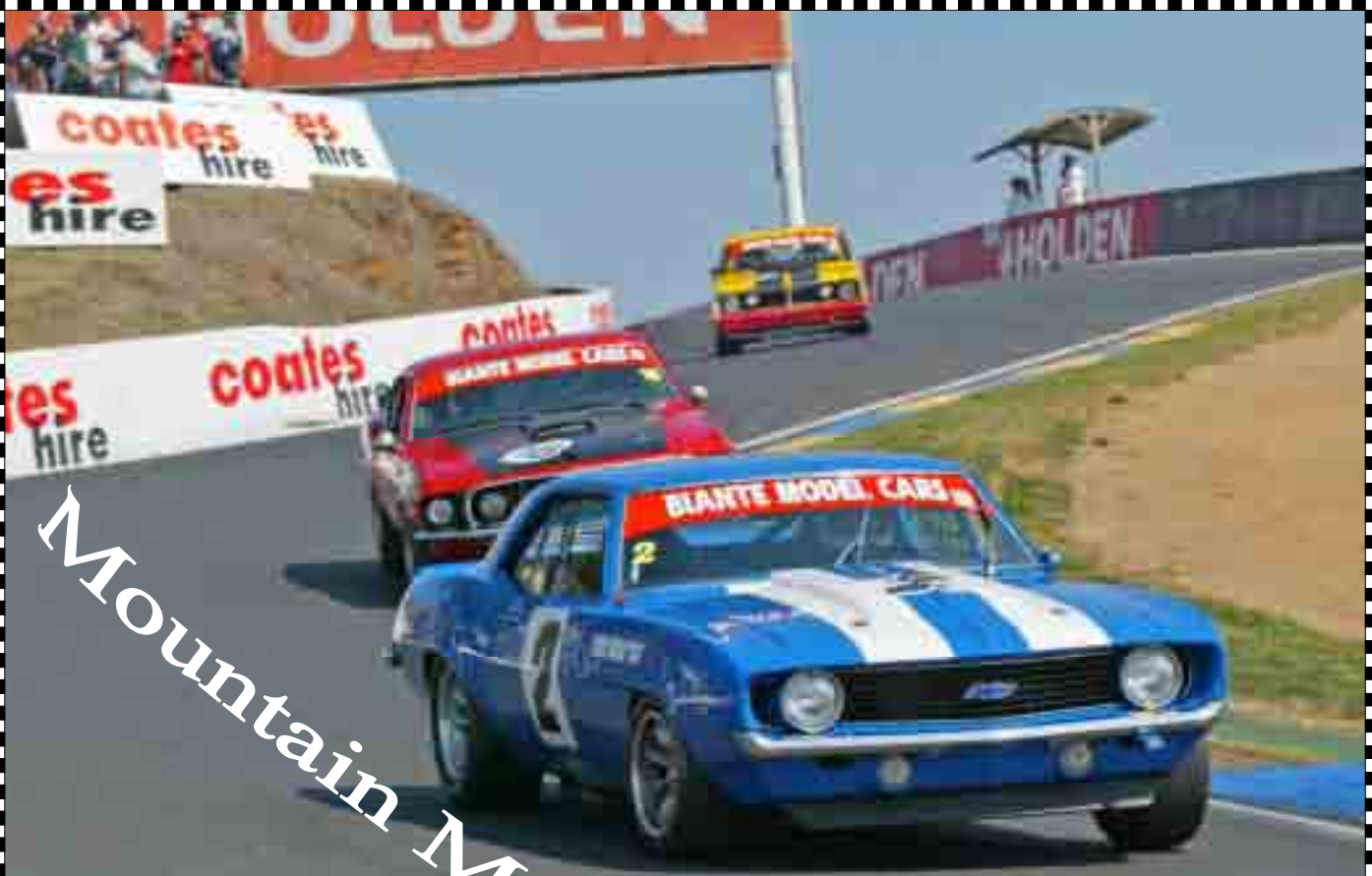


HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - OCTOBER 2006
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General MEETING
Wednesday 25th OCTOBER
8.00pm sharp
'Bells'
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Moray Street
South Melbourne

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
February 10-12	closed	Shannon's Phillip Island Classic	1	yes
May 27—28	closed	Historic Winton	2	yes
Nov 11—12	16th October	Historic Sandown	3	yes
March 9—11	tba	2007 Shannon's Phillip Island Classic	1	Yes (2007)

VICTORIAN STATE CIRCUIT RACING SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
April 22—23	closed	Sandown	1	yes
June 10—11	closed	Phillip Island	2	yes
July 22—23	closed	Sandown	3	yes
Sept 8—10	25th August	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
March 24—26	yes	Clipsal 500 V8 Supercars	1
April 14—16	no	Bathurst International Motor Festival	
May 12—14	yes	Barbagallo WA V8 Supercars	2
June 2—4	yes	Winton raceway V8 Supercars	3
Sept 2—3	no	Eastern Creek NSW Muscle Car Masters	
Sept 16—17	no	Mallala SA Development Series	5
Oct 6—8	yes	Mt Panorama Bathurst V8 Supercars	6
Nov 10—12	yes	Symmons Plains Tas V8 Supercars	7
Dec 8—10	yes	Phillip Island V8 Supercars	8

