

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc

Next Meeting

Tuesday, 14th August 2012

8:00pm

"The Garage"

Sydney Motorsport Park



Centrefold Feature
ATCC 1970



The Back of Burke

President's Report

PRESIDENTIAL TIMES. Or report ..whatever.

Not that we need to remove any boredom from our exciting lives, but when it comes to the magazine and report time it isn't often you can come up with some interesting news.

MUSCLE CAR MASTERS

Following discussion among members at the last club GM, as well as ARDC and other members by phone and e-mails, the Nc cars will run the same as usual however, Nc will run OVER and UNDER 3500CC. This may help reduce some of the damage to the smaller cars, considering that we will be running on the "New Circuit" By now all the interstaters will have been advised. There will be a BBQ on Saturday lunch
NEED SOME HELP GUYS.....and Fantastic Trophy Presentation for ALL classes as well as Best Presented on Sunday straight after last race with drinks and nibbles. GET YOUR ENTRIES IN EARLY AND SAVE\$100.00

CONTROL TYRES.

As this subject continues to rage and there is some more info for members in the AHTCA report below, I have invited ALL the Tyre Manufacturers/Suppliers... AVON, Bridgestone, Dunlop, Hoosier Kumho, Toyo, Yokohama, that at least have a decent range, to attend the GM on the 14th August for an info and Q&A session. Looks like a good night!!

RAFFLE.

Ray Dean must have a lot of friends, 2 books by the Wednesday night after the GM and asks for more. All members who weren't at the meeting will have by now received their tickets in the mail. Please make an effort to sell or buy your book as we are making a difference to the finances of the club and the committee really appreciate your efforts.

Now it is seriously lubricating time. See you at the next GM.

PRESENTATION DINNER.

Tickets have been printed and numbered to help with prizes and spot draws during the night are now available from Julie. Get in now so we can keep track of the numbers please. So far we have 74 members attending.

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ADVERTISE IN ACTION-LINE FOR 12 MONTHS
¼ PAGE = \$125; ½ PAGE = \$225; FULL PAGE = \$450
Contact : Julie Williams at hollymist@bigpond.com

AHTCA

As a result of discussions amongst the Presidents of all the Historic Touring Car clubs and Warren Bossie, the current chairman, a teleconference was held Monday 30th July 6.30-8.30pm. to discuss the reinvigoration of the AHTCA with a view to putting in place a set of procedures for all issues to go before the AHTCA for discussion and approval by the majority of states before any submissions go to the CAMS Historic Commission and/or the Eligibility Committee.

Some issues surrounding the organization's long period of inactivity and the AHTCA's Constitution and have been raised by some members of the teleconference. As a result, matters are on hold to determine if these issues can be resolved. I will keep you all informed of the outcomes.

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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.

July General Meeting Minutes

Next General Meeting, Tuesday 14th August 2012
"The Garage" Sydney Motorsport Park. Call me on
0409 161 357 if you need directions. Jules

Minutes of July 2012 Meeting

General Meeting: Tuesday 10th July 2012. The meeting commenced at **8:05 pm.**

Attendance: As per attendance book.

Apologies: W. Bossie, C. Collett, D. Cotterill, G. Luca,

Visitors: A. Knott

New Members: Nil

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

Accepted: I. Johnson

Seconded: R. Muller

Matters Arising: Nil

President's Report:

Competition : The Historics at Sydney Motorsport Park went well with only one incident. Some language was exchanged but, apologies were forthcoming and it ended well. The HSRCA was pleased with how the drivers concerned dealt with the incident. T. Thompson reported, from the Clerk of the Course perspective, giving an overview of the meeting and stated that all went well. He especially thanked those club members who came forward to volunteer.

MCM entries have been released. 100 Group N cars expected. The fees for the meeting are very reasonable. M. Ducquet questioned T. Thompson regarding parking arrangements for the Club.

Ducquet gave the meeting an overview of details regarding the BBQ. He thanked all those people involved in helping with the BBQ, which raised \$362.

M. Ducquet handed out trophies left over from the meeting. Unclaimed trophies will be mailed out.

M.D thanked D. Roberts for his assistance regarding trophies, which were eventually supplied by HSRCA.

T. Thompson confirmed that the new circuit will be used for MCM. A Full Race Calendar 2012: Published elsewhere in *Action-Line*.

Secretary / Treasurer's Report: 172 members are now financial. 10 still to be renewed. Some members have not responded to contact by J. Williams. Their race numbers have been placed for auction. The end of the financial year report is still being finalised and will be tabled at the AGM and published in the October magazine. \$6,442.57 in the cheque account with \$2,760.00 in the On-line Saver giving a total of \$9,203.55. The club operated in the black this year.

The name change is now official. There are some difficulties with changing the name on the bank account, without changing the number.

