

Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc

Next Meeting

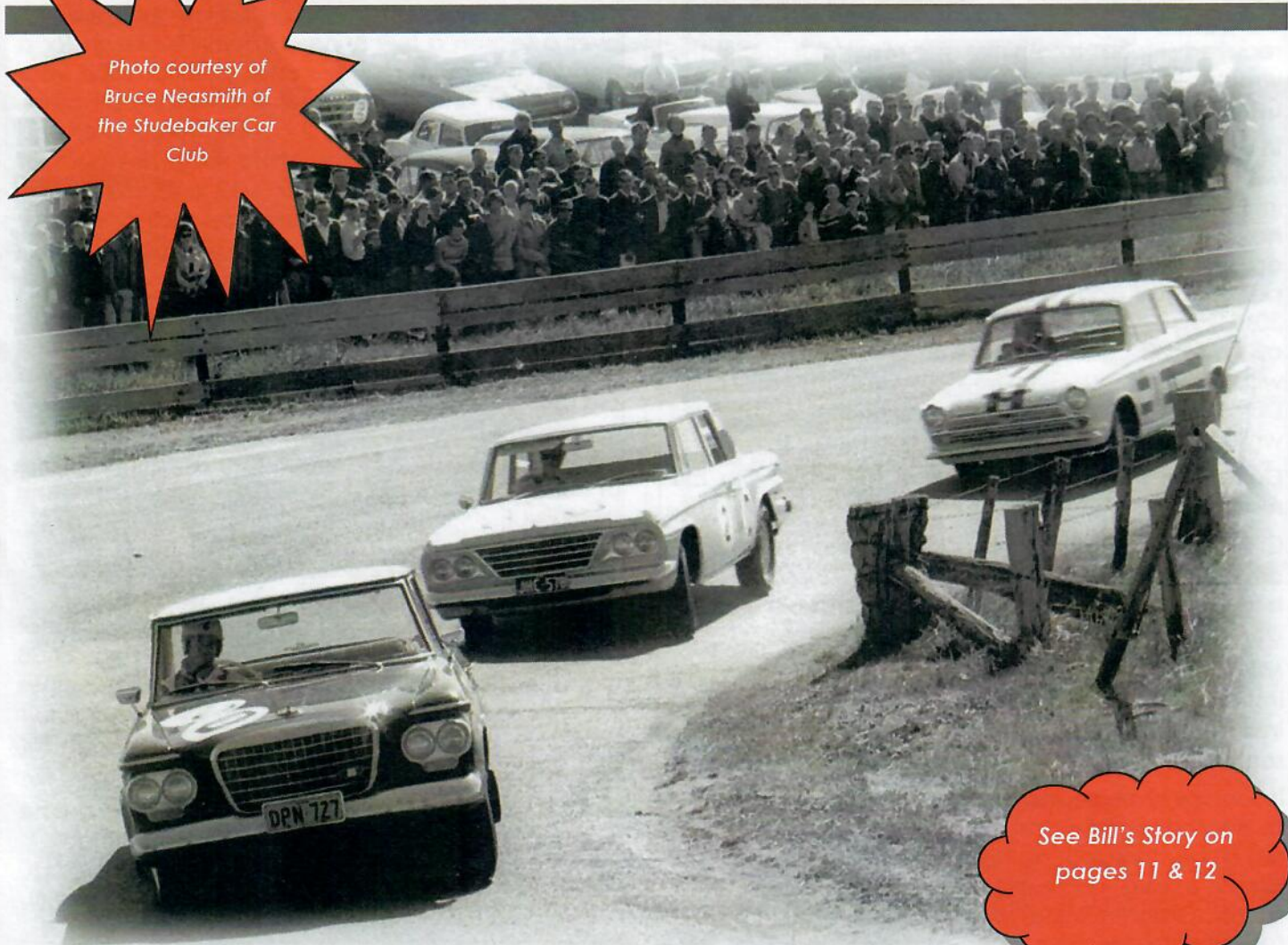
Tuesday, 3rd April 2012

8:00pm

Denistone Bowling Club,
59 Chatham Road, Denistone



Photo courtesy of
Bruce Neasmith of
the Studebaker Car
Club



See Bill's Story on
pages 11 & 12

Photograph owned by Bruce Neasmith

"Car Racing: My Early Years" - Bill Slattery

President's Report - April 2012

Where has the time gone, end of 1st quarter and Easter almost here. The RAFFLE has been run and won. Congratulations to Harry Barg's partner and Grayman Hill, that's one way to keep your partner happy. I would like to thank all those who chipped in and sold tickets, and who bought tickets to help out. Thanks Mick. The bank balance is healthier and maybe next time we can achieve a better result with a bit more effort from the Gunnas.

PHILLIP ISLAND

The big meeting of the year so far, Phillip Island was a terrific example of how a meeting should be run. Nearly 600 entries and 106 from Group N. The field was split under/over 3 litre

In under 3l Jason Humble RX2 put it on pole with a 1.53.1 from Phil Woodbury RX2 1.54.9 with Steve Land 1.55.6 in 4th. Steve would bump up to Over 3l because of track density.

Wayne Rogerson posted a 1.57.84 and Darren Burnes pipped Graeme Russell by a tenth. Phil Taylor suffered from 'Dirty Water' in the EH but had to be happy with 2.02 placing him well in the field and Phil Barrow with a 2.07.1 embarrassed a lot more, required stitches to a pinky as a result of finger in the wrong place during a gearbox change and was his usual competitive self.

In over 3l, of the NSW contingent Harry Bargs was 7th with a 1.52.4 and John Harrison ahead of Steve Land in 1.53.4 Steve was in 12th with a 1.54.8 Steve must have suffered a major case of déjà vu as he stalled on the grid in R1 and I reckon there was some puckering of parts of the anatomy as he waited for 30+ fired up competitors to get past. Ross Muller was all smiles with good power from his new engine and with a 1.56.5, just .3 in front of Graham Hill. Laurie Donaher was coming to grips with the 'Stang and while trying different settings settled for a 2.00.

Darren Knight's race report is in this issue with the results.

C of C Mike Holloway conducted a straight forward drivers briefing and Group N were asked to stay back at the conclusion. No surprise after the damage at Sandown 2011.

Mike had KB and Col Bond as DSO's and the instructions to drivers were: If you are involved in an incident and your car is damaged in any way, car to scrutineering and driver to race control.

