

# THE LEGEND

October - November 2019



Falcon GT Owners Club of NSW Inc  
Proudly Keeping The Legend Alive For 40 Years



Established June 1979 and dedicated to the preservation,  
maintenance, restoration and enjoyment of the Falcon GT



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## From The President

[president@falcongclubnsw.com](mailto:president@falcongclubnsw.com)



Howdy everyone! I hope all is well.

It is hard to believe that Christmas is all but upon us but looking back at the year we have had; it has once again been a great year for our club with run attendance numbers as good as they have been for years. 2020 will be another great year for the club and I'm confident that this trend will continue.

Recapping our last few events, back in October we had an evening run to Burger Point at Marsden park which proved to be quite a popular run and very car friendly for the GT's. With daylight savings in full swing it was a nice local run for most, and the burgers were exceptional. I'm confident that this can be a regular venue for the club, catering for those who cannot make the usual day runs that the club has. Plenty of photos to check out from the event and the club will be holding more evening runs next year.

Valla 37 has been done and dusted for another year with plenty of members making the annual pilgrimage up North to spend a relaxing weekend with the GT and friends. Well done to the Inverell Falcon GT Owners Club for hosting this year's event.

Our November club run was a unique event for the club, seeing us visit a private car collection (mainly Fords) and it was truly outstanding! If you've seen Jay Leno's car collection set up, this was set up very similar, obviously not as big though, but none the less

truly amazing. All that attended were just in awe of the size and variety of the collection and at times we simply didn't know where to look. This run was aimed at a late breakfast run and it was a good change of pace from the usual outings. Our club is indebted to the owner of the collection and we are extremely thankful that the doors were opened for our club to see this amazing collection. Over 40 hours of cleaning cars took place prior to our arrival and the arranged breakfast was very much appreciated. Those who attended will always remember this run and if you missed out you will be kicking yourself; I assure you! Again, check out the photos in the magazine from the morning as they are quite impressive.

There are only 2 more events for 2019 with the club Christmas party to be held at The Sublime Point Café at Maddens Plains and the final club meeting in December. The Christmas party is a nice change of pace as this won't be a catered event, giving those members who usually help out a chance to kick back and enjoy the day. There is a café and restaurant on site to enjoy while checking out the views of the Wollongong coastline.

Looking ahead our committee has put together another great events calendar for 2020 which is outlined in this magazine with once again an emphasis on variety and fair spread to allow most members to attend at least 2 runs especially if you live beyond the Sydney

metro area. The September weekend away will be finalised by the February club meeting and the Concours venue is still yet to be locked in, with Penrith Paceway and the Hubertus Club the likely venues. Both venues were a big hit with the membership, the committee will see what we can do there.

As I mentioned at the last club meeting, we are in the process of giving our current IT/Email hosts the flick as the service is abysmal and to be honest, we don't get what we pay for, and we never have. The last bogus invoice the IT provider tried to sting the club with really got my back up as I caught them red handed and enough is enough. A few club members have offered their services which we will be looking into over the first few months of 2020. The digital side of the club is important, and we need to ensure it is set up properly giving the club the proper functions we need to operate online. Watch this space.

Other than that little issue which we will sort quickly, things have been relatively quiet and drama free which again is a nice indication of where the club is at the moment. Nothing makes me happier that seeing members out enjoying their cars especially those who aren't able to make most runs.