We should have a new logo by the next meeting and will then proceed to have some stickers and patches produced.

HSRCA: D. Roberts reported that the HSRCA Committee was very pleased with the Club members who volunteered.

D. Roberts advised that Tasman Revival entry fee is \$720. He stated that he has a spare Winton on 11 & 12 August entry form if any member is interested in attending.

Some Group S people are attending the Baskerville event.

D. Roberts then expressed the opinion that the current committee is doing a great job.

CAMS: A. Pursey advised the meeting that he has received an answer regarding insurance for officials. He stated that what is noted on the CAMS website is correct. The policy wording and schedule have not altered for many years.

Next State Council meeting is 18th August. Please notify him of any questions members wish to have raised at the meeting.

Regarding officials; A. Pusey notified members of the recent heart attack of John Burgess, Chief Flag Marshall at Eastern Creek. He is now out of hospital and recovering well. There was an officials refresher course held at EC last weekend. Hoping to run the workshop on an annual basis.

Eligibility: W. Bossie / W. Rogerson not in attendance.

M. Ducquet stated that B. Richards, Chair of the Eligibility Committee, attended the last HSRCA meeting and logged D. Kennedy's Falcon GT. He advised the meeting of the issues surrounding the situation, which dealt with modifications on shock absorbers.

General Business:

M. Ducquet advised the members of moves undertaken recently to revive the AHTCA. He explained that a teleconference had taken place and outlined the issues discussed during the teleconference. He will keep members informed of outcomes.

M. Ducquet then addressed the members with regard to control tyres. He asked for a show of hands either for or against the introduction of same. A majority of the members voted in favour of adopting control tyres. Full details have been posted on the club's website.

A. Mayne asked a question about "under and over 3litres" at MCM. M. Ducquet is to check and will advise the next meeting.

C. Dubois noted that those members who "flagged" at the HSRCA meeting should have points added to their pointscore.

B. Potts noted that a 1975 Porsche raced with Group Nc at HSRCA. M. Ducquet noted that he was misled regarding the model, which had requested to race with us and it would not happen again.

T. Thompson spoke of anniversaries being celebrated at the SECC for 2012, he Council's 50th birthday next year. A Valiant AP5 has been purchased to raffle with proceeds going to prostate cancer research. V8s at SMP on 25&26 August. He spoke of the ARDC's 60th birthday next year and spoke of additions to "The Garage".

Race Number Auction:

Available race numbers were held up for auction. Five of the numbers were purchased, which leaves the remainder available for allocation to new members etc.

Raffle: Two prizes drawn.

The meeting closed at 9:15 pm.

HSRCA Group N Registrar Report for Winter Edition Oily Rag

Firstly many thanks to Dominic Truelove who has handed over this role after being the Group Registrar brilliantly for far too many years.

Introducing myself, I am the immediate past President of Appendix J Association of NSW, which has recently renamed as the Historic Touring Car Association of NSW [HTCNSW].

New club President Marc Ducquet has really got things cracking with BBQ lunches and trophy presentations being the most significant changes! The new and enthusiastic Committee is getting fantastic results, and has innovative plans. Great to see.

Looking forward there is a revision to the AHTCA bringing it into a more pertinent role, the first task being investigation of a possible Control Tyre for our Group.

2012 is past the halfway mark and Group N, despite poor overall entries at most meetings, is managing to provide reasonable fields for the promoters. This was certainly the case at Eastern Creek in June. We had 56 cars which was approximately 25% of the total entry. Clear days and the new turn 6 saw several lap records lowered, with new Nb records for Mini by Darren Burnes, EH by Phil Taylor and Mustang by John Harrison.

Daniel Kennedy grabbed an Nc record in the big Falcon. Congratulations to all of you. Only one red flag incident when Troy Williams had a "moment" and decided the grass out from turn one needed burning off!

Wakefield Park is holding the AASA State Championship on 21st and 22nd July for those of our group intending to brave the low temperatures. Excellent value racing at this one!

Once again our Group will display 12 cars at the Shannon's Eastern Creek Classic on 19th August. This is held two weeks prior to what has proved to be our biggest gathering in recent years, Muscle Car Masters held on Fathers Day, the first weekend in September.

This event attracts a huge crowd to Sydney Motorsport Park and if you are a Historic Touring Car fan this is the place to be on that weekend.

Next HSRCA event is at Wakefield on September 22nd & 23rd with entry forms online.

The club's new double garage at Wakefield Park provides a great place for our members to gather when competing or practising at this venue. Cool in Summer and even cooler in winter! The association web site www.appendixj.org.au is under renovation but has the current issue magazine "Action Line" updated monthly. Look out for the new look HTCNSW site up soon.