If you are involved in an incident resulting in damage to another competitor you will need a good reason not to be charged. Four incidents out of 4 races plus practice and qualifying, seems the message got across. Graham Russell was a victim when a Porsche turned into his pax door and speared him into another car. GR was in a bit of strife in the opinion of officials until he showed his in car footage. Like he was saying INNOCENT! Gotta luv in car cameras.

Darryl Hansen was charged for action causing damage, the hearing lasted nearly 2 hours and he was fined \$5000.00 with \$2000.00 suspended for 12 months. John Harrison was involved in this incident, sustaining extensive front panel damage. John has written to the club and this will be discussed at the GM April. Grayman Hill had a big hit in the rear of the Mussy and was honest when he stated he simply lost it and went in backwards... missed by that much!

I collected Robert Marshall's GT after going off in oil from a Camaro blow up out of Honda and there were no oil flags out in time for the group following, John Bowe spearing off and the biggest smoke haze since Woodstock. A fantastic meeting and thanks to HTCAV for the spread on Saturday night and the general spirit. Let's hope we can return the favour at MCM.

PRESENTATION DINNER AND XMAS PARTY.

As discussed previously the plan is to have a combined evening. This will be a Saturday night and at this stage looks like being at Rooty Hill Resort. When you consider how much we put into our cars over a season a few hundred bucks is cheap for a good night out, a chance to at least take your partner out and reward your overworked pit crew. Plan is for a fully catered 3 course meal, beer and wine with a band included and spirits are cash at the bar. Organise a table for 4-12 and involve the friends and family that you enjoy racing with, or staying away from.

The venue was chosen because of geography and economy, and you can obtain cheap accommodation allowing a chance to have a drink or a few!! and not have the worry of driving. If we are going to put the effort into this we first need expressions of interest and there is a form in the mag you can e-mail to Jules so we can have indications of numbers as WE NEED TO BOOK EARLY TO SECURE THE VENUE.

At the moment available dates are 3 Nov 10 Nov and 17th.

There is the opportunity to have an additional meeting for the pointscore at Wakefield Park 27-28 Oct as part of the V Nationals. Depending on entries it may be a cheap meeting as we will manage our category if it goes ahead. This will be up for discussion at the GM also.

See you at Denistone Tuesday 3rd April. About time we had an open bar at the end of the meeting.

Marc Ducquet

April's guest speakers will be Evan Jones & Simon Lakeman of CAMS, who is a SCDO.

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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 17TH 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.

General Meeting Minutes

Next General Meeting, Tuesday 3rd April 2012
Denistone Sporting Club, 59 Chatham Road, West Ryde.
Phone 02 9874 3650.

Minutes of March 2012 Meeting

General Meeting: Tuesday 6th March 2012. The meeting commenced at 8:05 pm.

M. Ducquet began the meeting with the election for a new President and Vice President necessitated by the resignation of D. Roberts from the position as President. Nominations for both roles were received from the floor.

President:

Nomination: M. Ducquet
Nominated by: P. Taylor
Carried unanimously.

Vice President:

Nomination: P. Taylor
Nominated by: M. Ducquet
Carried unanimously.

Attendance: As per attendance book.

Apologies: R. Muller, W. Rogerson, C. Dubois, C. Worner, R. Brincat

Visitors: C. Travica, R. Berghouse

New Members: Nil

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

Accepted: B. Smith 2nd: T. Thompson

Matters Arising: M. Ducquet reported to the meeting that, as a result of the vote taken at the February meeting, a review had been completed regarding the Pointscore discrepancy involving W. Rogerson and R. Munday for the Club Championship. C. Dubois undertook the review of the pointscore with T. Williams and reported to the committee that he is satisfied that the final pointscore for 2011 is correct and that Bob Munday is the 2011 Club Champion.

M. Ducquet stated that at the last general meeting an Eligibility Sub-committee was formed. He stated that W. Bossie has advised that any decision made by such a committee would not carry any weight with senior official at a club race meeting.

W. Bossie explained the situation to the meeting in more detail.

M. Ducquet stated that there is a need for another CAMS EO and nominated W. Rogerson who has advised he would be prepared to fill the role. M. Kennedy seconded the nomination, which was carried unanimously.

President's Report: Not available.

Vice President's Report:

M. Ducquet stated that anyone who is prepared to stand and be elected to the committee needs to ensure they play an active role as the executive committee needs to be properly supported.

Secretary's Report: J. Williams advised the meeting that 124 members have paid their renewal fees. Reminder emails/letters were sent to unfinancial members on 29th February 2012. Correspondence consisted mainly of renewals; a couple of magazines and emails from CAMS.

The post office box has been moved from Wahroonga to Brighton-le-Sands to allow for easy access by the Secretary. The new box is PO Box 138, Brighton-Le-Sands, NSW 2216.

Finance Report: as tabled by J. Williams appears elsewhere in the magazine.

Accepted: A. Pursey 2nd: T. Thompson

HSRCA: D. Roberts; June meeting does not look like there will be a Group N relay race. A normal race is proposed instead.

HSRCA are pushing for a driver's Code of Conduct.

At the conclusion of this report M. Ducquet asked for a round of applause for Steve Pitman, who was in attendance at the meeting for the first time since his accident last year.

Steve Pitman responded, thanking the members for their messages and visits, which he found tremendously supportive.

HSRCA Race Calendar 2012

For those who like to plan ahead here are the dates for next year's (2013) Pointscore rounds.

- Eastern Creek: June 30 & July 1
- Wakefield Park: September 22 & 23 (this has moved forward, unfortunately closer to MCM).
- Eastern Creek: November 22-25 [Tasman 3 day meeting]

Full Race Calendar 2012: Published elsewhere in *Action-Line*.

Competition Report: Not available. M. Ducquet asked for a member to nominate in the role for reports.

No nominations received from the floor. It was proposed that R. Muller be asked if he would be prepared to take on the role. To be discussed at the April meeting.

AHTCA: W. Bossie stated that things are very quiet at the moment. They have 27 or 28 cars for the Bathurst meeting. He went on to briefly discuss the issue of drum brakes.

Minutes (cont'd)

Historic Commission: D. Truelove stated that the Group N representative is Ed Gavin, from Historics.

