Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc

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

Centrefold
Australian Touring Car
Championship 1970 .....
Part II

Mini Muscle

President's Report

I guess it has been a busy month in the lead up to MCM.

Now that the dust has settled I thought it time to review what has happened and the future outlook.

At the July General Meeting some members suggested we run over and under 3 litre. Wayne Rogerson and Alan Mayne both thought it may reduce some of the carnage that happened at MCM 2011, and the split works well at Phillip Island. After some phoning around it was evident there were a number of competitors with Capri's and RX2's that would run if the field was split.

We approached the ARDC and Brian Goulding felt it was a good idea and the change in format would help keep the field closer. Advised everyone by magazine and some by phone and the split was confirmed at over/under 3500cc.Trophies ordered and engraved.

Entries roll in and then because we only have 55 the ARDC decided that as this was the grid capacity of the "New Track" we would run a full grid and there would be 4 races and no split grid instead of 3 for each group as we would normally have with split grids.

Surprise, surprise... the majority of those that entered in good faith after being talked into entering,believing we would have a split grid ,withdrew their entries.

MCM **Thursday**. Thanks to Terry Thompson, David Wheatley, Greg Toepfer and Phil Taylor for marking out and numbering of the skid pan. I wasn't able to be there until 2.30 so played car park attendant.

PRIVATE PRACTICE THURSDAY..

There were over 40 Group N cars in private practice. An indication that was going to be some serious racing .

After practice some members expressed concern that the new track was going to be a problem and there could be a lot of damage. The Touring Car Masters drivers and others were not happy with the new track and neither were the F5000's and the NZ Muscle Cars. That is what I was told.

Called a meeting of all the Group N drivers and a show of hands revealed the majority were happy to run on the new circuit. It was also discussed that it may be a good idea to run the first lap of practice until the start finish line under yellows to eliminate the risk of bump with other weaving cars. Andrew Pursey in his role as an Assistant Clerk of Course followed this up, however the powers to be felt it was too hard. The drivers basically kept to this protocol and qualifying was touch free.

DRIVERS BRIEFING SATURDAY.

Clerk of Course Mike Hancock advised all present that ALL categories would run on the NEW track as that is what they entered for. END of STORY!!

Group N competitors remained behind after briefing and we had a chat about respect for each other and not stuffing up our race meeting.

RACEDAY SATURDAY AND SUNDAY..

Beautiful weather for both days. Qualifying saw Hansen Junior destroy the side of the ex Hollywood Nb Mustang after a caliper failure and the stable was increased when Hansen Snr hung 9,500+rpm on the Nc Mustang. At 150 + revs per second I guess the engine had enough and dropped the lazy valve! Scott Fleming in the Lotus had also succumbed to some gremlins and were robbed of what would have been even better dicing ..maybe.

Great racing over all categories. Fantastic to see 3 Minis in the top 5 in Nb qualifying and great dicing with Andrew Bergan and Bill Trengrove putting on a great show, unfortunately after 3 close races the last resulted in some heavy damage to the Mini and apparently officials in too short numbers to do anything.

With the field split behind them with Minis and Mustangs doing battle and really good dicing among EH's,Mustangs etc, Phil Taylor showing what a hard driven EH can do.

In Nc the action was pretty furious and Jason Humble put both his driving and preparation skills on show, also picking up Best Presented under 3500cc NC. Over 3500Nc went to Leo Tobin from Vic in his 67 Mustang coupe. In Nb Bill Meeke with the Sprint took out the Best Presented over 3500cc and Chris Collett in the Mini the under 3500cc award.

There were no problems/ incidents on the new section other than sideways action and some soiled underwear. I figure the way to maintain race position is just to go sideways from one corner to the next, it isn't blocking if your car covers the track from side to side, just dimensional occupation.

There was a series of incidents in Race 2 when Frazer Ross came into contact.. is that the same as HIT?..with a number of cars ..4 or 5 after starting from the rear of grid. He was charged and fined. Graeme Towers was the DSO for the weekend and his no nonsense approach was refreshing to see.Thanks Graeme and I hope you may find the time to help us out in the future.

Overall it was a great weekend, we fed hundreds at the Saturday BBQ and the Trophy Presentation on Sunday was well attended. I would like to take this opportunity to thank Sandra Burnes, Marilyn Taylor, Laura Kennedy and Michele Ducquet for their help with the BBQ as well as Phil Taylor supplying the vast amount of bread.

MCM 2013

If we can maintain a low level of damage, and considering that we ran on a new, unrubbered section of track with a minimum of incidents and a LARGE field, then I don't see why we can't attract a larger field for MCM 2013. If we have a larger grid for both Nb and Nc we can run split grids. I am going to propose to the committee and members that we run the;

"GROUP N NATIONALS" (Maybe I need to speak to some other clubs out of courtesy)

Next year we will chase sponsorship for at least 10K minimum in trophies and awards plus motivate the other states to help out their competitors with sponsored fuel costs etc.(WA did it for the SkyWest Cup) to make this an ANNUAL EVENT. We should be able to have at least 160 cars, if not more. Guess what? We need a bigger skid pan.

Our secretary, Julie Williams will not be attending the GM on the 11th Sept as she will be in hospital. On behalf of all the members Jules, all the best and we look forward to have you back on deck and a glass of red or two.

WAKEFIELD PARK OCTOBER.

The entries should be out by now and as this is our final point score round for 2011 as well as a great value 5 race programme we are expecting a good turnout. HTCNSW is managing our category so entries are to be sent to Julie Williams.

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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 17TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements. While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy.

Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

August General Meeting Minutes

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

Minutes of August 2012 Meeting

General Meeting: **Tuesday 14th August 2012.** The meeting commenced at **8:00 pm.**

Attendance: As per attendance book.