Meetings are now held at The Garage [above pit lane] Sydney Motorsport Park [EC] on the second Tuesday of each month at 8pm. Food and drink is available from 6 PM and ample parking is available.

Please contact me if you have any questions or input.

david@image-fx.com.au or phone 02-9477-6435

David Roberts.

HSRCA at "The Creek" July 2012



Photos Courtesy Peter Schell

DRIVER'S CODE OF CONDUCT

(To be read in conjunction with the relevant sections of the CAMS Manual)

The HTCA is asking each competition member to read and sign this form and return it with your 2012 membership renewal. For those who are wary of signing anything, don't worry - by signing it you acknowledge that you have read and understood it, nothing more. We are asking for this so we know our members have been reminded of why we go racing and what the rules are when we do.

We are friends racing our old cars for fun. There should be NO SUCH THING AS A RACING INCIDENT in our category. Car-to-car contact of any sort is NOT ACCEPTABLE, and the driver behind will be deemed responsible unless there is absolute evidence of unavoidability. In 99% of cases the driver behind controls whether or not an incident will occur.

1. RACING ROOM

Giving your competitors racing room is one of the first rules of racing. NEVER force your competitor off the track by squeezing or failing to allow them adequate track room.

2. PROTECTING YOUR LINE

- To protect your racing line into a corner you are allowed ONE movement to position your car.
- Multiple defensive movements across a track on a straight or approaching a corner are considered blocking, which will not be tolerated.
- Slower cars must stay on line while being passed.

3. OVERTAKING INTO A CORNER

'Your' corner

- At the USUAL TURN-IN POINT AND NO LATER YOU MUST have your car's front wheels level with the steering wheel of the car you are overtaking. From this point you own the corner.

'Their' corner

- Anything less than having your front wheels level with their steering wheel coming into a corner and you MUST bail out and allow your competitor to come across in front of you. In this situation they own the corner.
- At the usual turn-in point you MUST have your car under control. Coming alongside another car with locked brakes or going too fast to stop or turn does not mean you own the corner - just the accident you will have caused.

4. RE-ENTRY ON TO THE CIRCUIT

If you go off the circuit or run wide you MUST make sure it is safe to rejoin the circuit. Wait for a marshal's signal or a clear gap in the traffic. Flick turns can cause accidents.

5. OUR SPECIAL CATEGORY

Cars 1950-1972 race together; you must gauge relative braking and handling capabilities and drive accordingly. (For example, do not cut in front of an early model Holden, Falcon or Customline or similar under brakes, it will be committed to a course of action and may not be able to avoid hitting you.) Consider variable driver capability, expect the unexpected move. Then have some fun!

I have read and understood the Drivers Code of Conduct

Name _____

Membership No. _____

Signature _____

HTCA NSW
PO BOX 138, Brighton-Le-Sands NSW 2216



Rev Doctor Motorsport

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Scott Fleming
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Hornsby NSW 2077
02 9477 7009

Pointscore Competition Calendar 2012

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	Wakefield Park: October 27th & 28th
Vee Nationals	

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

IMPORTANT NOTICES

This message came with a request for information, so read on and see if you can help.

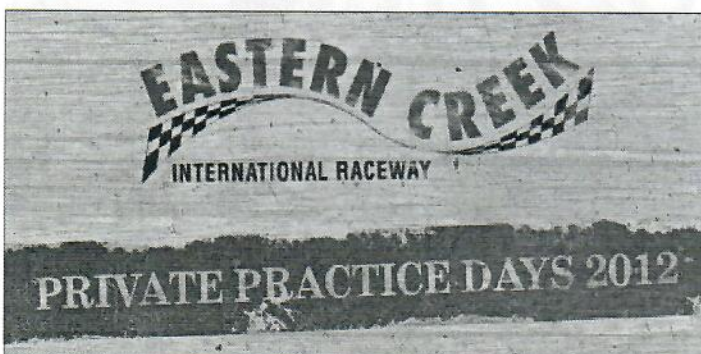
Regarding a 1970 Falcon GTHO Phase 2 Log Book V1350 Reg KRA001 Chassis GL3078c: I have recently been in contact with CAMS (Keith Simpson) regarding the above car. Keith was able to supply me a copy of the log book application completed by John Gowland of Ford Motor Co on 3 Sept 1970. I'm doing some research on this car as we now own it and are trying to piece its history together.

The car was campaigned by Westland Autos with Bill Dickson and Rod Donovan in early 70s.

What I'm trying to establish is what Ford used the car for before it went to WA. Keith has suggested contacting your association for some guidance on researching the car. Any assistance greatly appreciated.