A discussion ensued with regard to nominating someone for the Commission. A. Pursey stated that elections for the Commission take place in September and he strongly recommended that N. Turner, Chairman of the CAMS Sport & Club Development Commission be approached, to discuss Group N's need for representation on the Commission.

CAMS: A. Pursey addressed the meeting and stated that the first meeting of the State Officials Committee had taken place on 16th February. The lack of officials was discussed and an Official's Newsletter has been resurrected. A. Pursey is to edit this monthly publication.

Evan Jones and Simon Lakeman from CAMS will be attending the April club meeting to discuss the Officials Licensing Structure.

The State Council meeting was held on 18th February. DAs are still with the local council regarding the Ringwood circuit.

Nothing has been heard as yet, regarding Lucas Heights. Nowra Council is looking to rezone some land for a race circuit in their area. Work is continuing with regard to the Cooma and Gunnedah Hillclimbs.

Scrutineers have stated that are prepared to assist Group N with regard to eligibility.

Those who install cameras will need to have the mounting of them checked by scrutineers. There are no changes to driving apparel for 2012.

There are changes in Schedule J relating to rollover protection. Hand-held fire extinguishers are mandatory.

Eligibility: W. Bossie discussed some issues surrounding electric water pumps in relation to what is historically correct.

ARDC: T. Thompson explained the delays in track work at ECIR, stating that the wet weather has set things back somewhat. The old circuit is operating at the moment. Aspects of the new track should be operational by July.

He spoke of the new clubhouse at ECIR; The Garage. There was a suggestion that Appendix J Club move to this venue for meeting. Members will be emailed in this regard to obtain a consensus of opinion.

T. Thompson related the outcome of the APMC Conference at ECIR on 26th February. The Minister was well received and the conference was a huge success with RMS personnel available to answer delegates' concerns.

At this point in the meeting M. Ducquet thanked D. Roberts for the great work he had done during his presidency and stated he would do his best for the club.

General Business: M. Kennedy raised the issue of drum brakes-vs-disc brakes. A lengthy discussion ensued. W. Bossie stated that drivers who wish to install disc brakes, which are historically incorrect, need to put a joint submission to CAMS in this regard. To date there have been very few submissions received and the situation remains in limbo.

Due to the Guest Speaker, M. Ducquet suggested M. Kennedy write to the Committee and the issue will be addressed at the April meeting.

D. Roberts related to the meeting that Wakefield Park has a new caterer.

A. Pursey stated, in relation to a question from the floor, that the dissemination of information between the club and CAMS is a two-way situation

The meeting closed at: 9:30 pm

Guest Speaker: Ray Berghouse, Chairman of the Chevron Publishing Group, related stories from his past experiences as a race photographer and publisher.

Pit Stop Raffle Draw: K. Carratt (Harry Bargwanna's partner), Harry & Co will be jetting off to Bali he tells me. And lucky Graeme Hill has won the trip to Max Ullrich's eco resort in Tassie.

Ticket sellers prize (\$250) goes to Mick Kennedy.....He bought the lot (100 tickets).....thanks Mick,....."A big bloke with a big heart"!

Treasurer's Report as at 19th March 2012

Cheque account balance as at <u>05/03/2012</u>	7,968.54
Deposits	
Membership Renewals	1750
Club Raffle	130
HWT Raffle	3850
Magazine Ads	250
Race No. Auction (Jan)	<u>110</u>
Total Deposits as at 19 Mar 2012	<u>6,090.00</u>
	\$14,058.54
Outgoings	
Administration	307.02
Stationary	30.19
Website Admin	50.00
Raffle Prizes	109.90
HWT Raffle Voucher	2,250.00
Total	<u>2,747.11</u>
Balance	11,311.43
Plus Online Saver Account	+ <u>2,760.98</u>
Total funds as at 19/03/2012	\$14,072.41
Room Hire \$150 (Chq Unpresented)	

PLEASE NOTE: Our new PO Box number
PO Box 138, Brighton-le-Sands NSW 2216



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 Chris Dubois. (or at a club meeting).

chris@moorebankautogarage.com.au

Overall Top 10	
Chris Collett (137)	37.3
Lynn Brown (139)	35.9
Peter O'Brien (27)	31.6
Wayne Rogerson	29.6
Colin Tierney	27.5
Allan Reid	27
Dave Probin	26.6
Allen Mayne	22.6
Greg Meredith	22.3
Chris Dubois	22.1
John Wright	22.1

2012 Pointscore

Na		Nc	
Geoff Rose	7.6	Peter O'Brien	31.6
Nb		Wayne Rogerson	29.6
Chris Collett	37.3	Allan Reid	27
Lyn Brown	35.9	Allan Mayne	22.6
Colin Tierney	27.5	Chris Dubois	22.1
Dave Probin	26.6	John Wright	22.1
Greg Meredith	22.3	Daniel Kennedy	22
Ian Johnson	21.5	Paul Cameron	19
Steve Beazley	21.2	Chris O'Brien	18.6
Dominic Truelove	19.5	Paul Tierney	18.5
Troy Williams	19	Steve Land	18
Brian Titheradge	18.5	Michael Anderson	18
Alex D'Onofrio	15.8	Santo Di Carlo	17
Rob Byres	15.5	Phillip Woodbridge	15.4
David Gray	14	Jerry Lenstra	15
Andrew Bergan	12.5	Warren Wright	15
Phil Yakas	12.5	Stuart Follows	15
Steve Pitman	10.5	Cameron Worner	14.4
Paul Battersby	9.2	Ian Wilks	13
Barrie Brown	8.5	Tony Land	11.5
Lara Kennedy	7	John Predl	7.5
Ralph Clarke	4.4	Noel Roberts	7.2
David Wheatley	3	Allen Burke	6.6
David Roberts	3	Alexande Bland	6
		Marc Ducquet	6
		Michael Kennedy	4.5
		Jason Foley	4.2
		Greg Toepfher	4
		Laurie Donaher	3
		Vince Macri	3





Rev Doctor Motorsport

Race Car Preparation and Fabrication

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Pointscore Competition Calendar 2012

FoSC	Wakefield Park, April 6 & 7.
HSRCA	Eastern Creek: June 30 -July 1
MCM	Eastern Creek: September 1-2
HSRCA	Wakefield Park: September 22 - 23
HSRCA	Eastern Creek: November 22-25 [Tasman 3 day] (First round of 2013 Pointscore)
Formula Vee Nationals	Wakefield Park: October 27th & 28th

