

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - JUNE 2006
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Annual General Meeting—THIS MONTH—Be There!



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GENERAL MEETING

Wednesday 28th JUNE

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'GOLDEN OLDIES' HCAV HISTORIC SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HCAV POINTSCORE
February 10-12	closed	Shannon's Phillip Island Classic	1	yes
May 27—28	closed	Historic Winton	2	yes
Nov 11—12	n/a	Historic Sandown	3	yes

VICTORIAN STATE CIRCUIT RACING SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HCAV POINTSCORE
April 22—23	closed	Sandown	1	yes
June 10—11	closed	Phillip Island	2	yes
July 22—23	12th July	Sandown	3	yes
Sept 8—10	n/a	Sandown	4	yes
Nov 25—26	n/a	Island Magic Phillip Island	5	yes



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NATIONAL 'BIANTE' HISTORIC TOURING CAR SERIES

EVENT DATE	BIANTESERIES POINTSCORE	EVENT	ROUND	HCAV POINTSCORE
March 24—26	yes	Clipsal 500 V8 Supercars	1	no
April 14—16	no	Bathurst International Motor Festival		no
May 12—14	yes	Barbagallo WA V8 Supercars	2	no
June 2—4	yes	Winton raceway V8 Supercars	3	no
Sept 2—3	no	Eastern Creek NSW Muscle Car Masters		no
Sept 16—17	no	Mallala SA Development Series	5	no
Oct 6—8	yes	Mt Panorama Bathurst V8 Supercars	6	no
Nov 10—12	yes	Symmons Plains Tas V8 Supercars	7	no
Dec 8—10	yes	Phillip Island V8 Supercars	8	no

All photos in this issue; PHOTOGRAPHY Thanks to JAMES SMITH, S.D.PICS & NEIL HAMMOND

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PRESIDENTS RANT



AGM Month—come and have your say, your vote and be actively involved in your clubs future!

President's Report—June 2006

Wow. Another year is almost gone.

Committee nominations have not closed yet so I don't know who may have put their hand up. I know the entire incumbent committee have renominated which is fantastic. But I hope there are a couple new people who get onboard too.

In case I get rolled, thanks to everyone for supporting me over the last 3 years and thanks to all my fellow committee for their input and support. I think the club has risen a notch which is reflected in the membership, bank account, quality of the newsletter, grid numbers and general good feeling around the club. So thanks to you, all our members.

It's been a busy month with Winton Historics, then Winton Biante then Phillip Island. It was pretty hard to turn the car around in two weeks, but I got there. Thanks to the 15 plus members who got down to Phillip Island for the 2nd round of the VSCRC. The weather threw everything at us. Racing was delayed for about an hour on Saturday while the fog lifted. Then we had a cool sunny day. Sunday always threatened rain but only ended up damp. And what a great show on the podium with Ray Challis sandwiched between 2 Nb cars. Congratulations to Rod and Jill for getting the beautiful Nova up there. Well done. Racing was again close and challenging throughout the field yet no panel damage. Well done all. And almost the biggest upset of the weekend was that bloody Escort (Exocet missile more like it) getting up to 4th outright in the main race before finishing 5th, good one Deano.

The next round of the VSCRC at Sandown looks to be a beauty, with quite a few Biante boys coming to play. More than a few of us are praying for rain, not just Dean! Get your entries in NOW. They are available on our website www.htcav.com.au on the "Entry Forms" page. You will also find a single page flyer in this newsletter about how to organise to have entries sent to you. It appears some members forget to get entries, so we'll try to help you help yourself.



Last months guest speaker Graham Hoinville captured the crowd with his vast & unique insight into our Historic Touring Cars category—great stuff! This man did in fact write the book!

The numbers at VSCRC meetings are generally down across the board. It is imperative we keep this very good series alive, without it there's only 3 Historic events a year.

According to an expert this is the trend around the world at the moment and may get worse before it gets better.

The committee are inviting a club member and strategic forecasting expert to help us put a plan in place to try to keep our racing strong. This will involve analysis of the various bits of data and surveys we have gathered over the last 2 years and maybe an open forum/workshop. We will keep everyone up to date as we move along.

AHTCA

Justin has just come back from a meeting with the Historic Commission and appears, amongst other things, to have secured the AHTCA a seat on the HTCEC. This is a tremendous result, hard fought for and one of the biggest moves forward since its inception. Well done.

AGM

The committee are planning to run the AGM quite tightly this year, unlike last years. ***There will be only one meeting.*** The AGM. The plan is to approve the previous AGM's minutes, then approve the May General meeting minutes, present committee reports, cover special business, being the proposed changes to our association rules, which we need 3/4 or members present at the meeting to approve, then hold committee elections, elect new members, end the meeting and drink beer!

I hope everyone makes an effort to come. It's nice to see a big turnout and I'm sure we can find some videos to show too.

See you there

Jervis

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Minutes of HTCAV

Annual General Meeting

29/06/2005 At Bell's Hotel South Melbourne

Meeting Opened at 8:17 PM

Jervis gave a brief run-down of the intended structure of the AGM.

Apologies; Bill Cutler, Justin Brown, Scott Slater, Michael Bugelly, Rod Evans, Michael Holloway, Bob Cracknell, Ian Watt.

New Member; David Floyd.

Minutes from previous Annual General Meeting moved to be accepted by F. J. Luxmoore, seconded by Graham Slater: Minutes accepted.

Business Arising from previous AGM minutes; Nil.

Minutes from previous General meeting (25/05/2005) moved to be accepted by Eddie Woods, seconded by Derek Reed: Minutes accepted.

Business Arising from previous General meeting minutes; Nil.

Treasurer's AGM Report; Danielle gave a brief run-down of assets and liabilities, profit/loss, etc. for the 2004/05 year, and referred members to the financial report published in the June magazine for fine detail.

Total funds received: \$ 34,106.78

Total payments made: \$ 42,081.65

Operating 'loss' of: \$ 7,974.87

(Capital expenditure on Computer, Flags, Brochure stands, etc. made up the bulk of 'loss' figure.)

#1 Account	\$12,895.73*
#2 Account	\$ 329.30*
Term Deposit #1	\$ 1,123.45*
Term Deposit #2	\$ 7,824.00*
Total AssetNet)	\$ 25,233.55

* N.B. : Figures as at 31/05/05, end of club's financial year.

Treasurer's report moved to be accepted by Martin Lambert, seconded Michael Miceli: Treasurer's AGM report accepted.

Treasurer's Report;

#1 Account	\$ 14,094.55
#2 Account	\$ 319.00

There had been some memberships paid, accounting for the slight increase in the #1 account.

Treasurer's report moved to be accepted by John Bendell, seconded by Peter Sneddon: Treasurer's report accepted.

Jervis applauded Danielle's efforts, and thanked her for three years of excellent service.

President's Report; Jervis passed on thanks from John Mann for the concern shown after Winton Histories. Jervis then thanked those that had filled positions on the 2004/05 Committee; Danielle for her excellent control of the club's funds, Mat for his entertaining and informative - though excessively prolix - minutes, Darren Knight for his years of stewardship of the magazine, and his recent role as Vice President, Mark Barbour for stepping into this role when Darren was unable to continue, Mark Schatz for his fantastic work with the membership position, Graham Slater for both his work organising and running the family day, and also helping to keep Rockwell Automation involved with the Phillip Island Classic, Russell for his continued work on the competition front, and Roddy for the pointscore. Jervis also thanked others not on the committee who were forever working for the HTCAV, including David Twigg, Bob Cracknell, Jill Hergt, and Ted Brewster.

In closing, Jervis noted that the HTRCSC had presented him with a preliminary report following the survey, and the results, he felt, looked quite promising. Vice-President; Mark echoed Jervis' comments, thanking all committee members for their services over the previous year.

AHTCA; Justin was an apology, however he had contacted Jervis and provided a report on recent movements

within the AHTCA. It transpired that there had been a submission presented to the CAMS Motor Sport Commission (on AHTCA letterhead) by AMCRO seeking signage freedoms for the National Series, without the prior knowledge and consent of the State AHTCA delegates. Apparently, this was essentially the same submission that had been presented twice in the past to the Historic Commission by the AHTCA, with a negative result each time. There had also, it was understood, been meetings of the National Series "Core Group", with the feeling that these members wished to push their own agenda within the AHTCA. These events had left the majority of AHTCA reps feeling that the National body executive was acting independently of the State delegates, and that there was a need for greater unity within Group N if the category was to move forward.

Jervis then put the following three questions to the floor:

"What do the "Core Group" members want?"

"Do you, the members, want the AHTCA to continue to "flog" the Historic Commission?"

"Do you, the members, support Justin Brown in his position of AHTCA delegate?"

There then followed extensive, heated discussion.

Drew Marget confirmed that the Core Group had met, in order to discuss their collective views on the future direction of the National series. Drew was at pains to point out the commercial realities of motorsport involvement, and his concern at the rising costs that he felt would soon affect *all* competitors, regardless of their level of competition. With this in mind, Drew felt that if the National series were to be allowed signage freedoms, this would certainly filter down to State and Historic level competition, allowing more members to compete more often.

