

RACE CAR CLUB OF AUSTRALIA

16 Northwood Road, Northwood 2066. President – Richard Crawshay 0411 226 117 Vice-President/Secretary George Davis – 0414 279 827

Club meetings: The first Wednesday of the month at Ryde-Eastwood Leagues Club, 117 Rydale Road, West Ryde, commencing at 8pm.

PRESIDENT'S REPORT

Welcome to 2006

Welcome to the first SuperSports letter for 2006.

We have the 2006 State Championships, new members and new cars. Looks like being a great year for SuperSports.

But before today ahead, lets look back and fill in the gaps from 2005.

We had the Nationals at Queensland Raceway in November, where Grant Watson emerged victorious in his Mulsanne – a car which now resides in NSW under the care of Phil Whishaw.

You'll also see in report on the presentation day at Phil's, as well as a special award for the CAMS night. (See below) They were some fine highs, but, sadly, there was also a sad ending to the year with the sudden passing of one of our competitors.

Finally congratulations again to Peter Saunderson, who despite being unable to run at the day/night meeting still took out the Club Championships (in addition to the state title) ahead of yours truly and Phil Whishaw, who just managed to grab third possie ahead of a Neil Kenny who suffered mechanical gremlins in the last round.

Membership renewal forms are attached to the newsletter, please don't forget to print one out, complete it and sent it to the secretary George Davis at 16 Northwood Road Northwood 2006, or bring it along to the next club meeting on the first Wednesday of each month at the Ryde Eastwood Leagues Club.

Now to 2006, where we've had our first round of the State Championship-see report inside, and a very exciting line up of new cars and drivers, which augers well for the New Year.

We're back in town for the next round at Eastern Creek on 29/30th April.

And please note there is an extra meeting in May.

The October day/night meeting ain't happening this year so, instead and as part of our club championship we'll be running at the May day/ night at Oran Park. Regs are already out for this, so make sure you send in an entry. The date is Saturday 13th May. It's one of the best day's racing you can have - so don't miss it!



April 2006

2005 Club Championship Final Results

1st Peter Saunderson .	276
2nd Richard Crawshay	246
3rd Phil Whishaw	244
4th Neil Kenny	198
5th George Davis	98
6th Norm Campbell	74
7th Dave Bracewell	71
8th Glenn Eldershaw	69
9th Noel Kerrigan	68
10th Brad Clift	19
11th Greg Wright	17
12th Len Evans	15

2006 Programme State Championship

2 Eastern Creek 29/30 April **3 Oran Park GP** 17/18 June

4 Oran Park GP 29/30 July

5 Wakefield Park 19/20 August

6 Eastern Creek

23/24 September

Club: Oran Park Day/Night

13 May

Nationals 2006

The 2006 National will be held in NSW, on the Oran Park Grand Prix Circuit on the 18th & 19th November '06



Young Achiever

A wonderful surprise the CAMS annual dinner was in store for young Alexander Kenny (Neil K's son).

The time arrived to announce the CAMS Young Achiever of the Year Award, and as the presenter gave some background information on the recipient before revealing his identity Alex's expression changed from innocence to interest to bemusement to quizzical, embarrassment, wonderment, excitement and realization!!!

Here he is pictured receiving this highly prestigious award from V8 Superstar Garth Tander and his wife Leanne. Congratulations and well done, Alex!

We have a spy in the midst!

Your editor is getting odd snippets from an unknown source from time to time. Birds' Eye view will be appearing and reporting o the oddities of motor racing from an outsider. The fist few examples are in this issue.

BIRD'S EYE VIEW From Wakefield Park.



Friday practice opened with Grant giving his "Virgins" the once over ably aided by Francois and his polishing cloth. Perhaps the shine will get you an extra ½ second Francois. You can come and polish my sink anytime!!. Also in the polishing stakes was Mathew's Nambulc. Mathew was all smiles after his first run in the Nambulc Getting accustomed to the habits of these twitchy cars is part of the fun isn't it. Just as well he had two new front tyres waiting for him, when he came back as he brought half the paddock back on the old ones.