Interstate Dates

Winton

August 11 & 12 Festival of Speed

Morgan Park

May 12th & 13th Qld Historic Race Car Meeting

July 14th & 15th Qld Historic Race Car Meeting

Lakeside

TBA

Phillip Island

March 9th - 11th Phillip Island Classic Festival of Motor Sport

CMC Calendar of Events - April 2012

Sunday 1st to Saturday 8th	Vintage Motor Cycle Club , Bathurst Easter Rally
Friday 6th & Saturday 7th	FoSC . Wakefield Park Goulburn
Friday 6th to Monday 9th	Peugeot Car Club, Easter Pageant - Young NSW
Sunday 15th	Wings, Wheels, Wine & Wool Classic car & bike display, & aerobatics display Mudgee Airport
Sunday 15th	Auto Italia , Old Parliament House , Canberra
Sunday 22nd	General Motors Display Day . Penrith Panthers
Friday 27th to Sunday 29th	NSW Police Force 150th Birthday, Police Vehicle Exhibition, Dubbo Showgrounds
Sunday 29th	Steamfest Show 'N' Shine, Maitland Park



Private Practice days at Eastern Creek Raceway

- 18 May - Cars Only (Full Circuit)
- 3 June - cars / Bikes / L2S (North circuit)
- 8 June - Cars Only (Full Circuit)
- 6 July - Cars / Bikes / L2S (South Circuit)
- 7 September - Cars / Bikes / L2S (South Circuit)
- 21 September - Cars Only.



Expressions of Interest Presentation Night & Christmas Party

This year we are going to have the best ever event that members will talk..... rave and bulls**t about for a long time ,

AND CELEBRATE 31 YEARS OF APPENDIX J RACING.

WHAT: A combined function for Xmas and a Presentation night that will rock your socks off; with a 60's 70's dress up theme so get your gear out of the closet or from mum n dad.

WHEN: A Saturday night in November that may or not be the same weekend as the Nov Historic. If you are in town then what's a slight hangover.

WHERE: Rooty Hill Resort or a venue in Parramatta area that has accommodation and seating for 250.

WHAT. FOOD:. 3 course dinner with choices.

GROG: Beer and wine included, spirits cash bar.

COST: Approx \$90.00 per head food and grog. For a couple this is less than 1 tyre so don't be stingy. Accommodation may be subsidised if we have enough starters.

WHY: To get together and celebrate our sport and bring FUN back into the missing social side of the club.

GIVE THE LADIES, IN PARTICULAR A CHANCE TO DRESS UP AND HAVE SOME FUN.....EVEN DANCING AND LISTENING TO OTHER WOMEN AND NOT THE CRAP ABOUT RACING AND WHY WE LOST, DIDN'T WIN BLAH BLAH.

HOW: WITH THE SUPPORT OF MEMBERS AND THEIR FRIENDS AND CREW.

A large venue with accommodation, great food, band and/or DJ and a range of trophies that will be second to none.

So, fill out the details below, table size will be restricted to 12 people for serving and ease of movement. Doesn't mean you can't have more than one table.

There will be door prizes, spot prizes and a free raffle with a number of great prizes. Best fancy dress wins a case of champers.

Biggest table. Bottle of champers for every person on table.

If you are interested in coming along please just fill in the attached form and send it back to us to let us know if you're interested.

I'm Coming !!

Name:.....Contact Number:.....

How many people would be coming:.....

Email jules at: hollymist@bigpond.com or post to: PO Box 138 Brighton-le-Sands NSW 2216

Race Report - Phillip Island Classic 2012

Under 3 Litre

Jason Humble (Mazda) picked up where he left off last year by starting from pole and shooting into an early lead with Island debutant Phil Woodbury (Mazda) right behind. Graham Russell was out after a start line clash with the Porsche of Rory O'Neill. The Cortinas of Ted Perkins and John Luxmoore seemed to be glued together during a great dice while Bill Attard squeezed past fellow Mazda man Bob Sudall to secure third on the last lap. Humble won by a second from Woodbury. Mark Johnson (Porsche) ran down

Wayne Rogerson (Mazda) right on the line to bag fifth. Errol Stratford (BDA Escort) was seventh then Alan Mayne (Mazda), Peter Van Summeren (BDA Escort) and Paul Bruce in another Mazda to make it seven Rotaries in the top ten.



Woodbury made a better start to grab the lead in race two while Phil Barrow rotated the worlds fastest FJ at Honda with some excellent driving by those behind resulting in no damage. Humble blew by Woodbury on the front straight and went on to win with Sudall third after another massive battle with Attard. Race three saw Humble and Woodbury swap the lead several times in an entertaining contest as Kirk Davis (Mazda) fell out of the top ten and retired as did Richard Fairlam with a loose dizzy wire in the EH. Humble took the win despite gearbox dramas (which required a swap before the final race) with Woodbury second and Attard third. Steve Land (Capri) set the fastest lap during his climb to sixth. Engine dramas prevented Woodbury from starting the final, allowing Humble to hare off into the distance and establish a race winning lead. Johnson dropped places after a half lose at Honda as Land pressured Attard for second, all to no avail as the Mazda set fastest lap on the final tour.

Group N Over 3L

Pole man Fraser Ross (Mustang) leapt out to an early lead in race one as the sweet handling Mark Johnson owned Porsche of John Bowe was gobbled up on the front straight by Darren Collins (Camaro). Second fastest qualifier Ron Moller (Camaro) began to drop down the order with oil surge issues while fellow Sandgroper Bill Meeke battled handling issues in his Falcon Sprint. The Toranas of Scott Slater and Andrew Williams had a great dice for Holden honours as Ross won from Tony Hubbard (Camaro), Daryl Hansen (Mustang) and Collins with Bowe a brave fifth against the V8s.

Collins hooked up well to lead off the line in race two in contrast to Roger Oliver who smoked the bags gloriously in his stunning Hugger Orange Bob Jane themed '69 Camaro which was making its race debut.