Drew suggested that, after repeated denials by the Historic Commission, it had been felt that an approach to the Motor Sport Commission may have provided a more open avenue of consideration of the proposal. There was a concern that the Group N involvement in the National series may end without further financial support, to this end the Core Group did *not* wish to alter the cars or depart from Category 5, they only sought signage to help amortise costs.

Jervis expressed a concern over the lack of prior consultation, as this was at odds with the stated objective of the AMCRO series administrator to involve the AHTCA State delegates in decision making regarding the series. Alistair MacLean replied that, as the upcoming Eastern Creek round was the last opportunity to meet with series regulators and secure Group N on the AVESCO bill for 2006, the submission was felt to be time-critical. As there were now several categories willing to pay to get on the card, Group N would not, Alistair felt, continue to race in this series without paying.

Derek Reed expressed disappointment that this discussion was being held during an AGM: he felt that such discussions would be better held during a Special General Meeting. Jervis responded that the AGM was indeed a General Meeting, and that any monthly General Meeting was, in fact, a Special meeting. As such, Jervis felt, it was quite proper to discuss such business during the AGM. Jervis directed members to the constitution for confirmation of this. Exasperated at what he felt was a waste of time, Derek moved the motion that "**Discussion over the AHTCA/AMCRO be held over until the July General Meeting**"; seconded by Don Knight. Jervis and David Twigg both spoke against the motion, suggesting that these issues needed to be resolved forthwith and could not wait another month. Chris Ralph sought to summarise the Core Group position, suggesting that they simply sought relief from the costs associated with competing at the National level, and the financial support required to remain on the AVESCO bill. Chris also suggested that a

more convincing argument may be required when approaching the Historic Commission. As Derek Reed then departed the meeting, the motion lapsed. Ken Zinner advised of his opinion that the meeting was moving away from its objective, i.e. electing a new committee. Martin Lambert moved the motion that "**the discussion at hand be deferred to a Special General Meeting following the AGM**"; seconded by Ken Zinner: motion carried by majority.

Competition; Russell thanked Graham Slater for attending the washup meeting for the recent VSCRC round at Phillip Island, and lamented the poor competitor turnout for this event. Russell repeated the concern that Group N's place in the VSCRC was by no means cemented, and that a continued lack of support could mean getting the axe from the State series. Graham Slater supported this, noting that PIARC had essentially made a loss for the Phillip Island round; full support was needed for the organisers to consider Group N a viable addition to the card. Continuing in this vein, Russell advised that entries for the next round, at Sandown, were due to close in approximately ten days; as yet, there were only 7 (seven) entries. Russell asked if e-mailed entry forms would help remind members of rounds, and assist them to enter on time? There was a general confirmatory feeling on this point.

The current pointscore test being conducted on VSCRC rounds (x 1.5 points for U2L cars) was deemed to be a success thus far, and Russell suggested that the series organisers would be approached with a view to instigate this scoring method for the 2006 season.

Some of the shirt range was now available in the new apparel line, and Russell had several samples available at the meeting. All agreed they looked quite good. Polar Fleece jumpers were priced at \$50 ea., Polos \$45.

Jervis and Dean Bryant announced - and distributed trophies to - the placegetters and class winners from VSCRC Rd 3, and Dean also handed out the most recent Editor's Awards to Alistair MacLean, Wayne Purdon and Robert Braune.

Membership; Mark advised that total membership stood at 173, being 136 Competition, 32 Social, and 5 Life/Honourary. There were 33 current non-financial members, and 12 new competition members had joined within the past three months.

Jervis thanked Mark for his excellent work during the previous term.

Eligibility; David spoke on what he felt had been an "interesting" year. The HTCEC had last met in the previous August, where replacement heads for 1968 Mustangs, 3.3 Holden blocks, block/mains girdles, and external oil lines had been passed, as well as port filling being banned (this aimed, in the main, at Cleveland-type 4V Ford heads). Body modifications were on the agenda for discussion at the next meeting to be held. "Luigi's List" had been pored over, largely with the result that some items were to be more stringently policed, and some wording in the manual to be made less ambiguous.

The Historic Commission had last met in April, with the minutes of this meeting now available on the HTCAV website. David noted that one of the resolutions from this meeting was that there would be NO transistorized ignitions allowed after January 1, 2006. Other items of note were the approval of the Mazda rotary porting, tyre aspect ratio policing, and a change in the wording of the seating rule.

There had been "a couple" of log-book entries at the Winton Historic meeting, but none at Phillip Island.

CAMS had recently sent out an urgent media release regarding a safety harness failure, and David advised all car owners to check their belts to ensure they were not affected. Don Knight queried the brand of belt in question;

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MEETING MINUTES



it transpired that there were several, and Gordon Cox listed a few that were particularly of concern. He also noted that if one stuck to the reputable brands, they had less risk of such an occurrence. Naturally, he suggested checking the list of affected serial numbers on the media release to be sure.

Jervis also advised that leaded fuel would still be available until the end of December, 2006 after a decision by some Government department or other. A list of acceptable fuels (as decided by the Supremacy, as in, "That's no 'a-sepp'bull") was also published by CAMS.

Finally, Jervis noted that Frank Lowndes was to speak at the July General meeting, and then handed over to Ted Brewster, Returning Officer, to conduct the election.

Ted announced the nominations for the various positions, being:

President	Jervis Ward
Vice-President	Mark Barbour, Graham Slater
Treasurer	David Floyd
Secretary	(Vacant)
Std Committee	Mark Schatz, Rod Evans, Russell Pilven, Dean Bryant

Jervis then sought nominations from the floor for the position of Secretary. Danielle glared at Mat (who found something of extreme interest on the floor at his feet), and Mark Schatz, after careful consideration, gave his nomination for Secretary, which was seconded by Peter Sneddon.

Mat then read the list of proxy holders, being:

Graham Slater	10
Jill Hergt	1
Lindsay Cripps	1

Ted deemed that the only position to be elected was that of Vice-President, as all other positions were automatically filled. Following a secret ballot, Ted announced Mark Barbour as Vice-President, and passed control of the meeting back to Jervis Ward, President, and the new committee.

The 2005/06 committee was:

President:	Jervis Ward
Vice-President:	Mark Barbour
Treasurer:	David Floyd
Secretary:	Mark Schatz
Committee:	Dean Bryant, Rod Evans, Russell Pilven.

Er, that's where my tenure as Secretary ended...

In the words of the King, "Thank you Ma'am, thank you very much. God bless you goodnight."

Mat

Minutes – General Meeting 31 May 2006

Held at: Bells Hotel

Meeting opened at: 8.19pm. Meeting suspended at 8.22pm for guest speaker and resumed at 9.24pm

Apologies: Liam Reid, Ray Challis, Mark Brewster, Leigh Knight, Darren Knight, Brendan Hare, John Bendell, Michael Miceli

Guests: Graham Hoinville; Deborah Brown

New Members: None

Minutes from Previous Meeting: Moved to be accepted by Dean Bryant and seconded by Mike Oliver. Minutes accepted.

Business arising from Previous Meeting Minutes: None

Reports:

Secretary:

Mail received: CAMS Vic newsletter; MBE Statements x 2; ANZ Bank Statement; Annual Statement for Non-Prescribed Associations from the Dept. of Justice; VHRR in respect of car display at Historic Sandown; various mail items from vendors.

Treasurer:

As at 31 May 2006:

ANZ #1 Account: \$6895.15

ANZ V2 Account: \$12,000.00

Investment Account (Esanda Debenture): \$1123.45

ANZ Term Deposit: \$8076.98

The full years' financial statements will be made available at the next meeting i.e. AGM on Wednesday 28 June 2006.

Treasurers report moved as true and correct by: Peter Sneddon; Seconded: John Luxmoore. Treasurer's report accepted.

President:

Thanks to all who competed at Historic Winton event. Thanks to Russel and others who helped with providing refreshments to competitors at the track. Commiserations to John Luxmoore for the unfortunate weekend that he had. On the other hand, congratulations to Ben Read for a sensational performance in the Datsun 1000. Responses from the grid preferences questionnaire are as follows: - 1)

Groups that members race in: Nb – 42%; Nc 58%

2) Preferred two grid split: Over/Under 3L – 57%; Na, Nb, Nc – 23%; Fast/Slow – 20%

3) Different grid splits at different Historic Meetings: Yes – 58%; No – 42%

4) Preferred circuit for Na, Nb, Nc split: PI – 20%; Winton – 55%; Sandown – 25%

5) Handicap races: Yes – 34%; No – 64%

6) Keep the handicap race at Winton: Yes – 50%; No – 50%

7) Progressive grids at Historic Meetings: Yes – 90%; No – 10%

Next year at Winton we will request an Nb/Nc split.

The handicap race format will again be confirmed with members.

We have been invited to CAMS to discuss the end of year trophy function and will avail ourselves of the opportunity to do so.

Nomination forms for the AGM will be in the May newsletter and are due in by no later than Wednesday 21 June 2006.

