

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc



Patron: Colin Bond

Next Meeting
Tuesday, 11th June 2013
8:00pm
"The Garage"
Sydney Motorsport Park

More Bathurst pics
inside Pages 9-12



Peak Hour on the Mountain !!

President's Report

Eligibility.

The AHTCA is in full support of a structured process to do regular eligibility checks on vehicles as well as targeted and random capacity checks in the same manner as a lot of other categories. A vote was taken at the last meeting and it was decided that the HTCA NSW will support the AHTCA in matters of Eligibility checking and that we will conduct engine sealing and random checks. The Club will therefore obtain a "Puffer" to enable easier random checks, and engines will be sealed. A spreadsheet will be opened to record seal numbers, and new seals will be obtained.

Shannons Sydney Classic August 18th

We have purchased a further 4 tickets for this event, which mean we have 16 spaces to fill. The club will pay for the tickets. There will be a BBQ and refreshments for our members and their guests. This is another chance to promote the club AND our category so the more the merrier. We will also have MCM 2013 T Shirts for sale and push Raffle Tickets. While on the subject of raffles, we organise the raffle so we can use the proceeds to benefit the members.

ARDC

Planning under way for MCM 2013. It will be run on the long circuit. Only Formula 5000 will run on the original GP circuit.

MCM

Things are progressing for the EH celebrations at MCM.

As far as the function on the Saturday night, we will not provide alcohol. Most of the guys won't have much (??) to drink on the Saturday night and those that do can pay for it.

There will be some spot prizes of Champers so they can take something home for the better half. We would rather put the effort into the function and catering side of the event. We are actively seeking sponsors for the event.

The ARDC have confirmed that there will be CAMPING ALLOWED for competitors. At MCM 2013 and we will be sending an application form out to all clubs so interstate entrants can advise us what space requirements transporter, camper/motor home etc so we can organise the Skid Pan party.

Chinese Dinner Social evening.

And a reminder that Laura Kennedy has organised a social dinner for Friday 14th June for a Banquet at the Liu Rose Restaurant at Concord. This will be a fixed price banquet and buy/BYO grog. Limited to 60 people. Please make an effort to attend and enjoy a social event with your other members.

Apologies for the short report this month. I was called away to a meeting in Melbourne and time was tight.

Cheers, Marc Ducquet

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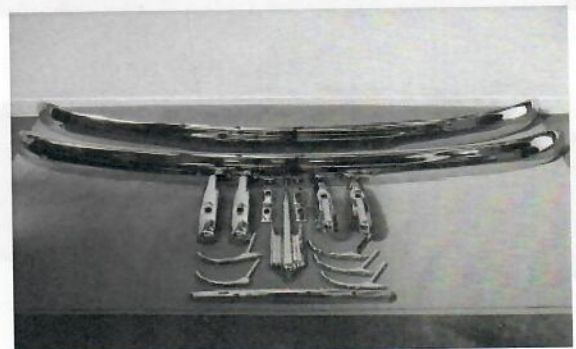
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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 25TH EACH MONTH

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.

May General Meeting Minutes

Next General Meeting, Tuesday 11th June 2013
"The Garage" Sydney Motorsport Park.

Minutes General Meeting 14th May 2013

The meeting commenced at: **8:00 pm.**

Attendance: As per attendance book.
Apologies: C. Gabriel, G. Toepfer, S. Follows
New Members: Nil **Visitors:** Nil
April Minutes: As published in *Action-Line*
Acc: R. Muller **2nd:** C. Dubois
Matters Arising: Addressed in General Business.
President's Report: M. Ducquet

- Expressions of Interest coming in for MCM.
- Discussions regarding eligibility are ongoing. V. Macri has been appointed as an EO and CAMS Technical Commissioner, We now have representation.

Correspondence: J. Williams

- 50 emails in; 30 emails out.
- Raffle ticket returns. More need to come back ASAP.
- CD of Bathurst event from C. Collett.

Secretary's Report: J. Williams

- 148 members have renewed. 33 still outstanding.
- More drivers profiles please.

Treasurer's Report: C. Gabriel

\$ 5,980 Cheque Account
\$ 10,129 Interest bearing On-line Saver Account

HSRCA: D. Roberts

- An HSRCA questionnaire was published in the May magazine. Please fill it out and return it to D. Roberts. (*Dave Roberts wishes to thank the 6 people who have since replied to the HSRCA questionnaire.*)
- Late June race meeting is poorly supported so far. Only 12 Group N entries to date. 90 entries all up.
- HSRCA contemplating a reduced number of race meetings in 2014.
- 1 June FoSC event, only 12 Group N cars are entered.
- Some concerns have been raised regarding the longer circuit at SMP.

AHTCA: M. Ducquet....

- There will be a tele conference later this month.

