

Racing since 1980

# Action-Line



## Annual

Next Meeting

Tuesday, 10th February 2015

8:00pm

Eastern Creek Tavern

Huntingwood Drive

Journal of the Historic Touring Car Association of NSW



2014  
the year  
in review...

Photo by Dan Tkacz

# President's Report

Farewell to 2014 and looking forward to 2015,

Julie Williams has put a lot of effort into our first "Annual Magazine" Earlier in the year the committee discussed the idea of a glossy annual mag similar in concept to the HSRCA Oily Rag. When we did the math, \$7k was a big spend for something we could do in house, maybe not as glossy but the content is what is important.

Again I would like to thank our committee for their effort this year. Ian Johnson and Ray Dean were presented awards at the presentation dinner in recognition of their extra effort. The club has purchased a new BBQ and a Merchandise gazebo and with the large marquis donated by Chris Collett's business, Coast Wide Cars, we have a really good set up for BBQ's and merchandising for next year. Thanks guys.

## **Presentation dinner.2014**

This evening saw a good turnout, table service catering, good food, a large range of trophies, door prizes and a raffle that provided plenty of entertainment and last bodies left around 11.00 pm The smaller venue allowed for a lot of conversation and it was pleasing to see such social engagement. Some of us batted on at the Alpha Hotel to maintain the reputation of Group N as serious party animals. Hangovers were free.

Club Champion Wayne Rogerson actually gave an acceptance speech as did plenty of others. Ian Johnson won the Balls Award and the trophy was last seen being massaged by various females on his table, unfortunately ladies it is a wooden plaque, not a woody.

Your committee has put a lot of effort into obtaining sponsorship from Brian Boyd of PAYCE Developments and the result is:

## **"2015 PAYCE Historic Touring Car Series"**

For the first time CAMS has approved windscreen signage for a Group N series.

The series will be class based so everyone has a chance. There will be 7 rounds with competitors being able to drop one round. In the event of a tie. Lap times will be the decider. The outright prize will be Travel / Accommodation with our usual range of sensational trophies on hand being awarded at the presentation dinner next year. We will be sending out registration forms early January as windscreen banners for different size cars will need to be printed.

What a tremendous year this has been from a competition point of view. The almost total lack of red and yellow flags and the small number of incidents makes us the best category from a promoters point of view and that's a fact.

When you look at the costs involved for entry, fuel and tyres and compare that to the panel beating cost for even a small hit, maybe we have worked out that the old style of biff and bash doesn't work out that well.

Okay, enough from me, all the best to you and your family for next year and if any of you see a paedophile in a red suit on your roof mistreating animals please report him to the RSPCA

**Rearguards**

**Marc Ducquet**



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## NSW Executive Committee

President	
<b>Marc Ducquet</b>	<b>0455 021 109</b> mducquet427@gmail.com
Vice President	
<b>David Wheatley</b>	<b>0408 210 217</b> woodgreen@tpg.com.au
Treasurer & Na Registrar	
<b>David Roberts</b>	<b>0412 245 975</b> david@image-fx.com.au
Secretary	
<b>Julie Williams</b>	<b>0409 161 357</b> hollymist@bigpond.com

## NSW General Committee

<b>Chris Collett</b>	<b>0408 208 526</b> ccrumps@hotmail.com
<b>Ray Dean</b>	<b>0439 747 057</b> imagedesign@optusnet.com.au
<b>Ian Johnson</b>	<b>0414 526 219</b> r_classicsandstorage@hotmail.com
<b>Steve Pitman</b>	<b>0419 232 407</b> stephen.pitman@bigpond.com
<b>Wayne Rogerson</b>	<b>0418 665 868</b> hcyb@bigpond.com
<b>Trent Ducquet</b>	<b>0425 355 994</b> t_ducquet@hotmail.com
<b>Bruce Whitford</b>	<b>0416 373 955</b> bruce.whitford1951@yahoo.com.au

## Appointees

Driving Standards Officer	
<b>Dr Graeme Towers</b>	
CAMS Eligibility	
<b>Wayne Rogerson</b>	<b>0418 665 868</b> hcyb@bigpond.com
CAMS Eligibility & Technical Commissioner	
<b>Vince Macri</b>	<b>0416 025 332</b> vimce@macrimotors.com.au
AHTCA Delegate	
<b>Marc Ducquet</b>	<b>0411 212 444</b> mducquet427@gmail.com
Pointscore	
<b>Chris Dubois</b>	<b>0407 065 302</b> chris@dubois.net.au
HSRCA Group Registrar	
<b>Dave Roberts</b>	<b>0412 245 975</b> david@image-fx.com.au
Raffle Organiser	
<b>Ian Johnson</b>	<b>0423 566 766</b> r_classicsandstorage@hotmail.com
Editor & Journal Production	
<b>Julie Williams</b>	<b>0409 161 357</b> hollymist@bigpond.com
Website & Statistics	
<b>Trent Ducquet</b>	<b>0425 355 994</b> t_ducquet@hotmail.com

**HTCA NSW Patron: Colin Bond**

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

**Club Correspondence:** PO Box 138 Brighton-le-Sands NSW 2216

**Action-Line Contributions:** Email: hollymist@bigpond.com

**Website:** www.htcansw.org.au

**THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 25<sup>TH</sup> 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.*



## 2014 Pointscore

Points are awarded to financial members only, and cover the three categories, Na, Nb, Nc. Your best six results will determine the final outcome. Class placings (as per CAMS Manual) are awarded points as follows;

1. Outright results count as 6+ starters (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)
2. Points are divided by the number of scratch races held at each meeting.
3. 3 Points are allocated for entering and participating in a meeting
4. 1 bonus point is allocated for the fastest lap in each class over the entire meeting.
5. Members flagging at a pointscore round are allocated 10 points per day, subject to a maximum of 20 points
6. Written notification must be received by Chris Dubois. (or at a club meeting).

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					

### 2014 Top 10 Overall Leaders

1	Wayne Rogerson	138.75
2	John Wright	128.33
3	Paul Battersby	114
4	Mark Lenstra	99.5
5	Graham Russell	95.25
6	Allan Mayne	91
7	Bob Munday	79.5
8	Paul Tierney	78.58
9	Warren Wright	76.41
10	Rod Wallace	66.75

### 2014 Nb

Paul Battersby	114
Graham Russell	95.25
Bob Munday	79.5
Phill Taylor	59
David Roberts	49.83
Matthew Windsor	40
Ray Dean	34.75
David Gray	32.41
Daniel Berry	31.83
David Wheatley	30.5
Craig Stephenson	29.25
John Battersby	28
Brian Titheradge	27.25
Alex D'Onofrio	25.75
Andrew Taite	24.25
Max Ullrich	22
Chris Dubois	21.88
Chris Strode	19.83
Lionel Walker	16.25
Troy Williams	15.75
Scott Fleming	15.5
Rob Byres	15
Chris Collett	14.25
Peter Walsh	13.75
Michael Collins	13.75
Colin Tierney	13
Steve Beazley	13
Andrew Bergan	13
Martin Macri	12
Steve Pitman	11.25
Daniel Haydon	11
Barry Jessop	10.75
Brian Jessop	10.5
Santino DiCarlo	10
Ian Johnson	9.25
Greg Tkacz	9.25
John Harrison	7.5
Mark Broadhead	7.5
William McGuire	6.25
Darren Burnes	6
Rob Owers	4.25
Joe Dominello	3.75
Brian Titheradge	3

### 2014 Nc

Wayne Rogerson	138.75
John Wright	128.33
Mark Lenstra	97.5
Allan Mayne	91
Warren Wright	76.41
Paul Tierney	68.58
Rod Wallace	66.75
Michael Anderson	56.72
Jerry Lenstra	54.5
Stuart Follows	51.49
Craig Robertson	35.5
Bill Attard	32.5
Michael Bevan	24.75
Jason Foley	21.75
Harry Bargwanna	21.25
Michael Terry	20.99
Jason Humble	20.5
Chris O'Brien	19.75
Brad Tilley	19.75
Noel Roberts	19
John Gorman	18.75
Chris Dubois	17
Matt Sullivan	16.5
Allen Burke	16.5
Steve Land	15
Daniel Cotterill	15
Harvey Felton	14.25
Ian Sawtell	14.25
Len McCarthy	13.75
Marc Ducquet	13.5
Brett Pulford	13
Alexander Bland	12.75
Laurie Donaher	12
Greg Luca	12
Daniel Kennedy	11.25
John Predl	11.25
Steve Shepard	10.5
David Flood	9.75
Santino Di carlo	9.75
Greg Smith	9.75
Adam John	7.66
Ross Muller	7.5
Cameron Worner	6.25
Vince Harmer	6
Brian Jessop	4.75
Jared Cox	4.5
Vince Macri	4



Points are awarded to financial members only, and cover all categories..

**Your best six results will determine your final score.**

# Race Numbers at December 2014 (Numbers to the right of column denote paid memberships).

Race #	Name	
1	Club	Champion
2	Michael	Kennedy
3	Dominic	Truelove
4	John	Gillilan
5	Alan	Lewis
6	Ross	Muller
7	John	Predl
8	Lionel	Walker
9	Daniel	Kennedy
10	Michael	Terry
11	Michael	Anderson
12	Andrew	Bergan
13	Graham	Russell
14	Mark	Lenstra
15	Jason	Foley
16	Stewart	Follows
17	Steve	Travica
18	Allan	Reid
19	John	Sorraghan
20	David	Roberts
21	Colin	Higgins
22	Peter	Ward
23	Max	Ullrich
25	Mark	Le Vaillant
26	Chris	O'Brien
27	Peter	O'Brien
28	Brad	Tilley
29	Douglas	Burton
30	Daniel	Homann
31	Craig	Stephenson
32	Bill	Callan
34	Barry	Jessop
35	Grahame	Hill
36	Paul	Truelove
37	Ralph	Clarke
39	Chris	Dubois
40	Chris	Collett
41	Jerry (Thierry)	Lenstra
42	Robert	Ingram
43	Steven	Thomas
44	Vince	Harmer
45	Darryl	Heydon
46	Robert	Nicol
47	John	Dyer
48	Noel	Roberts
49	Ken	Brigden
50	Rod	Brincat
52	Geoff	Rose
53	Craig	Stephenson
54	Robert	Owers
55	Phillip	Ward
56	Chris	Strode
57	John	Dowsett
58	Steve	Pitman
59	Alex	D'Onofrio
60	Cameron	Tilley
61	David	Wheatley
62	Chris	Collett
64	John	Tight