Apologies; R. Dean

Visitors: ***M Ducquet introduced:***
G. Levan, Avon Tyres
R. Stuckey, Dunlop Tyres
M. Demsey, Hoosier Tyres
S. Burke, Toyo Tyres

New Members: Nil

Acceptance of Minutes: [as published in *Action- Line*]
Accepted: M. Kennedy
Seconded: R. Muller

Matters Arising: Nil

President's Report: M. Ducquet reported that J. Williams has resigned as Treasurer. Nominations were received from the floor and following a vote by a show of hands C. Gabriel was elected to the position.

M. Ducquet stated that as the main business of the evening would be presentations by the guests from four major tyre manufacturers to further address the ongoing and important discussion surrounding control tyres for Group N racing.

He stated that efforts to reinvigorate the AHTCA have fallen over. There have been constitutional issues raised by the WA HTCA. He will advise the members of any further news in this regard as it comes to hand.

He also advised the members that D. Twigg, the Victorian Eligibility Officer, will be at MCM and is happy to chat to anyone who has an issue, but M. Ducquet felt that it would be better to raise any issues as a group.

M. Ducquet advised that there will be a BBQ again at MCM and thanked all those who had assisted with the BBQ in September at the HSRCA event, asking for their assistance once again for MCM.

He then spoke about trophies for MCM and stated that the ARDC have contributed $700 towards trophies for the event.

He advised members that the new "Pit Stop Raffle" would now be drawn at the presentation dinner on 10th November, and that tickets for the dinner are now available. There will be some valuable spot prizes on the night.

Competition: We will be the category managers for the Formula V events at Wakefield Park in October. The entry fee is $275, and there will be 5 races.

The Easter 2013 event at Bathurst will cost $35,000 for a combined Group N & S, which it was felt is cost prohibitive. T. Williams spoke of efforts to perhaps put something together for 2014 instead.

Secretary's Report : It's the quietest time of the year at the moment so there isn't much to report. J. Williams would like to thank everyone for their support during her time as Treasurer, and said she is grateful to Chris Gabriel for taking on the role.

Treasurer's Report: C. Gabriel stated he will have a report for the meeting in September / October.

HSRCA: D. Roberts was not in attendance. The race calendar appears elsewhere in *Action-Line*.

ARDC: T. Thompson addressed the meeting and spoke of the three big events in a row, which will take place in August with the SECC, V8 Supercar round, and MCM which are to take place at Sydney Motorsport Park (SMP) in August/September. He stated that they expected a large crowd to attend the V8s and that it would further the cause to have the V8s back at "The Creek" permanently when their contract for Olympic Park runs out.

He spoke of the changes, which have taken place at SMP, with the re-configuration of the track, the tower and other structures having been rejuvenated and, in particular, that the balconies outside the corporate suites have been fitted with a mesh to allow a better view of the track. Most of the wire fencing at the circuit has also been removed to allow easier access to some areas.

He stated that the ARDC Board has voted to appoint a number of "legends" as Honorary Members of the ARDC.

CAMS: A. Pursey advised the meeting that the State Council is due to meet on 18th August and that if any members have an issue they wish to have raised at the State Council meeting, to please advise him.

Eligibility: W. Rogerson states that there is nothing to report at the moment.

General Business: H. Bargwanna addressed the meeting stating that he wasn't happy racing in the same event with Darryl Hansen and was unhappy that the ARDC had accepted his entry for MCM when other states have refused his entries to race in their events. He made a motion that the committee of the HTCA NSW write to the ARDC to express the club's concerns regarding Mr Hansen's acceptance for this event.

Motion: H. Bargwanna
Seconded: B. Potts
Carried: By a majority show of hands.

M. Kennedy questioned the decision to write to the ARDC.

M Ducquet addressed the meeting regarding the issue of whether the HTCS NSW should explore the possibility of adopting a control tyre.

Motion: M. Ducquet
Seconded: A. Bargwanna
Carried: By a majority show of hands.

M. Ducquet then called upon the visiting tyre company representatives to address the meeting.
Each representative gave a brief history of their respective companies and what they had to offer.

It is generally felt that the issue of a control tyre needs to be addressed. It was also felt that changes by tyre companies, which are governed by market requirements, would cause supply issues in the future for the Australian market due to our market requirements being miniscule compared with overseas. It was stated that there is still some testing, including wet weather testing, to be done and that the control tyre needs to be good value and long-wearing.

Following an overview of what each tyre company would be offering as a control tyre, the representatives then answered questions from the floor.

M. Ducquet thanked the visitors and stated that it would probably take another 18 months to finalise testing and that there would also need to be a "sunset clause" of perhaps 6 months to allow competitors to use up their existing tyres. He also stated that it would need a majority of states to agree for the control tyre to happen.

An open discussion between the members then ensued.

The Club Raffle was won by M. Kennedy.

The meeting closed at 9:35 pm.

DRIVER'S CODE OF CONDUCT

(To be read in conjunction with the relevant sections of the CAMS Manual)

The **HTCA** is asking each competition member to read and sign this form and return it with your 2012 membership renewal. For those who are wary of signing anything, don't worry - ***by signing it you acknowledge that you have read and understood it***, nothing more. We are asking for this so we know our members have been reminded of why we go racing and what the rules are when we do.

We are friends racing our old cars for fun. There should be NO SUCH THING AS A RACING INCIDENT in our category. Car-to-car contact of any sort is NOT ACCEPTABLE, and the driver behind will be deemed responsible unless there is absolute evidence of unavoidability. In 99% of cases the driver behind controls whether or not an incident will occur.

1. RACING ROOM

Giving your competitors racing room is one of the first rules of racing. NEVER force your competitor off the track by squeezing or failing to allow them adequate track room.

2. PROTECTING YOUR LINE

- To protect your racing line into a corner you are allowed ONE movement to position your car.
- Multiple defensive movements across a track on a straight or approaching a corner are considered **blocking, which will not be tolerated.**
- Slower cars must stay on line while being passed.

