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IN THE PITS

AUGUST 2006

THE NEWSLETTER OF *PENRITH DISTRICT NITRO RACING INC. (PDNR)*

PRESIDENTS REPORT

What a year we are having, so many race events and then every Tuesday night except for the couple of rain nights.

I am glad to see more PDNR drivers attending other meets such as Pre Worlds, NSW Titles, Winterchamps & Summerchamps, at all these meets I would say that PDNR would have been the majority in numbers for representing a club.

PDNR held its first 2 day race meet at SIRC on the weekend, and a great race meet it was, drivers & spectators had a great time, and a chance to see some of Australia's top drivers in action.

Our Tuesday nights are growing larger each championship, with all the new drivers coming through it won't be long & we may have to run until midnight.

Please enjoy reading the newsletter and good luck for the year ahead.

On a racing note, Steve O, Michael, Tony, Phil Jnr, Evan and myself (Kevin) are off to compete in the 200mm Nitro Worlds in September, I wish all the guys luck and to enjoy the excitement of being able to be part of a worlds event.

El Presidente

Kevin

Graham's
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67A Queen Street St Marys NSW 2760

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PDNR INTERCLUB CHALLENGE ROUND 1

August 5 & 6 2006 has kicked off what will hopefully become the biggest IC event in Australia. Penrith District Nitro Racing hosted round 1 of the inaugural Nitro Club Challenge. The idea of the event is similar to what electric clubs have been doing for some time, competing both as individual racers & representing their clubs to determine the best club for each year. Points are allocated to the top 5 drivers in each division from each club. Points are awarded to drivers for qualifying positions and final positions. The idea is to encourage participation from as many members from each club as possible with a good chance of earning points to go towards the club championship. The concept will be refined over time but this is something that has been long overdue & well done to the clubs involved for making it a reality.

Saturday started off with clear skies, but overnight rain delayed the starting of qualifying. Plenty of cars were running on the track to help speed up the drying process & getting in some much needed practice. The first qualifier got underway at 12.00pm with a few of the racers not still present. Apparently Penrith was one of the few places in Sydney that wasn't copping a hammering from the rain. Nitro Kit was the first division to get its turn on the track & John Wessel from the Lithgow club was the early pace setter & held TQ spot at days end. We are very hopeful of a big future for this class as a good entry point into competitive racing. The cars must be available in Australia as an RTR or kit with engine. No modifications are allowed & the engines must be the ones supplied with the car from the manufacturer. No swapping engines from different kit cars are allowed. The only changes allowed are radio equipment, Tyres, Tuned pipes & a 2 speed may be fitted to cars that come as a single speed, such as the v-one-s. Bodies may also be changed but they must be a sedan type body. The quality of racing in this class was quite good considering most of the racers are fairly new to this type of thing.

Pullstart was next out of the blocks with Winterchamps winner from PDNR Matt Russell the man to beat. He set the pace from the moment he hit the track & no one could get near him. Rod Albronda was next fastest but couldn't quite match it with Matt who ended the day on TQ, Cory Gurney LRCCC was also keeping at the pointy end of the field. The rules for this class were pretty simple, the car must have an operational pullstart fitted. This formula seemed to be a winner with the class proving popular, with entries higher than usual. This was even more of a surprise considering a kit class was also on offer.

Pro Tourer had a fairly hot field with some of Sydneys finest competing. Andrew Bardetta NSWRCCC, Greg Brooks MINGARA RC & Tony Firth PDNR were turning some hot laps. But Phil Woodbury from PDNR was the standout completing 37 laps & holding down TQ. Steve Valleta PDNR, Lance Nunn MINGARA RC & Michael Turner PDNR were also lurking in the top spots. This class is for 200mm tourers running to AARCMCC specs.

Open Pan was the final class on offer, this consisted of a mix of 235mm & 1/8th scale circuit cars. Leigh Dytor NSWRCCC was the man to beat in this class with Phil Woodbury PDNR trying to match it with him. Phil managed some super fast laps but was stuck by the gremlins & couldn't get a consistent run. Harry Pappadopolus NSWRCCC also managed to stay up near the front but couldn't quite match the pace set by Leigh. PDNR Hopeful Steve O'Connor was also plagued by gremlins & at days end looked like slipping out of the top eight. At days end it was Leigh Dytor holding on to TQ.