Race #	Name	
65	Benjamin	Tebbutt
66	Michael	Kennedy
67	Mark	Broadhead
68	Trevor	Hutchins
69	Daniel	Cotterill
70	Wayne	Rogerson
71	Ian	Sawtell
73	Trent	Ducquet
74	Dick	Bryant
76	David	Stone
77	Harvey	Felton
78	Ian	Wilks
79	Alf	Bargwanna
80	Steve	Land
81	Bruce	Stewart
82	Cameron	Worner
83	Greig	Malaure
84	Graham	Russell
85	Bruce	Walker
86	Santino	DiCarlo Carlo
87	Phillip	Taylor
88	Greg	Toepfer
89	John	Harrison
90	Ray	Bailey
91	Steve	Burke
92	Stephen	Shepard
93	John	Burke
94	Jared	Cox
95	Adam	John
96	Adam	John
97	Harry	Bargwanna
98	Daniel	Sugden
99	Phillip	Taylor
100	Paul	Palmer
101	Vince	Macri
102	Martin	Macri
103	Dean	Neville
104	Robert	Hayden
105	Robert	Hayden
106	Bronte	Michael
107	Kerry	Hughes
108	Michael	Anderson
109	Mathew	Windsor
110	David	Noakes
111	Allan	Burke
112	John	Shuttle
113	Alan	Mayne
114	Darren	Burnes
115	Andrew	Broderick
116	Greg	Schwenke
117	Richard	Huer
118	Brian	Titheradge
119	Chris	Gabriel
120	Michael	Ryan
121	Ray	Dean
122	Steve	Land
123	Wayne	Potts
124	Bob	Boulter
125	Bill	Meeke
126	Neil	Marks
127	Aaron	Gabriel
128	Peter	Mackay
129	Aaron	Tebb
130	Mike	Walsh
131	Craig	Robertson

Race #	Name	
132	Bob	Munday
133	Bill	Attard
134	John	Predl
135	Dave	Probin
136	Phillip	Haynes
137	Chris	Collett
138	Dennis	O'Brien
139	Lynn	Brown
140	Michael	Collins
141	Brad	Harris
142	James	Goldsborough
143	Ray	Dean
144	Geoff	King
145	Darryl	Hansen
146	Paul	Tierney
147	Nathan	Swain
148	Mark	Oberg
149	Peter	Mouser
150	Ray	Dean
151	Frazer	Roberts
152	Scott	Fleming
153	Trent	Ducquet
154	Rod	Wallace
155	Santino	DiCarlo Carlo
157	Warren	Wright
158	Stephen	Taite
159	Laurie	Donaher
160	Brett	Hobson
161	Colin	Simpson
163	Mark	Oberg
164	Ian	Johnson
165	Mark	Oberg
168	Max	Hutchins
169	Tom	Amos
170	Paul	Knott
171	Greg	Meredith
172	Warren	Gay
174	Garnet	Patterson
177	Brian	Wassell
178	Ken	Lee
179	Barry	Jessop
181	David	Gray
183	Colin	Tierney
185	John	Wright
188	Danny	Berry
189	Ben	Wilkinson
190	Ken	Ballantyne
191	Graeme	Hart
192	Bill	McGuire
195	Thomas	Dyer
199	Dave	Flood
200	Bruce	Whitford
202	Greg	Luca
222	Keith	Croft
270	John	Battersby
271	Paul	Battersby
276	Bill	Magoffin
279	Alf	Bargwanna
283	Greg	Tkacz
308	Tom	Mott
316	Stephen	Beazley
333	Troy	Williams
350	Brian	Potts
351	Robert	Nicol
411	Rod	Stait
427	Marc	Ducquet
777	Fred	Brain
888	Joe	Dominello
971	Ian	Johnson
991	Gary	Kingcott



# Rev Doctor Motorsport

Race Car Preparation and Fabrication

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

## Race Calendar 2015

2015						
Round	Date	Month	Venue	Promoter	Event Type	Notes
1 2015	29-30	November 14	SMP	HSRCA	2-Day event	First Round for 2015
2		February 15	WP	HSRCA	2-Day event	Second Round
3		March 15	SMP	FoSC	1-Day event	Third Round
4		May 15	WP	FoSC	2-Day event	Fourth Round
5		June 15	SMP	HSRCA Retrofest	2-Day event	Fifth Round
6		July 15	SMP	FoSC	1-Day event	Sixth Round
7		September 15	SMP	MCM	2-Day event	Seventh Round
8		November 15	SMP	FoSC	1-Day event	Eighth Round
1 2016		November 15	SMP	HSRCA	2-Day event	First Round for 2016

Points are awarded to financial members only, and cover all categories, Na/Nb and Nc.

Your best six results will determine your final score.

# Birth of the Australian Touring Car Championship

The **Australian Touring Car Championship (ATCC)** is a touring car racing award held in Australia since 1960. The series itself is no longer contested, but the title lives on, with the winner of the International V8 Supercars Championship awarded the trophy and title of Australian Touring Car Champion.

## History

The first Australian Touring Car Championship was held in 1960 as a single race for Appendix J Touring Cars. This was an acknowledgement of the rising popularity of races held for passenger sedans as opposed to the more purpose built open wheel racing cars, or sports cars. The original race was held at the Gnoo Blas circuit in Orange in rural New South Wales, west of Sydney. The original race was won by journalist racer, David McKay racing a Jaguar saloon prepared by his own racing team, which to this point had been better known for its preparation of open wheel and sports racing cars.

The early years of the ATCC saw the once a year event visit mostly rural circuits, before finally visiting a major city circuit, Lakeside Raceway on the outskirts of Brisbane in 1964. This race was also the first not won by a Jaguar saloon with Ian Geoghegan driving a Ford Cortina winning the first of his five titles. From 1965 the title would largely be won by an American V8 powered muscle car, most notably the Ford Mustang which would win five consecutive titles in 1965 (Norm Beechey) and 1966–69 (Geoghegan). The first victory by an Australian car was the Holden Monaro HT GTS 350 driven by Norm Beechey in 1970. As of 4 December 2011 Jamie Whincup & Norm Beechey are the only two people to have won the championship in both a Ford and a Holden in history of the ATCC and V8 Supercars Championship Series.

A major shift occurred in 1973. The championship had blossomed from a single race into a multi-event series in 1969, but the competition had not changed markedly. The 'Supercar scare' that had rocked the build-up to 1972 Bathurst 500 forced sweeping changes through touring car regulations. The Improved Touring Car regulations which governed the ATCC, known at the time as Group C were amalgamated with the more basic Group E Series Production Super Cars regulations which governed the Bathurst touring car endurance race in a compromise between the two, creating a single class for touring car racing that would hold sway of Australian Touring Car racing until the introduction of Group A in 1985.

This period saw a rise in the tribal style conflicts between Holden and Ford and in particular the two marques leading drivers, respectively Peter Brock and Allan Moffat who between them would claim seven of the eras 12 championships (and nine of the associated Bathurst victories). By the mid-1980s Group C had become wracked with infighting and almost random parity adjustments between competing marques.

Attention focussed purely on Holden and Ford had blurred as European and Japanese manufacturers joined the Australian agents of the two big American companies, the trend starting in 1981 with BMW, Mazda and Nissan. The international Group A regulations, already utilised by European and Japanese touring car series, allowed them to compete on equal terms. Holden was forced briefly into catch-up phase and all but backed out of the sport in 1992 after Group A had been dominated by more track focused production cars such as the turbocharged Ford Sierra RS500 and various Nissan Skylines, as well as the BMW M3.

1992 saw the unhappy demise of Group A and with the international touring car scene fragmenting in several directions (moving towards DTM, Super Touring and Super GT) Australia forged its own path evolving the Group A specification Holden Commodores and re-introducing the Ford Falcon into the new Group 3A regulations that would later be renamed as V8 Supercar.

The ATCC continued to be used until the end of the 1998 Season, after which V8 Supercar organisers altered the name of the series, eventually adopting its present identity, the V8 Supercars Championship.



# Your Committee for 2015

## President - Marc Ducquet "Duck" Single 60+

Joined: 1981.

Positions: Vice Pres and Pres 80's President last 3 years.

CAMS positions:

National Eligibility Officer Group N.

Technical Officer Group N. Motor Race Panel. OLT Panel.

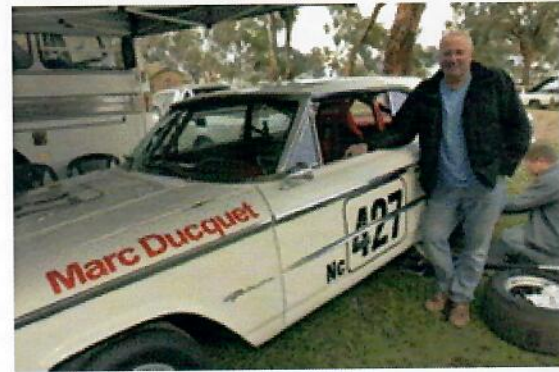
Cars raced in Group N: Cooper S, Cortina GT, Cortina 220, Lotus Cortina, Triumph 2000, Fiat 2300, EH, Mustang, Falcon Sprint, Chev Nova and Ford Galaxie.

20th Birthday for Galaxie debuted Bathurst 1994.

SUATCC, Tooheys 1000. Sandown 500, Pepsi 300 Nissan 500 Toyota Sprinter Commodore VL and VN Bathurst 12 Hour etc.

Best race. 2nd outright Bathurst in Lotus Cortina

Favourite car....Lotus Cortina/Galaxie both for different reasons. Sublime to ridiculous....



## Vice President - Dave Wheatley

I began my Mini affair in 1987 doing Supersprints and then racing in the MINI 1000cc class. In about 2000 I saw the light and joined Appendix J / Historic Touring Car Association with my 1964 Morris Cooper S.

My most memorable races include being invited to enter two Melbourne Formula One events in support races. These follow my memory of a multiple rollover at Bathurst in 2006.....at least I made the news footage on all Sydney TV channels.

The friendships earned, and the camaraderie of the HTCA members, make being a member truly worthwhile.

## Treasurer - Dave Roberts

So car 20 is back!

After destroying it on the Mountain, Dave Wheatley and Rocky rebuilt my car better than before!

Slowly coming to terms with the different technique required in corners!

Really enjoy the "mateship" in Nb

Looking to improved lap times in 2015



## Secretary - Julie Williams

Brighton-le-Sands

Fell in love with motor racing back in 19@\* when I worked at BMC and went racing with Evan Green and the boys. Well, I just watched really, but I was in the car in spirit.

Most memorable racing moment. Sitting on top of a van at Warwick Farm watching Leo Geoghegan race and standing behind Jackie Stewart's car in the Pits (a paddock back in those days) listening to the engine of his open wheeler just idling away .....music!!

My favourite car was a 1977 LX Torana ("Delilah"). Hubby is a died-in-the-wool Ford man, so as you can imagine, the Ford/Holden rivalry was fierce. She went to the scrap yard back in the early 90s as a result of a bingle. I still miss her....

Got drawn back in to motor racing back 1997 when I became PA to Terry Thompson and the rest is history. Now Secretary of 3 or is it 4?? Clubs...I've lost count.

Started my history with the HTCA back in 2006 when I began editing the club magazine and later inherited the Secretary's job from Dominic Truelove, and I'm still here.

One day I'll find something else to do???





# Your Committee for 2015

## Ian Johnson (1951-????) AKA "Raffles"

Raced sports sedans FJs and EH late 60's early 70's then after 35 year break I Joined our club in 2009 (?) became" raffle man and spent last 2 years as a committee person

I built and raced (black) EH#971 for 2 years then I built (black) Chevy Corvaire . first race was 2014 MCM.

The driver was very slow but the Corvaire showed lots of potential and interest. as first Corvaire log booked in Histories and first turboed car ....Looking forward to 2015 !!!



## Chris Collett age 39

Terrigal, Central Coast NSW

Car Dealer

Race number 62

Started group N racing in 2011

Race Car 1964 Morris Cooper S

Favourite race track Mt Panorama Bathurst

I started group N racing in my mini as a bucket list promise to myself and looking for a hobby outside of work.