3. OVERTAKING INTO A CORNER

'Your' corner

- At the USUAL TURN-IN POINT AND NO LATER YOU MUST have your car's front wheels level with the steering wheel of the car you are overtaking. From this point you own the corner.

'Their' corner

- Anything less than having your front wheels level with their steering wheel coming into a corner and you MUST bail out and allow your competitor to come across in front of you. In this situation they own the corner.
- At the usual turn-in point you MUST have your car under control. Coming alongside another car with locked brakes or going too fast to stop or turn does not mean you own the corner - just the accident you will have caused.

4. RE-ENTRY ON TO THE CIRCUIT

If you go off the circuit or run wide you MUST make sure it is safe to rejoin the circuit. Wait for a marshal's signal or a clear gap in the traffic. Flick turns can cause accidents.

5. OUR SPECIAL CATEGORY

Cars 1950-1972 race together; you must gauge relative braking and handling capabilities and drive accordingly. (For example, do not cut in front of an early model Holden, Falcon or Customline or similar under brakes, it will be committed to a course of action and may not be able to avoid hitting you.) Consider variable driver capability, expect the unexpected move. Then have some fun!

I have read and understood the Drivers Code of Conduct

Name_____

Membership No._____

Signature

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Pointscore Competition Calendar 2012

HSRCA	Wakefield Park: September 22 - 23
HSRCA	Eastern Creek: November 22-25 [Tasman 3 days (First round of 2013 Pointscore)
Formula Vee Nationals	Wakefield Park: October 27th & 28th

IMPORTANT NOTICES

Confirmation has arrived that the Tasman Revival entry is $690.00 with $20.00 discount to HSRCA members.

Bathurst Motor Festival is on again at Easter 2013 (29-31 March). Group N have a slim window of opportunity to field a grid at this event if competitors act quickly – only one category remains available Troy Williams is co-ordinating the Group N event. 25 competitors are required, with entry fee of $1,200 plus GST to be paid by the end of September to secure the grid. If we don't get 25 paid up runners, Group N would not be able to run at the event. Mount Panorama is the number one track in Australia, and opportunities are rare for Group N to run here.

Interested competitors should contact Troy on 0415 939 833, and be prepared to pay the entry fee upfront to make this happen. ***M Ducquet, HTCA NSW***

PRESENTATION AND XMAS PARTY.

WITH NOT MUCH MORE THAN 6 WEEKS TO GO UNTIL THE 10TH NOV. BASH, NOW IS THE TIME TO START ORGANISING FAMILY AND FRIENDS... AND WHY NOT SHOUT THE HARD WORKED PIT CREW WHO HAVE HELPED ALL YEAR WITH NO PAY!!

THIS IS THE FIRST OPPORTUNITY IN A LONG TIME TO GET THE SOCIAL SIDE OF THE CLUB CRACKING AGAIN.

I know there will be excuses.. Anniversary, birthdays, fishing, hangover , no-one to go with etc but this is also a chance to finish the year with a great event and more time to BS and exaggerate in one place than ever before.

We have a deal on accommodation with Queen suite.. The room!!!@ and breakfast for 2 for $185.00 not much more than half a tyre so how about bringing the other half.

SEE NEXT PAGE FOR THE EOI FORM. GET IT FILLED IN AND SEND IT OFF NOW !!!

Private Practice days at Eastern Creek

7 September (South Circuit)	- Cars / Bikes / L2S
21 September	- Cars Only (Full Circuit)

Expressions of Interest
Presentation Night
&
Christmas Party

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

AND CELEBRATE 31 YEARS OF Group N RACING.

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

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

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

WHAT. FOOD:. 3 course dinner with choices.

GROG: Beer and wine included, spirits cash bar.

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

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

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

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

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

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

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

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

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

For accommodation go to : http://www.accorhotels.com/gb/booking/room-dates.shtml

I'm Coming !!

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

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

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

Vale Warren Weldon
1941-2012

The chequered flag has fallen, gone fishin'...
Warren Weldon lost his battle with cancer aged 71 on 26th August 2012.

Like many drivers of his era Weldon started racing in hillclimb events, but his racing career started on two wheels.

Back in the late 1950's Weldon was an aspiring cycling star but after reading about the exploits of Juan Manuel Fangio and Stirling Moss, Weldon turned his attention to motor racing. He won his class in the 1960 Australian Hillclimb championship before forging a decent career in touring cars.

He borrowed a Morris Minor and did his first hillclimb in 1958, the first small steps into what would be a long career as one of Australia's leading yet largely unheralded touring car racers.

Weldon laid claim to being the first person to win a race at Oran Park in 1962 and was the last to win at the former Narellan track 48 years later when it closed. He had pole at Bathurst four times and his best result was winning Class D in 1964 and third in 1967. Warren is survived by his wife Judy and children Anthony, Matthew and Joshua.

Vale Don Smith
1939 - 2012

Motor racing lost one of its true characters on 15 July 2012.

Donny, better known as Danger Charlie to his friends, was in my eyes, a very talented driver. He partnered Barry Seton on no less than 9 Bathurst Mountain assaults.; the pairing only failing to finish one Enduro in 1974. I describe Donny as a freak driver in the nicest possible way. When I became involved in Touring Cars I met Donny via Bruce Stewart. Back in those days Barry Seton had beautifully prepared cars and was super competitive especially at Bathurst.

The thing that amazed myself and a lot of other drivers was that Donny was a once a year driver, mostly Bathurst. Donny would sometimes sit out the first days practice to let Seto set up the car. By the second day Donny would still sit and relax until told something like "come on Smithy, get out and qualify".

From the moment he sat in the car he was a natural talent of huge dimensions , so smooth – so quick and so relaxed behind the wheel. The pairing ran together in 1974, 75, 76, 77, 78, 79, 80, 82 and 84. Numerous class wins and top ten finishes, an unblemished record.

