

# COMPETITION REPORT & MSCA NEWS

## MARQUE SPORTS CAR ASSOCIATION (MSCA)

2015 MSCA Championship

PLEASE NOTE NEW CALENDAR - different to December magazine

Round 1	Sunday Feb 1st	*Sandown inc. "Come and Try" for novices
Round 2	Saturday March 14th	*Calder Park
Round 3	Saturday April 11th	Hillclimb at Haunted Hills
Round 4	Sunday May 3rd	*Calder Park
Round 5	Sunday June 21st	*Sandown
Round 6	Sunday July 19th	Motorkhana at Laverton
Round 7	Sunday August 16th	*Winton inc "Come and Try" for novices
Round 8	Saturday Sept. 12th	*Phillip Island inc. "Come and Try"
Round 9	Saturday October 10th	*Sandown
Round 10	Sunday November 1st	*Winton

ENTRY FORMS are available on the MSCA website [www.msca.net.au](http://www.msca.net.au) . Ring Rod Vogt on 5962 1915 or 0408 395 240 or email [competition-MSCA@healeyvic.com.au](mailto:competition-MSCA@healeyvic.com.au) . Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9 am. Events marked with \* count towards the competition championship. Sprint and Regularity events require a basic CAMS level 2S licence only.

## 2015 COMPETITION CALENDAR – MAIN EVENTS

for points scoring for championships

### FEBRUARY

Sun 1st MSCA Sandown "Come and Try" [www.msca.net.au](http://www.msca.net.au)  
Sat 14 Winton Sprint Series Rd 1 [www.wintonraceway.com.au](http://www.wintonraceway.com.au)  
Sat/Sun 21/22nd HSRCA Historic Races/Reg Wakefield Park  
[www.hsrca.org.au](http://www.hsrca.org.au)  
Sun 22nd Vic. Supersprint Championship Rd 1 Sandown  
[www.hsvownersclub.com.au](http://www.hsvownersclub.com.au)

### MARCH

Sat/Sun 6-8 Phillip Island Classic Historic races/reg [www.vhrr.com](http://www.vhrr.com)  
Sat 14th MSCA Calder sprints & regularity [www.msca.net.au](http://www.msca.net.au)  
Sun 29th Alfa Club Winton Sprints [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

### APRIL

Sat/Sun 11/12th Vic. Supersprint Championship Rd 2 Phillip Island [www.piarc.com.au](http://www.piarc.com.au)  
Sat/Sun 18/19th Vic. State Circuit Race Series Phillip Island inc MG & Invited British  
Sat/Sun 25/26th Mallala All Historic races and regularity  
[www.sportingcarclubssa.org.au](http://www.sportingcarclubssa.org.au)

### MAY

Sun 3rd MSCA Calder sprints & regularity [www.msca.net.au](http://www.msca.net.au)  
Sat/Sun 2/3rd Festival of Sporting Cars Wakefield Park, Goulburn [www.fosc.com.au](http://www.fosc.com.au)  
Sat/Sun 2/3rd Morgan Park Autumn Historics races and reg Warwick. [manuel@qldprojects.com](mailto:manuel@qldprojects.com)  
Sun 9th Alfa Club Sprints, Sandown. [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
Sun 10th Winton Sprints Rd 2 [www.wintonraceway.com.au](http://www.wintonraceway.com.au)  
Sat/Sun 16-17th Vic. State Race Series, Sandown inc MG & Invited British.

Sat/Sun 30/31st Austin 7 Club Historic Winton short course, with motorcycles [www.historicwinton.org](http://www.historicwinton.org) (pre-war reg only)

### JUNE

Sat/Sun 6/7th Sydney Retro Speedfest, Sydney Motorsport Park. [www.hsrca.org.au](http://www.hsrca.org.au)  
Sat/Sun 6/7th Vic. Supersprint Championship Rd 3, Sandown [www.ffcc.com.au](http://www.ffcc.com.au)  
Sun 14th Alfa Club Sprints, Broadford [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
Sat/Sun 13/14th Vic. Supersprint Championship Rd 4, Phillip Island [www.piarc.com.au](http://www.piarc.com.au)  
Sun 21st MSCA Sandown sprints and reg [www.msca.net.au](http://www.msca.net.au)