Mike Ekdahl, Ph 0272236930

TYRES – into the future, or back to the future? Marc read parts of an article relating to control tyres to the members at the July meeting and a discussion followed where the majority of those present agreed there was a need for a control tyre. For those of you who didn't attend the meeting it is very important that you read the article as a decision needs to be made with regard to adopting control tyres or staying with the various brands and different levels of performance that we have now. ***It has been placed on the website because it is too large for the magazine so please make sure you read it.***



Private Practice days at Eastern Creek

7 September - Cars / Bikes / L2S (South Circuit)

21 September - Cars Only (Full Circuit)

Historic Touring Cars NSW

**New logo is a work in progress
folks. Watch this space.**

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	
Wayne Rogerson	73.6
Lynn Brown	68.4
Chris Collett	63.76
Alex D'Onofrio	49.6
Steve Beazley	48.2
Ian Johnson	47.5
Daniel Kennedy	44
Stuart Follows	41
Paul Cameron	38
Troy Williams	37.6

2012 Pointscore

Na		Nc	
Geoff Rose	13	Wayne Rogerson	73.6
Nb		Daniel Kennedy	44
Lyn Brown	68.4	Stuart Follows	41
Chris Collett	63.76	Paul Cameron	38
Alex D'Onofrio	49.6	John Wright	34.16
Steve Beazley	48.2	Peter O'Brien	31.6
Ian Johnson	47.5	Allan Mayne	28.6
Troy Williams	37.6	Ryan Strode	28
Brian Titheradge	35.3	Allan Reid	27
Greg Meredith	31.3	Michael Anderson	27
David Gray	30.5	Daniel Cotterial	27
Colin Tierney	27.5	John Predl	25.5
Dave Probin	26.6	Paul Tierney	24.5
Laura Kennedy	20.6	Chris Dubois	22.1
Darren Burnes	19.6	Alf Bargawana	22
Dominic Truelove	19.5	Warren Wright	21
Marc Ducquet	18.6	Chris O'Brien	18.6
Santo DiCarlo	17.3	Steve Land	18
Rob Byres	15.5	Quentian Bland	18
Barrie Brown	14.66	Micheal Kennedy	17.5
John Shuttle	13	Santo Di carlo	17
Rod Brincatt	13	Phillip Woodbridge	15.4
Andrew Bergan	12.5	Jerry Lenstra	15
Phil Yakas	12.5	Harvey Felton	15
Steve Pitman	10.5	John Burke	15
Graham Russell	10	Cameron Worner	14.4
David Wheatley	9.3	Ian Wilks	13
Paul Battersby	9.2	Laurie Donaher	13
Bob Hayden	6.6	Jason Foley	12.2
Cameron Scofield	6.16	Grame Hill	12
Ralph Clarke	4.4	Warren Gay	12
John Tight	4.33	Tony Land	11.5
David Roberts	3	John Harrison	11
		Brett Hobson	11
		Noel Roberts	7.2
		Allen Burke	6.6
		Alexander Bland	6
		Marc Ducquet	6
		Greg Toepfer	4
		Ross Muller	4
		Vince Macri	3
		Steve Shepard	3



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 Group N 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.

For accommodation go to : <http://www.accorhotels.com/gb/booking/room-dates.shtml>

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

Images from "The Creek" July 2012



Photos Courtesy of :

Throttle Jam Photography

info@throttlejamphotography.com

Australian Touring Car Championship 1970

To my mind, 1970 was the pinnacle year in the Australian Touring Car Championship, Improved Production era. This was only the second time the championship had been fought over a series of races, with accumulated points, rather than the single race championship the ATCC had been since its inception in 1960. With 7 rounds, and four different winners, it was also one of the closest fought championships, with a more even spread throughout the main contenders than would follow throughout 1971 - 72, when Bob Jane and Allan Moffat began to assert their dominance. Although the V8s had established their superiority in touring car racing, their reliability was still a factor, meaning the champion could still come from the driver of a small capacity car.

The 1969 ATCC was won again by Pete Geoghegan, driving the '67 Mustang GTA that had also taken him to a pair of single race ATCC titles in 1967 and '68. He'd been the class of the field throughout the season, finishing second to Jane in the opener at Calder, after he'd cooked his brakes, before going on to win the next two races. He was leading comfortably at Surfers Paradise (round four of five) until he hit an errant exhaust pipe, dropped by another competitor, which punctured a tyre, and he was disqualified in the final, when the starter motor failed on the grid (where he sat on pole), with his crew having to push the car away. And it was Norm Beechey in his HK Monaro who benefitted most from Geoghegan's failures, winning the final two rounds.



Heading into 1970, and there were several serious contenders for the title. The Confederation for Australian Motor Sport (C.A.M.S.) introduced a number of

freedoms to the rules allowing the local products to be more competitive against the American and German competition. Beechey built himself a new Holden HT GTS350 Monaro, with 350ci small block Chevy power, that was good for over 500hp. With Beechey doing well the previous season in his Australian HK Monaro, Ford Australia decided to wade into the battle field, by building a pair of fuel injected light-weight XW 'Super Falcons' for Geoghegan and Moffat, these machines being built at huge cost.