CAMS / CMC / ARDC: T. Thompson

- **CAMS.** Meeting held in April. New CEO. Edict given to CAMS staff to attend 5 events per year. Those who declined are no longer employed by CAMS.
- Moratorium placed on padded roll bars until 30th June 2013. See CAMS website for more details.
- **ARDC.** Elections are on next week. Alan Moffatt has resigned as a director, but will remain as an advisor.
- Money was lost at the V8 Supercar Round in 2012.
- Porsche Rennsport event is on in 2 weeks. Over 250 Porsches entered.
- Planning under way for MCM 2013. It will be run on the long circuit. Formula 5000 will run on the original GP circuit.
- South Circuit to be named the new "Amaroo". Turns on the circuit will eventually be named instead of numbered.

Eligibility : W. Rogerson (apology) / V. Macri

- Awaiting accreditations.
- A submission has been received for an alternate Chevrolet block. To go to the AHTCA for approval.

General Business:

- MD spoke of email received regarding HANS DEVICES. Email to go to all members.
- The Club has purchased 12 tickets for the SSC. MD asked for more cars to attend this year to help lift the club's profile. The event is on Sunday 18th August. BBQ will also be held.
- T. Thompson advised that the traditional lunch time run for historic race cars will be at the end of the programme, to allow for 100 Aston Martins to do the lunch time run for the 100th anniversary of the Aston Martin company. Historic run will be more laps and slightly faster than normal.
- AHTCA happy with most driving standards.
- MD discussed the reasons why entrants may not run.
- **Eligibility.....**The Club is getting a "Puffer" to enable easier random checks. Engines will be sealed. A spreadsheet will be opened to record seal numbers. New seals to be obtained. Following questions from the floor a discussion ensued about the selection process for random checks. MD moved a motion that the HTCA NSW supports the AHTCA in matters of Eligibility checking and that we will conduct:
a. Engine sealing. **b.** Random checks.
Moved : M. Ducquet **Acc:** C. Dubois
2nd: D. Roberts, D. Kennedy **Carried**
- There was a comment from the floor regarding policing of eligibility issues.
- MD stated there is no need to seal gearboxes unless hidden internals are suspected Again, following questions from the floor, a discussion ensued around this issue. Alternative processes were discussed.
- MD advised the meeting that the Club has been approached by Wakefield Park regarding a tin-top meeting in July or August. He asked for expressions of interest. It was felt that it was too short notice. For this year.
- B. Stewart expressed concerns regarding cars not running as they were originally set up. He proposed a 5-year moratorium on modifications. A discussion ensued around this issue.
Moved: B. Stewart **2nd:** M. Kennedy.
Defeated.
- A further motion was proposed that a vote be deferred until the issue can be further discussed. This was agreed.
- L. Kennedy advised members of a Chinese Banquet to be held on Friday 14th June at a cost of \$38 pp, at the Liu Rose Restaurant in Concord.
- D. Roberts proposed that open-ended terms be allowed for committee members. J. Williams to check the Constitution.
Moved: D. Roberts **2nd:** Phil Taylor
- There were questions from the floor re build sheets and weights. Following discussion the EO is to address further.
- J. Dowsett spoke of his new business operation. (See advertisement in Classified, this issue).
- Aspects of Driving Standards were discussed at length. It was agreed that in-car cameras are a distinct advantage in the event of incidents.
- MD announced that there is a CAMS Bulletin stating that Blue Streaks are back on the tyre list.

Meeting closed: 9: 45pm



Historic Touring Car Association of NSW Inc

2013 Pointscore

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;

- 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

2013 Na

Daniel Homann	9.4
---------------	-----

2013 Nb

David Wheatley	26
John Battersby	25.8
Paul Battersby	20.8
Kerry Hughes	19.8
Brian Titheradge	19
RJ Hayden	17
Lyn Brown	16
Alex D'Onofrio	15
Colin Tierney	13
Robert Ingram	12.6
Phill Taylor	12.4
Chris Collett	10.2
Greg Meredith	10.2
Steve Beazley	8
Bob Hayden	3



2013 Nc

John Wright	31
Quentin Bland	30.4
Craig Robertson	29
Jerry Lenstra	27
Rod Wallace	25.8
Laurie Donaher	22
Bill Attard	22
Harry Bargwanna	18.8
Wayne Rogerson	18
John Burke	17
Martin Macri	16
Paul Tierney	15.8
Harvey Felton	14
Santo Di Carlo	13
Noel Roberts	12.8
Jared Cox	12.6
Greg Schwenke	9.6
Warren Wright	8.6
Allan Mayne	4.8
Michael Anderson	1



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					



2013 Overall Leaders

John Wright	31
Quentian Bland	30.4
Craig Robertson	29
Jerry Lenstra	27
David Wheatley	26
John Battersby	25.8
Rod Wallace	23.8
Laurie Donaher	22
Bill Attard	22
Michael Anderson	20.8
Paul Battersby	20.8

ADVERTISE IN ACTION-LINE

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Contact : Julie Williams at hollymist@bigpond.com



