

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc

Next Meeting

Tuesday, 10th July 2012

8:00pm

"The Garage"

Eastern Creek International Raceway



Images from
"The Creek"
P. 11



Centrefold Feature

"Big Pete's"
'65 Mustang

President's Report

INTERESTING TIMES

TYRES, CONTROL TYRES etc.

Following on from the shotgun decision to add 225/60-15 tyres to the tyre list until 31st December 2012, I have had numerous calls from competitors and others. The Historic Commission at it's meeting the weekend after Phillip Island was advised that there is a shortage of 60 series tyres for the larger cars and that the situation was likely to become worse with production being reduced. How this information came about is contrary to the range of "Large tyres" available.

Hoosier, Avon, and others have tyres available, admittedly some of them are cross plies, however there are tyres available, so why did the gap between Toranas, RX2s and Capris to the V8s just become another second or so a lap. Go figure. Maybe some people don't know the difference between a flat spot and delamination. If you rape the brakes once a flat spot has started then obviously the bloody tyre will fail.

So, there is a push from some quarters for a CONTROL TYRE. I can hear already... here we go again!! Wait.. there's more to this story.

The main reason that a control tyre has never been introduced is because there has never been a manufacturer that could supply all sizes for all cars. In the UK and Europe they use the Dunlop CR65 as a control tyre for Historic Touring as well as other categories. This is a relatively hard tyre..204 compound..bias ply, 60% aspect ratio and according to reports,lasts apparently 3 race meetings on a V8. More expensive than anything else.

Hoosier have a range to suit all sizes, again same compound across all sizes,60% and is a softer compound but a cheaper price. Anyway enough said, we will be discussing this at the General Meeting 2nd week June, so if you want to have a say turn up!

HSRCA SMSF

A good entry list, really close racing and only one incident that will have 2 or 3 sides to it.Darren Burnes has his Mini really cracking and he led the Mini charge with 1st in class,a new lap record and the Mini's embarrassed a few V8s.

We all need to realise in the heat of the moment there may be harsh words exchanged, what we need to consider is that abusive language and swearing in front of women and kids is not our style. End of story.

A well attended BBQ on Saturday and I would like to thank Sandra Barnes, Michele Ducquet and Marilyn Taylor as well as Ross "Runner" Muller and Steve "Cashman" Pitman for all their help.

Appreciation to Phil Taylor, Ken Ballantyne and Trent Ducquet for all the effort involved in the packing up. The trophy presentation was well attended with a great range of trophies presented by HSRCA and we opened the bar for members and visitors. Ken Ballantyne and Mick Kennedy were the trophy sponsors for this meeting and the trophies will be incorporated into MCM. Thanks Ken and Mick. Mick and Graham Russell also spent the day on Sunday as flaggies according to a number of drivers who at first didn't know why they were being waved at.

Compliments from HSRCA and C of C on the driving standards and conduct shown by Group N.

RAFFLE

At the May general meeting another raffle was discussed. After input from those present it was agreed we would have \$5.00 tickets as they are easier to sell and the books will be available at the July meeting..

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<u>NSW Executive Committee</u>		
President		
Marc Ducquet	9721 6300 (b) marc@nosecone.com.au	0411 212 444
Vice President		
Phil Taylor	marilyntaylor1@bigpond.com	0408 776 646
Secretary / Treasurer		
Julie Williams	9567 5556 hollymist@bigpond.com	0409 161 357
<u>NSW General Committee</u>		
David Wheatley	woodgreen@tpg.com.au	0408 210 217
Andrew Pursey	9680 3137 awpursey@a1.com.au	0407 922 693
Barry Jessop	Ops Mgr. & Trophies bazza179@hotmail.com	0414 537 615
Max Ullrich	9810 1480 cleanerswarehouse@bigpond.com.au	0418 283 898
Michael Kennedy	micktantusk@hotmail.com	0408 278 185

<u>Appointees</u>		
CAMS Eligibility		
Warren Bossie	9793 3133 wbossie@ihug.com.au	0419 404 272
AHTCA Delegate		
Troy Williams	tw@twmotorsport.com	0415 939 833
Pointscore		
Chris Dubois	chris@moorebankautogarage.com.au	0407 065 302
HSRCA Group Register		
Dominic Truelove	9654 2011 dominic@durodent.net.au	0418 222 954
Raffle Organiser		
Ian Johnson	9639 3983 prues_mum@hotmail.com	0423 566 766
Social		
Laura Kennedy	9606 0290 laura_kennedy@toll.com.au	0421 736 143
Editor & Journal Production		
Julie Williams	9567 5556 hollymist@bigpond.com	0409 161 357
Website: www.appendixj.org.au		

Life Members : Chris Dubois, Mike Dyer, Max Stahl, Ken Brigden, Terry Thompson

Club Correspondence: PO Box 138 Brighton-Le-Sands NSW 2216
Action-Line Contributions: Email: hollymist@bigpond.com
Website: www.appendixj.org.au

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.

June General Meeting Minutes

Next General Meeting, Tuesday 10th July 2012
"The Garage" Eastern Creek International Raceway
0409 161 357 if you need directions.

Minutes of June 2012 Meeting

General Meeting: Tuesday 12th June 2012. The meeting commenced at 8:05 pm.

Attendance: As per attendance book.
Apologies: D. Roberts, G. Toepfer, S. Travica
M. Dyer, D. Truelove, S. Pitman
Visitors: Tony O'Donnell, Shannons
New Members: Steve Tait
Acceptance of Minutes: [as published in *Action-Line*]
Accepted: R. Muller
Seconded: T. Thompson
Matters Arising: Nil.

President's Report:

- The President welcomed members to the meeting and wished Phil Taylor happy 51st Birthday.
- Not a lot to report. Still no indication of entries for the HSRCA on 30 June.
- HSRCA advise they may NOT be running on the new circuit at this point in time. They will be holding a meeting in the next day or so to make a decision and will advise accordingly.
- We will be running the Pit Stop Raffle again at \$5 per ticket instead of \$10, and using the same format. A discussion ensued about what would constitute 2nd and 3rd prize.