### JULY

Sat/Sun 4/5th Historic Queensland, Morgan Park, Warwick. Qld. [www.hrcc.org.au](http://www.hrcc.org.au)  
Sat 4th Alfa Club Sprints, Phillip Is [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
Sun 12th Winton Sprints Rd3 [www.wintonraceway.com.au](http://www.wintonraceway.com.au)  
Sun 12th Vic. Supersprint Championship Rd 5. Phillip Island. [www.piarc.com.au](http://www.piarc.com.au)  
Sat/Sun 18/19th Vic. State Race Series, Sandown. inc MG & Invited British.  
Sun 26th Jaguar Club Sprint, Winton [www.jagclubvic.org.au](http://www.jagclubvic.org.au)

### AUGUST

Sat/Sun 1/2nd Phillip Island 6 Hour Relay [www.6hourrelay.com.au](http://www.6hourrelay.com.au)  
Sun 2nd Alfa Club Sprints, Winton [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
Sat/Sun 8/9th Historic Winton Festival of Speed long track races/reg [www.vhrr.com.au](http://www.vhrr.com.au)  
Sun 16th MSCA Winton sprints & reg [www.msca.net.au](http://www.msca.net.au)  
Sat/Sun 29/30th Historic Races, Queensland Raceway, Ipswich [manuel@qldprojects.com](mailto:manuel@qldprojects.com)

## SEPTEMBER

Sat/Sun 5/6th ARDC Muscle Car Masters (inc Group S cars) Sydney Motorsport Park. contact to be announced

Sat 5th Winton Sprints Round 4, [www.wintonraceway.com.au](http://www.wintonraceway.com.au)

Sat 5th Alfa Club Sprints, Sandown [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

Sat 12th MSCA Phillip Island sprints and regularity includes "Come and Try" [www.msca.net.au](http://www.msca.net.au)

Sat/Sun 19/20th Wakefield Park Historic races and regularity [www.hsrca.org.au](http://www.hsrca.org.au)

## OCTOBER

Sat 10th MSCA Sandown sprints & reg [www.msca.net.au](http://www.msca.net.au)

Sat/Sun 17/18th AROCA Winton Six Hour Relay [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

Sat/Sun 24/25th Vic. State Race Series, Phillip Island inc MG & Invited

## NOVEMBER

Sun 1st MSCA Winton sprints & reg [www.msca.net.au](http://www.msca.net.au)  
(final MSCA event for 2015)

Tues 3rd Vic. Supersprint Championship Rd 6 Sandown [www.ffcc.com.au](http://www.ffcc.com.au)

Sat/Sun 7/8th Historic Sandown "Return of the Thunder" [www.vhrr.com](http://www.vhrr.com)

Sat/Sun 14/15th PIARC Sprints Phillip Island [www.piarc.com.au](http://www.piarc.com.au)

## END OF 2015 AHOC COMPETITION YEAR

### START 2016 YEAR

Sat 28th Winton Sprints Rd 5 [www.wintonraceway.com.au](http://www.wintonraceway.com.au)

Sat/Sun 28/29th "Tasman Revival" Historic Races, Sydney Motorsport Park. [www.hsrca.org.au](http://www.hsrca.org.au)

## DECEMBER

Sat/Sun 5/6th Ken Leigh 4 Hour Enduro for HQ Holdens at Winton (go Phil Aitken!)

## MSCA Winton

November 23, 2014

*Procrastinate : verb : to put off taking action until a future time: to defer or postpone. procrastinator : someone who defers, delays, postpones. Yep, that's me!*

I am sitting at the computer in January with one day left before our editor expects my report and I am struggling to remember this event clearly.

Why, oh why, didn't I write it up last November?

I remember it was very hot, approaching mid 30s air temperature and goodness knows what when suited up and helmet on awaiting your run start in blazing sun in dummy grid.

Track temperature? Add a lot.

I remember being pleased that I had put my hand in the bikkie jar and installed an alloy radiator in the Sprite at the recent engine rebuild and was able to push as hard as I could and that the temperature gauge did not move.