Race Numbers 28th March, 2013

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

Race #	Name		Race #	Name		Race #	Name	
1	Club	Champion	65	Benjamin	Tebbutt	130	Daniel	Homann
2	Michael	Kennedy	66	Michael	Kennedy	131	Craig	Robertson
3	Dominic	Truelove	67	Vacant		132	Bob	Munday
4	John	Giffillan	68	Trevor	Hutchins	133	Bill	Attard
5	Alan	Lewis	69	Daniel	Cotterill	134	John	Predl
6	Ross	Muller	70	Wayne	Rogerson	135	Dave	Probin
7	John	Predl	71	Ian	Sawtell	136	Phillip	Haynes
8	Lionel	Walker	72	Phillip	Barrow	137	Chris	Collett
9	Daniel	Kennedy	73	Trent	Ducquet	139	Lynn	Brown
10	Michael	Terry	74	Dick	Bryant	140	Mark	Lenstra
11	Michael	Anderson	75	Ross	Donnelly	141	Brad	Harris
12	Andrew	Bergan	76	David	Stone	142	James	Goldsbrough
13	Graham	Russell	77	Harvey	Felton	143	Ray	Dean
14	Mark	Lenstra	78	Ian	Wilks	144	Geoff	King
15	Jason	Foley	79	Cameron	Schofield	145	Paul	Cameron
16	Stewart	Follows	80	Steve	Land	146	Paul	Tierney
17	Steve	Travica	81	Bruce	Stewart	147	Vacant	
18	Allan	Reid	82	Cameron	Worner	148	Mark	Oberg
19	John	Sorraghan	83	Greig	Malaure	150	Ray	Dean
20	David	Roberts	84	Graham	Russell	151	Frazer	Roberts
21	Colin	Higgins	85	Bruce	Walker	152	Scott	Fleming
22	Peter	Ward	86	Santino	DiCarlo	153	Trent	Ducquet
23	Max	Ullrich	87	Phil	Taylor	154	Rod	Wallace
24	Bruce	Smith	88	Greg	Toepfer	155	Santino	DiCarlo
25	Mark	Le Vaillant	89	John	Harrison	156	Ryan	Strode
26	Chris	O'Brien	90	Ray	Bailey	157	Warren	Wright
27	Peter	O'Brien	91	Steve	Burke	158	Stephen	Taite
28	Brad	Tilley	92	Stephen	Shepard	159	Laurie	Donaher
29	Jason	Humble	93	John	Burke	160	Brett	Hobson
30	Chris	Gabriel	94	Jared	Cox	161	Colin	Simpson
31	Craig	Stephenson	95	Adam	John	162	Greg	Schwenke
32	Bill	Callan	96	Adam	John	163	Mark	Oberg
33	Alexander	Bland	97	Harry	Bargwanna	164	Ian	Johnson
34	Brian	Jessop	98	Daniel	Sugden	165	Mark	Oberg
35	Grahame	Hill	99	Phil	Taylor	168	Max	Hutchins
36	Paul	Truelove	100	Paul	Palmer	169	Tom	Amos
37	Ralph	Clarke	101	Vince	Macri	170	Paul	Knott
38	John	Lockyer	102	Martin	Macri	171	Greg	Meredith
39	Chris	Dubois	104	Robert	Hayden	172	Warren	Gay
40	Chris	Collett	105	Robert	Hayden	174	Garnet	Patterson
41	Jerry	Lenstra	107	Kerry	Hughes	179	Barry	Jessop
42	Robert	Ingram	108	Michael	Anderson	181	David	Gray
43	Steven	Thomas	109	Mathew	Windsor	183	Colin	Tierney
44	Vince	Harmer	110	David	Noakes	185	John	Wright
45	Darryl	Heydon	111	Allan	Burke	186	Michael	Cooke
46	Robert	Nicol	112	John	Shuttle	189	Ben	Wilkinson
47	John	Dyer	113	Alan	Mayne	190	Ken	Ballantyne
48	Noel	Roberts	114	Darren	Burnes	191	Graeme	Hart
49	Ken	Brigden	115	Andrew	Broderick	195	Thomas	Dyer
50	Rod	Brincat	116	Vacant		197	Michael	Collins
51	Chris	Stewart	117	Richard	Huer	199	Dave	Flood
52	Geoff	Rose	118	Brian	Titheradge	200	Bruce	Whitford
53	Craig	Stephenson	119	Phillip	Yakas	202	Greg	Luca
54	Robert	Owers	120	Laura	Kennedy	222	Keith	Croft
55	Phil	Ward	121	Ray	Dean	224	John	Beechy Snr
56	Chris	Strode	122	Tony	Land	225	John	Beechy Jnr
57	John	Dowsett	123	Wayne	Potts	270	John	Battersby
58	Steve	Pitman	124	Bob	Boulter	271	Paul	Battersby
59	Alex	D'Onofrio	125	Bill	Meeke	276	Bill	Magoffin
60	Cameron	Tilley	126	Neil	Marks	279	Alf	Bargwanna
61	David	Wheatley	127	Aaron	Gabriel	283	Greg	Tkacz
62	Chris	Collett	128	Peter	Mackay	295	Spencer	Rice
63	Ken	McGann	129	Aaron	Tebb	308	Tom	Mott
64	John	Tight				316	Stephen	Beazley
						333	Troy	Williams
						350	Brian	Potts
						351	Robert	Nicol
						411	Rod	Stait
						427	Marc	Ducquet
						777	Fred	Brain
						888	Joe	Dominello
						971	Ian	Johnson



