

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc



Next Meeting
Tuesday, 11th December 2012
8:00pm
"The Garage"
Sydney Motorsport Park



www.SRPHOTO.com.au

Centrefold.
"Big Night Out"
picture gallery

The Winner

President's Report

PRESENTATION & DINNER.

What a great night. We had a really good turnout with 120 people who all had a great night. maybe a few hangovers as the last departees left at 4.00AM. Now that is a good night!

The list of winners is in the magazine along with photos taken by Dave Roberts. Some we couldn't publish because of evidence and libel laws.

Colin and Robyn Bond were guests of honour along with Ray and Trish Berghouse, (Chevron), Tony O'Donnell from Shannons, Chaplain Richard and Pamela....?? and Evan Jones from CAMS/ARDC.

Laura Kennedy and Trent Ducquet organised the Power point display and the background of 60-70's racing footage and helped set up the venue and trophies. Shame Dave didn't get a shot as it was an impressive display. Phil and Marilyn Taylor bought along some good photos that helped to set the theme.

A range of trophies for all classes based on the pointscore as well as the Perpetuals. The photos tell the story.

Colin and Ray both gave an interesting talk before assisting with the presentations ,as did our other guests. Bergs had a range of "back in the day" shots from the early '80's as a slide show when we kicked off, and for anyone interested the club can provide a packaged CD for just \$7.50.

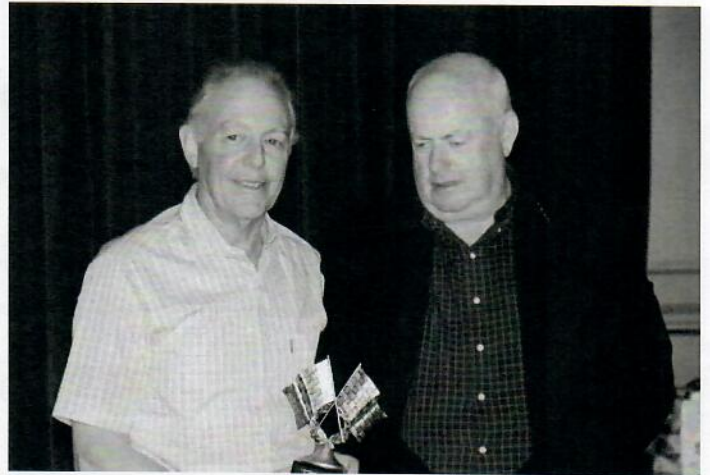
We had the all female ticket sellers... Jo Ann Laura and Sandra, doing the soft sell .. helped by some liquid marketing and we raffled off two 1/18 Scale Toranas autographed by Colin Bond. An XU1 and L34 as well as 2 prints also signed off on the night that Ray organised. 6 Magnums and various boxed Champers were also part of the spot prizes.

There were some fantastic prizes donated by Chevron.. 6 editions of the latest "50 Years of Touring Car Racing" (\$100.00 ea.) and 25 MCM 2012 DVD's. Shame about the person who pinched... maybe accidentally .. one of the books and if so we would like it back...

The major raffle was drawn and we made a profit of \$..... I would like to thank all the members for their efforts in selling/buying tickets. This is what makes us a great club.. the members.

By all accounts the food was great and the grog didn't run out. What a blast next year is going to be now we know we can put on a terrific night.

Cheers, Marc Ducquet



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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.

November General Meeting Minutes

Next General Meeting, Tuesday 11th December 2012
"The Garage" Sydney Motorsport Park. Call me on
0409 161 357 if you need directions. Jules

Minutes General Meeting 13th November 2012

General Meeting: Tuesday 13th November 2012. The meeting commenced at 8:00 pm.

Attendance: As per attendance book.
Apologies: G. Toepfer, D. Roberts
New Members: Nil
Visitors: Nil
September Minutes: As published in Action Line
Accepted: R. Muller
Seconded: I. Johnson
Matters Arising: Electric water pumps.

President's Report: M. Ducquet spoke of the success of the presentation night. Colin Bond attended and an autographed a model of his XU-1 & L34 Toranas. Ray Berghouse provided two large prints, which Colin again autographed. The raffle raised over \$1,000. He stated that he hoped it would be bigger and better next year.

1st & Third prizes in the **Pit Stop Raffle** was won by two people on the Central Coast; both tickets were sold by Barry Jessop. Second Prize was won by Steve Pitman.

M. Ducquet expressed his disappointment at the fact that one of the "50 Years of Touring Cars" books, which was left over from the party raffle, and which M. Ducquet intended to offer as a raffle prize at the General Meeting, disappeared.

Treasurer's Report: As tabled by C. Gabriel.

Secretary's Report: 23 renewals for 2013 have been received already. J. Williams advised of a change to the renewal form.

J. Williams explained the reason for the late arrival of the magazine.

HSRCA: D. Roberts. Not in attendance.

Only ten Group N entries for the Tasman Revival. They will run with Group S.