For the lead up to my first group n race at Wakefield Park I was bloody terrified, unsure of my own racing abilities, and had never raced a car against other cars before, I was praying not to embarrass myself on the track or crash my car or into anybody else's car. I should not have worried as my racing crew who accompanied for the weekend dulled the nerves with a local pub crawl ending at the Pink Flamingo night club just after 4am.

Next morning was a bit of a blur and the support crew were MIA, best said my first race experience was more like ' driving Miss Daisy ' than shattering lap records.

HATE I hate the eye watering bank account damage of motor racing and that I work too much and race too little,

LOVE What I love about group N racing would be the genuine friendships and unbelievable assistance from fellow members and racers.

## Ray Dean

CASTLE HILL NSW

Race/Track Cars

1972 GTR XU1

1974 TORANA A9X

1987 NISSAN SKYLINE GTS-R

Current

1964 HOLDEN EH - Class NB

Competed -

Targa Tasmania events

Classic Adelaide

Winton 6hr

FOSC Bathurst/Wakefield/Eastern Creek events NISSAN Enduro Phillip Island Regularities/Supersprints Phillip Island Classic 2014

Decided to do something a bit more challenging an different, hence become involved with HTCA-NSW introduced by Ian Johnston Looked for a suitable vehicle an Ian was selling his EH for a new project, knowing the vehicle I was more than happy to purchase it

AMBITION

To enjoy the racing, look after the car, socialise with fellow competitors, to assist as needed to enhance a great club



# Your Committee for 2015

## Trent Ducquet

El Presidente's (his dad) right hand man. Statistician and Webmaster for the Club.



**Bruce Whitford**

I have been associated with the club for approximately 15 years and became a member 12 years ago.

2014 is the first year that I have been on the committee. Although I am not a competitor I have over the years been involved in pit-crewing for various cars in that time and still doing that now.

One good thing about the club is that if any problem arises in a car, fellow competitors will always help you out. I also find that the barbecues are a great way to meet new members. "



## Steve Pitman

I have been involved in circuit racing since the late seventies, I raced a LJ Torana Sports sedan for around ten years mainly at Amaroo Park and Oran Park circuits.

In 1999 I decided to enter into the circuit race scene again and made the decision to go with group N category, as I had an extensive experience previously with Holden 6 cylinder engines I was seeking a car in that configuration. I found a car in pieces in Wollongong that required re-assembly i.e. new steel roll cage, paint and a few other minor items to have it restored to race condition.



# The Winners Circle

## Class Trophies Nb

### 0-1300 cc

1st	Paul Battersby	Mini Cooper S
2nd	Graham Russell	Mini Cooper
3rd	Dave Roberts	Mini Cooper S



### 1300 - 1601 cc

1st	Matthew Windsor	Lotus Cortina
2nd	Brian Titheradge	Ford Cortina
3rd	Scott Fleming	Ford Cortina



### 2601 - 3000 cc

1st	Phil Taylor	EH Holden 2nd
2nd	Ray Dean	EH Holden
3rd	Chris Stephenson	EH Holden



### 4501 - 6000

1st	Bob Munday	Ford Mustang
2nd	Andrew Taite	Chevy Nova
3rd	Max Ullrich	Ford Mustang



### Over 6000

1st	Chris Strode	Ford Galaxie
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## Nb Overall

1st	Paul Battersby	Mini Cooper S
2nd	Graham Russell	Mini Cooper S
3rd	Bob Munday	Ford Mustang



# The Winners Circle

## Class Trophies Nc

### 0-1500 cc

1st	Chris Dubois	Ford Escort
2nd	Jerry Lenstra	Fort Escort
3rd	Stuart Follows	Datsun 1600



### 1501 - 2000 cc

1st	Mark Lenstra	Ford Escort
2nd	Jerry Lenstra	Ford Escort
3rd	Stuart Follows	Datsun 1600



### 2001 - 3000 cc

1st	Wayne Rogerson	Mazda RX2
2nd	Allan Mayne	Mazda RX2
3rd	Bill Attard	Mazda RX2



### 3001 - 3500

1st	John Wright	Holden Torana
2nd	Warren Wright	Holden Torana
3rd	Paul Tierney	Holden Torana



### 3501 - 5100

1st	Harry Bargwanna	Ford Mustang
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### 5101 - 6000

1st	Michael Anderson	Ford Falcon XY
2nd	Jason Foley	Ford Falcon
3rd	Chris O'Brien	Ford Falcon



### Over 6000

1st	Marc Ducquet	Ford Galaxie
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## Nc Overall

1st	Wayne Rogerson	Mazda RX2
2nd	John Wright	Holden Torana
3rd	Mark Lenstra	Ford Escort



# The Winners Circle

## In Appreciation

Ray Dean

Ian Anderson

## Club Awards

### Encouragement Award

Daniel Berry

### Sportsmanship Award

Chris Collett

### President's Cup

Allan Mayne

### Most Improved Driver

Matthew Windsor

Lotus Cortina

### Best Presented Nb

Dave Roberts

Mini Cooper S

### Best Presented Nc

Stuart Follows

Datsun 1600

### Testicular Trophy

Ian Johnson

Chevy Corvair



## Champion Awards

### NB Champion

Paul Battersby

Mini Cooper S

### Nc Champion

Wayne Rogerson

Mazda RX2

### Club Champion

Wayne Rogerson

Mazda RX2



# Presentation Night 22nd November 2014



Presentation Night 22nd November 2014



# Presentation Night 22nd November 2014







# Round 2 - Wakefield - HSRCA February 2014



# Round 3 - Wakefield - FoSC - April 2014



A solid 30 car Group N field rolled up for the inaugural Retro Speedfest at Sydney Motorsport Park. Morning qualifying was held in tricky semi - wet conditions but skies had cleared come race time.

Front row starters Daniel Kennedy (Falcon) and John Harrison (Mustang) found plenty of wheel spin at the start of race one with fifth fastest qualifier John Wright (Torana) emerging as an early leader in his Torana. Jerry Lenstra parked the Escort with a wheel bearing issue whilst Harry Bargwanna (Mustang) had a premature end to his weekend with a broken diff, his second in two meetings (post race, brother Alf was his usual compassionate self, espousing opinions on Ford reliability!). Kennedy used the 351 cubes under the XYs bonnet to good effect and blasted past Wright on the front straight to grab the lead. Bill Trengrove (Mustang) and Marc Ducquet (Galaxie) had an almighty dice as Harrison pushed his recently completed Nc Mustang into the lead. Ray Dean looped his black EH in to the sand on the exit of turn five and brought out the red flag, Harrison awarded the win from Wright who had snuck past Kennedy with the Mazdas of Wayne Rogerson, Greg Schwenke and Alan Mayne next followed by Ducquet, Trengrove, son Brent Trengrove (Mustang) and Warren Wright (Torana) rounding out the top ten.

Harrison again smoked the bags and lost a few spots off the line in race two with Kennedy taking up the lead from Wright. Ducquet had another huge battle, this time with Rogerson who utilised the nimble RX-2s handling qualities to dive under the big Gal on the slower parts of the original Grand Prix circuit. Brian Potts parked his trusty HT Monaro after copping a whack in a rear quarter mid race while two of the more exotic Group N machines in Norm Bolitho's Volvo and Lionel Walkers Mk.II Jag had a ding dong struggle with the immaculate Pommie machine of Walker showing real straight line speed while Stormin' Norman was sharp on the brakes. Kennedy suddenly slowed and came into the pits with just a few laps to go as Wright looked set to win after building a small margin to the pursuing Harrison. Incredibly Wright slowed coming onto the front straight for the final time with the chequered flag about to be unfurled. Harrison



flashed past to snatch the win with Rogerson just catching the crawling Wright before the line and grabbing second place. Trengrove was third from Ducquet who later copped a

10 second penalty for alleged movement before the start, moving Schwenke up to fourth from Mayne, Warren Wright then Ducquet, Brent Trengrove with Queenslander Lex



Pedersen (Camaro) tenth after starting right at the back. Kennedy and John Wright had run out of fuel and surely guaranteed themselves some ribbing for several days to come.

Race three saw Harrison hook up nicely and set up an early lead as Kennedy began his climb up from the back of the field.

Suddenly Wright emerged as race leader after Harrison had a hairy couple of moments after running off onto the grass near turn three and lost a few spots as a result. Brent



Trengrove had his hands full fending off the ultra rapid Capri of Harvey Felton just outside the top ten as the Mustangs of Bob Munday and Tony Antoun also had a fierce dice. Rogerson began to reel in leader John Wright as the race wore on with the Toranas tyres starting to look a little marginal. An exciting finish ensued as the RX-2 just failed to get the Aussie Six at the line with Kennedy third from Harrison then Schwenke, Bill Trengrove, Ducquet, Mayne, Pedersen and Warren Wright in tenth.



Wright junior again nailed the start and assumed the lead in the final event with Harrison losing out to a fast starting Rogerson. Pedersen was out early while Kennedy was soon attacking the leading Torana and eventually got by on the front straight. Ducquet and Bill Trengrove resumed their earlier stoush while Mark



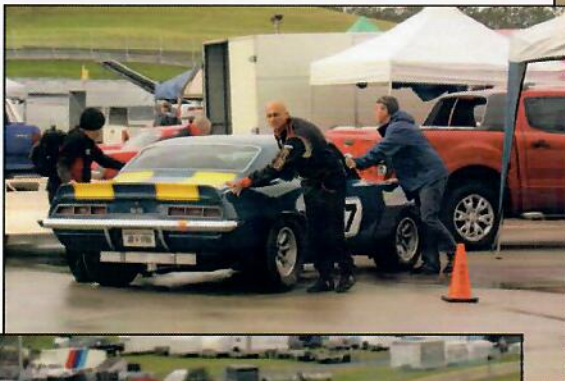
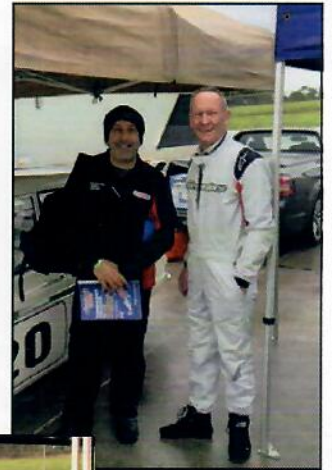
Lenstra (Escort) and Graham Russell (Mini) engaged in a big one of their own. Schwenke retired from a strong fifth place as Wright continued to hound Kennedy but the big Ford proved too strong, the pole winner on Saturday finally converting his speed into a good win. Harrison was third behind John Wright with Rogerson fourth then Bill Trengrove, Warren Wright, Mayne, Ducquet, Brent Trengrove and Felton completing the top ten.



**Darren Knight**



Photos Courtesy  
Throttle Jam  
Photography



*Photos Courtesy  
 Throttle Jam  
 Photography*



*Photos Courtesy  
Peter Schell*



# Round 5 - SMP - FoSC at Amaroo - June



We had a right royal roll-up at Sydney Motorsport Park, over 120 entries – despite it being a long weekend – and we were rewarded with great weather and a top day of competition. So a big “thank you” to everyone for making the effort to support this FoSC meeting.

Once again, we were gratified to be hosting Championship rounds for the Excel Racing Series and the Historic Touring Cars Association. As expected, competition was close and exciting in these events.