Rev Doctor Motorsport

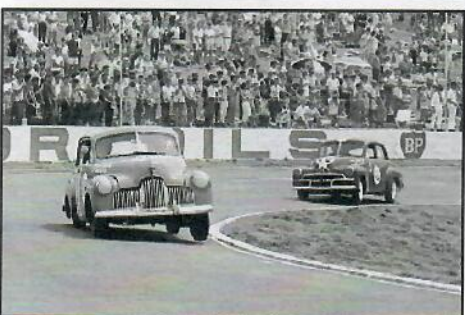
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Pointscore & Competition Calendar 2013

HSRCA	-	29th & 30th June	-	Sydney Motor Sport	Pointscore Round
FoSC	-	10 & 11 August	-	Back-to-back 1-day meetings at SMP South Circuit	
HSRCA	-	28th & 29th September	-	Wakefield Park	Pointscore Round
HSRCA	-	23rd & 24th November	-	Sydney Motor Sport Park.	Pointscore Round
FoSC	-	7th & 8th December	-	Back-to-Back 1-day meetings at SMP South Circuit	

Blast from the Past - Oran Park 1965





MCM 2013 is jointly managed and promoted by the Australian Racing Drivers Club (ARDC) and Chevron Publishing and places on show and in competition a great range of Groups A, C and Group N Touring cars. It is the largest event in Australia.

The ARDC is the largest car club in Australia and Chevron is the largest producer/publisher of Motor Sports titles and DVD's in the Southern Hemisphere.

Groups Na, Nb and Nc are the featured Marque for this meeting and will be the category subject to the largest promotion.

There will be APPROX 200 Group N cars, the largest field ever seen in Australia. There will be 4 groups.

EH Race

We will have the largest grid of EH's ever assembled in Australia!

Categories will be Nc Under and Over 3500cc. Na and Nb Divisions 1 and 2 based on times and to ensure close racing all races will be a maximum of 6 laps.



A naming-rights sponsor is currently being sought and it will be called the "Historic Touring Car Challenge"

There will be a function at SMSP on the Saturday evening. This will be a catered function for approx 400 people in the Hinxman Room..

There will be major trophies for all classes as well as best presented and engineered cars for all four divisions.

We will be providing a rebate/incentive for interstaters ON A SLIDING SCALE as it is expected there will be approximately 60 entries from interstate.



Racing since 1980
Action-Line
 Journal of the Historic Touring Car Association of NSW Inc

And then there was more..... Bathurst Motor Festival 2013

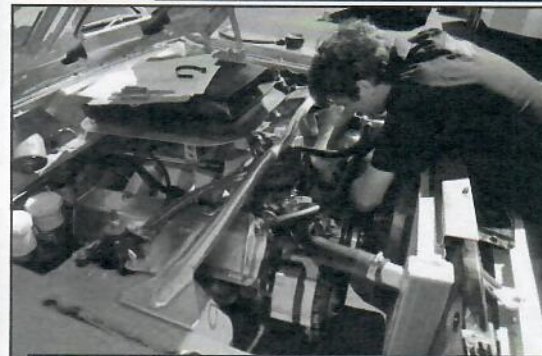


Bathurst Motor Festival 2013



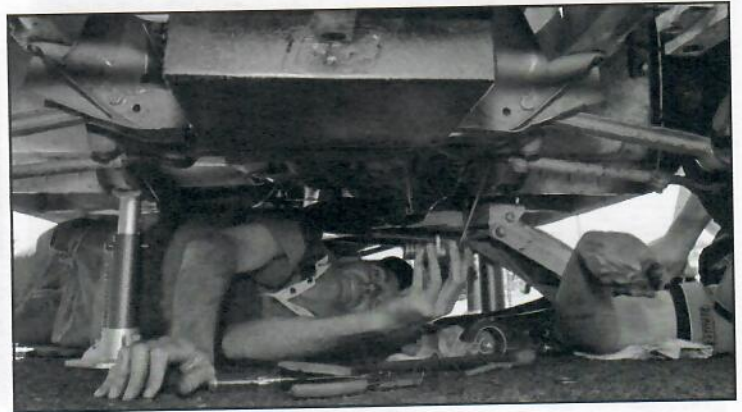
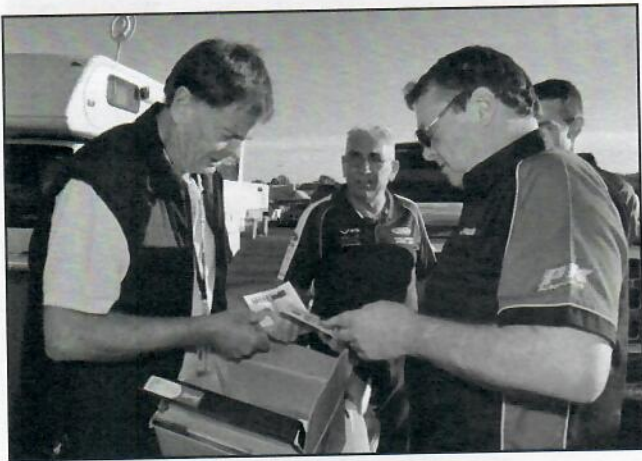
ONE OLD GENTLEMAN IN A RED SUIT OF CLOTHES