CAMS: Due to A. Pursey resigning as delegate, a new delegate is being sought.

Eligibility: W. Rogerson

W. Rogerson gave an overview of vehicles currently under inspection.

M. Ducquet asked a question regarding engine sealing and why it no longer takes place. W. Rogerson replied that only Mazda rotary engine vehicles are now required to be sealed.

ARDC: T. Thompson

T. Thompson announced that "Top Gear Live" will be hosted by the Sydney Motorsport Park in March 2013, for 3 years, with an option to continue. Mark Webber & Red Bull F1 team will be the main attraction. Other motorsport VIP may attend as well. ARDC members will still need to buy a ticket (\$79 for the day)

Rensport Porsche Festival will also be presented at Sydney Motorsport Park in May 2013.

Minutes of October 2012 General Meeting

T. Thompson advised that a new driver training program has been secured for Sydney Motorsport Park. The cost is \$295 in your own car or \$395 in one of the Volvos being supplied by Volvo Australia, who are supporting the program. Members of clubs affiliated with the CMC will be able to take the course in a Volvo for \$295.

M. Ducquet asked if the MCM in 2013 will be on the new circuit. T. Thompson advised that it is still under discussion.

General Business:

M. Ducquet spoke of the proposed invigoration of the AHTCA. He stated that CAMS the AHTCA as a "firewall" (an advisory panel) for all submissions re substitutions, eligibility and various other issues, with a vote being taken by all states, before being submitted to CAMS, in order to stop submissions being presented through the "back door".

He stated that efforts to re-invigorate the AHTCA have been disappointing, and that, in order to avoid constitutional problems with being an Incorporated Association, the AHTCA should perhaps become just an advisory body.

M. Ducquet moved a motion to the effect that:

The HTCA NSW nominate a delegate (that delegate being himself), and an Eligibility Officer (Wayne Rogerson) to be the NSW representatives to what he envisages will be titled *The Historic Touring Car National Advisory Panel* (or a similar name).

A discussion then ensued around the issue, before a vote was taken. The motion was carried unanimously.

Following the vote, M. Ducquet read a letter from C. Ralph regarding the above issue.

W. Rogerson addressed the meeting regarding the number of competitors wishing to propose a submission to allow electric water pumps.

M. Ducquet read letters from B. Richards of HPPEC, and C. Sabine of CAMS re electric water pumps. He then read the response from W. Rogerson. A discussion then took place in this regard. A broadcast email is to be sent to all members to gain an overall opinion on the issue.

M. Ducquet announced that the Committee had made a decision propose D. Truelove for Life Membership of the HTCA NSW. A formal notice will be emailed to all members in this regard.

M. Ducquet then spoke of the poor response to the current Pit Stop Raffle. He proposed that in the future raffle tickets be sold at race meetings and smaller books of tickets to be posted out to members. The open order concept of the prizes was endorsed by the majority of members. It was discussed that the raffle should be held over a full year.

He noted that the bulk of the tickets had been purchased by club members and thanked them for their support.

C. Gabriel stated that perhaps the current level of sales is likely the best we will achieve.

B. Potts spoke of his experiences at Sandown last weekend, regarding driving standards. He stated that following each practice session and after each race, all cars were lined up on Pit Straight and examined by scrutineers. If there was any panel damage, the drivers went to CAMS Liaison Office to report and then the Clerks of Course for adjudication if necessary.

Meeting closed at : 9:10 pm

Stop Press



NEW V8 SUPERCARS CHAIRMAN ANNOUNCED

November 29, 2012

James Strong AO has been announced as the new Non-Executive Chairman of V8 Supercars.

He replaces long-serving Executive Chairman Tony Cochrane, who announced in September that he would leave the position after 16 years driving the sport.

Strong will join current Directors Andrew Gray (Archer Capital), Brad Lancken (Archer Capital), Roland Dane (TeamVodafone), and Brad Jones (Team BOC) and Chief Executive David Malone.

V8 Supercar Chief Executive David Malone announced Strong's appointment today.

"James has an impeccable record in corporate governance and administration for two decades and brings to V8 Supercars a wealth of experience," he said.

"Aside from being a pre-eminent Australian corporate leader, James also has a deep understanding in the business of motorsport having been on the board of the Australian Grand Prix Corporation and a current Director of Dorna Sports which manages MotoGP worldwide.

"James will help guide V8 Supercars through its next growth phase and his corporate experience and motorsport knowledge will be invaluable as the Board and management team embark on that process."

In addition to being the former Chairman of Woolworths, Strong is currently Chairman of the organising committee for the ICC Cricket World Cup 2015, Chairman of Kathmandu Holdings and a Director of Qantas.

He has also been Chairman of the Australia Council for the Arts, and was CEO of Qantas from 1993 to 2001.

"All forms of motorsport are a passion of mine and I have been honoured to work for many years with the Australian Grand Prix Corporation and in my current role with MotoGP through Dorna," Strong said.