All photos in this issue; PHOTOGRAPHY Thanks to JAMES SMITH & MARSHALL CASS

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PRESIDENTS RANT



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Pre-Inspection Audits

We just completed the first of our two Pre-Event Inspection days and I must report it went off very well. Everything ran smoothly and quickly. Some surprising things were found and lots of good feedback came from the "Scruts". One car was found not to have a rear firewall between the boot and drivers compartment – like it has only been running for 8 years!! That will be fixed and then ticked off as passed.

The Club has another day on Sunday Nov 5. This is your last "Club organised" chance to get your inspection done. After that you'll have to organise it yourself and maybe pay for out of pocket expenses. The "Scruts" are giving up most of their weekends this year to get everyone from every category ready for next year. They may not be too obliging to stragglers. CAMS and some country racers are trying to organise other rural inspection days. More as it comes to hand!

To re-cap what these inspections are: they are the initial inspection required before we move to Targeted Audits. From Jan 1 2007 ALL cars will be required to do Targeted Audits. If you do not have a pre-inspection done before your first event in 2007 you will be "log-booked".

Our last Club day on Sunday November 5 is your best and easiest chance to get this done. Call me at work on 9690 4321 to book yourself in. Places are limited. To help you prepare, there is a list of items to be checked elsewhere in this newsletter.

Figures

Did you know between the years 2003 – 2005 more than 70% of our members ran 3 or fewer events? Of those, 72% ran Historics only. This information and other economic data is helping us establish a picture of our Club, our Members and ultimately will enable us to plan a successful future for the Club. For example: did you know less than 5 people ran 6 events in any of those years? As a result the committee have decided to reduce, from 6 to 5, the number of events the Club Championship is to be scored on. Statistically, that straight-away doubles the number of members in the running for the Championship. And, I hope, some members who only run 4 events will increase their participation by 1 more to be in with a chance of a win!

One of the biggest hurdles we face is cost containment. Interest rates have just risen again, with another possible hike looming. Unemployment looks like it may rise. Consumer confidence is at a 5 year low. The cost of Bathurst this year was higher than previous years and the grid was under-subscribed. Historic Sandown entries are at the lowest in 5 years. Interstate competitors are down 60%.

In the end it all comes down to \$\$\$\$\$\$. Which is why the committee are concentrating on trying to find value for money for members. The draft calendar for next year, whilst not final by any stage, is aimed to make it cheaper to run, by limiting the "away from home" events but still giving you variety. It will be announced as soon as we get confirmation from all the relevant parties.

Out of left field, ways to reduce costs could include banning roller cams and

the expensive springs they eat through. Go to pump fuel and immediately save \$1 per litre (that's a lot of money of you drive a V8). That would also remove stresses on engines with high compression ratios. I think Harry Firth wrote to the Club and mentioned having different REV limits for cars, based on the number of cylinders.

On another level we could limit the number and type of events we participate in. Stop prostituting ourselves to every entrepreneur/promoter who wants to make a buck out of us. Not sure how to do this yet, but we're working on it! There's a lot to be looked at and it's happening. If more people showed interest in helping out on the committee it would happen faster. Please let me know if you are interested as there are things you could do now to get the ball rolling.

Conduct at meetings

The committee are now taking a stern view of people talking in general meetings. I have had complaints from various people and as a result we will now give a warning. If that person(s) continues to talk they will be asked to leave the room.

We will endeavour to get a better audio system going so everyone can hear properly as that may part of the problem.

I won't see you next Wednesday, as I have another meeting to attend. VP Mark Barbour will chair the meeting. See most of you at Historic Sandown.

Jervis

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Minutes – General Meeting
27 September 2006

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.13 pm

Apologies: Graham Slater, Brian Dermott, Eddie Dobbs, Leigh Knight, Len Reid, Mark Brewster, Jeremy Mantello, Michael Bugelly, John Brash, Bob Cracknell

Guests: Don Green; Peter Cox

New Members: Paul Cruise

Minutes from Previous Meeting: Moved to be accepted by John Bendell and seconded by John Luxmoore. Minutes accepted.

Business arising from Previous Meeting Minutes: None.

Reports:

Secretary:

Mail received: MBE – 3 invoices & Statement; ANZ Bank Statements x 2; iinet – Statements & invoice; CAMS letter re: nominees for Historic Commission for 2007; Vic. Flag marshalling Team; various mail items from vendors.

