

Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc

Next Meeting

Tuesday, 2nd August 2011

8:00pm

Denistone Bowling Club,
59 Chatham Road, Denistone



A Cold Start at Foggy Creek

President's Report - August 2011

Our annual HSRCA 25 lap Group N Relay Race ran at Eastern Creek in June. No incidents reported other than a red flag in Nb qualifying when a Mini got trapped in the kitty litter. In the relay Appendix J's Steve Thomas [Cortina] and Victorian David Moran [Mustang] won from Bob Munday [Mustang] and Ben Tebbutt [Mini] with Alf Bargwanna and Noel Roberts [XU1's] coming third. A good weekends racing for all.



Photo courtesy of Steve Oom

Daniel Beckinsale's race report and photos of the meeting appear later in this ActionLine. He recently came to a club meeting to get to know more of our members and get insight into the group. If Daniel wanders up to you at a race meeting, have a chat with him. He has some fantastic promotional ideas for our group!

A few minor complaints regarding the running of the relay, I'd love some help next year guys!

Wakefield Park ran the Astor Winter Carnival on Friday July 15th.

Six Group N entries made for lots of track time and with only 4 categories there was barely time to refuel before you were out again.

Astor Motel donates the trophies and prizes and every one agreed it's the best value for money racing around. Team Imp took the prizes!

Charles from FOsc has been in touch with ideas for his next meeting at Wakefield. Watch your inbox for his news releases.

The club shed at Wakefield now has plenty of electricity, with lighting installed and is locked up. Noel Roberts has donated a trestle table and I will sort out the signage in the next few days. The key register is at the Wakefield Park Office and you will need to show your current club membership card.

ARDC has opened entries for 2011 Muscle Car Masters [Appendix J's next pointscore round] with Sports Sedans replacing the Aussie Racecars Group. Get in early [like now] for a discount price.

There is a Winton Historics on August 13 and 14, and Sandown Historics on November 4, 5 and 6. Both are detailed later in this issue.

The 8th SA HTC Cup is being run at Mallala on 19-20 November. [details to follow] Also Dominic has plenty of tickets for the CMC Day!

See you on the grid or round the pits soon, **Dave Roberts**

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Money Matters Treasurer's Report as at 20 July 2011

Cheque account	\$ 5,763.61
Online saver account	\$ 7,010.98
Cash float	\$ 75.00
Total	\$12,849.59

Stop Press

Shannon's Eastern Creek Display Day. 21st August
The club has 12 spaces at this event.

It is a great opportunity to promote our category.

This day is 2 weeks prior to Muscle Car Masters.

We want a variety of well presented cars to showcase our group. If you wish to attend please contact

Dominic Truelove 02 9654 2011

**8th SA HTC Cup is being run at Mallala on
19-20 November.**

**Lakeside Classic Speedfest - No Noise Restrictions! -
Lakeside Raceway, Qld August 12-13-14th.**
**Lakeside International raceway will be celebrating 50
years of Touring cars at the Classic Speedfest.**

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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 15TH 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.

Secretary & HSRCA Group 'N' Registrar Reports & General Meeting Minutes



Secretary's & HSRCA Group 'N' Registrar Reports

Next General Meeting: Tuesday 2nd August at Denistone Sporting Club, 59 Chatham Road, West Ryde. Phone 02 9874 3650. Please try to attend the meeting and have some input into the running of your club.

There is nothing new to report since our July meeting. See the minutes published elsewhere in the magazine.

Shannon's Display Day Eastern Creek 21st August. The club will again display 12 cars at this event.

It is 2 weeks before Muscle Car Masters so it is a great opportunity to showcase our category. We still need a few cars for the display. A Torana, Mustang, GT Falcon, Mazda and Jaguar would give us a good variety of cars. Give me a call if you can bring your car.

The **HSRCA** meeting at **EC June 24th-26th** was a great success as far as our group was concerned. We had over 60 cars which provided approximately 25% of the total entry. This resulted in separate grids for Nb and Nc. Na ran with Sa and JKL.

The meeting featured a 25 lap Group N relay race on Saturday afternoon. Despite a high attrition rate mainly in Nb the committee has received positive feedback. Issues with timing and change over will be addressed before running a similar event.

It was pleasing to note there was very little panel damage.

A full race report on the meeting appears elsewhere.

Wakefield Park held a one day Astor Hotel meeting on **Friday 15th July**. Despite indications we would have a reasonable field only 4 cars from our group turned up on the day.

HSRCA Race Calendar 2011

- Wakefield Park: September 23-25
- Eastern Creek: November 25-27

HSRCA Race Calendar 2012

For those who like to plan ahead here are the dates for next year.

- Wakefield Park: February 25-26
- Eastern Creek: June 30- July 1
- Wakefield Park: September 29-30
- Eastern Creek: November 22-25
[Tasman 3 day meeting]

Full Race Calendar 2011

Published elsewhere in this edition.

My contact details are listed on the inside front cover of this magazine.

Dominic Truelove

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Journal of the Appendix J Association of NSW Inc

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Contact David Roberts at david@image-fx.com.au

General Meeting Minutes - May 2011

Meeting commenced at 8:02 pm.

Attendance: As per attendance book.

Apologies: Terry Thompson; Tom Mott;
John Tight

Visitors: Daniel Beckinsale

New Member: Nil

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

Accepted: B. Smith
2nd: R. Muller

Carried.

Matters Arising:

Nil.

President's Report:

The HSRCA meeting was very successful although there was a high carnage rate. There were no major problems apart from a red flag in Nb qualifying. HSRCA was very happy with the Appendix J numbers.

Some problems were identified with relay numbers and a number of competitors were unhappy about the way some of the rules were run. Several options were discussed to overcome the numbering issue with, magnetic numbering appearing to be the best option.

D. Roberts spoke of HSRCA & FoSC offering specialty races to the club in an effort to attract more Appendix J entries. Dave asked for ideas to put to Charles Jardine in this regard.

D. Roberts attended a CAMS Forum recently, and while not a lot was achieved, they are listening harder to us CAMS have registered the Appendix J Association for a State Government sporting grant. It is hopeful that monies from the grant could help to offset the cost of "The Shed", or proposed magnetic signage for relay races. There are now three Sport & Club Development Officers. They are very approachable if you have any problems or questions. CAMS Official's Training Calendar has been published.

Dave has been in contact with Dungog, regarding the local museum and track, to offer the club's support and to please keep us informed.

Historic Commission:

There are still no minutes from the meeting in April.

We hope to have up to 15 cars for the Astor Event at Wakefield, which is out next meeting.

The Electrician, work has been completed and with the wiring done, "The Shed" is finished, apart from a side door to be cut into it in the near future. A key register will be kept at the office at Wakefield. If anyone wants to use the shed they will need to call Dave Roberts first and then sign the key out at the Wakefield office. Please ensure "The Shed" is left clean and tidy.

General Meeting (cont'd)

Secretary's Report:

Dominic advised the meeting that practice is available on Thursday 14th & Friday 15th July for the meeting at Wakefield on 16th.

The Winton meeting 12th-14th August will include a 20-lap Group N race on the long circuit. There will be no extra charges for this event.

There is also a meeting at Lakeside on 12th-14th August with a minimum of 4 X 8-lap races. They are also using rolling starts. Please contact Bruce Dunne for further information.

The Appendix J club is pushing for fill-up grids at all meetings in the future.

Details for the Historic Sandown meeting (5th & 6th November) will be in the Victorian magazine.

Following Wakefield this month, the next meeting for the Appendix J will be the Muscle Car Masters on 3rd September at Eastern Creek. The HSRCA meeting is at the end of September.

We are seeking a good variety of well-presented cars for the CMC Display Day at ECIR on 21st August. We have 12 spots reserved. It will be a good opportunity to take people for a run around the track in a race car.

Correspondence:

- The Electricity bill for the shed and
- The Victorian magazine.

CMC: (T. Thompson not in attendance). The next meeting will take place on 25th July, when a vote will take place on affiliation of the Lamborghini Club.

A forum on HCRS was held on 15th June, when the meeting voted overwhelmingly in favour of retaining the NSW model as opposed to the Victoria / S.A model, which, following extensive research, displayed a number of flaws.

