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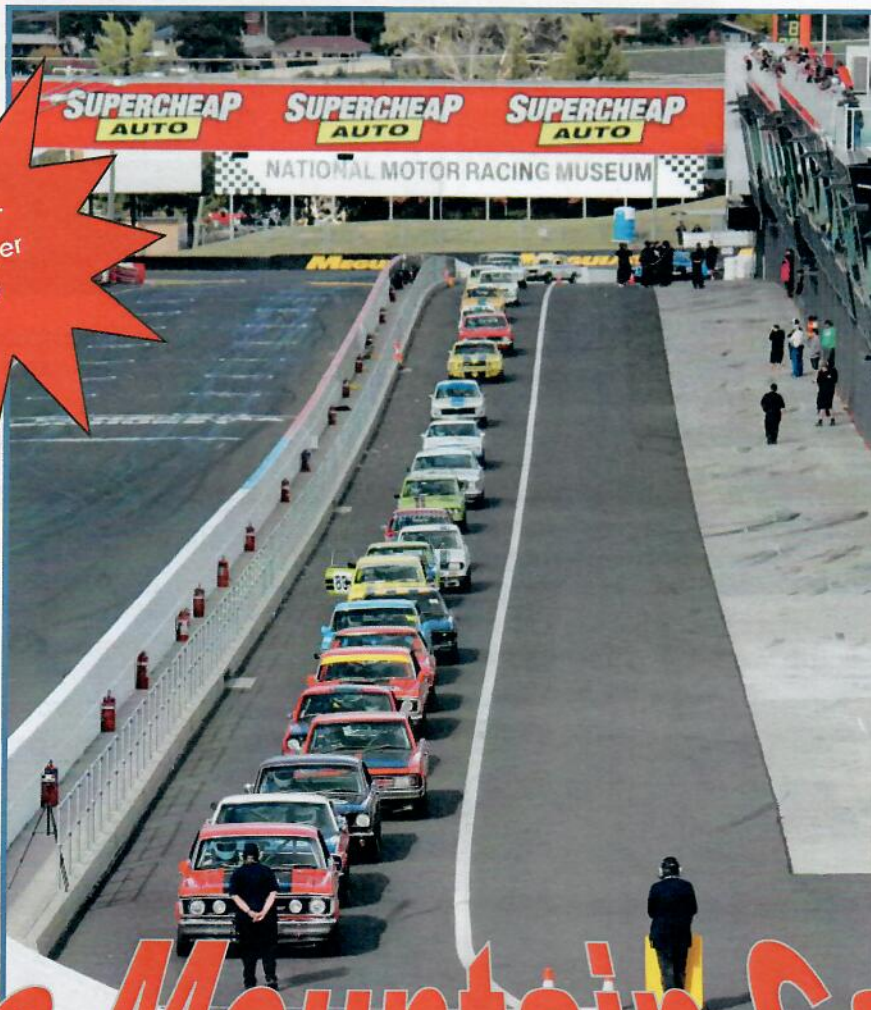
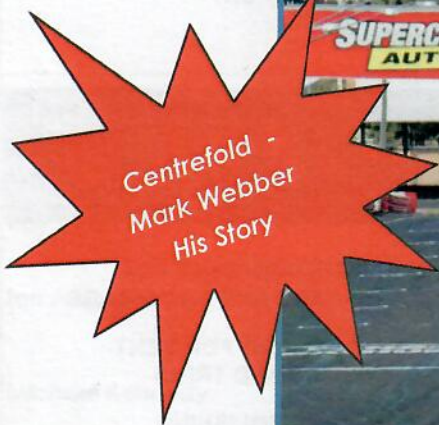
Action-Line

Journal of the Historic Touring Car Association of NSW Inc



Patron: Colin Bond

Next Meeting
Tuesday, 9th July 2013
8:00pm
"The Garage"
Sydney Motorsport Park



The Mountain Calls

President's Report

Welcome to the second half of the year...or is it the end of the year?

HSRCA Meeting SMSP 29-30 June.

The weather was an absolute pain in the A with only one 'Dry' race. We ended up with 35 entries and 33 starters.

It was good to see so little damage considering the conditions. Alex D'Onofrio had some rear end treatment without KY, from Lyn Brown in the XK Falcon as a result of a brake lockup, a small blemish as Lyn drove the Falcon in a manner that embarrassed a few later vehicles. Better get along to the next GM Lyn or Paul as there is a handsome trophy to pick up!

Chris Dubois had contact with the wall over the tunnel on Saturday and suffered rear quarter damage and a control arm and I totally pissed myself off with a lock up and lose into the tyre barrier between 1 and 2. At least the skid marks off track were longer than the ones on the driving suit. Can't bitch if you did it all by yourself.

The BBQ was well attended and although it was "Free" we took \$160.00 in donations. I would like to thank Sandra Byrnes, Marilyn Taylor, Bruce Whitford, Steve Pitman, Ross Muller and Lucky Phil Taylor who saved us money and supplied the fresh bread again.. Thanks to all those who attended and the trophy presentation was a feast of a different type as the HSRCA provided class and outright trophies for the Feature race, and we gave out class trophies on aggregate over the 4 races.

There was a decision made to weigh ALL vehicles on Sunday as a start on eligibility. Unfortunately the cars were weighed with drivers in but if anyone has an issue we can always weigh the driver of the vehicle concerned.

There has been some muttering of late about heads, blocks etc that have been allowed as substitutions as well as submissions on other items. Please send a note to the Editor of our magazine, Julie Williams, if you have a gripe about any subject. The magazine is an opportunity for members to express their views, not a platform for singular dissertation, so send in comments about any issues and if you don't want your name put to an article we will call it written by "younhominous".