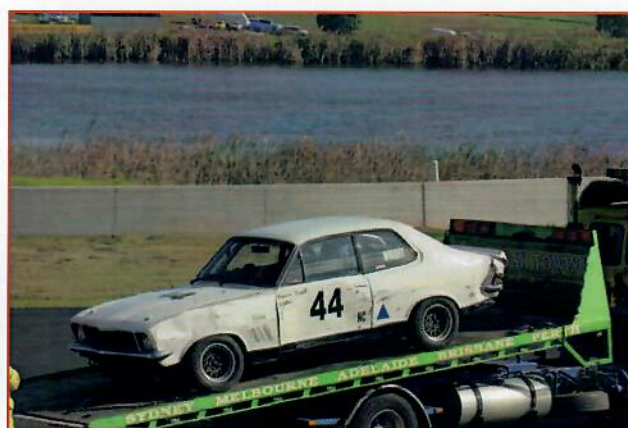
In fact, the whole day was a real buzz, with plenty of variety from 1960s open-wheelers, to classic saloons and sports cars, through to modern Clubmans and MX5s. With qualifying, plus three events each, everyone was kept busy.

## Historic Touring Cars Association Championship

Obviously this twisty circuit suits the high-revving rotaries, with Messrs Rogerson and Mayne featuring prominently in the results. But that didn't stop the always hard-pushing John Wright, Mark Lenstra and Paul Battersby making their marks.

1<sup>st</sup> Wayne Rogerson (1970 Mazda RX2), 2<sup>nd</sup> John Wright (1973 Torana LJ XU-1), 3<sup>rd</sup> Mark Lenstra (1972 Escort RS1600).

1<sup>st</sup> Wayne Rogerson, 2<sup>nd</sup> John Wright, 3<sup>rd</sup> Alan Mayne (1972 Mazda RX2). 1<sup>st</sup> Wayne Rogerson, 2<sup>nd</sup> Alan Mayne, 3<sup>rd</sup> Paul Battersby (1963 Austin Cooper S).



Round 6 - SMP - FoSC - August 2014





**Nc**

Daryl Hansen (Mustang) led the Over 3500cc Nc field away on the short Circuit and built up a handy lead as Paul Stubber (Camaro) climbed up the order after starting way back. Marc Ducquet (Galaxie) and Brett Hobson (Falcon) had a big dice as did the Falcons of Michael Anderson and "Blu" Cannon together with TCM front runner Brad Tilley in the Bob Cox Mustang. Ducquet retired when the wets had cried enough on the drying track and then just as Stubber loomed up onto the back bumper of Hansen the Camaro suddenly rolled to a stop out on the Circuit. Hansen went on to take an untroubled win from Tilley with Hobson third in front of two time ATCC winner Glenn Seton (ex Bryan Thomson Camaro) who drove a cautious race when it was wet in the early stages, as did DJR V8 Supercar pilot David Wall in the priceless ex Pete Geoghegan Mustang in sixth behind Cannon. A disintegrated distributor was found to have halted the Stubber Chev.



In the first race for the Under 3500cc Nc brigade Scott Bargwanna took his dad Alfs Torana to the lead and kept it there, looking right at home on the slippery short Circuit to take the win. Behind him John Wright (Torana) fended off Jason Humble (Mazda) to secure second with another two Matt Russell tuned Mazdas next in Wayne Rogerson and Alan Mayne.

Sunday mornings race on the Brabham Circuit was literally over before it began for Seton. The immaculate Peter Sportelli owned machine pulled off just before the start with what was thought to be a possible dislodged valve seat in the Chev Big Block. Scott Bargwanna assumed an early lead but the field quickly came under control of the Safety Car during the opening lap after Steve Shepard clouted one of the unforgiving concrete walls, his Mazda suffering heavy damage in the process. Bargwanna led initially after the restart before Wall proved too strong and blasted past the little XU-1 and went on to take the win. Bargs was second from Daniel Kennedy (Falcon) who got the better of a struggling for grip Stubber in fourth. John Wright was fifth and TCM points leader John Bowe a cautious tenth in the ex Bob Jane Monaro. The brutish HQ had missed Saturdays race after a diff problem in qualifying. Harry Bargwanna (Mustang) just beat home Andrew Whiteside (Mustang) for 12<sup>th</sup> in an exciting finish with Hansen also just inches behind.



The weather turned well and truly ugly for the Gardner Circuit race with a darkening sky opening up just before the start. Pole man Wall fell back away from the start as Stubber assumed an early lead while Torana fast man John Wright retired. Lining up on wets Hobson reeled Stubber in and grabbed the lead in the big white XY. Kennedy brought his Big Henry into the pits after an oil line came adrift. Humble mercilessly harassed Craig Allen (Torana) for fourth, the two re-passing each other multiple times each lap. Hobson took a well deserved win from Stubber with Scott Bargwanna a lonely third, well clear of Allen who just caught Humble at the line to finally snatch fourth. Wall was sixth and Bowe seventh.



Wright was out early again in the Nc Trophy race on the Druitt Circuit while Stubber made a great start to lead in the opening stages.

Kennedy retired as a massive dice (that will surely make the DVD) erupted between Michael Anderson (Falcon), Michael Hibbert (Charger) and Matt Sullivan (Torana). The three Aussie Muscle Cars went at it hammer and tong in the grandest tradition of Series Production punch ons at the much missed Oran Park. Wall began to sneak up on Stubber as the race wore on until the final lap saw the front runners catch the back markers who were busy with their own battles. Suddenly Stubber found himself boxed in at the tightest part of the track and Wall took full advantage to blast into the lead and take out a narrow victory soon after. The Toranas of Bargwanna and Allen were next then the incredible Rotary of Humble. Tilley, Bowe, Hansen, Allan Burke (Falcon) and Hobson completed the top ten.



**Darren Knight**



There are heaps more photos on the website and on the Throttlejam Photography website.



Photos courtesy of Throttlejam Photography  
[www.throttlejamphotography.com](http://www.throttlejamphotography.com)

# Race Gallery – MCM 2014

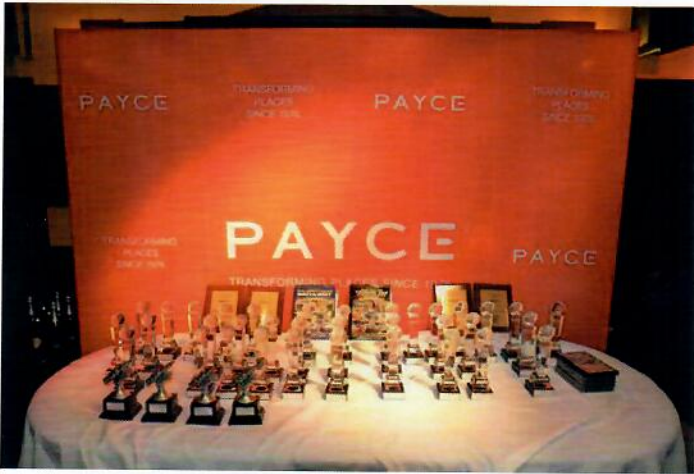


Photos courtesy of Throttlejam  
Photography  
[www.throttlejamphotography.com](http://www.throttlejamphotography.com)

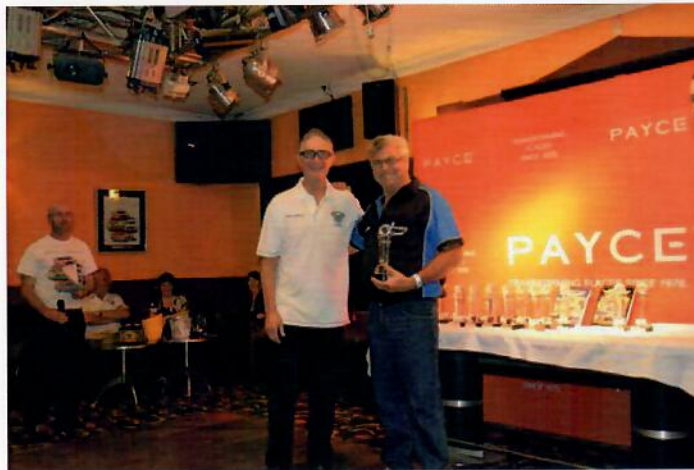


Photos courtesy of  
Peter Schell  
schellpm@bigpond.com

# MCM 2014 - Trophy Presentation



# MCM 2014 - Trophy Presentation



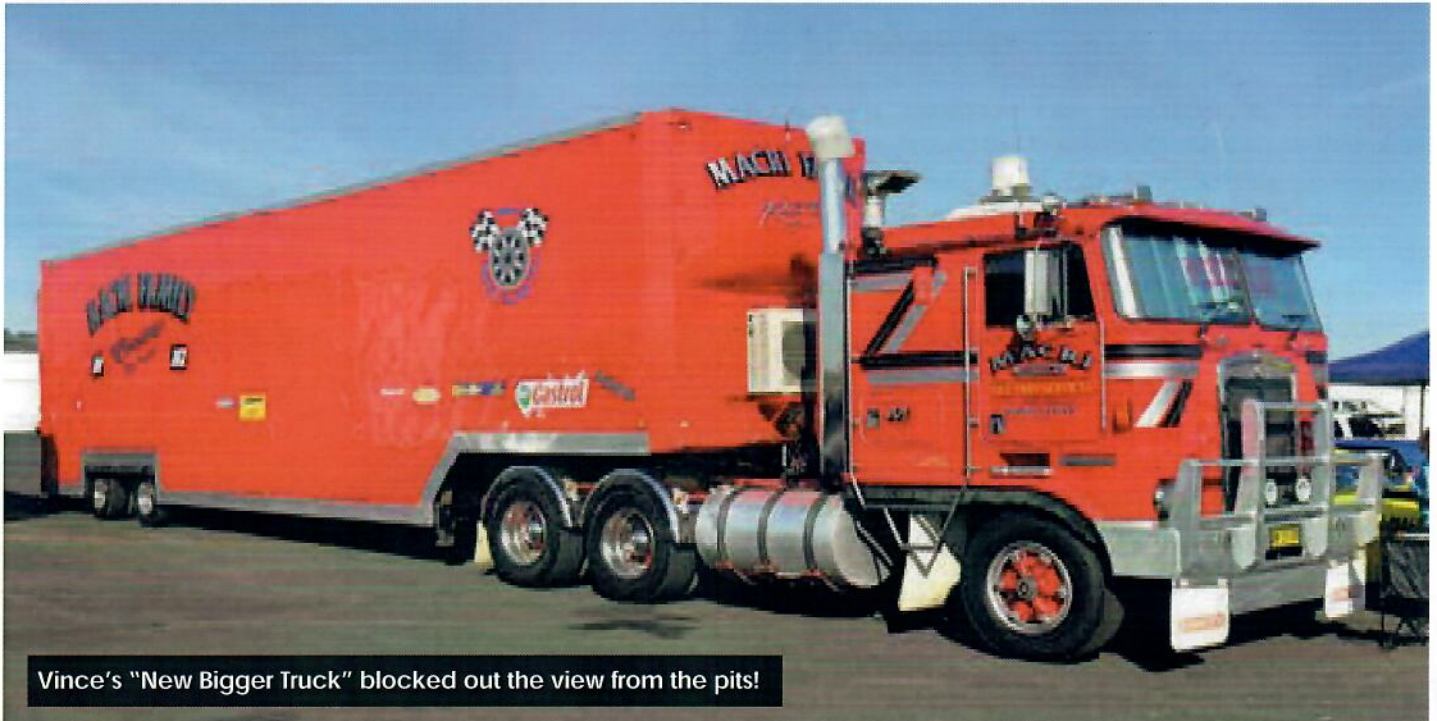


## Race Report - BIMF Easter 2014

Once again our Group put on a great show at Bathurst over Easter.