Secretary / Treasurer's Report:

A number of memberships still outstanding.
Treasurer's Report: Printed elsewhere in the magazine.
\$ 8553 in the Bank.

HSRCA: D. Roberts not in attendance.

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

Competition / ARDC

T. Thompson gave the members an update on the new circuit. He stated that most of the feedback on the new circuit from other clubs / drivers was positive. He went on to describe parts of the new circuit.

A. Pursey outlined some of the happening from the last meeting.

T. Thompson spoke of the possibility of FoSC running an event at the end of September, depending on the work being completed on a new additional pit area.

He outlined the support categories for the V8 round at Eastern Creek in August; Production Sports Cars, Marque Sports Cars, IPRA Cars, Aussie Racing Cars and Formula V's, and other coming events at The Creek.

M. Ducquet advised members that we have sent off the deposit for the Formula V event. At Wakefield in October. Entries are \$295 and we will only be running one grid.

CAMS:

A. Pursey advised the meeting that the role of the State Officials Panel will be changing. There will be a drive to recruit new officials.

He also stated that the CAMS manual item on International Licence Observations was incorrect and would be corrected. Recommendations for a set of guidelines have been forwarded to the appropriate people at CAMS.

Eligibility:

W. Bossie not in attendance.

W. Rogerson has been confirmed as Eligibility Officer.

General Business:

- Following a late arrival new member, Steve Tait introduced himself to the meeting. He is still getting himself set up and hopes to run at Muscle Car Masters. He previously ran a Formula Ford.
- T. Thompson spoke of the cost of entry fees for support categories at the V8s and other future.
- T. Thompson spoke of a red flag event at ECIR recently when an employee of the garbage dump behind The Creek "borrowed" a ute, parked it overlooking the track to eat his lunch and forgot to put the vehicle in "park" or engage the handbrake. He ended up on the track on his roof.
- W. Rogerson advised the meeting that he had been to Wakefield Park and cleaned, and secured The Shed, and its contents against further "break-ins" from non-club members.
- J. Williams advised members that the club has purchased tickets for the Shannons Eastern Creek Classic on 19th August. Please contact J. Williams or M. Ducquet to obtain a ticket.
- M. Ducquet advised members that there will be a Race Number Auction at the July meeting.

The formal part of the meeting closed and Marc Ducquet then introduced Tony O'Donnell from Shannons Insurance as the Guest Speaker.

Tony spoke of his role at Shannons and outlined the numerous events that Shannons supported and attended during the year and their approach to classic vehicle insurance.

He stated that Shannons employees who attend events and man the phones are motoring enthusiasts themselves, so they have an understanding of the needs and concerns of other motoring enthusiasts.

He then took questions from the floor.

Raffle:

1st Prize: B. Titherage **2nd Prize:** I. Johnson

The meeting closed at 9 : 15 pm.

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Contact Julie Williams at hollymist@bigpond.com

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Action-Line
Journal of the Appendix J Association of NSW Inc

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

Race Car Preparation and Fabrication



Scott Fleming
Unit 15 / 31- 37 Salisbury Road
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 Vee Nationals	Wakefield Park: October 27th & 28th

Interstate Dates

Winton

August 11 & 12 Festival of Speed

Morgan Park

May 12th & 13th Qld Historic Race Car Meeting

July 14th & 15th Qld Historic Race Car Meeting

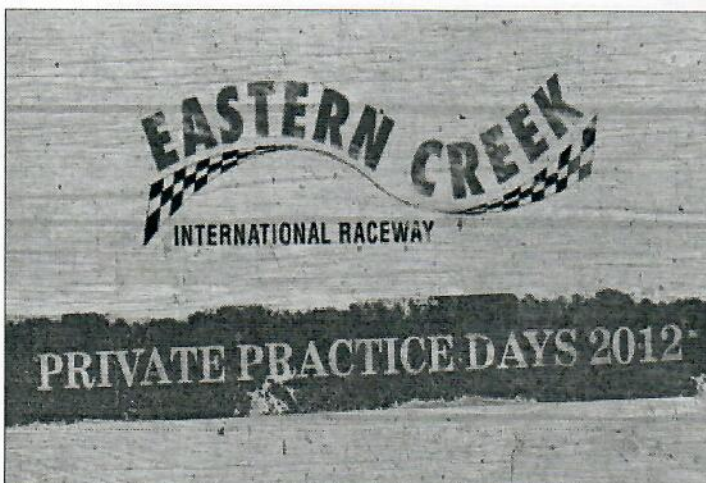
Lakeside TBA

IMPORTANT NOTICES

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

The up-to-date pointscore following the June 30 HSRCA meeting is being finalised and will appear in the next issue.

The end of the financial year report is still in preparation and will appear in a subsequent issue of *Action-Line*



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

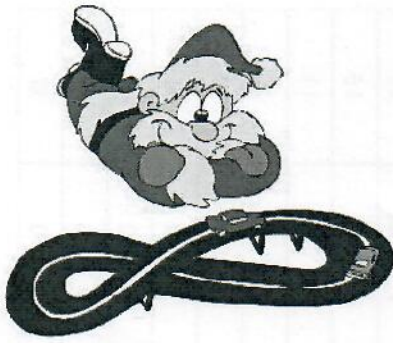
Overall Top 10	
Lynn Brown	55.4
Wayne Rogerson	51.6
Chris Collett	49.46
Alex D'Onofrio	36.3
Ian Johnson	34.5
Steve Bezley	34.2
Peter O'Brien	31.6
David Gray	30.5
John Wright	28.1
Stuart Follows	28