Hubbard made a big dive on Collins at MG, the two Camaros running wide and allowing the third placed Ross to squeeze past and into a race winning lead. Rod Hotchkin was the first of the Falcons and found himself in a big battle with John Harrison (ex Nichols Mustang), Slater, Harry Bargwanna (Mustang) and Bill Trengrove who was again the leading Nb racer in his Mustang. Hubbard pushed in second but could not catch Ross with Hansen holding out Collins for third. Race three again saw Collins lead before Ross got through as Williams charged through from the back after a DNF in race two. Graham Hill (Mustang) had an off and nudged the bank with the rear of his pony car while a couple of laps later the red flags came out

to end the race after Daryl Hansen spun and was collected by Harrison. Thankfully all drivers were unhurt although their 'Stangs will all require some panel massaging of varying degrees. Results went back a lap with Ross winning from Hubbard, Hansen and Collins.



The final looked set to be a cracker with the first six cars all extremely close in the early going until Collins lost an oil line at Siberia. The Chev and a number of other cars speared into the gravel in a huge cloud of oil smoke. Hubbard and Bowe rejoined after losing a few places while Hotchkin retired with a cracked sump. Oliver also came in after popping a tyre following several lock ups in the still to be sorted Camaro which looks to have enormous potential. Ross had escaped the drama by



being narrowly ahead of Collins and went on to win from Leo Tobin (Mustang) who moved up into second on the very last

lap when Bargwanna had a starter shear off causing other damage. The late Graham Slater would have been very proud of son Scott who took a very popular third in the famous number 47 Torana. Slater senior had organised sponsorship for the tourers for over a decade and his passing not long after last years event was a big blow to the category.

Photos Courtesy
of Grant Paterson
of, Motografix

Darren Knight

Photo Gallery - Wakefield Park 26th February 2012



Photos
Courtesy of
Peter Schell



A Tribute to Bill Slattery

"Car Racing: My Early Years" - Bill Slattery

Because my whole life has been one of competition be it at work or play I tend to lean more toward the motor sport side of things and have been involved in this in one way or another from an early age.

I have been asked a few times to write a bit about my early race days but have tended to put it off for various reasons, one of them being the thought that who wants to hear an old man's ramblings about what used to be. But for those who like to reminisce a bit I thought I would jot a few things down.

I have gathered together a few items such as photos, race programs, sup regs and other mementos to assist my fading memory to recall events to write here. It has taken me quite some time to write this little piece, as writing is not as easy as top authors would have you believe.

And when I finish writing this, all of these things that I have gathered together to remind me and refresh my memory will go into a box, perhaps hidden forever, but never to be cast aside. They will stay there and I may look at them occasionally to remind myself how it used to be. This is probably carrying foolishness to the limit, but I am happy to have it that way..

My race and practice suits still hang in my spare wardrobe as though waiting for their next race meeting call, along with my gloves and boots that I wore on that last day on the mountain. Since that day I have worn them only once some 30 years later when I first started racing Go Karts, but it did not feel right to be using these reminders of a bygone era and I have not used them again.

I am pleased to have finally put this together as it has been a nostalgic and emotionally draining journey for me. It may be of interest to a few and if it serves no other purpose then it will seal these memories in place beyond the point where senility can one day rob me of them!

My 20 or so years of racing sedan cars have produced some memorable moments such as winning the last race ever held at the Mt Druitt track before Belf Jones (owner of the track) bulldozed the main straight after an argument with organisers and closed the track forever. It was a sedan and sports car handicap and at the end Leo Geoghegan was rapidly gaining on me. FTD at Catalina on a club day. Twice gaining third place in the NSW Saloon and Touring Car Championship, Pole position on the grid (with Warren Weldon) for the Hardie Ferodo 500 as it was then. Fastest speed down Con Rod Straight in the Studebaker Lark at 123.7 mph which seems quite tame today. There were others of course but these stand out in my memory.

In the early days at Mt Druitt we would drive our road car to the track empty the wife, kids and gear out of the car, put on the numbers and we were ready to race!

It seems strange to hear this now but this was before we started trailering sedan cars to the track and things were more relaxed and friendlier back then.

Things were quite different when I first started racing as there were not many over the counter items you could purchase to assist in handling and speed, so you had to design and fabricate things yourself. There were a few speed shops which did help of course such as Leon and John from Lynx, John from Sydney Speed Shop, Jack Myers, Len Lukey Mufflers and exhaust systems among them. Some specialist engineer shops helped and I recall cams from Merv Waggott (who can forget that fabulous twin cam

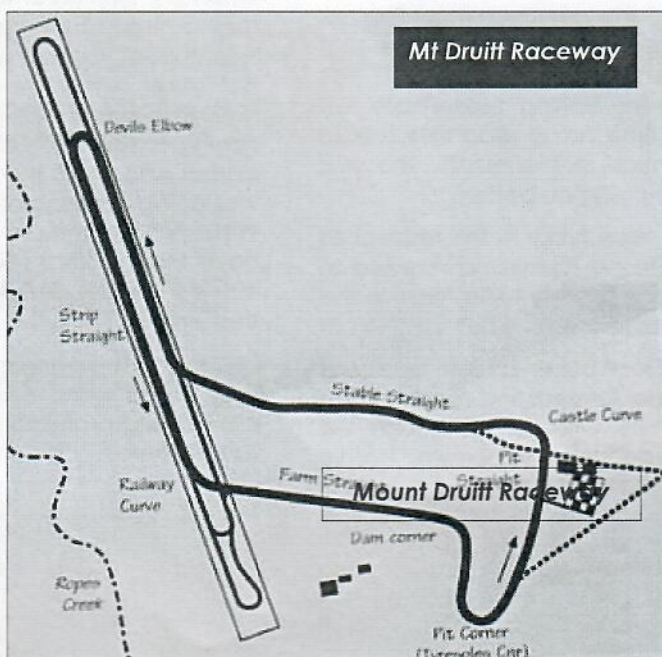
head for the grey Holden) Hedley McGee up at Darlinghurst, Bert Jones at Parramatta and of course the Repco head for Holden. And we all were in debt to Dave Dean from Hardie Ferodo who listened to our comments on brake linings and after ongoing research gave us what we needed. The cars were not too easy to stop in those early days and there were times after a torrid trip down Con Rod that I "went to Bathurst" as the saying goes as we were sometimes unable to get around Murrays Corner leading on to Pit Straight.

We were running mainly FX & FJ Holdens in those early

days. Jack Myers was the first one to hit 105 MPH which caused a sensation and was not bettered for quite a while. Most of us had managed to get over the magic 'ton' and I can tell you that 102 mph down Con Rod was really something, as at about three quarters of the way down, the car would get up on tippy toe and you needed all of your wits about you to hang on! Stopping at the bottom was something else as well! Tyres were ordinary Dunlop RS5 road cross plies but we didn't know any better. Before the advent of the "big race" the ARDC used to run the Bathurst races over the Easter long weekend. It was just like a normal race meeting and included the State Titles. There was little or no prize money then and we were awarded trophies for our efforts!