"V8 Supercars is without doubt the leading motorsport category in this region and a force worldwide. I look forward to contributing to the next phase of the V8 Supercars development and growth.

"The sport is in wonderful shape for the future and I want to play an active part in the next period of evolution; the potential is unlimited."

V8 Supercars Director Andrew Gray said: "we are thrilled that James has agreed to join us and are excited about the wisdom and strategic insights he will add to the pursuit of our growth plans."



Monday 12th November, 2012.

I had a call from Ralph Clarke this morning. He said he's doing "ok", but was finding it difficult to express his deep appreciation for those members who attended Annie's farewell, and asked me to do it for him.

He said he hadn't expected members from the club to attend and was surprised, but very grateful for the support he received from the members.

He said his Annie was a very special lady, who supported, understood and appreciated his love of motor racing, and that he was a very lucky man to have been married to her.

I've no doubt we'll see Ralph back on the track, not too far in the future, when he's had some time to heal.

So, from Ralph,thanks guys, for being there.

Jules



Tuesday 27th November 2012.

Yet another of our number has lost a loved one. I was advised today, of the passing of Geoff Rose's wife. We were very sorry to hear of your loss Geoff.

On behalf of the Committee and members I would like to offer our sincere condolences at this time.

Jules



Thursday 29th November 2012.

I was advised today that Des Wall also passed away on Tuesday 27th November after a short illness. Best known as a Sports Sedan driver and owner of the Geoghegan Mustang and Bob Jane Monaro. A gentleman to the end. Our condolences go to Trish and David.

From CAMS website:

Vale Des Wall

It is with great sadness that CAMS has been advised of the passing of Des Wall.

Wall was a skilful and enthusiastic racer, whose achievements include taking out the 2009 Kerrick Australian Sports Sedan Championship, and finishing third in the Championship on three consecutive occasions in the early nineties.

In addition to his success in Sports Sedans, Wall took a memorable win in Class A at the 2010 Bathurst 12 Hour with his son David and Trevor Symonds.

This year, aged 61 and despite his illness, Wall continued to compete in his Chevrolet Sports Sedan. Though he missed the last two rounds of the Championship, he managed to take fifth outright.



*Historic
Touring Car
Association
of NSW Inc*

2012 Trophy Winners

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 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					



Nc	
Laurie Donaher	22
Quentin Bland	19
Martin Macri	16
Harvey Felton	14

Overall Leaders	
Laurie Donaher	22
Quentin Bland	19
Martin Macri	16
Harvey Felton	14

- | | |
|---|----------------------|
| Outright Club Champion | Wayne Rogerson |
| Appendix J Cup Na | Geoff Rose |
| Appendix J Cup Nb | Chris Collett |
| Appendix J Cup Nc | Wayne Rogerson |
| Club Champion Na | Geoff Rose |
| Club Champion Nb | Chris Collett |
| Club Champion Nc | Wayne Rogerson |
| Club Champion Nb Runner Up | Ian Johnson |
| Club Champion Nc Runner Up | John Wright |
| Pointscore Nb 0-1100cc 1st | Dave Probin |
| Pointscore Nb 1101-1300cc 1st | Chris Collett |
| Pointscore Nb 1101-1300cc 2nd | Alex D'Onofrio |
| Pointscore Nb 1101-1300cc 3rd | Andrew Bergan |
| Pointscore Nb 1301-1600cc 1st | Greg Meredith |
| Pointscore Nb 1301-1600cc 2nd | Steve Beazley |
| Pointscore Nb 1301-1600cc 3rd | Brian Titheradge |
| Pointscore Nb 1601-3000cc 1st | Ian Johnson |
| Pointscore Nb 1601-3000cc 2nd | Lyn Brown |
| Pointscore Nb 1601-3000cc 3rd | Colin Tierney |
| Pointscore Nb 3001-5000cc 1st | Troy Williams |
| Pointscore Nb 3001-5000cc 2nd | Bill Meeke |
| Pointscore Nb 3001-5000cc 3rd | Laura Kennedy |
| Pointscore Nb Over 5000cc 1st | Chris Strode |
| Pointscore Nc 0-1300cc 1st | Chris Dubois |
| Pointscore Nc 1301-1600cc 1st | Stewart Follows |
| Pointscore Nc 1601-3000cc 1st | Wayne Rogerson |
| Pointscore Nc 1601-3000cc 2nd | Alan Mayne |
| Pointscore Nc 1601-3000cc 3rd | Steve Land |
| Pointscore Nc 3001-4500cc 1st | John Wright |
| Pointscore Nc 3001-4500cc 2nd | Daniel Cotterill |
| Pointscore Nc 3001-4500cc 3rd | Paul Cameron |
| Pointscore Nc 4501-5000cc 1st | John Harrison |
| Pointscore Nc 4501-5000cc 2nd | Harry Bargwanna |
| Pointscore Nc 4501-5000cc 3rd | Greg Toepfer |
| Pointscore Nc Over 5000cc 1st | Daniel Kennedy |
| Pointscore Nc Over 5000cc 2nd | Chris O'Brien |
| Pointscore Nc Over 5000cc 3rd | Peter O'Brien |
| Encouragement Award | Joe Dominello |
| Presidents Cup | Steve Pitman |
| Sportsmanship Award | Darren Byrnes |
| Most Improved Driver | Steve Beazley |
| Best Presented & Engineered Car | Paul Knott |
| Appendix J Association NSW, Presented to | for his contribution |
| Dominic Truelove | |



