

Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc

Next Meeting

Tuesday, 4th October 2011

8:00pm

Denistone Bowling Club,
59 Chatham Road, Denistone



Photo Courtesy, Grant Paterson of
Motografix

Carnage at The Creek!

President's Report - October 2011

September and another MCM passes, this one with More Muscle than Mastery! What can I say!

Expect big changes resulting from the appalling driving displayed by some entrants at this year's meeting. The levels of damage in what is supposed to be "Historic Motorsport" are just not acceptable!

See my letter to the Historic Commission and CAMS elsewhere in this issue.

The last General Meeting saw energetic discussion by members who were obviously as dismayed as myself.

As a result several members have come forward to offer their help and I look forward to a strong purpose-driven committee carrying these ideals through into the Club's future. I hope to have announced the appointment of an official "NSW Group N Driving Standards Observer" by the time this issue goes to print.

There is also agreement from both Victoria's HCAV and Queensland's QHTCG in collaborating to elevate driving standards in Group N.

In other news the HSRCA's Wakefield Park meeting will have run by the time you get this and will be fully covered in next months edition.

Appendix J's Annual General Meeting and the Committee Elections feature at the next meeting [see cover] and the annual race numbers auction will be held at the early November Club Meeting.

Cheers, David Roberts

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Appendix J Association of NSW Inc.

PROXY FORM FOR CLUB COMMITTEE YEAR 2011-2012

Dear member,

This form constitutes the proxy voting form for Committee elections for the NSW Appendix J Association for 2011 / 2012. Should you be unable to attend the AGM and wish to nominate a proxy to act on your behalf please complete the form below and give it to the person that you have nominated as your proxy.

Should you wish to nominate the Chairman to act as your proxy, please return the form to the club PO Box addressed to the Club Secretary Appendix J Association of NSW PO Box 1413 Wahroonga NSW 2076.

I.....being a current financial member of the NSW Appendix J Association wish to give my proxy to the Chairman of the meeting or to vote on my behalf at the Annual General Meeting to be held at 59 Chatham Rd Denistone at 8PM on the 4th October 2011.

.....
Signature

.....
Date

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Photo Courtesy, Grant Paterson of *Motografix*

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NSW Executive Committee

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Phil Taylor		0408 776 646 marilyntaylor1@bigpond.com
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Warren Bossie	9793 3133 wbossie@ihug.com.au	0419 404 272
Pointscore		
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Dominic Truelove	9654 2011 dominic@durodent.net.au	0418 222 954
Raffle Organiser		
Ian Johnson		0423 566 766
Membership Records Manager, Editor & Journal Production		
Julie Williams	9567 5556 hollymist@bigpond.com	0409 161 357

Life Members : Chris Dubois, Mike Dyer, Max Stahl, Ken Brigden, Terry Thompson

Club Correspondence: PO Box 1413 Wahroonga NSW 2076
Action-Line Contributions: Email: hollymist@bigpond.com

THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 15TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements. While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy.

Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

Secretary & HSRCA Group 'N' Registrar Reports & General Meeting Minutes



Secretary's & HSRCA Group 'N' Registrar Reports

Annual General Meeting: Tuesday October 4th at Denistone Sporting Club, 59 Chatham Road, West Ryde. Phone 02 9874 3650.

This is our AGM so please try to attend the meeting and have some input into the running of your club.

Read the minutes of the September club meeting published elsewhere in the magazine for recent information.

Shannon's Display Day Eastern Creek 21st August.

This event was again a success in promoting our Club to a huge number of motoring enthusiasts. Once again we had an excellent position thanks to Terry Thompson the President of Council of Motor Clubs. I wish to thank those members who put their cars on display. We also had the opportunity to drive on the new short circuit.

Muscle Car Masters. We had great entry numbers for this event however the amount of panel damage sustained was totally unacceptable. President Dave is addressing this issue. See reports elsewhere in this magazine.

Wakefield Park HSRCA meeting, our next pointscore round, will have been run by the time you receive this magazine. At time of writing entries for our group were reasonable considering its proximity to Muscle Car Masters. There were 4 Na, 12Nb and 17Nc. Late entries were being accepted.

Eastern Creek HSRCA meeting in November will be run on the new short circuit. A great opportunity to try something new. Keep in mind this is the first round of the 2012 Pointscore.

Vale Ross McKenzie. See a tribute to Ross elsewhere in the magazine. **HSRCA Race Calendar 2011**

- Wakefield Park: September 23-25
- Eastern Creek: November 25-27

HSRCA Race Calendar 2012

For those who like to plan ahead here are the dates for next year.

- Wakefield Park: February 25-26
- Eastern Creek: June 30- July 1
- Wakefield Park: September 29-30
- Eastern Creek: November 22-25 [Tasman 3 day meeting]

Full Race Calendar 2011

Published elsewhere in this edition.

My contact details are listed on the inside front cover of this magazine.

Dominic Truelove

General Meeting Minutes - September 2011

Meeting commenced at 8:10 pm.

Attendance: As per attendance book.

Apologies: G. Luca, M. Dyer, D. Moran, D. Truelove

Visitors: Nil **New Member:** Nil

Acceptance of Minutes: [as published in *Action-Line*]

Accepted: B. Smith 2nd: D. Probin

Matters Arising: Nil.

President's Report: Re the MCM; Great weekend, but unfortunately there was too much damage, to too many vehicles. Sandown is on in 5 & 6 November if anyone is interested. Called "The Return of the Thunder".

HSRCA is at Wakefield on the weekend of 23 - 25 September. There are 25 entries for this event, although some may pull out because of damage last weekend.

Astor Carnival coming up on Friday 14th October. It's a good event and there is heaps of racing for the dollars.

FoS meeting at Wakefield on weekend of 11-13 November. The promoter has asked the Appendix J Association what race format they would prefer. D. Roberts called for members to advise him ASAP. There were some suggestions from the floor.

The ARDC has a day vacant on Saturday 10th December and has asked for Expressions of Interest in the event.

D. Roberts presented T. Thompson with a small gift in appreciation of his efforts at the MCM on behalf of the Club.

Secretary's Report: D. Truelove not in attendance.

Treasurer's Report: D. Truelove not in attendance.

HSRCA: Not a lot to report, except that the numbers for Wakefield are down.

There were 11,454 paying customers through the gate for the MCM. With complimentary and entrant's tickets taken into account, there were approximately 13,000 people attended, which is more than the V8s.

Competition Report: Not in attendance.

AHTCA: Nothing to report.

Historic Commission: Minutes have finally arrived from the April meeting.

CMC: Delegates to the general meeting on 26th September will be asked to vote on the Lamborghini Club.

The Sydney Chapter of the FX/FJ Holden Club has applied for affiliation and will be interviewed at the CMC Committee Meeting on 14th September.

General Meeting (cont'd)

General Business:

T. Thompson reported that there were problems throughout the MCM meeting last weekend. He suggested that some drivers, who aren't preparing their cars properly, should perhaps be singled out for discussion.

T. Thompson reported on the SECC on 21st August. It was an opportunity to try out the new circuit. He explained some interesting features of the new circuit and what can happen if you are not vigilant. There is more planning to be done regarding flag points.

First official race will be the final round of the NSW State Championships next month.

There was a record turn-out at the SECC and the Concours winner was a '65 model Mustang, which had been detailed to perfection to the point that the driver did not want take it out on the parade laps.