I remember the pleasure of the company of fellow members Shane O'Brien in Hugh Purse's 100/4 and Ken Sadler up from Warrnambool in his 100/6 in Regularity, John Southwell doing his first MSCA event in his Bugeye, and Simon Gardiner and Mandy Parry-Jones sharing their Super Sprite and joining my Sprite in Sprints.

I remember that it was good to catch up with Hugh Purse who fussed over his car and driver like a proud but concerned father – more worried about the car I think, Shane!

I particularly remember being gob smacked by the immaculate build of John Southwell's Sprite, concours condition but a serious track missile given his Winton lap times this year in the Winton Sprint series.

I remember that it was worth the effort of having set the alarm for 4am so that I arrived at the track 20 minutes before 7am gate opening so that we could park in the limited carport spaces as a Team Healey group, even saving space for the Sprites of Sprite Club members Tony Hannan and Glen Coombs (Peter Clarke's car).

A great line-up which attracted plenty of attention, particularly when bonnets went up/tilted to allow hot engines to cool after each session.

And a special mention of Mark Keane who came all the way to Winton to become the fourth AHOC member in 2014 to participate in the "Come and Try" opportunity in his Big Healey. Mark had to park in a separate area for the day but was able to spend plenty of time with us in our carports. Mark was lucky to be assigned Glen Coombs as his instructor – firstly because Glen is a highly experienced National and International open wheeler racer in years gone past; and secondly this saved Mark from being instructed by the mottley lot of Healey drivers mentioned above!



Mark Keane with his Healey.

I rang Mark a few days before the event and asked if everything was OK, did he need any help and "was he a bit nervous?" He clearly was not nervous before or during the day, given that Mark's day job is to pilot big ships in and out of Port Phillip Bay!

Mark had a big smile on his face at the end of the day and was even showing Simon and myself a rather interesting Sprite advertisement he had found recently, with plenty of track ready mods already done.

It is easy to remember the track action for the day because it was a ripper for Team Healey.

In the 13 car regularity field in this last MSCA event for 2014, Shane O'Brien scored maximum 20 points for his first placing while Ken Sadler's 4th scored 17 points but season ending bragging rights went to Ken by just one point over Shane –

Ken finished fourth and Shane fifth, 88 to 87 points respectively. (You might be surprised to know that 45 people tried Regularity over the year.)

Icing on the cake was new fastest laps at Winton for both boys, Shane going under 1.50 for the first time at 1.49.79 versus his previous best of 1.52.40 and Ken also smashing his PB improving from 2.09.54 to 2.07.88. Great results on a very hot day which was not conducive to fast times.

John Southwell, Simon Gardiner and I ran in a very quick run group dominated by Clubmans. We had to deal with the fastest car of the day – Simon in the Super Sprite with a best lap time of 1.33.83! Second fastest time for the day went to, wait for it, our editor Mandy Parry-Jones in the same car, in another run group of course, with 1.37.02. Mandy doesn't need any excuses BUT Simon had competed in the Winton 6 Hour just 5 weeks prior and Mandy hadn't run for a long time. Her lap times improved steadily as the day progressed and by Wednesday she just might have beaten Simon! Oops, perhaps I should delete that bit, or perhaps you will Mandy? Meanwhile, John and I took the "normal" Sprites out for a shoot out of our own and it was a lot of fun but a bit challenging running with with the Clubmans. We were right in the mix for lap times but it can be difficult because some of the drivers use their larger modern engine capacity to advantage down the straight bits but are more conservative than the Sprites in the twisty bits.



*John Southwell's Bugeye.*

For John's first meet at MSCA this had a slight affect on his times plus he encountered some overheating when the electric fan cried "enough", so John did not really get a rhythm going and did not start the fourth session. His best time of 1.45.28 was not far off his previous best but he was very enthusiastic about competing with the older, marque cars compared with the moderns that run in the Winton Sprint Series.

As Comp Sec it is my "duty to encourage" John to venture South to Sandown and Phillip Island for more MSCA. Meanwhile I knew exactly which Clubmans I needed to get past in a more, shall we say, "aggressive" manner to ensure cleaner, faster laps. But given the heat I was totally surprised to find that, like Shane and Ken, I had improved my best Winton lap time by one and a half seconds to 1.43.32.