ARDC: (T. Thompson not in attendance). The ARDC has requested that the work will be finalised by the end of December. The driver recently injured at ECIR is okay and was back at work the next day, but was in a neck brace.

AHTCA: Nothing to report.

General Business: B. Smith asked if anyone from the Appendix J attended the All British meeting at Wakefield on the same weekend as the HSRCA.

Ken Brigden had a bad fall at the recent HSRCA meeting and has injured himself quite badly.

B. Smith spoke of Oakburn Park in Tamworth who are running supersprints. They are hoping to develop a motor racing circuit with the backing of the local council. Some local contractors are donating their time to help out. He suggested that the Club invites a representative to attend a club meeting to talk about the proposed development. And to see if the Club can assist in any way.

D. Roberts spoke of a new sprint circuit, which is in the works at Broadford.

A request was made for information about the schedule at Muscle Car Masters. D. Roberts advised that the programme is not yet complete.

Raffle: Won by Dave Wheatley.

Special Guest:

D. Roberts introduced Daniel Beckinsale, who has been hired to provide race reports and photos for the magazine. He would like to approach club members at race meetings to perhaps include details of breakdowns etc., in his reports.

Daniel spoke of his activities on behalf of the club and suggested that he may be able to provide movies to be screened at club meetings, some of which footage would be supplied by in-car cameras.

Daniel brought some photos to the meeting for members to peruse. All photos supplied for the magazine and website are provided free of charge. If you wish to obtain a photo of your car for your personal use you will need to pay for it.

A discussion ensued around the possibility of adding films to the website.

The meeting closed at 8:45



Relay race winners David Moran and Steven Thomas with President Dave Roberts



Third placegetters in the relay race Alf Bargwanna and Noel Roberts with President Dave Roberts

Photos Courtesy of Peter Schell



Groups Na(Pre 1958) Nb(59-64) & Nc(65-72)

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 Troy Williams. (tw@twmotorsport.com or club meeting)

Overall Top 10		
Daniel	Kennedy	59.15
Wayne	Rogerson	57.82
Vince	Macri	57.75
David	Wheatley	56.5
Bob	Munday	54.39
Ian	Johnson	52.08
Graham	Russell	52
Darren	Burnes	46.25
Colin	Tierney	45.91
Cam	Worner	42.4

Na		
Geoff	Rose	13
Daniel	Homman	12.5
AJ	Dowsett	4

2011 Pointscore

		Nb	Place
David	Wheatley	56.5	1
Bob	Munday	54.39	2
Ian	Johnson	52.08	3
Darren	Burnes	46.25	4
Colin	Tierney	45.91	5
David	Roberts	41.94	6
Troy	Williams	41.37	7
Matthew	Windsor	38.83	8
Santino	Di Carlo	37.7	9
Laura	Kennedy	37.39	10
Alex	D'Onofrio	35.2	11
Kerry	Hughes	33.71	12
John	Shuttle	29.6	13
John	Lockyer	28.25	14
Rod	Brincat	26.25	15
Brian	Titheridge	26	16
Ben	Tebbutt	23.75	17
Steven	Thomas	21.25	18
Bob	Harris	20.4	19
Dave	Probin	20	20
Greg	Meredith	17.6	21
Jerry	Lenstra	13.34	22
Victor	Waterhouse	13	23
Phil	Barrow	13	24
John	Tight	13	25
Ralph	Clarke	12	26
Steve	Pittman	10.68	27
Graham	Hill	9.8	28
Steve	Pitman	9.75	29
Ben	Wilkinson	8.4	30
Craig	Stephenson	8.34	31
Aaron	Gabriel	8	32
Stephen	Beazley	7.6	33
Paul	Truelove	7	34
Mark	Lenstra	7	35
Phil	Taylor	6	36
Barrie	Brown	5.5	37
David	Gray	5.25	38
Phil	Yakas	3.75	39
Ken	Ballantyne	3	40
Robert	Ingram	3	41

Nc			Place
Daniel	Kennedy	59.15	1
Wayne	Rogerson	57.82	2
Vince	Macri	57.75	3
Graham	Russell	52	4
Cam	Worner	42.4	5
Stewart	Follows	39	6
Chris	O'brien	38.8	7
Ross	Muller	34.73	8
Daniel	Cotterill	33.85	9
Peter	O'brien	33.2	10
Paul	Tierney	32	11
David	Noakes	30.09	12
Michael	Anderson	30.07	13
Paul	Cameron	29.1	14
Alan	Mayne	24.88	15
Mike	Dyer	24.5	16
Jared	Cox	24.34	17
Alf	Bargwanna	22.4	18
Harry	Bargwanna	22	19
Bill	Attard	21	20
Chris	Dubois	17.75	21
John	Harrison	16	22
John	Burke	13	23
Ian	Wilks	12.6	24
Steve	Land	12.25	25
Allan	Burke	11	26
Harvey	Felton	10.5	27
Greg	Toepfer	9.75	28
David	Harris	9.75	29
Alan	Lewis	9	30
Vince	Harmer	8.8	31
Noel	Roberts	8	32



Groups Na(Pre 1958) Nb(59-64) & Nc(65-72)



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Pointscore Competition Calendar 2011

2-4 September Eastern Creek MCM
 23-25 September Wakefield Park HSRCA
 11-13 November Wakefield Park FoSC

1st round of 2012 Calendar
 25-27 November Eastern Creek HSRCA

Non Pointscore Events
 21 August Eastern Creek Shannons Classic

Interstate Dates
 TBA Winton
 TBA Morgan Park
 TBA Lakeside

2011 CAMS NSW Motor Sport Calendar

Day	Date	Event Name	Venue	Event Type	Level	Organiser	State	Champ/ Series
Tue	9-Aug	2nd G.E.A.R	Wakefield Park					
Sun	14-Aug	State Supersprint Championship	Eastern Creek	Supersprint	State	ARDC	NSW	NSWSSC6
Sun	11-Sep	State Supersprint Championship	Wakefield Park	Supersprint	State	Mini CC	NSW	NSWSSC7
Sun	18-Sep	State Hillclimb Championship	Huntley	Hillclimb	State	WSCC	NSW	NSWHC8
Tue	11-Oct	2nd G.E.A.R	Wakefield Park					
Sat	12& 13Nov	Australian Supersprint Ch'ship	Mallala	Supersprint	National	SASCC	SA	ASSC TBC

The CMC Calendar of Events for 2011 has been expanded to include ALL motor racing events, including Supersprints. As it now comprises three pages of events, as well as contact information for each event, it is too big for this publication and can now be viewed at and downloaded from the CMC website.....www.councilofmotorclubs.org.au

Race Report - HSRCA's Day - Eastern Creek - June 2011

Relay Race:

The first race of the weekend for group N was the 25 lap relay race. An event format that would see cars being paired together to work as a team in order to win the race. To create a level playing field the fastest group N cars were paired with slowest, in an attempt to average out the speed of the race.

Grid positions were then decided by the qualifying lap times of the slower car in each pair. Pole was awarded to Darren Burnes in his Mini. Paul Tierny gets a rocket like start from second to steal the lead away into turn one. However by the second turn he has slipped back to third behind Jared Cox's RX2 and Burnes's Mini. In the early laps cars climb all over each other, looking for any possible passing move to gain advantage while the field is still compacted.

Chris O'Brien steadily makes ground, moving through the compacted field. Passing the start line into lap four O'Brien passes Cox to take the lead. By the time they come around to turn three O'Brien has opened up a big lead, however it will not last long, on lap six O'Brien enters the pits, mechanical failure eliminating him from the race.

By lap seven the cars are starting to find their natural racing positions, most spreading out around the track. Cox, having re-

inherited the lead from O'Brien, has opened up a handy margin. Steve Williams in his HQ is having a good battle with Cortina driver Brian Titheradge,



Williams makes a move around the outside of turn one to take a position. Around the back of the course Titheradge has the momentum and can re-pass the bigger car. The two will continue to battle for the few laps remaining before pitstops begin.

As the pitstops begin Cox has a lead measuring half the pit straight. Over the next few laps competitors pull into the pits, the race becoming a real team sport as crew members try to guide the cars to the right stopping point. Chaos ensues as the stickers are peeled from windows and teams second cars pull into pit lane.