Action-Line



Raffle

As mentioned previously sales have been slow and when we have such a far out drawing date it is to be expected. Maybe next year we will go back to the 2 per year system

MCM 2013

A number of expressions of interest have been received from interstate including some EH's from as far as Tassie and WA. Some competitors have made the decision not to run other meeting so they can make MCM 2013 their priority. This is the best opportunity in a long time to raise the profile of Group N nationally and drag some good old cars out of the shed. WA has 50 entries for their Historic meeting and that is with NO interstaters... a record. Good to see.

The club shirts will be available at the next GM 9th June so turn up, speak up and buy up.

Rearguards, Marc Ducquet

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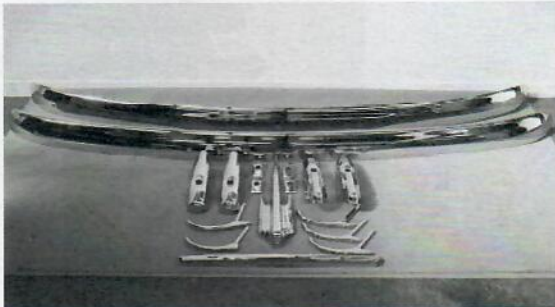
DISCOUNTS FOR CLUB MEMBERS

CHRIS O'BRIEN
PH: 02 6280 4265

31 KEMBLA STREET
FYSHWICK ACT 2609

FOR MORE INFO VISIT:

www.chromeworld.net.au



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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.

June General Meeting Minutes

Next General Meeting, Tuesday 9th July 2013
"The Garage" Sydney Motorsport Park.

Minutes General Meeting 11th June 2013

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

Attendance: As per attendance book.
Apologies: D. Roberts, M. Ducquet,
W. Rogerson, K. Brigden
J. Harrison, A. Bargwanna
New Members: Nil **Visitors:** Nil
April Minutes: As published in *Action-Line*
Acc: **2nd:**
Matters Arising: Addressed in General Business.
President's Report: **M. Ducquet (Apology)**

- Raffle ticket sales are slow. We need to get some tickets back and money into the account.
- Thanks to S. Follows & C. Collett for the work done on the club trailer.
- M. Kennedy has resigned from the committee due to business commitments. M. Ducquet thanked M. Kennedy for his input. A vacancy on the committee now exists. S. Follows declined M. Ducquet's nomination to fill the role, due to other commitments. Nominations will be received in General Business.
- Sponsors for MCM moving slowly. Political situation is having an effect on finances. It may mean no fuel subsidy for the event.
- Engine Sealing - AHTCA currently putting system in place to ensure consistency through all states.
- 30 entrants so far for HSRCA end of June.

Secretary Report & Correspondence: J. Williams

- **151** members have renewed to date. Still **57** outstanding.
- More driver profiles needed. Only **2** received to date.
- Old Appendix J patches & stickers to give away.
- **58** emails in; **50** emails out.
- CD have been received from the FoSC event. They will go on the website.
- Raffle ticket returns. More need to come back ASAP.

Treasurer's Report: C. Gabriel

\$ **3,775.00** Cheque Account
\$ **10,153.00** Interest bearing On-line Saver Account
\$ **13,928.00** Total

HSRCA: D. Roberts (Apology)

- Next event - HSRCA 29 & 30 June

CAMS / CMC / ARDC: T. Thompson (Apology) J. Williams

- CMC - two new clubs voted onto Council; Port Macquarie Heritage Car Club & Southern Sporting Car Club. One vote to come in July for the Range Rover Club. J. Williams asked if members had any objections to this club being voted in. There were no dissenters.
- SSC - 1500 cars attending so far.
- APMC - Brake testing procedures are due to be gazetted any day. They will be available on the RMS website and the HTCA website.
- Pedr Davis book available for sale. (See T. Thompson).
- Copies of the original plates are now available for historically registered vehicles, for an annual fee.
- Minister Duncan Gay is working with all states to introduce a power-to-weight ratio ruling for P-plate drivers regarding V8s. The current system is felt to be unfair.

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

- C. Worner's engine has been weighed and sealed.

General Business:

- Appendix J Patches to give away.
- New club shirts will be available at MCM at the latest.
- Shannons Sydney Classic tickets now available. HTCA run will be last event of the day to make way for the Aston Martin parade at lunch time.
- C. Collett called for nominations for the vacant committee seat. S. Pitman accepted nomination and was elected unopposed.
- H. Bargwanna suggested posters be created for hand-outs at MCM. Ford discussion by the Committee.
- B. Jessop suggested that the charity day for cancer kids be revived and outlined procedures from past events. B. Goulding to be approached in this regard.
- A question was asked as to whether Hans Devices would become compulsory. And it was suggested that in the event they do, perhaps window nets should become compulsory as well. A discussion ensued regarding various safety issues.

Meeting Closed: **8:25 pm**



Photos Courtesy of
Throttle Jam Photography
info@throttlejamphotography.com





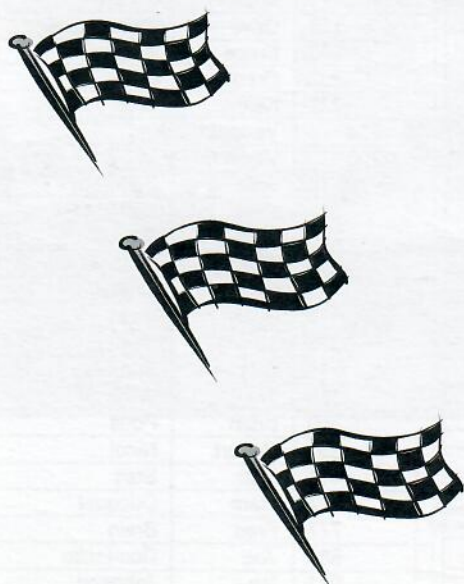
Historic Touring Car Association of NSW Inc