Treasurer:

As at 26 September 2006:

ANZ #1 Account: \$3048.85

ANZ V2 Account: \$12,047.58

Investment Account (Esanda Debenture due 27/02/2007): \$1123.45

ANZ Term Deposit (due 13/12/2006): \$8278.35

A progress report year to date will appear in a forthcoming newsletter.

Treasurers report moved as true and correct by: Marty Lambert; Seconded: Jill Hergt. Treasurer's report accepted.

President:

A correction needs to be made with regard to the notice received about the HC meeting as reported in the newsletter. The club was advised a couple days prior to the meeting that was held. Thanks to Russel Pilven, Dean Bryant and Liam Reid for making their cars available for a drive by John Bowe. The cars will be the subjects of a feature story in Unique Cars. We are continuing to use our member data to develop a strategic plan for the club going forward. We will soon have a set of goals and objectives to share with members. We have co-signed a letter with other categories expressing our concern at the removal of the clerks of course discretion with regard to the 130% rule. Good luck to all Victorian competitors who are going to Bathurst! Members wishing to have their cars' Pre race Inspection booked in on either 15 October or 5 November can do so tonight.

Vice-President:

The VSCRC has been pulled together from what was considered to be an unsatisfactory state. A competitors group has been formed (consisting of a representative from each category in the series), and in turn they have elected a smaller group to represent all categories when talking with event organisers. Background work and series of meetings by the group have culminated in a series of events for 2007 that will be run at four tracks i.e. Calder, Philip Island, Sandown and Winton, on a calendar that is yet to be determined. The committee will have a look at the calendar once it is released and determine a proposed programme for members for 2007. We will endeavour to run at least one event at each track, as well as trying to achieve this at an affordable cost to competitors. There will be total parity across CAMS and AASA events insofar as licenses etc. are concerned. The focus going forward will be on satisfying the needs of competitors and 'customer' oriented.

A vote of thanks to Mark Barbour for his participation in this process on behalf of the club!

Competition:

Thanks to Mark Barbour for his participation in the development of the programme for the VSCRC on behalf of our club!

Historic Sandown – entries close in approximately two weeks. At the moment there are sufficient entries for just one grid. Six members at the meeting indicated that they were yet to submit their entries.

Christmas Party - just to confirm that the date is set for Saturday 9 December. Tickets are now available for sale so please make your booking as soon as possible. Please support our Silver Anniversary event, it promises to be great.

Targeted scrutiny – support it. It's for your safety and benefit and not to be feared. Experience from rallying suggests that it really is beneficial to all stakeholders in the long run.

A suggestion was made from the floor that the newsletter has a report each month that should also highlight other events to which we are invited e.g. Easter Bathurst Event, as well as those that we are informed about informally from time-to-time.



Front straight Bathurst 2006.

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MEETING MINUTES



Bathurst, new apartments on left & Historic Tourers centre stage!

Point Score & Trophies:

Trophy winners from the VSCRC at Sandown:

Class winners are: Mick Stupka, Don Knight, Brent Trengrove, Marty Lambert, Ted Brewster, John Luxmoore.

Outright winners are: 1st – Tony Hubbard, 2nd – Les Walmsley, 3rd – Jervis Ward. Congratulations to all!

The pointscore for the year to date is very close. Trophies have been sourced for end of year and they are great!

Don Knight congratulated all competitors on the quality of our racing, particularly with regard to the respect that the drivers have for each other. Well done everyone!

Tony Hubbard reiterated the comments of Don Knight by saying what a pleasure it is to race in this category.

Membership:

As follows: Competition – 149; Social – 33; Life and Honorary – 5; Non-financial – 23. Renewals will go out again in November and we will shortly confirm whether we proceed with a Bpay facility or not.

AHTCA:

Congratulations to Mark Barbour and the competitor group for creating a cohesive group to represent the interests of competitors together with CAMS and AASA. There needs to be good commu-

nication between all stakeholders involved in the sport and in particular CAMS. The 130% rule in some respects is confusing.

A suggestion was made that in future if there is a practise session and a qualifying session at an event, that event promoters and organisers be requested that both sessions be deemed to be qualifying sessions with combined times being used to determine the grid for the first race of the event.

Targeted scrutiny is a valuable addition to the scrutineering process but believes that the Saturday and Sunday checks continue to take place if possible.

The LEATT brace is regarded as a good alternative to the HANS device and is awaiting ratification by FIA and CAMS.

H.C.:

Bill Cutler is the HTC AV nomination for the Historic Commission. Tenures on the commission expire on 31 December 2006 and members will be advised as to whether our nomination of Bill Cutler has been accepted or not.

Newsletter:

Editor's awards go to Tony Hubbard and Brian Dermott. Congratulations gentlemen!

The next newsletter will have a report from Bathurst as well as a review of the Winton Historic Festival.

Eligibility/State Council:

There is an HTCEC meeting proposed for 9&10 December.