Bob Jane returned with his ex-Shelby Trans-Am '68 Mustang, while his earlier Mustang would be raced again



by Chris Brauer. Small car campaigners Brian Foley and Jim McKeown would step into a pair of 2.2 litre Porsche 911Ts, as did Bill Brown.

The series would also be boosted by a gaggle of Morris Coopers, headed by Peter Manton and Phil Barnes, fighting for class honours, plus the Escort twin-cams of Bob Holden and Graham Ritter. Camaro pilots Bryan Thomson and Terry Allan would run limited campaigns, as would John Kay in the ex-Beechey Nova, plus Robin Pare, and Dick Johnson, who'd race at their local circuits. At most tracks, the grids would be bolstered by several Series production cars, that didn't have the pace of the Improved Production machines, but could pick up points when the faster cars faltered.

Development delays with the two Ford built Falcon GTs meant both Geoghegan and Moffat would start the season in their Mustangs. In fact, Moffat would eventually abandon his Falcon altogether in 1971, while it would be another year before Geoghegan would race his. But Moffat's Mustang, a Kar-Kraft built machine constructed for the 1969 Trans-Am, was more than capable of being a title contender. A series of engine problems frustrated him throughout '69, better things were expected for 1970. Geoghegan's Mustang, however, now had three hard seasons of racing under its belt. The competition had caught up, and even overtaken the GTA in the last twelve months, but Geoghegan himself was still the most gifted touring car driver in Australia.

The 1970 ATCC was contested over 7 rounds; Calder Park, Bathurst, Sandown, Mallala, Warwick Farm, Lakeside, and Symmons Plains. Only the top six finishers were rewarded with points; 9, 6, 4, 3, 2, 1. There would, however, be class championships for the smaller machinery.

Round 1, Calder Park. Qualifying was held in wet conditions, but Moffat got his title hopes off to a good start, planting the Boss Mustang on pole. Conditions for the race, however, were dry, and he burst away from the line to lead the Mustangs of Geoghegan and Jane, while Beechey, from a lowly grid position, had stormed through to 5th by the end of the first lap, soon displacing Foley's Porsche. He then charged towards the front, powering past first Jane, then Geoghegan, and, finally, Moffat, to take the lead.

Beechey then began to build a healthy gap over Moffat, until he clipped a lapped car, which pressed a front guard against the tyre, and he stopped on the side of the track to pull it back out. This allowed Moffat back to the front, while both Geoghegan and Jane vanished, Geoghegan after losing a wheel, and Jane to make a pit stop. With Beechey and Jane delayed, and Geoghegan out, Foley and McKeown moved to second and third.



Australian Touring Car Championship 1970

Beechey wasn't done yet, though. With the Monaro eating up the long Calder main straight, he boomed back past the Porsches, and, eventually, Moffat, to regain the lead, but his time at the front was short-lived, as he pitted to replace the tyre damaged earlier from the rubbing guard. He eventually returned to the track, and blazed to a new touring car lap record, but finished too far down the order to gain any points. So Moffat won, this being his first ATCC race win, in the Mustang that has caused such controversy on its arrival in Australia a year earlier. Foley finished second, McKeown third, while Jane, Bob Brown (Morris Cooper), and Bill Fanning (ex-Moffat Lotus Cortina) rounded out the points.

Round 2, Bathurst. If his rivals had struggled to keep pace with Beechey's big Chevy powered Monaro at Calder, what hope did they have at Bathurst? Indeed, the yellow machine would win the race, and Beechey looked to have power to spare, but he also had to work for the win, the Monaro proving a real handful on anything that wasn't a straight piece of road.

Geoghegan launched away well, leading briefly until Beechey simply out-powered him. Then the Monaro dropped back behind Geoghegan and a racey Moffat, who set about building a small lead. Beechey battled with Jane, who had the measure of the Monaro through the turns, but was blown off on the straights, leading to Jane having a quick spin, as he over-drove to keep pace. Moffat was out after four laps with a spark plug issue, while Geoghegan began to struggle, as his team had fit old tyres to the Mustang, as Firestone (who he had a contract with) didn't have available new tyres in the right sizes.

Geoghegan spun, allowing Beechey to close up, then surge through to the lead, and took the flag to win, moving him to first equal on points with Moffat. Geoghegan finished second, from Jane, followed by McKeown, Foley, and Chris Brauer.

Round 3, Sandown. The next race was at Sandown, where again Beechey revelled in the long straights. The Monaro, with around 530hp, was comfortably up on the Mustangs, which were tapped out at around 470 - 480. This time Beechey did it easy, blasting away from pole to win, and setting a lap record as he did so. Again Geoghegan finished second, from Moffat, Jane, and Foley, who was a lap down at the end, while Ritter took the final point.