2012 Pointscore

Na		Nc	
Geoff Rose	7.6	Wayne Rogerson	51.6
Nb		Peter O'Brien	31.6
Lyn Brown	55.4	John Wright	28.16
Chris Collett	49.46	Stuart Follows	28
Alex D'Onofrio	36.3	Allan Reid	27
Ian Johnson	34.5	Allan Mayne	22.6
Steve Bezley	34.2	Chris Dubois	22.1
David Gray	30.5	Daniel Kennedy	22
Colin Tierney	27.5	Paul Cameron	19
Dave Probin	26.6	Chris O'Brien	18.6
Greg Meredith	22.3	Paul Tierney	18.5
Dominic Truelove	19.5	Steve Land	18
Troy Williams	19	Michael Anderson	18
Brian Titheradge	18.5	Santo Di Carlo	17
Rob Byres	15.5	Ryan Strode	16
Barrie Brown	14.66	Phillip Woodbridge	15.4
Andrew Bergan	12.5	Jerry Lenstra	15
Phil Yakas	12.5	Warren Wright	15
Steve Pitman	10.5	Daniel Cotteril	15
Paul Battersby	9.2	Cameron Worner	14.4
Laura Kennedy	7	Ian Wilks	13
Cameron Scofield	6.16	Jason Foley	12.2
Ralph Clarke	4.4	Tony Land	11.5
John Tight	4.33	John Predl	7.5
David Wheatley	3	Noel Roberts	7.2
David Roberts	3	Allen Burke	6.6
		Alexander Bland	6
		Marc Ducquet	6
		Michael Kennedy	4.5
		Greg Toepfer	4
		Laurie Donaher	3
		Vince Macri	3

Number	Car	Name	cc	Colour	Record	Class	Category	Race 1	Race 2	Race 3	Total Points
52	1957 Simca Aronde Elysee	Geoff Rose	1290	French Blue	NAB	0-1000	Na	9	10	10	29
717	1952 Austin A30	Allan Bryson	998	Yellow/Green	NAA	0-1000	Na	10	9	0	19
59	1964 Morris Mini	Alex D'Onofrio	998	White/Yellow	NBA	0-1100	Nb	10	10	10	30
114	1964 Morris Mini Cooper S	Darren Burnes	1293	White	NBB	1101-1300	Nb	10	10	8	28
155	1964 Morris Mini Cooper S	Santino Di Carlo	1293		NBB	1101-1300	Nb	9	9	10	28
137	1963 Morris Mini Cooper S	Chris Collett	1293	Yellow/White	NBB	1101-1300	Nb	8	7	9	24
197	1964 Morris Mini Cooper S	Mark Broadhead	1293		NBB	1101-1300	Nb	7	8	0	15
61	1964 Morris Mini Cooper S	David Wheatley	1293	Grey/Red	NBB	1101-1300	Nb	0	6	7	13
118	1963 Ford Cortina	Brian Titheradge	1540	Green	NBC	1301-1600	Nb	10	10	9	29
316	1964 Ford Cortina GT	Stephen Beazley	1535	Yellow/Green	NBC	1301-1600	Nb	9	7	7	23
5	1963 Ford Cortina GT	Rodney Brincaat	1598				Nb	0	9	10	19
171	1963 Ford Cortina	Greg Meredith	1600	White	NBC	1301-1600	Nb	0	8	8	16
170	1961 Ford Falcon XK	Lynn Brown	2800	White	NBF	1601-3000	Nb	10	10	9	29
971	1964 Holden EH	Ian Johnson	2998	Black	NBF	1601-3000	Nb	9	7	8	24
87	1963 Holden EH	Phill Taylor	2990	Black/Silver	NBF	1601-3000	Nb	0	9	10	19
104	1964 Holden EH	Robert Hayden	2950	Blue/White	NBF	1601-3000	Nb	0	8	0	8
51	1964 Ford Mustang	Dennis O'Brien	4781	Green/White	NBH	over 3000	Nb	10	9	9	28
22	1964 Ford Mustang	Bill Trengrove	4754	Red	NBH	over 3000	Nb	5	10	10	25
50	1964 Ford Mustang	David Moran	4700	Red White	NBH	over 3000	Nb	9	8	7	24
125	1964 Ford Falcon Rallye Sprint	Bill Meeke	4796	White/Red	NBH	over 3000	Nb	8	7	8	23
289	1964 Ford Mustang	Alan Shearer	4875	Black/White		over 3000	Nb	7	6	6	19
112	1960 Jaguar Mk 2	John Shuttle	3781	Dark Green	NBG	over 3000	Nb	6	4	4	14
66	1964 Ford Fairlane	Laura Kennedy	4640	White/Red	NBH	over 3000	Nb	4	3	3	10
333	1964 Ford Mustang	Troy Williams	4799	Red/White	NBH	over 3000	Nb	0	5	5	10
99	1964 Chev Nova	Marc Ducquet	5358	Red	NBH	over 3000	Nb	0	0	0	0
16	1970 Datsun 1600	Stewart Follows	1600	White/Orange	NCC	0-2000	Nc	10	10	10	30
41	1972 Ford Escort	Jerry Lenstra	1594	Blue	NCC	0-2000	Nc	0	0	0	0
140	1973 Ford Escort	Mark Lenstra	1993	White/Blue	NCC	0-2000	Nc	0	0	0	0
70	1970 Mazda RX2 Coupe	Wayne Rogerson	2063	Black	NCD	2001-3000	Nc	10	10	10	30
33	1971 Ford Capri	Quentin Bland	2994	Blue/White	NCD	2001-3000	Nc	9	9	9	27