D. Roberts advised that the HSRCA has announced that their meeting in November will be in the short circuit due to ongoing work on other parts of the circuit.

D. Roberts mentioned that the October meeting is the AGM and voting will take place for the next committee. There have been few nominations for places on the Committee.

A. Pursey addressed the meeting regarding observations from Race Control regarding driving standards at the MCM, has caused a fair bit of consternation.

He advised the meeting that from the beginning of October, CAMS has decreed that if there is any car-to-car contact, the drivers must go to medical for examination. If the medic is sent out on the circuit you must go to medical. This is non-negotiable.

Car preparation in a number of areas was below standard and the Safety Car reported that there were engine parts and oil on the track at various times.

There were problems at the start/finish and at flag point 9.3 with people ignoring the black flags and having to be called up. A discussion was held regards presenting offending car numbers more visibly.

Overall, Race Control was of the opinion that many drivers need to do a lot better in the future.

There was a discussion from the floor around the issue. It was suggested that cameras should be installed around the circuit, but A. Pursey advised that this is not financially feasible at this time. Many of the officials on the day spent the time dealing with paperwork from all of the incidents.

M. Ducquet addressed the meeting regarding poor driving standards. He outlined some issues, which he felt needed to be addressed.

D. Roberts suggested that when incidents occur, people need to be sent home.

M. Ducquet suggested the Club needs a Driving Standards Observer.

Following a lengthy discussion this proposal received unanimous approval from the meeting. A fact finding exercise will be launched to find the best solution.

At the close of the meeting, M. Ducquet nominated for a position on the Committee.

The meeting closed at 9:35pm

Money Matters

Treasurer's Report as at 23rd September 2011

Cheque account	\$	1,930.85
Online saver account	\$	3760.98
Cash float	\$	75.00
Total	\$	5,766.83

Vale Ross McKenzie



"Rossco" as many of us will remember him passed away suddenly on the 19th August 2011 at the age of 46.

He was Appendix J social Secretary for most of the decade 1990 to 2000. In that era the club enjoyed a far more social atmosphere than it does today. "Rossco's Bar & Grill" was a feature at our race meetings with ever smiling Ross cooking on the BBQ and handing out drinks from the huge club esky.

Ross competed in an EH Holden and later in an Na Austin Lancer, but was far more at home in his party mode.

Ross moved on from the club to other endeavours including running the family panel beating business and became active in Rotary.

He kept in touch with many of our northern beaches members who report he never changed from the man we knew and loved.

His funeral was attended by a reported 700 mourners including many of our members.



Groups Na(Pre 1958) Nb(59-64) & Nc(65-72)

Points are awarded to financial members only, and cover the three categories, Na, Nb, Nc. The six best results will determine the final outcome. Class placings (as per CAMS Manual) are awarded points as follows;

Class	1st	2nd	3rd	4th	5th	6th
6+ starters	18	15	12	9	6	3
5 starters	17	14	11	8	5	
4 starters	15	12	9	6		
3 starters	13	10	7			
2 starters	11	8				
1 starter	9					

- Outright results count as 6+ starters (1st, 2nd, 3rd)
- Points are divided by the number of scratch races held at each meeting.
- 3 Points are allocated for entering and participating in a meeting
- 1 bonus point is allocated for the fastest lap in each class over the entire meeting.
- Members flagging at a pointscore round are allocated —
- 10 points per day, subject to a maximum of 30 points — written notification must be received by Troy Williams. (tw@twmotorsport.com or club meeting)

2011 Pointscore

Nb		Place	
Bob	Munday	65.39	1
David	Wheatley	62.5	2
Ian	Johnson	62.08	3
Darren	Burnes	56.25	4
David	Roberts	52.94	5
Matthew	Windsor	49.83	6
Troy	Williams	47.37	7
Santino	Di Carlo	46.7	8
Colin	Tierney	45.91	9
Laura	Kennedy	37.39	10
Brian	Titheridge	36	11
Alex	D'Onofrio	35.2	12
Kerry	Hughes	33.71	13
John	Shuttle	32.6	14
Dave	Probin	30	15
Steve	Pittman	28.43	16
John	Lockyer	28.25	17
Rod	Brincat	26.25	18
Ben	Tebbutt	23.75	19
Phil	Barrow	23	20
Jerry	Lenstra	22.34	21
Greg	Meredith	21.6	22
Steven	Thomas	21.25	23
Bob	Harris	20.4	24
Graham	Hill	18.8	25
Paul	Truelove	18	26
Ben	Wilkinson	17.4	27
Craig	Stephenson	17.34	28
Mark	Lenstra	17	29
David	Gray	16.25	30
Phil	Yakas	13.75	31
Geoff	Rose	13	32
Victor	Waterhouse	13	33
John	Tight	13	34
Daniel	Homman	12.5	35
Ralph	Clarke	12	36
Max	Ullrich	11	37
Scott	Fleming	11	38
Paul	Battersby	11	39
Laura	Kennedy	11	40
Stephen	Beazley	10.6	41
Phil	Taylor	10	42
Andrew	Bergan	10	43
Martin	Macri	9	44
Aaron	Gabriel	8	45
Bill	Callan	7	46
Barrie	Brown	5.5	47
AJ	Dowsett	4	48
Ross	Muller	4	49
Ken	Ballantyne	3	50
Robert	Ingram	3	51

Overall Top 10

Daniel	Kennedy	69.15
Wayne	Rogerson	68.82
Bob	Munday	65.39
Vince	Macri	64.75
Graham	Russell	63
David	Wheatley	62.5
Ian	Johnson	62.08
Darren	Burnes	56.25
David	Roberts	52.94
Stewart	Follows	50

Na

Geoff	Rose	13
Daniel	Homman	12.5
AJ	Dowsett	4

Nc			Place
Daniel	Kennedy	69.15	1
Wayne	Rogerson	68.82	2
Vince	Macri	64.75	3
Graham	Russell	63	4
Stewart	Follows	50	5
Chris	O'Brien	46.8	6
Daniel	Cotterill	44.85	7
Peter	O'Brien	44.2	8
Cam	Worner	42.4	9
Michael	Anderson	40.07	10
Paul	Cameron	39.1	11
David	Noakes	38.09	12
Alan	Mayne	34.88	13
Ross	Muller	34.73	14
Harry	Bargwanna	33	15
Paul	Tierney	32	16
Bill	Attard	32	17
John	Harrison	27	18
Mike	Dyer	24.5	19
Jared	Cox	24.34	20
Alf	Bargwanna	22.4	21
Steve	Land	22.25	22
Marc	Duquet	22	23
John	Burke	21	24
Allan	Burke	20	25
Greg	Toepfer	19.75	26
Chris	Dubois	17.75	27
Ian	Wilks	12.6	28
Michael	Hibbert	11	29
Allan	Reid	11	30
Noel	Roberts	11	31
Ryan	Strode	11	32
John	Sorraghan	11	33
Darryl	Heydon	11	34
Harvey	Felton	10.5	35
Michael	Kennedy	10	36
Thomas	Mott	10	37
David	Harris	9.75	38
Ian	Sawtell	9	39
Alan	Lewis	9	40
Vince	Harmer	8.8	41
Frazer	Roberts	8	42
Brian	Potts	3	43



Groups Na(Pre 1958) Nb(59-64) & Nc(65-72)



Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc



Rev Doctor Motorsport

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Pointscore Competition Calendar 2011

