rules therefore reflect these concerns.

SPORTSMAN Championship events are open to 1979-89 Holden Commodore and 1984-89 Ford Falcon models. Eligible car bodies will be volume-production models as approved by AUSCAR and the original dimensions of these bodies must remain as per the manufacturer's design specifications. The body may be seam-welded, but no attempt may

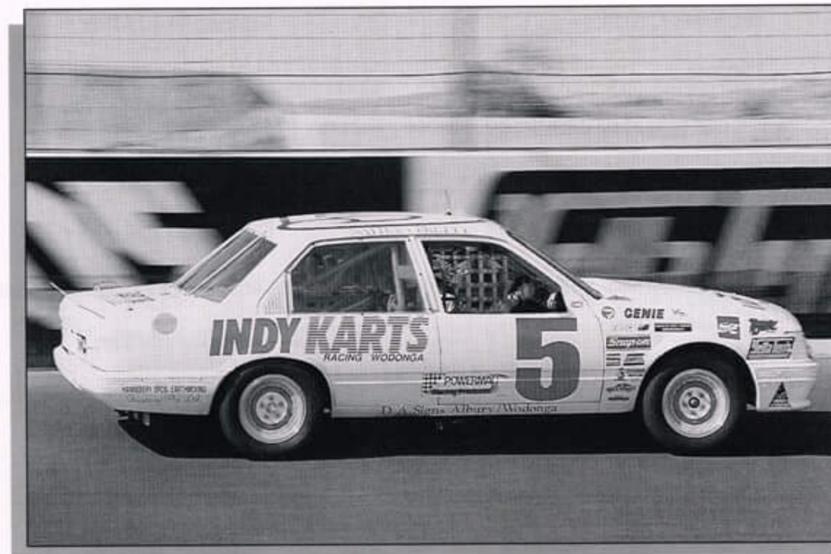
must be the Edelbrock Performer (part no: EB2194) and no modification is permitted. The XF Falcon must use the Edelbrock Performer inlet manifold (catalogue no: 2750) and, again, no modification is permitted. Only AUSCAR-approved carburetors are permitted. Only a standard Holley carburetor may be fitted to the Commodore. Carburetor part numbers are specified for both model engines and no modifications are allowed. A specified Moroso metal air cleaner must be used and all air filtered through the same element. GENIE exhaust headers are specified for both engines and the exhaust pipes must extend beneath the bodyshell and to each side of the car in front of the rear wheels. Minimum exhaust ground-clearance is 75mm and the sills cannot be notched.

All clutch assemblies must be AUSCAR-approved and are specified for both the Commodore and Falcon. Only one-piece flywheels are permitted and the weight must be standard for the eligible model. The only transmissions permitted are the M21 for the Commodore and the Single Rail for the Falcon.

The wheel approved for use by both the Commodore and the Falcon is the Cheviot Quattro 15x7 mag wheel. No other wheels are allowed. Tyres must be Goodyear Eagle225x60VR-15.

No changes from SPORTSMAN specified standard suspension components will be permitted, except as identified. Suspension reinforcement is permitted.

The fuel pump must be standard for the eligible model. It's recommended that all SPORTSMAN vehicles be equipped with radio communication between the driver and his pit-crew, particularly if there's a need to discuss the cost-effective merits of the newest Calder Park Thunderdome sedan class during the race!



where the hip-pocket is concerned.

The new SPORTSMAN class is intended to sit logically above HQ and below AUSCAR with a performance level that maintains a sequential performance-graded pathway to the premier NASCAR class. Cost is obviously a major consideration in each of these classes and the SPORTSMAN specifications reflect these necessary budgetary constraints: the rulemakers have elected to make the class as production-based as is possible to contain costs and yet maintain a satisfactory level of performance. Variations upon the basic AUSCAR

be made to lighten it by the removal of any metal. No aluminium, light alloy or fibreglass will be permitted as substitutes for any component of the body or bumpers.

Commodores may use only the engine known as the 4200cc or 253 cubic inch Holden V8. The XF Falcon may use only the engine known as the 5020cc or 302 cubic inch Cleveland V8. These are the only engines permitted for SPORTSMAN competition. Engine displacement must not exceed 253 cu. in. for the Commodore or 302 cu. in. for the XF Falcon.