In the Pits



Photos
Courtesy of:
Grant Paterson

Autoburst In the Pits of 2013



ONE OLD GENTLEMAN'S MUCH LOVED SUIT OF CLOTHES

On Des West, by his wife, Ruth.

I AM STILL not too sure about the "gentleman" bit, but will put that on hold for a while. I have only known him for sixty eight years so far, and that is since we both got our licences.

Now, the suit; First of all, it is not a beautifully-made, pin-striped, pure wool job that you might buy from one of those London boutiques to wear down to the House of Commons, then listen to the afternoon gossip while having High Tea with friends. Nor is it a black tie & tails affair that we ladies admire so much. Heaven forbid, I will never get this fellow into one of those. This suit is white, specially impregnated against fire - a very strong cotton driving suit that so many of you fellows believe can make you able to drive at least three times faster than you should.

It's a clean white coat - most of the time - it's bright, and startling, with brilliant bits of coloured advertising attached. The Confederation of Australian Motor Sport has its few square inches, Australian Racing Drivers Club has its little bit of space, and the Australian Sporting Car Club is on board also.

Our own local Club, the Central North Coast Sporting Car Club, is located on the old wartime airstrip east of Nabiac, and its emblem is in pride of place. That is where so many of us started off, you know, "Boys and their Toys". We own one square mile of flat, sandy, brush country that very fortunately for a money-strapped country Car Club was found to be full of rutile. It was a three-sided airstrip during WW11 - a marvellous spot to skid, slide, speed and just play in the mud on a rainy day. That was all over 50 years ago, and now many of our grandchildren drive out there. And I must add here that very few of these young people get into trouble, either with their cars, or on the public roads, or with police.

But back to the suit. AMPOL's patch is red, Castrol is green and Total is glowing blue and white. The multi coloured Torana is on board and has a good showing, too. Even the bright pink of Camp Quality jumped on at one stage. Now that's the coat, but it's the trousers that got far more attention.

From 1953 to 2003 those trousers were used on so many different tracks, such as: in NSW, Bathurst, Gnoo Blas, Catalina, Amaroo, Bungendore, Castlereagh, Ringwood, Schofield, Silverdale, Burns Point, Warwick Farm and King Edward Park in Newcastle; In Queensland at Lakeside, Lowood and Mt Cotton. Sandown in Victoria, Adelaide International and Perth, WA. In Tasmania he ran at Longford and Baskerville and, many years later, had an invitation run on Hidden Valley track in Darwin while we were holidaying up there, but not in the magic suit.

Back in the 60's, when the outfit was new, the driver looked trim and terrific in it. And he certainly should have, as I reckoned that with special shoes, gloves, fire retardant underclothes and later the Kevlar helmet, it all cost far too much. I could have had a new set of tyres for my shopping car, instead of nearly worn out left-overs, for that much money.

But after the first 10 years the paunch had enlarged a bit, along with the head, and seams had to be let out some 2". Then another 10 years rushed past and he gave up smoking and tried living on chocolate and the waistline just blossomed and the next minute 2" wide gussets had to be let into the back seam.

Then, in 1993, when getting ready for the London to Sydney Rally another gusset had to be inserted on the hip. Because the trousers were rather old and very thin from sliding up and down and sideways on hundreds of different seats over many thousands of miles at great hurry (now my generation is showing), I put a Loctite patch right on his bottom. I thought it might stop him from asking for repairs so often.

He wasn't exactly happy with that one, but I thought it was hilariously funny. I can tell you by that time it was difficult to find any of the original seams at all. That rally was an awful trip, with so many of the drivers and organisers being attacked by "Delhi Belli" and losing so much weight. A few years later our driver also had to lose most of his stomach from cancer and after that most of those gussets had to be taken back out again.

From 1995 we had three magic years with the Camp Quality Caper, galloping along so many of the dusty roads of NSW, Victoria, Queensland and South Australia and the suit came out again just for show that time. Our driver in those years was Road Director and I went along as his navigator. And I didn't get lost once. Actually, I had been his navigator often during the 1950's and 1960's and that was probably the main reason I didn't mind him getting away so often.