23-25 September Wakefield Park HSRCA
 11-13 November Wakefield Park FoSC

Interstate Dates

TBA Winton
 TBA Morgan Park
 TBA Lakeside

1st round of 2012 Calendar

25-27 November Eastern Creek HSRCA

2011 CAMS NSW Motor Sport Calendar

Day	Date	Event Name	Venue	Event Type	Level	Organiser	State	Champ/ Series
Tue	11-Oct	2nd G.E.A.R	Wakefield Park					
Sat	12& 13Nov	Australian Supersprint Ch'ship	Mallala	Supersprint	National	SASCC	SA	ASSC TBC
Sat & Sun	25 & 26 Feb 2012	Regularity Relay	Sandown	Speed				Multi Club
Fri to Tues	24 - 28 Feb 2012	Armor All Bathurst 12-Hour	Mt. Panorama	Race	National		NSW	

The CMC Calendar of Events for 2011 has been expanded to include ALL motor racing events, including Supersprints. As it now comprises three pages of events, as well as contact information for each event, it is too big for this publication and can now be viewed at and downloaded from the CMC website.....www.councilofmotorclubs.org.au

A Letter to the Historic Commission

I write to inform you of my grave concerns regarding Historic Touring Car Racing in Eastern Australia.

The recent Muscle Car Masters at Eastern Creek saw a number of Group N competitors [around 20 of 110 entrants] with damaged vehicles from "Racing Incidents" over the two-day meeting.

I would like to make it very clear from the onset that I have only praise for the team of Officials and Promoters who helped put the event together.

My enquiries amongst the attending CAMS officials at the Assistant C of C level [most of who are mates of mine] revealed that only minor action was taken due to the lack of reported evidence forthcoming from the flag points.

I am aware that the flag points are minimally covered and that the average volunteer flag marshal on these points is not keen to write reports or be involved in the judiciary process.

Clerks of Course and their Assistants are kept busy during the meeting adhering to a schedule and attending to a host of regulatory matters.

The result is that none of the offending drivers are given more than a caution, due to lack of evidence.

Further enquiries show this to be a problem in other States and Groups.

In NSW Appendix J has an "Incident Report Form" the final resolve of which asks the Promoter not to accept an entrant who has been previously warned.

HSRCA is developing a draft on "Maintaining Standards of Driving Behaviour"

Kevin Bartlett has written his "DSO Objectives and CAMS Code of Conduct"

In Queensland QHTC Group sends an email after the event advising competitors of their need to improve.

Charles Jardine at FoSC utilises a "Touch and go home" Policy.

Groups C & A have appointed their own DSO and requires the driver to sign a Code of Conduct Agreement before racing.

Victoria's HTCAV has similar issues as published in "HTCAV Torque"

[Examples documenting these initiatives can be provided if necessary]

It's clearly obvious that the current CAMS system is not working effectively!

All these Groups realise that there is a problem and are doing their best to be proactive and achieve a safe and equitable solution.

CAMS has a history of a strong structure behind the organisation of events and the supporting processes and procedures when we find it failing. What we have in place is failing at events as we seem to be incapable of recognising bad driving and poor race-craft, and bringing the potential offenders to task.

In my roles as Competitor, Category Manager and club President, I often find it difficult and unpleasant to try to explain to an errant driver why we are asking him to improve his driving. Luckily for me I don't compete at the "Pointy end" of the field!

One [rather wealthy] aggressor threatened legal action and a younger member threatened me with violence. And I'm there because I enjoy my "Motor Sport"

The recent MCM event and the resulting damaged vehicles needs to be a wake-up call to us all. Maybe we should be mentioning the conduct of drivers (in a general way no names named) during the officials briefing in the morning, and encourage them to take a closer look and perhaps question more incidents. This should be backed up by the support shown by Race Control & Stewards. Group N is also experiencing difficulty policing the eligibility of some vehicles.

Once again we rely on volunteers who give up a huge amount of their time to assist and advise during the build and log booking of eligible vehicles. Once passed as eligible, some "minor" modifications take place, resulting in some vehicles that bear more resemblance to sport sedans than to the category they are classed within. It's unpleasant for a volunteer to be the "Policeman." In reality the volunteer has no power or authority!

A couple of suggestions!

CAMS needs to get tough and police it's own rules! Don't rely on volunteers to do it all, without the correct back up procedures the rules become farce.

Some other thoughts towards a solution.

All National Circuit Licensed Competitors have done a days flagging in order to graduate from their Provisional Licence. I have put forward the thought of arranging meeting schedules such that Group Nb drivers could be on flag points for Group Nc races and vice versa. The promoters tell me this will not work due to their time restraints. They require a flaggie on point for the day. Our drivers are not keen to do an entire day flagging!

How about making it compulsory for licence renewal that a half-day of flagging is done bi annually? Not too much of an ask in my opinion.

American Historic Racers are given a 13 month holiday for breaking the rules, thus ensuring they can't come back to the same event in 12 months time. I have not researched the European scene at present.

As you can see from the tone of my letter, I and quite a few others in the Historic community, are extremely frustrated at the apparent lack of action/support in bringing those with questionable driving capabilities to task and making them accountable. The same could be absolutely said for those that flaunt the technical rules and our apparent lack of ability to 'police' and prosecute the same.

As the Representative for NSW on the AHC, I would really appreciate your taking the time to investigate these issues, and hopefully provide some kind of ideas on how we can possibly improve the situation.

Yours Sincerely

David Roberts

President Appendix J Association of NSW Inc.

P.S. The Appendix J Association of NSW proposed "Fang a Flaggie" to the Promoters. The idea was to take flaggies for a demonstration lap of the circuit in a competing car at lunch time to help build their enthusiasm. The various promoters approached all felt this endeavour to be too difficult to establish in a busy race day schedule.

Driving Standards Observer (DSO) & Other Officials

At the last Club Night there was considerable discussion on the topic of driving standards exhibited in Group N at Muscle Car Masters. I have volunteered to come back on Committee for next year with particular attention to the roles of DSO and other Officials.

The following paragraphs cover the role of DSO as defined by the State Officiating Panel and the State Motor Race Panel in respect of the State Motor Race Championship.

"The DSO is responsible for overseeing on-track conduct of drivers participating in the NSW State Motor Race Championship. The observations cover both qualifying and racing to ensure that driving standards are upheld, and, that the racing and sporting rules are adhered to.

The DSO shall:

- Observe and advise drivers on the manner in which drivers control vehicles while on the race track for the purpose of adherence to the Code of Driving Conduct.
- Observe drivers for adherence to the NCRs, the Race Meeting Standing Regulations and the Supplementary Regulations.
- Have access to any competitor/driver for the purpose of obtaining information concerning any incident on the race track, subject to prior consultation with the Clerk of Course (or his Assistants as delegated).
- Have the discretion to report any driver via the Clerk of Course to the Stewards of the Meeting if the DSO considers a driver has breached any Rule or Regulation.
- Consult with the Clerk of Course regarding the imposition of any penalties.
- Liaise with the Clerk of Course and or any other Official for the purpose of fulfilling these duties.
- Assist the Stewards of the Meeting in any matter, at their discretion.

- Liaise with Category Representatives regarding the overall standards of driving within that Category.
- Consult with and provide advice to competitors and drivers."

I think that this can give us a starting point for our Club appointing our own DSO; using a similar structure to the above but noting that this will need to be agreed with the CAMS State Executive.