ADVERTISE IN ACTION-LINE

FOR 12 MONTHS

¼ PAGE = \$125; ½ PAGE = \$225; FULL PAGE = \$450

Contact : Julie Williams at hollymist@bigpond.com



Rev Doctor Motorsport

Race Car Preparation and Fabrication

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

Competition Calendar 2012 / 13

2012

Tasman Revival - 22nd - 25th November - Sydney Motorsport Park

2013

HSRCA	-	23rd & 24th February	-	Wakefield Park
FoSC	-	29th - 31st March	-	Easter at Wakefield Park
FoSC	-	1st June	-	One Day Meeting, Sydney Motorsport Park
HSRCA	-	29th & 30th June	-	Sydney Motor Sport Park
FoSC	-	10 & 11 August	-	Back-to-back one day meetings at SMP South Circuit
HSRCA	-	28th & 29th September	-	Wakefield Park
HSRCA	-	23rd & 24th November	-	Sydney Motor Sport Park.
FoSC	-	7th & 8th December	-	Back-to-Back one day meetings at SMP South Circuit

Pointscore rounds are yet to be decided, so watch this space in December issue for more information.



Where Are They Now?

More from Donnie's memories !!





My Bit....by Jules

Hi All, I hope you had a great time at the Presentation night party? From the Photos it certainly looks like you did. Hopefully I can make it next year.

Hubby and I spent last weekend, all 3 days, at the Tasman sitting in the heat selling "vintage" programmes, which had been found in the ARDC archives. I was astounded at the amount of money people are prepared to spend for an old programme! Some people spent over \$200, and at \$5 or \$10 each, depending on where they were from, that meant they took away 30 or 40 programmes. You just never know do you....I guess what they say is true, one man's trash is another man's treasure.

As always, have a laugh and drive carefully !!

Jules



How to wash a cat

1. Put both lids of the toilet up and add 1/8 cup of pet shampoo to the water in the bowl...
2. Pick up the cat and soothe him while you carry him towards the bathroom.
3. In one smooth movement put the cat in the toilet and close the lid. You may need to stand on the lid.
4. At this point the cat will self agitate and make ample suds. Never mind the noises that come from the toilet, the cat is actually enjoying this!
5. Flush the toilet three or four times. This provides a 'Power-Wash' and 'Rinse'.
6. Have someone open the front door of your home. Be sure that there are no people between the bathroom and the front door.
7. Stand well back, behind the toilet as far as you can, and quickly lift the lid.
8. The cat will rocket out of the toilet, streak through the bathroom, and run outside where he will dry himself off.
9. Both the toilet and the cat will be sparkling clean.

Yours Sincerely,

The Dog



"AB, C, D, E, F, G, H, I, J, K."

After being married for thirty years, a wife asked her husband to describe her. He looked at her for a while ... then said,

"You're A, B, C, D, E, F, G, H, I, J, K."

She asks ... "What does that mean?"

He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous, Hot."

She smiled happily and said "Oh, that's so lovely ... What about I, J, K?"

He said, "I'm Just Kidding!"

The swelling in his eye is going down and the doctor is fairly optimistic about saving his testicles.

It happened at the Bank

A hooded robber burst into a Wisconsin bank and forced the tellers to load a sack full of cash.

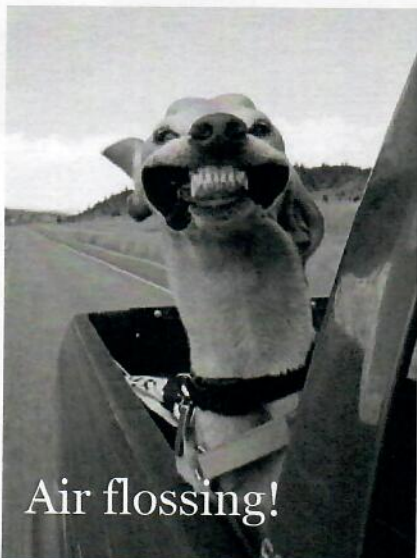
On his way out the door, a brave Wisconsin customer grabbed the hood and pulled it off, revealing the robbers face. The robber shot the customer without a moment's hesitation.

He then looked around the bank and noticed one of the tellers looking straight at him. The robber instantly shot him also. Everyone in the bank, by now very scared, looked intently down at the floor in silence.

The robber yelled, "Well, did anyone else see my face?"

There are a few moments of utter silence in which everyone was plainly too afraid to speak.