When the Studebaker Lark came along, that was really something. It was V8 powered and was quite a step up from the early six cylinder Holdens, Falcons and Valiants although by this time we had the very quick 3.8 Jags and soon to be with us were the V8s of the big three.

Our problem with the Lark was while they were very fast they did not stop all that well with their drum brakes and had a tendency to shed the right front wheel under heavy cornering. (cont'd over)



A Tribute to Bill Slattery (cont'd)

"Car Racing: My Early Years" - Bill Slattery

They were CKD from the USA and had a fair bit of Australian content including road wheels which were much too thin for the heavy V8 in the front and pulled away from the wheel studs.

This was a bit disconcerting as you had no idea when one was about to go and apart from trying to keep the car away from the fence or the side of the mountain when one let go, it also meant that because of the regulations you had to change the wheel with the tools supplied with the car! If you have ever had to change a wheel with one of those bumper bar jacks you will get what I mean!! We could not do anything about strengthening the wheels because in those days the cars had to be as supplied from the manufacturer and were impounded after the race and inspected the next morning. Engines were pulled down and measured and the car was thoroughly checked according to the parts book. This meant that although we were turning reasonable lap times, we spent a fair bit of time doing road side repairs which put us out of contention in the results. This was disappointing as we knew we could do better.

The Ford and Holden drivers were lucky in this respect as when something was found to be faulty and needed to be changed they could get the factory to list them in the parts book which made it legal to use.

Bert Needham Snr. was a Studebaker dealer and was passionate about the cars. He formed and ran the race team and we drove under his direction. Although we entered and drove the Studebakers in several Hardie Ferodo 500s and later the 1000 we were never able to get away from this problem and in the last race we entered, (probably because we were now going faster) the car lost 5 wheels over the duration of the race which had everyone's nerves on edge.

There were good times and some moments at Warwick Farm such as going over the couple of wooden track crossings at speed and the memorable battles between Jane, Moffat, Beechey and Geoghegan. Also the superb drive by Stirling Moss in the rain. Catalina Park (Katoomba) was called "the tunnel without a roof" because of the fence all round and nowhere to go if you misjudged things but it was exciting racing especially in the rain probably because of this challenge.

The biggest problem was because of its location in the Blue Mountains and being at the bottom of the hill it was plagued by fog. Many times we had to sit around till 10.00am or later waiting for the fog to disperse before we could see the track! Oran Park in its original short track form was great as it fostered close racing and I enjoyed the cut and thrust of this.

I had acquired the ex Barry Sharp FE Holden which had been built with Oran Park in mind. It was left hand drive with a Chev V8 engine and fibre glas guards, bonnet and boot. It was a bit of a handful but probably no worse than some others of the era and I enjoyed every minute that I drove it feeling the power and hearing that glorious noise from the V8 engine.

Peter Brock made an early debut here in the very much modified Holden engined A30 which was a bit of a beast but went very well. The driving position was where the original back seat of the A30 had been which prompted a few friendly jests!

I feel that I must mention Lou Kingsley who started racing when he was around 69/70 years of age. He began by racing his road Mercedes at the Mt. Druitt track and as it was quite unsuitable for this he eventually rolled it. This did not deter him as he went out and bought a new FC Holden kitted it out with the latest gear and went on having a ball! With all the brashness and arrogance that comes with youth we wondered what an old guy like Lou was doing in racing and going up against the young guns. Well, I did find the answer to that in later years. Who would have thought that I would be emulating him some 30 to 40 years later!! They say you never lose it and I guess that's right.

Looking at the cars and drivers of today I am so amazed, they are a world away from our time. Everything is so clinical and professional that it makes me wonder - is the fun still there?.



Photograph owned by Bruce Neasmith

And apart from racing, for all us revheads what about Saturday night at the Beefies with cars polished and sporting twin or triple carbs and maybe a cam, loud exhausts & headers. We leaned on our cars and tried to look cool or grouped together to ogle and hopefully 'pull' the birds!! Then dodge the cops as they came around to check cars and generally harass us. Or took the occasional fang up the road to show what it was about or accepted a challenge to go down to the Brickies to pit yours against

whoever thought they were better. How we managed to live so long I do not know but it was fun and I would not have missed it for Quids!

I feel that I should stop now as the more I go on, the more the memories come flooding back and I would only bore everyone with my ramblings.

After a string of such remembrances If you can say "Yeah I remember that" then you and I have a common bond
WE HAVE LIVED

Bill Slattery



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This is a message regarding a very exciting offer!

You may have seen it already in the 2012 edition of the CAMS Manual. It is exclusive to CAMS Car Clubs only.

Link International is the importer and distributor for Motul lubricants, BMC Air Filters and Brake Lab brake pads. Although these brands and their products are suited to all vehicles, from classic cars and daily drives to extreme race vehicles, we felt that they only really get the appreciation they deserve in an enthusiast or race environment.

To add to that, we believe that enthusiasts and racers were one of the driving forces behind the aftermarket and performance industry (pun intended) and as such, should be supported more. We understand that much of your hard work that has gone into building and maintaining this industry has gone somewhat un-noticed. We also understand the difficulties in running and maintaining classic, performance or race cars. For these reasons, we are pleased to be able to provide a special price offer to financially assist you and your car club with consumables we supply.

The offer is called 'Supporter Race Price'.

All we ask in return for the discounted price is the display of branding such as stickers on vehicles, trailers, toolboxes, badges on race suits, etc. and/or logos on webpages or Facebook pages to show you are a supporter of our brands. To pay that favour forward, we would like to help promote your club and events through our promotional channels to bring a greater interest and enthusiasm to your club and to the motorsport industry.

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My Bit...by Jules



Hi Gang, I hope you're all ready for the Easter Bunny. Just a bit of a warning.....not too many Easter eggs or hot cross buns or you won't fit into your race suit. As you will know by now, we have a change in our Executive Committee with Marc Ducquet as The Pres & Phil Taylor returning to the VP role. First time I've ever worked with a Duck. This will be interesting indeed. Better hope I don't ruffle his feathers too much. See you all at the next meeting. Hang loose, and read on for a giggle. I want to know where all these jokes come from, don't you? I mean who has all that time to make them up?