The Commodore inlet manifold

NASCAR ENTRY LIST



NASCAR 200

Round One, 1992/93 Australian NASCAR Championship October 11, 1992, Calder Park Thunderdome
Lap Record: George Elliot (AUS) 28.128 secs Track Length: 1.83 km

Car No.	Driver	Sponsor	Car
00	Bryan Sala	Minimax Tools	Holden Commodore
01	Troy Dunstan	Ten Eyewitness News	Oldsmobile Delta
08	Graham Smith	Broadlex Cleaning	Pontiac Grand Prix
5	Max Dumesny	Valvoline	Oldsmobile Cutlass
6	John Lawes	Jaycar Electronics/EMI	Oldsmobile Delta 88
7	Barry Blake	Castrol	Buick Regal 90
2	Tony Howlett	Stealth Innovations	Holden VP Commodore
10	Andrew Harris	Ten Eyewitness News	Oldsmobile Cutlass Supreme
11	Robin Best	-	Ford Thunderbird
14	Neville Lance	-	Ford Thunderbird
17	Tony Southwell	-	Buick LeSabre
23	Ian Thomas	Tropic Coast Developments	Oldsmobile Delta
26	Terry Byers	Aristocrate Poker Machines	Pontiac Grand Prix
41	John Stepanic	-	Oldsmobile Cutlass
44	Adam Pay	-	Pontiac Grand Prix
55	George Elliot	PRO-MA Performance Products	Chev Lumina
72	Bruce Partington	-	Ford Thunderbird
81	Peter Galvin	Galvin Racing/Raceline	Pontiac Grand Prix
85	Denzil Mead	Tasmania's Temptations Holidays	Chev Lumina
86	Trevor Oliver	Federal Mogul/BP/Leahy Petroleum	Pontiac Asco
91	Walter Giles	-	Buick Regal
TBA	Dick Midgeley	-	Pontiac Grand Prix
TBA	John Woodlands	-	Pontiac Grand Prix

AUSCAR ENTRY LIST

BOB JANE T-MARTS AUSCAR 200

Round One, 1992/93 Australian AUSCAR Championship October 11, 1992, Calder Park Thunderdome
Lap Record: Bruce Williams (AUS) 31.511 secs Track Length: 1.83 km

Car No.	Driver	Sponsor	Car
00	Bryan Sala	TBA	Holden VP Commodore
01	Ken James	Agip Motor Oils	Holden VP Commodore
03	Peter Fitzgerald	Goodyear	Holden VP Commodore
1	Todd Wanless	-	Holden VP Commodore
5	Hector Gutierrez	-	Holden VP Commodore
6	George Cassimatey	GMC Products	Holden VN Commodore
7	Rodney Jane	Bob Jane T-Marts	Ford EB Falcon
8	Brad Jones	Castrol	Holden VP Commodore
9	Bruce Williams	Bendix EV-1	Holden VN Commodore
11	Richard Howe	-	Holden VN Commodore
12	Archie Robertson	Archie Robertson Auto & Marine Service	Holden VP Commodore
19	Gary Cole	-	Ford EB Falcon
20	Rob Burns	TBA	Holden VN Commodore
23	Mark Seaton	EB Falcon	Ford EB Falcon
24	Scott Wood	Sydney Lounge Discounters	Holden VP Commodore
25	Terry Wyhoon	Bob Jane T-Marts	Holden VP Commodore
30	Lloyd McDonald	Lloyd McDonald Heavy Equipment	Holden VN Commodore
31	Darryl Speers	Caltex Ringwood	Holden VP Commodore
34	Garry Rogers	Valvoline	Ford EB Falcon
35	TBA	Valvoline	Ford EB Falcon
37	Rod Wilson	Titan "Hi Tech" Motor Oils	Holden VP Commodore
43	TBA	Auscraft	Ford EB Falcon
46	John Faulkner	Betta Stores/ Fisher & Paykel	Holden VP Commodore
47	Leigh Watkins	Snickers	Ford EB Falcon
50	Grant Munday	-	Holden VP Commodore
66	Anthony Leitch	Heavy Haulage Australia	Holden VP Commodore
69	Marshall J. Brewer	Fastrack Racing	Holden VP Commodore
77	John Beasley	Corporate Consultants International	Holden VP Commodore
88	Owen Davies	Don Hodgins Int. P/L	Holden VP Commodore

S SPORTSMAN ENTRY LIST



SPORTSMAN EVENT

Round One, 1992/93 Australian Sportsman Championship October 11, 1992, Calder Park Thunderdome
Track Length: 1.83 km