By lap fifteen the pitstop shuffle has been completed and it is the Escort of David Noakes who has taken over the lead. The sun is sitting low in the sky above the mound at turn one, a giant orange orb. It causes problems for the drivers as they turn into turn one, many running wide over the next couple of laps as they struggle to find the racing line in the glare.

Interesting battles are happening all down the field, the relay shuffle giving a real flavour to the competition. Cars that would not usually be battling each other for position now find themselves together on track. Mini driver Ben Tebutt hounds Phillip Woodbury's Mazda MX2 lap after lap, trying to find a way past.

Entering the dying stages of the race and confusion reigns supreme. No-one has a clue who is where in the race, all around the



track cars are passing but no-one can tell if it is for position. Lap 16 and lights start to come on as the sun descends further. The sun setting is a sign that the heat is coming out of the track, proven by cars sliding around turn nine. Vince Marci in his LJ Torana has a huge power slide around turn 4, he is pushing hard in the dying stages, sitting tenth with six laps remaining he wants to move through the field.

At 4:50pm, with 5 laps remaining in the race the sun finally sets. The track completely covered in shade shows the cars in a new light. Entering corners a majority of the field has flames emitting from the exhaust pipes, a spectacle appreciated by the enthusiastic crowd.

Finally just after 5pm, the Mustang of David Moran leads the field home to complete the 25 lap race. In the late stages of the race he has opened a sizable gap over second place getter Ben Tebbutt in the Mini, who took over second place after the retirement of Escort driver David Noakes on lap twenty two. Alf Bargwanna has pushed his Torana into third place, passing Matthew Windsor's Cortina late in the race.

Final Results:

- | | |
|---------------------------|-------------------------|
| 1 st : Team 18 | - S.Thomas / D.Moran |
| 2 nd : Team 27 | - B.Munday / B.Tebbutt |
| 3 rd : Team 22 | - N.Roberts/A.Bargwanna |
| 4 th : Team 29 | - D.Burnes / M.Windsor |
| 5 th : Team 5 | - A.Gabriel / V.Marci |



Race Report (cont'd)

Group Na Race Report

The two Austin's A30's of Dan Homann and Greg Payne lined up for the weekend's Na division racing at Eastern Creek. For the weekend they would be running against the J,K,L and Sa cars from other categories. Between the two of them they had a great weekend of battles with Homann taking three of the four possible "wins" between the two of them. Dan Homann also managing to secure an outright victory in the handicap race. Despite their power disadvantage the two managed to give group N a good showing, keeping within a respectable distance of the other competitors all weekend.

Group Nb Race Report - RACE ONE:

A thirty minute fog delay on Sunday morning caused all the days races to be shortened. This meant that Nb's two races for the day would be reduced to five and six lap sprints respectively.

Using qualifying times from the afternoon before the group lined up.

As the lights went out Williams bogs his Mustang and is swamped by the Mini's of David Wheatly, Ben Tebutt and Darren Burnes, as well as the Jag driven by John Shuttle. Meanwhile Philip Barrow in his FJ has made a great start, moving past Bob Munday's Mustang on the outside of turn one.

Into turn five Santino DiCarlo tries an ambitious move up the inside of Williams. To avoid contact he has to put a wheel of the Mini onto the grass, losing momentum which give the opportunity to pass to a willing Barrow who drives his FJ around the outside to take another position. At the front the Cortina of Paul Truelove leads the first lap but is easily passed down the front straight by David Moran.

As the field streams into turn one for the second time, DiCarlo pulls his mini back past the FJ of Barrow and sets out off after the Jag of Shuttle. Truelove won't give up the lead without a fight, keeping his Cortina close to the back of the Mustang he keeps the pressure on Moran. Truelove manages keep pace with the Mustang until exiting turn nine on the fourth lap he snaps an axle. It is a cruel end to the race for Truelove after running so well.

Williams has made steady progress back through the field after a poor start.

The race long battle between Shuttle's Jag and DiCarlo's Mini is also resolved on lap four. After making a lunge at turn nine on lap three, DiCarlo finally makes the pass at turn two of lap four, taking fourth place. Shuttle in his Jag will stay close behind keeping the pressure on the Mini all the way to the finish of the race.

For the final two laps positions stay the same all the way down the field. Moran takes a comfortable victory in his Mustang, from Ben Tebutt and Troy Williams.

Results:

1st: David Moran – 64 Ford Mustang
2nd: Ben Tebutt – 71 Morris Cooper S
3rd: Troy Williams – 64 Ford Mustang
4th: Darren Burnes – 64 Morris Mini
5th: David Wheatley – 64 Morris Mini

Group Nb Race Report - RACE TWO:

David Moran wastes his pole position start with a terrible launch from the line. Ben Tebutt gets away quickly in the Mini and dives to the inside, it is all in vain as the Mustangs behind of Moran and Williams build speed. Both drivers are able to pass the Mini as they sweep into turn one. Disaster strikes Tebutt in turn one as the car mysteriously cuts out, disappointingly he moves to the inside of the track and is forced to abandon the race.

Williams is passed by the Mini of Burnes, who has got a better run out of turn three and takes the inside line of turn four. Wheatley has tried to follow through the gap but Williams holds the line to gain the inside of turn five, where he holds Wheatley high and wide to keep position. Around turn eight Shuttle manages to get his Jag past DiCarlo's mini, retaking the position he lost the race before.

Onto the front straight and Burnes does not have the pace to keep Williams behind, he storms past in the Mustang and sets out trying to close the gap that Moran has started to draw out. Into turn nine for the second time, Wheatley has a small lockup, giving the Jag of Shuttle the opportunity to gain so that down the front straight Shuttle takes the place, another example of how the speed of the Mini's isn't enough to hold position down the straight. Wheatley drops into the draft behind the Jag down the straight and uses it and his nimbleness to go around the outside of turn one and out-brake Shuttle into turn two. The two running around the track and completing the exchange almost exactly the same on lap four.

Out in front Moran is handed a big lead and with it an almost certain victory as Williams misses a gear into turn nine and slowly makes his way around the corner. Behind him Burnes is pushing his Mini hard trying to catch up, lifting the rear wheel off the road around turn nine. It is a gap to big though as Williams manages his position and guides the Mustang home for second. "Having never had an outright podium before, I was keen to make sure I made it home in second" Williams said after the race. Moran cruises home to a comfortable race victory, making it two from two for the Victorian. Quite a worthwhile interstate trip.

Results:

1st: David Moran – 64 Ford Mustang
2nd: Troy Williams – 64 Ford Mustang
3rd: David Wheatley – 64 Morris Mini
4th: John Shuttle – 60 Jaguar Mk 2
5th: Chris Collett – 63 Morris Mini



Race Report (cont'd)

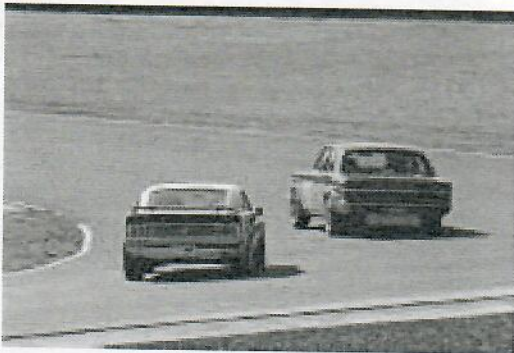
Group Nc Race Report - Race One:

Daniel Kennedy and Allan Burke line up on the first row of the grid for the morning race of group Nc. As the lights went green both cars bogged down and failed to get away quickly, gifting position to Darren Hansen in his Mustang. Vince Marci makes an excellent start from the third row of the grid, rounding Bob Cox who is stuck behind the slow starting Falcon of Kennedy. Kennedy finally gets the car accelerating and manages to hold onto the inside line for turn one, Hansen drops in behind. Kennedy has fallen back to sixth place into turn two and is facing a struggle to get back to the top of the field.

Into turn four and Marci has pushed past Hansen to take second place, it is a great start for the Torana driver. He continues the brave moves running around the outside of Kennedy at turn nine to take the lead. Leading onto the straight, Marci seems to hit trouble as Kennedy, Hansen and Cox all pass. By the time they cross the start line Marci is sitting fourth, a trend that will continue as he slips back to seventh place over the next few laps.