Self-scrutineering remains up in the air, not yet having had a satisfactory response from the Historic Commission. The minutes of the recent HC meeting are available from either the CAMS or HTCAV websites respectively.

The current newsletter contains details of proposed changes to the clubs association rules in respect of election of officers and ordinary members as well as the committee's ability to make a decision on subscription fees.

We wish both Ken Zinner and John Bendell, who are recovering well.

Vice- President:

Mark advised that he will be nominating again for the position of VP. Thanks to all competitors who raced at Winton and look forward to continued solid support for the state rounds going forward.

Competition:

So far there are 15 entries for the VSCRC round at Phillip Island. The organisers have requested that we share our grid with some Improved Production cars (on a split time basis of about 45 seconds). We have agreed in principle that this will be okay. Notwithstanding that a small loss may have been incurred with our tea, coffee and soup refreshments, everyone appreciated that refreshments were on hand for everyone to enjoy.

Following members received trophies from the recent meeting at Sandown: -

Class Winners: Paul Dobson, Don Knight, Dean Bryant, Simon Browning, Mike Oliver, Mick Stupka.

Outright Results: 1st – Jervis Ward; 2nd – Ray Challis; 3rd – Tony Hubbard.

Congratulations to all!

Point Score & Trophies:

There are remaining trophies from Winton for the following members: - Paul Dobson, Len Reid, James Frolley, Peter Owen, George Ginnis, Robert Burns. Hard luck award – Paul Dobson; Best presented sedan trophy – Andy Clempson. Points update will appear in the next newsletter.

Membership:

As follows: Competition – 145; Social – 29; Life and

Honorary – 5; Non-financial – 27. The challenge remains,

how do we convert our competition membership to competing members at the VSCRC particularly?

AHTCA:

The AHTCA will be holding a meeting on 11 & 12 June at Oran Park and members of the HC have requested to meet with the group.

It is anticipated that this meeting will yield answers to hitherto unanswered questions. It is anticipated that the issue of self-scrutineering will also be dealt with at this meeting.

HC:

No report.

Newsletter:

Historic Winton and Winton National (Bianté) round will be written up in the June newsletter. Future stories include the building of the Watt EH Holden, Easter Bathurst etc.

We will also start featuring reports from 'ghost' writers who will interview drivers and others for their articles.

The months' editors award goes to Jervis Ward for his outstanding weekend at Sandown. Thanks to those members who have submitted stories for the magazine.

We will publish these as space becomes available or if we are able to increase the number of pages in the magazine through additional advertisement sales.

Eligibility/State Council:

Two general issues raised i.e. the ability for learner drivers to compete in open road rallies and the fact that it is not a compulsory requirement for cars participating at sprint meetings to have rollover protection, notwithstanding the speed and times being achieved around circuits.

Members should be aware of changes approved by The HC. Those members who do not have access to computers to download the information from the relevant websites, please contact David Twigg. Issues to be aware of are elastomeric bushes, strut braces, breaker less ignition (system to be confirmed), sway bars, front suspension uprights, class Nb brake rotors. Two new HTCEC members have been appointed.

General Business:

1) Changes to club's association rules – at the next meeting we will vote on the proposed changes as published in the May newsletter (copies of which are available tonight) for members to view and also to take away with them

Meeting closed at: 10.13pm

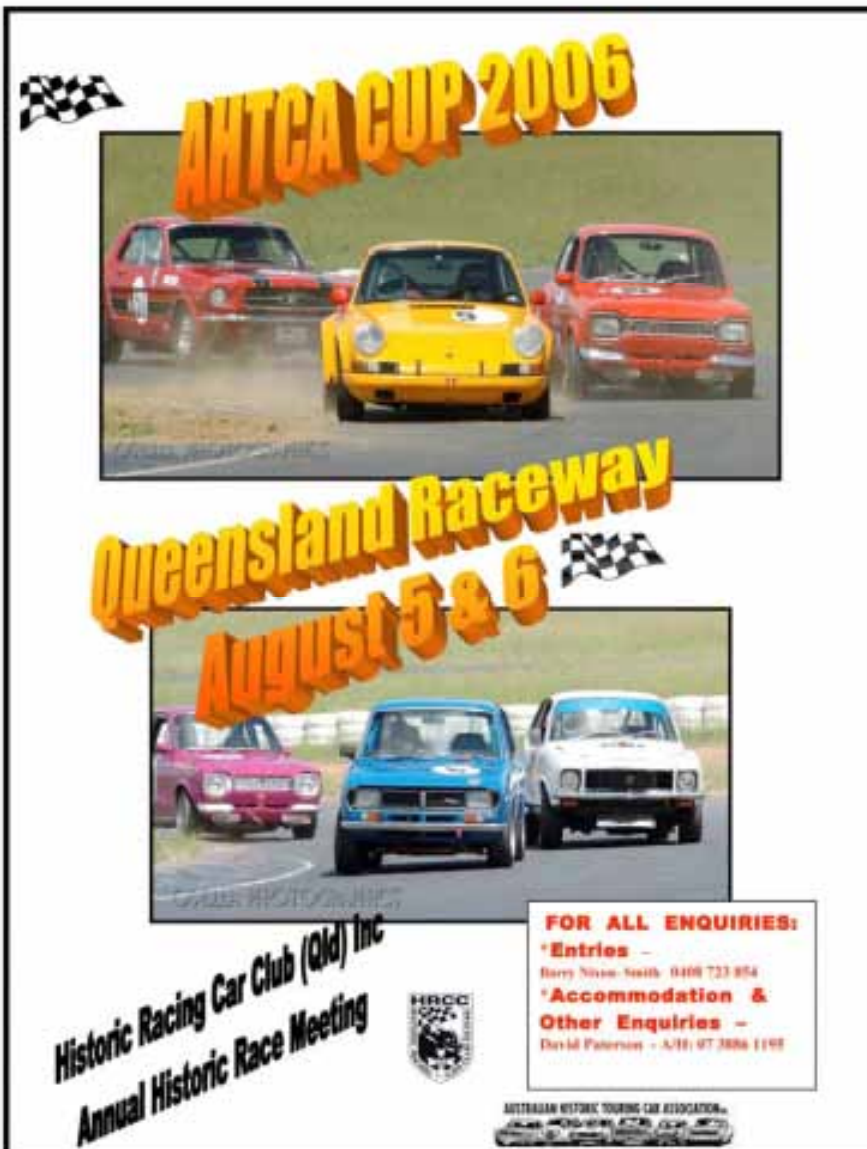


VICE PRESIDENTS REPORT

Well Guess what time it is again yep that's right, its the end of an other year for our elected executive, and committee, and thanks to all of you who voted for us last year and this coming year will again I hope re elect us. I am privileged, to represent this club, and also be a member of such an outstanding committee. Really it is not a chore to be part of such a great team of people that help steer this club from strength to strength, and I thank each and every one of them for their tireless work, and dedication, to the cause. I am sure as a committee, we leave the club in possibly it's best state ever at the end of our elected term, and can assure you all we will continue to do our utmost, to build our club to even greater height's, and find new and inventive way's to improve our category, and it's standing with in the motor racing scene in both this state, and around the country. We should all take a bow and claim some responsibility, for really taking Historic Touring Cars up to the next level—if you look at the presentation, and preparation of our car's and our team's it has improved ten fold,

our driver skill, and track behaviour, has this year state wise been excellent, and I am sure the envy of other states, and club's not to mention other category's. But we must keep on the move to strive for improvement and not sit on our hands and sit back. Spend that extra hour a week or so checking and polishing those race car's, think of what you can improve on with out spending a fortune, there must be ten thing;s on everyone's car that could be improved with just a bit of thought and a bit of elbow grease. And don't forget that we have the best run state series around, let's all get out there and enter, as many round's as the bean counter will let us, and yes I will be bringing the Torana out to the next round by hook or by crook, even if Elliot has to push me—god knows I have pushed him enough times in that bloody go kart. I know more than most how frustrating, it is to have major failure's and then have to play the waiting game to get the right bit's and get it all back together, and also loosing a car preparer, and work shop, which really puts you back to square one, yes I do miss old Paully, and his early morning call's, but mark has now found

a new place of work, and my car is there now awaiting the arrival of a brand new Blackwell engine. So no excuses now especially since Challis is going so well, thanks ray for putting the pressure on mate. On that note we really do have a great team of people who help Ray and myself, that's what club's are all about - friendship and help, Enough of my rambling's again, thanks every body for your support I will do my best to help keep the club running as smoothly and successfully as it has in the past.
cheer's ,
Mark S. Barbour



ANTCA CUP 2006

Queensland Raceway
August 5 & 6

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Annual Historic Race Meeting

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 *Entries - Barry Nixon-Smith 0408 733 854
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HRCC
AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION



The 'Violet Crumble' blitzed @ Winton.



Minis swarm Winton in their own race!



The Imps tag teaming together @ Winton



The fries having a crack at the sweeper!



EDITORS Report



My first year serving on your committee is now near over as you read this edition of our mag. The decision to become a member of the committee was in part due to the fact it enhances the quality of the info I actually put in the mag by being more in tune with the inner workings of this fantastic club.