We also discussed the role of Officials with particular attention to the role of Flag and Sector Marshals in reporting on-track incidents and the role of the Clerk of Course Team in assessing and processing reports about on-track incidents. During this discussion it became apparent that many members do not understand the constraints under which Officials operate; not the least being that we do not usually have sufficient Officials to cover both the upstream and downstream occurrence of an on-track incident.

In order to address this aspect of member knowledge I have spoken to Evan Jones, Clerk of Course for the round of the State Motor Race Championship at Eastern Creek on 22/23 October. Evan has kindly allowed us to have a small number of members in attendance to observe the activities at Flag Points and on the Control Tower. This will require any attendees to sign on with regular Officials at 0730hrs and stay until close of activity at about 1700hrs. Any attendees, unless already licensed Officials, will become Trainee Officials on the day with a view to then gaining an Officials licence.

If you are interested in participating on either Sat-22-Oct or Sun-23-Oct please contact me on 0407 922 693 or via awpurysey@a1.com.au so that we can get you into the system for the weekend.

Hope that you find this of use and that some of you will make the effort to gain an Officials Licence.

Keep on revving

Andrew (Pursesey)



Corners 101 !



Gimme five of the best !

Carnage, Incidents & Accidents

I have been prompted to share my thoughts with the committee and members following the Muscle Car Masters meeting 3-4th Sept. It would appear from the calls and various discussions among members of other clubs, and especially the postings on the HTCAY forum, that a lot of people share the same philosophy.

As one of the original group of App.J NSW I have seen the category evolve from the original concept of affordable historic touring car racing where we could run 7-12 meetings a year around the country, to a highly competitive and not necessarily affordable category for the majority of drivers in Nc and Nb. Na appears to be very well mannered and this may be the result of lower racing speeds, smaller fields and a temperance of maturity. (I didn't say old, Bruce) When I say affordable I mean that it is very expensive these days to run any more than 6 meetings a year. The closing of OP and Amaroo means a lot more interstate travel and added expense and the current range of tyres are a lot more expensive, relatively speaking, than the older tyres, obviously as a result of the technical advances that see improvements in every area as these have been specifically developed for racing and not "street" tyres that we used to run. Given that motor racing is expensive anyway, why do we want to reduce the bank account more by repairing damaged cars that should have been put back in the shed to be maintained and polished for the next meeting, not dropped off at the panel shop for repairs caused by over driving, lack of ability or 'redmistitis'.

THERE IS NO SUCH THING AS AN ACCIDENT ON A RACE TRACK UNLESS IT IS BECAUSE A PLANE FELL OUT OF THE SKY AND LANDED ON YOUR RACE CAR. And even then it wasn't an accident unless the bloody thing was hit by lightning. (Refer Act of God.)

Losing control of a race car is caused by:

- a. Loss of traction/adhesion(driving too fast/hard for the conditions/track.)
- b. Overdriving. (beyond yours or the cars ability)
- c. Evasive action because another competitor was indulging in a. and/or b. above.
- d. Mechanical failure.. engine failure/oil axle failure etc This was the result of lack of preparation and was not an accident.
- e. Oil on track. Refer d. above and failing to see oil flag displayed or lack of oil flag.. again not an accident, this is an incident because of the failure of another party.
- f. Your involvement in someone else's incident.

Intentionally punting someone is not an accident, or an incident.....it is asking to be punted back at some future time.

At MCM there was significant damage to 14 vehicles and less damage to a lot more. Now I am not saying that we should all be saints and drive around in parade formation. What I am stating is that I have never seen or heard a competitor upset because he raced "door handle to door handle" with another driver and as a result had a few scrapes/dents and a colour change or a light tap/s on the rear bumper ..I have always heard them say how GOOD it was to race side by side and not get PUNTED.

I fail to understand why it is that we can have so much damage to so many cars, that have so many panels that are so hard to obtain. The extent of panel damage for some of those cars would be a lot more expensive than an engine rebuild or in some cases replacement. It may be that if there is no requirement for a car to be presented at every meeting in good condition then certain drivers feel one more dent won't matter. Why is it that you can put three cars side by side through some of the faster corners and there is a problem with 2 cars in corners one third the speed. That would mean that the driver has three times the reaction time for the distance travelled. Or is it the older guys react too slow and the younger guns don't care.. I would like to think, and I certainly believe, this is not the case. What happened to manners, we used to receive some sort of sorry apology, or apologise ourselves, if at fault but nowadays when you get hit hit the other party doesn't even talk to you.

At the MCM drivers briefing, there was more time spent on OHS issues...I know it is important....than there was on any other aspect and no mention of driving standards expected. I would assume that the DSO would at least take the opportunity at the briefing to make some comment regarding his expectations from competitors during the meeting.

I intend to propose at the AGM that the club seriously looks at the appointment of a DSO (Driving Standards Observer).

This person should be an ex driver so they have credibility in the eyes of competitors, they should have the full support of the committee and their recommendations should result in exclusion from meetings if necessary. This can be achieved by the club advising promoters of a black listing and the persons entry may not be accepted. There is no value in appointing a toothless tiger and possibly there may be a sub committee/panel ..Driving standards... that has the DSO, one or two committee members and/or a roster system where a number of competing/current drivers sit in on the discussion so that there is a democratic approach and this precludes the possibility of any personal animosity.

In closing I noted comments at MCM regarding Eligibility.. or the lack of it. There has always been a problem trying to oversee all the Group N classes, due mainly because it is a thankless task, it is the largest Historic group, and most people aren't willing to take the abuse from competitors, especially as they are volunteers and being paid to put up with crap they wouldn't have to at work. Maybe it is time for the club to look at the possibility of 2 club eligibility officers that check for apparent and obvious issues as well as vehicle presentation and bring these to the attention of the EO and/or the Committee. It may also be time for the CAMS and the club to look at an EO for Group A & C and another for Group N.

Cheers, **Marc Ducquet**



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More Muscle Than Mastery - MCM - 3rd September 2011

Huge grids and fantastic weather were the order of the day at Eastern Creek for the seventh edition of the Muscle Car Masters.

Nb Pole winner Scott Fleming (Lotus Cortina) made a slow start and lost a few spots off the line, allowing Bill Trengrove (Mustang) to head the 46 - strong field into turn one. Ben Wilkinson (EH) qualified an incredible eighth and rocketed into the top five briefly before retiring. The Mustangs of Geoff Taylor and David Moran diced hard as did Graham Gulson (Alfa) and Andrew Bergan (Mini). Dennis O`Brien (Alan Shearer Mustang) pushed hard but could not catch eventual winner Trengrove with the next five drivers all Mustang mounted - Greg Toepfer, Andy Clempson, Moran, Taylor and Max Ullrich. Fleming was eighth.



The second event was red flagged and declared a non race following some first lap carnage involving a number of cars. Race three saw Fleming embark on an amazing climb through the order to take a popular win with Trengrove holding out O`Brien for second after a big battle. The appropriately named feature race then showed all that is good about the category with Fleming and Trengrove putting on a stunning display of hard but fair racing as they battled for the lead. The `Stang was better on the straight while the Lotus was dynamite in the corners. Ulrich got up to fourth before retiring as Helen Lindner (Mini) and Phil Barrow (EH) had a great scrap. Trengrove took a narrow win from a gallant Fleming with Clempson elevated to third after Geoff Taylor was excluded after copping a start line black flag.