In 1980 Donny decided his business was running well, by now he had built into a rather large concern so he drove Seto's Capri at three Touring Car Championships, finishing a creditable 6th outright. That year the pairing won the Index of Performance and finished 8th outright at Bathurst in a Ford Capri. I can't fit all his achievements into this tribute. There are far too many to list- like leading the big race in 1987 in a Sierra.

Donny was a successful businessman, a great husband, father, grandfather and great-grandfather and a real character and friend to all. He will be sadly missed by all.

Regards Steve Land

Eligibility

Eligibility. David Twigg, EO for Victoria and CAMS Technical Commissioner was at MCM for the 3 days. We discussed the current situation and also some cars. It was arranged that ALL cars would have a front wheel removed and checked. The checks were basically I will be carrying out a number of checks on a regular basis in the future. David commented on the level of presentation of all the cars at the meeting and we both agreed it was really good to see minimal damage compared to some recent events.

Wayne Rogerson

A letter of Thanks

Marc,

I would like ton express my thanks you and the members of the NSW Historic Touring Car Association for the hospitality shown to me at the Muscle Car Masters race meeting last weekend.

As you are aware I attended the race meeting as Technical Commissioner for Group N. With the assistance of some NSW Scrutineers we inspected Group NB cars on Saturday and Group NC cars on Sunday morning. We carried out checks looking at specific areas but also gave cars a quick general inspection on each car. As an outcome 4 cars had entries made in their log books and another 4 competitors were spoken to re items on their cars. I also had the chance to have some discussions with competitors regarding eligibility matters.

Could you please pass on my thanks to all your members for their courteous attitude towards us during the inspections and discussions and their patience when they were kept waiting while we got round to them. I think we were able to inspect about 95% of all the Group N entries and it did take a while to get to everybody. It was a busy weekend but enjoyable from my view. Thank you again.

Regards
David Twigg , Technical Commissioner Group N

Historic Touring Cars NSW

New logo is a work in progress folks. Watch this space.

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

Class	1st	2nd	3rd	4th	5th	6th
6+ starters	18	15	12	9	6	3
5 starters	17	14	11	8	5	
4 starters	15	12	9	6		
3 starters	13	10	7			
2 starters	11	8				
1 starter	9					

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

chris@moorebankautogarage.com.au

Overall Top 10	
Wayne Rogerson	73.6
Lynn Brown	68.4
Chris Collett	63.76
Alex D`Onofrio	49.6
Steve Beazley	48.2
Ian Johnson	47.5
Daniel Kennedy	44
Stuart Follows	41
Paul Cameron	38
Troy Williams	37.6

2012 Pointscore

Na		Nc	
Geoff Rose	13	Wayne Rogerson	73.6
Nb		Daniel Kennedy	44
Lyn Brown	68.4	Stuart Follows	41
Chris Collett	63.76	Paul Cameron	38
Alex D`Onofrio	49.6	John Wright	34.16
Steve Beazley	48.2	Peter O`Brien	31.6
Ian Johnson	47.5	Allan Mayne	28.6
Troy Williams	37.6	Ryan Strode	28
Brian Titheradge	35.3	Allan Reid	27
Greg Meredith	31.3	Michael Anderson	27
David Gray	30.5	Daniel Cotterial	27
Colin Tierney	27.5	John Predl	25.5
Dave Probin	26.6	Paul Tierney	24.5
Laura Kennedy	20.6	Chris Dubois	22.1
Darren Burnes	19.6	Alf Bargawana	22
Dominic Truelove	19.5	Warren Wright	21
Marc Ducquet	18.6	Chris O`Brien	18.6
Santo DiCarlo	17.3	Steve Land	18
Rob Byres	15.5	Quentian Bland	18
Barrie Brown	14.66	Micheal Kennedy	17.5
John Shuttle	13	Santo Di carlo	17
Rod Brincatt	13	Phillip Woodbridge	15.4
Andrew Bergan	12.5	Jerry Lenstra	15
Phil Yakas	12.5	Harvey Felton	15
Steve Pitman	10.5	John Burke	15
Graham Russell	10	Cameron Worner	14.4
David Wheatley	9.3	Ian Wilks	13
Paul Battersby	9.2	Laurie Donaher	13
Bob Hayden	6.6	Jason Foley	12.2
Cameron Scofield	6.16	Grame Hill	12
Ralph Clarke	4.4	Warren Gay	12
John Tight	4.33	Tony Land	11.5
David Roberts	3	John Harrison	11
		Brett Hobson	11
		Noel Roberts	7.2
		Allen Burke	6.6
		Alexander Bland	6
		Marc Ducquet	6
		Greg Toepfer	4
		Ross Muller	4
		Vince Macri	3
		Steve Shepard	3

Pontscore for MCM will be available in the October issue of *Action-Line.*

BE FIRST ON THE SOUTH CIRCUIT!

The Festival of Sporting Cars invites entries for the very first race meeting on Sydney Motorsport Park's challenging new GP South Circuit. For more information, please contact Charles Jardine now. Call (02)9907 0136, email charles@fosc.com.au or go to www.fosc.com.au

SHANNONS
SHARE THE PASSION

FoSC
FESTIVAL OF SPORTING CARS ©

SATURDAY 29TH SEPTEMBER 2012

My Bit....by Jules

Hey all.....September is upon us and we are on the downward slope to Christmas. Scary, isn't it, how fast the days fly when you get a bit older?

For Heaven's sake, lighten up woman. This is no time to become maudlin about becoming an old chook. The Government now says I am, so I must be....I hit the magic? 65 last month.

All the more reason to get out there an enjoy it ALL while you can. We aren't here for a long time, but we are here for a good time. So, get your skates on and get at it people, starting with the Christmas Party and Presentation Night on 10th November. You're running out of time. Let Marc or myself know ASAP if you're coming. It's all set to be a great night, and you never know you just might end up in the winner's circle.

Talk to you soon.
Jules

No explanation needed !!