The success of this theory is the reason I have decided to restand as an ordinary member of the committee for next year. With the blessing of the members and sufficient votes I look forward to serving another year in this capacity. The committee is diverse in background and ideas and for this reason is very productive in making sensible and future orientated decisions regarding our club.

The editors award—an explanation;

After several enquiries as to the criteria of the editors award each month I offer the following;

The editors award is simply an award sponsored solely by yours truly and offered to the recipient of the front cover photo each month as a nice keepsake so they may better remember their cover photo.

Welcome back to my ramblings for June fresh after Winton Historics and the Phillip Island State round.

Winton was bathed in sunshine for the whole weekend providing a spectator delight. Racing was as close as I've ever seen it – what an absolute thrill to be a part of it I can assure you. We even managed a 12" wheel imprint (bloody minis!) on the left rear and the racing was so hot I can't even recall getting it – what a hoot! On the whole the group 'N' guys displayed great attitude toward their racing and the crowd simply loved it.

Our club is so fortunate to have such a great bunch of enthusiasts involved. We had fresh hot delicious pumpkin soup, tea, biscuits and lollies all weekend long with huge thanks to many including Russ and Jervis. Margaret Brewster and Jill Hergt provided some sweet delights which brought a smile to many faces

– mine included. (gee I hope that sensational rocky road was low fat Jill!)

A highlight of the weekend was to see Jenny and John Bendell supporting our group over the weekend whilst John is recovering from recent major surgery. His step may have been a smidge shorter than usual but his wit is sharper than ever. My mate John Dorian called his beloved new Jag a pommy Fairmont which stung John's wit into action quick smart. Unfortunately the hilarious reply can't come to print.

The Chinese restaurant in Benalla will use all twelve months to recover from our visit again I'm sure – great fun.

Our crew were fortunate enough to get a little bored due to the fact the Exocet ran like a Swiss watch all weekend, so when the opportunity to twiddle spanners arose in our neighbours garage they swung into action quick smart. The Jager XW GT providing some minor dramas that kept the minds and fingers busy all weekend.

The hard luck award of the round had to go to Fast Johnny who's weekend stopped before it began with some unscheduled mechanical woes – he'll be back I'm sure.

The strongest contender for the team effort award had to go to the Hare boys whose Capri simply failed to play the game as expected. They worked tirelessly all weekend and really didn't get the result they deserved – they'll be back stronger next time too I'm sure.

Tony Hubbard's glam Camaro stunned the huge crowd with it's awesome display – Tony had this track in the palm of his hand all weekend and it was a delight to watch. This car simply raises the bar for our category where ever it runs – great stuff!

Micelli's new XW GT Falcon had a run and sounded absolutely awesome power sliding its way onto the front straight each time – this should be one to watch when it's sorted.

The drive of the weekend had to be Team Reid in the Datto 1000 finishing top ten in the fast group – Ant had the crowd on his side I can assure you as he continually harassed Hollywood Clempson in the ripper Nb Mustang – this is what group 'N' is all about – simply great fun and competition at all levels.

Now we prepare for the short turn around to the State round at the Island – bring it on!

Fresh back from the Island state round and my first thought is — **What a fantastic round of hot racing in arctic conditions!**

The weather was quite good for qualifying and the first two races being cold but dry. In the last race on Sunday the heavens opened up and the weather was simply 'fantastic'! (*oops sorry!*). Jervis Ward again proved he is the wet weather maestro in the Nb Mustang taking the win on dry tyres no less. Our own team discovered that the little escort is an absolute weapon in the wet with wets on— what a hoot that was. We actually diced

competitively with Rod Evans in the fabulous Nova for a few laps until the line dried out and he scooted off. Side by side with the Nova at Honda and through Siberia is almost a life changing experience I can assure you—I'm not sure the blood pressure has recovered yet and I'm bloody glad it was Rod at the wheel, not only is that car simply awesome but Rod has the experience and ability to get plenty out of her.

There was fantastic tight racing throughout the field on both days and it was great to see Team Brown get some good results out of both new Nc Toranas—well done guys & girls.

Mike Oliver had some difficulty in the last with the EH suffering axle woes—by golly he tried hard and I damn near got giddy watching the jigger sliding all over the place! Hollywood got the shock of his life when I went passed the first time and his demeanour changed slightly after that—there was no way this smart arse was going to beat that Mustang home. He lost it twice and came back both times and beat us easily in the finish—considering he had dries on it was an outstanding drive and great to watch, well done Andy.

Thanks to Rod and Jill for making all the group N's feel so welcome with coffee, tea and all those low fat cakes and biscuits all weekend—great stuff.

Now we all prepare for the Sandown state round—get your entries in early is the mail!

Now how does that rain dance go again?— must see Rusty and get it down pat—

Cheers—Deano.

Ps—late mail just in was that Hollywood had blocked primaries causing the wild slide antics of the Stang—not yours truly—yeah ok I believe you this time!

Footnote—Jerv has promised (or threatened depending on your point of view) to bare his a#\$%e if I ever actually beat him in the wet—stay tuned folks, I'm goin Mustang huntin—Deano.



Margie & Jill, Our two favourite girls!



Russ & Jerv—Drivers, cooks & stall holders all!

Easter at Bathurst 2006

A chance to run at the internationally famous mountain circuit of Bathurst is of course the ongoing goal of every true blue racer. As such when we heard that the Bathurst Council along with an optimistic promoter was prepared to revive the old Bathurst Easter event, albeit in a car format rather than the old motor bike weekend the temptation was too much. In spite of a stern frown or two from the "ball and chain", plus the inevitable, "but what about the Grand children", the family gathering, and all that stuff, self indulgence and subterfuge won the day and, on the Wednesday before Easter Friday we set off for the promised land – Mt Panorama!

I have to admit we set off with a little trepidation as Number one son Scott had just broken his ankle, and even before that happened, he had told us he couldn't spare the time off work as the recent family addition had gobbled up 3 weeks of Annual leave. Being a lateral thinker (what ever that really means), one had asked a couple of the local lads from a Rockwell Automation Distributor (Tri-Flex) in Seven Hills to assist. As one was an active Sprint Kart racer and the other the owner of a hot Subaru Liberty, we reckoned there was half a chance that the "olde bones", wouldn't quite get the pounding unloading the race car, lugging the tool boxes, mega heavy garage jack and all the other stuff you need I initially thought they would. Still there was always the good old Voltarin 25's to fall back on if the old body started to complain. Having journeyed to the Mount to race in 2003 (self, and again in 2004 Scott), the thought of a non stop trip from 7.0am till 4.30pm arrival at Bathurst absolutely knackered has lost its adventure appeal so we opted to stop at Gundagai at the Tuckerbox Motel. What a great stop over the owners were very helpful, and even lent us one of their family cars to drive to the local RSL for a meal rather than haul the race car & trailer into the town. The next day a nice home cooked breaky topped off the stay and then of we set for the balance of the trip refreshed and ready to roar.

Arriving at the track just after lunch, we unloaded the gear (bugger forgot the helpers weren't arriving till Friday morning), we then proceeded to set up in our nominated V8 super car garage number 6. It's amazing how drool they look without all the gear the V8 teams set them up with in October, still it kept us out of the weather if not the very cold wind!

With the on track site gear in place off we went to our 3 year established B&B to unload the clobber.

That's about when it all went pear shaped. We always booked our usual double suite with shared large en suite but this time seeing there was only Carole and I we opted for a single room with double bed and en suite.

Of course we had never sighted one of these other rooms on previous stays as such when we opened the doors imagine the shock when a bedroom around 10 ft by 8 ft confronted us with an en suite 7ft by 4 ft including dunny and shower. Oh and by the way, the vintage wrought iron 4 poster bed was a standard double not a Queen size. When we queried our friendly 5ft tall hostess the answer was, "people were much shorter way back, and it suits the décor of the Victorian Manor House". My suppressed thoughts were well bloody hell we're not living in Victorian times now love!

Fortunately a little engineering ingenuity came to

did the assembled masses next thing they would be asking is have I done up the wheel nuts.

The helpers where in to gear and with tyre pressures set and "Avgold" in the tank a quick wizz around the track for the first practice just to get a feel for things. After 14 months out of the race car starting at Bathurst was what some of my friends suggested a big call. With all that in mind I think OK let's get a little more serious in the afternoon qualifying session, after using the first session to see were everything went so to speak. As usual nothing is set in concrete at the mountain and guess what a couple of laps into qualifying, fellow Torana punter and friend Greg Luca torches the beast bringing out the dreaded yellows for a few laps while the fire crews extinguish the offending flames and fortunately save Greg's pride and joy. Fortunately we survive the day although

well back for race one. Fellow Victorian Paul Zazryn broke a camshaft in the Mk 2 Jaguar, while Paul Trevethan's Lotus Cortina was running faultlessly. I figure we can make up a few spots on Saturday afternoon's race, so with new pit crew attached we head back to the "short arses" room at our B&B clean up and all decide to walk to the Panthers club for dinner. After a fill of the pseudo Mexican themed food they have been serving for the last 4 years, a quick stroll down to the local RSL

to check out their Café, saw us leave the boys to stay there till stumps. Something I think they regretted the next day as they turned up later that morning looking a little worse for wear, but as we didn't need them until the afternoon all was forgiven.