Nc Division One Fraser Ross (Mustang) continued his recent speedy form by starting from pole but soon found himself battling the awesome ex Geoghegan Mustang of Des Wall. Two of the fastest Torana pilots in the land, Kevin Heffernan and Vince Macri were out early as Wall proved a bit too strong for Ross with Harry Bargwanna (Mustang) third in front of Andrew Williams (Torana) and Daniel Kennedy (Falcon). The black flag for an alleged jump start came out for Ross in race two which left Wall and Bargwanna to engage in a monumental battle for the lead. Macri again retired as did Scott Bargwanna (in father Alfs Torana) and recent Winton Festival of Speed stand out Phil Woodbury (Mazda) who claimed tenth in race one. Harry just held off Wall in the run to the flag with Kennedy third and Muscle Car Masters first timer Tony Hubbard (Camaro) fourth just ahead of Williams.

The Safety Car slowed proceedings after a first lap incident in race three that saw the rapid Torana of Ethan Lind eliminated. After the restart Bargwanna pounced at the turn nine hairpin and went on to again narrowly defeat Wall with Ross just holding out Williams for third. Toepfer (Mustang) beat Hubbard home for fifth.



Harry duffed the start in the feature race and fell to fifth while Williams blasted off the line before losing a few spots after copping some panel damage. Toepfer retired whilst holding fourth place and Leo Tobin creased the front of the ex Pearce Mustang after finding one of the Creeks unforgivingly close concrete walls. A Wall of the Desmond variety proved too good in the end with Ross second from Harry Bargwanna and Michael Hibbert (Charger).

Photos Courtesy of Peter Schell



More Muscle Than Mastery

Nc Division Two '65 Bathurst winner Bo Seton (Capri) started on the front row alongside pole man Alan Mayne (Mazda) but missed the start and dropped a few places. Graham Russell (Mini) and Ian Sawtell (Torana) had a huge dice as Stuart Barnes (Boss Mustang) posted the fastest lap and moved up the order. Michael Kennedy (Falcon) went on to win from Gary Jackson (Monaro) and Mayne, with the two Capris of Quentin Bland and Ryan Strode next followed by Barnes and Seton. Bo retired in race two which saw a repeat of the podium from race one. The undoubted highlight was the performance of Marc Ducquet in his awesome 427 Galaxie. The huge Ford finished sixth after starting from rear of grid.



On a roll.....look ma; 3 wheels !



Back on all fours !



Gettin the inside scoopwell almost!



Kennedy spun the bags off the line in race three allowing Mayne to scoot away into the lead. David Noakes immaculate BDA Escort suffered serious damage after a tangle with a Torana. Ducquet posted the fastest lap which was eclipsed soon after by Graeme Hill (Mustang) while Kennedy copped the dreaded black flag. An incident involving several cars brought out the Safety Car with the race finishing under yellow, Jackson the victor from Mayne and Ducquet. Hill was quickly into stride in the feature race while Ducquet retired after running in fourth. Hill grabbed the lead from Jackson and took the win with Kennedy third in front of Kyle Foster (Torana) and early leader Mayne. **Darren Knight**

Mini Flashback MCM - 2010



Double the muscle !



Photos Courtesy of Peter Schell

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More Muscle Than Mastery

The Presentation



This one deserves a caption guys. Have a go and let's see what you come up with!

A big "Thank You" to our trophy sponsors Berowra Car Care (Paul Cameron) and The Cleaners Warehouse (Max Ullrich).

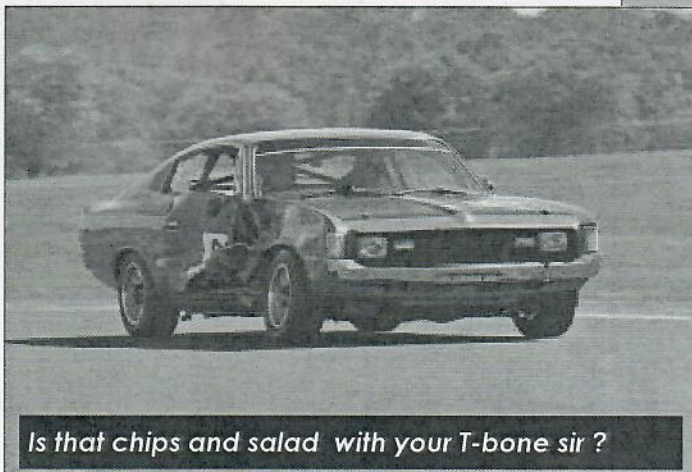


And the carnage begins!



Thank goodness for duct tape!

He shoulda used the duct tape!



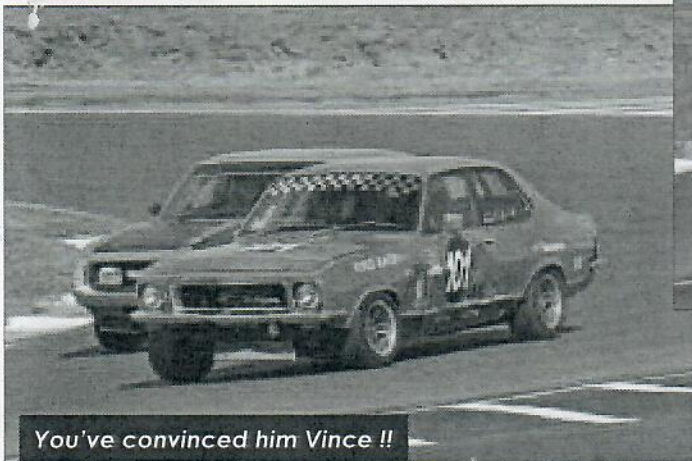
Is that chips and salad with your T-bone sir?

Photos Courtesy, Grant Paterson of *Motografix*

More Muscle Than Mastery



Photos Courtesy of Peter Schell



More Muscle Than Mastery



Eleven times tables anyone?



The odd couple!



I've been everywhere man!



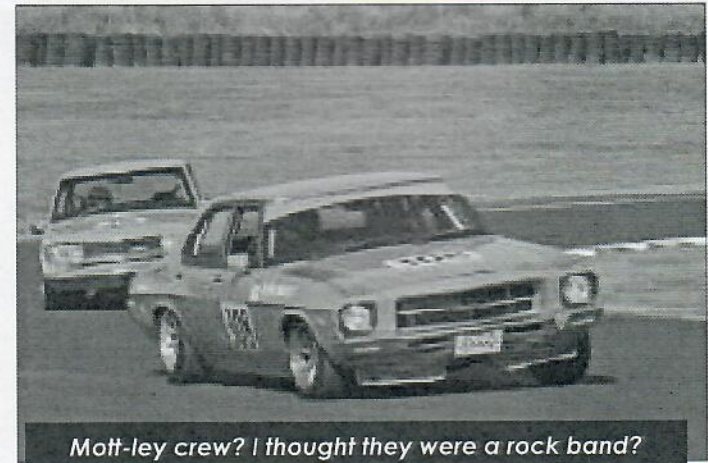
It's not the size of the dog in the fight.....



Mustangs in the morning!!



The Mayne man shows 'em the way.....



Mott-ley crew? I thought they were a rock band?

