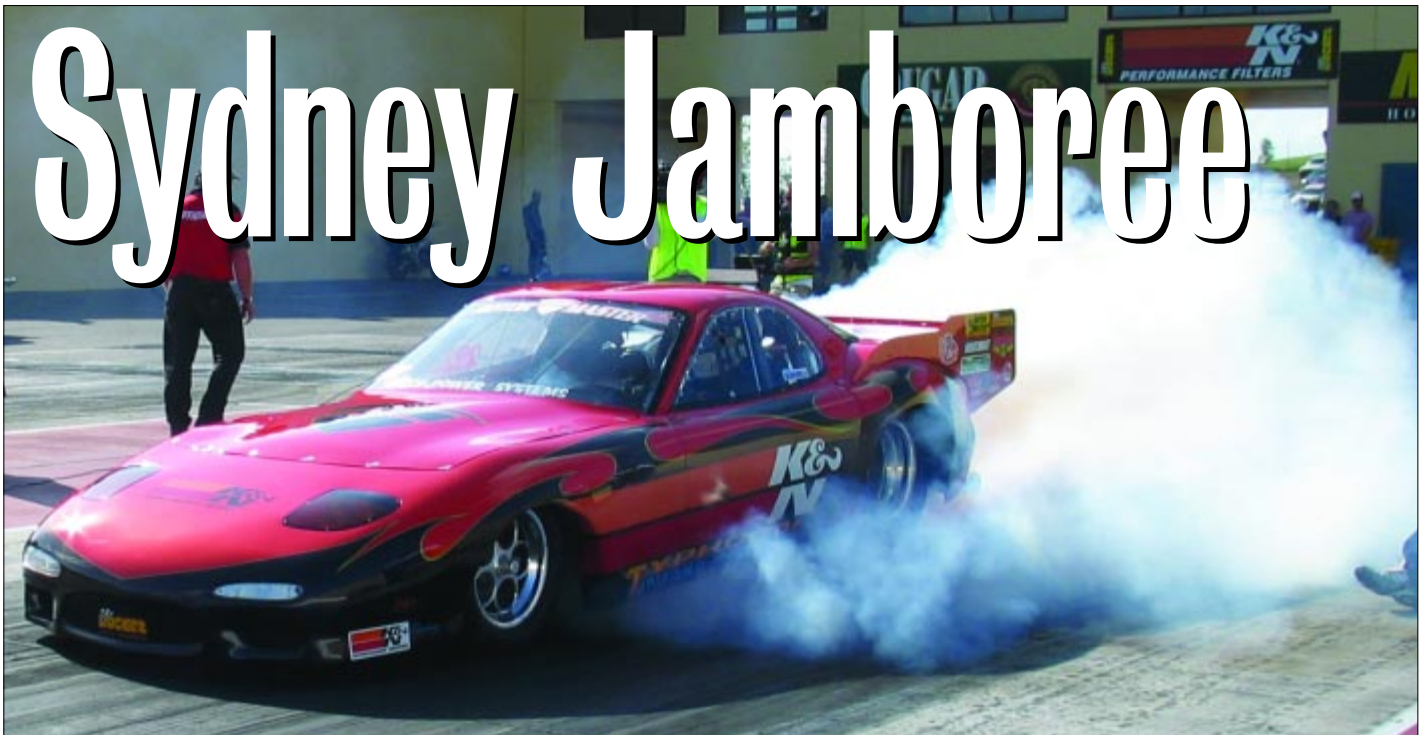


Sydney Jamboree



By David Morris

THE INAUGURAL SYDNEY JAMBOREE was done and won in March by the Sydney based Rotormaster team. Debuting their new full tube chassis RX-7, Joe Signorelli won the crowd, the top ET plus the overall win taking home \$7,500 in prize money and an official Aussie record. It simply could not have been a better weekend for the team who are now the proud owners of Abel Abarra's old rotary racer.

Thanks to the recently opened A-grade dragstrip the Jamboree organizer has added Sydney to his Brisbane event list as a sign of the times. Attendance for rotary powered machinery was high with several Brisbane and Melbourne racers deciding Sydney's "in between" status warranted the trip. Despite the vast majority of racing entrants with rotary power there still a few 4WD turbo powered pistons about to provide some type of opposition. Not that they got any further than the middle of the pack.

March 27th was the date for the static car show part of the weekend with the vast majority finding rotary power under the bonnet. While the show and shine entertained some, qualifying for the race segment saw several 7-second racers competing for fastest qualifier. The 20B-powered MX-6 from PAC performance stirred the crowd with a 7.41, but the very next race was Signorelli's turn in the RX-7. Just 7.36 seconds later and PAC performance's top qualifier run was very short lived indeed. Two further attempts to retake the lead failed with the MX-6 unable to improve on its previous times.

The next day's racing saw Signorelli capitalize his lead after the PAC performance MX-6 didn't race. The circumstances behind their withdrawal was not officially announced and speculation was rife on the



Internet forums later that week. Regardless, the day belonged to the ever-consistent Signorelli. All three of their passes stopped the clock in the 7.4 bracket at no less than 185mph. With the test-and-tune engine still installed from the previous week, Signorelli attempted to find a way to pop it on the last run cranking the boost well above the regular level. "We forgot to add weight into the clutch to compensate and it slipped the entire run," Signorelli said. "The data logger recorded it didn't lock up at all in fourth and fifth."

Not in contention but worthy of mention was the quad rotor twin turbo powered E36 BMW from Queen Street smash. Built primarily as a show car. The fully polished trophy winner has been attempting some numbers and with a PB of 8.8@154 to their names, they went home happy and keen to find more mph. Another happy chappy is rotary stalwart Martin Heard. His 13B twin turbo powered Datsun 1200 coupe achieving its personal best with an 8.1@161, proving he is another serious contender ready for the 7-second club. His full tube car has just arrive from the USA and should be ready to race within the next few months.

So another big rotary feast for the scene with fame, controversy and glory. Plus another crushing display of Wankel power to ensure the shudder still remains down the back of the V8 fraternity. Things can only get better. **RX**