From 51 entrants, 48 fronted for practice, 45 Qualified, with 39 starting race 1, reducing to 37 in race 2 and 33 on Sunday for the Trophy Race! Al Burke had a meeting with the wall in qualifying but with the help of the TAFE team managed to grid up again on Saturday! Great work by the lads!

18 - 20 APRIL 2014



Vince's "New Bigger Truck" blocked out the view from the pits!



Dean Neville once again very quick in the Camaro.



# Race Report - BIMF Easter 2014

## Bugger! Bathurst Bites!

18 - 20 APRIL 2014

In Sundays race Ted Perkins and John Shuttle had a coming together at the Cutting resulting in 3 laps under safety car, then I binned it at Forrest!

Race 1 saw Dean Neville lead from WA's Hansen and ACT's Foley whilst Race 2 saw Neville beat Bathurst local Anderson and HANSEN. Race 3 saw HANSEN ahead of EO Vince Macri and Anderson. Neville started from rear of grid and retired with a mechanical problem. Racing into the sun on Saturday afternoon was a little tricky and saw several of our group pinged with a jumped start penalty!

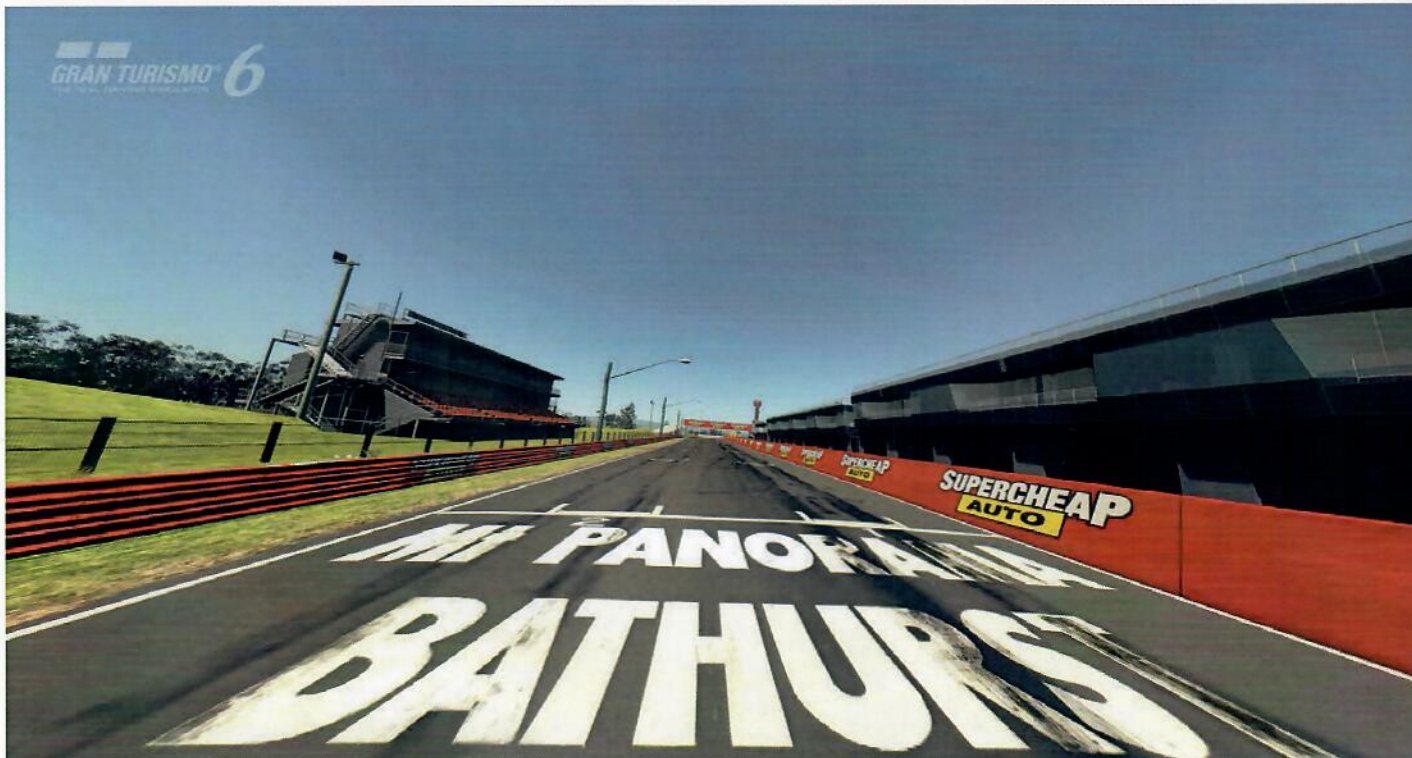
There were several reported instances over the weekend where foul language was used in the pit area. Please be aware that there are women and kids present and maybe wait until the mist rises before "going off"! Remember that you and your crew are both category representatives.

**David Roberts**

*Thanks to Grant Paterson for the photos!*



Action back in the pack before.....





# Colin Bond - Tin Top Hero

## Colin John Bond

(born 24 February 1942) is a retired Australian racing driver. Bond reached the highest levels in 1969 when he was the newly formed quickly found



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

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

## Early career

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

## Torana GTR XU-1

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

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

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



Action-Line

## Torana L34

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

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

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

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

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



# Colin Bond - Tin Top Hero

## 1-2 Formation Finish at Bathurst

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



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

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

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



## The 1980s

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

he did register two more Bathurst 1000 placings, finishing 3rd in 1983 and 1988; the latter occasion with



former F1 World Champion Alan Jones as co-driver in a Ford Sierra. And in 1985 Bond and former motorcycle racer Gregg Hansford won their class at Bathurst in an Alfa Romeo GTV. He was also third in the 1981 and 1988 Australian Touring Car Championships.



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

## Wins in the Caltex Sierra

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



# Allan Moffatt

Four times Bathurst winner and a name synonymous with Aussie racing car legends. The Canadian born Moffatt would move to Australia with his parents in the early 1960's as a college student, however his passion was for racing, something he had enjoyed Stateside prior to moving to Australia. His first foray on the Australian Touring Car Championship (ATCC) came in 1965, then driving a Ford Lotus Cortina .

He switched to driving a Ford Mustang, and with sponsorship provided by Coca-Cola his brightly coloured red car soon became a favourite of race fans around the country. He would go on to win 101 ATCC races in this car between 1969 and 1972 – but there was a problem - Bathurst eligibility requirements dictated that all cars entered had to be Series Production cars.

Moffatt either had to switch cars, or continue to miss the premier racing event in the country. With the arrival of the GTHO the answer was simple, and on his debut at the Mount he would finish 4th with co-driver Alan Hamilton. The following two years would see Moffatt come into his own as one of Australia's most dominant race drivers, and the Falcon GTHO as an almost unbeatable car.

By 1970 Ford had made significant improvements to the Falcon GTHO and Moffatt, racing without a co-driver, took the car to two crushing victories in the 1970 and 1971 Bathurst races. Moffatt looked headed for an historic third straight Bathurst victory in 1972 when Ford unveiled plans for a "Phase IV" Falcon GTHO, even faster and more brutal than the Phase III which Moffatt had taken to victory in 1971.

## The Phase IV Is Scrapped

But the Australian press intervened, publishing headlines declaring "160 mph Super-cars On Our Roads!". To make the cars eligible for entry at Bathurst, Ford needed to manufacture at least 200 to meet homologation rules. Facing pressure from the media and government not to produce the car, Ford scrapped production of the Phase IV and forced Moffatt and other Ford drivers had to instead continue to use year-old Phase III cars. Brake problems and wet weather would conspire to prevent the heavier GT Falcon's from taking another win, leaving the gate open for one Peter Brock to snatch victory in the more nimble and less weather affected Torana GTR.

In 1973 the Confederation of Australian Motorsport (CAMS) changed the rules for the Australian Touring Car Championship and Bathurst cars to allow racing modifications, such modifications having previously been outlawed (prior to 1973, cars had to be stock, with only a few concessions made in relation to safety equipment). First the controversy over the Phase IV, and now combined with the change in the rules, it was little wonder that Ford would withdraw from competition at the end of 1973, leaving drivers such as Moffatt to form their own privateer teams.

The "Great Race" would convert from 500 miles to 1000 kilometers, the added length putting even more pressure on car and driver for endurance and reliability. Moffatt struggled through the 1974 and 1975 seasons, failing to finish Bathurst in those years, and was only moderately competitive in ATCC races, although in 1975 he drove a BMW 3 OCSL with Brian Redman to win the Sebring 12-hour.

Although he failed to finish Bathurst again in 1976, Moffatt returned to drive his Falcon GT full-time in the ATCC that year and won his second title, despite the setback of a transporter fire which destroyed his race car, with several rounds left to run. Moffatt re-established his dominance in 1977, winning his second consecutive ATCC title that year (the third of his career) and of course there was the crushing 1-2 victory of both Moffatt and team-mate Colin Bond at Bathurst.

By the mid-point of the race, Moffatt and Bond led by over six laps from the rest of the field, however the drama would unfold as Moffatt's car encountered brake problems and had to slow, allowing Bond to catch up and be in position to snatch victory.

Obviously on orders from the team, Bond held position along side Moffatt for much of the last lap, the pairs formation down Conrod Straight one of the most enduring Bathurst images of all time.

The pair finished the race side-by-side, Bond allowing Moffatt to stay barely in front. This moment is remembered as one of the most famous in Australian motor sport history, and still regarded by many as Ford's finest hour.

Moffatt was unable to repeat his 1977 successes over the following three years. He retired from the 1978, 1979 and 1980 Bathurst races (his last in an Aussie built Ford) and did not win the ATCC title in those years as Holden began to gain a manufacturer's edge with the Torana A9X, a car both lighter and more nimble than the heavy Falcons.

During the early 1980's Moffatt competed in various international events, including Le Mans and Indycar, where he partnered with race legend Bobby Rahal. He even made a "guest drive" for the Marlboro Holden Dealer Team, taking 3rd place in the Sandown 400km race.

The event was marked by the fact that it was Moffatt's second only time in a Holden and that he was driving in the same team as his nemesis Peter Brock . In 1981 he would ditch Ford to instead drive a Mazda RX-7 in both the ATCC and Bathurst, managing to finish in the top six four consecutive times. His fourth and final ATCC win would come in 1983, however he would sit out the 1985 season.



His return to Bathurst in 1986 would be somewhat controversial, not only driving a Commodore, but partnering with Peter Brock. Then, like most were forced to due to their dominance, he switched to driving the Ford Sierra's. The halcyon days of the 1970's may have been over, but Moffatt had etched his name indelibly onto the side of the Mount, and into any race fans heart.

## “Stormin” Norman Beechey - by Chris Meaden

One of Norm Beechey's first races was at the Albert Park meeting that was held in conjunction with the Olympic Games in 1956. He raced a Ford Customline that unfortunately ended its days of up against a tree on the Albert Park circuit. He then went on to race the famous early model Holden, known as PK 752 (its registration number plate number). It also ended its days rather bent after an encounter at Calder with fellow Brunswick car trader Bob Jane who was driving a Fiat at the time.