This fastest lap was achieved while battling with a new Elfin Clubman powered by a 5.7 litre Chev engine and he was not impressed when passed twice by the little blue Bugeye in the twisty bits. He disappeared down the straights but hey, where's the skill in that? I tried to pull alongside in the slow down lap to give a wave or whatever they seem to do on TV but he

wouldn't have a bar of it.

So 4 sessions, 30 laps (12 in the last session felt like a Winton 6 Hour effort) for just \$210 and no hassles in a wonderfully run meeting by all the MSCA officials.

Once again a big thank you to Selwyn Hall who runs a no nonsense event but allows sensible competition in the right conditions if the drivers are capable.

Thanks also to Gary Fittridge for once again coming down from Myrtleford with two mates for a look. Keep looking for a suitable track car Gary!

Thanks also to Jeff Gillard and John Southwell's Wangaratta shed mates (or is that beer mates?) who did a great job of sledging John and trying to put him off his game. Bring them every time John.

#### POINTS TOWARD AHOC

COMPETITION CHAMPIONSHIP and 4 fastest laps  
Shane O'Brien (100/4) 980 pts 1.49.79, 1.49.80, 1.49.90, 1.49.99

Rod Vogt (Sprite) 955 1.43.32, 1.43.62, 1.43.68, 1.43.77

Simon Gardiner (Sprite) 947 1.33.83, 1.34.05, 1.34.09, 1.34.36

John Southwell (Sprite) 879 1.45.28, 1.45.95, 1.46.36, 1.46.49

Mandy Parry-Jones (Sprite) 827 1.37.02, 1.38.21, 1.38.54, 1.38.75

Ken Sadler (100/6) 813 2.07.88, 2.08.19, 2.09.71, 2.09.75

#### **Rob Roy Hillclimb**

November 23, 2014

by Bill Vaughan

Three AHOC members competed at the MGCC's 23rd Historic & Classic Hillclimb on 23 November 2014 – promoted this year as the 90th celebration of the birth of MG. Cecil Kimber's 'Old No 1' was launched in May, 1924 and the MG Octagon registered as a trademark that year.

Mark Ingham entered his Prod-Sports BN1, Mark Bird shared a drive with his father Franz 1815cc MGTC and Bill Vaughan entered his green Bugeye Sprite.

They joined more than 90 entries which included many well known historic cars of the pre-war era and MGs of every description from 1932 to 1977.

Among the more notable older competitors, 91 year old Trevor Cole ran his 1937 Austin 7 Special for the last time, announcing his retirement from active competition after a best time of 33.8 sec on the day.

Mark Ingham finished first in class with a time of 26.5 sec, Mark Bird managed 28.84 – not quite as quick as Franz who took out the Derry George Trophy and FTD for non-super-charged MG T-types with a time of 27.97 sec.

Bill managed 30.44 sec in just his second visit to Rob Roy with this car – having first competed in a club event back in the early 1960s.

Interestingly, Daryl Duff, a former club member and former owner of Mark Bird's 100/4, won the Norm Beechey Trophy for Group N Touring cars in his 1968 Chev Camaro.

Fittingly, Le Trophée Des Conducteurs Anciens – an award calculated from the driver's age added to the age of the car and divided by the time up the hill – was awarded to Trevor Cole.

## **2014 AHOC COMPETITION CHAMPIONSHIP RESULTS AND REMINDER OF COMPETITION CHAMPIONSHIP RULES/SCORING**

How about getting involved in 2015? It is easier than you might think and plenty of advice and help will be given. Car and license requirements are simple for entry level activities with the Marque Sports Car association. Contact Rod Vogt.

The aim of the championship is to recognize and reward Healey motorsport participation at all levels of car preparation and driver experience, to include as many members as possible, in theory all having an equal chance of taking out the trophy.

We have a mix of newcomers at MSCA regularity class, more experienced Level 2 Licence holders at Sprints, Six Hour Relays and Open Regularity events and our fastest Healeys and drivers at Racing events with full race licences, all competing for an AHOC Competition Championship, Associate Championship or MSCA Championship (or in more than one of these) using a common points scoring system at different events of choice and at different times.