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;

1. Outright results count as 6+ starters (1st, 2nd, 3rd)
2. Points are divided by the number of scratch races held at each meeting.
3. 3 Points are allocated for entering and participating in a meeting
4. 1 bonus point is allocated for the fastest lap in each class over the entire meeting.
5. Members flagging at a pointscore round are allocated 10 points per day, subject to a maximum of 30 points
6. Written notification must be received by Chris Dubois. (or at a club meeting). chris@dubois.net.au

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 Na

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

2013 Nb

Brian Titheradge	33.5
Lyn Brown	33
Alex D`Onofrio	31
Steve Beazley	28.5
David Wheatley	26
John Battersby	25.8
Colin Tierney	24
Paul Battersby	20.8
Kerry Hughes	19.8
RJ Hayden	17
Darren Burnes	15.5
Max Ullrich	14.25
David Roberts	13
Robert Ingram	12.6
Phill Taylor	12.4
Graham Russell	12
John Shuttle	10.5
Chris Collett	10.2
Greg Meredith	10.2
Bob Hayden	3



2013 Nc

John Wright	53.75
Craig Robertson	38
Wayne Rogerson	33.25
Quentin Bland	30.4
Rod Wallace	30.05
Martin Macri	29
Jerry Lenstra	27
Paul Tierney	24.65
Laurie Donaher	22
Bill Attard	22
Warren Wright	21.6
Michael Anderson	20.8
Harry Bargwanna	18.8
John Harrison	18.75
Allan Mayne	17.55
John Burke	17
Vince Macri	15
Stuart Follows	14.75
Mark Lenstra	14.5
Harvey Felton	14
Noel Roberts	13.4
Santo Di Carlo	13
Dean Neville	13
Jared Cox	12.6
Warren Gay	12
David Flood	11.55
David Noakes	10.75
Daniel Cotterill	9.75
Greg Schwenke	9.6
Chris Dubois	4
Marc Ducquet	3

2013 Overall Leaders

John Wright	53.75
Craig Robertson	38
Brian Titheradge	33.25
Wayne Rogerson	33.25
Lynn Brown	33
Alex D`Onofrio	31
Quentin Bland	30.4
Rod Wallace	30.05
Martin Macri	29
Steve Beazley	28.75



Race Numbers 4th July, 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	Mark	Broadhead	132	Bob	Munday
4	John	Gilfillan	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	Goldsborough
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	Nathan	Swain
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	Vacant	
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	103	Dean	Neville	172	Warren	Gay
40	Chris	Collett	104	Robert	Hayden	174	Garnet	Patterson
41	Jerry	Lenstra	105	Robert	Hayden	179	Barry	Jessop
42	Robert	Ingram	106	Bronte	Michael	181	David	Gray
43	Steven	Thomas	107	Kerry	Hughes	183	Colin	Tierney
44	Vince	Harmer	108	Michael	Anderson	185	John	Wright
45	Darryl	Heydon	109	Mathew	Windsor	186	Michael	Cooke
46	Robert	Nicol	110	David	Noakes	189	Ben	Wilkinson
47	John	Dyer	111	Allan	Burke	190	Ken	Ballantyne
48	Noel	Roberts	112	John	Shuttle	191	Graeme	Hart
49	Ken	Brigden	113	Alan	Mayne	192	Bill	McGuire
50	Rod	Brincat	114	Darren	Burnes	195	Thomas	Dyer
51	Chris	Stewart	115	Andrew	Broderick	197	Michael	Collins
52	Geoff	Rose	116	Greg	Schwenke	199	Dave	Flood
53	Craig	Stephenson	117	Richard	Huer	200	Bruce	Whitford
54	Robert	Owers	118	Brian	Titheradge	202	Greg	Luca
55	Phil	Ward	119	Vacant		222	Keith	Croft
56	Chris	Strode	120	Laura	Kennedy	224	Vacant	
57	John	Dowsett	121	Ray	Dean	225	Vacant	
58	Steve	Pitman	122	Tony	Land	270	John	Battersby
59	Alex	D'Onofrio	123	Wayne	Potts	271	Paul	Battersby
60	Cameron	Tilley	124	Bob	Boulter	276	Bill	Magoffin
61	David	Wheatley	125	Bill	Meeke	279	Alf	Bargwanna
62	Chris	Collett	126	Neil	Marks	283	Greg	Tkacz
63	Ken	McGann	127	Aaron	Gabriel	295	Spencer	Rice
64	John	Tight	128	Peter	Mackay	308	Tom	Mott
			129	Aaron	Tebb	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



AUGUST 31 & SEPTEMBER 1

SYDNEY MOTORSPORT PARK, EASTERN CREEK



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.





Rev Doctor Motorsport

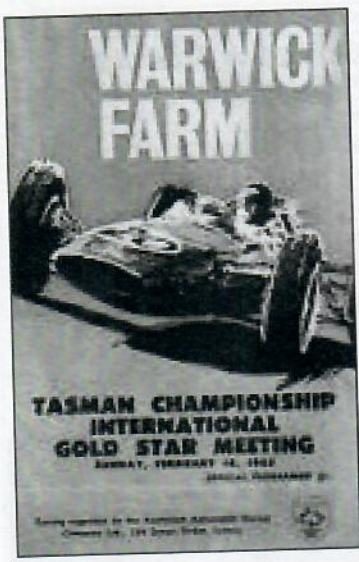
Race Car Preparation and Fabrication

Scott Fleming
Unit 15 / 31- 37 Salisbury Road
Hornsby NSW 2077
02 9477 7009

Pointscore & Competition Calendar 2013

FoSC	-	10 & 11 August	-	Back-to-back 1-day meetings at SMP South Circuit
MCM	-	31 August & 1 September	-	Sydney Motor Sport Park. Pointscore Round
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 - Days at The Farm



Race Report - HSRCA Sydney Motorsport Park 29 & 30 June

The Big Wet!