RACE REPORT



Some interesting looking machinery getting ready for the first race at Wakefield'

Round One - Wakefield Park - 23/4 March 2006

Considering the clash with the Historics at Eastern Creek we had a very promising entry list of seventeen cars, until Friday practice that is. Five cars were unable to complete the day and were out for the weekend including Alex Kenny in an AF2 and Greg Wright in his newly built Mantis.

However that still left plenty of interesting machinery, including Greg Doyle and François Jouy in their brand new Mulsannes, Phil Whishaw in his ex-Grant Watson Mulsanne, Matthew Windsor in the Nambulc and Richard Crawshay's re-engined Mallock.

Qualifying

One lap into qualifying, and the rains came down which meant that those who got off to a fast start prospered, namely Greg Hunter in his AF2 and newcomer Greg Doyle in his pristine white Mulsanne. George Davis was delighted to command third spot on the grid followed by Phil Whishaw. Richard C, Francois Jouy, Norm Campbell, David Bracewell, Brad Clift and Gordon Hardy.

Race one - 8 laps.Saturday, good track

The track had dried out but the front row faltered, and after the usual first corner mellee, Richard C emerged in front, hotly pursued by Greg Hunter. Richard C's car seemed down on power and could maintain the lead for only a lap before Greg H stormed passed, hotly purued by Greg D and Francois followed by a gaggle of cars enjoying some close racing. Brad was close up on George and seemed to be enjoying himself immensely with some very close racing.

Two laps from the end Greg H suddenly slowed to be passed at speed by Greg D. Greg Hunter later admitted that he thought he'd seen the last lap board, and slowed after taking the 'checkered flag' one lap later. He thought it was curious that none of the flag marshals waved back to him on his slowdown lap to acknowledge his victory, then realized he was in trouble when Greg D sped past. So he started what he thought was a vain

TARGET SCRUTINY

CAMS are introducing a new form of scrutineering progressively through 2006, and aim to have it fully implemented for the 2007 season.

This will apply to State Championships throughout Australia and is designed to ease the crush and pressure that we suffer prior to each race meeting.

Basically cars will be fully examined on average, once every four meetings. On the other occasions cars will go through a rapid scrutiny each meeting.

There is no doubt that this is a terrific idea, as you will be able to concentrate on getting you car ready for racing when you get to the track rather than lining up aimlessly in a gueue waiting for the scrutinizer to get to your car.

A CAMS paper has been issued on this matter and if you'd like more details just email us at richard@equest.com.au and we'll email you a copy.

Minnettis looking superb

Whilst up on the coast last month I called in to Mark William's Minnetti workshop. He has a small operation just behind Surfer's Paradise, and he's well worth a visit.

On his shop floor he had a stunning Black and Gold 1100cc car that runs in supersprints in Queensland as well as the occasional AASA meeting.

Also on show was an almost finished stunner sporting a turbo charged Subaru motor and huge formula Atlantic wheels and tyres.

This awesome example will be racing at all the AASA events in the capable hands of Mark himself.

If you are looking for a new SuperSports, don't miss talking to Mark as he'll be happy to build a car for you that complies with our championship rags- and remember he won the NSW S/S championship in his first Minnetti in 2003.

chase, until he saw Greg D parked on the grass having suffered a broken drive chain. Greg Hunter this time gratefully accepted the checkered flag and sheepishly waved to the flaggies, and happily also received their not belated applause.

Francois J followed Greg home in his very first SuperSports race, in front of Crawshay, Davis, Whishaw, Bracewell, Campbell, Clift, Eldershaw and Hardy.

Race two - 10 laps Sunday.Good track

David Bracewell was unable to front up, having had a driveline problem after completing his Saturday race, and Brad Clift suffered an engine problem leaving a depleted grid for race 2.

Again Richard C got off the line well and took the lead, but was soon taken by Greg H. who held his lead until the flag, but not without being challenged by Greg D. in the white Mulsanne until heagain suffered chain drive failure.

Francois was black flagged for jumping the start, as was George who also went early in sympathy. Mathew Windsor drove his newly acquired Nambulc with flair to catch up to

a faltering Richard C and almost snatched second place on the line, followed by Phil, Norm, Glenn, George and Gordon.

Sadly after Francois re- joined the race he also stopped out on the track with another driveline problem.