Race one was a good one but nearly wasn't. The usual hectic rush into Hell corner ensued after we had all (well nearly all), agreed to a gentleman's agreement to err on the side of caution on turn one, then all bet's were off as Alf Bargwanna suggested. Unfortunately Bruce Dummett's Torana tangled with Glenn Featherstone's similar car at Hell corner, crunching Bruce's left guard and sidelining Glenn on the exit, you guessed it out came the safety car and the flaggies waved the yellow. Right now I'm thinking "bloody hell" this is shades of 2003 as we line up behind the safety car. But unlike that time I'm not going to take my eyes off the cars in front for a second, passing 6 cars backwards down Conrod is something the stirrers love to bring up when respect for Seniors goes out the window.

With the safety car in after a couple of passes we all do the last 4 laps and as expected Des Wall in the former Geogheagan Mustang has a great win from Queenslander Grant Wilson in his new 69 Camaro Joe McGinnes in the Phase 2 Falcon, Graeme Hills Mustang followed by Alf



Great camaraderie 'The Tassie Crew' at Winton Historics 2006

the fore and we discovered the end of the bed could be removed at least giving my 6 ft 2 inch aging frame some room to move instead of having to sleep in a semi foetal position for 5 days. Guess who wont be booking that room again?

With all the side issues settled? We dropped in to our favourite and best Pizza shop in Bathurst, VJ's, situated at 254 Stewart St. Victor used to run a flash restaurant in the up market sea side suburb of Beaumaris in Victoria, we were lucky enough to meet him 3 years ago when dining at Ellie's another great eating place in Bathurst now run by Victor's brother. Vic says his is the only place in Bathurst where you will get a good Melbourne style pizza, and after sampling others in the area he's spot on. Anyhow a couple glasses of Red a Mexicana pizza and a garlic bread later nearly all the dramas were forgotten.

Good Friday dawned and after a couple of hot cross buns we arrived at the track to get the Torana scrutinized. All went well as expected until the relevant "Scrut" asked to see the brake lights. Much to my total shock a negative response suggested there was absolutely no illumination. Ignition on or off the same result, quickly I get that sinking feeling. A casual public statement by the good lady wife asking, "have you turned the main switch on"? Oh s.! How embarrassing the assembled scrutineers smiled, no laughed as



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Easter Bathurst Story

Bargwana, Ron Shepherd (XU1's), and Les Walmsley in the Treloar Charger. Our lot are happy we've picked up 10 spots and will hopefully start somewhere on the grid in a spot where you don't need to do a handbrake start.

A traditional BBQ at our B&B location filled in a pleasant Saturday night and yes another couple of Cabernet Merlot's, all to assist the sleep pattern at the early 1900's under sized sleeping site of course!

Sunday dawned and the first race at a respectable 9.50am looked set to be a screamer. Three laps in Des Wall's Mustang expired as did Les Walmsley Treloar Roses Charger with a spun crankshaft bearing, then as we're all well into lap 4 poor Phil Kirkham arrived at Skyline sans brakes in the Nick Karadimas XY Falcon GT entered the sand pit which didn't wash off much speed bounced off the concrete wall dragged a heap of sand right across the track ending up smack in the middle of the bitumen. Thankfully Phil Wasn't hurt but the GT was well and truly bruised. Being not to far behind one arrived on the scene to see a steady yellow, then a mass of smoke and steam which as you entered it revealed the stricken GT as a fixed target. A light touch on the picks had the XU1 sliding towards the immovable Falcon a quick reduction in brake pressure allowed some steering, and thank goodness an avoidance of what could have been a nasty moment. Yes all this soon brought a drastic slowing of proceedings and after 2 laps under caution out came the red flag two laps short of the nominated distance. So far 2 races and both had had dramas. Luckily we managed to pick up 4 extra spots and yep, a start where I could actually see the starter was a distinct possibility.

Grant Wilson who'd managed to avoid any of the dramas took a strong win from Graeme Hill, Joe McGinnes and Queenslander Mike Simpson's

Orange Torana.

With a huge gap to our last race we all settled back watched some of the side shows like Brett Steven's 2000HP 540 ci V8 BA Falcon Ute laying down some very spectacular doughnuts and burnouts. The only thing I noticed as a spectator there appeared to be some long gaps between races and I reckon a few spectators weren't that chuffed at the program gaps, still the organisers were testing the water and surely if the event goes ahead next year they will fill up the show and eliminate the gaps.

With our last race now due a slightly depleted grid fronted the starter only to be confronted with what could best be described as a comedy of errors. We gridded up OK then were held for what seemed an eternity. Greg Toepfer's Mustang had stalled and we waited while the non functioning Ford was removed. In the ensuing confusion a sign was shown with writing which even in position 18 where I was impossible to read. A green flag was eventually waved and knowing that this was assign for a warm up lap off I went at the reduced pace you normally do a warm up at.

Unfortunately some of the field were hot to trot and yes appeared to take off at race speed. After getting around Hell corner me think, "What the!! and S...!!" These guys are into it, so not wanting to be left at the gate I join the fray. After a lap or so of this the red flag is pulled and yes we all grid up again. I have to say by this time I am well and truly "p...d" off. Not only have we had a dud start but I am then shunted back a spot when we re-grid, thankfully after a bit of fist waving out the window I get back my hard earned place, and yes we get the race under way again.

After all the mix up we only get 4 laps and Grant Wilson Camaro again takes a strong win from Joe

McGinnes's and the dicing duo of Bruce Dummett and Ron Shepherd in third and fourth respectively. Despite a great charge through the field Des Wall runs out of time in the drastically shortened race and brings the classic Mustang home in 6th behind Mike Simpson. I pick up another place and thank God finish unscathed.

We pack up the gear say good bye to our new pit crew who head back to Sydney while we have decided to stay another night (by now I am used to having my feet hanging over the end of the bed), and start off reasonably early for our home in Emerald Victoria the next day. In hind sight that was a mistake, because by the time we hit Albury just after lunch the next day, the traffic build up was well and truly under way.

One thing we both agree on is if we do it again we will head for Gundagai stop over night and get going early, aiming to be home around 3 pm, not 7.30 pm (absolutely stuffed) like we ended up doing this year.

In summary yes, we would do it again, and yes the organisers do need to streamline and fill out the format, so the public image of the event can be raised up to the level it has the potential to get to.

All up though, I found the friendly attitude and mateship of our NSW brothers, who through the efficient organisation of Secretary Warren Bossie, helped make all the visitors feel welcome.

Graham. Slater



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AHTCA REPORT

The last 12 months have been an interesting time for the national body and have culminated in a new level of understanding and co-operation between your representative body and the governing body of historic racing, the Historic Commission.

Through persistence and reasoned argument, you now have a national body that will be part of the consultation and/or decision-making process for all competitors whenever they need to consult the rule-makers. Your national body is now included as part of the national eligibility committee (HTCEC) and will be able to put competitors' concerns directly to the panel of learned gentlemen – the Eligibility Officers.

The AHTCA represents 95% of historic touring car competitors nationwide and is charged with collating and distributing competitor concerns to achieve a national consensus in presenting forceful and considered arguments when changes are required. We have a responsibility to achieve unity between the state clubs when formulating race calendars and we have a focus to provide a framework for the national profile that competitors want for Historic Touring Cars.

We have seen the continued growth of the national historic touring car series sponsored by Biante Model Cars. Sadly,

Biante's founder Trevor Young died earlier this year. We salute and thank Trevor and his wife, Bev and the leading competitors across the country who had the vision and commitment to raise the profile of Historic Touring Cars.

The AHTCA relinquished the role of series administration at the end of 2005, this mantle briefly assumed by Sue Ransom and in more recent times by Rowan Harman. The national series now run by Rowan and competitors is finding the going tough with new levels of expense and a new degree of accountability in the area of eligibility being order of the day.

Whether you are a national series competitor or a state level competitor, or even if you are just about to enter the fray, the message is clear – the new mantra for eligibility is “if the book doesn't specifically tell you it's OK, then you can't do it”. This philosophy is a bit foreign when for decades racers have followed a more liberal interpretation. That era is over.

Your national body has made it quite clear to our masters that the competitors need black and white rules, updated build/specifications sheets and regular updates on proposed rule changes or interpretations. The era of “where did that one come from” is over. If we are caught out you've got a right to ask for my head.