Tony Hubbard raised an issue about the wording concerning allowable modifications to brake discs. Tony will write to David Twigg with regard to what is perceived to be ambiguous wording together with suggested wording to be used instead.

General Business:

Targeted Scrutineering – Jervis presented the meeting with an overview of the process. Copies of the relevant form to be used by CAMS scrutineers are available for members to take away with them. Members are also able to book times for Pre Race Inspections to be held on 15 October and 5 November respectively.

Marquees for Sandown – deadline for booking a marquee space for Historic Sandown is mid October.

Lindsay Fox Exhibition – Wednesday 4 October, tickets from Chris Ralph

License maintenance – members must ensure that their licenses are submitted for maintenance at the appropriate times
Missing car – a colleague of Simon Browning had his Mustang (black 289 soft top in good condition). If you hear of the car please contact Simon.

Balaclavas at Bathurst – not compulsory for Group N.

Meeting closed at: 10.08 pm

Sec's. Footnote: Participated in the Pre Race Inspection on Sunday 15th October and notwithstanding one minor area that will need attention, found the process to be friendly, efficient and beneficial. We anticipate that approximately 25 cars will be able to be inspected on 5 November and about half of the available spots have already been reserved. Breaking News from Sunday 15th October - CAMS were able to give Jervis an on-the-spot 'Barbecue Observed License Test' and the good news is that he has managed to get his 'P' plates back!

Hi All,
Well lot's has happened in the last month so it's time I updated you all on the latest going's on. As far as State Race for Victoria goes lot's has happened, thank goodness for us it's all very positive. The committee met last Wednesday and I submitted a calendar to them of which they agreed to, after some great input from them all, we decided to go ahead and let the committee of the category management, know of our intention's for next year. We as a committee think we have created one of the best and most budget conscious race series the club has ever had. We have requested and I stress requested that we have 6 round's for 2007 as a State Championship—2 at Sandown 2 at Phillip Island 2 at Calder, our reason for these 3 track's is simple for most of our member's these track's are about 1 hour from their home's, in average some closer some a little further but on average it's not too far to travel. And that mean's we hope less cost's in towing and accommodation. We have left out Winton only because we can do 2 Historic meeting's there, our survey's show you guy's don't like to travel too much, so we have tried to be member friendly and give you all the best possible value for money racing with the most variety of track's. I think we need to thank our lucky star's that we have been made available such a fantastic series', and that all the track's and faction's have put aside their drama's to all pool together and come up with the premier state series' in the country. Where else in the world could you race at safe fast track's with very good facility's, and a very reasonable cost all within easy distance from your home?. I think we well may be the envy of many Motorsport people, in this country and beyond. don't think I am joking in Europe and the continent, the entry fee's alone are 500 quid and they drive for hour's to race. Then it rain's or snow's!!!!, which brings me to a point we have tried to go to the right track at the right time of the year, no Phillip Island in winter, and Calder in the dryer month's so as to minimize the discomfort to everyone and hopefully get dry and pleasant condition's to race in. A lot of thought and hard work has gone into making sure you all get the best possible deal, track's which suit us best, allow all car's to be competitive wether they be small or large engine capacity, and time between event's has been spaced as not to be to rushed and accommodate Historic event's as well. So I hope you will all realize what we have here and back it to the hilt, and start to get in to gear for a bumper year of great racing in 2007.
I can only say that we have submitted our calendar, and expect a quick reply as to a positive outcome, and as soon as the committee has an answer back from the state race people we will let you the member's know the date's so you can get yourselves ready to go. I have also submitted a number of new idea's to state race people, to help create a

whole lot of new and continued interest in the series' and if they are accepted then look out, we will really be on top of the world and looking to greater exposure in the media, and beyond.

Just to finish off this whole concept would not have been possible if a group of people called competitor's had not got together, and pooled their thought's and idea's and passion's and just through sheer determination made it happen, we were all stranger's 45 day's ago and through the love of Motorsport, and a common goal not to have our state race series' fall over, we moved hell and high water I stress without any bloodshed to bring all parties together and end up with total cohesion when it was thought impossible by most, and now we have a most powerful and strong well respected by all parties of administration, competitor group which consists of every category that race's in the state series' all working together for a common goal that is to have a great race series', run at all track's in Victoria, be safe, and have fun. see ya **MSB**

dar for next years State series. While it is only in draft form at this time, there is a well balanced 6 round series in the pipeline that should see more racing on a wider range of tracks while keeping your overall yearly budget in mind. We will advise the details as soon as possible.

2007 Club Championship

After allot of analysis of our actual competition history and also the answers given in the competitor's survey, Jervis came up with some very pretty and informative graphs. What the data shows is that most of our members only compete on average 3-4 point scoring rounds per season. As best as we can figure the reasons, in most cases it comes back to budgets. Counting the best 6 results for the season therefore seems a bit out of touch with our needs.