Lap two and again Kennedy suffers mechanical failure, the Ford touring the circuit with a large plume of smoke billowing behind. Hansen inherits the lead while Cox continues to chase him as hard as he can. Looking at the track after the cars have passed an oil trail is clearly visible on the circuit, it will make the last few laps especially tricky from turn nine through to eleven.

Also suffering problems on the second lap is the Mazda RX2 of Phillip Woodbury, mysteriously the clutch pedal gets caught entering turn one and



unable to select a gear he pulls to the side of the track. After a few seconds of desperate fumbling he manages to prise the pedal back up and is able to rejoin the race, all be it a fair way down the order.

The race begins to settle into a rhythm with cars pressuring each other and racing hard, with only three laps left until the finish everyone wants to try to use the precious time remaining to get past. Around corporate on lap four Burke spins, the car ending its rotation sitting at ninety degrees to the oncoming cars. Blinded by tyre smoke cars back down the field dive every which way to find a safe route. Woodbury who had fallen down the order takes evasive action, while Jerry Lenstra puts all four wheels off the track has a wild wide through the grass before rejoining safely. Amazingly the field misses Burke and he is able to get the car moving again.

At the head of the field positions stay the same, no-one really having any extra speed to pass. Hansen takes the chequered flag in his Mustang, leading home the Mustang of Cox and the Falcon's of the O'Brien brothers and Cameron Worner.

Race Reports & Photos by Daniel Beckinsale

Results:

1st: Darryl Hansen	- 69 Ford Mustang
2nd: Bob Cox	- 66 Ford Mustang
3rd: Chris O'Brien	- 71 Ford Falcon
4th: Peter O'Brien	- 71 Ford Falcon
5th: Cam Worner	- 70 Ford Falcon.

Race Two:

Peter O'Brien manages to steal the lead from Hansen and Cox off the start of race two. No-one is willing to let him get away, the next six cars sitting close behind around the back of the lap for the first time. Down the field the big mover has been Kennedy who starting from the back of the grid has managed to claw his way up to be behind Burke. The move is short lived as he pulls off before the completion of the first lap, another run at victory cut agonisingly short. By the end of the first lap Hansen has regained his lead, Peter O'Brien is following while his brother and Cox have a heated battle for third. After a bit of panel rubbing and close contact racing the battle for position is resolved with O'Brien taking third while Cox tumbles down the order and eventually retires.

The third lap and the leaders are crawling all over each other, a real battle royale is beginning to take place for the race win. The top five of Hansen, O'Brien, O'Brien, Marci and Worner are extremely close. Even though Hansen is slowly moving a couple of car lengths up the road, Marci seems to have the most pace of the leaders. He starts making his move through the field as the sun sets following the Fords in front, almost touching, terrorising them around the track.

Finally he is able to get past and even though Hansen had managed to eek out a small lead it is immediately closed by the fast moving Marci. Down the field the cars have begun to spread each now just content on making the finish and picking up the points for the championship. It has been a good race for most of them with no major troubles to report. Most have been able to focus on their laps and start pushing out good lap times.

Over the final tour of the course Hansen manages to hold off the fast finishing Marci, denying him a race victory he probably deserved. Third is Chris O'Brien and Cameron Worner brings his Ford home in fourth.

Results:

1st: Darryl Hansen	- 69 Ford Mustang
2nd: Vince Marci	- 72 LJ Torana
3rd: Chris O'Brien	- 71 Ford Falcon
4th: Cam Worner	- 70 Ford Falcon
5th: Wayne Rogerson	- 70 Mazda RX2

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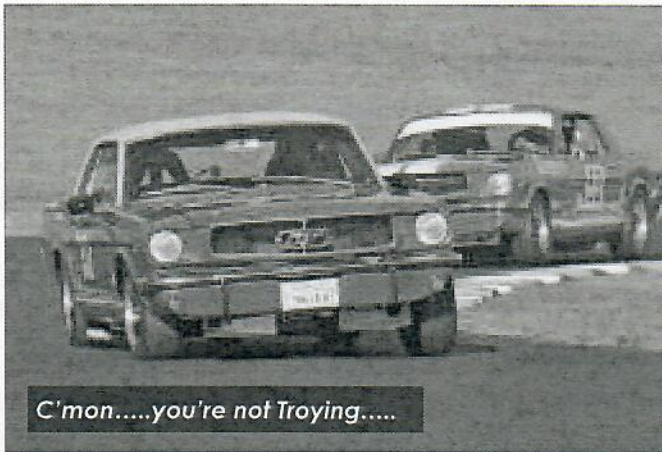
Eastern Creek – June 2011



Chris Dubois' Anglia on an angle....



Al's Capri on the edge...



C'mon.....you're not Troying.....



Phil's positively phlying !!!!



Impish delight



The blue's on



Aargh.. the Greens are in power...



Morrie meanderings.....

Grant Paterson



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Action at The Creek – June 2011



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The Inside Line

After some absence, Nuvolari has made a welcome return – just in time to enjoy the Group N Relay race at the HSRCA Winter meeting! Over a long glass of red wine* Nuvolari has reduced his key observations of the Relay race to the following points;

1. Does anybody read Supplementary Regulations? Even from his vantage point around the circuit, Nuvolari overheard the non-readers asking their colleagues – “What is this relay all about? How does it work?” Chaps and ladies, please read your Supplementary Regulations for race meetings, and notes handed out at race meetings!
2. The Pit Lane police were a little overbearing.... Ok a LOT overbearing. Team assistants near Nuvolari's VIP Lounge (..ok pit garage) had no way of getting to the Pit wall to signal their driver – a major oversight. Please HSRCA and Eastern Creek, if you are going to take our money, and expect us to return to future race meetings, you need to logically deliver the services you purport to deliver. This includes a person on the pit wall during Endurance Races. Perhaps the OH&S Officer would like to consider the merits of a car randomly arriving in pit lane (ie without a pit wall crew member) versus an organised team where a crew member lets everyone know in the area that a race car will be arriving in 2 minutes time! Hmmm. (Nuvolari thinks it's a safety issue NOT having someone on the Pit Wall for your teams. By the way has that MG stopped circulating yet? – I think he is still waiting for a signal.)
3. If anyone can explain to Nuvolari how the timing worked – please get in touch! The promotor's timing team had a Hillman Imp doing a 57.63 second lap around Eastern Creek – well done Dave! I didn't know you could count past 28? This one remains a mystery to all.

Future Relay races

The Relay concept is aimed at getting different competitors talking to each other and working together – we should continue to encourage this. Perhaps a different approach to the structure of the Relay race would be worth considering? Nuvolari proposes the following structure for Group N Relay races;

- * Teams of two cars
- * Two Separate Feature Races of 12 laps each (endurance enough between Cab Merlots* I say!). Slow car race, and fast car race. One car from each pairing competes in each race.
- * A handicap is applied to each team, based on their lap times versus the fastest group N car. (ie, if you are 10 seconds slower per lap, you get a 10 second credit per lap of the race). This handicap is calculated and communicated before the race.
- * Both team cars have their race times added together (ie two separate race times), subtract the handicap, and that's the teams total Relay time.
- * Quickest time wins!

Pretty simple, and anyone with a basic numerical knowledge can work it out. Perhaps we can ask the Pointscore keeper to run it for us?

See you on the track.

Nb Nuvolari

* May or may not be Nuvolari's favourite tippie. Refreshment identity remains unconfirmed to protect the identity of NB Nuvolari.

Did You Know?

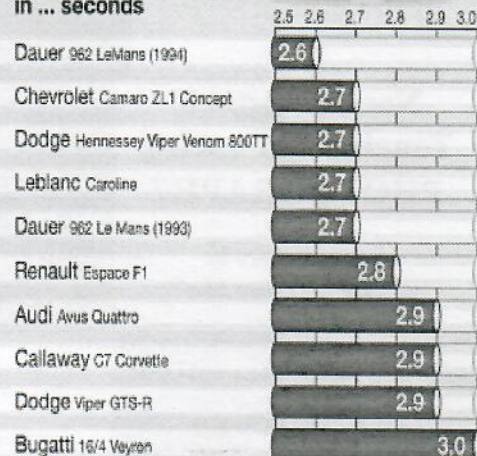
The first race at Mt Panorama for production touring cars was held in October 1950. Only racing cars had run up there from the opening of the place as a race track in 1938. It was not until 1962 that an endurance race was run and that was the six hour, not the Hardly Ferocious 500, which began in 1963. Two of our current members took part in that 6 Hour race. Free pat on the back for the first one to tell me their names at the next meeting.

