

Scotty's Charitable Squad



Sydney's Hyde Park and the finish at the iconic Bondi Beach. A number of prominent speedway identities and fans have committed to making the trek amongst an expected 70,000 walkers, joggers and runners with all donations being directed to Scott's favourite cause. Those unable to make the 'City to Surf' can still play their part by visiting the Darley web site (http://city2surf.everydayhero.com.au/scotties_squad) to pledge donations or, alternatively, contact organiser Stuart McCarthy for further information.



(Darley), Jayne Darley, Belinda Loudoun (all pictured above), Ian Loudoun, James Ford, Charles Barabas and McCarthy - raised \$12,208 alone.

The high esteem that Scott was held by all was recently recognised by the Sprintcar Association of NSW agreeing to strike a perpetual trophy from season 2009-10 onwards at Tyrepower Parramatta City Raceway. To be known as 'The Scott Darley Hard Charger Award', the winner will be the driver who overtakes most cars in all A-Feature events over the course of the season.

The life of the late Scott Darley is being celebrated by a worthwhile cause with fund raising enterprises being donated towards the 'Cure Our Kids' charity (www.cureourkids.com.au). The latest initiative is participation in the August 9 Sun-Herald 'City to Surf' 14kms walk between

Since Scott's tragic accident no less than \$26,886 has already been raised for 'Cure Our Kids'. Parents Bruce and Rhonda Darley recently sold their Oakhill Meats premises at Castle Hill and unselfishly donated all money taken over the counter for the last two days. In addition a sausage sizzle out the front of shop - featuring volunteers Luke Darley, Kate Freeman



Third Annual Hall of Fame Induction

Another ten icons have been inducted into the NASR Australian Speedway Hall of Fame at a lavish black tie function celebrating the third such annual event. In addition to a glittering array of prominent dignitaries and figures from all forms of the sport, those present in the room were entertained by various historic photographs, video presentations and the presence of the legendary purple 'Suddenly' L88 Super Modified, the Alex Rowe

built, Harry Neale-driven Aub Ramsay Special and Jack Young's 1951 World Championship winning solo motorcycle.

Emotions ran high as stalwart celebrated flamboyant flagman Glen Dix stepped up to accept yet another reward to go with his recent AOM medal. Fellow South Australian Rowe, renowned as a car builder and owner of such magnificent specimens as the 1964 supercharged Peugeot Speedcar in which a youthful Hall of Famer Bill Wigzell drove. With four times Australian champion Phil Crump absent in Europe, tending to son Jason's World Championship assault, father Bob accepted his inclusion on Phil's behalf while passenger Peter Speerin did likewise in remembering the efforts of 1940-50s Sidecar star Jimmy Davies.

Twice Australian and seven times WA Speedcar champion John Fenton was present to make his acceptance speech while Kaye Brazier came from Sydney to accept on behalf of husband Steve, the dual Australian Sprintcar champion in America readying for son Garry's upcoming Sprintcar campaign. Ultra professional Murray Bridge car-owner the late Kevin Fischer had his induction acknowledged by son Mark while daughter Sue Barnett gladly accepted on behalf of her father, Speedcar ace Harry Neale. Former Tralee (ACT) and Newcastle Motordrome (NSW) promoter and long time ASPA Secretary Peter Gurbiel was on hand to be given the honour of induction as too was Peter Dodd who was responsible for the creation of the FAS Insurance scheme as well as serving as NASR general manager.

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As we closed off this edition word came through of the regrettable passing of Tyrepower Parramatta City Raceway's Brian Healey back at his Californian home. Healey's legacy will be left large in the annals of the sport's history from managing Steve Kinser's many tours to Australia during the tobacco (Peter Jackson/John Player Special/Commodore, etc) era, the ill fated National Sprint Tour (NST) to the introduction of the 'Outlaws Down Under' meetings which led to the eventual inevitable progression to adopt the 410ci displacement engines. Healey had been ill recently and was scheduled to undergo open heart surgery only to succumb before the operation. Our condolences and sympathies on behalf of everyone involved at Oval Express are extended to Brian's family, colleagues and friends.