The national series competitors have a right to be heard at Commission level through their own

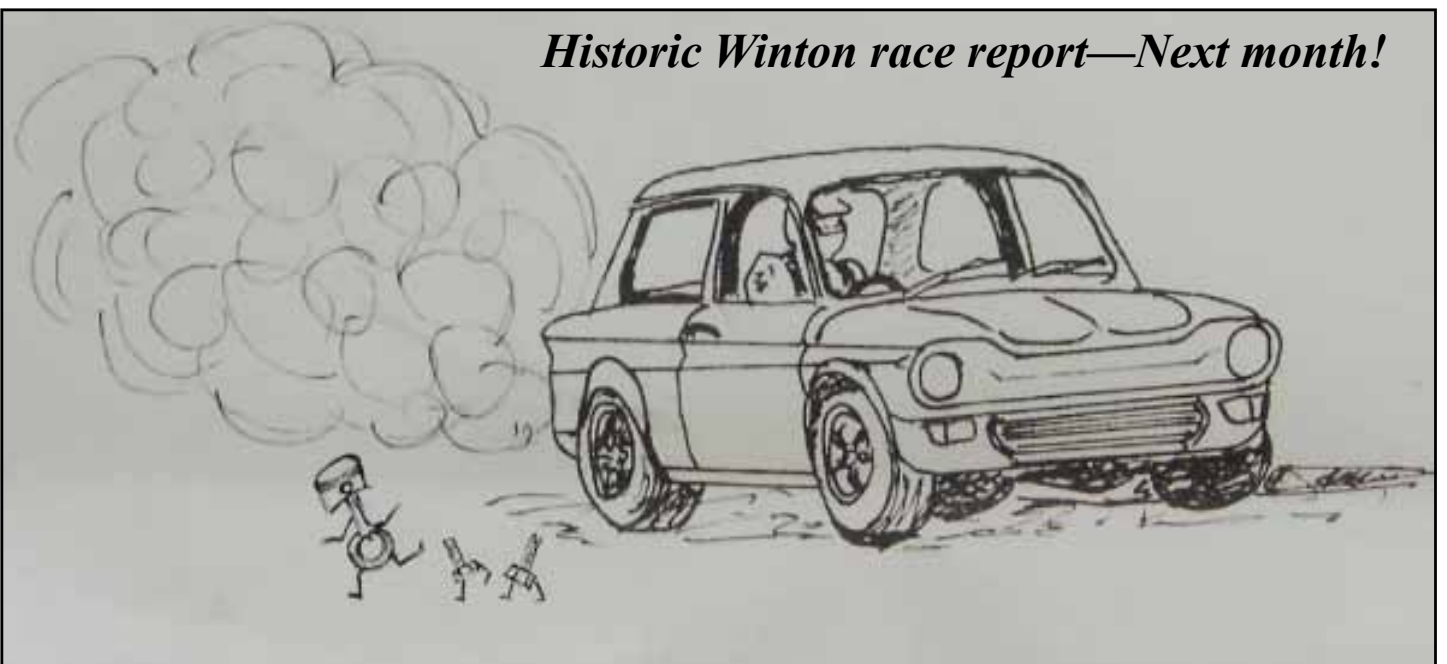
association (the NHTCRA), and any rule changes they propose that affect the rest of us will have your input through your national body and through your eligibility officers.

Should the national series, in its current format, not continue, the national body has drafted some guidelines for a series for 2007 and beyond. Never before have historic touring car competitors had so many options to race. You could compete nationwide at 9 events in the Biante series, or just run a few of them. Across the nation there are 10 historic race meetings, and locally we run a highly competitive State Circuit Racing Championship. Even those of us with smaller cars can have a tilt at Bathurst either in October or next Easter in a spectacular NSW club sponsored event. How about the Muscle Car Masters at Eastern Creek in a few months, or the jewel in the crown – our annual AHTCA Cup in Queensland in August. The cup is awarded to the winners of Groups Na, Nb and Nc and is our home grown National Championship. Even if you haven't got a full national license, why not try the myriad of speed events for historic cars, the sprints and hill climbs that our sister organizations so ably run in this state?

The choice is yours. Get out there and go racing.

Justin Brown

Historic Winton race report—Next month!



***Most spectacular blow up at Winton—Drivers name and vehicle number
Omitted to protect the innocent!!***

Beancounter and agm stuff



THE BEAN COUNTER'S REPORT

Greetings all. Here is my first annual report since joining the club this time last year. It has been a most enjoyable first year in the club.

The committee have been really good to work with. Each seems well suited to their roles : Deano is continuing to do great things with the magazine, Mark Schatz wears 2 hats and does the minutes and membership stuff, no mean feat, Russell keeps us informed on matters competition, Rod does the points thingy and Mark Barbour is always there as a back up and a great promoter of the State Series. Then there's our hands on President, Jervis, what a lot of work he does for the club. I really like his style and the way he approaches his work. I have been on many committees since the late 1970's and the one stint I had as

President was a lot harder than I thought. The role involves juggling the different vibes from members and keeping things on track.

During the year I have kept the monthly Treasurer's reports at our general meetings fairly brief and relied on magazine articles every few months to keep members informed of where we are at financially. I feel this is the preferable approach.

At our AGM there will be copies of our annual financial statements available for perusal and any questions relating thereto can be asked. Our financial year is from 1 June 2005 to 31 May 2006. The results for the year are reflected in the Profit & Loss Statement and the Balance Sheet reflects our Assets and Liabilities. The annual figures will be similar to those reported in the May

magazine on page 5 where a snapshot of the 11 months to 30 April 2006 was provided. That article showed our main items of income and expenditure and the bank balances as at 30 April were noted.

In closing I would like to thank you all for your support during the year and for being so easy and pleasant to work with.

I am standing again for Treasurer and rumour has it no other dude has put his or her hand up.

In that case I look forward to another year in our great club.

Signing Off

David Floyd

AGM NOTICE & AGENDA

In the May 2006 magazine, circulated to all financial members during May, we published the notice of the AGM and that it is being held at Bells Hotel, Moray Street South Melbourne on Wednesday 28 June 2006 at approximately 8:00 p.m.

We also published on page 5 of the May magazine a notice about amending our rules. This will also be actioned at the AGM.

By publishing both of the above in the May magazine, we have complied with giving members sufficient notice thereof.

Clause 9 of our Constitution outlines the business that we are bound to transact at that meeting. This comprises :

Agenda

Confirm the minutes of the previous annual general meeting.
Confirm the minutes of the May general meeting

Receive the reports from the committee.

To action a statement under Section 30 (3) of the Associations Incorporation Act 1981.

To transact any Special business for which sufficient notice has been given. (The proposed changes to our rules is the only business in this category).

To elect officers and ordinary committee members.

By Order

Mark Schatz
Secretary HTCAV Inc.



NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Historic Touring Car Association of Victoria will take place on Wednesday 28 June, 2006 at Bells Hotel, Moray Street, South Melbourne

The meeting will commence at approximately 8.00pm.

Agenda will be as per published (see left)

This meeting is the most important meeting of our year and we would like to see you ALL there!

A.G.M. 2006

This new column is written with information provided by a couple of very inquisitive and accomplished motoring writers who also just happen to be active competition members of our club! The snippets you will read over the coming months are based on actual events and contain the truth—the whole truth—and nothing but the truth! Sort of like our editors eyes and ears on the ground so to speak—enjoy! (or cringe, whatever the case may be!)

WINTON HISTORIC MAY 27-28TH MAY 2006 -

GROUP N DRIVER QUOTES

Sunday Handicap Race - 9.30am

Harassed Jervis Ward (No 26)

64 Ford Mustang

"I thought he would pull over and let me go (Andy Clempson), but he didn't!" "Good fun though". "Great spy video in car, catches everything"

Anthony Read (No 31) - Datsun 1000

"Broke the drive shaft at the beginning of the race yesterday, so a lot of work but didn't cost much"

Russell Pilven (No. 16) 68 Datsun 1600

"Far too much green again today for far too long. Green makes a Torana wider!"

Eddie Dobbs (No. 27) 72 Torana XU1

"Only one car passed me, Tony Hubbard." "I've had the Torana for 3 years, but have other cars, 1935 Buick which I take down to the Echuca Steam Rally, quite a different event from this"

Russell Pilven came past and yelled "Eddie wishes he had Toyos!"

After the last race:

"There's not a mark on my left side"

Brian Dermott (No 60) 72 Torana XU1

"Where did I get all this orange paint then?"

Andrew Bergen (No 7) 63 Austin Cooper S

"Came off on the 3rd lap when the alternator broke. All fixed now. Shame, came 3rd yesterday and beat Henry Draper!"

Bob Cox (no 98) 66 Ford Mustang

"I'm from Sydney so don't know this track. Finished 2nd in the first race, but Tony Hubbard's going well, don't think I can beat him; he knows the track so well"

"I'm not doing the Biante series next week with the V8s but love the Muscle Car event at Eastern Creek in September."

"I spun off on the 3rd lap, 2 other Mustangs came out of the esses - but I passed on the straight 3 wide, gave it too much of a squirt and ended back in the grass, got too exuberant. Was cautious around the rest of the circuit, waited till the straight giving it too much 2nd gear, lit up the tyres and off she went. The locals tell me I've got the wrong diff, too low 4.6 for the cleavage, too slow."

Sunday 11.45 AM Handicap SLOWEST GROUP N

Ted Brewster (No 42) Mini Cooper S

"Hit the BMW in the back but its not too bad, not much damage on his car either. I'll run in the next race"

Brendan Wilson (No 58) Holden Special FC

"Need a 3.8 diff, running a 3.5 I need an extra 1000 revs!"