In 2003 the suit came out of wraps for the Rerun of the original Redex. In the heat of the Northern Territory our driver seemed rather too tired and by the time they reached Wycliffe Wells he was seeing more little green men than the town believed they owned. He had to be taken back one hundred kilometres by ambulance to the Tennant Creek hospital. But he bounced back up again and his dutiful wife and daughter picked him up in a rent-a-car and had him in Alice Springs on the 5th day after his hospitalisation. Then they caught a flight to Sydney - and he had the audacity to assist with the handing our trophies to the guys he had started with in the Rerun!

On the 13th February 2010 we went to Orange for the 50th Anniversary of the First Australian Touring Car Championships. Even the old red Holden he had driven 50 years before turned up. It had been sitting in a shed in Newcastle for 39 years and the current owner wanted our driver to take it round the track.

So the desperately old suit had to resurrected again, and two more inches taken out of the waist. The main difficulty this time was the seamstress, who'd had a stroke some 15 months before. Her left hand couldn't manage the sewing machine very well. It took over 2 hours for her and the driver (he had just had a cataract operation) to insert two new needles into the Singer, to thread the thing and stitch about ten inches. The waist of those trousers could now win a major prize in any quilting competition.

No fewer than 457 motor enthusiasts attended that 50th Anniversary Dinner at Orange and when 11 of the original drivers were interviewed by the compère, Will Hagon, he asked our driver: "When did you give up driving? Well, I haven't yet!" - not too bad for an 84-year-old. And for perseverance, persistence and longevity I think both the driver and his precious old suit should be congratulated.

Ruth West - 22nd April 2013

Dick Johnson - His Story

The colourful Queenslander is today readily identified with Ford's proud blue and white oval badge, but Johnson actually started his long and successful career in the rival camp, racing a FJ Holden in 1964 in which he won his first race from only his second attempt. After several seasons of success, Johnson moved to an EH Holden and by 1969 had attracted support from Shell: the start of an association that has continued to this day.

In 1977, Johnson switched to the Ford camp with the backing of Bryan Byrt, using a new Falcon V8 to begin a series of attacks on major 'southern' events, including the Bathurst classic.

Dick Johnson came to public attention in 1980, when leading the Bathurst 1000 he crashed out of the race after hitting a rock allegedly rolled onto the track by a spectator.



So moved was the public by Johnson's plight, they jammed the Channel 7 switchboard with calls, pledging money to help him rebuild his Tru Blu Ford Falcon XD. With the telecast now a telethon, Edsel Ford called through with a promise to match dollar-for-dollar every public donation received. Over \$84 000 was raised, which launched Dick Johnson Racing and turned Dick into a national celebrity.

Johnson returned to Bathurst the following year to win the race and take out the Australian Touring Car Championship for the first time, following up with more titles in '82 and '84. After a steady start in the new Group A Touring Car category with a Ford Mustang, Dick gave the revolutionary Ford Sierra Cosworth RS500 its world debut in 1987...running under the full sponsorship of Shell for the first time.

A season of development followed and then in 1988 the Queenslander raced to victory in the Shell Australian Touring Car Championship, with his team winning eight of the nine races.

Dick Johnson's skill at driving fast ensured success followed success. He dominated the Shell Series again in 1989 to score a record-equalling fifth Australian Touring Car Championship title.

Together with Bowe, Dick Johnson led every single lap at Bathurst to win the classic for a second time. They then finished the successful '89 season on a victorious note with a win in the Pukekohe 500 (NZ).

Persevering through tougher times shows the depth of Johnson's commitment to his sport and the strength of character needed to keep trying. After the dominance of the previous two seasons, '90 and '91 were difficult. The new-generation Nissans kept Johnson to just a couple of race wins, although together with Bowe, they led Bathurst in both years until striking trouble.

Dick Johnson found renewed enthusiasm when he started the 1992 season in fine form with a strong second in the Winfield Triple Challenge at eastern Creek, and followed that up with second in the 'Peter Jackson Dash' series. In the Tooheys 1000 at Bathurst, Johnson and Bowe were officially placed second, despite leading the field back to the start line after the leader had crashed in a rain storm and the race was stopped.

Australia's all-new V8 Touring Car era introduced in 1993 could not have begun better for Johnson when, back aboard one of his beloved Falcon V8s, he won the opening heat of the Shell Championship. In the 1994 season, Dick Johnson claimed motor racing's grand prize, the Tooheys 1000 at Bathurst.

Dick Johnson's dominance of Australian motor sports is unquestioned. His skill brought success and his personality brought respect. Recognition of his services to motorsport and charitable organisations came with Johnson being made a Member of the Order of Australia - Dick Johnson AM appeared prominently in the Australia Day Honours List of 1997.



Early in 1999, Dick Johnson announced his retirement from driving. His final season as a driver was difficult as the team struggled with a car that was vastly different from its predecessor and the introduction of a control tyre for the first time. Despite the setbacks Johnson soldiered on, preserving a statistic that has seen him finish in the top ten every year since 1981.