.....Jules

Subject: Male Sensitivity

The room was full of pregnant women with their husbands. The instructor said, "Ladies, remember that exercise is good for you. Walking is especially beneficial. It strengthens the pelvic muscles and will make delivery that much easier. Just pace yourself, make plenty of stops and try to stay on a soft surface like grass or a path."

"Gentlemen, remember – you're in this together. It wouldn't hurt you to go walking with her. In fact, that shared experience would be good for you both."

The room suddenly became very quiet as the men absorbed this information. After a few moments a man, name unknown, at the back of the room, slowly raised his hand.

"Yes?" said the Instructor.

"I was just wondering if it would be all right if she carries a golf bag while we walk? "Brings a tear to your eye doesn't it?"

This kind of sensitivity just can't be taught.

Solution to the breast implant crisis ??



Apple does it again!

Apple announced today that it has developed a breast implant that is not only safe, but can store and play music as well.

The **i-Tit** will cost from \$400 - \$599, depending on cup and speaker size.

This is considered to be a major social breakthrough, as women are always complaining about men staring at their breasts and not listening to them.....

Pest Control

A woman was having a passionate affair with an Irish inspector from a pest-control company.. One afternoon they were carrying on in the bedroom together when her husband arrived home unexpectedly.

'Quick,' said the woman to the lover, 'into the closet!' and she pushed him in the closet, stark naked.

The husband, however, became suspicious and after a search of the bedroom discovered the man in the closet

'Who are you?' he asked him... 'I'm an inspector from Bugs-B-Gone,' said the exterminator.

'What are you doing in there?' the husband asked.

'I'm investigating a complaint about an infestation of moths,' the man replied. 'And where are your clothes?' asked the husband.

The man looked down at himself and said, 'Those little b#%\$*&s!..'.

Medical Alert

Remember this the next time you have major surgery and need a blood transfusion. This is good to know...

MEDICAL RESEARCH



Australian Medical Association researchers have found That patients needing blood transfusions may benefit From receiving Chicken blood

Rather than human blood.

It tends to make the men cocky and the women lay better.

Just thought you'd like to know.....



**BLESSED ARE THOSE WHO ARE CRACKED,
FOR THEY ARE THE ONES WHO LET IN THE LIGHT!
.....OK, I'll be going to my room now.**

Familiar scenario anyone?

A little silver-haired lady calls her neighbour and says, "Please come over here and help me. I have a killer jigsaw puzzle, and I can't figure out how to get started." Her neighbour asks, "What is it supposed to be when it's finished?"

The little silver haired lady says, "According to the picture on the box, it's a rooster."

Her neighbour decides to go over and help with the puzzle.

She lets him in and shows him where she has the puzzle spread all over the table.

He studies the pieces for a moment, then looks at the box, then turns to her and says,

"First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He takes her hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then," he said with a deep sigh "Let's put all the Corn Flakes back in the box."

The Greatest of Them All

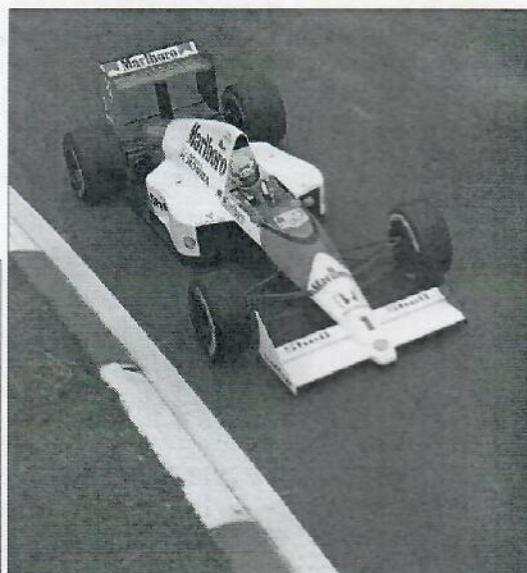


Ayrton Senna da Silva was born on 21 March 1960, the second child of Milton da Silva, a successful businessman and landowner. The family lived in Santana, a well-to-do neighbourhood of Sao Paulo, Brazil. Growing up Ayrton was an awkward child and was later diagnosed as having a motor coordination problem. His doting father, who was a motor racing enthusiast, noticed how his serious little son was also attracted to cars. The senior da Silva had amongst his many holdings a car components company and believed that cars would be the key to reach his son's potential. At the age of four Ayrton was presented with a 1-hp kart and getting behind the steering wheel he was a different boy, no longer awkward but focused and confident. The key had been found and every weekend the family would go to local parks where Ayrton could drive his kart. He was an indifferent student but facing the loss of his "driving" privileges he would apply himself as best he could while his heart was obviously elsewhere. At the age of eight he was driving the family car and looked to Europe and

the exploits of Jim Clark and Jackie Stewart as his inspiration. During this time the first great Brazilian driver Emerson Fittipaldi was beginning to make a name for himself driving for Colin Chapman's Lotus. On his tenth birthday his father gave him new full-size 100cc kart. Since the minimum age for racing karts in Brazil was thirteen, Ayrton had to settle for practicing at Parque Anhembi, the local kart circuit. In 1972 Brazil had its first World Champion in Fittipaldi and the following year it's first Grand Prix at Interlagos, just outside of Sao Paulo. The race was won by the reigning World Champion and all of Brazil celebrated. In the midst of this excitement was a young boy who dreamed of being not the next Fittipaldi or Jackie Stewart but the best ever.

He was finally thirteen and could race legally. His first race was that same year and held at the karting track, which was part of the Interlagos complex. Arrayed against him were all of the local hot shots including Mauizio Sala. Ayrton displaying all of the pent up energy he had built up to this seminal moment won the race. The adult Senna would later relate that karting was the perfect breeding ground for future racecar drivers. In 1977 Ayrton won the South American Kart Championship and repeated the following year. The goal for any aspiring karting driver was Europe and the World Championships at Le Mans. Against much stronger competition Ayrton managed to finish sixth overall which was considered sensational for a driver with his experience, but he came away disappointed in not winning any of the three races which constituted the final. In 1979 he returned to Europe for further seasoning and finishes second in the World Championships at Estoril. Nivelles in Belgium the following year saw another second.