Stay safe everyone and see you on the next outing enjoying your GT

Scotty





# Your Committee

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<b>Runs Committee:</b>	Scott Willoughby Andrew Hodge Kevin Green		
<b>Raffle:</b>	Andrew Hodge		
<b>Historian:</b>	Stuart Hansen		
<b>CFC:</b>	Tony Killian	Ph: 0400 943 382	<a href="mailto:vicepresident@falcongclubnsw.com">vicepresident@falcongclubnsw.com</a>
<b>CMC:</b>	TBA		



**P.O. BOX 301 NORTHMEAD , NSW, 2152**

**Club Patron:** John Goss OAM

**Affiliated with** Combined Ford Clubs of N.S.W. (CFC)



**Club Meetings** held at 7.15pm on the second Monday of every second month at Northmead Bowling Club, 166 Windsor Rd, Northmead

**Membership Fees:**

- \$60 per year – due June
- \$10 joining fee
- \$15 Printed Magazine per year

**Life Members:**

- Ron Fraser, Stuart Hansen, Bryan Parry, George Redding, Andrew Hodge, Phil Chenney*
- Vale Warren Fleming*

**INSIDE**

From The President.....	1
Coming Events/Calendar...	3-4
Burger Point .....	5
Valla Beach .....	5
The Bathurst Story.....	6-10
Treasurer’s Reports.....	11-12
October Minutes .....	13-14
For Sale .....	15-16

Cover Photo - Reliable safe car for Jack Hodge to learn on.

The Falcon GT Owners Club of N.S.W. Inc, the Committee and members take no responsibility for the authentication or validity of items/articles appearing in this newsletter



# Calendar of Events 2020

## Next Meeting Monday 9th December

Club meetings usually held the second Monday of every second month, 7.15pm at the Northmead Bowling Club, 166 Windsor Road, Northmead. We have a permanent function room reserved for our exclusive use. Besides bar service there is an extensive menu of great meals if you feel like dinner or just come early and have a get together prior to the meeting.

### January: Sat 18<sup>th</sup> – Archie's Burgers Sylvania Evening Run

Meet at Archies Burgers Sylvania (12 - 14 Murrumbidgee Ave Sylvania Waters) from 7.30pm. Our club has reserved parking for up to 60 cars with all surrounding shops to be closed by 7pm.

With daylight savings in full swing, cruising in the GT on a warm summers night to grab a ripper burger is a nice change from the sweltering day runs that we usually have in January.

See you all then.

FGTOCNSW



### February: Mon 10<sup>th</sup> – Club Meeting Northmead Bowling Club

### Sun 16<sup>th</sup> – Ambermere Inn at Hartley Via The Bells Line of Road

Meet at the Hawkesbury Visitor Information Centre (328 Hawkesbury Valley Way opposite the RAAF Base) at 9.45am for a 10.15am departure. We will drive up via the Bells Line of Road, cut across at the Darling Causeway and drop down into Hartley. If all goes well the club should arrive at the Inn around 11.30am for members who wanted to head there directly.

See you all then.

FGTOCNSW





# Calendar of Events 2020 (cont)

- March:** Sun 8<sup>th</sup> – Grey Gum Café combined GT Clubs Run  
Sat 21<sup>st</sup> – Battered at the Bay Seafood Evening Run – La Perouse
- April:** Mon 6<sup>th</sup> – Club Meeting Northmead Bowling Club  
Sun 19<sup>th</sup> – Club Judged Concourse Venue TBA
- May:** Sun 31<sup>st</sup> – Wollombi Tavern
- June:** Mon 1<sup>st</sup> - Club Meeting Northmead Bowling Club  
Sun 21<sup>st</sup> – FGTOCNSW 41<sup>st</sup> Birthday Party at Cataract Dam
- July:** Sat 4<sup>th</sup> - Big Daddy’s Burgers Evening Run – Casula Crossroads  
Sun 26<sup>th</sup> – All Ford Day at Sydney Dragway
- August:** Mon 10<sup>th</sup> - Club Meeting Northmead Bowling Club  
Sun 16<sup>th</sup> – Shannons Sydney Classic at Sydney Motorsport Park  
Sun 23<sup>rd</sup> – Patonga Beach Hotel
- September:** Sat/Sun 5<sup>th</sup> & 6<sup>th</sup> – Muscle Car Masters at Sydney Motorsport Park  
Sat/Sun 26<sup>th</sup> & 27<sup>th</sup> – Weekend Run Away TBC
- October:** Mon 12<sup>th</sup> - Club Meeting Northmead Bowling Club  
Sat 17<sup>th</sup> – Burger Point Marsden Park Evening Run  
Fri – Sun 23<sup>rd</sup> – 25<sup>th</sup> – Valla Beach Annual Combined GT Club Cruise
- November:** Sun 15<sup>th</sup> - Southern Highlands Winery – Sutton Forrest  
Sun 29<sup>th</sup> – FGTOCNSW Club Christmas Party at Audley Weir (Wattle Forest Picnic Ground)
- December:** Mon 14<sup>th</sup> - Club Meeting Northmead Bowling Club