Car No.	Driver	Sponsor	Car
01	Luke Sheales	-	Holden VL Commodore
05	Tony Castleman	K. & P. Carburetors	Holden VL Commodore
06	Keith Evers	D & K Autotech/V & A Engines	Holden VL Commodore
09	Andrew Gillespie	B & A Automotive	Ford XF Falcon
3	Neville Blight	Berwick BP	Holden VL Commodore
5	Nathan Pretty	Indykarts Racing/V & A Engines	Holden VK Commodore
7	Matthew White	Freighter Aust. P/L	Holden VK Commodore
9	Graeme O'Brien	SVO Motorsport	Ford XF Falcon
11	Nigel Benson	-	Holden VL Commodore
17	Geoff Dunkin	Balnarring Panels/V & A Engines	Holden VL Commodore
21	Justin Haddrick	-	Holden VL Commodore
27	Michael Cantwell	-	Holden VK Commodore
35	Jamey Hollier	Calder Racing & Performance	Ford XF Falcon
36	Bryan Thompson	-	Holden VK Commodore
38	Wayne Smith	Alrin Panels	Holden VL Commodore
47	Gerry Raleigh	-	Ford XF Falcon
69	Darren Thompson	Fastrack Racing	Ford XF Falcon
83	Adrian Bartsch	Melbourne Airport Undercover Parking	Holden VL Commodore
88	Tony Malley	-	Holden VK Commodore
90	Paul Zazryn	COME Racing	Holden VK Commodore

HQ HOLDEN ENTRY LIST



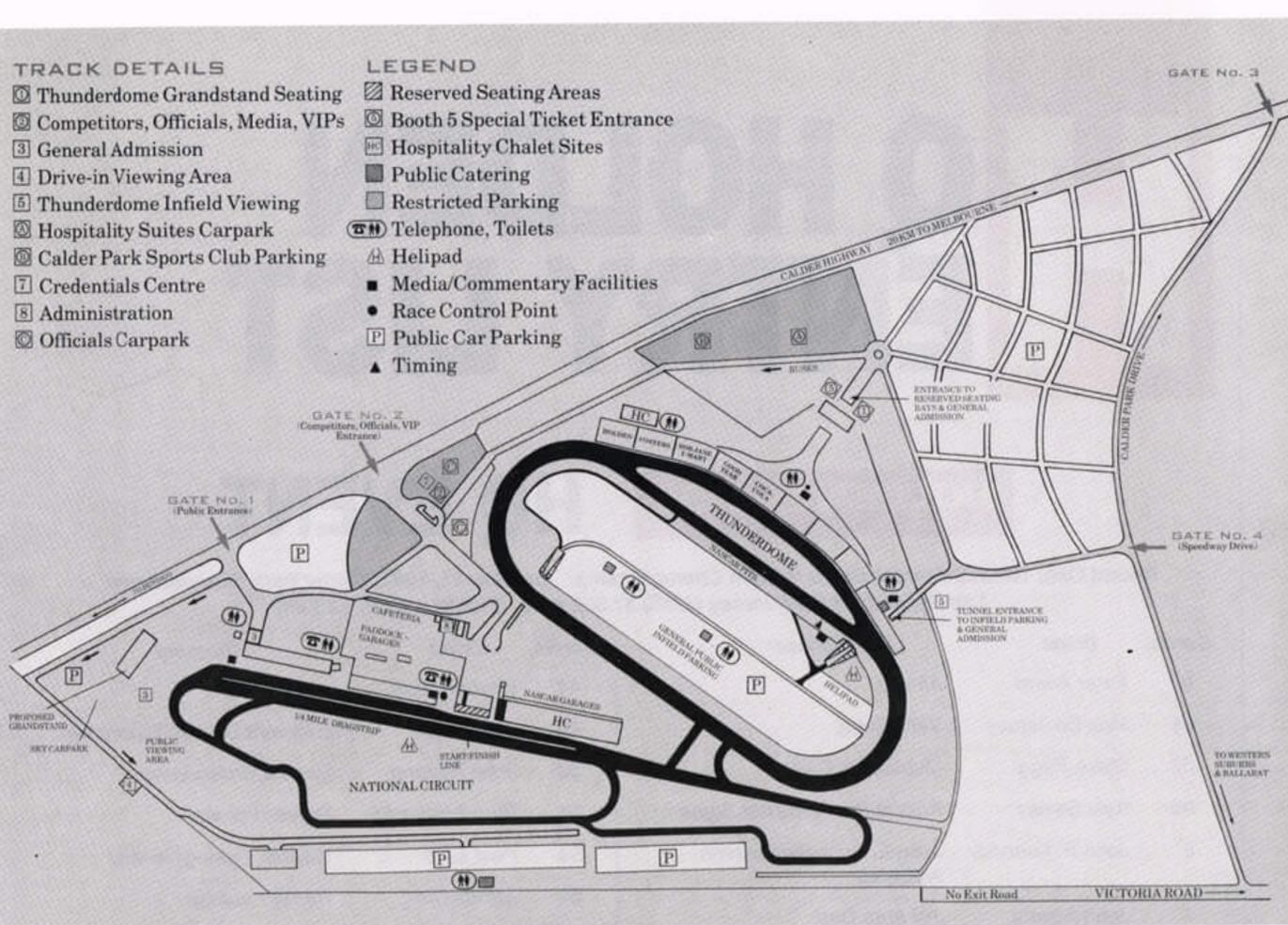
HQ EVENT

Round One, 1992/93 Australian HQ Holden Championship October 11, 1992, Calder Park Thunderdome
Lap Record: Max De Jersey (AUS) 37.582 secs Track Length: 1.83 km