My Bit...by Jules



Hope you all had plenty of racing at the MCM. I didn't get there this year...next year maybe. I did however, get to the dinner on the Saturday night. The pairing of Gricey and Moffat on the podium at dinner was inspired. It's obvious that the old fierce rivalry has mellowed with age into good-natured jousting, with tales of each others short-comings and escapades over the years. The evening was rich in old, tall and humorous tales, and I enjoyed it immensely.

The highlight of my evening was sitting at the same table with Gricey and his lovely wife and sitting next to and chatting to one of Australia's F1 world champions, Alan Jones. We also had the pleasure of the company of the NSW Minister for Sport & Recreation, Graham Annesley, at the dinner as well. Let's hope he was suitably impressed with our brand of racing.

The food was good (as usual) and the company was amiable and interesting. Add a couple of glasses of a good red and you have a great evening. Well, it was for me anyway.

A couple of funnies for you as usual. I took the hint and there are no critters this month. But, one joke in particular may offend some sensibilities. For this I apologise, but it was just too good to leave out. Talk to you next time.....**Jules**

The Snotty Receptionist !

Yesterday I had an appointment to see the urologist for a prostate exam. Of course I was a bit on edge because all my friends have either gone under the knife or had those pellets implanted.

The waiting room was filled with patients. As I approached the receptionist's desk, I noticed that the receptionist was a large unfriendly woman who looked like a Sumo wrestler.

I gave her my name. In a very loud voice, she said,

"YES, I HAVE YOUR NAME HERE; YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?"

All the patients in the waiting room snapped their heads around to look at me, a now very embarrassed man.

But as usual, I recovered quickly, and in an equally loud voice replied, 'NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR THAT DID YOURS.'

The room erupted in applause! The lesson?

DON'T MESS WITH OLD RETIRED GUYS

Things aren't always what they seem! A true story!

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way.

The flight attendant explained that there would be a delay, and if the passengers wanted get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind.

A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?"

"The blind lady said, "No thanks, but maybe Buddy (her guide dog) would like to stretch his legs." "

Picture this.... All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses! *People scattered. They not only tried to change planes, but they were trying to change airlines!*



The Irish Diesel Fitter !

Paddy and Mick were both laid off, so they went to the unemployment office. When asked his occupation, Paddy answered, 'Knicker Stitcher. I sew da elastic onto ladies' knickers and thongs.'

The clerk looked up Knicker Stitcher on his computer and, finding it classified as unskilled labour, he gave him £80 a week unemployment pay. Mick was next in and when asked his occupation replied, 'Diesel Fitter.' Since a diesel fitter was a skilled job, the clerk gave Mick £160 a week.

When Paddy found out, he was furious. He stormed back into the office to find out why his friend and co-worker was collecting double his pay. The clerk explained, 'Knicker Stitchers are unskilled labour and Diesel Fitters are skilled labour.' 'What skill?' yelled Paddy. 'I sew da elastic on da knickers and thongs, then Mick puts 'em over his head and says: 'Yep, dies'el fitter.'

A Police STOP at 2 AM

An elderly man is stopped by the police around 2 a.m. and is asked where he is going at this time of night.



The man replies, "I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late."

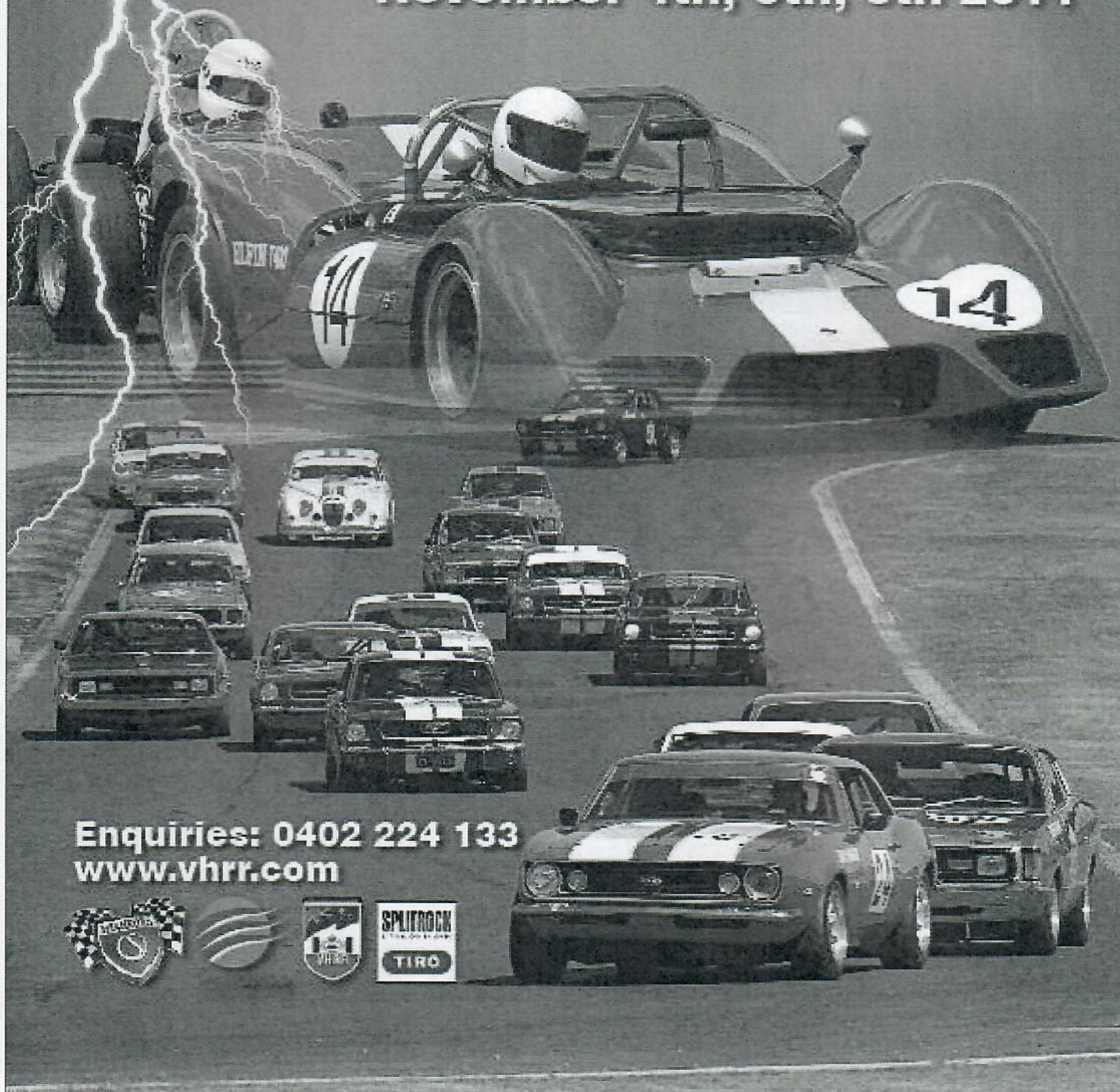
The officer then asks, "Really? Who's giving that lecture at this time of night?"

The man replies, "That would be my **WIFE**."