Entries included five 2 ½ litre Rileys, three Ford V8s (side valve ones, not 351s), three MG Ys, two Austin A 70s, one Buick 8, one Plymouth 6, one Citroen, one Peugeot 203, one Skoda, one Austin A40, one Renault 750, one Fiat Simca (whatever that was) and one Jowett Javelin driven by Tom Geoghegan (father of Leo, Ian and Marie Louise).

It poured with rain and the organization of the events fell apart. They eventually got underway two hours late and the first cars sent out were the sedans (sound familiar guys?). The race was a handicap so the little Renault headed off first. A bunch of wimps did not start. After six laps the winner was the Citroen from the 203 Peugeot and the hybrid?? Fiat Simca. Tom Geoghegan finished fourth and only seven cars finished overall. Fastest lap was by the Citroen at a flying 3 min 55 secs. Given the slippery surface and barbed wire fences that is a very brave time.

The Fastest Cars in the World

0 to 60 Miles per Hour in ... seconds



Source: www.watchmojo.com according to 2SportsCars.com

Photo: © bilderbox.com

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My Bit...by Jules



Well now, we are at the business end of the year and it's all happening. I hope you are all enjoying Daniel's race reports. I know you have all been waiting for a while for someone to come up with some good race reports. Thanks to Dave for sourcing them for us.

As usual, I've been busier than a one-armed paper hanger, but enjoying it nonetheless. I'm wearing so many hats lately, I could start my own milliner's shop.

A little tip for those of you about to retire.....keep busy!! Or they'll be carting you off to the funny farm when you go nuts from the boredom.

TTYNT (it's text speak for 'Talk to you next time')..... Jules

They've got it licked!!

Australia Post have created and marketed a new stamp displaying a picture of the current Prime Minister of Australia, Ms Gillard. The prime minister had requested a recall of the stamps following concerns that they weren't sticking.

Australia Post recently suspended a recall of the stamps after the findings of a special Senate Committee were released.

The Prime Minister was told that the stamp was not sticking to envelopes and the enraged Prime Minister demanded a full investigation.

After a month of testing and expenditure of \$1.85 million, a special Senate Committee led by the leader of the Greens, Bob Brown, presented the following findings-

1. The stamp is in perfect order.
2. There is nothing wrong with the adhesive.
3. People are spitting on the wrong side of the stamp.



Why women live longer than men !!

What would we do without the blondes of this world !!

Asked why her log on code was so long @
 "hueydueylouedonaldmickeyminniecanberra"
 the blonde said "they told me it had to be six
 characters and one capital" !!

Wife's Diary:

I thought my husband was acting weird. We had made plans to meet at a nice restaurant for dinner. I was a bit late, but he made no comment on it. Conversation wasn't flowing, so I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much; asked him what was wrong; He said, 'Nothing.'

He said he wasn't upset, that it had nothing to do with me, and not to worry about it. On the way home, I told him that I loved him. He smiled slightly, and kept driving. When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent. I decided to go to bed. About 15 minutes later, he came to bed. He fell asleep - I cried.

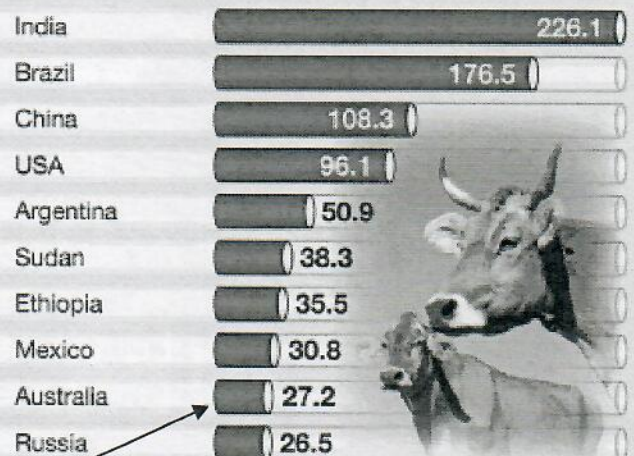
I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

Husband's Diary:

Race car wouldn't start - can't figure it out.

Countries with the Most Number of Cows

Indication in million cattle

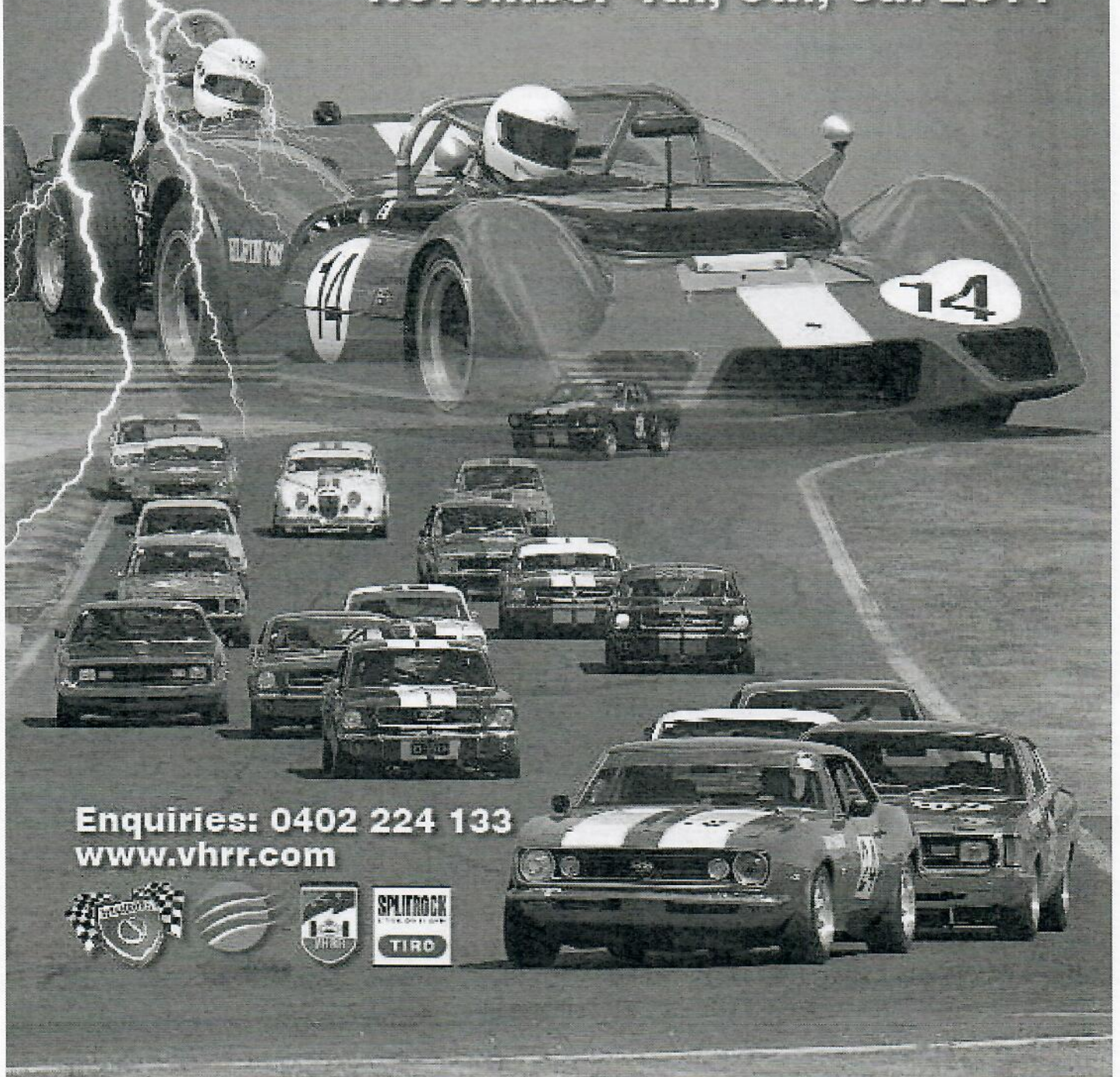


We have more cattle than people....Maybe Julia should be taxing methane gas emissions instead !!