Johnson teamed up with son, Steven, for the end of year endurance races in Queensland and Bathurst, the pair putting in solid performances at both events. Dick's last FAI 1000 at Bathurst was an emotional family affair, with the father/son duo qualifying in 10th place before running at the front of the field all day. Despite an ever-worsening sinus problem, Dick refused to give in and struggled on in what he has since described as the hardest race of his life.

The famous number 17 Falcon took the honour of first Ford home as Dick took the chequered flag and crossed the finish line in fourth place for his last attempt at conquering The Mountain.

My Bit.....by Jules

Hi All, Cooler weather at last.....I am definitely not a summer person. Must have something to do with being born in the coldest month of the year. Nothing better than rugging up and sitting in front of the telly with a glass of red and good movie on a cold, cold night.....OR sitting on my balcony enjoying the winter sunshine. Can't make up my mind which is better, Must be getting old or something.

Time was I had to be nailed down to make me stay at home on any given night. How things change eh?? Enjoy the funnies.....**Talk to you later..... Jules**



The Australian Medical Association has weighed in on the Government's new health care proposals.....

The Allergists voted to scratch it, but the Dermatologists advised not to make any rash moves.

The Gastroenterologists had a sort of a gut feeling about it, but the neurologists thought the Administration had a lot of nerve.

The Obstetricians felt they were all labouring under a misconception.

Ophthalmologists considered the idea short-sighted.

Pathologists yelled, "Over my dead body!" while the Paediatricians said, "Oh, Grow up!"

The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it.

The Surgeons were fed up with the cuts and decided to wash their hands of the whole thing.

The ENT specialists didn't swallow it, and just wouldn't hear of it.

The Pharmacologists thought it was a bitter pill to swallow, and the Plastic Surgeons said, "This puts a whole new face on the matter...."

The Podiatrists thought it was a step forward, but the Urologists were pi&%@ed off at the whole idea.

The Anaesthetists thought the whole idea was a gas, but the Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the ar@#!%es in Canberra.



Love this one !!

Gone Potty

A three-year-old boy is sitting on the toilet. His mother thinks he has been in there too long, so she goes in to see what's up.

The little boy is sitting on the toilet looking at a book. But about every 15 seconds or so, he puts the book down, grips onto the toilet seat with his left hand and hits himself on top of his head with his right hand. His mother says: "Billy, are you all right? You've been in here for a while."

Billy says: "I'm fine, mommy. I just haven't gone potty yet."

Mother says: "Ok, you can stay here a few more minutes. But Billy, why are you hitting yourself on the head?"

Billy says: "works for ketchup."

1+2 = 3

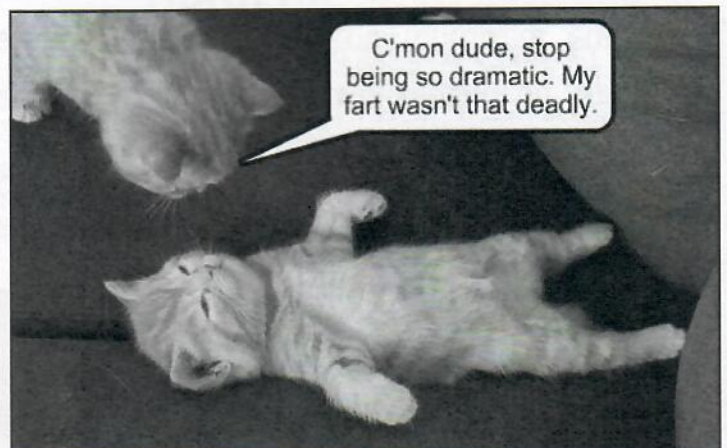
Until a child tells you what they are thinking, we can't even begin to imagine how their mind is working....

Little Zachary was doing very badly in math. His parents had tried everything...tutors, mentors, flash cards, special learning centres. In short, everything they could think of to help his math. Finally, in a last ditch effort, they took Zachary down and enrolled him in the local Catholic school. After the first day, little Zachary came home with a very serious look on his face. He didn't even kiss his mother hello. Instead, he went straight to his room and started studying. Books and papers were spread out all over the room and little Zachary was hard at work. His mother was amazed. She called him down to dinner. To her shock, the minute he was done, he marched back to his room without a word, and in no time, he was back hitting the books as hard as before.