Historic

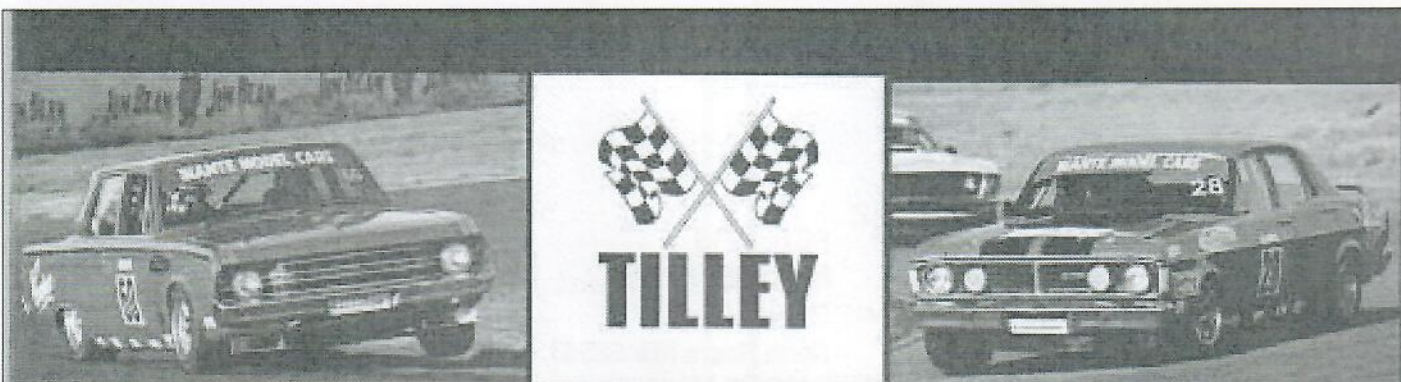
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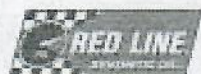
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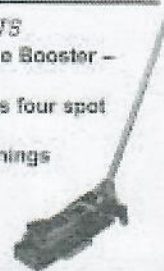


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This car was built for fun and reliability in mind but still has lots potential.

It comes with spare panels heads and some diff spares.

Can be viewed on its last dyno run http://www.youtube.com/watch?v=11Zw89mCp_k

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For Info please call Greg on 0437 134 065.



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	Sportsparts Ply Ltd	Bruce Smith	10 Myrtle Street, NORMANHURST	9875 1144	Sportsparts specialises in supplying parts for MGs from 1945 to 1980 but can also source parts for many other British cars	sportsparts@bigpond.com
	Chrome World	Chris O'Brien	31 Kembla Street FYSHWICK	6280 4265	Specialising in quality restoration of chrome bumper bars with Australia's largest range of exchange bars in stock! Plus general chrome plating and metal polishing.	

Category	Business Name	Member Name	Business Address	Contact Number	Description	Email
	Tilleys Automotive	Brad Tilley	32-34 Sydenham Road, BROOKVALE	9938 6293	All mechanical repairs and servicing. Engine and chassis Dynoing. Race car preparation. Performance engine building	
	Berowra Car Care	Paul Cameron	6-8 Berowra Waters Road, BEROWRA	9456 1243	Mechanical & tyres. Servicing all makes and models; rego slips, child restraints installation. Air Conditioning re-gas. Appendix J Club discounts	berowracarcare@gmail.com
	Kynuna Pty Ltd	John Harrison	"Rockleigh", MILLTHORPE	0417 436 271	Penzoil Racing Oil—the original and the best race-proven motor oil.	jacharro@yahoo.com
	Keith Croft	Keith Croft	Q74 Speets Road, OAKVILLE	4573 6418	Torana LJ/LC brake bias boxes; Detroit Locker diffs; axles 25 spline & conversions; H/D brake drums; offset castor bushes, lower parts—general machining.	
	Formula Trailers	Daniel Sugden	38B Montague Street, NORTH WOLLONGONG	4244 2110	All types of trailers, specializing in motorsport trailers. Trailer spares and repairs. Racecar fabrication and construction	
	Total Race Supplies	Daniel Sugden	38B Montague Street, NORTH WOLLONGONG	4244 2110	Racer Industries NSW, supplier of OMP, Arai, Scroth, Impact, Stilo racegear, Tilton, Quickcar, XRP hose fittings and Project Mu brakes	
	Ian Johnson Towing	Ian Johnson	9 Thompson Place, BAULKHAM HILLS	0423 566 766	Most forms of towing - cars, small trucks, forklifts, machinery, caravans, boats, whatever!	
	Robbo's Blacktown	Ken Ballantyne	Shop 9b, Mega Centre, Blacktown Road, BLACKTOWN	9621 2344	Automotive spare parts, oils, chrome parts and accessories, engine parts etc	kballantyne@hotmail.com.au
	Fyshwick Head Services	Peter O'Brien	42 Maryborough Street, FYSHWICK, ACT	02 6280 0480	Engine Cylinder Head reconditioning. Reboring and Honing. Flywheel machining. Pressure Testing, exchange cylinder heads, engine spares and gaskets	pobrien@netspeed.com.au
	Specialized Vehicles	John Burke	109 Bobs Range Road, ORANGEVILLE	02 4657 1732	Cab and chassis alterations, 6 wheel conversions on air suspension. Race car repair and fabrication, upgrade of GVM	john@specializedvehicles.com.au
	ST Kar Kraft	Steve Travica	Unit 13-14/45 Bassett St, MONA VALE	0409 609 377	All mechanical repairs and servicing (all makes), log book servicing, rego inspections. High performance work in Ford Mustang muscle cars and cruisers	stcarcraft@bigpond.com
	Performance Road & Race Parts	Bruce Stewart	Unit 15/23 Childs Road, CHIPPING NORTON	02 9755 5370	Brake linings & parts. Race brakes & competition shoes, all hydraulics, clutches & machining.	daz@performanceroadandraceparts.com.au
	Burkie's Automotive	Allan Burke	138 Hanckel Road, OAKVILLE NSW	02 9627 4080	All mechanical car & truck repairs; light & heavy vehicle rego inspections; GT Falcon restorations & parts.	burkiesauto@bigpond.com
Engineering	Image FX	Dave Roberts	3/16 Salisbury Rd, HORNSBY	9477 6435	Full engineering services, MIG, TIG welding and fabrication in steel or alloy. Turning of parts, electronics and modifications. www.image-fx.com.au	david@image-fx.com.au