Not more blonde jokes.!! They just don't stop coming, so what can I do? Enjoy !

A friend told the blonde, "Christmas is on a Friday this year." The blonde then said, "Let's hope it's not the 13th."

Two blondes find three grenades, and they decide to take them to a police station. One asked, "What if one grenade explodes before we get there?" The other says, "We'll lie and say we only found two."

A woman phoned her blonde neighbour and said, "Close your curtains the next time you & your husband are having sex. The whole street was watching and laughing at you yesterday."

To which the blonde replied, "Well, the joke's on all of you because I wasn't even at home yesterday."

A blonde goes to the vet with her goldfish.

"I think it's got epilepsy," she tells the vet.

The vet takes a look and says, "It seems calm enough to me." The blonde says, "Wait, I haven't taken it out of the bowl yet."

A blonde spies a letter lying on her doormat.

It says on the envelope "DO NOT BEND ".

She spends the next 2 hours trying to figure out how to pick it up.

A blonde was driving home, drunk as a skunk. Suddenly she has to swerve to avoid a tree, then another, then another.

A cop car pulls her over, so she tells the cop about all the trees in the road. The cop says, "That's your air freshener swinging about!"

A blonde's dog goes missing and she is frantic.

Her husband says "Why don't you put an ad in the paper?"

She does, but two weeks later the dog is still missing.

"What did you put in the paper?" her husband asks.

"Here boy!" she replies.

A blonde man is in jail. Guard looks in his cell and sees him hanging by his feet. "Just WHAT are you doing?" he asks.

"Hanging myself," the blond guy replies.

"It should be around your neck" says the guard.

"I tried that," he replies, "but then I couldn't breathe".

(This one actually makes sense??)

An Italian tourist asks a blonde, "Why do scuba divers always fall backwards off their boats?"

To which the blonde replies, "If they fell forward, they'd still be in the boat."

Australian Touring Car Championship 1970 ..... Part II

Round 5, Warwick Farm. As Alan Hamilton had almost won the '69 ATCC in his bullet-proof Porsche, McKeown, Foley, and Brown had all taken stock of the latest machines from Germany for the 1970 season, as the V8s had proven reliability was their Achilles heel. Thus far, the V8 teams had struggled to get their cars to the finish several times, but their speed over the Porsches still had Beechey and Geoghegan well ahead in the title hunt. However, at Warwick Farm, McKeown was dazzling. He launched away from the start, and built a healthy buffer over the pack, thanks to a first corner shunt caused when Moffat spun, and was nailed by Geoghegan. In the chaos, Bill Brown slammed into Foley.

Beechey, who'd qualified poorly, and well down the field, suddenly found himself in third spot, behind Jane, who he was then able to demote, until the Monaro lost a wheel. So McKeown cruised comfortably to the first Porsche win in the ATCC. Jane was second, from a recovering Bill Brown, while Barnes, Brauer, and Morris Cooper driver John Humphrey collected the final points.

Round 6, Lakeside. Heading into Lakeside, the championship was close between Beechey and Geoghegan, with Beechey on 24 points, Geoghegan on 21, while Jane, the only man thus far to score points in every race, was on 18. The winding, undulating, Lakeside layout was expected to suit the Porsches, but, in fact, it was Moffat who was on pole, from Geoghegan. The mood heading into the race was darkened somewhat, with a heavy shunt in the sports car race preceding the ATCC race, involving Glyn Scott and Ivan Tighe on the right side of the track, just past the start/finish line. Scott would succumb from his injuries, although this wasn't announced at the time. The touring car race was delayed by more than an hour as the track fencing was repaired, and moments after the green flag, Brauers Mustang was bumped off the track as the field shuffled, and bent itself violently around the Armco in the same spot as the Scott/Tighe shunt had taken place. The drivers side of the Mustang took most of the impact, and young Chris Brauer suffered internal injuries, and would never race again.

The race continued on, with Geoghegan leading from Beechey, Moffat, and Brown, until Moffat was black-flagged for overtaking under yellows. He served his penalty, blasted back on track, and worked his way into third position again before the Mustang stopped. Geoghegan also retired, with engine trouble, allowing Beechey into a lead he would hold to the finish. With Geoghegans retirement, and Beechey gathering another 9 points, the Monaro driver was crowned champion with an unassailable 33 points. Jane finished the race in second, from McKeown, Bill Brown, John French, and a virtual unknown outside Queensland, Dick Johnson, who took his first ever ATCC point in a Holden Torana.

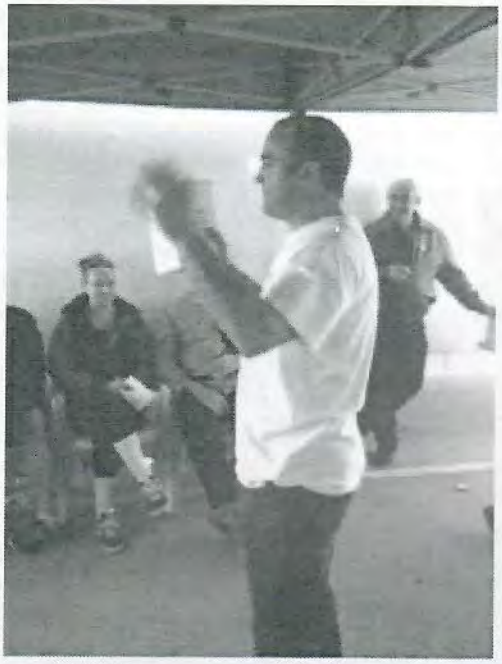
Round 7, Symmons Plains. With the title gone, Geoghegan didn't appear for the final at Symmons Plains. Beechey was entered, but didn't get to start the race, as the Monaro blew its motor in qualifying. Jane entered his Mustang, and his new Camaro, but only the Mustang appeared, as the Camaro, which would go on to win the title the next two seasons, wasn't quite finished.