## Secondary Runs

**Sydney Cars and Coffee**  
Every second Sunday of each month at Hubertus Country Club, Luddenham

**Machines and Macchiatos**  
Every second Sunday of each month at Harbord Bowling Club





# Evening Run Burger Point

Saturday 26th October



## 37th Combined Falcon GT Cruise - Valla Beach

Thurs 31st Oct - Monday 4th November

Valla 2019 photos are now on Facebook for everyone to browse through thanks to Jana Romer Photography.

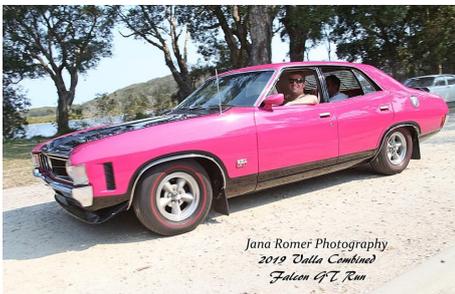
Please check out [www.facebook.com/JanaRomerPhotography](http://www.facebook.com/JanaRomerPhotography). All photos are available for purchase.



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



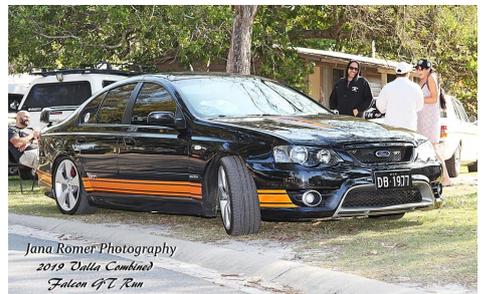
Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



Jana Romer Photography  
2019 Valla Combined  
Falcon GT Run



# The Bathurst Story

## From The Editor

So the Bathurst 1000 has been run and won for another year with all the usual controversy. Many things have happened during the race which have hit the news over it's fifty seven years of running. Older Club members may remember or may have forgotten some of these while our younger members may never have been aware of them. My earliest memory of the race goes back to Phillip Island where it was run from 1960 to 1962. Having a bit of space to fill in this issue I thought it would be a good time to go over details of the track itself and some of the incidents that have happened around it.

First some facts.

Many people I know outside the Club do not realise that on most days the track is a public road. It is therefore essentially a street circuit but the permanent barrier placement and pit buildings make it readily convertible to a race track. Anyone can take the 3km trip from the centre of Bathurst along Panorama Avenue and enter the track at Murray's corner near the National Motor Racing Museum. Regular road rules apply with two way traffic and a 60 km/hr speed limit. The circuit is regularly patrolled by police as some of our Club members have found out the hard way over the years.

Mount Panorama has previously hosted motorcycle races but due to driver and spectator safety this is no longer allowed.

Rise from the bottom of the circuit on Pit Straight to the top of the circuit at Skyline : 174 metres.

Race direction: Anti-clockwise.