Round 4, Mallala. The championship moved on to the curvaceous little 2.5km Mallala for round 4. Beechey had enjoyed using the extra grunt of the big Chevy throughout the opening rounds, but Mallala lacked anything resembling a decent straight. Foley surprised everyone by bolting a set of sticky Goodyears to his Porsche, and took pole position. But his Goodyears would serve no purpose in the race, with rain falling, making the track wet. Moffat and McKeown started on rain tyres, the pair pulling away comfortably from the pack, Moffat establishing a huge lead.

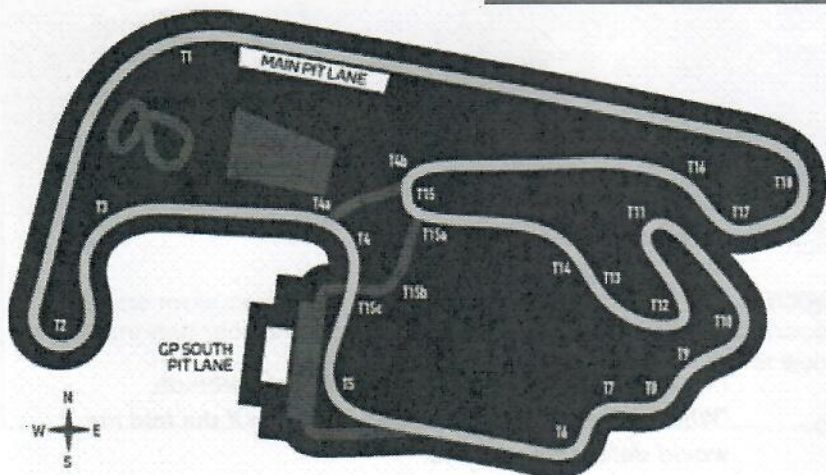
Eventually the rain stopped, the track dried, and Beechey moved forward. He worked his way up to second, and was closing on Moffat when he began to slow with a slipping clutch. This allowed Foley and Geoghegan to close in, the pair passing Beechey, for second and third, which then became a race for the lead, when Moffat retired with clutch failure.

As Geoghegan drew away, Foley pitted with a suddenly wayward handling Porsche, allowing Beechey back into second. Foley's team found a bracket had broken on the anti-roll bar, and sent him on his way. Geoghegan took his first win of the season, from Beechey, Foley, Bill Brown, who was debuting his new Porsche, while Jane and Manton took the final points.

To be continued.....



And then some more Images from "The Creek" July 2012



Photos Courtesy of :
Throttle Jam Photography
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My Bit...by Jules



It's Saturday evening and I'm sitting here contemplating an empty page.....no inspiration.....light blub moment!!.... maybe a glass of red might help . Ahhh that's better....now where was I. What are you doing mucking about with a car club magazine on Saturday night, you say?. Well, it's like this folks, when you're getting on a bit the bright lights on a Saturday night don't hold the same appeal somehow. So, here I sit trying to put together a magazine you all might enjoy. At this stage may I thank all my email buddies without whom life would be humourless.....somewhat !

On a more serious note; I thought I should mention that I'm standing down as Treasurer in favour of someone who understands the intricacies of "Treasurer-ing" @#!&%***. Over the last year I have come to one important conclusion. I now know what I don't want to be when I grow up.....and Accountant !!! We have one in our family and that's quite enough I've decided. You'll have to wait in suspenders to find out who's taking over. Mickey Mouse would be better than me so thank your lucky stars I'm handing over to one more experienced and knowledgeable than I. Talk to you soon.

Jules

Remember this one for next time girls.....



A mature (over 65) lady gets pulled over for speeding...
 Older Woman: Is there a problem, Officer?
 Officer: Ma'am, you were speeding.
 Older Woman: Oh, I see.
 Officer: Can I see your license please?
 Older Woman: I'd give it to you but I don't have one.
 Officer: Don't have one?

Older Woman: Lost it, 4 years ago for drunk driving.
 Officer: I see...Can I see your vehicle registration papers please
 Older Woman: I can't do that.
 Officer: Why not?
 Older Woman: I stole this car.
 Officer: Stole it?
 Older Woman: Yes, and I killed and hacked up the owner.
 Officer: You what?
 Older Woman: His body parts are in plastic bags in the trunk if you want to see
 The Officer looks at the woman and slowly backs away to his car and calls for back up. Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, clasping his half drawn gun.
 Officer 2: Ma'am, could you step out of your vehicle please! The woman steps out of her vehicle.
 Older woman: Is there a problem sir?
 Officer 2: One of my officers told me that you have stolen this car and murdered the owner.
 Older Woman: Murdered the owner?
 Officer 2: Yes, could you please open the trunk of your car, please.
 The woman opens the trunk, revealing nothing but an empty trunk.
 Officer 2: Is this your car, ma'am?
 Older Woman: Yes, here are the registration papers.
 The officer is quite stunned.
 Officer 2: One of my officers claims that you do not have a driving license.
 The woman digs into her handbag and pulls out a clutch purse and hands it to the officer.
 The officer examines the license. He looks quite puzzled.
 Officer 2: Thank you ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.
 Older Woman: Bet the liar told you I was speeding, too.
Don't Mess With Mature Ladies



And God promised men that good and obedient wives would be found in all corners of the world.