Sunday dawned to clear skies & sunshine so qualifying continued on time. A few drivers that couldn't make the Saturday racing were now on deck for the final day.

It was almost a carnival atmosphere in the pits with drivers from all the clubs chatting & helping each other out. This is what R/C Racing should be all about & days like this can only strengthen the Sydney Nitro Scene.

In Nitro Kit the big mover was Jonothan Freund PDNR hitting the track for the first time. John Wessel's TQ time was obliterated & Jon held TQ for the remainder of qualifying. All other classes remained the same in the top order with some minor shuffling in the lower orders. The only big movers were Ric Bartolozzi NSWRCCL & Anthony Gatalaro NSWRCCL in pro tourer getting their first taste of the action. Anthony only missing out by a small margin of securing a guaranteed A final berth.

The finals were run as bump ups with the top two finishers from the lower finals to move into the next final up. This can create some exciting racing as there is an extra incentive to do well. The C final for pro tourer was the first final of the day with all drivers keen to move up to the B. After 20 mins of fast & furious action Barry Walker NSWRCCL & Kevin Maton PDNR managed to finish on top & progress to the next stage.

Pullstart B final was an entertaining race with just staying alive being the recipe for success. Brett Umenburger PDNR & Greame Jones PDNR had the best of the early running before being forced to retire near the end. This opened the door for Charles Pilloto PDNR & Michael Connolly MINGARA RC to move up into the main event.

Nitro Tourer B Final was a hotly contested affair with Steve Valletta PDNR, Sam Grima PDNR, Lance Nunn MINGARA RC, Anthony Gattelaro NSWRCCL & Steve O'Connor PDNR all very much on pace in the early stages. Gattelaro was involved in an incident on the back straight causing damage to the car & ending any chance of progressing further barring a miracle. Valetta was the next to fall with a steering servo giving up. That left Grima, Nun & O'Connor all vying for the important top 2 spots. Unfortunately an accident made the top 2 cut & dried with O'Connor crashing out with 7 mins remaining. Grima & Nun were through to the big one.

Open Pan B final was decided by attrition with Kevin Maton PDNR & Greame Jones PDNR as the only starters automatically moving them up into the A

Nitro Kit only had 10 entrants so a main spot was guaranteed. Top Qualifier Jon Freund took off to an early lead before his engine decided to call it a day. This seemingly opened the door for John Wessel, but local boy Brett Quarm had other ideas & managed to take the victory from Wessel with John Bates PDNR in third. Quarm will be one to watch in the future as only a few weeks ago he was still coming to grips with his driving in the Novice class.

The Pullstart A final again saw Matt Russell PDNR reassert his dominance from qualifying taking an early lead & stretching it further as the race progressed. Albronda tried hard to stay in touch but was forced to retire early. Nathan Ryan PDNR took the chance offered & moved up to 2nd spot with Gurney LRCCC a bit further back securing 3rd.

The Pro Tourer A final was first class with top qualifier Woodbury getting off to a flying start. The battle for the remaining top spots was very tight with Firth & Bardetta having a great tussle. Bartolozzi after a shaky start was flying through the field to stake his claims for top spot. Brooks had a few early mishaps which would prove to make a charge to the top impossible but forced a great battle with Russel for the lower placing's. At the end of the 30 mins Woodbury remained in top spot, with Bartolozzi & Firth in 2nd & 3rd after some good close racing. This was a hotly contested class & all drivers seemed to have a great time & I am sure cant wait for the next round.

Rounding out the day was the Open Pan final, with Dytor NSWRCCL getting out to a good lead. Papadopolos NSWRCCL had a few issues but managed to stay in 2nd place for most of the race. Further back the attrition trend continued with O'Connor forced to contest the final in 2nd, Valletta after showing some early promise blew an engine. Albronda PDNR took advantage & secured 3rd spot behind Dytor 1st & Papadopolus 2nd.

The weekend was a major success & enjoyed by all who attended. It was run in the true spirit of racing & we hope all the clubs get behind it & make it the best it can be.

PDNR SPONSORS

PDNR thanks our supporters for 2006.