As a result of this situation it was decided that the 2007 Club champion will be decided by the best 5 race results for the year. As usual the options for events will include State race, Historic's & interstate Historic events if nominated.



Our own Comp Secretary—Bathurst one week, Deni the next!

Comp report for Nov.

Entries for the last Historic event of the year have closed and we are set for another great battle at Sandown. Good luck to the 50 odd (Actually the split is about 28 under 3lt and 25 over 3lt) drivers who take to the track. We hope to see spectators a plenty, supporting this great race and the hard work of the VHRR.

Island Magic is closing fast on the horizon. This event is as ever a great way to finish of the years racing. (and it's the last chance to grab some extra points for the score board). Entries close on Nov.10th but there is still a \$30 saving if you enter before Oct. 30th.

2007 Calendar

There have been mountains of work going on in the background with regard to the Calen-

Competition Numbers

The ongoing battel to keep enough live and circulating 2 digit numbers comes up again. At the last committee meeting we redefined the rule as to how and when numbers will be re allocated. The criteria we use to decide when we can reallocate a race number is as follows.

If you have been an unfinacial member of the HTC AV for more than 6 months or have not raced at a HTC AV nominated point scoring event for more than 2 years.

This is the best and fairest way we can use to keep numbers available for those in the club actually out there racing. We will do everything possible to keep your old number on your door, but at times we all have to accept change.

See you on the track.

Russ



EDITORS Report



BATHURST—WOW!! What a track!!! Fresh off the trail from our trip to Bathurst to run with the big boys my initial thoughts are in awe of the bravery so many competitors have shown over the years to compete on a truly awesome piece of road known as Mount Panorama. This track is a scary piece of road that demands and commands the utmost respect at all times—failure to do so does and surely has ended in tears many many times over the years. Fortunately the 1300GT driver was blessed by the Motorsport gods and was able to bring himself and the car home pretty much as it headed out—thank you.

A huge thanks to Rowan Harman and the Biante crew who allowed some of us non core group members to attend and compete on the grand stage. These guys made us all feel extremely welcome and although our racing was cut severely short due to track incidents it was still an absolute hoot to be part of it.

assistance from the local motorbike fraternity we were able to find the right man and the right bits to keep us going. Stop laughing you lot—the mighty 1300 has some damn fine inner springs that are not dissimilar to those found on big bore bikes and as it turned out the Kawasaki 1100 mains were about the right fit for our inners—phew!! Even the poundage was close enough—what fortune eh.

Huge thanks to big Steve Bayliss from Bayliss motorcycle repairs in Bathurst—he was keen to help and when we finally worked out and found the bits we needed he refused to let us pay for em—what a Motorsport gem, thanks mate.

We shared house with Pilven racing and soon found that Russ's big brother Phill and our own Peter Backhouse seemed to be long lost soul mates only one is a Nissanophile and the other is a Fordophile—needless to say we all had a blast.

It was pleasing to see that both on the way to Bathurst and again on the way

call cos I need one for a heart transplant—I love the truck but it needs a decent motor. I sold my opec shares for last months fuel bill and so now I'm desperate.

Next years racing calendar looks as though it will be our finest yet thanks to the tireless efforts of Mark Barbour and the competitor group that has successfully brokered what looms as an awesome State series for next year—can't wait.

Huge thanks to the HQ association and all involved in the family day / night at Calder recently. We used it as a prep session for Bathurst and what a joy it was to finally be able to get all the kids in the cars for a ride—that night was the highlight of my kids year so far and I'm eternally grateful to those responsible.

Driving standards generally were fantastic and it was certainly different to drive the race car at night—another experience I'm glad I had.

Last passenger for the night was my old sparing partner Fast Johnny—it was great fun having him on board without him being in control—te he.

It seemed as though each corner we went round there was another HQ at some different angle right in front of us—I was just starting to enjoy myself when Johnny pointed at the pits and said he'd had enough—bugger!

We've had some interest shown by some new members possibly wishing to participate at committee level for next year. This is fantastic news and coming from really good people is great news for both our club and it's incumbent committee.

Good luck to all those club members who are competing at Phillip Island this weekend in the state series—may you have a successful and enjoyable weekend. This round was determined last year as being a non point score round for the club championship this year in an effort to confine costs for members wishing to concentrate on the club championship. Our own team is taking the chance for a bit of R & R on the Gold Coast this weekend for the Indy grand prix—should be fun I'm sure.

I look forward to catching up with as many of you as possible at the fantastic Historic Sandown next month—till then—cheers,

Yours in racing ,

Deano



Just something about the car at Bathurst looked.....better!...Hmm

It's one of those tracks that you just wish you could keep driving on until you simply ran out of car. The more laps we got the more confidence you gained and as you pressed harder the excitement and adrenalin surely increased markedly.