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Dear Competitor,

If you were at Winton's long track 'Festival of Speed' last year you will know how good it was. If you weren't, you will have heard of its success. Well, here is another chance to become part of this fabulous event.

The second Long Track Historic Winton will be held on August 13 & 14 and again will be run by the Victorian Historic Racing Register and Winton Motor Raceway.

It will feature some innovations guaranteed to excite spectators and enhance the driver experience.

The feature race will be a re-enactment of the famous 'Rose City 10,000', for Formula 5000s which famously won by former World Champion, James Hunt back in 1978. Now, the big question is – will be the driver to have the bragging rights?

For the 5000's, Winton has always been a very technical track, made more so now than in 1978, because it has been lengthened and the three straights mean the 'big bangers' can reach a decent speed. This year we are having 30 minutes for practice and qualifying so as to sort the field and an 8 lap race for all competitors to help the F5000 drivers 'get their eye in'. The Sunday will see a 20 lap race divided into two starts of 10 laps with a one hour break between the starts.

The combined finishing places will decide the overall winner of the 'Rose City 10,000'.

For further information contact Jay Bondini on 0438 438 093.

A second feature will be an invitation 20 lap race for Group N touring cars – The 'Rose City Touring Car Trophy' for cars under and over 3 litres.

To add to the excitement there will be a rolling start and a pitstop – a mini endurance race guaranteed to provide plenty of excitement.

For added interest there will be a top 10 'shoot out' to establish the top grid positions for the 20 lapper. **To be considered for this event all competitors need to do is tick the additional box on the entry form.**

NOTE: Group N will still have a normal three race card for the meeting.

Division 2 Regularity is back in the program.

Invited regularity drivers for Division 1 and 2 have previous competition experience at club level events and/or regularity trials.

Categories for the 'Festival of Speed' will be:

- Division one regularity & invited cars. (including race cars with no log books).
- Division two regularity & invited cars.
- Group N over 3 litres.
- Group N under three litres.
- Group Sc with separate Sa & Sb races.
- Group M & O Sports & Racing and Formula Vee
- Group J, K & Lb.
- Formula Ford Fa, Fb, Fc.
- Formula 5000
- Group Q & R sports & racing.
- Porsche demonstration laps commemorating sixty (60) years of Porsche in Australia.

Another feature of the 2011 'Festival' will be the feature of Ford competition cars complete with the attendance of light weight 427 ci (7 litre) Galaxies on track.

Despite the 2010 'Festival' being announced later in the year, it attracted some 230 entries. For 2011 the organisers expect to see a field of top level cars reach more than 300, plus demonstration, show and parade cars.

It will be an AASA event and both CAMS and AASA licences can be used, but CAMS log books and C of Ds are mandatory racing events. No AASA vehicle passports will be accepted.

Once again the event forms part of the VHRR's championship which includes the evergreen Phillip Island and Sandown historic events.

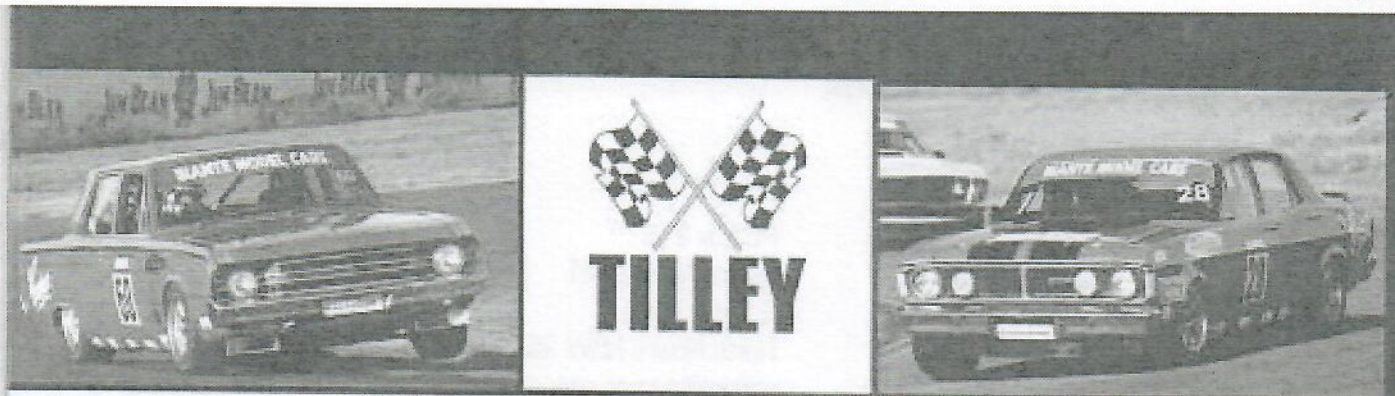
VHRR race and regularity entries must be sent to 'The Entry Secretary, Bob Morrow – 20 Monclair Court Eltham 3095 Vic. These close on July 22.

NB: Garage bookings and Friday practice entries go to Winton Motor Raceway. Mail to PO Box 249 Benalla Victoria 3673 or Fax 0357664249. Telephone: 03 57664235.

Any queries or for race program please call: Ian Ross 0412 351 403 Or, Bob Morrow 03 9439 7665.

Ian Ross - Chairman of Race Committee - Winton Festival of Speed

Ian Tate - President VHRR



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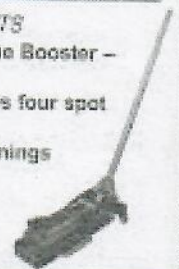


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Market Place

It is with great regret that my Studebaker cruiser 65/66 model is now for sale.

This is a very unusual mid to front running NB car and attracts a lot of interest as well as being fun to drive.

Specifications include:

- * 300hp 283 small block chev, fuellie heads, cross drilled steel crank, eagle rods, ross forged pistons, mild solid cam.
- * T10 4 speed gearbox
- * Dana 44 LSD diff with billet Mark Williams Axles
- * Kelsey hayes vented disc brakes front 10 inch drum rear.
- * Sway bars front and adjustable rear
- * Watts link rear and adjustable Koni shocks.
- * Fuel cell, steel roll cage, race seat, belts etc.

This car was built for fun and reliability in mind but still has lots of potential.

It comes with spare panels heads and some diff spares.

Can be viewed on its last dyno run http://www.youtube.com/watch?v=11Zw89mCp_k

Sensibly priced at \$35,000.00 but, all offers will be considered.

For Info please call Greg on 0437 134 065.



Market Place

Australia's fastest - HILLMAN IMP - the car was built to the group Nb rule book. This car holds the class lap record at all the circuits on the east coast, (except LAKESIDE Qld. as we have never run there.)

- * **Body:** Very rare 12A shell.
- * **Gearbox:** Jack Knight close ratio - with various spare ratio's.
- * **Differential:** ZF locker 4.857:1
- * **Drive Train:** Formula Ford axel and CV drive coupling.
- * **Engine:** Powerful 120HP from a 1040cc B1 eng
Billet steel crank
Arrow Engineering conrods
Cosworth cam buckets
Billet alloy cam carrier
Billet custom cam shaft
Custom 4:1 Coventry Climax style exhaust
Graham Russell cylinder head
JE custom raised crown forged pistons.
- * **Suspension:** Koni adjustable coil over shocks.
- * **Clutch:** Tilton clutch and pressure plate.
- * **Best Results:**
 - 2007 4th Outright NSW state championship.
 - 2009 3rd Outright Oran Park short (Wet weather race)
 - 2010 1st Outright Morgan Park Qld. Historic Race Meeting.