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- Massive Mods
- Ivans Butchery – St Marys
- Dexion – Branches Australia Wide

PDNR ARE LOOKING FOR SPONSORS FOR 2006/ 2007

(Please see Race Control on Tuesday nights or see rear of newsletter for contacts)

EVENT CALENDAR

- **AUGUST 15TH** – PRESENTATION NIGHT (AUTUMN C'SHIP)
- **AUGUST 26TH** – DRAG NIGHT ROUND 3
- **SEPTEMBER 17TH** – IFMAR 200mm WORLD CHAMPIONSHIPS - QLD
- **OCTOBER 7TH** – PDNR RC 1000 BATHURST
- **NOVEMBER 18TH** – PDNR 3 HOUR CLASSIC
- **NOVEMBER 11TH** - PDNR TRIVIA / AUCTION NIGHT
- **DECEMBER 5TH** – PRESENTATION NIGHT & SANTA (SPRING C'SHIP)
- **DECEMBER 12TH** – A.G.M
- **DECEMBER 17TH** – PDNR CHARITY CHALLENGE – ORAN PARK



2.4 HOUR LE MANS - RACE REPORT

On Saturday, May 27, the P1 car park at the Sydney International Regatta Centre was transformed into the setting for another major RC event, the third annual 2.4 Hour Le Mans. A huge 250m track played host to the 16 teams that competed for 2 hours: 24 minutes attempting to be the 2006 2.4 Hour Le Mans Champions.

The open practice session was a good chance for teams to put the finishing touches to their preparation and car setup. The time sheets captured the entire two hours of practice with the defending champions, Team RB (Woodbury/Russell/Stanborough/Wells) showing that they would again be a force to contend with. Once again this year saw a number of teams from outside the local area, and they made the most of the time to settle into their new surrounds.

There were many frantic moments in the pits with a few near misses blowing the team owners blood pressure off the scales, especially in the early part of practice before the sun set over the Blue Mountains as the glare was unbearable. The big surprise in practice (to the GP guys anyway) came from the sole EP entry, Team Orange RC (George/Kendall/Wessell) who turned a few heads with the pace of their Tamiya TA05.

The teams had a short break before qualifying, a quick once over ensured the car was ready for the 20 minute session. Each team's single best lap would count towards their grid position, but more importantly their position on the drivers stand. The qualifying session was optional and many teams employed differing tactics to try and utilise the clearest track conditions. With up to 16 cars on the track at any one time, it would be critical to find a flying lap without too much traffic.

The first team on the track for qualifying was Team Grahams Hobbies (Turner/Hawkins/Bardetta/Firth) who utilised the unusually quiet track conditions to post their quickest lap of 24.736 on lap four which would place them third overall at the end of the session. They then concentrated on refining their setup as they didn't make full use of the open practice. Eventual top qualifiers Team RB took a different approach and waited nearly ten minutes before hitting the track. It only took them seven laps to take TQ with at 23.228, but they improved on their time the following lap and posted a 22.849. Grahams Hobby Centre (Firth/Albronda/Maton/Miller) were another team who joined the session late, waiting over 14 minutes before starting their session. In fact they were not even going to post a time until they remembered that qualifying positions gave you a choice of where to stand on the drivers stand. They made the most of the remaining six minutes and posted a 24.503 to take second place on the grid.

So the order at the end of qualifying was: 1st Team RB, 2nd Grahams Hobby Centre, 3rd Team Grahams Hobbies, 4th Grahams Racing Division, 5th Team Barclay, 6th Batty Racing, 7th Team Orange RC, 8th Auswide Hobbies, 9th Team Orange 2, 10th Team 144, 11th Hawkesbury PC, 12th Grahams Racing Team, 13th Team SL & CS Promotions, 14th Dad N Dave Racing, 15th Team KV1, 16th Diesel N Dirt.

The playing of the Australian National Anthem signalled that the start of the 2006 2.4 Hour Le Mans was just around the corner and the cars rolled onto the track for the pre-race warm up. The starting procedure for this event is something quite different and very exciting to watch. With the cars positioned in the pit lane (GP cars are off and EP cars have the battery unplugged), the mechanics who are standing on the inside of the pit straight have to run across the pit straight at the dropping of the Australian Flag. They start the cars as quickly as possible and place them directly on the pit straight. This is why there is little emphasis placed on qualifying for a grid position, as was the case for Team KV1 (Parkinson/Janjic/Russell/Edwards) who qualified 15th, but got away quickly into 2nd place on the opening lap.