Number	Car	Name	cc	Colour	Record	Class	Category	Race 1	Race 2	Race 3	Total Points
77	1971 Ford Capri	Harvey Felton	2994		NCD	2001-3000	Nc	8	8	8	24
	1970 Porsche 911S	Wayne Seabrook	2247	Green	NCD	2001-3000	Nc	0	0	0	0
92	1972 Mazda RX-2	Steve Shepard	2063	Green	NCD	2001-3000	Nc	0	0	0	0
113	1972 Mazda RX2	Alan Mayne	2063	Black	NCD	2001-3000	Nc	0	0	0	0
156	1970 Ford Capri GT	Ryan Strobe	2992	Silver	NCD	2001-3000	Nc	0	7	0	7
79	1972 Holden Torana XU-1	Alf Bargwanna	3300	Orange	NCD	3001-3500	Nc	10	10	10	30
145	1972 Holden Torana XU-1	Paul Cameron	3300	Blue	NCE	3001-3500	Nc	9	8	9	26
69	1972 Holden Torana XU-1	Daniel Cotterill	3300	Orange	NCE	3001-3500	Nc	6	7	8	21
84	1972 Holden Torana GTR XU-1	Rod Wallace	3300	Red	NCE	3001-3500	Nc	5	6	7	18
172	1972 Holden Torana XU-1	Warren Gay	3300		NCE	3001-3500	Nc	8	9	0	17
	1973 Holden Torana XU-1	John Wright	3300	White	NCE	3001-3500	Nc	7	0	0	7
	1972 Holden Torana XU-1	Warren Wright	3300	White	NCE	3001-3500	Nc	0	0	0	0
53	1972 Holden Torana XU-1	Paul Tierney	3300	Red	NCE	3001-3500	Nc	0	0	0	0
93	1972 Valiant Charger R/T	John Burke	4400	Magenta	NCF	3501-5100	Nc	8	9	10	27
35	1964 Ford Mustang	Grahame Hill	4739	Yellow/Black	NBH	3501-5100	Nc	9	10	0	19
89	1964 Ford Mustang	John Harrison	4802	Burgundy	NBH	3501-5100	Nc	10	8	0	18
99	1972 Valiant Charger E49	Les Walmsley	4400	Silver	NCF	3501-5100	Nc	0	0	0	0
37	1972 Valiant Charger R/T E49	Craig Miles	4340	Orange	NCF	3501-5100	Nc	0	0	0	0
6	1972 Holden HQ Kingswood	Ross Muller	5047	Red	NCF	over 5100	Nc	0	0	0	0
63	1971 Ford Falcon GTHO	Daniel Kennedy	5800	Yellow	NCG	over 5100	Nc	9	10	10	29
15	1969 Ford Mustang Fastback	Darryl Hansen	5771	red/white/blue	NCG	over 5100	Nc	8	9	6	23
7	1969 Chev Camaro	John Predl	5700	Blue/Yellow	NCG	over 5100	Nc	7	7	9	23
46	1967 Ford Mustang	Leo Tobin	5000	Orange/Black	NCG	over 5100	Nc	6	8	8	22
25	1971 Ford Falcon XY GT	Brett Hobson	5800	White/Green	NCG	over 5100	Nc	3	5	7	15
9	1969 Ford Mustang	Laurie Donaher	5700	Red	NCG	over 5100	Nc	5	6	0	11
11	1971 Ford Falcon XY GT	Michael Anderson	5825	Red	NCG	over 5100	Nc	10	0	0	10
2	1969 Ford Falcon XW GT	Michael Kennedy	5700	Orange	NCG	over 5100	Nc	4	0	0	4
78	1971 Ford Falcon GTHO	Ian Wilks	5800	Yellow	NCG	over 5100	Nc	0	0	0	0
185	1970 Ford Falcon XY GT	Bruce Walker	5800	Mustard	NCG	over 5100	Nc	0	0	0	0
9	1975 Porsche 911	Stan Adler	2700	Silver	SCD			0	0	0	0
38	1964 Morris Mini Cooper S	John Lockyer	1293	Red/White	REG			0	0	0	0



Expressions of Interest Presentation Night & Christmas Party

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

AND CELEBRATE 31 YEARS OF APPENDIX J RACING.

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

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

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

WHAT. FOOD:. 3 course dinner with choices.

GROG: Beer and wine included, spirits cash bar.

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

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

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

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

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

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

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

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

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

I'm Coming !!

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

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

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

Images
from
the
Creek



HSRCA
June / July 2012



Ian "Pete" Geoghegan's Mustang



In 1964 Ford brought out one of the most influential cars of the century, the Mustang. The car was a huge marketing triumph with

over one million sold in its first two years. The car also had almost instant success on the racetrack with the help of Texan chicken farmer and Cobra founder Carroll Shelby and his highly professional Shelby American racing team.

The Mustang didn't go unnoticed in Australia. In early 1965 Norm Beechy debuted his new Neptune sponsored Mustang. (Which was the first Mustang to win a circuit race anywhere in the world.) After overcoming the initial handling problems the Mustang was a success on the track.

It easily outclassed the likes of Bob Jane in his 4.1 Jaguar and Ian 'Pete' Geoghegan in his little black lightweight Cortina.

That prompted both Bob and Pete to go to California, USA in search of a couple of new Mustang's to race in the Australian Championship. Bob had very good ties in the motor industry and had acquired a formal letter of introduction from Ford Australia to state their interests in genuinely racing the Mustangs in Australia. The obvious choice for the two would-be Mustang drivers would have been the brand new GT-350/R model Mustang. This was the racing version of the Shelby GT 350 road car. This car would not however be allowed to race in the Australian Improved Production Group 'C' rules as it was a fastback body. (It wasn't until 1966 that Shelby produced a notchback Mustang specifically for racing in the new Trans Am series. A few of these found their way to both New Zealand and Australia in '66, '67 and '68.) Unable to get a hardtop body through Shelby American both racers acquired their Mustang's through the local dealership, Holmes Tuttle Ford. Bob's was Wimbledon white and Pete's was his then traditional black

Their next stop was Shelby American, and a meeting with Carroll Shelby to acquire all the latest R model racing parts to put into their newly acquired Mustangs. It all didn't go as planned however, and after countless hours of waiting to meet Shelby, Bob marched up to his office with his letter from Ford to let it be known that he was not too happy with the Texans hospitality. However Shelby headed him off with "Where have you guys been, we've been waiting for you!" Then in his typical Texan exuberance stated, "You guys have got to be looked after" and promptly told the bloke in charge of the New Parts area to "give these guys anything they want!" That proved just to be the catalyst the Australians needed to get the ball rolling. (When talking to Pete about facts for this story, he mentioned how he saw a 100 of the new GT 350's all lined up out the back of Shelby's facility to be checked by the Sports Car Club of America for the homologation of the R model.)