HSRCS winter event at SMSP has just been completed! Saturday's racing was in deluge conditions!

I must admit to having done the rain dance and my answered prayers allowed the Mighty Imp to claw it's way onto the front row [of the dummy grid]! So yes it was my fault. With 31 starters in race 1 and a final field of 30 on last race the group did very well! No Red Flags!!!!!!

Race 1 saw rainmeister Chris Dubois scream up the field only to come unstuck exiting 3 and visiting the wall! Bugger

John Harrison won from Vince Macri and Andrew Whiteside.

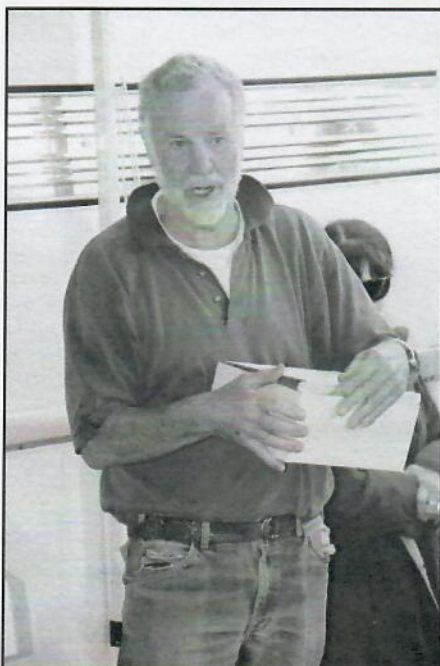
Race 2 the 8 lap HSRCA trophy race saw Dean Neville's Camaro win from John Wright and Vince in Toranas

Due to the atrocious weather conditions on Saturday the Group S relay had to be called, resulting in a revised program for Sunday, with the track semi dry for Group N's first, a 7 lapper on the long circuit. Tyre choice was the critical factor and saw John Wrights Torana lead Dean Neville [Camaro] and Johnny Harrison [Mustang] home.

Later on a definitely dry track [after Neville's front end collapsed on the warm up] Harrison and Whiteside fought it out with Wayne Rogerson for the final 6 lapper. All results are available on Natsoft.

Great to see so many turn up for the presentation [with the enticement of booze???) and thanks to The Duq for his efforts to organize it all!

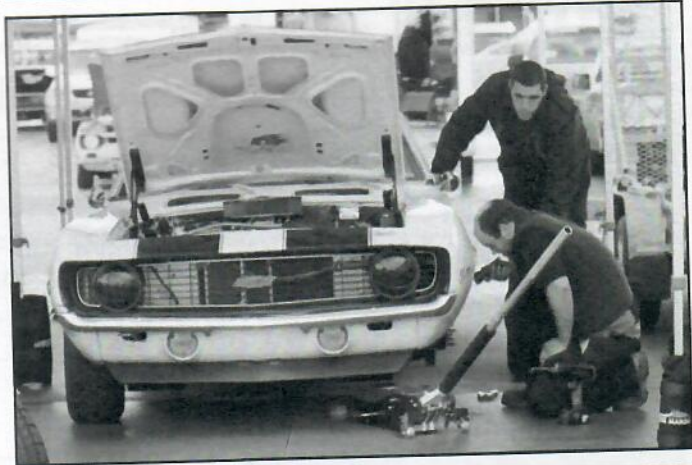
Cheers, Dave Roberts



Photos
courtesy of
Dave
Roberts



Photo Gallery - HSRCA
Sydney Motorsport Park 29 & 30 June



Photos Courtesy of Throttle Jam Photography
info@throttlejamphotography.com





TILLEY *Racing* *Drive Day*

**Come join us & drive your road car or
race car at Wakefield Park. All are welcome!**

WHEN: 12th August 2013

FEE: \$230 per car with 1 driver

WHERE: Wakefield Park

\$30 per additional driver

RSVP: 5th August 2013 on 99386293 or email
tilleysauto@hotmail.com



*Please make payment in full on or before this date to
secure your spot. Sorry no refunds*

LICENCE REQUIREMENTS: a CAMS licence is
accepted or you can purchase a Full Day Wakefield
Licence at Wakefield Park on the day.

Mark Webber - His Story

After starting his career in Australia racing Formula Ford and Formula F4000, Mark Webber came over to Britain in 1996 and won the Formula Ford Festival.

In 1997 he raced in British Formula Three, finishing the year fourth for Alan Docking Racing. He joined Mercedes for 1998 to contest the FIA GT championship and was runner-up with five wins.

Webber got his first F1 test with Arrows the following year and also tested for European Racing, who he would join in Formula 3000 the following year.

On his official website Webber lists six moments to remember and a single 'forgettable moment' – Le Mans 1999. He contested the 24-hour race for Mercedes but was fortunate to escape without serious injury after two shocking crashes in practices, both caused by instability in the CLK racing car. Mercedes withdrew during the race after Peter Dumbreck suffered a similar accident, flipping on the main straight at 200mph. After that he switched back to single-seater racing and won his second F3000 race in Silverstone. He ended the year third and was second in 2001 Super Nova, scoring three wins, but was 32 points behind Justin Wilson.

2002 He got his F1 break the following season with Minardi, which was owned by fellow Australian Paul Stoddart. It was an emotional day when Webber made his debut at home in Melbourne, finishing an unlikely fifth after a first-lap crash wiped out most of the field.

Webber had few other opportunities to show what he was capable of but attracted the attention of Jaguar who signed him for 2003.