Category	Business Name	Member Name	Business Address	Contact Number	Description	Email
	Premier Engineering Services Pty Ltd	Bill Callan	9 Falls Street, LEICHHARDT	02 8213 7333 0418 230 585	Dangerous goods risk management, development applications, project management & emergency planning for petrochemical industries.	admin@premeng.com
General Services	Australasia Building Practices	Ronald Neale	5 Shirley Street, PADSTOW	9774 2838	Building large and small. Also water pumps for water tanks	rocky61@optusnet.com.au
	Impact Constructions	Santino DiCarlo	23 Westbury Circuit, NICHOLLS, ACT	0414 633 174	Renovations, alterations and new homes by architectural contract. Boat building and fibre glass repairs (Offshore Boat Builders)	impact@webone.com.au
	Pro-Lec Pty Ltd	Dave Probin	34/2 Hoyle Avenue, CASTLE HILL	9680 4718	Electric Motor rewinding and repairs, Pool pump, Industrial & Commercial motor services	
	Impulse Electrical Services	Craig Stephenson	Po Box 36 GLENORIE	9652 2004	Electrical Contracting, Domestic Wiring, Fans, Ovens, Garden Lighting, complete electrical services	pulse76@bigpond.net.au
	Cleaners Warehouse	Max Ullrich	68-70 Booth St, ANNANDALE	9660 5000	Vacuum Cleaners, cleaning supplies, pressure washers, floor polishers	cleanerswarehouse@bigpond.com.au
	Premier Engineering Services	Bill Callan	46 Crieff St, ASHBURY	9799 2840	Risk Management for hazardous Industries, OH&S and dangerous goods consulting	bill.callan@premeng.com
	Project Ventures	Gary Michael	2 Prentis Road, BLI BLI - QLD (Sunshine Coast)	07 54411350	Plumbing, Drainage, Air Conditioning, Civil Works	AL15832@bigpond.net.au
	J and T Dyer Electrical	John Dyer	139 Herbert Street, KEMPS CREEK	0418 299 504	Electrical Contractors - Domestic, Commercial, Industrial. Specialising in Controls maintenance	
	Falcon Fire Protection Pty Ltd	Doug Westwood	PO Box 6140, NORTH RYDE	0419 449 310	Fire Protection - Maintenance, Design, consultancy services	cortina@fhug.com.au
	Thermalair	Ian Sawtell	68 Peisley Street, ORANGE	6362 5944	Heating and Air Conditioning	thermalair@bigpond.net.au
Personal Services	Curtin Optical	Wes Anderson	Shop 1b Curtin Place, CURTIN ACT	6281 1220	Eye examinations, prescription eyewear and sunglasses with specific tinting for racing / outdoor activities. Prices from \$149 for complete eyewear	curtinoptical@netspeed.com.au
	Ralph Clarke Optical	Ralph Clarke	Suite 1, 60 Cecil Avenue, CASTLE HILL	9894 2777	Excellent spectacle making with very sympathetic pricing for Motor Racers!! Eye testing can be arranged.	Ralphc@bigpond.com.au
	That Barber Shop in Wahoonga	Greg Luca	21 Redleaf Ave, WAHROONGA	9489 0579	Haircuts and Hair styling for Men and Boys. Tues to Fri 7.30-5.30, Sat 7.30-1.00, Appts Thurs from 5.40pm	gregluca@bigpond.net.au
Travel	Golf Links Motel	Peter Mackay	260 Bridge Street, TAMWORTH	6762 0505	Family owned & operated 3 1/2-star motel. Discounts for all club members. Tour groups catered for. Golf packages available.	bookings@golfinksmotel.com.au www.golfinksmotel.com.au

Race Numbers - 24th September 2011

1	Club Champion	52	Geoff Rose	103	Rod Gurney	155	Santino Di Carlo
2	Michael Kennedy	53	Craig Stephenson	104	Bob Hayden	156	Ryan Strode
3	Dominic Truelove	54	Robert Owers	105	John Wilcox	157	
4	John Gilfillan	55	Andrew Pursey	106	Roger Emerton	158	
5	Alan Lewis	56	Chris Strode	107	Kerry Hughes	161	Colin Simpson
6	Ross Muller	57	John Dowsett	108	Michael Anderson	163	Mark Oberg
7		58	Stephen Pitman	109	Matthew Windsor	165	Mark Oberg
8	Lionel Walker	59		110	David Noakes	168	Max Hutchins
9	Daniel Kennedy	60	Cameron Tilley	111	Allan Burke	169	Tom Amos
10	Michael Terry	61	David Wheatley	112	John Shuttle	170	Mark Oberg
11	Michael Anderson	62	Doug Westwood	113	Alan Mayne	171	Greg Meredith
12	Andrew Bergan	63	Ken McGann	114	Darren Burnes	172	Warren Gay
13	Len McCarthy	64	John Tight	115	Andrew Broderick	174	Garnet Patterson
14	Wayne Seabrook	65	Ben Tebbutt	116	Alan Smith	179	Barry Jessop
15	Jason Foley	66	Michael Kennedy	117	Richard Huer	181	David Gray
16	Stewart Follows	67	Victor Waterhouse	118	Brian Titheradge	183	Colin Tierney
17	Steve Travica	68	Trevor Hutchins	119	Phil Yakas	186	Michael Cooke
18	Allan Reid	69	Daniel Cotterill	120	Laura Kennedy	189	Ben Wilkinson
19	John Sorraghan	70	Wayne Rogerson	121	Ian Stewart	190	Ken Ballantyne
20	David Roberts	71	Ian Sawtell	122	Tony Land	191	Graeme Hart
21	Col Higgins	72	Phillip Barrow	123	Wayne Potts	195	Tom Dyer
22	Warren Bossie	73	Garry Kirwan	124	Bob Boulter	197	Michael Collins
23	Max Ullrich	74	Dick Bryant	125	Bill Meeke	199	Dave Flood
24	Bruce Smith	75	Ross Donnelley	126	Neil Marks	200	Bruce Whitford
25	Mark Le Vaillant	76	David Stone	127	Aaron Gabriel	202	Greg Luca
26	Chris O'Brien	77	Harvey Felton	128	Nathan Stevenson	222	Keith Croft
27	Peter O'Brien	78	Ian Wilks	129	Aaron Tebb	224	John Beechey Snr
28	Brad Tilley	79	Cameron Schofield	130	Daniel Homann	225	John Beechey Jnr
29	Jason Humble	80	Steve Land	131	Bob Harris	270	John Battersby
30	Chris Gabriel	81	Bruce Stewart	132	Bob Munday	271	Paul Battersby
31	Craig Stephenson	82	Cam Womer	133	Bill Attard	276	Bill Magoffin
32	Bill Callan	83	Greig Maluare	134	John Predl	279	Alf Bargwanna
33	Alexander Bland	84	Graham Russell	135	Dave Probin	283	Greg Tkacz
34	B. Jessop	85	Bruce Walker	136	Phillip Haynes	295	Spencer Rice
35	Grahame Hill	86	Santino Di Carlo	137	Chris Collett	308	Thomas Mott
36	Paul Truelove	87	Harry Bargwanna	138	Joe Dominello	316	Stephen Beazley
37	Ralph Clarke	88	Greg Toepfer	139	Lynn Brown	331	
38	John Lockyer	89	John Harrison	140	Mark Lenstra	333	Troy Williams
Life 39	Chris Dubois	90	Ray Bailey	141	Brad Harris	350	Brian Potts
40	Barrie Brown	91	Stephen Burke	142	James Goldsborough	351	Robert Nicol
41	Jerry Lenstra	92	Stephen Shepherd	143	Alex D'Onofrio	389	
42	Robert Ingram	93	John Burke	144	Geoff King	427	Marc Ducquet
43	Steven Thomas	94	Jared Cox	145	Paul Cameron	502	
44	Vince Harmer	95	Adam John	146	Paul Tierney	612	
45	Darryl Heydon	96	Adam John	147		777	Fred Brain
46	Robert Nicol	97	Phillip Taylor	148	Mark Oberg	971	Ian Johnson
47	John Dyer	98	Daniel Sugden	149	Ken Ross	Life	Mike Dyer
48	Noel Roberts	99	Phil Taylor	150	Phil Woodbury	Life	Max Stahl
Life 49	Ken Brigden	100	Paul Palmer	151	Frazer Roberts	Life	Terry Thompson
50	Rod Brincat	101	Vince Macri	152	Scott Fleming	Mag 2	Gary Michael
51	Chris Stewart	102	Martin Macri	153	Tom Law	Mag 1	Paul Atkins

NUMBERS TO THE LEFT OF THE COLUM INDICATE UNPAID MEMBERSHIPS OR UNALLOCATED RACE NUMBERS.

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