Brian Deveson (No 6) 63 Ford Cortina GT

"Barnesy took off. Was black flagged - jumped the start, too hot. The Hillman Imp blew an engine on Turn 1, oil everywhere"

Brendon Hare (No 21) Ford Capri

Very harassed driver "Was put up back of grid on this

one. Don't know why - had engine troubles yesterday. With cold tyres I tried too hard, threw the tyres into it on the corner forced to run on the outside on the rubber and it was like oil"

PHILIP ISLAND - JUNE 10-11TH 2006

DRIVER QUOTES

QUALIFYING SAT Afternoon 1.15pm

"That's my time 2 minutes, I'm not going quicker though the car can"

Dean Bryant - Ford Escort 1300

Don't like my new tyres, not used to them, a new brand. The car's running like a Swiss watch. Very happy when Improved Production car Falcon hounding me spun off on the loop.

Jervis Ward - Ford Mustang

Tyres a bit cold, lots of birds standing on track even when you drive past them at speed.

Stuart Brown - Torana XU1

Uneventful except for birds, but I missed the bird almost flying into me, quite a distraction.

Jervis Ward

Sick and tired of being beaten by Brewsters (Mark this time, his Dad previously).

Mark Schatz

Happy with race. Started 11th. I'm learning my race craft. Every time I race I learn something new. I improved on previous best time, so I'm quite happy.

Ray Challis

Went off at Honda. Car has a twisted back axle - will have to live with that today.

Paul Dobson

Broke an accelerator cable.

Brian Dermott

Missed 3rd gear on Lukey Heights, out on the kitty litter. Thought it was time I did a special stage (rallying!) . The EH went past me and then went off, nice and controlled sideways. He should try rallying too

SUNDAY RACE 2 11.50AM

Ray Challis (2nd)

I just had to follow his bootlid. (Jervis) Went too



Busy pits, Huge Diversity & sunny skies—Historic Winton 06 believe it or not!

Brian Dermott - Torana XU1

Pity about the bird - what a mess

Alan Brown - Torana XU1

Spun off at Turn 4 on the second to last lap.

Mark Oliver

Had a couple of problems. Missing in top gear over 6000 revs, running lean. Difficult to get the right tyre pressures with the cold weather. Good on the dirt though

Rod Evans - Chevrolet Nova

Had clutch problems. Adjusted it too far so only managed one lap.

SATURDAY RACE 1 4.35PM

Dean Bryant

Kept a few of them honest. Still running like a Swiss watch. The shortened race helped us (only 4 laps).

Alan Brown

Car jammed in 2nd gear on the start! Not my day so far.

Stuart Brown

Head to head finish with Ray Challis. Very interesting!

Darren Collins

Started at the back of the grid because I didn't make qualifying. 2 corners into the observation lap broke something - swearing the whole way.

Rod Evans

Bloody hell that was hard work, ran out of brakes. (came 4th).

deep under brakes., braking earlier now. Have anew brake balancer - need to find its limits.

Jervis Ward (the winner!)

Got a really boring in car video. I realised I could hold him (Challis) and have a bit of fun. Held him up going into MG. (Mark Sully - 6th cousin of Sandra Sully! From Car Stereo Repairs works on Jervis car.)

Stuart Brown

Dropped a wheel off on turn 4 second to last lap, then had the wait for the whole race to go past

Alan Brown

Car boiled after the finish while they kept us waiting. Don't like the saloon cars much. Otherwise a totally uneventful race for me. But at least I finished a race at last

SUNDAY RACE 4 4.40 pm (Dark, threatening and rainy after a dry afternoon; very greasy)

Good dice between Jervis and Ray Challis, Jervis triumphing on the last of a marathon 10 laps! Both Stuart Brown and Mark Schatz went off at MG corner. Not allowed to run cars after finish as it was after 5pm on Sunday !! Lots of pushing and swearing to get cars onto trailers in the dark and rain.

Jervis Ward

I had intermediate tyres and Challis had wets (changed them in 1 minute on the grid). So I took the wet line on the marbles so Challis charged inside quicker on the corners, but I won in the end!"

HISTORIC WINTON PICS



Pejkovic & glam EH brightens up Winton.



Hollywood took out best presented car at Winton!



Bob Cox leads the pack at turn one.



Jervis Ward & Rusty tag team the mini.



Brian McDermott holding off a snarling pack!



Don Knight & Pete Mellick hard at it.



Hubbard—'simply the best!'



Jerry Lenstra NSW—the calm before the storm!

Biante Historic Touring Car Series 2006

Round Three - Winton.

Race Report by Darren Knight

Paul Stubber maintained his Biante Series points lead with two victories and a third at the rural Victorian circuit. 23 cars would grid up for race one, a respectable field considering the round was only three weeks after the long haul to Perth's Round Two, and also fell between the big 30th Historic Winton and a Victorian State Round the following weekend.

Glen Hastings (BDA Escort) would not start after lurching an engine in practice.

Stubber ('69 Camaro) grabbed pole with a 1:34.9311 (under Brad Tilley's lap record 1:35.5602 set in 2002), Steve Mason ('69 Camaro) next best with a 1:36.3193. Round Three winner Trevor Talbot (Torana) headed the second row, then the Boss Mustangs of Eddie Abelnica and Gavin Bullas, Scott Bargwanna in father Alfs

Torana, Phil Kirkham (XY Falcon), Ray Challis (Torana), Harry Bargwanna (V6 Capri) and Garry Rogers (HQ Monaro) completed the top ten. The Nick Karadimas owned XY of Kirkham had been plagued with brake dramas during practice, the crew making at least two trips back to Melbourne, the team already weary from the huge rebuild required after the Easter Bathurst shunt caused by brake failure exiting McPhillamy Park.

Race One (eight laps)

Mason smoked the tyres almost all the way to turn one, losing places to leader Stubber in the process as mid pack an incident at the first corner involving Kirkham, the Falcons of Russell Wright and Joe McGinnes, the Mustang of Les Walmsley and Harry Bargwanna sent the pack scattering and some panels bent. McGinnes and Walmsley retired as the Safety Car came out, Stubber leading Abelnica at the restart until the Mustang stopped after snapping a shifter for the second time this meeting. Talbot tried hard to close on Stubber, flinging the

XU-1 around in spectacular fashion.

Andrew Bergan (Mini) retired with a damaged oil cooler, thought to be from turn one debris as Mason went off at the end of the old back straight though did not lose a place. A big dice developed between Steve Travica (Boss Mustang), Chris Wilson (Torana) and Greg Toepfer (Nb Mustang, the HQ not ready), Tony Hunter (HQ Kingswood) and Wright later joining in. Stubber went on to win from Talbot and Bullas, Scott Bargwanna an excellent fourth then Mason, Challis, Rogers, Kirkham and Kevin Stoopman (HQ Monaro). After being 17th on lap one, a fist-pumping Harry Bargwanna just got home in tenth, edging out Hunter, Wilson and Wright, the quartet all finishing within half a



V8 Supercar Race Turn three—lap one—gotta love it!

second of each other! Toepfer won the Nb battle over Richard Fairlam (EH), who just beat Wes Anderson (Alfa GTV) and Rory O'Neill (Porsche 911). Fastest lap: Talbot 1:37.2314 (lap eight).

Race Two (eight laps)

Bargwanna's Capri blew a head gasket on the dummy grid and would not start, Travica also out after clutch problems in race one. Stubber led into the esses for the first time from Talbot as Mason challenged Bullas and Scott Bargwanna, the trio three wide down Falken Straight. Rogers went through on Kirkham as Talbot suddenly ran wide before the sweeper whilst in second, running off into the dirt and dropping down the order. Mason again went off at the end of the straight, Abelnica following him off before both rejoined. Wright had just moved past Hunter and into tenth when he did the same thing and rejoined. Mason's tyres were now spent, Abelnica taking fourth from him at Penrite. Bergan retired with the Cooper S running too hot as Fairlam came in after receiving a black flag for a fuel leak.

Stubber won from Bullas and Scott Bargwanna (who would not return after discovering a broken cam follower post-race). Abelnica was fourth, then Mason, Challis, Stoopman, Rogers, Kirkham and Talbot. Fastest lap: Stubber 1:36.3856 (lap two).

Race Three (eight laps)

Kirkham was not allowed out of the dummy grid after an oil leak was discovered while a frantic start saw Abelnica rocket off the line to be second into the esses for the first time. The Boss Mustang roared up the inside of Stubber at turn three, the Camaro receiving a shunt in the door as Abelnica went into the lead with Mason following him

through and Stubber now back to third. Anderson retired the immaculate Alfa while Bullas relinquished fourth after receiving a black flag for leaking fluid. Rogers led the Monaro battle over Stoopman as McGinnes chased Hunter, who was having a much better run after the front brakes had seized during race two.

Abelnica built a buffer over the raging battle for second between Mason and Stubber, the two '69 Chevs incredibly close all over the circuit.