In 1962 a four-door Chevrolet Impala was imported and he won most of the races that he entered, if it held together long enough. The 4 speed gearbox often converted itself to a zero speed box! He gave the Jaguars of Ian Geoghegan and Bob Jane a very hard time with this car.

Len Lucky gave Norm a drive of the massive Lukey Mufflers Ford Galaxy in 1963.

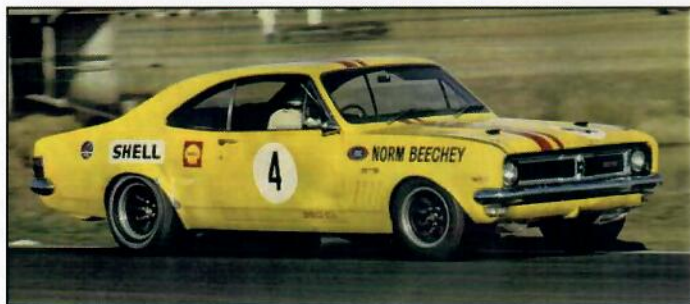
Norm attempted to win the 1964 Australian Touring Car Championship at Lakeside in a hot Holden S4, but fell short. This was at the time of the Neptune Racing Team which also included Jim McKeown and Peter Manton.

Norm finally won the Australian Touring Car Championship in 1965 when he imported a Mustang. This was arguably the first major win for a Mustang anywhere in the world, certainly in circuit racing.

He was back in the General Motors fold in 1966 with a Chevrolet Nova 2. This beautiful looking two-door was leading the Australian Touring Car Championship race at Bathurst in 1966 when clutch problems saw Ian Geoghegan in his Mustang slip through for a win. The Neptune team was renamed the Shell Racing Team during this period.

For the first time, he turned up at the next championship race with the same car, at Lakeside in 1967. He was leading the race by a country mile when a tyre blew.

In 1968 'Stormin Norman' acquired a magnificent looking Camaro. He defeated Ian Geoghegan when he debuted the car at Calder, but he was sadly outclassed during the championship race at Warwick Farm that year. The car was late in arriving to Australia and only raced to a handful of times before it was replaced by Norm's first Monaro.



The HK Monaro was possibly a step backwards compared to the Camaro but he won on debut against Ian 'Pete' Geoghegan said Mustang at Calder towards the end of 1968. This was quickly followed by winning the Western Australian Touring Car Championship at the very last race meeting at Caversham. A few years later Western Australia was to be in focus for another 'final' for Norm. John Sheppard was the head mechanic during this period.

By 1969 a young Lou Mallia became involved with the team and in 1970 he was responsible for the development of the famous HT Monaro.

A comparatively massive amount of money was spent on the car and it was spectacularly fast in a straight line. Norm won the 1970 Australian Touring Car Championship relatively easily.

Norm also raced a Chrysler factory supported series production Valiant Pacer in Shell Team colours in 1970 with moderate success. He finished third behind Allan Moffat and in the 1970 Sandown 250.

In 1971 the Pacer was replaced by a Valiant Charger, with some success.

Prior to the 1971 touring car series Frank Gardner was commissioned to sort out the cars handling.

However, the car did not have the speed it had in 1970. Was it lacking a straight line speed? Whatever the case, Norm was struggling against the might of Allan Moffat's Coca Cola Trans-Am Mustang and Bob Jane's sensational new Camaro ZL-1.

He had a 'lucky' win at the tragic Calder round of the championship (when a car crash through a barrier and into the crowd), but it was all downhill from there. The car not particularly reliable.

However, this car was Norm Beechey's crowning achievement. It said a lot for Lou Mallia also. It did not go unnoticed by Allan Moffat who offered Lou a job for the 1972 season.

In mid 1971 Ford factory team manager Howard Marsden arranged a series production XY Falcon GT HO Phase 3 for Norm. He only raced the car twice at Winton and Hume Weir. Norm did very well against the likes of Peter Brock and his much more nimble Holden Dealer Team Torana XU1, particularly considering the Falcons were in serious tyre trouble by then.

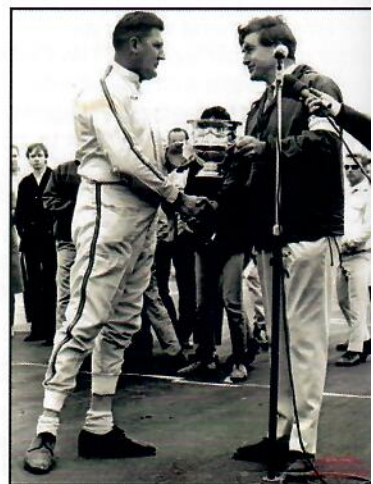
Graeme Moore took over the reins of the preparation of the Monaro in 1972 but you have to wonder if Norm had lost enthusiasm and the funds to do the job properly. I remember overhearing him say that he had no chance against the likes of Allan Moffat Trans-Am Mustang. Sadly that was too true.



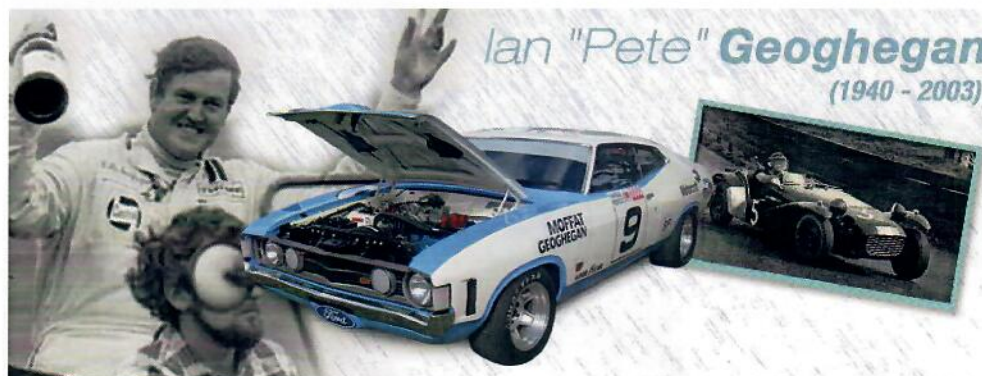
He never looked like being on the pace and did not complete the championship. He retired from racing altogether after winning his final race at Wanneroo, the Western Australia Touring Car Championship to fulfil obligations to Shell.

Tough personal circumstances possibly lead Norm to his retirement which was made certain when he put an axe through his helmet! His Chrysler car dealership and the chain of Norm Beechey Speed Shop's disappeared at around the same time. As a kid I was extremely hurt that Norm quietly retired and did not let his fans know, no interviews, nothing.

He was not to be heard from again for decades. However, it is great to see that he is back on the scene now with his original Chevrolet Impala 409.



# Ian "Pete" Geoghegan



## The Racing Geoghegan's

Long before Liverpool (Britain) was famous for the Beatles, Liverpool (New South Wales) was known, in the motor racing world, to be the home of the Geoghegans. In the mid 1960s the two Geoghegan brothers, Leo and Ian, were members of the TOTAL Racing Team and the pair cut a swathe of successes through the intensively competitive sport of motor racing, and set lap records on every major circuit in Australia.

Their father, Tom Geoghegan, was by the mid 1960s considered to be one of the Old Men of professional motor racing. Wise in the ways of the sport, Tom guided his boys and built the complex of motor racing activity that surrounded them into a formidable fighting force, always equipped to do battle.

## Geoghegan's Folly

Tom began racing himself in 1949 when he was over 40. He won quite a few races, particularly with a Holden in 1952, and then imported a Jowett Jupiter sports racing car that was to become known as "Geoghegan's Folly." He took it to Orange in Easter, 1954. Leo, at 17, was driving a Holden in the same race - his first - and the theory was that he was to follow his father and learn the way.

However, the 17-year-old found he could pass the Jupiter - and did - until he was sternly flagged into the pits and ordered to exchange cars. At the end of the race the Holden was placed second, but Tom was so angry with the Jupiter's performance that he sold it on the spot for a quarter the price. Tom Geoghegan's stubborn Irish pride was not to allow the possibility of a "Geoghegan's Folly Mark II" in the years that followed, and although sickness forced his own retirement from competitive driving in 1955 he kept on in a steady and relentless quest for the utmost in performance by the racing Geoghegans.

He insisted that every aspect of the team's performance be as near perfect as possible; the best available cars, the highest possible mechanical standard and preparation, the best presentation of the cars, trailers, tenders and uniforms identified by the Total Team colours of blue, white and red; and then, as Tom sat looking up along the track from the pits, he expected experience, intelligence, training and skill on the part of his sons to combine with that little extra Geoghegan speciality, that instinct of a really good driver, to take them capably, safely and properly across the finishing line.

## Old Number One

Leo first made his name on Australian circuits in his famous black Holden - "Old Number One". It was one of Australia's best known cars, and he drove it from 1959 to 1960. The car was the fastest ever in its final fling, but Leo stopped driving it in October, 1960 when a Lotus Elite arrived. At around this time younger brother Ian was just starting to find his way around the circuits and he was to take over the Holden, and Leo switched to the Lotus Elite. He ran the Elite from 1960 to late 1961, and won 21 races from 25 starts, setting lap records everywhere.

In 1961 Leo drove his first real racing car, a Lotus 18 Formula Junior, the first one to land in Australia. He liked it so much that he ordered a new car, a Lotus 20, to be delivered later that year. It arrived in October 1961 and it was so successful and so many people were talking and-asking about Lotus cars that the Geoghegans became official Lotus agents. The 20 continued breaking lap records as the competition was starting to move, and won practically all the racing car races it entered.

In 1962 a new Lotus 20 arrived for Leo and at its first major encounter at Warwick Farm at the International meeting, won and broke the lap record, repeating this at the International at Lakeside. Then a list of cars, and a long series of successes ... Lotus Super Seven, Daimler SP250, Lotus 23, Lotus 22, Ford Cortina, Lotus 27 ... Australian titles, State titles, lap records, circuit records ... trophies, awards, laurel wreaths ... and praise for his consistent good sportsmanship and a classical driving style that was a pleasure to watch.

Ian Geoghegan was, without a doubt, one of the popular heroes of motor racing - where there was excitement it was hard not to find "Pete". No one who saw him drive the 3.4 Jaguar saloon during 1960 to late 1962 will forget the obvious fun he had handling it, creating virtually unbeatable lap records wherever he went, from Phillip Island to Lakeside. But the Morris 850, Aston Martin, Daimler SP250, Lotus Seven, Lotus 1500, Lotus 22 and Ford Cortina - "Pete" really enjoyed them all, and showed that they could do things that would have surprised anyone who didn't know that a Geoghegan was at the wheel.

But the Lotus 23 sports racing car was without a doubt one of his favourites, and from the end of 1962 to early 1964 he made this car undisputed master of its class. He was awarded the Australian Racing Drivers' Club shield for the Champion driver for 1963. (Leo was the "Driver of the Year" for 1957, 1958 and 1960, fellow TOTAL team-mate Frank Matich received the honour in 1961, and Ian was himself also the winner for 1962).