In qualifying we broke an inner valve spring (first time for us and probably had something to do with that unbelievable Conrod straight!) and with some

home our fellow club members were all keen to pitch in and assist with driving the tow vehicles along the way—this made a huge difference and also goes to show the great spirit of camaraderie within this fine club.

Our own Discovery set a new fuel guzzling record we think topping the charts at over 40 litres per 100 k's at one point—sheesuz! Anyone with a good complete gen3 Chev please give me a



Mount Panorama Bathurst Historic Touring Car Alley 2006!

Don Knight picking up yet another!



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2006 Xmas Party | Presentation night

HTCAV 'SILVER ANNIVERSARY'

Saturday evening 9th December

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Why not put a table together for your support crew

Muscle Car Mastered

After the Trip to Bathurst last Easter virtually unassisted you would think a journey to Eastern Creek for a stint at the much vaunted Muscle Car Masters would be a venture one would not readily wish to undertake with passion. Well you're right, one wasn't bubbling with enthusiasm, but that one was the chief cook and bottle washer & yes at my time of life I can probably take the punishment of no apple pie & cream for a week or so, (figure that one out if you can)!!

Any how off we set aiming for Australia's second best city, not having attempted this specific journey by road for around 30 years. Armed with all the best RACV down loadable maps & no pit assistance again due to number one son's family and work commitments we arrived at yes our new favourite stop at Gundegai, The Tucker Box Motel. What a ripper The owners wife Debbie is now cooking home style meals & after a quick walk up the road and the usual altercation with the local mutts trying to frighten us mountain folk, (have you ever seen a Blue Heeler cringe and back away with a nasty old Torana driver shouting and raising the fist in a Black Power salute at him).

The next day we some how found our way to the Eastern Creek Tavern, where the local Rockwell Automations Distributor guy Dean Davis who was one of our helpers at Easter Bathurst had directed us to meet him. Dean offered lunch and after a little (I'm on holidays why am I talking business – there's no such thing as a free lunch) talks, we decided to go to the track and unload the gear. Unfortunately we thought our free lunch provider was accompanying us to assist with unloading, no such luck and after lugging wet tyres, tool boxes the 2000KG trolley jack (weighs 47 KG's) into our garage, the ball & chain was less than happy. With just enough time to slip in a practice session I ventured out onto "the creek" to try and get a handle on just were it all went. In the rush yes I forgot to do the tyre pressures and yes the best thing about that session was at least I got to see where things went.

We depart and go to our hotel at Rydges Paramatta opposite the Rose Hill race track & guess what, there was a big horse race meeting next day so parking the Landcruiser was going to be a challenge. By this time the better half is stressed to the stage that an out of body experience wasn't to far away. Still we manage and front for the first day of practice and may be a race. I have to say for those who haven't done Eastern Creek before it sure is a challenging track. Lots of twists and turns with no real chance to settle down if you're not turning you are braking or popping a gear (bloody hell I should have had that extra piece of toast for breakfast). The other Victorians who had been there before such as Gary Treloar, Les Walmsley, Richard Fairlam and Rob Braune settle in quickly and reserve a prominent place up the

grid. Me I'm just happy to qualify while still trying to work the corner methods out.

To top it off our help (Dean & Tim from our Easter Bathurst effort) fail to turn up to assist as promised, Dean arrives late o Saturday and apologises he'd fallen asleep after telling me early Saturday morning he was on the way, my "you idiot look" tells him we are less than impressed.

Thank God for the welcoming attitude of the NSW Appendix J club, we feel at home, and look forward to going to the 25 year celebration dinner that night. Lot's of nostalgia at the functio and I catch up with many old friends such as Max Stahl the original owner of the much lamented Racing Car News, the best race magazine ever (at least you had some space to do an accurate report & nearly everyone got a mention) for which I was lucky enough to be Victorian editor for around 15 years.

Retiring President Ken Ballantyne allows me to pass on the best wishes of the HTC AV to the assembled masses, and after a satisfying meal and a few more speeches and chats we head back to the parking bun fight at Rydges amongst all the over indulged and noisy race punters. It's amazing how a Landcruiser can find a parking spot when needed. Next day the full compliment of promised helpers arrives and the pressure drops a little. We now have the tyre pressures right, pump up the nether regions to take turn one near enough to flat knacker (most of the rest will take more than one visit to master), and some how manage to squeeze in the top 20 finishers on both occasions. The locals tell me it will take around 3 to 4 visits to get a handle on the track, and it's designed for motor bikes, the ball & chain screws up hers nose adding, "looks like you may not get a handle on this one", what ever that may mean.

With lots of great muscle car displays to look at the day passes quickly and before you know we are packing up this time (with help from the repentant Dean and Tim) thank goodness.