2003 He demonstrated his strength in qualifying in his third race for Jaguar, starting third on the grid at Sepang – a feat he repeated at the Hungaroring later that year.

2004

Jaguar slipped back in 2004, Webber scoring just seven points – ten fewer than he had in 2003.

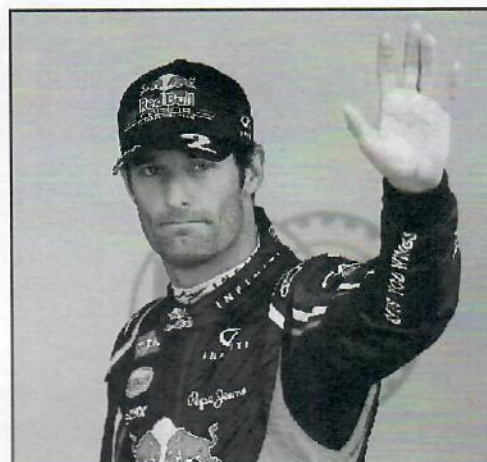
Ford lost interest in the team and sold them to Red Bull while Webber, against the advice of manager Flavio Briatore signed for Williams.

2005 Williams too were on a downward spiral and would lose their BMW engine supply at the end of the year. Webber ended the year 10th with 36 points.

2006 The following season with Cosworth power was a disaster. The car was unreliable and Webber retired from top three positions at Melbourne and Monte-Carlo. At the end of the season he had scored just seven points.

2007 For 2007 he returned to the last team he had raced for – now run by Red Bull and benefiting from a substantial injection of cash. Webber partnered the experienced David Coulthard but the 2007 Red Bull (the first to be designed by Adrian Newey) proved very unreliable – and Webber bore the brunt of the problems.

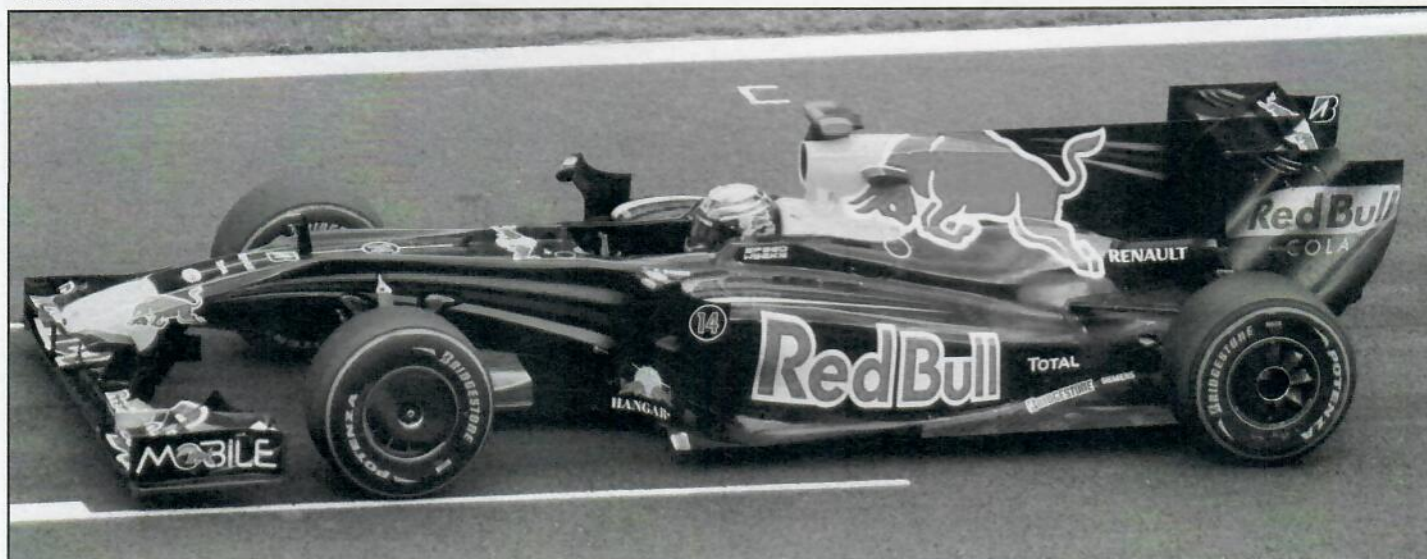
But he also seized the chance to shine, regularly qualified well (usually beating Coulthard by a comfortable margin), was third at the Nurburgring and was running second at Fuji until he was taken out by Sebastian Vettel during a safety car period.



He was passed fit to race in the first round at Melbourne, but a noticeable limp showed that despite his recuperation he was still suffering the after-effects. His efforts in front of his home crowd were in vain in as a collision with Rubens Barrichello on the first lap ruined his race.

The pair made contact on the opening lap at the Nurburgring as well, and this time Webber was handed a penalty. He shrugged it off and won the race anyway, finally tasting victory after a 130-race wait – the longest any driver has taken to score his first win.

It was a useful result for Webber who was facing the toughest team mate of his career to date in Sebastian Vettel. Following his Nurburgring win Webber briefly held second in the drivers' championship. But a series of missed opportunities, due to a combination of driver and team errors plus unreliability, saw Webber fall to fourth by the end of the season. However he ended the season well with a second win at Interlagos and a battling second place at Yas Marina, holding off an attack from newly-crowned champion Jensen Button the final lap.



Mark Webber - His Story

2008 In their second season together Webber decisively had the upper hand over Coulthard. He regularly brought the RB4 home in the lower points positions early in the season, peaking at fourth in the wet at Monte-Carlo.

As the car fell off the pace later in the season Webber could only look on as future team mate Vettel scored his maiden win at Monza in the rain for Toro Rosso. But Webber had only himself to blame for losing his most promising starting position of the year, second at Silverstone, which he threw away with a spin on the first lap.