Then, one old Norwegian named Art from Wisconsin tentatively raised his hand and said, "My wife got a pretty good look at you."



Air flossing!

HISTORIC RACINGa personal view.

Having been involved in the 'Revival' since its formation in 1980, (Bear in mind the first "Race" in NSW was at Amaroo Park in 1979 when approx. 5-6 cars ran with Street Sedans) I would like to put forward a purely personal opinion that does not necessarily reflect the views of the committee or the HTCA NSW.

I have not mentioned any Safety aspects as they are not pertinent to this discourse and already involve a high modicum of common sense relative to the safety considerations of competitors and others.

Background.

Appendix J was a point of discussion for a few years before its acceptance as an Historic category. It has already been well documented regarding the initial opposition from some quarters because the cars involved in this new group would not, in the main, have a "competition history" and were not "real racing cars".

What is not known by many of our current competitors is the reasoning behind the formation. When the Original Appendix J was terminated, and after a number of early Holden Series were run, Sports Racing Closed was the category that catered for these leftovers and this then became Sports Sedans.....a "Cheap, affordable category that would allow competitive racing on a relatively low budget" how many times have we heard that. Well, that cheap category became the Sports Sedans that enjoyed a National Series/Championship and various State Championships and the high costs involved to have a competitive car all but overran the original ideals. The main reason behind the formation of Appendix J was to have an "Affordable category" that would not go the way Sports Sedans had, and that is the reason the original rules were written to exclude expensive components like limited slip diffs and modern technology.. to keep the cost down. Sound familiar.

Historic Racing is supposed to, in the main, provide an opportunity for us to race cars that were raced in a particular period, and of a particular group and a particular specification. Historic Racing was originally for cars that had actually raced and had a competition history. There are now Specials groups and Group S as well as us, Group N a,b,c. It is generally accepted that very few of the cars in our category have an actual competition history and as such we have been given some freedoms that the other Historic groups are not permitted, including Group S, or would necessarily accept. Provenance and authenticity are, after all, what Historic Racing is about.

Why is it then, when the cars we campaign were built in their tens and/or hundreds of thousands, we seek continual improvements and substitutions for, and of, the specifications of cars that were raced in the period in question, successfully or not. If Bill chooses to race a Studebaker, he knows when he starts out it won't beat a Camaro or Mustang. Likewise a 998cc Mini won't beat a 1275 cc Cooper S, a Nova on drum brakes won't beat a Mustang, so why build one in the first place, maybe the competitor wanted to be different, be an individual, prove a point.. whatever the reason, if you choose to build or buy a particular car then that is what you run because that is what the rules were when you entered into the contract to race. No need to change rules or specifications because you knew what they were.

"Competitare emptor racarium caveat". Let the competitor race by the rules..... close enough.

Asking for improvements in braking, engine, gearbox or whatever is, in my view, defeating one of the objectives of our sport. That is, making the most and developing to the nth degree what you started with. If we go down the path of say, for example, disc brakes on EH's, is the next step a 4 speed because the 3 speed isn't good enough any more. Past EH pilots like Toepfer, Dyer, Stubber, Wilkinson Williams and Hutchins (and current guys like Taylor and Johnson), never, to my knowledge, carried on about needing discs, they did the best they could with what they had and won lots of races in the meantime.

And back in the early 80's and 90's we didn't have the range of synthetic brake fluids that we have now and didn't have the quality tyres either, but guess what?... the times at Eastern Creek for example, before the new track aren't that many seconds away. Maybe they tried harder or prepped their cars differently.

So we have been allowed and/or are able to source: Electric fans, aluminium radiators, better coolants, fan belts, deeper and multi groove pulleys, and aftermarket, lightweight alloy water pumps.....none of which will help if you don't tighten the radiator hose clamp!! Better brake fluids, a range of high temp pads, ventilated discs, 2 piece hubs/discs, 4 spot calipers and billet/cast brake drums as well as cryogenic and heat cycle treatments. Much better tyres, lower profiles, stronger and lighter wheels, improved ignition, better fuels and oils, gaskets and seals, quality bearings, sensational pistons, billet cranks, I and H beam rods, titanium valves, vasco wound valve springs, titanium retainers, twin plate, triple plate and button clutches, ceramic coatings, high temp coatings, roller rockers and roller tappets, virtually unbreakable axles and Watts linkage kits, only for axle location... not to have an adjustable roll centre. Dykes and Gapless rings, tapered wrist pins and much better sumps and oil pumps, lightweight pushrods, block grout and girdles, block and head stud sets, as well as state of the art machining and cylinder head flowing that was never available in the period.. to the average competitor.

Oh and if you rev your V8 to 9,500RPM and it breaks, what will you need to fix that! No substitution required! Two fish hooks and line joining your private parts and the accelerator pedal. !!!

My point is, that if we have a long, hard look at the way we perceive we are being treated by various "True Historic" entities, it may be that we race mass produced cars, with obscene dispensations, whinge "I want more" when the guys in those "real" Historic groups have to make do with what they have on a car that was maybe, 1 of 20, or less.