Most teams got away smartly and as they settled into the race Team RB would emerge as the leaders, followed by Team KV1, Team Barclay (Azzopardi/Barclay/Seychell/Robertson/Hanmore), Grahams Racing Division (Valletta/Umenberger/Umenberger/Morgan) and Team Grahams Hobbies. Trouble struck the race leaders on lap 13, costing them two laps which dropped them back to 4th. This promoted Team KV1 to the lead, who had a charging Team Grahams Hobbies to stay ahead of. Grahams Racing Division had secured 3rd place with Team RB's misfortune.

The race order was changing so fast it was hard for teams to track their opponents on the track, in many cases by the time the results had updated on the timing monitor, the positions had already changed. The team on a mission had to be the early leader and defending champion Team RB. With Phil Woodbury at the wheel, they chased down the front runners eventually gaining a 12 lap lead over the field before they completed their compulsory pit stops for tyres and receiver battery. Also circulating consistently was Auswide Hobbies (O'Connor/Freund/Tompkins) who pinched 3rd place from Grahams Racing Division and held onto it for the first quarter of the race.

There were several different tactics used by the teams when it came to their compulsory stops for tyres and receiver battery. Some teams took on an extra receiver pack for the first half of the race and simply cut it off and switched to the on board battery for the remainder of the race. Other teams didn't want the extra weight and chose to swap the entire battery. The balance of time lost in the pits, to time gained on the track would see a great battle both on the track and in the pits. Tyres were another contentious issue with some teams running harder compounds to reduce wear, while others went softer and therefore faster but needed to make more than the compulsory stop for tyres. Team Grahams Hobbies were one such team who made a total of three stops for tyres – an indication of how hard they were pushing, but a tactic that would pay dividends at the end.

With all the compulsory stops completed and the pit window closed, Team Grahams Hobbies had emerged as the new leaders. 2nd place was held by Team KV1 and Team RB who had experienced dramas after their driver change were back to 3rd after spending thirteen minutes off the track doing repairs. This is how they would run to the chequered flag but it was not all plain sailing. Team Grahams Hobbies pitted from the lead on lap 223 to complete their third tyre change (for rears only) and rejoined for the sprint to the line with a 10 lap lead. Further down the order Team SL & CS Promotions (Lear/Callaghan/Lear/Lear/Gavenlock) had positioned themselves well in 4th place while Grahams Hobby Centre and Team Orange RC (EP) were locked in a tight battle for 5th and 6th with the GP just edging out the EP. It could have easily been a better result for the virgin EP team had they not had motor and speed control problems that cost them in excess of six minutes early in the race.

Minor placings were relatively close given the duration of the event, Auswide Hobbies finished 7th only three laps behind Team Orange RC, followed by Grahams Racing Team (Fisher/Jeffery/Willis/Oxford/Fisher) in 8th, Grahams Racing Division in 9th and rounding the top ten were Batty Racing (Bates/Ryan/Lee).

An important component of the 2.4 Hour Le Mans is the finish. Just like the real event, cars need to collect the chequered flag in order to be classed as finished. For this event, the chequered flag was waved for a period of 90 seconds and all teams needed to pass under the timing bridge within this time to be classed as finished. Any teams that DNF (Do Not Finish) were not eligible for awards. Fourteen of the sixteen entries finished the event which was full of excitement, drama but more importantly heaps of fun!

Final positions: 1st Team Grahams Hobbies, 2nd Team KV1, 3rd Team RB, 4th Team SL & CS Promotions, 5th Grahams Hobby Centre, 6th Team Orange RC, 7th Auswide Hobbies, 8th Grahams Racing Team, 9th Grahams Racing Division, 10th Batty Racing, 11th Team Orange 2, 12th Dad N Dave Racing, 13th Team Barclay, 14th Team 144, DNF- Diesel N Dirt, DNF- Hawkesbury PC.
Other awards presented on the night were Concourse: Best Le Mans Car – Team Orange RC, Best Team – Team SL & CS Promotions.

PDNR would like to thank all entrants for attending and making the event a great as it was. Special thanks also the many volunteer officials who ensured the event ran smoothly: Chris Earl, Chris Wheatley, Wayne Adams, Matthew Richardson, Scott Tompkins, Peter Couch and Ray Wallace.

Hope to see you all again next year. The 2007 2.4 Hour Le Mans in scheduled for May 26.