Ian Geoghegan was a five-time winner of the Australian Touring Car Championship, a feat matched by only two other drivers since (Dick Johnson and Mark Skaife). He achieved this string of victories driving against competitors of the highest calibre, such as Bob Jane, Norm Beechey and Allan Moffat. He also won the prestigious Bathurst 1000 endurance race in 1973, driving with Moffat for the Ford Works Team. Geoghegan was inducted into the V8 Supercar Hall of Fame in 1999.



## Bob Jane



Bob Jane is one of the greats of Australian motor sport.

Jane won four Australian Touring Car Championships (1962, 1963, 1971 & 1972) and he won what is now called the Supercheap Auto Bathurst 1000 on four occasions and all in succession (1961-1964).

Having won the Armstrong 500 at Phillip Island in 1961 and 1962, Jane then won the very first endurance race at Mt Panorama in 1963 and then backed it up the following year.

Jane has been involved in the automotive industry his whole life.

He started selling tyres in the early 1960s with South Yarra Car Sales and eventually created Bob Jane T-Marts – the country's most successful automotive franchise. At its peak Jane was selling over a million tyres per year.

"In my era when I was just 20, 21, owning a car was a rarity and racing a car was a mega rare-rarity," Bob Jane told Speedcafe.com.

"So I became a car dealer and a mechanic and cars became my life."

Racing was of interest to Jane early on, he was a champion bicycle rider in the 50s, holding many state records before graduating to four wheels and engines in 1957.

Jane's first race was at Fisherman's Bend in Melbourne.

"If you cast your mind back to the 50's, the only race track in Melbourne was Fisherman's Bend, which was the government airstrip behind General Motors," said Jane.

"There was also Phillip Island but there was no Calder and there was no Sandown, there was nothing in Australia.

"Sandown was built in 1963, Calder was built in 1961 and opened in 1962 and Oran Park was opened in 1963.

"But that was okay because it was before my racing really existed in the way that you know it today."

While Jane is known as a touring car legend, he also raced in the open wheeler Tasman Series.

"I raced open wheelers when I lived at home but it was mainly touring cars," said Jane.

In Tasmania I raced a Jaguar down at Longford and won the touring car event down there. That car won me many, many races; in-fact there is a stamp of the Jaguar.

"This was in the very early days of motor sport."

While Jane enjoyed a lot of success, winning the 1961 and 1962 '500s' at Phillip Island, he also won the very first endurance round at Mt Panorama.

"Winning the bloody race is very hard work," said Jane.

"It went for over eight and a half hours and we had opposition from the Geoghegan brothers, who had the same car from the Ford Motor Company.

"Harry (Firth) and I won fairly easily at the end of the day, but it was a bloody hard race I tell you."

While racing fans remember the performance at Bathurst almost 50 years ago, Jane has fond memories of his Australian titles.

"1962 and 1963 stand out in those Touring Car Championships," said Jane.

"They were pretty good for me, in those days there were some bloody good drivers.

"Then of course I got the Camaro in 1971 and 1972 and won the Touring Car Championship again.

"It's a bit hard to say what your best drive is. I say to my kids, I've got three kids, I love them all no more one than the other."

Having driven against some of the biggest names in Australian motor sport, Jane lists Ian 'Pete' Geoghegan as the best he ever drove against. "Well, he was a fearless driver," said Jane. "His cars, in our opinion, were never set up in a conventional way.



As well as being a driver, Jane was also known as the owner of Calder Park Raceway, which he used to stage the Australian Grand Prix.

"If we go back to 1979, the Grand Prix was run at Sandown at 11am in the morning," said Jane

"We were looking for an event to run and we didn't know what was going to happen in Formula One.

"The Grand Prix was scheduled for Calder Park in October 1980 and prior to that Alan Jones had won the World Championship in the Williams car and his father Stan was my best mate.

"Alan used to work for me selling cars before he went to England, so I rang him and said why don't you get your ass over here and run in the Grand Prix in Australia.

"We got six of the Formula One guys; in those days we paid good money.

"We ran the event and it was a good event, our track was a mile and a half long and we had fun, we ran that for five years.

"Then it became the World Championship, we arranged that with the Premier of South Australia. Adelaide ran it for 11 years before they lost it to Melbourne; it was probably the best Grand Prix in the world for the first five of those years."

After the initial development of Calder Park, Jane expanded the facility to include the Thunderdome.

"In the process of talking with Bernie Ecclestone, Bernie said that we couldn't run the Grand Prix at our race track, it needed government support," said Jane.

"Knowing the Grand Prix was not going to be staged at Calder Park after 1984, I went to see Bill France in 1982 and got a deal to run NASCAR in Australia.

"I built the Thunderdome, it took me to 1984 to get the okay to build it and I finished it in 1989.

"According to some people currently writing a book on NASCAR in Australia, they say it was the most important thing to ever happen in Australia including the Grand Prix – that was their opinion not mine."

Jane still has happy memories of the first NASCAR races.

"It was fantastic for us, because we also built 20 NASCAR cars in Australia, taking several over to Charlotte in South Carolina," said Jane. "Allan Grice was the first non-American to ever qualify in a NASCAR race in about 1990, that was a pretty important thing for us. "Dick Johnson went also, so it was pretty big stuff in America at the time."

Looking back at his illustrious career, Jane is most proud of his work on Formula One and NASCAR.

## Jamie Whincup - Modern Day Champion



With history-making back-to-back V8 Supercars championships at Ford and now Holden, it's easy to understand why Jamie Whincup has a target painted squarely on his rear spoiler.

At just 31 years of age and with five championships and four Bathurst 1000 titles to his name, this Queenslander has been identified by experts as the man likely to break every standing record in V8 Supercars history.

It all started in 1991 when his father purchased a seven-year-old Whincup his first ever go-kart. By age 14 he had claimed countless rookie and junior titles and celebrated his 15th birthday by winning the Senior Formula A karting title. And in the very same year he finished high school Whincup added to his mantle piece the Australian Formula Ford Championship trophy.

With a fierce attitude and relentless in his desire to win, it was only a matter of time before Whincup made the leap to V8 Supercars. Spotted by Garry Rogers, he made his V8 Supercar debut at the Queensland 500 in 2002 before graduating to a full-time position with the team a year later.

But 2003 proved to be difficult and Whincup found himself dumped come the end of the season and only able to scrape together an endurance seat in the third Castrol Perkins car in 2004.

Given a lifeline by Tasman Motorsport in 2005, Whincup responded in style, partnering the late Jason Richards to podium results at Sandown and Bathurst. It was there that Triple Eight Race Engineering owner Roland Dane, a relative newcomer to Australian motorsport, spotted Whincup's talents.

In 2006 the Printers Assistant was signed as three-time champion Craig Lowndes' understudy but burst out of the blocks to win the first race of the season and then his first Bathurst 1000.

He returned in 2007 to challenge for the title, winning four rounds on his way to becoming runner-up to Garth Tander by a mere two points.

In 2008 he would finish the job, sealing the crown in style with a victory in Race 1 at Oran Park in a season where he won six rounds and was clearly the class of the field.

He backed it up again in 2009 with a new FG Falcon, winning 11 races and sealing back-to-back titles and his 2011 title win made him just the second man after Norm Beechey – but first in the modern V8 Supercar era – to have won the championship in both a Ford and a Holden.

After falling short in 2010, the Triple Eight ace struck back with force in 2011 to win 10 races and take nine pole positions on his way to his third V8 Supercars Championship crown.

He then backed that up in both 2012 and 2013 with 12 and 11 race wins, respectively, to seal his fourth and fifth titles which put himself among the all-time greats in the record books.

Whincup maintains his steely focus that has cemented himself as a modern-day great of Australian motorsport.



# Brian Boyd - The Man Behind PAYCE

## Latest Australian Motor Racing sponsorship by Payce Consolidated

Mr Brian Boyd as managing director of Payce Consolidated has been actively involved with Australian Motor Racing as a sponsor since 2006.

"Key components of all of our development projects are focused around quality, people and community," Payce chairman Brian Boyd stated.

"Surprisingly, racing and DJR as a family business in particular also embodies these principles with Payce and DJR also having a strong commitment to the Queensland community."

As of December 2013, long-time motor racing supporter Brian Boyd has joined forces with legendary Australian Motor Racing team Dick Johnson Racing.

DJR has locked in driver David Wall, Payce Consolidated and Wilson Security as the major sponsor.

Wilson Security have been sponsoring Australian Motor Racing for some time, with some minor sponsorships dating from 2004 and 2005. Occasional Sponsorship of Porsche GT3 Carrera in 2006-07 and again in 2011 with David Wall driving the #38 Wilson Security Porsche GT3 Cup S at the Armor All Bathurst 12-hour Enduro.

Wilson Security have been major sponsors of V8 Supercar Racing Teams since 2009.

## The New Look Team for Dick Johnson Racing

Mr Boyd said he was delighted to be involved with DJR.

"Dick is a genuine legend in the sport and has made a great contribution and we are pleased to be able to support his team," Mr Boyd said.

The Queensland-based team will run the number #16 and #17 cars – the latter made famous by Johnson during his successful career.

Mr Dick Johnson said he welcomed Payce's involvement in the new look team.

"Payce has had a long association with motorsport and we welcome Brian Boyd as a key partner in the coming season's racing."

## Young Gun Drivers for the DJR Team

The DJR team has locked in David Wall as a driver for the season, along with Scott Pye.

Wall – a two-time GT champion who formerly raced under the Brad Jones Racing team – is considered a genuine talent.

- David Wall was Carrera Cup Rookie of the Year in 2006 and proved to be consistent in the one-make series, finishing seventh in the championship in 2006, 2007 and 2008.
- After three years of Carrera Cup Racing, Wall concentrated on the Australian GT Championship and claimed the crown in both 2009 and 2010.
- Making his V8 Supercars Championship debut at Phillip Island in 2009, sharing a Paul Cruickshank Racing run Falcon with Wilson Sponsorship.

- Wall was racing with BJR: Brad Jones Racing squad as a co-driver in the long distance races in both 2010 and 2011.
- David stepped up to full-time V8 Supercars Championship racing in 2010 and again in 2011 competing in a Tony D'Alberto Racing run Commodore in the Dunlop Series.
- Racing Porsche Carrera's Wall returned to the series in a one-off start in 2011 at Eastern Creek to claim another victory.
- David has been Racing V8 Supercars in the International V8 Supercar championships since 2012.

Mr Johnson said he has been impressed that Wall continues to qualify in strong positions.

Brian Boyd and Payce Motor Racing have been keeping a close eye on David Wall's career over the past few years as he has driven from strength to strength consistently achieving well placed qualifying times in all his races.

## DJR Team - Pit crew updates

The DJR team gets a boost from the Pit lane with Esteemed top gun engineer Campbell Little, released from his FPR: Ford Performance Racing contract late last year. Little is heading-up the tool kit, all the toys for DJR.

Campbell's appointment at DJR is the ideal way for both teams (FPR and DJR) to work even closer and get a head start, ensuring all Fords on the 2014 V8 Supercars grid are as competitive as possible.

Team boss Dick Johnson said Little was without doubt the man for the job, and convincing Campbell – it's taken a long time to convince him – but he's up for it and as far as I'm concerned, as far as experience goes, he's the most experienced in the pit lane," Johnson said.

"Campbell has been around a long time, so he's obviously the best choice for us and certainly for the team. We're now starting to find our feet – it's been a really tough year right up until now but we're starting to move in the right direction – it won't happen overnight, but DJR can become one of Australia's great racing teams again.