2009 After several years with uncompetitive or unreliable cars, Webber finally had a car capable of fighting for wins in 2009. But a broken leg sustained during his annual 'Pure Tasmania Challenge' put his season in jeopardy.



2010 A pair of wins at Spain and Monaco put Webber in the joint lead of the drivers' championship with Vettel.

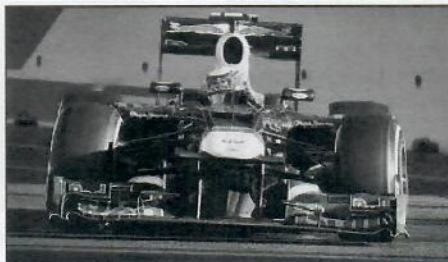
But the pair collided while disputing the lead of the Turkish Grand Prix. While Vettel failed to finish, Webber made it home third and took the lead of the drivers' championship.

Despite controversy over the incident, particularly as Red Bull management initially blamed Webber for a collision which was widely blamed on Vettel, Red Bull announced the following week Webber would be retained for 2011.

Webber kept the pressure on Vettel with wins in Barcelona, Monaco, Silverstone and at the Hungaroring. He took the lead in the championship but heading into the closing races of the season his title campaign went off the rails.

A crash at Korea saw him lose the championship lead to Fernando Alonso. He went into the final round still in contention for the championship he could only finish seventh while Vettel snatched the title with a win.

Webber later revealed he had driven the last four races of the year with a shoulder fracture incurred during a mountain biking accident, but said it had not affected his performance in the final Grand Prix.



2011 While Vettel scored a second consecutive championship victory in emphatic fashion, Webber often struggled to keep up with his young team mate. He generally qualified behind Vettel – although he did take a trio of pole positions – and often had trouble getting his RB7 off the line quickly. A typical 2011 race would see Vettel pulling away at the front while Webber fought his way onto the podium. He claimed a single win at Brazil, the final race of the year, after Vettel suffered a rare gearbox failure.

2012 It was a similar situation the following year as Vettel picked up another championship title. But Webber enjoyed a more successful season in the RB8, repeating his previous victories at Monaco and Silverstone.

Following the latter he signed an extension on his contract to drive for Red Bull. His championship hopes faltered as he suffered technical problems in some races, though it wasn't until the penultimate race in the United States that one caused a retirement.

By then he was out of contention for the championship once more, though he continued to race Vettel hard until the final round.

Stop Press

Mark Webber has confirmed what many close observers suspected when he announced that he will be leaving Red Bull and Formula One at the end of this season to switch to sportscar racing with Porsche's LMP1 team.

The Aussie star, who will be 37 in August, had been expected to make a move ever since his Red Bull team-mate, triple world champion Sebastian Vettel, disobeyed team orders to "steal" victory from him at the Malaysian Grand Prix in March.

Webber made the announcement by posting a Porsche statement on his website markwebber.com.

"It's an honour for me to join Porsche at its return to the top category in Le Mans and in the sports car World Endurance Championship and be part of the team," he said.

Webber has previous experience racing in sportscars with Mercedes in 1998/99 before he went back to single-seaters in Formula 3000 en route to joining fellow-Australian Paul Stoddart's Minardi team in F1 in 2002.

He made his debut at Melbourne in the Australian Grand Prix and famously finished fifth, a result that incited such crowd reaction that Webber and Stoddart were required to perform an unofficial podium celebration of their own.

Red Bull team boss Christian Horner said: "His achievements in Formula One are extensive and I am sure he will continue to push hard and build on that record until the end of the season. "We support Mark's decision, he has

been an excellent addition to the team since joining us in 2007 and we wish him all the best in the next



My Bit.....by Jules

Hi All,

I'm on a recycling kick this month, so if you see a joke that I've put in past issues, so be it ! Funny is funny, no matter how long it's been around !! Enjoy



Talk to you later..... Jules

Drive By

A guy broke into my apartment last week. He didn't take my TV, just the remote. Now he drives by and changes the channels. Sick b#%A*@d !!

Scam

Just got scammed out of \$25. Bought Tiger Woods DVD entitled "My Favourite 18 Holes". Turns out it's about golf. Absolute waste of money! Pass this on so others don't get scammed.

Some great lessons

- Accept the fact that some days you're the pigeon, and some days you're the statue!
- Always keep your words soft and sweet, just in case you have to eat them.
- Always read stuff that will make you look good if you die in the middle of it.
- Drive carefully... It's not only cars that can be recalled by their Maker.
- If you can't be kind, at least have the decency to be vague.
- If you lend someone \$20 and never see that person again, it was probably worth it.
- It may be that your sole purpose in life is simply to serve as a warning to others.
- Never buy a car you can't push.
- Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.
- Nobody cares if you can't dance well. Just get up and dance.
- Since it's the early worm that gets eaten by the bird, sleep late.
- The second mouse gets the cheese.
- When everything's coming your way, you're in the wrong lane.
- Birthdays are good for you. The more you have, the longer you live.
- Some mistakes are too much fun to make only once.
- We could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colors, but they all have to live in the same box.
- A truly happy person is one who can enjoy the scenery on a detour.
- **AND MOST IMPORTANTLY**
- *** Save the earth..... It's the only planet with chocolate!**

You bought a Jeep!

Yes, I bought a Jeep.



Action-Line

Should I Really Join Facebook?

When I bought my Blackberry, I thought about the 30-year business I ran with 1800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, my 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at the supermarket talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then if I made a right turn instead. Well, it was not a good relationship...

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I lose three phones all at once and have to run around digging under chair cushions, checking bathrooms, and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them with me.

Now I toss it back to them. When they ask me, "Paper or plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, No, but I do fart a lot."