Circuit Length: 6.213km

Length of Conrod Straight: 1.916km

Length of Mountain Straight: 1.111km

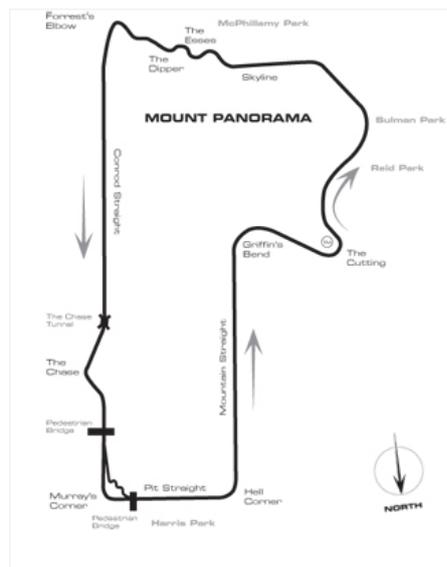
There are over 40 private residences located inside and outside the circuit.

Private businesses also exist on the Mount - including: luxury accommodation, a winery, restaurant and fruit orchard.

Several local sporting associations also use the Mount as a base for their activities, including the Bathurst Light Car Club.

The following present day photos were taken a couple of years ago. The track is still the same today with only some of the signage changing. We now take a drive around the track in the anti clockwise race direction.

Turning right on to Pit Straight from Panorama Avenue at Murray's Corner you soon arrive at the Finish Line which is positioned such that all the pit bays are located after it.



For the standing start only, the start line is 143m further along so that traffic does not go too far around Murray's Corner when the start grid is formed.



This is where the action starts and over the years it has started before the cars reach the first corner.



At the start of the 1984 race when Tom Walkinshaw in the Jaguar dropped the clutch the centre of it was torn right out and he moved nowhere. John Tesoriero in the Camaro hit the immobile Jaguar and slewed into the path of Peter Williamson's Supra. The accident completely blocked the track on Pit Straight to cause only the 2nd restart of The Great Race.





## The Bathurst Story (cont)

The turn at the end of Pit Straight is Hell Corner. There is a common misconception that it was so named due to the high number of accidents that happen here. It was in fact named this because of a tree stump that existed on the apex of the turn. It was believed that any motorcycle riders who hit the stump would die in an act of folly and thereby be doomed to an eternity of death.



Out of Hell Corner and onto Mountain Straight where V8 Supercars reach speeds of up to 290 km/h. In the days before modern aerodynamics, drivers would have to lift off the throttle to prevent becoming airborne over the crest halfway up the straight. This was of particular concern with the design of the Monaros but they didn't go fast enough for it to be a problem.



It was a problem in the 2008 race for Mark Noske in the Tasman Motorsport Commodore when his steering wheel came off as he went over the hump.



Griffin Bend is named after Martin Griffin, the Mayor of Bathurst whose vision it was to create the circuit. Drivers heading around this right-hander have to be careful not to drift too far out of this negatively cambered turn and hit the wall upon exit.

Allan Moffatt spun his Ford XA Falcon GT Hardtop here in the 1973 Hardie-Ferodo 1000, narrowly being missed by a couple of Minis he had just passed going up Mountain Straight.



2011 saw one of the more spectacular crashes on Griffin Bend. David Besnard's Jim Beam Ford burst into petrol-fuelled flames after slamming into the wall at more than 230km/h after a brake failure on the 112th lap. He was trapped inside when the track exploded into a snaking inferno that consumed his crumpled vehicle. Two hazard marshals risked their lives to douse the furnace, jumping in front of oncoming cars with extinguishers. Besnard somehow managed to free himself seconds after the flames vanished, staggering into the daylight to the relief of thousands of horrified onlookers.





## The Bathurst Story (cont)

In 1996 another fiery incident occurred on the short straight between Griffin Bend and The Cutting when a dramatic end came for Alan Jones after 25 laps. His Pack Leader car caught fire when a fuel line came adrift. He had been leading at the time, having overtaken Lowndes in the rain.



The Cutting consists of a pair of left hand corners leading into a steep 1 in 6 grade exit. Overtaking in this section of the circuit is difficult and it is very hard to recover from a spin here because of the narrow room and steep gradient.