Race Three - twelve laps

Greg Doyle and Francois were unable to frontup for the last race, but went home happy, having seen how rapid their cars are. Considering they hadn't tuned a wheel prior to the weekend, they were mighty impressive, and once the drive chain problem is solved they will be a major threat. Watch out Eastern Creek.

Again Richard C got the best start, and hung on for two laps until Greg Hunter asserted his presence. Mathew was gradually making headway with the leaders and finally caught them on lap 10, promising a furious dice to the chequered flag, until Richard C suddenly slowed and disappeared down pit lane with a diff problem.

This left Greg to score a trio of wins from an elated Mathew Windsor followed by George, Phil, Glenn, and Norm. Gordon returned on lap two with a broken accelerator cable.

Final results

CLASS ONE CLASS TWO

First - Greg Hunter 99 Pts First - Matthew Windsor 93 Pts 2nd - Richard Crawshay 58 Pts 2nd - Whishaw 80 Pts 3rd - Gordon Hardy 53 Pts 3rd - Davis 80 Pts

BIRD'S **VIEW**

By the way, who cant get his belts done up because he can't see over his bell. – breathe in now. No I's not George who I caught munching on a piece of apricot pie prepared by his pit assistant, who has the floor of the car so clean he can use it for a plate.

I hear the fun actually started a week prior to the meeting when Phil and Richard tried to get Richard's road car and trailer through Phil's pergola. Rhonda's good humor knows no bounds with demolished shrubs and tyre marks on the lawns the legacy. The tyre marks weren't from the road car – they decided to do a few laps with the racecar and finished with a lovely pic of the car amongst the roses. What a ducky logbook photo it made.

BIRD'S **O** VIEW

A quick reminder to Richard that his fuel tank is now 2/3rd the size required a recalibration of his dipstick. Lucky it was pointed out to him, otherwise he'd still be stranded fuelless on the track









The Summer issue of that excellent mag Race Performance and Car Constructor carried a great article on Clubman Racing by Dave Williamson.

It traced the history of SuperSports racing and also looked at contemporary Racing. A PDF copy of this article is attached to this newsletter for you.

In the latest issue of RPM a follow up piece, also written by our intrepid scribe DW looks at the Mulsanne- a timely piece, given the impressive debut for the two brand new cars at Wakefield.

It's a fascinating read, so get your copy from the newsagents soon.

Whilst at tyour newagents also look for a copy of Motor Racing Australia. This carries an excellent article from John Campbell on the history of his championship winning Hooper.

MOTORSPORT NEWS - State Insert

For the last couple of years motorsport news has been running a 16 page insert reporting on our State Championship. It will continue in 2006, and the first report – on Round One at Wakefiels – will appear in the 17th April issue



MEDIA RELEASE - February 7, 2006

THE ANNUAL now available

NEW Australian motorsport magazine THE ANNUAL is now available in all states and territories.

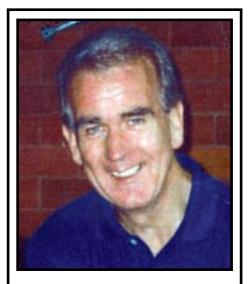
THE ANNUAL – Australian Motorsport 2005 is a 220 colour page review of Australian motor racing in 2005, offering race reports, results and exclusive photography from local and international racing.

A complete list of stockists in your state can be viewed on THE ANNUAL's website <www.theannual.com.au/bookshops> Note: Some stores will have the magazine on-sale by the end of this week (10th Feb).

For more information; Grant Rowley - 0438 198 047

<grant@theannual.com.au> - <www.theannual.com.au>





Vale - Graham Beckett

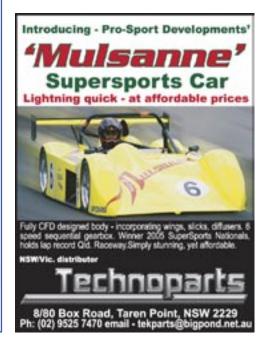
Sadly we have to report the sudden passing of Graham Beckett who raced with us throughout 2005.

No sooner had he accepted an invitation to attend the 2005 presentation last November , then he suffered an fatal attack and passed away .

A fitting legacy was his achievement of Pole position in the last meeting of 2005, the Oran Park Day night meeting in November.