Moffat showed up in his new 'Super Falcon', which he promptly stuck on pole, before it broke, and was withdrawn from the event. Unfortunately, he hadn't brought the Mustang as a plan-B.McKeown qualified second, behind the errant Moffat, and drove off to win the race comfortably in the wet, from Bryan Thomson, who enjoyed a successful outing in the big block Camaro, while Jane was third. Local driver Robin Pare was next, from Tony Calvert (Mustang), and Manton.

Australian Touring Car Championship 1970

The Drivers

Muscle at The Creek



He was so excited at winning a trophy he couldn't stop shaking !!

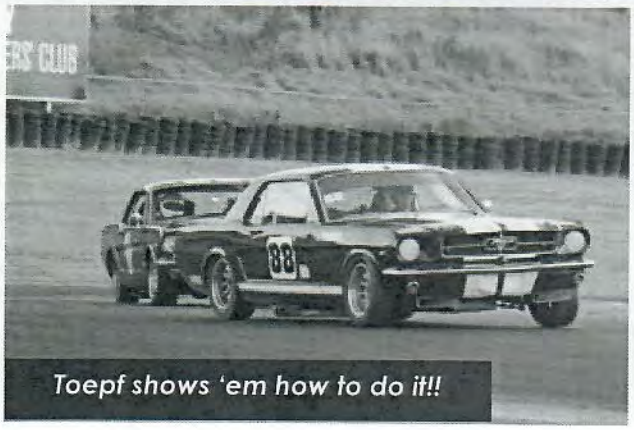
The swanky Mr Schwenke trying out his muscle !

Pottsy peddling up the hill !

Go get 'em Joe !

"Raffles" can't keep all 4 on deck either !

You're s'posed to keep 4 wheels on the track Mr T. !



Toepf shows 'em how to do it!!

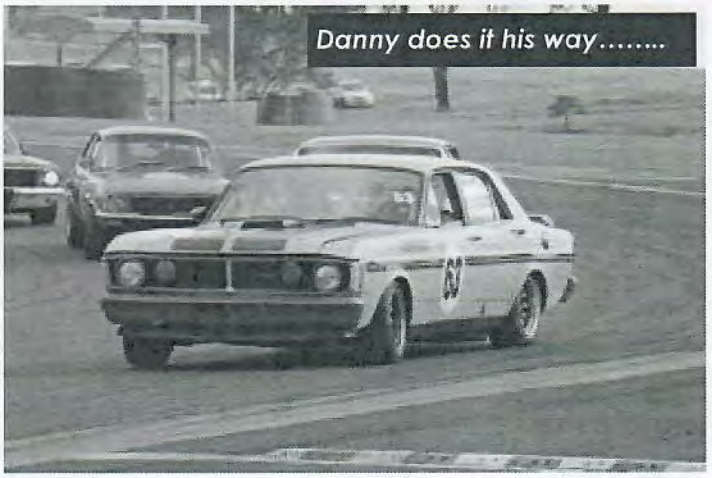
He's gonna be a big boy when he grows up !

More Muscle at The Creek

Muscle royalty on show.....

David & Goliath "dookin" it out...

PT puttin' on the squeeze.....



Danny does it his way.....

Hey, El Presidentè, don't you know smoking is bad for your health ?

I don' like to Follow no one !!

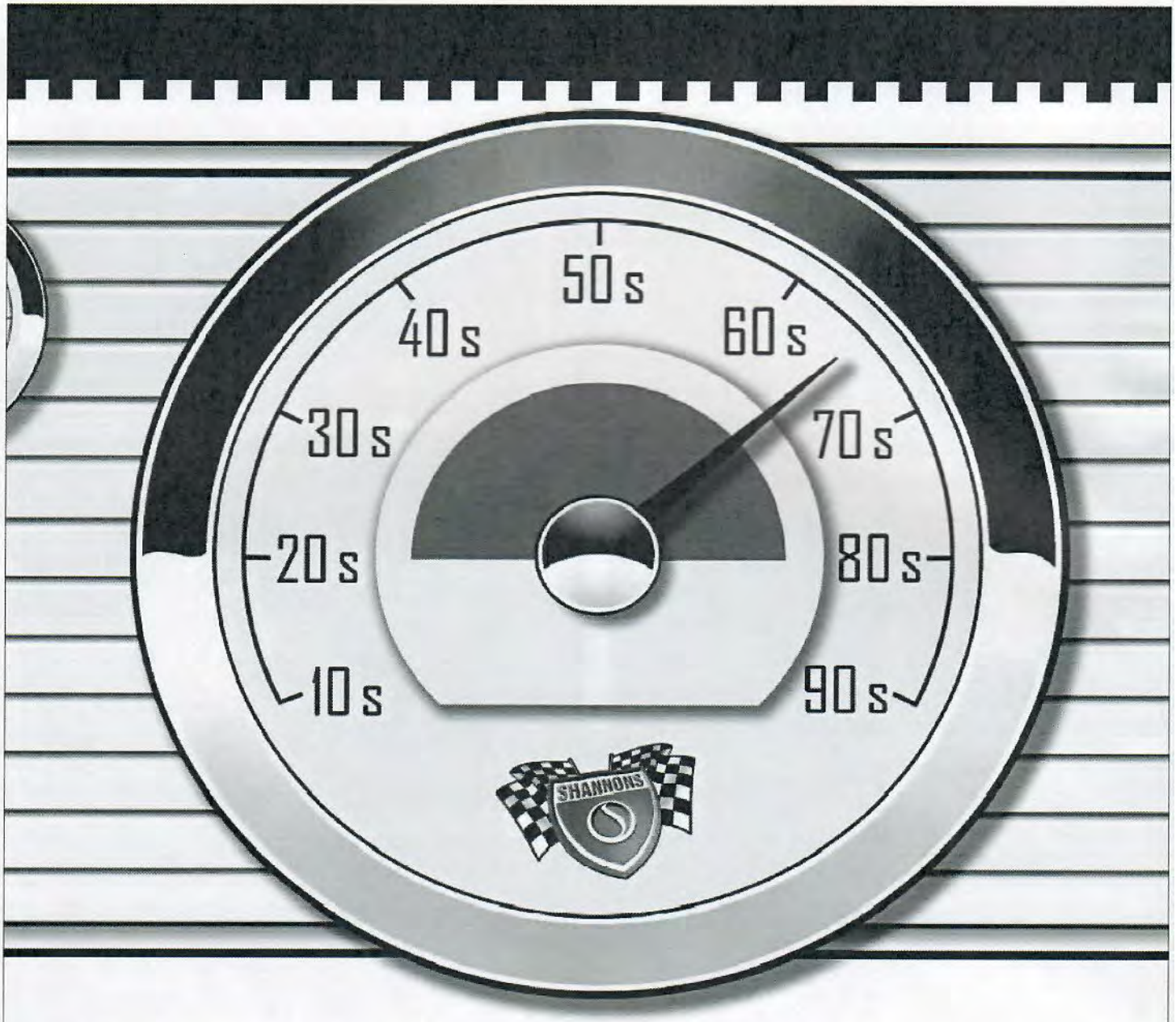
'Stangs rule....okay??