### **POINT SCORING SYSTEM**

Take four fastest laps achieved for the day. Calculate the difference between fastest lap & 4th fastest lap in 1/100ths of a second eg 1.15.25 to 1.16.40 is 115 points time penalty. Subtract from a starting score of 1000 points :  $1000 - 115 = 885$  This is your score for this event. The more consistently you drive, the less the gap and higher your score.

The championship is decided on the total of your best four events, (that is a possible maximum of 4000 points) for the competition championship and for your best three events for the Associate and MSCA Championships (maximum 3000 points) "best of 4" format rewards those who enter more events by allowing worst performances to be dropped, but does not guarantee victory by having the ability (time and/or money) to enter a lot of events.

"Four rounds" is achievable for most who enter their preferred events for the year – the racing guys can always do an event or two from the eight event MSCA season.

The four fastest laps format shows ability to put together a string of consistent fast laps rather than just one fast lap. This system excludes laps where you are held up by a slower driver, have a spin etc. and not have your score ruined for the day. A mechanical breakdown can still see enough laps achieved to score reasonable points.

This is really quite a simple system – just a matter of keeping records – and does not rely on complicated class handicapping or Index of Performance adjustments which rarely work satisfactorily, especially when you have a relatively small number of competitors as we have.

We found that you cannot work out a handicap formula to achieve parity between 4 & 6 cylinder cars, much less allow for different levels of development within each of those groups.

### **2014 AUSTIN HEALEY OWNERS CLUB COMPETITION**

**CHAMPION** is the club member who scores the highest number of points under the system (best four events) driving a car designed by Donald Healey – this is the Austin Healey (100/4, 100/6, 3000) or Austin Healey Sprite or "Run-on" model.

The AHOC competition championship for 2014 saw 20 members competing in 28 officially timed events.

Shane O'Brien in Hugh Purse's 100/4 repeated his 2013 success, competing in 8 events with his best 4 events scoring

3901 points out of a maximum possible score of 4000 points.

Second place – Rod Vogt (Sprite 8 events, best 4 scored 3805)

Third place – Peter Jackson (3000 4 events for 3798 points).

The rest, in order, were Brian Duffy (3000-6/3759), Bill Vaughan (Sprite 7/3657), John Southwell (Sprite 4/3614), Ken Sadler (100/6 -5/3525), Geoff Leake (100/4 -4/3427), Peter Kaiser (Sprite-3/2783), Rob Raverty (3000-3/2624), Simon Gardiner (Sprite 2/1982), Leon O'Brien (100/4-2/1748), Peter Brice (Sprite 2/1654), John Goodall (100/6-2/1628), Steve Pike (3000 & 100/4-2/1623), Cary Helenius (100/6-1/935), Mandy Parry-Jones (Sprite 1/827), Tony Rogers (3000-1/791), Damian Moloney (100/4-1/761) and Hugh Purse (100/4-1/737).

The ASSOCIATE CHAMPIONSHIP covers members who compete in any other marque of car under the same rules and scoring system, except the total score is taken for "best three" rounds. Again the scoring system is ideal for the disparate nature of associate cars, to give us a "level playing field." The Associate Championship was decided between 15 members. First place Peter Kaiser (Mini Cooper S) 3 events for a score of 2730 points. Second place Graeme Marks in the Mac Healey (3/2696), third Phillip Aitken, Coad Vauxhall and HQ Holden (3/2503). Then David Kelly (TR8 2/1859) Rod Vogt (MGB 2/1831) Tony Rogers (Porsche 911 2/17688) Geoff McInnes (Riley Special 2/1788) Shane O'Brien (Lister Jaguar 2/1660) John Raisbeck (Escort 2/1445) Brian Dermott (Torana XU1 1/913) Hamish MacLennan (MGB 1/867) Damian Moloney (Porsche 1/823) John Goodall (Porsche Cayman 1/782) Russell Baker (PRB Clubman 1/757) Steve Pike (Lister Jaguar 1/547).

The MSCA CHAMPIONSHIP is for holders of the basic CAMS Level 2 S licence competing at Marque Sports Car Association events and includes both Healeys and non Healey cars - true club level participation.