Car No.	Driver	Sponsor	Car No.	Driver	Sponsor
00	Peter Avard	Allduct	44	Hayden Ivers	-
01	Max De Jersey	Yella Terra	47	John Wood	Sydney's Lounge Discounters
07	Steve Pegg	McMahons Dairy	50	John Harding	Rose & Crown Hotel
08	Kyle Seeley	Austral Pacific/Baxter Signs	51	Paul Bongiorno	Dennis Panels
2	John F. Kennedy	John F. Kennedy Fashion Agencies	59	Paul Ewin	Custom Towing Service
4	John Agosta	JW Auto Gas	64	James Curl	Heavy Haulage
6	Dallas Crane	"Quick 6"	67	Simon Wittick	Ian Chapman Panels
9	Mick Webb	Duckhams Q Motor Oil	69	Noel Heenan	Wombat Racing
10	Bill Vatsilas	Southern Motors	70	Rod Dawson	Night Vision
11	Fiona McDonald	ACL Engine Parts	71	David Bullock	Wombat Racing
12	Paul Fordham	Valvoline Australia	72	Gary Yates	Night Vision
14	Darren Mahnken	Transport Equipment Hire	75	Paul Stocker	Consolidated Waste
17	Paul King	Ken Hastings Signs	77	John Shephard	Head Craft
20	Shane Houlahan	Dynotech Automotive	78	Adrian Lauder	Batman College of TAFE
21	Lloyd Davies	Four-Way Service Centre	79	Michael Fitzgerald	Wombat Racing
22	Rodney Atkins	-	81	John Rodda	Repco Fast Parts
23	Darryl Howden	Kamps Car Care	83	Shane Dowie	-
24	Timothy Yates	-	84	Leigh Casey	-
25	David Amor	-	85	Tim D'Ombra	Bendix Mintex
27	David Lambrick	Lambrick Bros Racing/Greensborough Panels	86	Robin Keitley	Ballarat Towing Service
28	Jim Simmons	Simmons Mowers/Pumps	88	Tony Malley	-
32	Lindsay Gray	Maneurop Refrigeration	89	T. D. Hale	Goodyear Greensborough
33	Troy Small	Mellino Business Management	91	Glenn Hosking	-
34	John Orwin	Gisborne Windscreens	95	Shane Cowham	Rare Spares
35	John Spencer	Agip Motor Oils	97	Allen Boughen	Couriers Please
36	Ken Nicholson	-	98	Kevin O'Brien	3M Australia/Ray Smith Motors
38	Robert Tinworth	Beaver Bin Hire			

- TRACK DETAILS**
- Ⓞ Thunderdome Grandstand Seating
 - Ⓞ Competitors, Officials, Media, VIPs
 - Ⓞ General Admission
 - Ⓞ Drive-in Viewing Area
 - Ⓞ Thunderdome Infield Viewing
 - Ⓞ Hospitality Suites Carpark
 - Ⓞ Calder Park Sports Club Parking
 - Ⓞ Credentials Centre
 - Ⓞ Administration
 - Ⓞ Officials Carpark

- LEGEND**
- Ⓞ Reserved Seating Areas
 - Ⓞ Booth 5 Special Ticket Entrance
 - Ⓞ Hospitality Chalet Sites
 - Ⓞ Public Catering
 - Ⓞ Restricted Parking
 - ☎ Telephone, Toilets
 - ✈ Helipad
 - Ⓞ Media/Commentary Facilities
 - Race Control Point
 - Ⓞ Public Car Parking
 - ▲ Timing



HQ HOLDEN PACK ATTACK!

Australia's legendary family sedan of the seventies is making a comeback – but, this time, it's on the racetrack! The humble HQ Holden four-door sedan is now the chosen competition vehicle of vast hordes of rookie tin-top racers Australia-wide. Fortunately, the daunting Thunderdome has attracted its own elite group of these straight-six early-model specialists and thus added a spectacular new dimension to the term "close racing" – the droning HQ pack attacking the banked turns four and five abreast never fails to drag the roaring crowd to its feet!