We head back to Melbourne that night and stop at Yass at a truckers stop for a healthy mass cholesterol dinner (no wonder there are so many big truckers), before drifting on to Gundegai to stop at the Tucker Box Motel again absolutely knackered. The trip home is a chore but we make it and unload all the crap. It takes about 3 days to catch up on sleep and rest but on reflection, one thinks the experience was worth it. The other one is less convinced. To summarize the Muscle Car Masters I would have to say it was worth the effort and I am glad we did it. Once again the members of the NSW club helped to make it a happy occasion for the visiting Mexicans let's ensure when they come down here for the Shannon's Classic we return the favour,

Graham. Slater.

Australian Muscle Car Masters 2006 Eastern Creek, Sept.2-3.

In only its second year, the Masters attracted the nations largest ever entry of Historic Touring Cars. Three grids of over 100 cars in total competed in races for Groups Na/Nb, Nc and a non points Biante Series Trophy.

Biante Trophy

Paul Stubber (Camaro) was not allowed to start race one after leaving the dummy grid, his crew hurriedly trying to track down the reason for a rear end vibration. Pole sitter Des Wall (ex Geoghegan Mustang) briefly battled with Steve Mason (Camaro) before proving too strong. Jason Tilley (Falcon) retired early, as did the similar Ford of Matt McGrath with a locking calliper. The Toranas of John Harrison (stuck in gear) and Greg Luca (leaning off) also recorded DNFs. Mason finished second, Rob Braune (Charger) next with Russell Wright (Falcon) just beating Scott Bargwanna (in father Alfs Torana) home in fourth. Harry Bargwanna (Capri) and the RX-2 of Jason Humble were impressive in 5th and 6th outright.

Mason beat Wall off the line in race two, the pair clashing at turn two as Wall plunged down the inside. Wright went wide allowing Scott Bargs through as Grant Wilson (Camaro) moved up to third briefly after Braune retired. The Falcons of Peter O'Brien and Doug Westwood had a big dice as Stubber climbed through the order to argue for second over Mason. Both Chevs fell to the storming Tilley on the last lap but it was short lived as the 2005 Biante Series winning XY retired soon after. Wall won from Stubber and Mason.

Walls bid for a clean sweep ended when he was given a drive through penalty for a jump start in the final. Stubber also struck trouble when the Chev jammed in third gear, forcing him into the pits. Westwood and O'Brien clashed at turn one and retired, Mason in the lead until the American Racer tyres he was trialing started to fade slightly, Tilley coming from the back to take the lead. Garry Treloar (Charger) had a big lose out of turn four, nosing into the fence and retirement. Stubber meanwhile turned on a crowd-pleasing drifting display, smoke even pouring off the *front* tyres as the Chev barrelled onto the front straight. Suddenly the front runners came upon a marshal at turn four directing them into the pits, an apparent mix up seeing the race called a lap early, despite the absence of a chequered flag (or red flag) at the start line. Tilley was declared the winner from Mason and Scott Bargwanna.

Race report by Darren Knight.



Images
BATHURST
2006



Floating Rotors?

What's a floating rotor!

There was some confusion at the last general meeting about what a floating rotor is.

Below are two typical rotors. On the left (ignore the cross drilled face etc) is the type you'd find on production cars since the 80's. It simply slides over the hub and wheel studs. In the auto trade they often use the term "floating" to describe this type of disk. But it's technically NOT a floating rotor.

On the right is the same style disk but the centre has been machined out of it. It attaches to a "hat" that

then slides over the hub and wheel studs.

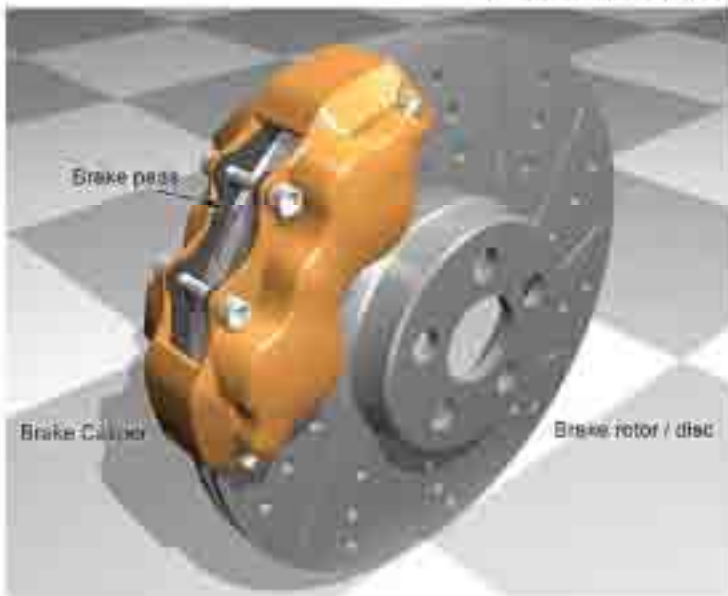
The way the disk attaches to the hat is the difference between floating and non floating rotors.