This corner was the location of the infamous 'race rage'

incident between Marcos Ambrose and Greg Murphy. The pair collided when both drivers refused to give the other racing room late in the 2005 Supercheap Auto 1000, with the resulting incident partially blocking the circuit. Who was in the wrong? Depends on which side of the fence you sit.



Following the Cutting, there is a pair of uphill right-hand corners then a left-hand turn. This is Reid Park, named after the Bathurst City engineer Hughie Reid, who redesigned sections of the track to be more suitable for motor racing.



One of the more famous incidents in the history of the Bathurst 1000 occurred here when Dick Johnson crashed his Ford XD Falcon out of the lead on lap 18 of the 1980 Hardie-Ferodo 1000. Johnson was unable to avoid a large rock that had fallen from the spectator area as he was passing a quick-lift tow truck at the time and had nowhere else to go. The car was destroyed after running over the rock and hitting the outside concrete wall which the car almost leapt over. An emotional public appeal followed during the race's telecast which re-launched Johnson's career.



Another memorable incident at Reid Park in 1982 saw Big Rev Kev, Kevin Bartlett, turn the Channel 9 Camaro into the Channel 6 Camaro. The left rear tyre blew, slamming the car into the wall and turning it onto its roof.



After Reid Park, there is a steep drop which flows into a climbing left-hand turn, heading towards the highest point of Mount Panorama. This is the location of Sulman Park and its nature park. Peter Brock had his first major crash at Bathurst here when he crashed his Holden Racing Team VP Commodore into retirement on lap 138 of the 1994 Tooheys 1000. Jason Bright crashed here in his Ford EL Falcon in practice for the 1998 FAI 1000. The car was then rebuilt in time to scrape into qualifying in the dying minutes before Bright and Steven Richards went on to take victory in the race. This corner was also the scene of a crash in a V8 Supercar Development Series race in 2006 that claimed the life of Mark Porter.





## The Bathurst Story (cont)

McPhillamy Park is a fast, downhill left-hand turn which is guarded by a crest prior to the turn-in point, rendering the corner blind to approaching drivers. Drivers have to stay close to the wall while turning so as not to run wide on exit.



McPhillamy was the place where Bill Brown's pants turned into Bill's brown pants in the 1971 Hardie-Ferodo 500 when the front right tyre on his Ford XY Falcon GTHO Phase III blew at over 100 mph sending him up an earth bank before barrel-rolling along the fence, just about slicing his car, his head and a couple of marshals in two. Brown suffered only minor cuts and bruises in the accident.



The famous corner was also the site of the crash between the Falcons of Bob Morris and Christine Gibson that blocked the track and stopped the 1981 James Hardie 1000 on lap 120, 43 laps short of race distance, giving Dick Johnson and John French the win.



A short straight connects McPhillamy to the next corner. Named in recent years "Brock's Skyline" after nine-time Bathurst 1000 winner Peter Brock, Skyline is a sharply descending right hand corner which signifies the beginning of the descent from the top of the circuit. The corner acquired the name from the visual effect of looking upwards at the corner from below, such is the sharpness of that initial plunge.



During the 1970 Hardie-Ferodo 500, Tony Roberts was lucky to survive when he lost control of his Ford XW Falcon GTHO and launched over Skyline backwards before tumbling 50 metres down the hillside before being stopped by a tree.



The Esses are the series of corners which begin at Skyline and stretch down the Mountain towards Forrest's Elbow. The most famous of the Esses, the Dipper (the third corner in the sequence), is a sharp left hand corner so named because, before safety changes were made, there was a dip in the road surface and a steep drop not far from the edge of the road, and many cars were able to get two wheels off of the ground, which has often been compared to the Corkscrew at Laguna Seca.





# The Bathurst Story (cont)

There have been many notable accidents at this part of the circuit, including a blockage of the track in 2003 when Jason Bargwanna made contact with David Brabham.