Mr Brian Boyd said he was pleased that Wall had signed with DJR.

"I think with David and the strong team around him the team has a good chance to perform well this year."

## The 2014 V8 Supercar Racing season

With the V8 Supercar racing season kicking off in March with the Clipsal 500 in Adelaide and the season running through to early December.

The V8 Supercar racing season will cover all states and staged in all kinds of terrain – Dick Johnson, Brian Boyd and John McMellan of Wilson Security are feeling confident for the New DJR team in the 2014 V8 Supercar Racing season.





# My Bit.....by Jules

**Hi Guys**

**Here we are at the end of the year.....another one on roller skates!**



**I hope you have a great Christmas and New Year.**

**2015 will probably be my last year with the club. I'm retiring to get a start on my bucket list.**

**I'll be around until about the end of June when you will, hopefully, have a new Secretary and Magazine Editor.**

**If you want to take on the role of Secretary, it's not hard and if you have some time on your hands it's a good way to keep busy. I'll be happy to train up whoever takes it on.**

**Anyway, I'll leave you all to find the right person for the job.**

**Here are some chuckles for you.**

## **Medicare Aussie Style.....**

The phone rings and the lady of the house answers,

"Hello."

"Mrs. Sanders, please."

"Speaking."

"Mrs. Sanders, this is Doctor Jones at Saint Agnes Laboratory.

When your husband's doctor sent his biopsy to the lab last week, a biopsy from another Mr. Sanders arrived as well...

We are now uncertain which one belongs to your husband.

Frankly, either way the results are not good".

"What do you mean?" Mrs Sanders asks nervously.

"Well, one of the specimens tested positive for Alzheimer's and the other one tested positive for HIV.

We can't tell which is which."

"That's dreadful! Can you do the test again?" Questioned Mrs Sanders.

"Normally we can, but Medicare will only pay for these expensive tests once.

"Well what an I supposed to do now?"

The Medicare Help Desk recommends that you drop your husband off somewhere in the middle of town, and if he

## **Funny word, Up !**

I'm sure you will enjoy this. I never knew one word in the English language that could be a noun, verb, adj[ective], adv[erb],

prep[osition].

### **UP**

Read until the end ... You'll laugh.

This two-letter word in English has more meanings than any other two-letter word, and that word is 'UP.' It is listed in the dictionary as an [adv], [prep], [adj], [n] or [v].

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP? Why do we speak UP, and why are the officers UP for election (if there is a tie, it is a toss UP) and why is it UP to the secretary to write UP a report? We call UP our friends, brighten UP a room, polish UP the silver, warm UP the leftovers and clean UP the kitchen. We lock UP the house and fix UP ...

At other times, this little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing but to be dressed UP is special.

And this UP is confusing: A drain must be opened UP because it is blocked UP.

We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look UP the word UP in the dictionary. In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with (UP to) a hundred or more

When it threatens to rain, we say it is clouding UP. When the sun comes out, we say it is clearing UP. When it rains, it soaks UP the earth. When it does not rain for a while, things dry UP. One could go on and on, but I'll wrap it UP, for now . . . My time is UP!

Oh . . . One more thing: What is the first thing you do in the morning and the last thing you do at night?

U .....P!

Now I'll shut UP!



## **Career change..... (an oldie, but a goodie).**

A passenger in a taxi leaned over to ask the driver a question and tapped him on the shoulder. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb, and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab, and then the still shaking driver said, "I'm sorry but you scared the daylight out of me."

The frightened passenger apologized to the driver and said he didn't realize a mere tap on the shoulder could frighten him so much.

The driver replied, "No, no, I'm sorry, it's entirely my fault. Today is my first day driving a cab. I've been driving a hearse for the last 25 years."

# For Your Information



## ARDC SMP Private Practice Dates for 2015

30 January	Cars/Bikes/L2S - Gardner Circuit
6 March	Cars/Bikes/L2S - Brabham Circuit
24 April	Cars/Bikes/L2S - Gardner Circuit
1 May	NSW MRC Competitors Only - Gardner Circuit
29 May	Cars/Bikes/L2S - Brabham Circuit
5 June	Retro Speedfest Competitors Only - Gardner Circuit
19 June	Cars/Bikes/L2S - Gardner Circuit
3 July	NRS Competitors Only - Gardner Circuit
31 July	NSW MRC Competitors Only - Gardner Circuit
14 August	Cars/Bikes/L2S - Brabham Circuit
4 September	MCM Competitors Only - Gardner Circuit
11 September	Cars/Bikes/L2S - Gardner Circuit
25 September	NSW MRC Competitors Only - Gardner Circuit
1 October	Cars/Bikes/L2S Brabham - Circuit
23 October	NSW MRC Competitors Only - Gardner Circuit
6 November	Cars/Bikes/L2S Gardner - Circuit
13 November	NRS Competitors Only - Brabham Circuit
27 November	HSRCA Competitors Only - Gardner Circuit

### Details:

Gates open at 6am Practice is from 9am – 5pm

Compulsory drivers' briefing in pit lane at 8:45am

Pricing: ARDC Members \$130 Non-Members \$160 Garages/Carports: free (first in, best dressed!) Forms: Download the disclaimer [HERE](#) to save time upon arrival.

Sign-on and payment is in Suite 9 of the main pit building (for South Circuit days, in the base of the Control Tower in the South paddock).

Requirements: CARS - minimum L2S Cams licence or higher competition licence unless stated otherwise.

See more at: <http://www.sydneymotorsportpark.com.au/experience/detail/ARDC-PRIVATE-PRACTICE/15#sthash.oAAKxwsj.dpuf>

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## NSW Swap Meets 2015

Date	Day	Time	Swap	Venue
18/1/2015	Sunday	7.00	Automotive & Performance Swap	Sydney Dragway Eastern Creek
18/1/2015	Sunday	6.00	Mudgee CVAMC Swap	Mudgee Showground
1/2/2015	Sunday only	6.00	Bathurst	Bathurst Showground
15/2/2015	Sunday	6.00	Sydney Super Swap	Hawkesbury Showground, Clarendon
8/3/2015	Sunday	6.00	Oberon	Oberon Showground
8/3/2015	Sunday	6.00	Morisset Central Coast	Morisset Showgrounds, Ourimbah St, Morisset
29/3/2015	Sunday	6.00	Goulburn Mulwaree Swap	Goulburn Showground
31/5/2015	Sunday	7.00	Port Macquarie	Pt Macquarie Racecourse
7/6/2015	Sunday	7.00	Picton Swap	153 Menangle St, Picton
21/6/2015	Sunday	6.00	Gosford Swap Meet	Gosford Showground

For more details & contacts follow this link: [http://members.ozemail.com.au/~pjlander/swap\\_meets.htm](http://members.ozemail.com.au/~pjlander/swap_meets.htm)





# Classifieds



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## Batmac For Your Next Investment

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Revolution Racegear, Auburn would like to offer NSW Historic Touring Cars a bulk price on HANS devices and or helmet and HANS device packages.

We also would like to offer a 10% discount off recommended retail price in the shop as a thank you.

### Packages below:

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Helmet and HANS Package:

Bell R-1 Helmet and HANS sport2 device \$969 inc.

We can also offer different helmet and HANS packages if the customer is interested in a different style of helmet.

Postage is also available at a cost of \$15.

This is a limited time offer while stocks last.

To take up this offer Please feel free to call Ross or Dean at Revolution Racegear Auburn

Ph: 02 9648 4044 or Email: [sydney@racegear.com.au](mailto:sydney@racegear.com.au)

Thank you & Regards,

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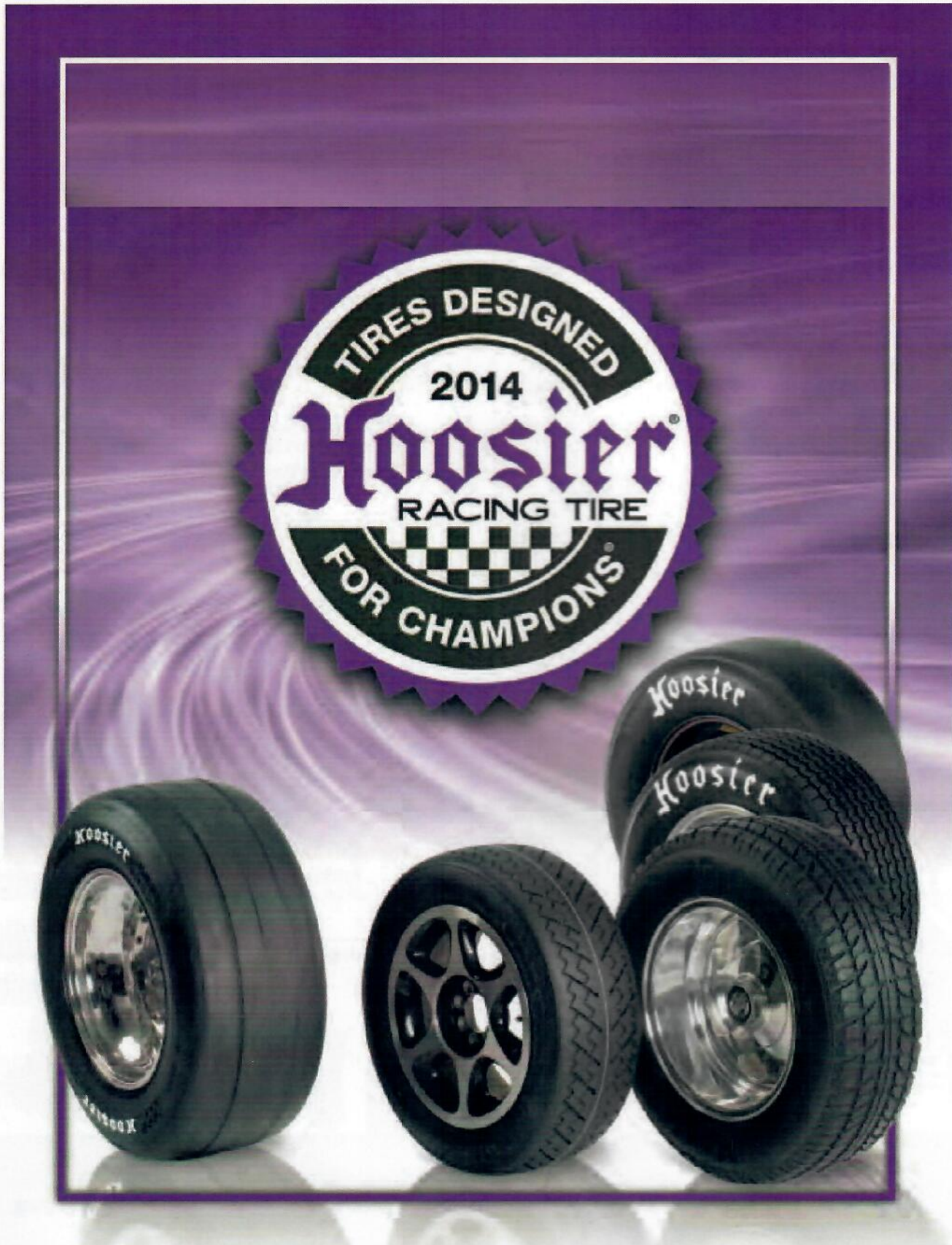
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Contact Ray Dean

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