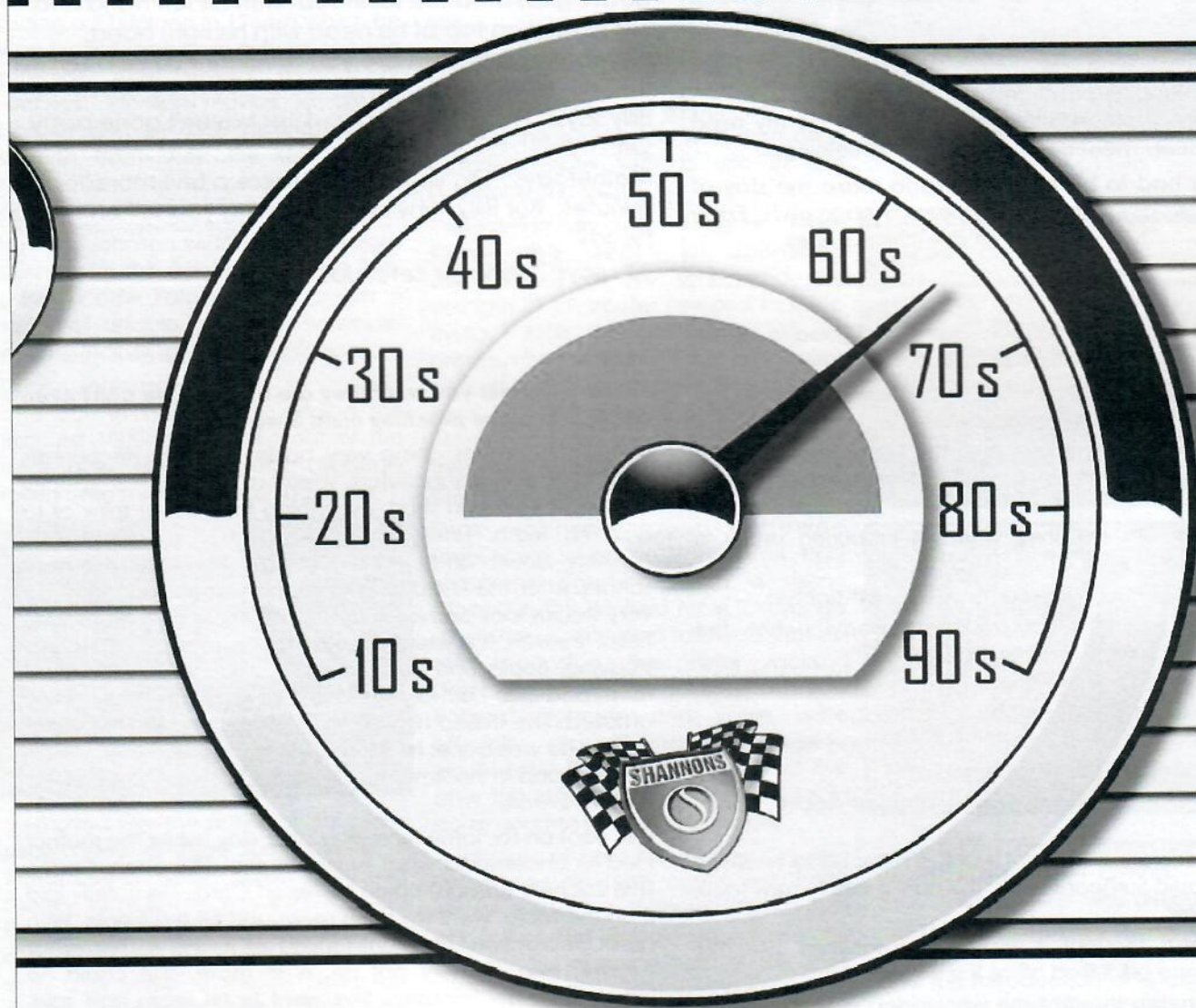
This went on for some time, day after day, while the mother tried to understand what made all the difference. Finally, little Zachary brought home his report Card.. He quietly laid it on the table, went up to his room and hit the books. With great trepidation, His Mom looked at it and to her great surprise; little Zachary got an 'A' in math. She could no longer hold her curiosity.. She went to his room and said, 'Son, what was it? Was it the nuns?'

Little Zachary looked at her and shook his head, no.. 'Well, then,' she replied; "Was it the books, the discipline, the structure, the uniforms? WHAT WAS IT?"

Little Zachary looked at her and said, "Well, on the first day of school when I saw that guy nailed to the plus sign, I knew they weren't fooling around."



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 Friday 23rd August - Cars / Bikes / L2S, Brabham Circuit
 Friday 30th August - MCM Competitors Only
 Friday 13th September - Cars / Bikes / L2S, GP Circuit
 Friday 20th September - NSW MRC Competitors only
 Friday 25th October - Cars / Bikes / L2S, Brabham Circuit
 Friday 1st November - Cars / Bikes / L2S, GP Circuit
 Friday 8th November - NSW MRC Competitors only
 Friday 6th December - Cars / Bikes / L2S, GP Circuit

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Sunday 16th	Gosford Swap Meet, Gosford Showground
Sunday 23rd	Buick Car Club Annual Concours Day, Rouse Hill
Friday 28th to Sunday 30th	P76 40th Anniversary Celebration , Canberra Contact : Kay De Luca Mobile: 0410 688886 Email: tonkay@optusnet.com.au
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