As for the Associate Championship we take the competitor's four fastest laps at each event and score his/her best three rounds for the final score.

First Place Shane O'Brien (100/4) with six events and best three scoring 2924 points. Second place Ken Sadler (100/6) with four events and best three scoring 2840 points. Third place Bill Vaughan (Sprite) with three events for a score of 2709 points. The rest Rob Raverty (3000-3/2709) John Goodall (100/6 & Porsche Cayman 3/2410) Leon O'Brien (100/4-2/1748), John Raisbeck (Ford Escort 2/1445) Simon Gardiner (Sprite 1/947) Cary Helenius (100/6-1/935), John Southwell (Sprite 1/879) Russell Baker (PRB Clubman 1/757).

Ineligible with higher level CAMS licences but supporting MSCA events were Rod Vogt (Sprite 6/2840), Peter Kaiser (Mini Cooper 1/937) Brian Dermott (Torana XU1 1/913) Mandy Parry-Jones (Sprite 1/827).

The Team Healey Clubman Trophy for the member who has shown the true club spirit, level of support and commitment was awarded to Russell Baker for his continued support and enthusiasm in an extremely frustrating year with his new Clubman. He put aside his problems and gave a great deal of time to support his team mates at MSCA and racing events, particularly at the Winton 6 Hour event.

The Donald Healey Centennial Memorial Trophy was awarded to Peter Jackson, continuing to dominate Group Sa Production Sports Car racing in his Healey 3000 and being judged by the committee as "achieving the most notable performance in non-club events over the year" as required when the trophy was struck on October 14th 1998.

Peter Jackson and Brian Duffy dominated Group Sa Historic racing in their 3000s. Congratulations to Brian Duffy who has continued to develop and improve his 3000 to now loom larger in Peter Jackson's mirrors. With Peter unable to finish the season due to illness, Brian achieved a fine result by winning the Group Sa Goldfields and Catalina Cups in the Group S Racing Association Championship.

Team Healey "Side Exhaust" competed again at the 2014 Winton Six Hour Relay event – drivers were Geoff Leake, Tony Rogers, Simon Gardiner, Rod Vogt and Colin Goldsmith down from NSW again. The Healey's, big and little, looked and sounded fantastic as usual and stood out from the modern cars which made up most of the entrants.

Certainly the oldest cars, perhaps the oldest drivers but well inside the top half of the competition speed-wise. But despite a nearly trouble free day we managed only 23rd out of the 42 teams, failing to score enough bonus laps under the regularity scoring system. Bring on 2015!

Thanks to our helpers and supporters for the weekend, particularly team manager Brian Froelich and assistant manager Paul McPherson. As Brian summarized at the end of the day – we didn't have bad luck but didn't have good luck either. The Marque Sports Car Association 2014 season trophies were presented at an end of season function in the city.

**Results for AHOC members were:**

Supersprint Championship

**0-1499cc**

- 1st Rod Vogt (Sprite)
- 4th Bill Vaughan (Sprite)

**1500-1999cc**

- 4th John Raisbeck (Escort)

**2500-3499cc**

- 4th Brian Dermott (Torana XU1)

**Clubman over 2000cc, cars on slicks**

- 5th Russell Baker (PRB)

Marque Sports Car Championship

**0-1499cc**

- 1st Rod Vogt (Sprite)

- 4th Bill Vaughan

**2500-3499cc**

- 23rd Peter Kaiser (Mini - 1 event)

**Regularity (45 competitors)**

- 4th Ken Sadler

- 5th Shane O'Brien

- 7th Rob Raverty

- 11th John Goodall (100/6 and Porsche Cayman)

- 15th Leon O'Brien (100/4)

- 20th Cary Helenius (100/6)

Finally, a big thank you to Selwyn Hall, David Kelly and Terry Wade for supporting MSCA events as Clerk of Course and CAMS stewards, to the AHOC Committee and to those members who helped and cheered us on in 2014.

**A CLOSING THOUGHT**

***"I used to think 50 was old. I was wrong. Not even close."***

***Cheers  
Rod Vogt***

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