They were given the run of the parts depot. This caused quite a bit of concern in the factory with constant phone calls going back to Shelby's office only to be returned by "let them have anything they want!" They both left Shelby American with the necessary race parts to make their Mustangs into winners. Both cars arrived in different boats; Bob's went straight to Melbourne and consequently arrived first. Pete's went to Sydney. When Pete was unloading his Mustang from the boat, he received a phone call from his brother Leo to tell him that they had just acquired full sponsorship from the petroleum giant 'Total'. Getting the sponsorship also meant that Pete had to paint his much loved black car white. The conversion to white with red and blue stripe paint job was done by Bo Seton.

While at Shelby American Pete had ordered a full house motor for his Mustang. He still distinctly remembers the day in their engine shop when he specifically asked for an Engle 338 roller cam to be put in the engine. Shelby's guys said that "we don't like to use that cam" but they would use it as Pete insisted on it. As it turned out the engine put out 405 bhp, about 20 hp more than Shelby's guys had been able to get previously. Bob didn't get an engine from Shelby, instead believing that he could build a better one back in Australia.

For the 1965 Australian Touring Car Championship (ATCC) Bob's brand new car got pole position. As the race went on however he had to retire due to overheating. Norm Beechy went on to win the ATCC that year. Pete's car was still in one million pieces due to be meticulous preparation by Pete's ace mechanic, John Shepherd. To give you some sort of an idea of the work that was put into this Mustang; all the major components of the car were sent away to be crack tested and because of this they went through a total of 84-conrod bolts till they had a set that was Perfect! It was this sort of preparation that was to help make the car and driver the greatest in the land.



Pete's first event at Calder Raceway in the Mustang was held with great trepidation, he had serious doubts that the car would be competitive against the other Mustangs. It was only from the pleading of the then owner of Calder Raceway; Jim Pasco that Pete attended the racing meet. As it turned out Pete's fears were unfounded and to use Pete's own words "he blew them into the weeds".

This was to be the start of a never to be seen again racing era. Pete and his Mustang were an unstoppable duo, winning him practically everything that could be won with a touring car. His record goes as follows: 1966 Australian Touring Car Champion, New South Wales Touring Car Champion, Victorian Touring Car Champion, Queensland Touring Car Champion, holder of the touring car lap record at every circuit he raced on, the 1966 AJC trophy at Warwick Farm, the 1966 Gold Star Touring Car Series at Lakeside. And best of all, from a total of 74 starts the car managed 68 outright wins. This remarkable record was to be posted in the Guinness book of records.

In the Mustangs competitive period very few major modifications were ever made to the car. Only minor modifications such as under bonnet air intakes, to maximise the airflow to the Weber carburettors and special cooling fins put on the brake drums that were all fabricated by John Shepherd.

In November 1965, Bob's Mustang was written off in a huge accident at Catalina Park. He was very lucky to survive this accident, after a rear axle snapped at over 200 kilometres and hour.

In late 1966 Pete acquired sponsorship from the multinational Castrol oil company that entailed another colour change in the cars war paint.

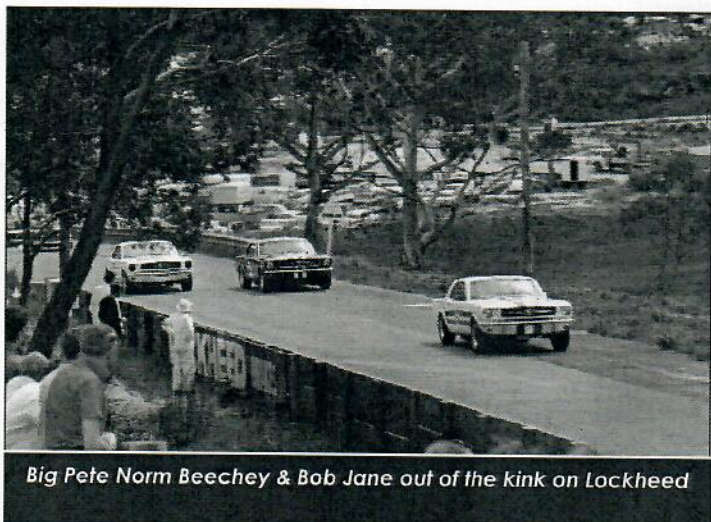
Gone were the red and blue stripes of the Total colours and in came the familiar green stripes that were to be passed on to his next great Mustang, the 1967 GTA.

The 1967 GTA

By early 1967 the 65 Mustang was at its limit of development, so Pete set about getting his new Mustang, the 67 model ready to race. He sold the 65 to New Zealander Rod Coppins. Rod was a familiar face in New Zealand racing circles and even came to Australia to campaign the car in the 1967 ATCC. When Pete sold Rod the car he specifically told him, "don't change a bloody thing!" So Rod didn't, he did his best with the car but was unable to emulate the success of Pete (not to say there wasn't any serious competition in New Zealand at that time, with Paul Fahey in his 1966 Shelby Trans Am notchback and Red Dawson in his 1967 Shelby Trans Am notchback).

While attending a race meet at Lakeside International Raceway, Rod queried Pete on the car not being as competitive as he had hoped (thinking that something had been changed before he took possession of it.) Pete hopped in the car and did a few quick laps of the circuit. By the time he came in, he had managed to lower the track record by a full second. That promptly stopped any talk of changes that had been made to the car!

Rod kept and raced the car until 1970, when he sold it to Glen Walmsley, a big fan of both Pete and the Mustang. Glen used the car as daily transport for a number of years. (Still with the race engine and all the original race parts in order!!) A series of circumstances had Glen put the still unmolested Mustang into storage, all the while intending to restore it back to its racing glory days. The car sat in a number of different secretive locations for the next 22 years.