The authenticity and originality of our "volume" cars should be easier to maintain than other groups because of the abundant supply of ALL parts available. NO NO you say, "I can't get the right block for my XU1 or my Mustang... crap, you didn't try hard enough, and if it just happens that the substitute allowed can rev a tad higher than that isn't a performance gain, it is to make the engine last longer.. tell it to the fairies.

The good thing about a democracy is the right of reply.

Rearguards,

Marc Ducquet

Secretary, PO Box 138 Brighton Le Sands 2216.

Race Report - Tasman Revival - Group N

HSRCA Registrars Report

The group N Revival winner was Andrew Whiteside who overcame electrical gremlins in qualifying and race one, to blitz the 8 car field in the remaining three races. My thanks to Terry Thompson for his help marking up the skidpan for our group [for those who weren't in carports!] Incident free racing and very pleasing to see Marty Macri coming to terms with the big Camaro.

HSRCA's 2013 calendar has been announced and the 4 dates and venues are

- First 2013 Meeting 25th & 26th February at Wakefield Park
- Winter HSRCA 30th June & 1st July at Sydney Motor Sport Park
- Spring HSRCA 22nd & 23rd September at Wakefield Park
- Non Tasman 23rd & 24th November at Sydney Motor Sport Park.

The next HSRCA General Meeting is on Wednesday February 20th 2013

Merry Christmas!!!!

David Roberts

*Pit shots courtesy of
Dave Roberts
david@image-fx.com.au*



Mr & Mrs Felton enjoying the day!



On the Podium !!



Andrew elated !



On your mark !



*Action shots courtesy of
Peter Schell
schellpm@bigpond.com*



Get set... !



Let's go.. !



HTCA NSW Inc.

ABN 58 489 326 194

2013 Membership Renewal / Application

All Memberships expire 31st December 2013

Please remember you must be a member of a CAMS affiliated club to compete!

According to Clause 11(d) of the Club's constitution, if your membership remains unpaid within 60 days from 31st December 2012 you may be liable to loss of club rights & privileges.

Please ensure you complete the form in full.

Writing "the same as last year" on the form is unacceptable. Incomplete forms will **NOT** be processed.

If your contact details change, please advise the Secretary ASAP to ensure delivery of magazines and important messages.

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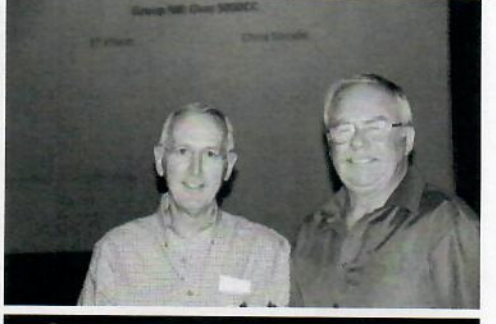
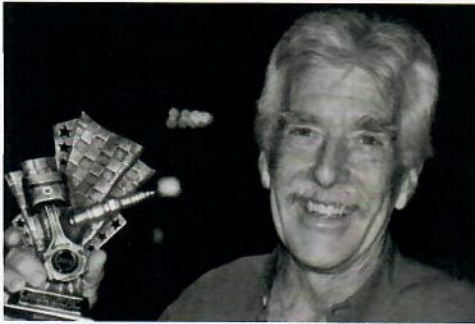
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Colin Bond, Tin Top Hero

Colin John Bond a retired Australian he was recruited to the newly formed Holden Dealer Team. He quickly found success,



(born 24 February 1942) is Australian racing driver. He reached the highest levels in motorsport in 1969 when he was recruited to the newly formed Holden Dealer Team. He quickly found success, winning the 1969 Hardie-Ferodo 500 mile race (now the Bathurst 1000) at Bathurst, New South Wales in a Holden Monaro.

Bond was a particularly versatile driver, also finding success in the Australian Rally Championship, winning the title in 1971, 1972 and 1974 driving a Holden Torana. Bond also won the 1975 Australian Touring Car Championship in a Holden Torana and was inducted into the V8 Supercar Hall of Fame in 2002.

Early career

Bond initially made a reputation as a hillclimber with three NSW Hillclimb titles in 1965-67 driving a Lynx-Peugeot S/C. Also known as a rally driver he was relatively unknown in circuit racing circles apart from a few forays racing various Isuzu Belletts, when he was chosen to partner Tony Roberts in one of three Holden Dealer Team entered Holden Monaros for the 1969 Hardie-Ferodo 500 at Bathurst. On a day when the Fords crumbled with unsuitable tyres for the race, the HDT stood strong, putting all three Monaros into the top six positions with Bond and Roberts winning.

Torana GTR XU-1

The nimble 6-cylinder Torana GTR XU-1 debuted in late 1970 and in 1971 Bond began racking up an impressive list of race and rally titles in his Torana. He secured the Manufacturer's Championship for Holden by winning 3 out of 5 rounds, including the Sandown 250 enduro in his XU-1. He also won the Australian Rally Championship and the Southern Cross Rally, along with the South Pacific Touring Series that year.