Whilst retaining the closest links with its production origins, the HQ Holden in racing guise has of necessity been modified to prolong its competition life. Additional to the HQ Racing of Australia regulations, Calder Park has mandated certain safety requirements more aligned with oval track racing.

The full roll-cage is a mandatory

requirement and now incorporates a minimum of two driver's side intrusion bars between the A and B-pillar roll-cage hoops. These intrusion bars are a proven necessity at the Thunderdome and are an adjunct to the circuit-racing HQ specs. A driver's seat support bar provides adequate seat restraint in the event of a rear-end collision and they do happen with HQs!

A fuel cell to contain the super or unleaded petrol is another mandatory Thunderdome safety item, the modified standard tank supplied by the HQ Racing Association on a changeover basis. Continuing the safety theme, rear wheel bearing lock-rings must be tack-welded to the axles with a minimum of two welds. Hand-held fire extinguishers must be removed from the vehicle, as an approved type extinguishing system is permitted instead.

A laminated glass rear windscreen must be fitted and additionally located with a minimum of two metal retaining straps affixed vertically above and below the original upper and lower

windscreen mouldings. All side windows must be fully wound down. Apart from the driver's door, Lexan or perspex is secured to the outside of the upper door frames. All doors must remain fully operational and the driver's window is fitted with a net. All headlamp glass is removed.

The battery must be mounted in a sealed container behind the driver's seat, with breathers exiting through the floor. Removal of the radiator fan is compulsory and the tailshaft must be fitted with loops. A yellow light warning device and aerial is fitted in a highly visible dash position.

The control suspension (dampers and springs) is to HQ Racing regulations and, in order to tailor the suspension to the banked tri-oval circuit, spring jacking is permitted – provided the difference in ride height as measured from rim to guard between two wheels on the same axle is no greater than 50mm.

COMPLETE



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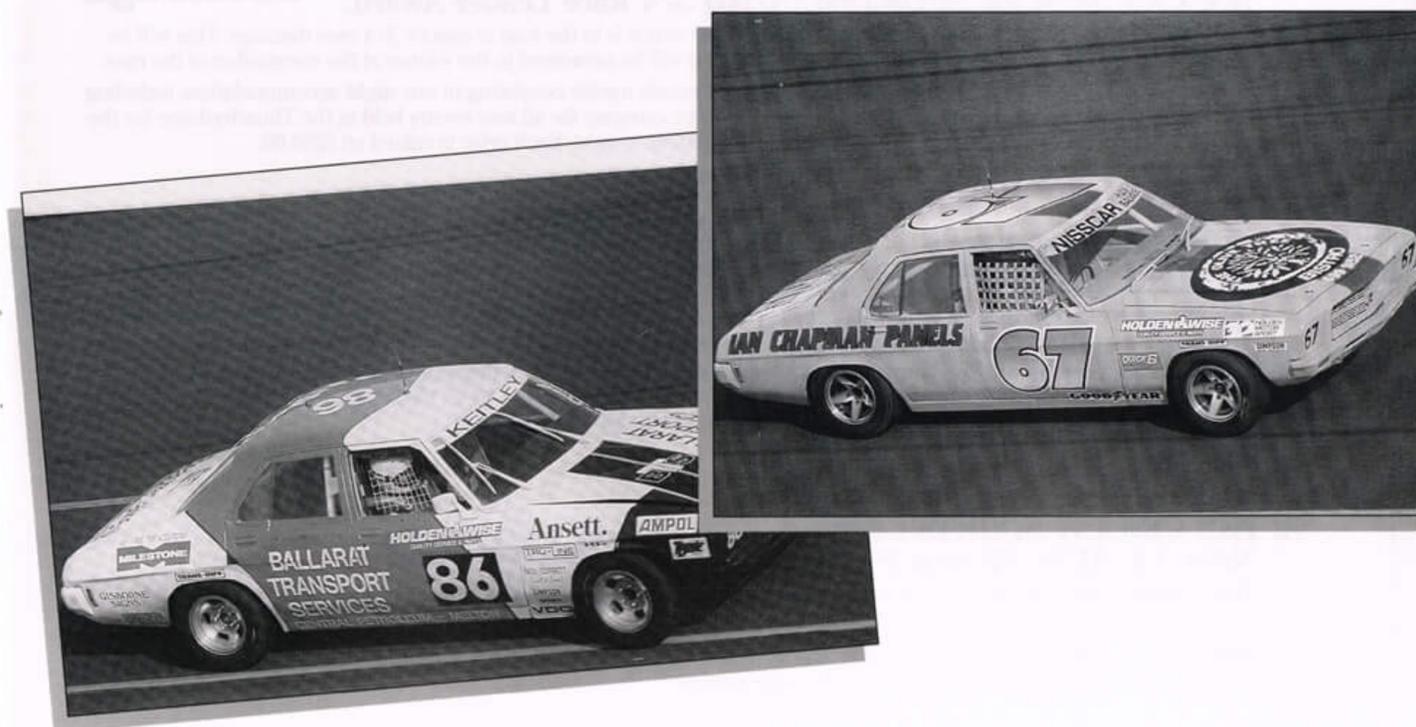
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C ONTINGENCY AWARDS 1992/93 CHAMPIONSHIP SEASON