Hey Guys....I really would love someone to write race reports for me.

Please email or call me if you're interested.

Jules

Classifieds



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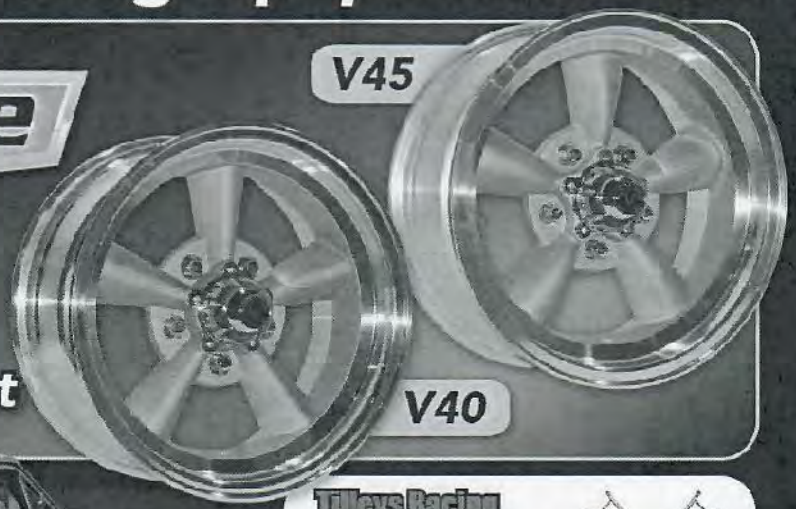

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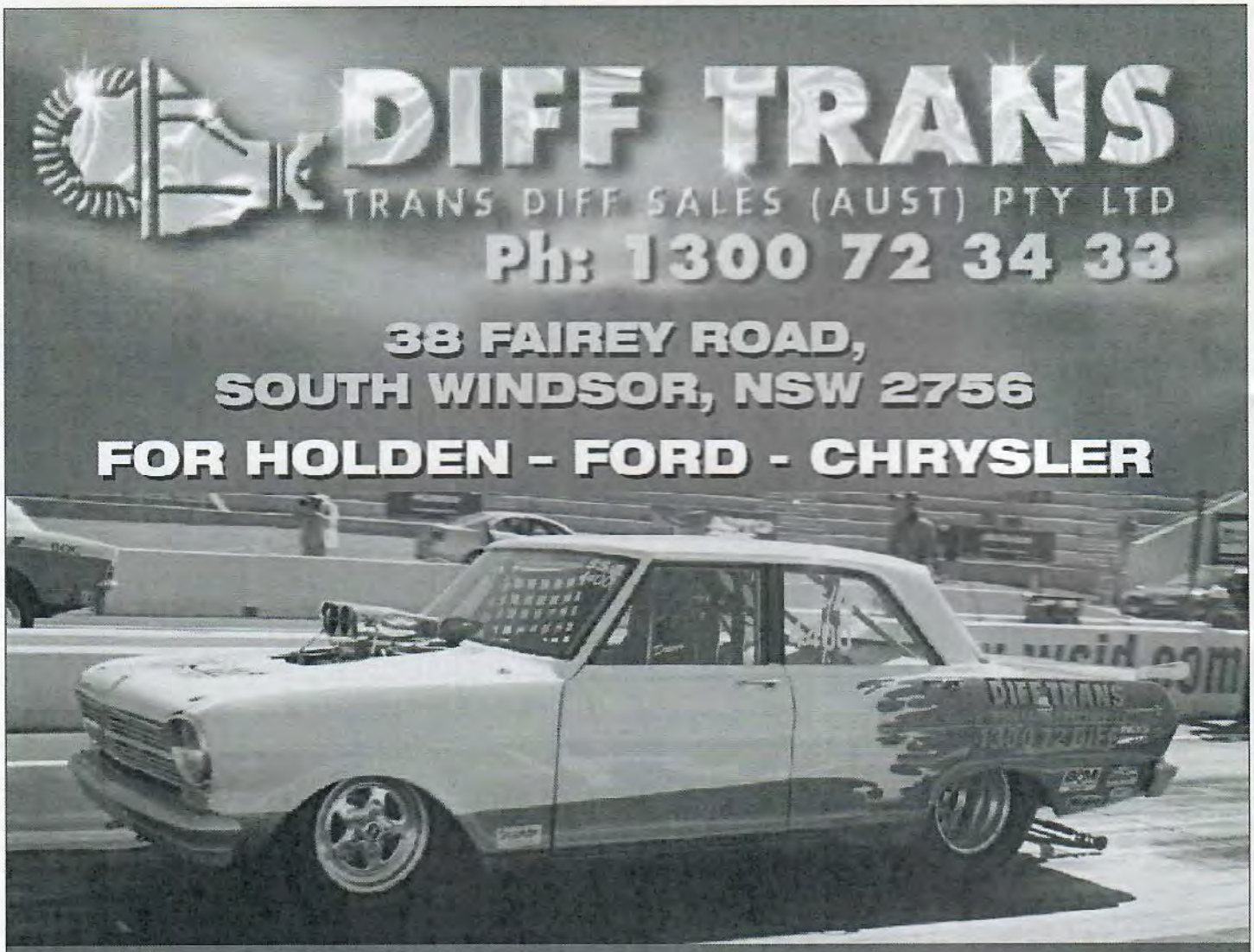