Late in 1971 Bond had a couple of drives with Frank Match's F5000 team. One was in the Australian Grand Prix at Warwick Farm and driving in a wet practice session Bond put in lap times seconds faster than his more experienced F5000 rivals. After his open-wheeler stint he opted to stay with the Holden Dealer Team.

The following year Bond won the Australian Rally Championship for the second year in a row. Bond also won the Catalina Park Rallycross Series, while on the bitumen he won the Toby Lee Series and Sun-7 Gold Medal. In 1973 he again won the Sun-7 series at Amaroo Park.



Torana L34

In 1974, as well as winning his third national Rally Championship, Bond won his third consecutive Sun-7 Chesterfield Series against a strong challenge by Bob Morris.

In late 1974 driving the new V8 Torana, the SL/R5000 L34, he won the Manufacturer's Championship for Holden - again winning 3 out of 5 rounds.

Peter Brock left the Holden Dealer Team at the end of 1974. So for the 1975 season Colin Bond was the team's No.1 driver. That year he won the Australian Touring Car Championship and also won the South Pacific Touring Car Series. At Bathurst Bond won pole position and led for much of the early part of the race but a broken axle at half distance put him too far back to challenge Peter Brock.

Bond was involved in a dramatic finish in 1976 at the Bathurst 1000. Late in the race when it seemed Bond, in the Holden Dealer Team Torana L34, had the race sewn up he was forced to pull into the pits with fanbelt trouble allowing the Bob Morris Torana to take the lead. In the final laps Morris's co-driver, British touring car ace John Fitzpatrick nursed home an ailing car trailing smoke ahead of Bond's Torana which finished about 40 seconds behind.

In 1987, motoring writer Bill Tuckey in his book *The Rise and Fall of Peter Brock* claimed that there had been a lap scoring error in the 1976 race and that Colin Bond's Torana was the first car to complete the distance. Tuckey claimed Holden declined to challenge the result because a privately entered Holden team had won in such a memorable, emotional finish, and because Bob Morris' major sponsor was Ron Hodgson Motors, one of Sydney's leading Holden dealerships at the time. It remains however a contested footnote, Bob Morris denies that this was the case, claiming most team lap scorers agreed that the results were correct. Despite this, Bond's co-driver John Harvey believes that he and Bond did indeed win the race, despite the official result still showing Morris and Fitzpatrick as race winners.



Colin Bond, Tin Top Hero

1-2 Formation Finish at Bathurst

In 1977, Bond came close to becoming the first driver to achieve victories for both Holden and Ford Motor Company at the Bathurst 1000 (a feat which wouldn't be achieved until Steven Richards in 1999). He was driving the second car (a Ford Falcon XC Hardtop) in Allan Moffat's team, with Moffat driving the lead car which was experiencing mechanical problems in the closing laps of the race. Although Bond had the opportunity to pass Moffat and take victory, he controversially chose to observe Moffat's team orders and allowed him to pass the line first in the now famous 1-2 formation finish. Bond has stated in interviews since then that he regretted not taking victory from Moffat. Moffat himself later revealed that during the race he had offered Bond a drive in his Falcon which would have seen Bond not only win the race but finish second as well. Moffat claims that Bond turned down the offer preferring to stick to his own car

From 1977 to 1980 Bond ran the Ford works rally team, with Greg Carr and Bond driving the very competitive BDA Escort. The highlight for the Ford team was Greg Carr winning the 1978 Australian Rally Championship.

The 1980s

During the 1980s Bond was less prominent than he had been the previous decade, due mainly as others recognised his engineering ability and he was hired to front smaller operations like Steve Masterton's Capri team, Alfa Romeo's three year factory effort and in the 1990s Toyota's short-lived foray into Supertouring. But he did register two

more Bathurst 1000 placings, finishing 3rd in 1983 and 1988; the latter occasion with former F1 World Champion Alan Jones as co-driver in a Ford



Sierra. And in 1985 Bond and former motorcycle racer Gregg Hansford won their class at Bathurst in an Alfa Romeo GTV. He was also third in the 1981 and 1988 Australian Touring Car Championships.

Bond drove a great variety of machinery during this period including the Ford Capri, Chevrolet Camaro, Triumph TR 8, Alfa Romeo GTV, Alfa Romeo 75, Ford Sierra RS500, Toyota Corolla and Porsche (including a Porsche 944 Turbo for Allan Hamilton's team in the Australian GT Championship).

Wins in the Caltex Sierra

Colin Bond made an impact on the Touring Car Championship in 1990, winning two consecutive rounds of the championship at Lakeside and Mallala driving a Caltex sponsored Ford Sierra. Both these wins involved memorable drives where Bond came from behind to pass the leading cars one by one until taking the lead and holding off his rivals to win.