Big Pete Norm Beechey & Bob Jane out of the kink on Lockheed

Many stories had filtered back to Australia, over the years, that the car was now landfill in New Zealand. In early 1998 Terry Healy from The Oldtimer Garage began to enquire in New Zealand (for David Bowden) after the car. Armed with the chassis number and the last known registration number of the Mustang, Terry began his search for the car. It was only when talking to a Mustang enthusiast, Ross Walker, in Auckland, that Terry became aware that it was likely that Pete's Mustang was alive, still in the very protective hands of Glen Walmsley. With only an old address obtained from Ross both David and Terry went to N.Z. to try and find Glen along with the truth on the Mustangs whereabouts

Upon arriving and meeting Glen at his workshop David and Terry were nonetheless sure that Glen had ever owned the Famous Mustang. Then Glen pulled out the registration documents of the Mustang, (all cars, including racing cars, had to be registered by New Zealand law); it showed the trail back to Rod Coppins from when he brought the car back in 1970. Also tucked away in his workshop were various bits and pieces that could only have been off Pete's Mustang. They knew they were close. Glen however rejected any ideas of them being actually allowed to go and see the car. It wasn't until a second trip to New Zealand that Terry and David actually got to see the car. When they first saw the body it showed the signs of Glen's aborted attempts over the years to restore it. But amazingly it was still in fantastic original condition with all the special race parts from Shelby American and John Shepherd.



Big Pete & Moffat at Warwick Farm

Nonetheless, it was still a very hard decision for Glen to part with the Mustang. It was only through a personal letter from Ian 'Pete' Geoghegan, with the assurance of a good home in David's collection of Australian touring cars that the car finally came back home to Australia.

The restoration was a comparatively easy one, with the utmost care being taken to use many of the original parts from the car. After about six months of restoration, (Very much like the work John Sheppard did on the car when it first arrived at his workshop in '65) the much-celebrated old Mustang was finally reunited with its famous driver 'Pete' Geoghegan. After thirty years of separation, Pete once again pushed the 'old girl' along to do more than a few respectful laps at the Ipswich Raceway historic meeting.

With both the Mustang and Pete's racing days naturally over, the Mustang is now preserved, to be remembered as an amazing part of Australia's motor sport history. Just as it should be.





My Bit...by Jules



We made it to the end of the financial year and we're still in the black.....yaaaay!!

Largely due, I feel to the Pit Stop Raffle proceeds bolstering up the budget. Figures, the fiscal type that is, are definitely not my forte, so quit complaining and just be grateful that I'm not in line for the job of Federal Treasurer, or we would likely be in the same "financial pickle" as the rest of humanity is at the moment. It's all still being fine tuned so you'll have to wait until it's done before we publish. If it's okay with you all, I'm putting the calculator away for a few days to give my poor old brain a rest!

Turkey Shoot



Shot my first turkey yesterday!
Scared the s#&%t outta everyone in the frozen food section.
It was awesome!
Getting old is so much fun...
Remember: Don't make old People mad.
We don't like being old in the first place, so it doesn't take much to piss us off.

Mistaken identity.....

Nelson Mandela is sitting at home watching TV and drinking a beer when he hears a knock at the door. When he opens it, he is confronted by a little Japanese man, clutching a clip board and yelling, "You sign! You sign!"

Behind him is an enormous truck full of car exhausts. Nelson is standing there in complete amazement, when the Japanese man starts to yell louder, "You Sign! You sign!"

Nelson says to him, "Look, you've obviously got the wrong man", and shuts the door in his face.

The next day he hears a knock at the door again.

When he opens it, the little Japanese man is back with a huge truck of brake pads. He thrusts his clipboard under Nelson's nose, yelling, "You sign! You sign!"

Mr Mandela is getting a bit hacked off by now, so he pushes the little Japanese man back, shouting: "Look, go away! You've got the wrong man. I don't want them!"

Then he slams the door in his face again.

The following day, Nelson is resting, and late in the afternoon, he hears a knock on the door again. On opening the door, there is the same little Japanese man thrusting a clipboard under his nose, shouting, "You sign! You sign!"

Behind him are TWO very large trucks full of car parts. This time Nelson loses his temper completely, he picks up the little man by his shirt front and yells at him: "Look, I don't want these! Do you understand?"

You must have the wrong name! Who do you want to give these to?"

The little Japanese man looks very puzzled, consults his clipboard, and says:

(It's a beauty).....(wait for it)...(Get your best Japanese accent ready).....

"You not Nissan Main Deala?"

Boom !! Boom !!

Two Irish women in a bar.....

Two women were sitting next to each other at a bar. After a while, one looks at the other and says, 'I can't help but think, from listening to you, that you're from Ireland.'

The other woman responds proudly, 'Yes, I sure am!' The first one says, 'So am I! And where about in Ireland are ya from?'

The other woman answers, 'I'm from Dublin, I am.'

The first one responds, 'So, am I! And what street did you live on in Dublin?' The other woman says, 'A lovely little area. It was in the west end. I lived on Warbury Street in the old central part of town.' The first one says, 'Faith, and it's a small world. So did I! So did I! And what school did ya go to?'

The other woman answers, 'Well now, I went to Holy Heart of Mary, of course..' The first one gets really excited and says, 'And so did I! Tell me, what year did you graduate?' The other woman answers, 'Well, now, let's see. I graduated in 1964.'

The first woman exclaims, 'The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same pub tonight! Can you believe it? I graduated from Holy Heart of Mary in 1964 me self!'

About this time, Michael walks into the bar, sits down, and orders a beer.

Brian, the bartender, walks over to Michael shaking his head and mutters, 'It's going to be a long night tonight.'

Michael asks, 'Why do you say that, Brian?'

Brian answers, 'The Murphy twins are drunk again.'

Why Italians don't make good paramedics.....

Vinny and Sal are out in the woods hunting when suddenly, Sal grabs his chest and falls to the ground. He doesn't seem to be breathing; his eyes are rolled back in his head.

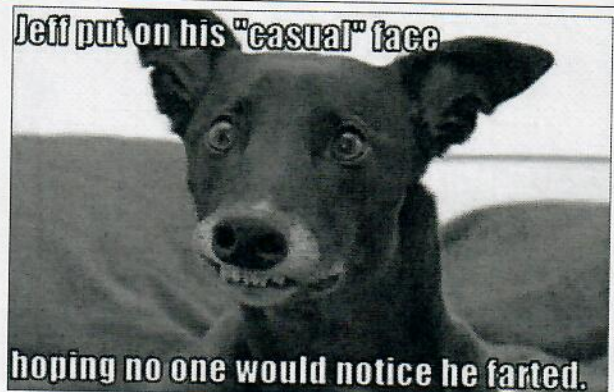
Vinny whips out his cell phone and calls 911. He gasps to the operator, 'I think Sal is dead! What should I do?'