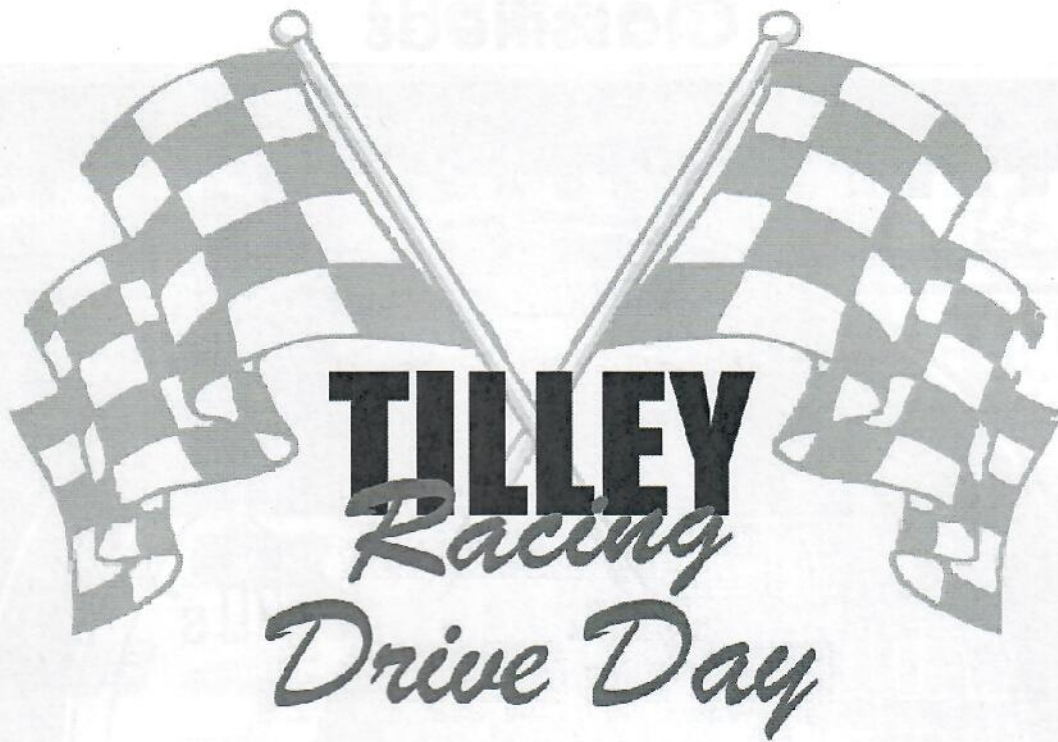
Then He made the earth round....and laughed and laughed and laughed...

I'M NOT RIGHT IN THE HEAD.COM

Blondes rule....OK !!

A blonde gets a job as a teacher.
 She notices a boy in the field standing alone, while all the other kids are running around having fun.
 She takes pity on him and decides to speak to him. 'You ok?' she says.
 'Yes,' he says.
 'You can go and play with the other kids you know,' she says.
 'It's best I stay here,' he says. '
 'Why?' says the blonde.
 The boy says: 'Because, I'm the goalie'

I went to a bookstore and asked the saleswoman, "Where's the self-help section?" She said if she told me, it would defeat the purpose.