Wilson revealed in the performance of his new engine, the Torana into the top ten after getting through on Walmsley. Stoopman retired from seventh on the last lap with a drive line failure as Abelnica won comfortably in the end from Mason who just edged out Stubber in a great finish, Talbot next then Challis, Rogers, Hunter, McGinnes, Wilson and Walmsley. Fastest lap: Abelnica 1:36.0852 (lap two).

Series points: Stubber 155, Mason 125, Talbot 122, Abelnica 95, Bullas 71.

Next round: Round Four, Queensland Raceway - July 21-24.

Darren Knight

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Stoopman's way cool Monaro.



Russell Wright QLD XYGT



Stubber leads the charge!



Kirkham's tough red XYGT



Tony Hunter leads this pack at turn one.



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CARma June 2006

"I was trailing smoke through the park one day, in the merry merry month of May..."

Let's just clear something up right away, shall we? It was all a case of miscalculation mixed with misunderstanding. You see, as Rusty went past he held up two fingers. And I thought, "Two happy meals for him, and I might just as well get one myself" – at which point I departed the circuit in search of a drive-through. Could have *sworn* that I'd seen one thereabouts at some previous point, but you know what it's like; you can never find one when you need it. Perhaps Mr Ronke might consider this when next the circuit is upgraded? It's just that those races can get quite long, and a bit of refreshment (I'm thinking compulsory pit-stop) wouldn't go astray. Hence Russell's signal, you see. Anyway, just food for thought. (Awful pun, don't care.)

And that excursion might just be considered the *high* point of a weekend where the only thing that didn't break was the ailing tow device that had spent the previous week on the 'phone to Doctor Kevorkian. I kid you not, the thing was *sick*.



Inaugural 'MINI DASH' Historic Winton 2006—Drivers.

If I were an original product of the Western suburbs, I may be moved to suggest that it was "Fully sick, M8". But of course I clearly am *not* and therefore shan't.

But I digress, for which I must admit my talent is formidable. Gotta be good at something. It all began on Friday, really. The intention, naturally, being to get there early and circulate for a while, get comfortable in the car, and just turn some laps. Pause for chuckles. If we weren't running late, we were running out of fuel, or battling flat batteries, or popping clutch slaves, or breaking distributors, or overheating, or – and this takes real talent people – a delightful mystery tour of all these things. And this was just Friday. Two more days yet...

Of course, I must add that our troubles did attract a cast of thousands all keen to help diagnose and rectify said ailments, and for this (just for once I'm not being sarcastic) we are of course deeply grateful. I must further add that if the Bryant Exocet squad in the garage next door had

consented to play their continually-running loud Garth Brooks CD backwards, then not only would the car have run properly, but my dear departed hound dawg would have undoubtedly sprung back to life, and for once we'd have a decent crop. Err, forget that last part, I grow *no crops of any kind!!!* But yes, it was disturbing to discover that young Deano likes both kinds of music. That's right, he likes Country *and* Western, and should therefore accept at least some small part of the blame.

Saturday saw us get through scrutineering with a minimum of fuss (that alone should have set off some alarm bells) and then qualify rather slowly (back to normal) before having to stop and have a word with the scrutineering-type chaps who showed some concern about the apparent bushfire following the JMS Falcon about the park. Wouldn't accept my explanation of an attempt to circumvent the car-to-pit communications ban; you know, with the signals? Turns out the Boss couldn't read them at any rate: and anyway, that just gave us something to do before the arvo race. Couldn't just laze about in the unseasonable warmth, could we? And of course, a big thanks to *El Presidente* who invited the wrath of the CARma office when he (apparently) fudged the line so that I'd be

and anyone that was unfortunate enough to hear my altered rendition. Secondly, it lasted until the flag fell, and we'll say no more about it. Let me just add that when I heard we would have progressive grids, naturally I assumed that they'd be progressive *handicaps* and was quite disappointed to be disabused of this notion.

The remaining event on Sunday is one best left undiscussed, due in large part to my lack of complete participation *in it*. Funny thing is, when your car just **stops** on the warm-up lap, and you signal to the nearest flaggies that a push may well be in order, they can be quite solicitous. Lots of the diagonal hand-wave, you know. "Oh, you'll be *fiine*". That sort of thing. Anyhow, we got out of the way (eventually) and at least it meant that we'd finished the weekend with a straight car and didn't need to be pulling the boat-anchor out of the front yet again. So all things considered, quite good news, really. And if you'll kindly swallow that one, my next job is to make 'Dubya' look good in the more sandy parts of the globe...

So once more to the truck. By this time our affection for the Effie knew no bounds. I won't venture that it didn't miss a beat – missed about two out of every eight from what I could tell – but at least it kept going. And thus, we were moved to give him a name; settled on 'Bruce'. Now to start with, I thought my reasoning was pretty sound. After all, he's an old-fashioned, manly sort of a truck, and Bruce is an old-fashioned, manly sort of a name. But then it occurred to me that if one's name was Bruce, and one resided in Manly, then one was most probably neither old - fashioned, nor particularly 'manly', if you follow. So Bruce no longer; we're working on a better moniker now. One thing's for certain, though: be he Bruce, Barry, or any other name (shades of Shakespeare), he's certainly been Built Ford Tough. The race car, by comparison, would appear to have been assembled by an impaired midget wiener. You just can't have everything, can you?

Mat Jager

last off in the fast group. Ta for that, Jerv.

So the small consolation for piloting my mobile chaff-cutter slowly around for a very long five laps in the Saturday race was a pole start in the handicap. I may have been heard to say something like, "Take lots of pictures Boss, I'm up the front!!! Stop qualifying the statement would you woman, I'm *Numero Uno* for once and I'm gonna enjoy it." Firstly, I apologise to both Jake and Elwood Blues for my misappropriation of their song,



Miceli's new XW Falcon GT

CLUB POINTSCORE - 2006

Class NcA Over 5000cc	Hist P.I.	Rd 1 Sand	Hist Wint	Rd 2 P.I.	TOTAL
Tony Hubbard	50	37	36		123
Tony Hunter	40				40
Steve Bye	28				28
Matt Jager	3		19		22
Michael Miceli			21		21
Gary Treloar	15				15
Jeremy Mantello	15				15
Darren Collins		11		3	14

2

1

Class NcB	3500	-	5000	cc	Total
Paul Dobson	28	31	23	22	104
James Frolley	47		42		89
Peter Burchell			32		32
Elton Treloar	31				31
Rob Burns			17		17
Michael Bugelly	15				15
Jody Mason			3		3

7

9

10

Class NcC	3001	-	3500	cc	Total
Ray Challis	6	58		55	119
Brian Dermott		42	33	36	111
Mark Brewster	12	45		51	108
Trevor Talbot	58				58
John Harrison	45				45
Stuart Brown		24		21	45
Andrew Williams	36				36
James Wells		21		15	36
Eddie Dobbs	3		28		31
Geoff Taylor	9	3		15	27
Scott Slater	24				24
Peter Knight	24				24
Michael Lemmens	3	12			15
Alan Brown		6		9	15
Douglass Growcott	3		3		6
Alastair Maclean	3				3
Martyn Lambert	3				3
Scotty Taylor	3				3

4

5

6

Class NcD	2001	-	3000	cc	Total
Lew Bush	31				31
Brendan Hare			13		13

Class NcE	1501	-	2000	cc	Total
Bill Cutler	34			37	71
Russell Pilven	30		38		68
Don Knight		33	31		64
Mark Schatz		22		27	49
Peter Owen			25		25

8

Class NcF	1101	-	1500	cc	Total
Dean Bryant	25	31	34	31	121
James Holloway	30		27		57
Leigh Knight	3				3

3

Class NcG Up to 1100cc	Hist P.I.	Rd 1 Sand	Hist Wint	Rd 2 P.I.	TOTAL
Ben Read	31				31
Ant Read			13		13

Class NbA	Over	3000	cc	Total	
Jervis Ward	38	41	36	43	158
Bill Trengrove	33	31			64
Rod Evans	30		33		63
Andy Clempson		3	29	24	56
Andrew Cannon	48				48
Paul Zazryn	27				27
Greg Nicholls		3	10		13
Tino Leo	3				3

Class NbB	2601	-	3000	cc	Total
Mike Oliver	24	31		31	86
Rodney Gelston	36		17		53
John Bourke			38		38
Tony Pejovic	12		23		35
Richard Fairlam	26				26

Class NbC	2001	-	2600	cc	Total
Brendon Wilson	4		21		25

Class NbD	1601	-	2000	cc	Total
Ian Cuss	31		30		61

Class NbE	1301	-	1600	cc	Total
Simon Browning	32	31			63
Brian Deveson	28		26		54
John Bendell	32				32
Rod Evans			27		27
John Luxmore	3				3
Colin Doolan	3				3

Class NbF	1301	-	1600	cc	Total
Ted Brewster	49		24		73
Anthony Ramadge	24		26		50
Chris Ellis			48		48
Peter Melick			38		38
Colin Taylor	36				36
Tim Bradley			23		23
Len Read			21		21
George Ginis			17		17
Rodney Creed	12				12

Class NbG	Under	1000	cc	Total
Mick Stupka	31	31	31	93



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