Chaz Mostert had a severe accident in the Esses during qualifying for the Great Race in 2015. Mostert clipped the inside wall on the run down to Forrest's Elbow, ricocheting the car into the outside wall before it eventually mounted a concrete barrier and clipped the roof of a marshals' post. The car then slid down the track and came to a halt at the apex of Forrest's Elbow.



Forrest's Elbow – named after Jack Forrest, a motorcycle racer who scraped his elbow away after laying down his bike – is a slow, descending left-hand turn that leads on to the long Conrod Straight. The corner's line drifts towards the outside wall on exit and drivers have to be careful of getting too close. It was on the exit of the corner that Dick Johnson clipped a tyre barrier during the top ten shootout for the 1983 race.



Conrod Straight was so named because of a con-rod failure that ended the 1939 Easter race of Frank Kleinig in his Kleinig/Hudson race car. At 1.916 km (1.191 mi), Conrod Straight is the fastest section of Mount Panorama, with V8 Supercars almost reaching 300 km/h. The straight is a roller-coaster ride featuring two distinct crests, the second of which was rebuilt in 1987 with The Chase which is a three-turn sequence added in preparation for the World Touring Car Championship round in 1987 to comply with a FIA requirement that a straight could not exceed 1,200 metres.



The Chase has been the scene of numerous other rollover accidents including that of Fabian Coulthard on the first lap of the 2010 race when his Walkinshaw Racing Commodore blew a tyre at 300 km/h on entry to The Chase.



From The Chase it's back to Murray's Corner and back to Bathurst, or maybe do another lap.





**THE FALCON GT OWNERS CLUB  
OF NEW SOUTH WALES INCORPORATED**

P.O. Box 301,  
NORTHMEAD,  
NSW 2152

[www.falcongtclubnsw.com](http://www.falcongtclubnsw.com)

**TREASURERS REPORT For MONTH ENDING 31<sup>st</sup> October 2019**

	Westpac	PayPal	Petty Cash	Cash &  Cheques to  deposit
<b>Opening Balances</b>				
<b>Total :</b> <b>\$ 32,412.93</b>	\$ 31,216.68	\$ 970.37	\$ 225.88	\$ 00.00
<b>Closing Balances</b>				
<b>Total :</b> <b>\$ 33,494.62</b>	\$ 32,902.29	\$ 300.50	\$ 231.83	\$ 60.00

Cash Book Income & Expenditure	Month October	YTD
<b>Income</b>		
Memberships of FGTOCNSW	\$ 970.00	\$ 6,730.00
Sponsorship		\$ 1,500.00
Merchandise	\$ 160.50	\$ 2,685.50
Events & Parties	\$ 770.00	\$ 770.00
Raffle		\$ 850.00
Car Show Entry Fees		\$ 20.00
PayPal Fee surcharge	\$ 9.20	\$ 77.92
Interest Received	\$ 2.74	\$ 10.69
<b>TOTAL INCOME</b>	<b>\$ 1,142.44</b>	<b>\$ 12,644.11</b>
<b>Expenditure</b>		
Northmead Bowling Club		\$ 250.00
Membership/subscriptions		\$ 33.05
Postage/stationary	\$ 33.05	\$ 825.00
Club Magazine		\$ 4,663.45
Merchandise		\$ 2,610.55
Events & Parties		\$ 1,233.46
Raffle Prizes		\$ 99.00
Club Assets & Trailer	\$ 10.00	\$ 20.00
Website Expenses		\$ 42.97
Insurances		\$ 111.85
Car Shows & Trophies		\$ 60.75
PO Box		
PayPal Fees	\$ 6.70	
Other Miscellaneous	\$ 11.00	
<b>TOTAL EXPENDITURE</b>	<b>\$ 60.75</b>	<b>\$ 9,889.33</b>