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Ford 351 Windsor heads Semi race prepared with 'screw in' stud mounts. Original Ford cast iron in very good condition with correct period "WF" cast into heads. \$200

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Category	Business Name	Member Name	Business Address	Contact Number	Description	Email
Automotive	TM Automotive Services	Tom Mott	Shop C11, 1 Campbell Parade, MANLY VALE	9949 5761	Full Mechanical repairs, servicing and rego inspections	tommottautos@bigpond.com
	Stewart Follows Automotive	Stewart Follows	Unit 5, 3 Richard Close, NORTH ROCKS	9890 3434	All mechanical repairs, servicing of all makes under warranty. Race car preparation and fabrication services, welding etc	sfauto@bigpond.com.au
	Moorebank Auto Garage	Chris Dubois	2/42 Seton Road, MOOREBANK	9822 8422	Mechanical / Electrical / Auto Air-conditioning / Mobile heavy vehicle electrical repairs / rego inspections / race car preparation	chris@moorebankautogarage.com.au
	Lansvale Auto Electrical	Chris Dubois	2/42 Seton Road, MOOREBANK	9823 8422	Mechanical / Electrical / Auto Air-conditioning / Mobile heavy vehicle electrical repairs / rego inspections / race car preparation	
	The Classic Connection	John Dowsett	1/29 Edward Street, RIVERSTONE	9627 1120	Restoration, repair and servicing of classic sports cars and sedans. Race preparation of vehicles of all Historic categories.	jdowsett@tpg.com.au
	AutoBarn Warriewood Valley	Ross Donnelly	9 Jubilee Avenue, WARRIEWOOD	9997 5544	Automotive parts and Accessories	
	Mike Dyer Engines	Mike Dyer	39 Winbourne Road, BROOKVALE	02 9982 1233	Complete engine reconditioning services, ALL machining facilities, specialising in rebuilding, race and restoration of Aussie, British, European and American muscle car engines	mikedyerengines@hotmail.com
	Jayco Canberra	John Lustri	33 Uritarra Road, QUEANBEYAN	026 297 3019	Sales of new Jayco Caravans and used caravans. Service of all caravans. Accessories and insurance. Repairs to all brands	sales@jaycocanberra.com.au
	Stillwell Trucks	Richard Huer	20 Ashford Avenue, MILPERRA	0414 477 921	Sale of Freightliner and Mercedes Benz trucks - special members deals!	richardh@stillwelltrucks.com.au
	Vince Harmer Automotive	Vince Harmer	19 Kemble Court MITCHELL ACT	026 2413 851	Volvo specialist. Est 1980 owner operated service, maintenance and repairs to all model volvos. New, used and reconditioned parts. Quality used Volvo. LMVD 183	vinceharmerauto@optusnet.com.au
	Mini and Moke World	Andrew Bergan	220 Harbord Road, BROOKVALE	9905 5753	One stop service / parts / restoration for your classic mini or moke	www.miniandmokeworld.com.au
	Australian Transmission Components	John Wilcox	152 Hammond Avenue, WAGGA WAGGA	02 6933 6888	Importer and wholesaler of Manual transmission repair kits and replacement parts.	john@autstrans.com
	Four Performance	Paul Truelove	Unit 7, 10-12 Wingate Road, MULGRAVE	4577 7511	Four cylinder Ford specialist; "Ken" pushrod; Lotus twin cam & Cosworth mechanical rebuilds. Extensive range of new parts. Sonic testing of blocks and heads.	info@fourd.com.au
	Tilleys Corporate Smash Repairs	Cameron Tilley	32-34 Sydenham Road, BROOKVALE	9905 0105	Smash repairs and restorations. Racing products and supplies	tilleys@bigpond.com
	Sportsparts Pty Ltd	Bruce Smith	10 Myrtle Street, NORMANHURST	9875 1144	Sportsparts specialises in supplying parts for MGs from 1945 to 1980 but can also source parts for many other British cars	sportsparts@bigpond.com
	Chrome World	Chris O'Brien	31 Kembla Street FYSHWICK	6280 4265	Specialising in quality restoration of chrome bumper bars with Australia's largest range of exchange bars in stock! Plus general chrome plating and metal polishing.	

Category	Business Name	Member Name	Business Address	Contact Number	Description	Email
	Tilley's Automotive	Brad Tilley	32-34 Sydenham Road, BROOKVALE	9938 6293	All mechanical repairs and servicing. Engine and chassis Dynoing. Race car preparation. Performance engine building	berowracare@gmail.com
	Berowra Car Care	Paul Cameron	6-8 Berowra Waters Road, BEROWRA	9456 1243	Mechanical & tyres. Servicing all makes and models; rego slips, child restraints installation. Air Conditioning re-gas. Appendix J Club discounts	jacharro@yahoo.com
	Kynuna Pty Ltd	John Harrison	"Rockleigh", MILLTHORPE	0417 436 271	Penzoil Racing Oil— the original and the best race-proven motor oil.	
	Keith Croft	Keith Croft	Q74 Speets Road, OAKVILLE	4573 6418	Torana LJ/LC brake bias boxes; Detroit Locker diffs; axles 25 spline & conversions; H/D brake drums; offset castor bushes, lower parts— general machining.	
	Formula Trailers	Daniel Sugden	38B Montague Street, NORTH WOLLONGONG	4244 2110	All types of trailers, specializing in motorsport trailers. Trailer spares and repairs. Racecar fabrication and construction	
	Total Race Supplies	Daniel Sugden	38B Montague Street, NORTH WOLLONGONG	4244 2110	Racer Industries NSW, supplier of OMP, Arai, Scroth, Impact, Stilo racegear, Tilton, Quickcar, XRP hose fittings and Project Mu brakes	
	Ian Johnson Towing	Ian Johnson	9 Thompson Place, BAULKHAM HILLS	0423 566 766	Most forms of towing - cars, small trucks, forklifts, machinery, caravans, boats, whatever!	
	Robbo's Blacktown	Ken Ballantyne	Shop 9b, Mega Centre, Blacktown Road, BLACKTOWN	9621 2344	Automotive spare parts, oils, chrome parts and accessories, engine parts etc	kballantyne@hotmail.com.au
	Fyshwick Head Services	Peter O'Brien	42 Maryborough Street, FYSHWICK, ACT	02 6280 0480	Engine Cylinder Head reconditioning. Reboring and Honing. Flywheel machining. Pressure Testing, exchange cylinder heads, engine spares and gaskets	pobrien@netspeed.com.au
	Specialized Vehicles	John Burke	109 Bobs Range Road, ORANGEVILLE	02 4657 1732	Cab and chassis alterations, 6 wheel conversions on air suspension. Race car repair and fabrication, upgrade of GVM	john@specializedvehicles.com.au
	ST Kar Kraft	Steve Travica	Unit 13-14/45 Bassett St, MONA VALE	0409 609 377	All mechanical repairs and servicing (all makes), log book servicing, rego inspections. High performance work in Ford Mustang muscle cars and cruisers	stcarcraft@bigpond.com
	Performance Road & Race Parts	Bruce Stewart	Unit 15/23 Childs Road, CHIPPING NORTON	02 9755 5370	Brake linings & parts. Race brakes & competition shoes, all hydraulics, clutches & machining.	daz@performanceroadandraceparts.com.au
	Burkie's Automotive	Allan Burke	138 Hanckel Road, OAKVILLE NSW	02 9627 4080	All mechanical car & truck repairs; light & heavy vehicle rego inspections; GT Falcon restorations & parts.	burkiesauto@bigpond.com
Engineering	Image FX	Dave Roberts	3/16 Salisbury Rd, HORNSBY	9477 6435	Full engineering services, MIG, TIG welding and fabrication in steel or alloy. Turning of parts, electronics and modifications. www.image-fx.com.au	david@image-fx.com.au