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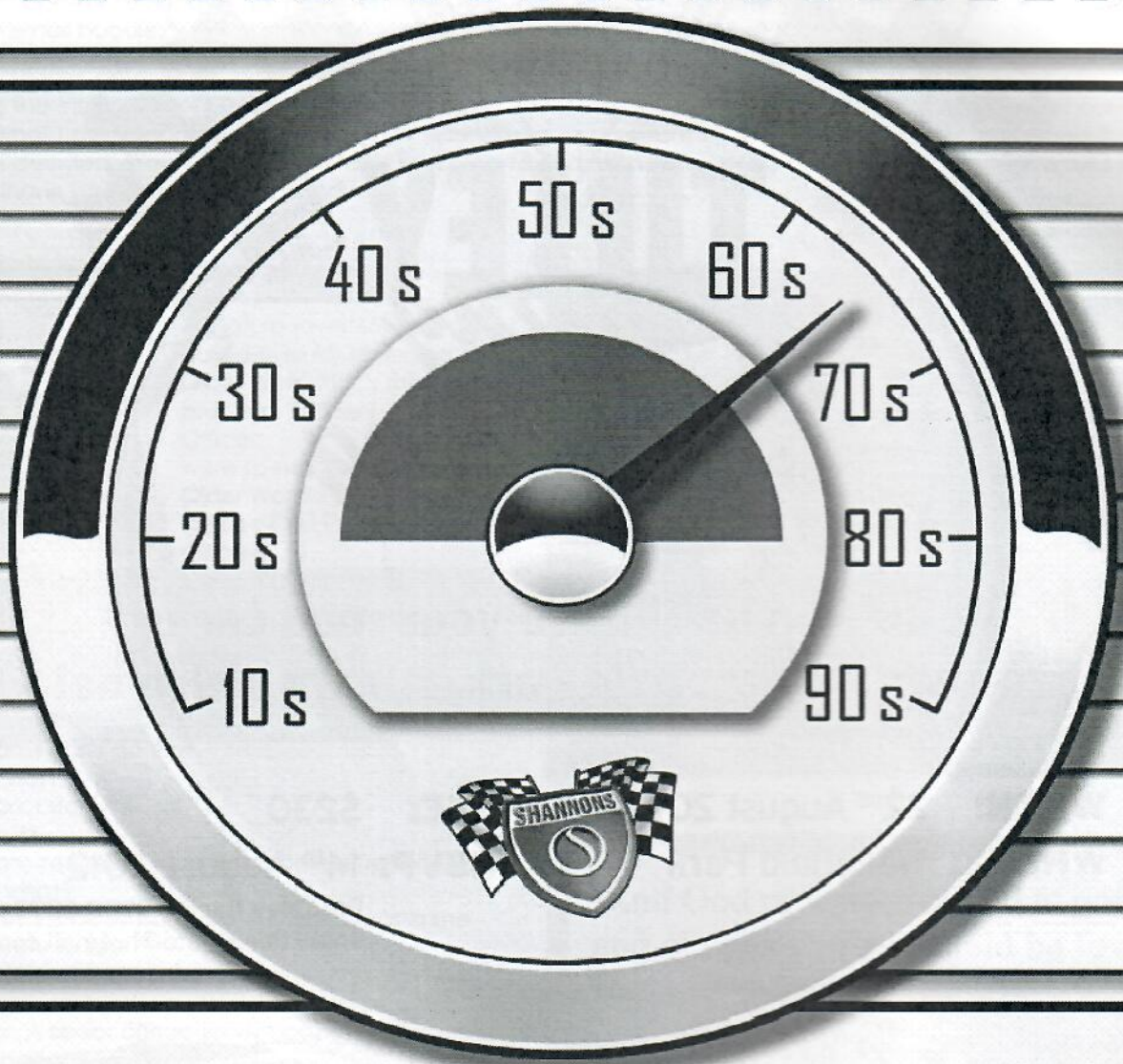
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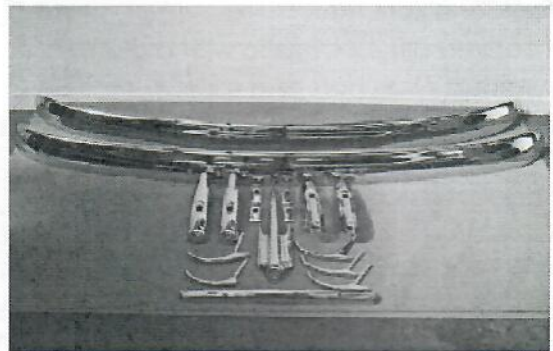
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2	Michael	Kennedy	66	Michael	Kennedy	130	Daniel	Homann
3	Dominic	Truelove	67	Victor	Waterhouse	131	Vacant	
4	John	Gilfillan	68	Trevor	Hutchins	132	Bob	Munday
5	Alan	Lewis	69	Daniel	Cotterill	133	Bill	Attard
6	Ross	Muller	70	Wayne	Rogerson	134	John	Predl
7	John	Predl	71	Ian	Sawtell	135	Dave	Probin
8	Lionel	Walker	72	Phillip	Barrow	136	Phillip	Haynes
9	Daniel	Kennedy	73	Trent	Ducquet	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	Graham	Russell	77	Harvey	Felton	141	Vacant	
14	Mark	Lenstra	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	150	Vacant	
22	Warren	Bossie	86	Santino	DiCarlo	151	Frazer	Roberts
23	Max	Ulrich	87	Phil	Taylor	152	Scott	Fleming
24	Bruce	Smith	88	Greg	Toepfer	153	Trent	Ducquet
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