The operator, in a calm soothing voice says, "Just take it easy and follow my instructions. First, let's make sure he's dead."

There is a silence .. and then a shot is heard.

Vinny's voice comes back on the line,

"Okay... now what? "



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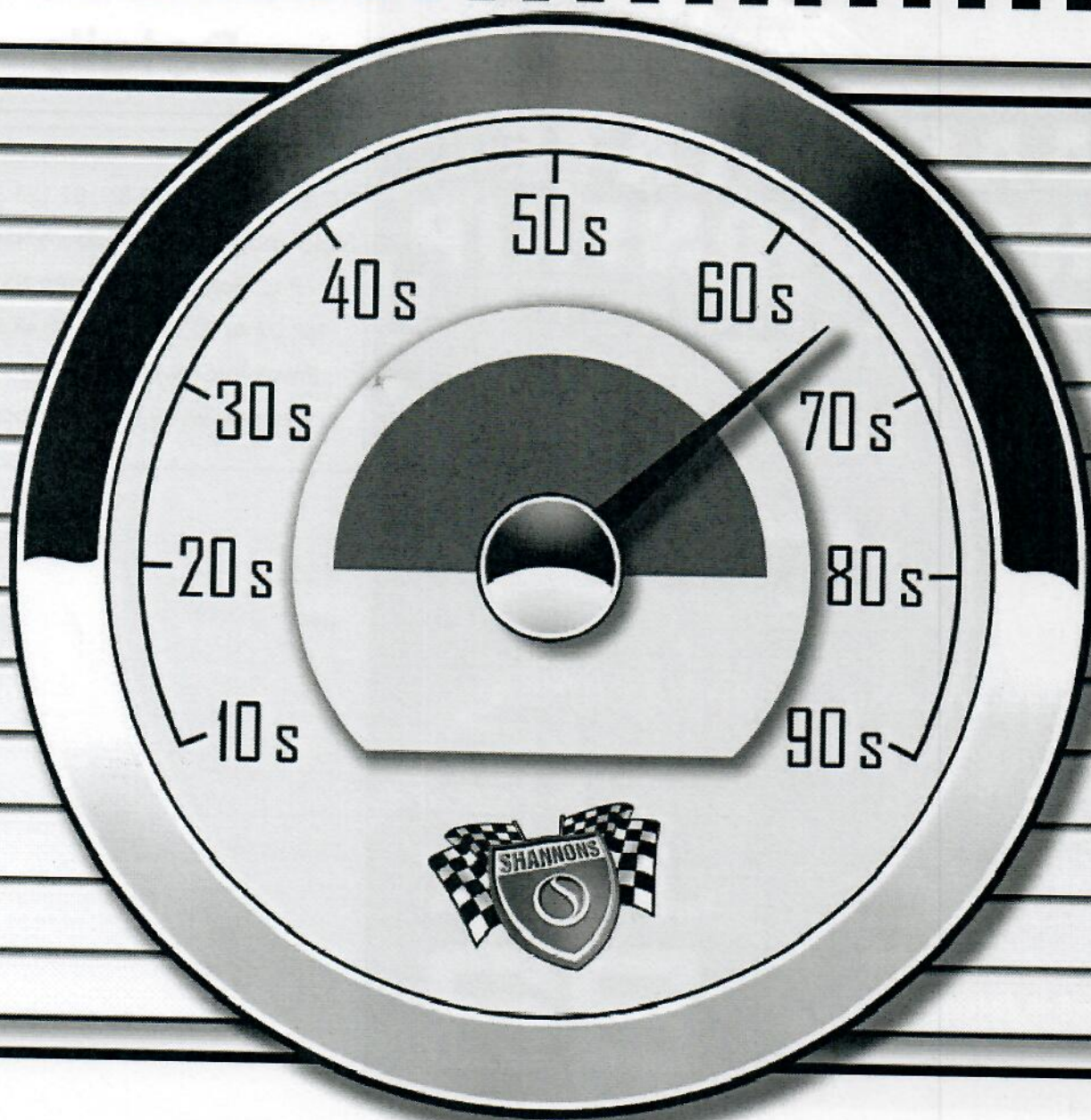
There are a number of classes on offer and each will take home the crown of AASA State Champion and be recognised with a trophy and listed on an honour board and on the AASA website and wiki page.

You will also notice that we have kept entry prices **under \$300** for two days racing. This is great value and if the event is a success then it's something we hope to replicate more often. So your support is more than welcome.

So lots of races, great value racing, and a great reward on offer, means you will be hard pressed for a reason not to attend.

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Regards
Matthew Ronke
Event Director