RUBBISH BINS

Can everyone please make an effort to **PUT ALL RUBBISH** (and broken parts) in the bins provided. PDNR are guests to the car park, and it must be left in the same state as when we arrived. There is also a **WASTE FUEL** disposal for any unwanted fuel. Thanks also to those regular drivers and members who help pack and clean up after racing every week, your help is appreciated.

FEEDBACK & SUGGESTIONS

'In The Pits' invites any driver, member or spectator with feedback, stories or suggestions to send them in for a new section of the newsletter. If you have any thoughts for the PDNR community please hand them in writing to Race Control or e-mail them to info@pdnracing.org.au with the subject "Newsletter."



SHOP 2, 55 – 59 YORK ROAD, PENRITH
PHONE: 47325133

IMPORTANT DRIVER INFORMATION

Due to insurance requirements;

1. All drivers/pit crew must wear covered footwear
2. No alcohol permitted on the premises at any time
3. No cars are to be run before 7:00pm .
4. Before running your car(s) all drivers must:
 - Check-in at race control (6:15 - 7:00 pm)
 - Put a frequency peg on your controller.
5. Drivers must return their frequency peg and transponder immediately after the race finishes
6. All entrants must pit in the designated pit/paddock area
7. All marshals must wear an orange vest
8. No cars are to be run on any other night other than race night.
9. All drivers must attend the drivers brief at the start of racing (non compliance can result in the driver being refused to race)

CHAMPIONSHIP RESULTS – 2006 AUTUMN

Congratulations to all drivers who made the podium, you should be proud of your achievement. The final standings are outlined below:

OFF ROAD BUGGY		
P	Name	Pts
1	Michael Turner	301
2	Chris Earl	239
3	John Bates	188
4	John Newham	173
5	Chris Abela	162
6	Dean Micallef	156
7	Ron Sant	125
8	Shane Middlemass	97
9	Nathan Ryan	78
10	Scott Van Der Draay	59
11	Glen Hunter	52
12	Jamie Fellowes	20
13	Jamie Humphries	13
14	Brett Shaw	12
15	Matthew Ferguson	10
16	Joe Jones	9
17	Ben McMahon	6
18	Brian Orouke	0

OPEN PAN		
P	Name	Pts
1	Jonathan Freund	305
2	Ray Azzopardi	248
3	Steve Valletta	228
4	Rod Albronda	165
5	Daryl Thompson	157
6	Ray Wallace	148
7	Mark O'Connor	107
8	Grahame Jones	87
9	Alex Borg	68
10	Scott Van Der Draay (M1)	38
11	Kevin Maton	30
11	Harry Papadopoulos	30
13	Phil Woodbury	29
14	Jeff Fenech	28
15	Matthew Ferguson	8

Division Sponsor AUSWIDE HOBBIES		
OFF ROAD TRUCK		
P	Name	Pts
1	Roy Hanmore	302
2	Ross Porfida	240
3	Philip Woodbury Snr	186
4	Charles Pilotto	157
5	Graham Fisher	144
6	Darrin Neale	140
7	David Bush	127
8	Nigel Brown (M1)	108
9	Scott Lee (M1)	98
10	Noel Anderson	60
11	Philip Woodbury Jnr	40
12	Greg Rattcliffe	19
13	Ray Cosier	16
14	Donald McLeoud	14
15	David Baker	7
16	Barry Gavin	0
16	Paul De Villiers (M1)	0
16	Andre De Villiers (M1)	0
16	Victor Guerrero (M1)	0

Division Sponsor GRAHAM'S HOBBY CENTRE		
NITRO KIT		
P	Name	Pts
1	Peter Willis	245
2	Jonathan Freund	180
3	Ron Hutchinson	179
4	Brett Shaw	169
5	Jason Vella	116
6	Jamie Gayner	107
7	Graham Fisher	99
8	Brett Quarm	96
9	Nathan Ryan	90
10	Barry Gavin	72
11	Peter Rodger	70
12	Daniel Weaver	48
12	Donald McLeoud	48
14	David Baker	28
15	James Kayesmith	27
16	Les Dorman	20
17	Jamie Felowes	8
18	Kevin Ackley	7
19	Lachlan Walsh	0
19	Donny Fellowes (M1)	0
19	Kevin Frost	0