We got to know Graham and his warm and jovial nature through last year and he will be sadly missed around the paddock and on the track.

Our condolences go to his family, children and grandchildren



SuperSports 2005 Christmas Party: Farewell poem – Dave Williamson Dec 2005

Phil and Rhonda Whishaw hosted a superb presentation day at their beautiful home, resplendent with magnificently crafted gardens. Members of both the AF2 Association and SuperSports clubs were present.

In the annuls of history nothing could be more appropriate than recording Dave Williamson's highly amusing literary oration-as under

It's not hard to predict I'd be asked for a poem, to be read to you - gathered today, I wrote down some lines just to make us all smile – and to put you at ease straight away.

First: thanks to Phil and his wife, they've each worked like slaves, to ensure that we've all have a ball, Phil's one of the best, be it here or the track - a good driver and helper for all.

The car that's he's bought will be quicker than most, it's a good one and proven for sure, He'll no doubt remember that day in November, as the day he began to be poor

Some of the things that have happened this year, could bring tears from a strong man - for sure, With motors gone clunk and gearboxes bent, some were struggling, and feeling unsure.

David Bracewell enjoyed a very good year- his driving was really quite cool, His mechanical skills made us worry a bit, see.... you must switch on a pump to get fuel.

Greg - we all hope, will be ready to show us the car that he's worked on all year, We all trust that it goes as quick as he's said, 'cos if not he'll batter our ears.

Noel is the one who has all the fun, he's not worried 'bout winning a race, When the car runs all day, the fun that he's had, can be seen by the smile on his face.

Brad's had a year that he'd rather forget, filed with breakdowns of every kind, While he raced at a few, some good engines he blew, so money's the thing on his mind.

George Davis has used up 2 years of his life, fixing things that just broke at each track, But he's onto it now and we all know -"by George"- that he wont' need to start from the back.

Now it's not easily pictured why my mate here - Richard - drove back to the pits with a wail. He yelled at me, crowing: "Dave, the Mallock it's slowing, bloody Wishaw is right on my tail!

I thought with a flash: "aah ...maybe it's just gas - so the fuel line and Webers I checked, But nothing was found, so I bolted them back, then we stood there - just feeling perplexed.

Then out onto the grid Richard shot like a flash, the motor now seemed hunky dory, But the car did not start - as some petrol had leaked on the floor... so here is the story!

I looked in the cabin, lots of petrol I saw, so I wondered: "from where is this leaking"? The petrol had washed through the floor of the car, then soaked right up to his seating,

Pushed into pit lane, Richard leapt from the car – now thinking his bum was alight, 'Cos the gas spilt inside her had gone right up his Khyber, to a region that never sees light,

Richard jumped 'round the car, with fear in his eyes, yelling madly like someone insane, Well... raw petrol had seeped right up into his suit and the burning was causing him pain.

He walked from the car in a strange sort of way, to the washroom to cool down with water, But way that he looked as he waddled away, was like watching a duck - out of water.

It's all over now - and I'm glad that it is, I would never have guessed fuel could leak, At the rate that it did -and the places it went: on the floor then right up his seat.

Finally now as I close off these lines, I'll write about me for a change, I'm changing my life now to do things at home, now watching my life re-arrange.

So to each of you here I say: "thank you, goodbye", as an era is starting to close, I may drop back in just to help out sometime- though when that could be: heaven knows!











RACE CAR CLUB OF AUSTRALIA

NSW MEMBERSHIP APPLICATION 2004

Yes, I would like to join the SuperSports Racecar Club of Australia. I enclose my Annual Fee of \$50, per cheque or money order		
Name: First Names	Surname	
Address:	umber and Name	
Street N	ulliber alla Name	
Suburb	State	Postcode
Telephone: ()Home	. ()	Work
Mobile: Email:		
Car Make:		
Model: Engine:		
Preferred Racing Number:	Log Book Number:	
Licence Number:	Signature:	
Please return to: George Davis, 8 Delavor Place, Glenhaven NS\	W 2156 with the annual fe	ee of \$50.00
Note: NSW State Championship Entry Fee is a	also \$50.00.	

Remember no points will apply to those not registered for the championship.