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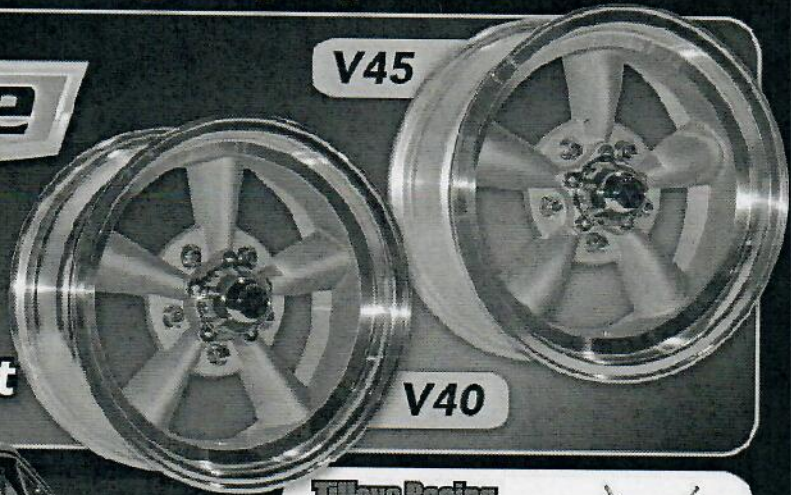
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16/9	Sunday		Cudal Cargo Lions	Cudal Showground	0427542058, 0428238971
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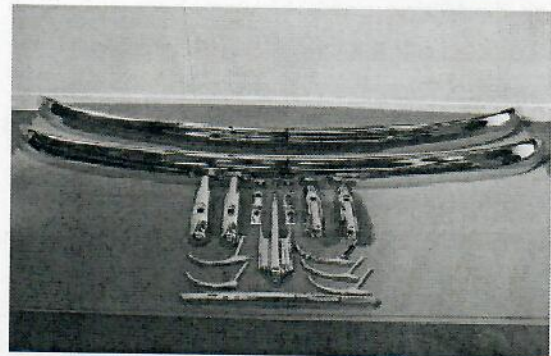
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Race #	Name		Race #	Name		Race #	Name	
1	Club	Champion						
2	Michael	Kennedy	65	Benjamin	Tebbutt	129	Aaron	Tebb
3	Dominic	Truelove	66	Michael	Kennedy	130	Daniel	Homann
4	John	Gilfillan	67	Victor	Waterhouse	131	Robert	Harris
5	Alan	Lewis	68	Trevor	Hutchins	132	Bob	Munday
6	Ross	Muller	69	Daniel	Cotterill	133	Bill	Attard
7	John	Predl	70	Wayne	Rogerson	134	John	Predl
8	Lionel	Walker	71	Ian	Sawtell	135	Dave	Probin
9	Daniel	Kennedy	72	Phillip	Barrow	136	Phillip	Haynes
10	Michael	Terry	73	VACANT		137	Chris	Collett
11	Michael	Anderson	74	Dick	Bryant	138	Joe	Dominello
12	Andrew	Bergan	75	Ross	Donnelly	139	Lynn	Brown
13	Leonard	McCarthy	76	David	Stone	140	Mark	Lenstra
14	Wayne	Seabrook	77	Harvey	Felton	141	Brad	Harris
15	Jason	Foley	78	Ian	Wilks	142	James	Goldsbrough
16	Stewart	Follows	79	Cameron	Schofield	143	Ray	Dean
17	Steve	Travica	80	Steve	Land	144	Goeff	King
18	Allan	Reid	81	Bruce	Stewart	145	Paul	Cameron
19	John	Sorraghan	82	Cameron	Worner	146	Paul	Tierney
20	David	Roberts	83	Greig	Malaure	147	Paul	Knott
21	Colin	Higgins	84	Graham	Russell	148	Mark	Oberg
22	Warren	Bossie	85	Bruce	Walker	150	VACANT	
23	Max	Ullrich	86	Santino	DiCarlo	151	Frazer	Roberts
24	Bruce	Smith	87	Phil	Taylor	152	Scott	Fleming
25	Mark	Le Vaillant	88	Greg	Toepfer	153	Trent	Ducquet
26	Chris	O'Brien	89	John	Harrison	155	Santino	DiCarlo
27	Peter	O'Brien	90	Ray	Bailey	156	Ryan	Strode
28	Brad	Tilley	91	Steve	Burke	157	Warren	Wright
29	Jason	Humble	92	Steve	Shepard	158	Stephen	Taite
30	Chris	Gabriel	93	John	Burke	159	Laurie	Donaher
31	Craig	Stephenson	94	Jared	Cox	160	Brett	Hobson
32	Bill	Callan	95	Adam	John	161	Colin	Simpson
33	Alexander	Bland	96	Adam	John	163	Mark	Oberg
34	Barry	Jessop	97	Harry	Bargwana	165	Mark	Oberg
35	Grahame	Hill	98	Daniel	Sugden	168	Max	Hutchins
36	Paul	Truelove	99	Phil	Taylor	169	Tom	Amos
37	Ralph	Clarke	100	Paul	Palmer	170	VACANT	
38	John	Lockyer	101	Vince	Macri	171	Greg	Meredith
39	Chris	Dubois	102	Martin	Macri	172	Warren	Gay
40	Barrie	Brown	104	Robert	Hayden	174	Garnet	Patterson
41	Jerry	Lenstra	105	VACANT		179	Barry	Jessop
42	Robert	Ingram	107	Kerry	Hughes	181	David	Gray
43	Steven	Thomas	108	Michael	Anderson	183	Colin	Tierney
44	Vince	Harmer	109	Mathew	Windsor	185	John	Wright
45	Darryl	Heydon	110	David	Noakes	186	Michael	Cooke
46	Robert	Nicol	111	Allan	Burke	189	Ben	Wilkinson
47	John	Dyer	112	John	Shuttle	190	Ken	Ballantyne
48	Noel	Roberts	113	Alan	Mayne	191	Graeme	Hart
49	Ken	Brigden	114	Darren	Burnes	195	Thomas	Dyer
50	Rod	Brincat	115	Andrew	Broderick	199	Dave	Flood
51	Chris	Stewart	116	VACANT		200	Bruce	Whitford
52	Geoff	Rose	117	Richard	Huer	202	Greg	Luca
53	Craig	Stephenson	118	Brian	Titheradge	222	Keith	Croft
54	Robert	Owers	119	Phillip	Yakas	224	John	Beechy Snr
55	Andrew	Pursey	120	Laura	Kennedy	225	John	Beechy Jnr
56	Chris	Strode	121	VACANT		270	John	Battersby
57	John	Dowsett	122	Tony	Land	271	Paul	Battersby
58	Steve	Pitman	123	Wayne	Potts	276	Bill	Magoffin
59	Alex	D'Onofrio	124	Bob	Boulter	279	Alf	Bargwana
60	Cameron	Tilley	125	Bill	Meeke	283	Greg	Tkacz
61	David	Wheatley	126	Neil	Marks	308	Tom	Mott
62	VACANT		127	Aaron	Gabriel	316	Stephen	Beazley
63	Ken	McGann	128	Peter	Mackay	333	Troy	Williams
64	John	Tight				350	Brian	Potts
						351	Robert	Nicol
						427	Marc	Ducquet
						777	Fred	Brain
						888	Joe	Dominello
						971	Ian	Johnson

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