1. ROOKIE OF THE YEAR AWARD

A. THE MELBOURNE AIRPORT TRAVELODGE NASCAR and AUSCAR Rookie of the Year Award.

Melbourne Airport
Travelodge

The Award: An award to the highest finishing Rookie driver in the Championship season. This will be announced at the Banquet dinner.

Benefit: The winner of the two categories will receive a return airfare and 5 nights accommodation for two people staying at the Penang Parkroyal in Malaysia. The cost of each prize is valued at: \$4,600.00

B. THE PENNZOIL SPORTSMAN Rookie of the Year award.

Benefit: The winner will receive product/cash to the value of: \$1,300.00



2. CREW CHIEF OF THE YEAR AWARD

A. THE COOPER TOOLS NASCAR/AUSCAR/SPORTSMAN/HQ Crew Chief of the Year Award.



The Award: An award to the Crew Chief of the team who's driver wins the Championships.

Benefit: NASCAR/AUSCAR - Cooper Tools product to the value of: \$3,000.00 for each category. The tools can be selected from the range.

SPORTSMAN/HQ - Cooper Tools product to the value of: \$1,300.00 for each category. The tools can be selected from the range.

3. 3/4 RACE LEADER AWARD

A. THE MELBOURNE AIRPORT TRAVELODGE NASCAR/AUSCAR/SPORTSMAN/HQ 3/4 Race Leader Award.

Melbourne Airport
Travelodge

The Award: An award to the competitor of the race car which is in the lead at exactly 3/4 race distance. This will be announced at 3/4 way point and the award will be presented to the winner at the completion of the race.

Benefit: The Melbourne Airport Travelodge will provide a prize consisting of one night accommodation, including dinner and breakfast for two people for each category for all four events held at the Thunderdome for the 1992/1993 Australian Stock Car Championship season. Each prize is valued at: \$255.00.

4. 1/2 RACE LEADER AWARD

A. THE YELLA TERRA AUSCAR 1/2 Race Leader Award.



The Award: An award to the competitor of the race car which is in the lead at exactly 1/2 race distance. This will be announced at 1/2 way point and the award will be presented to the winner at the completion of the race.

Benefit: One set of Yella Terra Roller Rockers, either Holden or Ford, depending on the winners car type. To the winner of the AUSCAR category for all 6 rounds of the 1992/1993 Australian Stock Car Championship season. Each prize is valued at approximately: \$442.26.

5. BEST PIT STOP AWARD

A. THE CIRCUIT SPORTS CAEE NASCAR/AUSCAR Best Pit Stop Award.



The Award: An award to the race team who executes the smoothest pit stop, not necessarily the fastest, judged by Pit Lane Officials.

Benefit: Team dinner at the Circuit Sports Cafe, for each event held at the Thunderdome for the 1992/1993 Australian Stock Car Championship season.



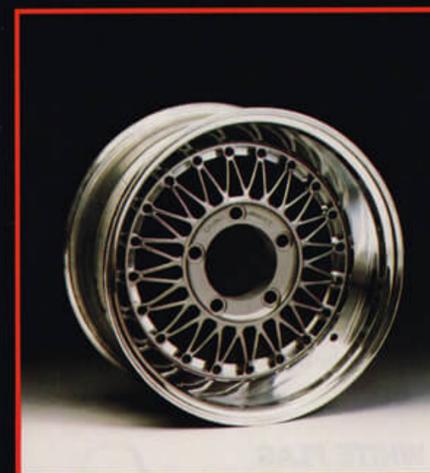
SIMMONS BC 45



SIMMONS PC 86



SIMMONS P86



SIMMONS P86 RV SUZUKI 4WD



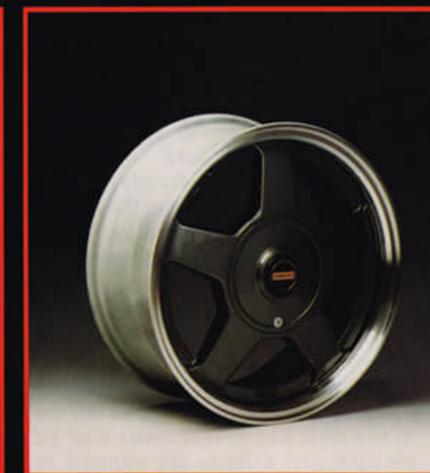
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UNDERSTANDING FLAG SIGNALS

GREEN FLAG

START OF RACE AND RESTARTS



Denotes start or restart of the race. Shown to field when correctly lined up. Cars must retain formation until the Start Line is crossed and the number two qualifier must not beat the number one qualifier to the Green flag.