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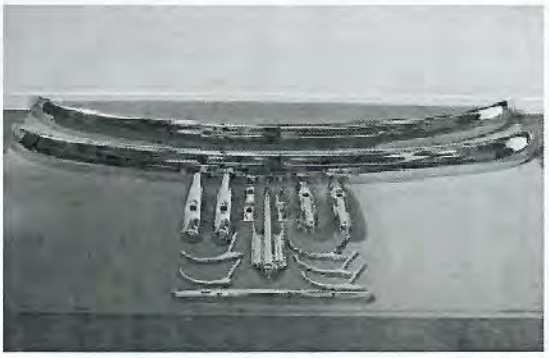

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2	Michael	Kennedy
3	Dominic	Truelove
4	John	Gilfillan
5	Alan	Lewis
6	Ross	Muller
7	John	Predl
8	Lionel	Walker
9	Daniel	Kennedy
10	Michael	Terry
11	Michael	Anderson
12	Andrew	Bergan
13	Graham	Russell
14	Mark	Lenstra
15	Jason	Foley
16	Stewart	Follows
17	Steve	Travica
18	Allan	Reid
19	John	Sorraghan
20	David	Roberts
21	Colin	Higgins
22	Warren	Bossie
23	Max	Ullrich
24	Bruce	Smith
25	Mark	Le Vaillant
26	Chris	O'Brien
27	Peter	O'Brien
28	Brad	Tilley
29	Jason	Humble
30	Chris	Gabriel
31	Craig	Stephenson
32	Bill	Callan
33	Alexander	Bland
34	Barry	Jessop
35	Grahame	Hill
36	Paul	Truelove
37	Ralph	Clarke
38	John	Lockyer
39	Chris	Dubois
40	Barrie	Brown
41	Jerry	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
51	Chris	Stewart
52	Geoff	Rose
53	Craig	Stephenson
54	Robert	Owers
55	Andrew	Pursey
56	Chris	Strode
57	John	Dowsett
58	Steve	Pitman
59	Alex	D'Onofrio
60	Cameron	Tilley
61	David	Wheatley
62	Chris	Collett
63	Ken	McGann
64	John	Tight

Race #	Name	
65	Benjamin	Tebbutt
66	Michael	Kennedy
67	Victor	Waterhouse
68	Trevor	Hutchins
69	Daniel	Cotterill
70	Wayne	Rogerson
71	Ian	Sawtell
72	Phillip	Barrow
73	Trent	Ducquet
74	Dick	Bryant
75	Ross	Donnelly
76	David	Stone
77	Harvey	Felton
78	Ian	Wilks
79	Cameron	Schofield
80	Steve	Land
81	Bruce	Stewart
82	Cameron	Worner
83	Greig	Malaure
84	Graham	Russell
85	Bruce	Walker
86	Santino	DiCarlo
87	Phil	Taylor
88	Greg	Toepfer
89	John	Harrison
90	Ray	Bailey
91	Steve	Burke
92	Steve	Shepard
93	John	Burke
94	Jared	Cox
95	Adam	John
96	Adam	John
97	Harry	Bargwanna
98	Daniel	Sugden
99	Phil	Taylor
100	Paul	Palmer
101	Vince	Macri
102	Martin	Macri
104	Robert	Hayden
105	**VACANT**	
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	Phillip	Yakas
120	Laura	Kennedy
121	Ray	Dean
122	Tony	Land
123	Wayne	Potts
124	Bob	Boulter
125	Bill	Meeke
126	Neil	Marks
127	Aaron	Gabriel
128	Peter	Mackay

Race #	Name	
129	Aaron	Tebb
130	Daniel	Homann
131	**Vacant**	
132	Bob	Munday
133	Bill	Attard
134	John	Predl
135	Dave	Probin
136	Phillip	Haynes
137	Chris	Collett
138	Joe	Dominello
139	Lynn	Brown
140	Mark	Lenstra
141	**Vacant**	
142	James	Goldsborough
143	Ray	Dean
144	Goeff	King
145	Paul	Cameron
146	Paul	Tierney
147	Paul	Knott
148	Mark	Oberg
150	**Vacant**	
151	Frazer	Roberts
152	Scott	Fleming
153	Trent	Ducquet
155	Santino	DiCarlo
156	Ryan	Strode
157	Warren	Wright
158	Stephen	Taite
159	Laurie	Donaher
160	Brett	Hobson
161	Colin	Simpson
163	Mark	Oberg
165	Mark	Oberg
168	Max	Hutchins
169	Tom	Amos
170	Paul	Knott
171	Greg	Meredith
172	Warren	Gay
174	Garnet	Patterson
179	Barry	Jessop
181	David	Gray
183	Colin	Tierney
185	John	Wright
186	Michael	Cooke
189	Ben	Wilkinson
190	Ken	Ballantyne
191	Graeme	Hart
195	Thomas	Dyer
199	Dave	Flood
200	Bruce	Whitford
202	Greg	Luca
222	Keith	Croft
224	John	Beechy Snr
225	John	Beechy Jnr
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271	Paul	Battersby
276	Bill	Magoffin
279	Alf	Bargwanna
283	Greg	Tkacz
308	Tom	Mott
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