Treasurer..... Andrew Hodge 31/10/2019



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NSW 2152

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**TREASURERS REPORT For MONTH ENDING 30<sup>th</sup> November 2019**

	Westpac	PayPal	Petty Cash	Cash &  Cheques to  deposit
<b>Opening Balances</b>				
<b>Total :</b> <b>\$ 33,494.62</b>	\$ 32,902.29	\$ 300.50	\$ 231.83	\$ 60.00
<b>Closing Balances</b>				
<b>Total :</b> <b>\$ 32,519.55</b>	\$ 32,032.05	\$ 75.67	\$ 351.83	\$ 60.00

<b>Cash Book Income &amp; Expenditure</b>	<b>Month November</b>	<b>YTD</b>
<b>Income</b>		
Memberships of FGTOCNSW	\$ 390.00	\$ 7,120.00
Sponsorship		\$ 1,500.00
Merchandise		\$ 2,685.50
Events & Parties		\$ 770.00
Raffle		\$ 850.00
Car Show Entry Fees		\$ 20.00
PayPal Fee surcharge	\$ 3.00	\$ 80.92
Interest Received	\$ 2.62	\$ 13.31
<b><u>TOTAL INCOME</u></b>	<b>\$ 395.62</b>	<b>\$ 13,039.73</b>
<b>Expenditure</b>		
Northmead Bowling Club		
Membership/subscriptions		\$ 250.00
Postage/stationary	\$ 20.80	\$ 53.85
Club Magazine	\$ 632.56	\$ 1,457.56
Merchandise		\$ 4,663.45
Events & Parties		\$ 2,610.55
Raffle Prizes		
Club Assets & Trailer		\$ 1,233.46
Website Expenses		\$ 99.00
Insurances	\$ 715.00	\$ 715.00
Car Shows & Trophies		\$ 20.00
PO Box		
PayPal Fees	\$ 2.33	\$ 45.30
Other Miscellaneous		\$ 111.85
<b><u>TOTAL EXPENDITURE</u></b>	<b>\$ 1,370.69</b>	<b>\$ 11,260.02</b>

Treasurer..... Andrew Hodge 30/11/2019



# Meeting Minutes

14th October 2019



**Meeting Opened:** 7:38 PM

**Apologies:** Trevor and Lauren, Trevor Boyle, Ron, Stuart, Tony Hawton, Barry Wig, John, Ian Watson, George Redding, Shane Oag, Les Abbot, Con A, Tony Killian, Frank Bosnjack

**New Members:** John Dell, Rob Marshall, Dave

**First Time Attendees:** None

**Secretary Report (David D):**

I have checked the mailbox and it was empty.

Emails have come to a grinding halt in the last couple of months.

I have spoken with Perry from Muscle Car Studio and he is going to sponsor the club.

There have been a few enquiries regarding memberships, renewals, new cards etc.

I have created a National Association of Falcon GT Owners Clubs Facebook group for committee members, delegates and judges only. This is to give us all a forum to openly communicate. Invites will be coming out shortly. All information discussed on this page is strictly internal to the page and not for sharing beyond the timelines that Helen Burley (FGTOCQLD) will advise for the 2021 GT Nationals release.

Memberships have been posted out.

Stuart in the Camaro Firebird club contacted us regarding a video he is filming and he is after a Phase 3 around the Freemans Reach area.

**Treasurer's Report (Andrew H):**

Andrew Hodges's detailed budget for the month ending 30<sup>th</sup> September 2019. See the full report in magazine.

Membership that have not been paid have been discussed.

Andrew suggests a debit card for the club so he can deposit money through atm machines and puts the motion forward. Motion passed.

Closing Balance: \$31,216.18

Andrew runs through the raffle prizes.

**Vice President's Report (Tony K):**

Tony absent

**President's Report (Scott W):**

George Redding's mother has passed away so we have sent flowers with our condolences.

The magazine has been delayed due to our email situation.