Division Sponsor PIRTEK AUSTRALIA		
PULL START		
P	Name	Pts
1	Rod Albronda	235
2	Splitty Miller	215
3	Nathan Ryan	174
4	Matthew Oxford	172
5	Des Schneider	148
6	John Bates	114
7	John Reilly	110
8	Joe Patane	105
9	David Lo lacono (M1)	91
10	Jarrahd Cosier	89
11	John Newham	79
12	Charles Pilotto	77
13	Ron Sant	62
14	Tony Firth	46
15	Darrin Neale	44
16	Matthew Russell	40
17	Brett Umenberger	32
18	Michael Turner	23
19	Dean Micallef	21
20	Grahame Jones	19
21	Jamie Fellowes	14
22	Frankie Torre	5
23	Greg Daly	0

Division Sponsor MASSIVE MODS		
OUTLAW		
P	Name	Pts
1	Steve Valletta	274
2	Sam Grima	245
3	Laurie Grima	202
4	Daryl Thompson	188
5	Laurie Cauchi	81
6	Glen Hartley	71
7	Scott Van Der Draay	68
8	Luke Allam	64
9	Philip Woodbury Jnr	61
10	Steve Oconnor	58
11	Anthony Torre	28
11	Kurt Seychell	28
13	Shane Fitzpatrick (M1)	25
14	Ray Azzopardi	24
15	Corey O'Donnell (M2)	21
16	Wayne Thomas	16
17	Gabi Levry	14
18	Matthew Russell	10
18	Joseph Porfida	10
20	Leigh Naylor (M1)	8

Division Sponsor
GRAHAM'S HOBBY CENTRE

PRO TOURER

P	Name	Pts
1	Tony Firth	256
2	Steve Valletta	223
3	Michael Turner	152
4	Laurie Grima	132
5	Jack Umenberger	128
6	Evan Stanborough	123
7	Sam Grima (S1)	121
8	Kevin Maton	109
9	Matthew Russell	93
10	Joseph Porfida	81
11	Ray Wallace	73
11	Rod Morgan	73
13	Rod Albronda	68

P	Name	Pts
14	John Jeffery (S1)	47
15	Wayne Thomas	45
16	Philip Woodbury Jnr	36
17	Joe Patane	27
18	Laurie Cauchi	23
19	Splitty Miller	22
20	Keith Weaver	19
21	Nick Janjic	18
22	Liz Fenech	17
23	Daryl Thompson (S1)	7
24	Corey O'Donnell (M1)	5
25	Matthew Ferguson	0



**SHOP 1, 12 – 14 PURKIS STREET, CAMPERDOWN
PHONE: 9797 2972**

MARSHALLING DUTIES

All drivers who are registered to race are required to perform marshalling duties, regardless whether you raced or not.

The PDNR Management Committee will impose severe penalties to any drivers who do not abide by these conditions.

Marshals must also wear the provided orange/flouro safety vests.

PIT / PADDOCK AREA

All drivers are reminded that you must set up your pit tables in the designated pit/paddock area. It is an insurance requirement and racing may not commence until this requirement is adhered to. Please put all rubbish in the provided rubbish bins. PDNR Management will enforce that all drivers must be located in the designated pit/paddock area.

RAFFLES

RC CAR RAFFLE

Kindly donated by

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Tickets are a one dollar each and all proceeds
Help keep the club up and running

This championship GRAHAM donated a fantastic
BV1 AMBROSE PIRTEK
1/10th ON ROAD CAR
\$1 each

*Raffle will be drawn at the presentation night on
August 15th, 2006. If winner is not present, they will
be notified by details on raffle ticket.*

Tickets are available from Race Control or Michael, Liz & Keith (Yellow Vests)

Meat Tray RAFFLE

Purchased from selected quality meats at
IVANS BUTCHERY

Tickets are three for one dollar or 50c each.
All proceeds help keep the club up and running

3 for \$1 or 50c each

*Raffle will be drawn each night. Due to the nature of
the prize, if the winner is not present at the draw, the
raffle will be redrawn until a winner is found.*

CONTACT DETAILS

Club website:

www.pdnracing.org.au

Club mail

PDNR, PO Box 4126 Penrith Plaza, 2750



**THANKS TO OUR 2006 SPONSORS
FOR ALL THEIR SUPPORT**



www.pdnracing.org.au

EVERY TUESDAY NIGHT
SYDNEY INTERNATIONAL REGATTA CENTRE
CASTLEREAGH ROAD, PENRITH
(ENTRY VIA GATE A)



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