P.S. I know some of you are not over 70. I'm showing it to you to allow you to show it to those who are.Not me I figured your sense of humour could handle it. We senior citizens don't need any more gadgets. The TV remote and the garage door remote are about all we can handle.

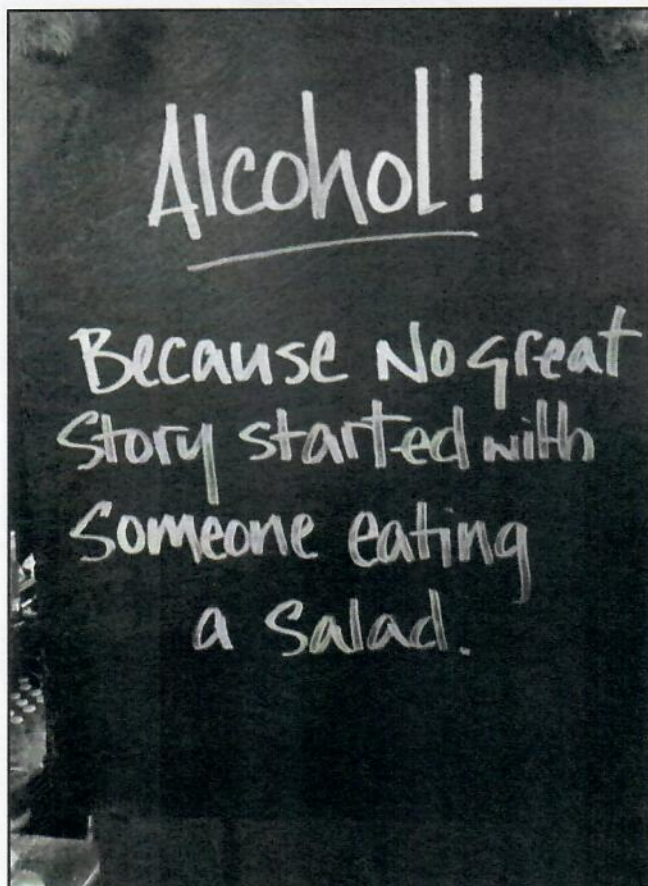
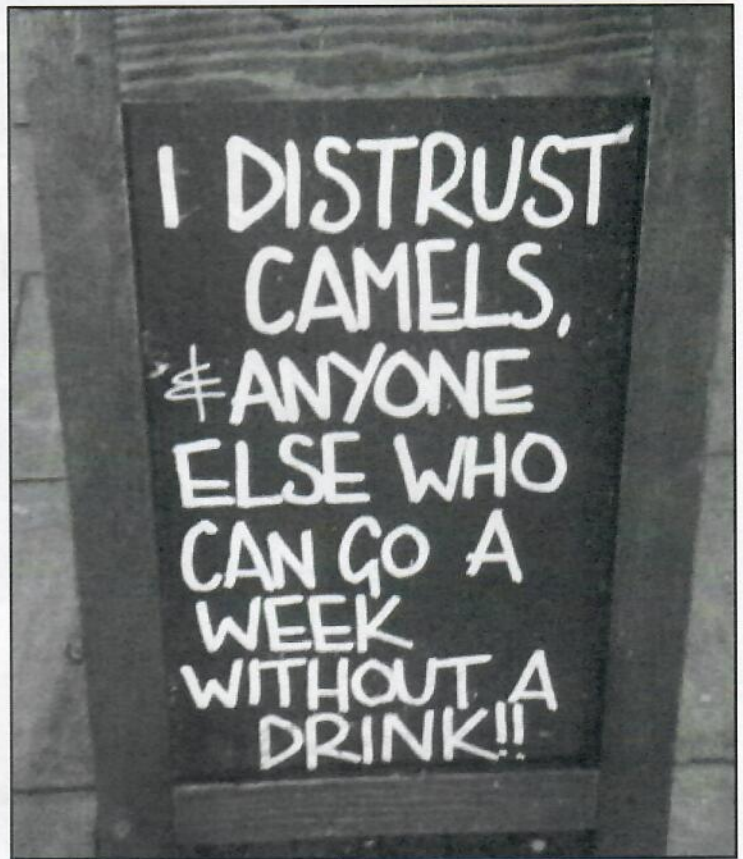
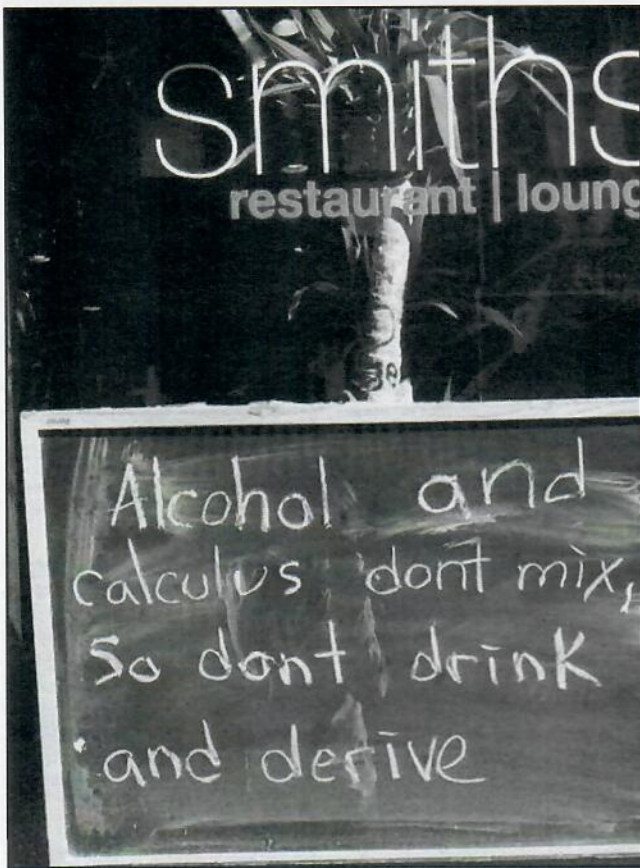


A mummy covered in chocolate and nuts has been discovered in Egypt.

