



### Event Calender

March 30/1	Icebreaker	MSW Collie	Champ
April 07	Flying 50	VSCC Northam	
April 13		WASCC Barbagallo	Champ
May 18	Ernie Hastie	MSW Collie	Champ
Jun 02	Albany Classic	VSCC Albany	

### Standings

For Race Results go to  
<http://racing.natsoft.com.au/results>  
Championship Points go to  
<http://www.cdcwa.byethost22.com>

Well as me ole mate tubby used to say "where would you rather be?" "at the track ya dummy with me mates reliving the motor racing of yesteryear"

What better place could the have been other than at the actual 50th anniversary of Barbagallo raceway where the first official event occurred on March 02, 1969, perfect programming.

Our erstwhile Secretary Randle Beavis (aka Bandit) was relating to the commentary team as how his daddy had taken him to the actual opening as an 11 year old. All he ever wanted to do from that day on was to be a race car driver which he has achieved with crowning glory of winning the final race of the weekend in his trusty 55 year old Cortina. Well done Randle.



The event was conducted over 2 days catering for all the circuit racing categories affiliated with the WASCC. Huge field Circa 240 entrants.

The big end of town boys, Bondi, Woolhouse, Behets, Northey, Michot, George and Crosswell didn't let the spectators down with a great turn of speed and daring. The Kiwi controlled 86 proved to be the one to beat, almost rained on the Bandits day in the last being about half the main straight short.



Bondi, the younger (JB) quit the last and parked up in T6, reason unknown. Gotta say the big 'Vette showed a great turn of speed in the 3rd recording a 69.65. Not bad for a first time Rookie. The land barges were again well represented with Don piloting the



222 machine around like it was on rails. The standout Red car was Crozz who despite all his misgivings looks like he has mastered the beast by actually finishing the last with some brakes left. Seems the investment in the new drums was a good one. Hollywood his running mate in the S4 did very well by finishing the first 3 but was a no show in the last, something about a 'nervous one' or some such problem. The big Camaro faltered at the start of the last where he was able to get it onto the freshly manicured lawn when ignition occurred and he was able to get under way. Apparently he is dropping off 2 rolls of turf to the gardeners on Tuesday to repair his launch pad. Simon was doing quiet well until the big pony car developed a driveline imbalance and therefore parked for the final. The Green Goblin retired early after practicing Morse code on the rear of the 86 in T1 and being towed from the infield. Gearbox was the diagnosed fault. A late nighter indicated that the initial prognosis was wrong, so reinstalled and reassessed. The second and final word is that #6 piston crown parted ways and was stationary. The other Torrie ably peddled by Rob Poglits had his first uneventual meet by finishing all the events. The lone Datsun which was weaned off 100 to E85 on

the eve of the event proved troublesome in the 1st. Jetting revised as a result. Stalled on grid, broken rotor button, New rotor button Sunday morning, staggered to north ramp and cleared the track in the 3rd. Bolted the button in place and drove a blinder in the last had a PB so all worth the wait.



There was only one wedding car entered which as usual loped off once it was push started from the pit road.

The Mini brigade despite the threat of a log book entry due to the front wheels not being behind the bodywork had a pretty good showing. It seems that is probably the last time Cono will have run the yellow car as the new machines entry is nigh. If he offers it for sale it would be a great buy as it punches well above its weight. Evergreen Lance as usual put in a solid performance. New boy Steve Wellstead



the new owner of the ex Tim Garret car also stepped up in the last and actually passed a car. Trevor Fairs, what has he done cant get a kick in in a stampede at the moment, 2 outing 2 head gaskets, maybe needs to shim out some compression. Kevin Donovan's new ride is in the log booking station so hope to see it out soon along



with Jason Burtons which is also close to log book. All in all if we can lure Sid Jenkins away from Winton and Trevor Stannard gets his car up and running it would mean some 7 of the blighters out there. Great to see. Sadly our small British Ford mob has shrunk, Hydy and Bloody Gerry have sold their Mk2's to the east leaving only Andy and I holding the torch and neither of us ran at the weekend. A similar fate has befallen the Mk1 lot as well, Harwood flogging his off leaving the Bandit to battle on. Dean didn't run due to engine gremlins, Brendan and the Smiths were on holiday leaving Mike Holmes as the flag bearer until he also needed a can of compression after the 3rd. Good news is I hope to have True Blue out of Martins shed shortly and into mine where I will be trying to get it back together by Qtr 3. About time the Twincams of Ross and Reynolds got back, Simon Northey abandons the big pony car steps back up to his mk1 and Russell fronts with the ex Jones machine.

Don't forget to enter the flying 50 at Northam, you can enter on line.

Don't know if the long track at Collie will be ready for the Icebreaker but it is still a Championship round.

The grid walk was again a hit with the spectators there Sunday.



The Fickling Report: *Well what a great start to the season. Unfortunately I was unable to enter but sometimes it's good to get to the track as a spectator. Congratulations to everyone that did enter, our club must have the best presented and most diverse group of cars, for putting on a great show and some terrific racing. As painful as it is parking our cars on the grid for the lunch time grid walk it does give the spectators a great opportunity to get up close and see what great machines we are competing in. Who knows, it might just convince some more people to come and join the club or at least make the effort to get to the track when we're racing.*

*On that note it was great to see a couple of new cars out on the track. Thierry in his stunning Corvette and Kevin not taking up to much space on the track with another Mini. Hopefully you both had a great weekend.*

*One last thing, if you intend on putting your in car videos on YouTube can we all try to start the title with #WAHTCC it will make it easier to find them and link them to our website and for anyone else just searching for any of our clubs footage.*

*Cheers all. Brenden Fickling*

Just an observation; as a spectator and only about 20 cars it was not a great spectacle, few passing mauver's but pretty rare. Changing the tire spec to Dunlop 65's would certainly bring the field back together but the supply chain is a bit iffie so I don't suggest that. A couple of us have talked about maybe restricting the number of tires you can use over a championship. Would certainly curtail the check book racers sticking new rubber on at every turn and make them



drive a different race. Just my thoughts - Muzz

Big Big Thanks to Perthect Images for the great memories