On all restarts, overtaking between the designated restart position and the start/finish line may only occur on the outside of the vehicle being passed: NASCAR vehicles pass on the right, AUSCAR vehicles pass on the left.

After the Yellow flag has been displayed, the Green flag indicates that the Yellow flag has been withdrawn and racing starts, regardless of the line-up.

BLUE FLAG WITH DIAGONAL YELLOW STRIPE

PASSING FLAG



The Blue flag with a diagonal Yellow Stripe signifies that faster traffic is overtaking the cars being signalled. Cars being given this flag should be prepared to yield to the overtaking traffic.

YELLOW FLAG

CAUTION



The Yellow flag (or Yellow light) indicates a hazard on the track and signifies caution. This signal will be given immediately following the occurrence of the cause for caution.

All cars receiving the Yellow flag (Yellow light) will immediately slow down to a caution pace, hold their positions and form a single line behind the lead car. No overtaking is allowed. The race leader will then look for the appearance of the Pace Car and facilitate the positioning of the Pace Car immediately to his front (by adjusting his speed as may be required).

Any car which passes another race car on the track while slowing down

after the declaration of a Yellow condition must, as quickly as possible, correct his position on the track (by falling in behind the car which was in front at the time the Yellow was declared). No car is allowed to pass the Pace Car, unless directed by a Pace Car official.

A pit-entry flagman stationed at the entry to pit road will exhibit a Red flag with a Yellow Cross to indicate that the pit road is closed. When the Pace Car is correctly positioned with the field and passes the pit road entry, the flagman will exhibit a Green flag. This indicates that the pit road is now open to the race vehicles. Any car entering the pits prior to this Green flag will restart from the rear of the longer line of cars, regardless of his position in the race.

At road course events, a waving Yellow flag indicates great danger, reduce speed and be prepared to stop.

RED FLAG

RACE STOP



The Red flag means that the race must be stopped immediately, regardless of the positions of the cars on the track. If, in the opinion of the AUSCAR officials, the track is unsafe, then the Red flag is used.

Cars should be brought to the start line, if possible and kept on the track. No repairs of any nature or refuelling will be permitted when the race is halted due to a Red flag. All work must stop on any car in the pits: but windscreens may be cleaned and drivers are allowed to receive sustenance. Work may be resumed when the race is restarted.

BLACK FLAG

REPORT TO PITS IMMEDIATELY



The Black flag is displayed with the relevant car number. The driver must immediately report to pit lane at the end of the lap and cannot rejoin the race until directed by the officials. In all races, if

the bonnet or boot-lid of a car becomes loose or open, the Black flag will be directed to that car as soon as possible.

Non-compliance means the driver may be given the Black flag with a White Cross, informing him that scoring of his car has been discontinued until further notice: this means the driver loses the laps during which the Black flag is displayed.

During the period a driver is being held as a penalty, no crew member is permitted over the pit wall. Once released by the AUSCAR official, the stop may be treated as a normal pit stop.

WHITE FLAG

ONE LAP TO GO



When the White flag is displayed, it means that the leader has started his last lap.

Should the Yellow flag be displayed during the White flag lap, cars will be scored on the basis of the position in which they cross the start/finish line. After cars receive the Yellow flag, further passing will not be permitted.

No car may receive any assistance after the White flag has been displayed, except for cars on a regular pit stop. Violation will result in the car not being scored on that lap.