Category	Business Name	Member Name	Business Address	Contact Number	Description	Email
	Premier Engineering Services Pty Ltd	Bill Callan	9 Falls Street, LEICHHARDT	02 8213 7333 0418 230 585	Dangerous goods risk management, development applications, project management & emergency planning for petrochemical industries.	admin@premeng.com
General Services	Australasia Building Practices	Ronald Neale	5 Shirley Street, PADSTOW	9774 2838	Building large and small. Also water pumps for water tanks	rocky61@optusnet.com.au
	Impact Constructions	Santino DiCarlo	23 Westbury Circuit, NICHOLLS, ACT	0414 633 174	Renovations, alterations and new homes by architectural contract. Boat building and fibre glass repairs (Offshore Boat Builders)	impact@webone.com.au
	Pro-Lec Pty Ltd	Dave Probin	34/2 Hoyle Avenue, CASTLE HILL	9680 4718	Electric Motor rewinding and repairs, Pool pump, Industrial & Commercial motor services	
	Impulse Electrical Services	Craig Stephenson	Po Box 36 GLENORIE	9652 2004	Electrical Contracting, Domestic Wiring, Fans, Ovens, Garden Lighting, complete electrical services	pulse76@bigpond.net.au
	Cleaners Warehouse	Max Ullrich	68-70 Booth St, ANNANDALE	9660 5000	Vacuum Cleaners, cleaning supplies, pressure washers, floor polishers	cleanerswarehouse@bigpond.com.au
	Premier Engineering Services	Bill Callan	46 Crieff St, ASHBURY	9799 2840	Risk Management for hazardous Industries, OH&S and dangerous goods consulting	bill.callan@premeng.com
	Project Ventures	Gary Michael	2 Prentis Road, BLIBLI - QLD (Sunshine Coast)	07 54411350	Plumbing, Drainage, Air Conditioning, Civil Works	AL15832@bigpond.net.au
	J and T Dyer Electrical	John Dyer	139 Herbert Street, KEMPS CREEK	0418 299 504	Electrical Contractors - Domestic, Commercial, Industrial. Specialising in Controls maintenance	
	Falcon Fire Protection Pty Ltd	Doug Westwood	PO Box 6140, NORTH RYDE	0419 449 310	Fire Protection - Maintenance, Design, consultancy services	cortina@lhug.com.au
	Thermalair	Ian Sawtell	68 Peisley Street, ORANGE	6362 5944	Heating and Air Conditioning	thermair@bigpond.net.au
Personal Services	Curtin Optical	Wes Anderson	Shop 1b Curtin Place, CURTIN ACT	6281 1220	Eye examinations, prescription eyewear and sunglasses with specific tinting for racing / outdoor activities. Prices from \$149 for complete eyewear	curtinoptical@netspeed.com.au
	Ralph Clarke Optical	Ralph Clarke	Suite 1, 60 Cecil Avenue, CASTLE HILL	9894 2777	Excellent spectacle making with very sympathetic pricing for Motor Racers!! Eye testing can be arranged.	Ralphe@bigpond.com.au
	That Barber Shop in Wahroonga	Greg Luca	21 Redleaf Ave, WAHROONGA	9489 0579	Haircuts and Hair styling for Men and Boys. Tues to Fri 7.30-5.30, Sat 7.30-1.00, Appts Thurs from 5.40pm	gregluca@bigpond.net.au
Travel	Golf Links Motel	Peter Mackay	260 Bridge Street, TAMWORTH	6762 0505	Family owned & operated 3½-star motel. Discounts for all club members. Tour groups catered for. Golf packages available.	bookings@golflinksmotel.com.au www.golflinksmotel.com.au

Race Numbers - 20th July 2011

1	Club Champion	52	Geoff Rose	103	Rod Gurney	155	Santino Di Carlo
2	Michael Kennedy	53	Craig Stephenson	104	Bob Hayden	156	Ryan Strode
3	Dominic Truelove	54	Robert Owers	105	John Wilcox	157	
4	John Gilfillan	55	Andrew Pursey	106	Roger Emerton	158	
5	Alan Lewis	56	Chris Strode	107	Kerry Hughes	161	Colin Simpson
6	Ross Muller	57	John Dowsett	108	Michael Anderson	163	Mark Oberg
7		58	Stephen Pitman	109	Matthew Windsor	165	Mark Oberg
8	Lionel Walker	59	Chris Wilson	110	David Noakes	168	Max Hutchins
9	Daniel Kennedy	60	Cameron Tilley	111	Allan Burke	169	Tom Amos
10	Michael Terry	61	David Wheatley	112	John Shuttle	170	Mark Oberg
11	Michael Anderson	62	Doug Westwood	113	Alan Mayne	171	Greg Meredith
12	Andrew Bergan	63	Ken McGann	114	Darren Burnes	172	Warren Gay
13	Len McCarthy	64	John Tight	115	Andrew Broderick	174	Garnet Patterson
14	Wayne Seabrook	65	Ben Tebbutt	116	Alan Smith	179	Barry Jessop
15	Jason Foley	66	Michael Kennedy	117	Richard Huer	181	David Gray
16	Stewart Follows	67	Victor Waterhouse	118	Brian Titheradge	183	Colin Tierney
17	Steve Travica	68	Trevor Hutchins	119	Phil Yakas	186	Michael Cooke
18	Allan Reid	69	Daniel Cotterill	120	Laura Kennedy	189	Ben Wilkinson
19	John Sorrhagan	70	Wayne Rogerson	121	Ian Stewart	190	Ken Ballantyne
20	David Roberts	71	Ian Sawtell	122	Tony Land	191	Graeme Hart
21	Col Higgins	72	Phillip Barrow	123	Wayne Potts	195	Tom Dyer
22	Warren Bossie	73	Garry Kirwan	124	Bob Boulter	197	Michael Collins
23	Max Ullrich	74	Dick Bryant	125	Bill Meeke	199	Dave Flood
24	Bruce Smith	75	Ross Donnelley	126	Neil Marks	200	Bruce Whitford
25	Mark Le Vaillant	76	David Stone	127	Aaron Gabriel	202	Greg Luca
26	Chris O'Brien	77	Harvey Felton	128	Nathan Stevenson	222	Keith Croft
27	Peter O'Brien	78	Ian Wilks	129	Aaron Tebb	224	John Beechey Snr
28	Brad Tilley	79	Cameron Schofield	130	Daniel Homann	225	John Beechey Jnr
29	Jason Humble	80	Steve Land	131	Bob Harris	270	John Battersby
30	Chris Gabriel	81	Bruce Stewart	132	Bob Munday	271	Paul Battersby
31	Craig Stephenson	82	Cam Worner	133	Bill Attard	276	Bill Magoffin
32	Bill Callan	83	Greig Maluare	134	John Predl	279	Alf Bargwanna
33	Alexander Bland	84	Graham Russell	135	Dave Probin	283	Greg Tkacz
34	B. Jessop	85	Bruce Walker	136	Phillip Haynes	295	Spencer Rice
35	Grahame Hill	86	Santino Di Carlo	137	Chris Collett	308	Thomas Mott
36	Paul Truelove	87	Harry Bargwanna	138	Joe Dominello	316	Stephen Beazley
37	Ralph Clarke	88	Greg Toepfer	139		331	Ron Neale
38	John Lockyer	89	John Harrison	140	Mark Lenstra	333	Troy Williams
Life 39	Chris Dubois	90	Ray Bailey	141	Brad Harris	350	Brian Potts
40	Barrie Brown	91	Stephen Burke	142		351	Robert Nicol
41	Jerry Lenstra	92	Stephen Shepherd	143	Alex D'Onofrio	389	
42	Robert Ingram	93	John Burke	144	Geoff King	427	Marc Duquet
43	Steven Thomas	94	Jared Cox	145	Paul Cameron	502	Simon Kane
44	Vince Harmer	95	Adam John	146	Paul Tierney	612	Gary Lethbridge
45	Darryl Heydon	96	Adam John	147	Graham Slater	777	Fred Brain
46	Robert Nicol	97	Phillip Taylor	148	Mark Oberg	971	Ian Johnson
47	John Dyer	98	Daniel Sugden	149	Ken Ross	Life	Mike Dyer
48	Noel Roberts	99	Phil Taylor	150	Phil Woodbury	Life	Max Stahl
Life 49	Ken Brigden	100	Paul Palmer	151	Frazer Roberts	Life	Terry Thompson
50	Rod Brincat	101	Vince Macri	152	Scott Fleming	Mag 2	Gary Michael
51	Chris Stewart	102	Martin Macri	153	Tom Law	Mag 1	Paul Atkins

NUMBERS TO THE LEFT OF THE COLUMN INDICATE UNPAID MEMBERSHIPS OR UNALLOCATED RACE NUMBERS.

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