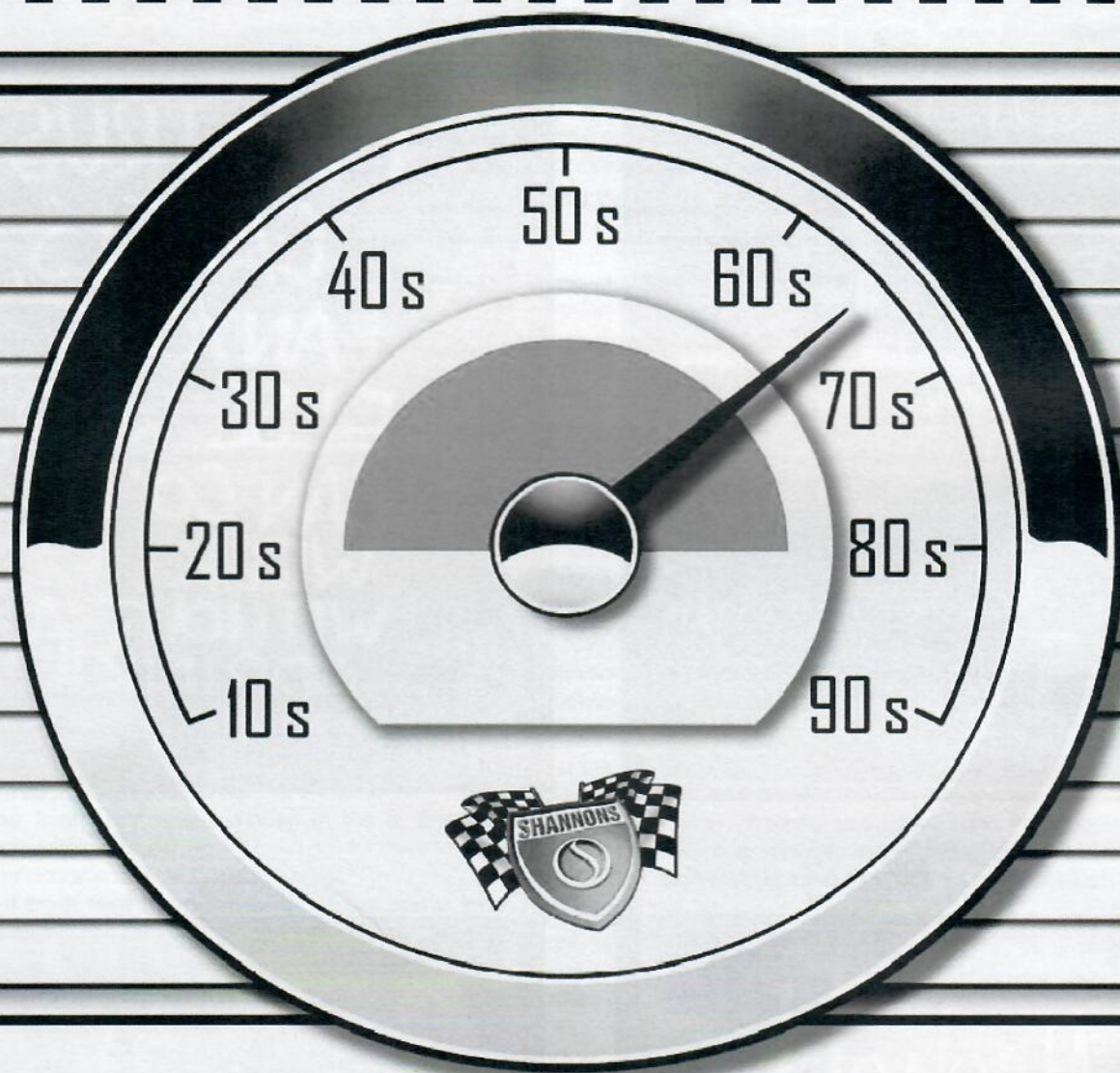
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A bit more from me.....by Jules

Some great pub signs.....



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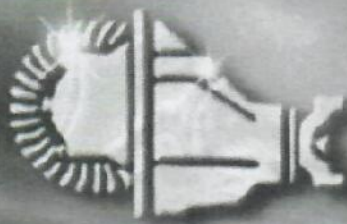


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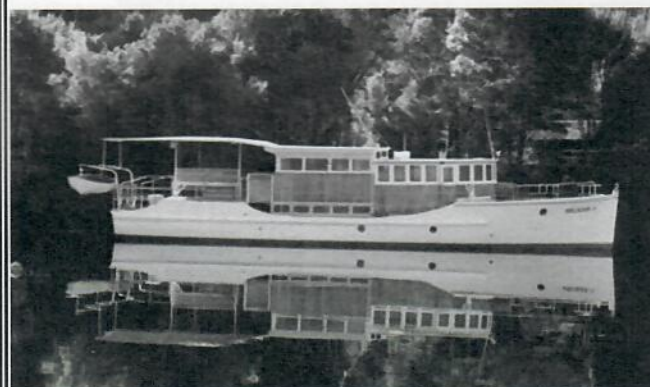
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Sunday 21st	Liverpool Super Swap Meet Fairfield City Showground Email: swap@chryslerclub.org.au This email address is being protected from spambots. You need JavaScript enabled to view it.
Sunday 29th	All Ford Family Day Sydney Motorsport Park Information: www.wallforddaynsw.com

NSW Swap Meets 2013

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Or

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