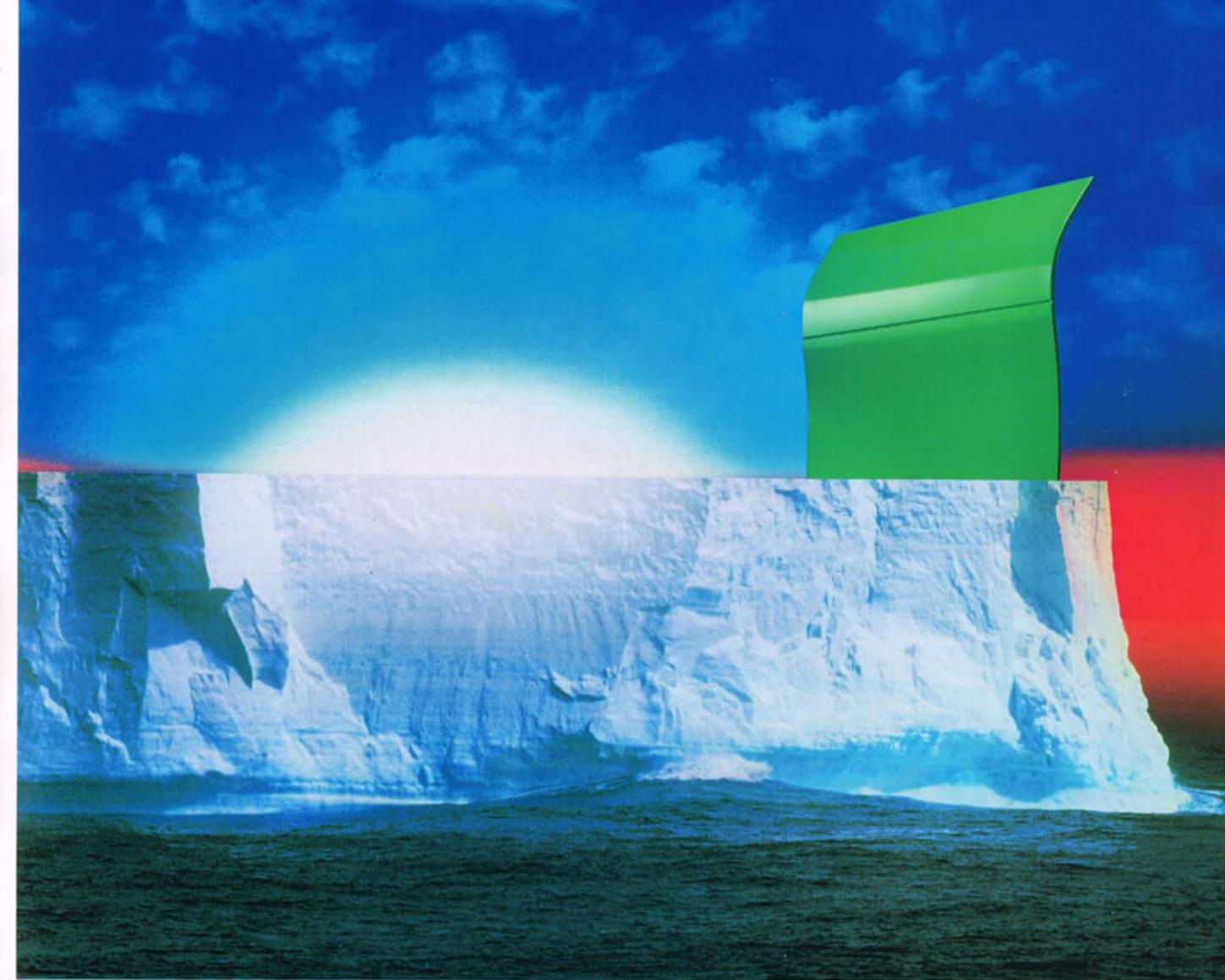
CHEQUERED FLAG

END OF RACE



The Chequered flag indicates that the leader has completed the required distance. All other cars receive the Chequered flag on the same lap as the leader.

If the Chequered flag is deployed as a signal before the prescribed number of laps have been completed, the race will nevertheless be considered to have finished at that time. If the Chequered flag is deployed after the prescribed laps have been completed, the race will be considered to have finished at the time the flag was shown.



Euronova. Because the gloss is high.

Euronova is a unique, revolutionary two pack car refinishing and colour mixing system from Watty! Spartan. Euronova has excellent spraying properties and is particularly easy to apply. Euronova dries fast to a dust free finish and is therefore less susceptible to dust ingress. Euronova is isocyanate-free making it safer to work with. Euronova saves time and material because opacity is achieved by spraying just two coats. The Euronova range consists of only twenty mixing colours... the result is a perfect match for almost any car, any colour. Euronova is a must for anyone who wants an exceptional job quickly, efficiently, safely and in most cases with a significant cost saving. Euronova. Available now from your local Watty! Spartan distributor.

WATY!
SPARTAN



TAC. More than just insurance.



Road Safety Campaign.



TAC Trauma Centre, Alfred Hospital.



Rehabilitation Care.



Black Spot Accident Prevention.

TAC

Transport Accident Commission Personal Injury Insurance