Quite a few members have renewed but have not paid the extra \$15 for the copy. At the moment 40 out of 90 have paid.

We have had two runs.

Huskisson, 22 GT's in total was a great day with the cars parked between the water and the packed pub.

Everyone was fed within 20 minutes and we will return. We had members coming from all over.

Mudgee wine run with 28 members on Saturday, 24 on the bus and lots of laughs even though the bus went the wrong way giving us an extra winery after Scott lost his shit! On the Sunday we had 7 cars out at Kandos for lunch. We will do a winery tour again next year.

Next run will be on Saturday the 21<sup>st</sup> to Marden Park to the burger joint. Details are everywhere.

Valla Beach weekend the weekend after

Sunday 17<sup>th</sup> November to the secret private car collection. Meeting just out of Narellan from the Bunnings.

Sunday 1<sup>st</sup> December at Sublime Point Café will be our Christmas party with a huge raffle.



## Meeting Minutes (cont)

14th October 2019

We are going to meet with a promotions company to discuss the Nationals 2023.

The Anzac weekend at Bathurst is booked for the Nationals.

We request any members to let us know if they have anywhere, we could go for runs, especially some evening runs with good parking and food.

We will be doing a rerun of the 40<sup>th</sup> magazine it will be \$7.50.

The December meeting will be a big one and we hope to have our email issues sorted.

### Merchandise Report (David D):

\$200 in recent sales

We now have a lot of merchandise in stock and we are in a position to fill any order.

New 40<sup>th</sup> vests will be \$95 we suggest you go one size up.

We will then introduce a vest into the range.

### Club Registration Report (Martin G):

2<sup>nd</sup> October there was a press release regarding the 60 day scheme and it will stay.

There are currently over 50,000 cars on historic plates.

Any members that have plates on unregistered cars are required to hand them back in.

**CMC:** All members are absent

**Editor/Web (Trevor M):** Trevor absent but please let him know if you have anything that can go into the magazine.

### General Business:

Martin told us about the CCR and TR2 race cars something we should all go and see.

His youngest son was also married.

Joe Abboud has a Diamond White Auto XW GT 10/70 Cleveland for sale.

Joe Abboud offers his shopping centre carpark for our next concourse.

**Raffle was drawn:**

**Meeting Closed:** 9:15 PM

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## Attention Members

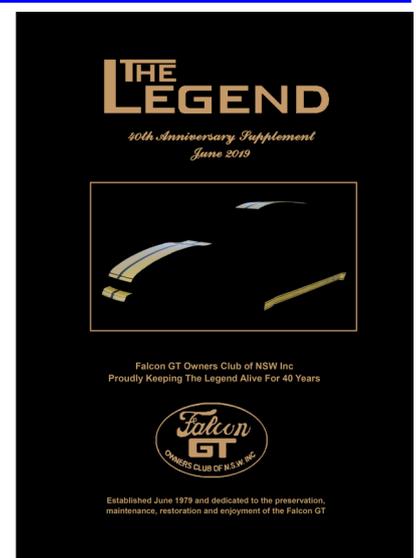
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There has been interest expressed by some members who do not receive the print edition of the magazine in obtaining a print copy of the 40th Anniversary Supplement. Other members have expressed an interest in receiving an extra copy.

If you wish to receive an extra copy please advise a committee member so we can determine if there is enough interest for another print run.

The cost will be \$7.50 per copy if it goes ahead.

Further details will appear on the Club's Facebook page and website after the December meeting.





## NSW GT Club Merchandise

For availability email [merchandise@falcongclubnsw.com](mailto:merchandise@falcongclubnsw.com)



Beanie

\$18



Polo Shirt \$50



Club Winter Jacket \$120



Double Sided Club Car Sticker

\$3



Club Jacket \$75



Men's Dress Shirt \$50



Coffee Mug

\$10



Stubbie Holder \$10



Key Ring

\$10



Women's Dress Shirt \$50



Windscreen Banner \$25



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