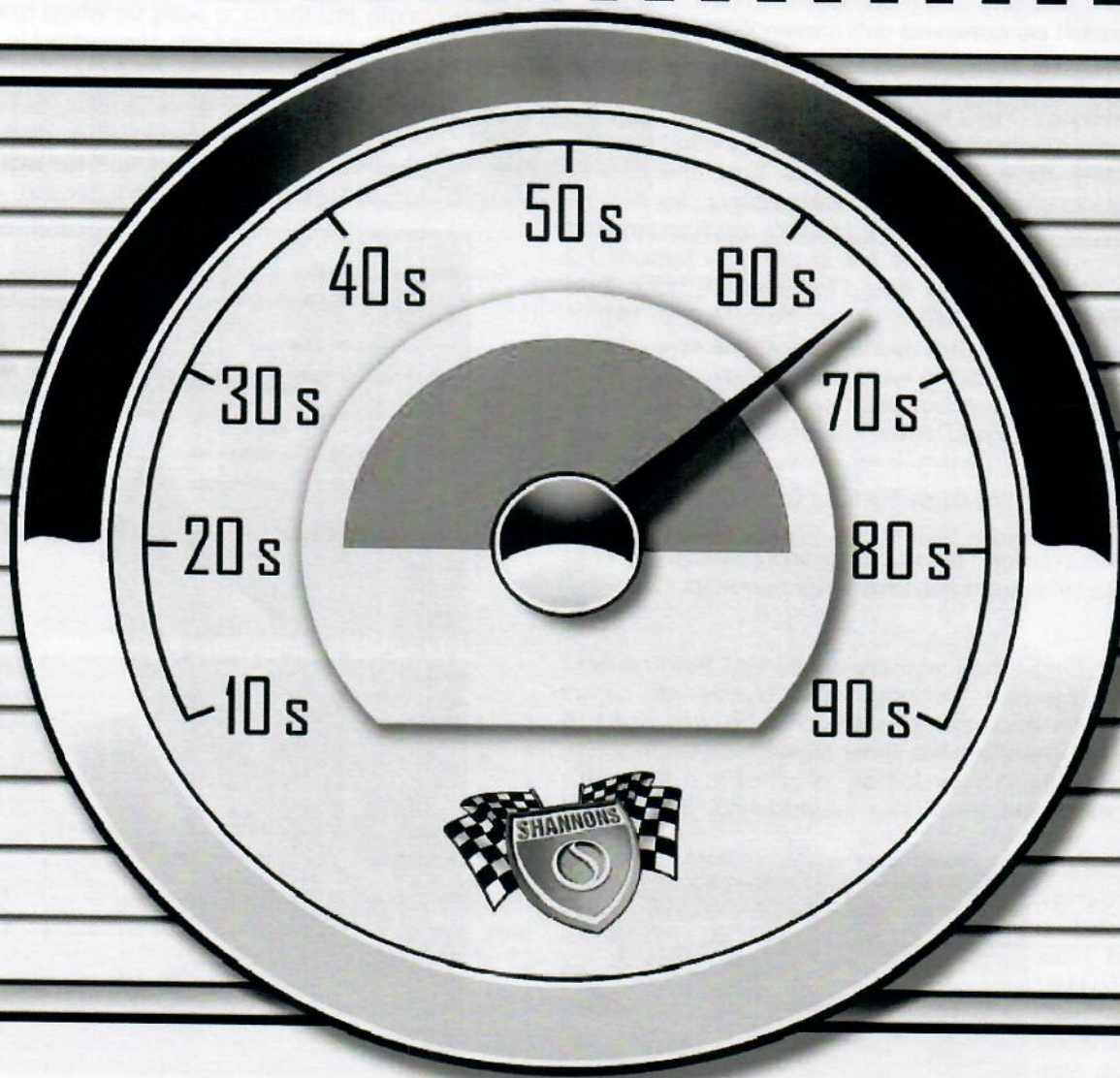


In 1994 Bond was lured back for one last tilt at the Bathurst 1000 by Fred Gibson Manager of the Winfield Racing Team. Driving a Holden VP Commodore with Swede Anders Olofsson, Bond briefly led the race early on when many cars were pitting to change tyres. He finished in 6th place on the same lap as the winning car.

Bond retired as a driver in 1994, but continued to contribute to the sport as a driving standards observer for V8 Supercar until he was replaced by Tomas Mezera after the 2006 season.



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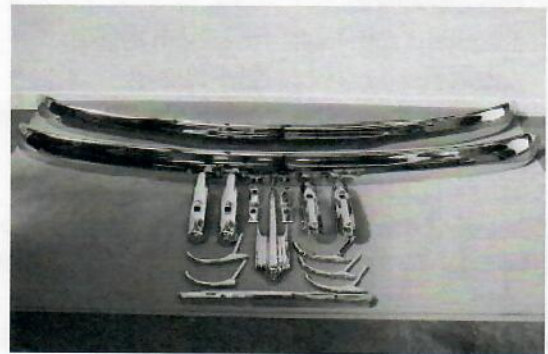
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