He came to England in 1981 to race Formula Ford 1600 for Ralph Firman and his Van Diemen team. Now married to Liliane Vasconcelos and living in a rented bungalow near Snetterton, he quickly adapted to the 1600 cc cars. Races were held almost every weekend and at Brands Hatch, Ayrton debuted in eighth place. A week later at Thruxton he was third. That year there were three series running concurrently, two of which he contested, and he soon found himself back at Brands Hatch. Van Diemen seeing the potential in their young driver assigned him their newest car, which he promptly put on the pole. The race was run under wet conditions and few could match his skill under these conditions. That first year in England saw him win both of the series that he contested. Ayrton was now at a crossroad in his life and to continue his racing career he would need sponsorship. With several other Brazilian drivers ahead of him in higher formulas the sponsorship money required was not available. Frustrated, Ayrton announced his retirement stating that a bad driver with money could always get the best car but a good driver without the same was left out. He returned to Brazil and worked in his father's building supplies business. After four months the fire that had not been extinguished continued to burn inside him and he made the decision to return to motor racing, his wife would not. Having grown up in a life of luxury Liliane knew that life with Ayrton would be difficult and that many sacrifices would be necessary as he struggled to move up the ranks. They mutually decided to separate and his father would provide partial sponsorship in addition to a Brazilian bank for another year of racing. In 1982 he won 22 races and the championship for that year.





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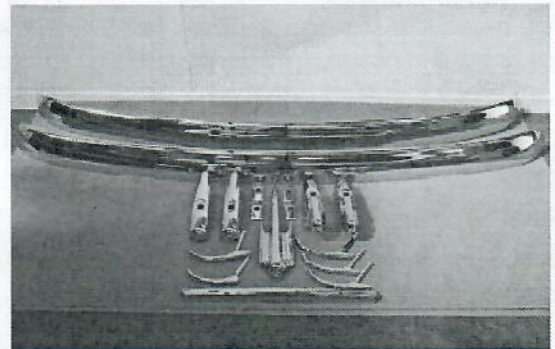
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NSW Swap Meets 2012

Date	Day	Time	Swap	Venue	Contact
1/4	Sunday	6.00	Goulburn Mulwaree	Goulburn Showground	4823 4492, 1800 353646
31/3-1/4	Sat/Sun	7.00	Narrandera VC & R Club	Narrandera Showground	0428 593 118
27/5	Sunday	9.00	VW Nationals (VW only)	Fairfield City Showground	9534 4825
3/6	Sunday	7.00	Port Macquarie	Pt Macquarie Racecourse	0427 640779
10/6	Sunday		Border Swap Meet	Border Park Raceway, Tweed Heads	0418 885821
15/7	Sunday	6.00	Liverpool	Fairfield City Showground	4729 0482
4-5/8	Sat/Sun	6.00	All Holden Day	Hawkesbury Showground, Clarendon	04114449275
11-12/8	Sat/Sun	6.00	Newcastle Swap	Cessnock Showground	4966 8630
16/9	Sunday		Cudal Cargo Lions	Cudal Showground	0427542058, 0428238971
28/10	Sunday	7.00	Canberra	Exhibition Park	
1-2/12	Sat/Sun		Queanbeyan Swap	Queanbeyan Showground	042 7267927

Market Place

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Group C/ A Cars for Sale

Restored

Group C VH Commodore Taylor/Kennedy has COD, Historic Group C logbook

Group C Mazda RX7 13B, BF Goodrich car, has COD, Historic Group C logbook

Group C Mazda RX7 13B, Duggan, Storah/Ryan, Firesafe car, almost ready for COD, Historic Group C logbook, only needs signwriting .

Group A ANZ Sierra RS500 Cosworth, has COD and historic Group A logbook.

Projects

Group A Nissan DR30 Murray Carter

Group C Mazda RX7 BBQ Galore/ daily Planet car

Group C Mazda RX7 Terry Shiel/ Eurocars

Possibly Group C 4 door A9X Torana (genuine)

Only serious enquiries

Good prices but no fire sale

See me at Phillip Island Historic

Robert Ingram 0417413492



Race Numbers 27th March 2012

(Numbers to the right of column denote paid memberships).

Race #	Name		Race #	Name		Race #	Name	
1	Club	Champion	65	Benjamin	Tebbutt	129	Aaron	Tebb
2	Michael	Kennedy	66	Michael	Kennedy	130	Daniel	Homann
3	Dominic	Truelove	67	Victor	Waterhouse	131	Robert	Harris
4	John	Gilfillan	68	Trevor	Hutchins	132	Bob	Munday
5	Alan	Lewis	69	Daniel	Cotterill	133	Bill	Attard
6	Ross	Muller	70	Wayne	Rogerson	134	John	Predl
7	John	Predl	71	Ian	Sawtell	135	Dave	Probin
8	Lionel	Walker	72	Phillip	Barrow	136	Phillip	Haynes
9	Daniel	Kennedy	73	Garry	Kirwan	137	Chris	Collett
10	Michael	Terry	74	Dick	Bryant	138	Joe	Dominello
11	Michael	Anderson	75	Ross	Donnelly	139	Lynn	Brown
12	Andrew	Bergan	76	David	Stone	140	Mark	Lenstra
13	Leonard	McCarthy	77	Harvey	Felton	141	Brad	Harris
14	Wayne	Seabrook	78	Ian	Wilks	142	James	Goldsborough
15	Jason	Foley	79	Cameron	Schofield	143	Ray	Dean
16	Stewart	Follows	80	Steve	Land	144	Goeff	King
17	Steve	Travica	81	Bruce	Stewart	145	Paul	Cameron
18	Allan	Reid	82	Cameron	Worner	146	Paul	Tierney
19	John	Sorraghan	83	Greig	Malaure	147	Paul	Knott
20	David	Roberts	84	Graham	Russell	148	Mark	Oberg
21	Colin	Higgins	85	Bruce	Walker	149	Ken	Ross
22	Warren	Bossie	86	Santino	DiCarlo	150	Phil	Woodbury
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24	Bruce	Smith	88	Greg	Toepfer	152	Scott	Fleming
25	Mark	Le Vaillant	89	John	Harrison	153		
26	Chris	O'Brien	90	Ray	Bailey	155	Santino	DiCarlo
27	Peter	O'Brien	91	Steve	Burke	156	Ryan	Strode
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