The disk on the right attaches to the hat with 10 screws. When bolted together they are solid.

On a floating rotor, the rotor is attached to the hat using "float buttons". These buttons allow the brake rotor some freedom to move laterally, but restrict the angular and rotational movement as if they were bolted directly to the wheel.

This slight lateral motion which can be less than 0.03mm, is just enough to prevent vibration in the brake system.

The calipers are mounted solidly, and warping or misalignment in the wheel or brake rotor face can be compensated for because the rotor will "float" laterally on the float buttons. This side-to-side vibration is separated from the carrier by the float buttons themselves, so none of the resulting motion is transferred into the suspension or steering.



September State series Trophies.



Volvo Amazon @ Calder!

IMPORTANT INFO ABOUT AUDITS

As more information comes to hand the Club will endeavour to get it all to you as quickly as possible.

The chart below will be printed on the back of your "Scrutiny Declaration Form" from next year. It is there to help you!

You see there are three areas of inspection. If during an Audit, there is a lead off, a hose clamp loose, a tail light not working etc... you

will probably get a "Minor Breach" notice. You can go away, fix it, come back and get an approval to compete sticker. *That is only for items in the "Non-Critical" and "Non Safety" areas ONLY.*

If you have something wrong in the "**Critical Safety**" area, you will be charged with a breach and will have to front the stewards.

Important: The "Critical Safety" area includes simple things we

all forget, like harnesses and fire extinguishers dates.

Please be aware of this and check them at least once a year. You don't want to face the stewards over a \$30 fire extinguisher. These are the most basic safety items. If you can't keep them up to date, maybe you shouldn't be racing.

We suspect the "Scrut's" will tell you when something is almost out of date.

MAINTENANCE SCHEDULES

The following table is provided for guidance only. It lists some items that it is reasonable to expect would be included in a regular maintenance schedule. You are also encouraged to carefully check the prescriptions of Schedules A, B and C, as well as any other general requirements referred to therein. There many other aspects peculiar to each particular vehicle that need to be checked, and it is impossible for these to be listed in a generic document such as this. If you are unsure of what should be included, you are encouraged to contact an experienced race car preparer who may be able to assist on a commercial basis.

Critical Safety	Non-Critical Safety		Non Safety
<ul style="list-style-type: none"> ➤ Seat(s) and Mountings ➤ Chassis condition ➤ Suspension System ➤ Braking System ➤ Safety Harness ➤ Fire Extinguisher ➤ Steering System ➤ Safety Cage ➤ Wheels and Tyres ➤ Aerodynamic Aids ➤ Scatter Shield ➤ Window Nets ➤ Fuel Tank 	<ul style="list-style-type: none"> ➤ Engine and Transmission ➤ Power Unit Mounts ➤ Lubrication and Cooling Systems ➤ Battery ➤ Ignition Switch/Circuit Breaker ➤ Interior Cockpit Fittings ➤ Reverse Gear ➤ Throttle Return ➤ Wipers and Demister 	<ul style="list-style-type: none"> ➤ Body condition (not affecting Critical Safety items) ➤ Rain/Tail Lamp ➤ Doors ➤ Bulkheads ➤ Camera Mounts ➤ Rear Vision Mirrors ➤ Starter Motor ➤ Oil Catch Tank ➤ Security of drain plugs 	<ul style="list-style-type: none"> ➤ Competition Numbers ➤ Sponsorship Decals ➤ Exhaust System ➤ Body Appearance

WHAT IS REQUIRED AT AN AUDIT

If your vehicle is selected for an Audit, you must present the vehicle at the time and place as directed by Officials of the Meeting. The Audit will take between 10 min and 30 min. The entrant is responsible for providing sufficient equipment and personnel to enable all disassembly that may be required, under the supervision of the scrutineers. As a minimum this will require that the car be lifted from the ground and all 4 wheels be removed. The removal of the airbox and/or air cleaner may also be required in many cases to enable engine inspection.

If there are pressing reasons why you cannot attend at the appointed time, contact the Chief Scrutineer as soon as possible and it may be possible able to arrange an alternative time.



Three wise committee men hard at work!



Tail enders @ Bathurst, Vic, WA & NSW!

THE BEAN COUNTER'S REPORT

OCTOBER 2006

Greetings all. Time for a bean counting update. At our AGM in June we reported on the financial year 1 June 2005 to 31 May 2006. Since then 4 months have passed so here is a snapshot of how it our funds have been travelling.

Funds in the bank are as follows :

	30/9/06	31/5/06	30/9/05
Cheque A/c	\$3,514.32	\$5,851.17	\$10,865.76
ANZ V2 A/c	\$12,195.80	\$12,000.00	-
ANZ Term Deposit	\$8,278.35	\$8,076.98	\$7,937.24
ESANDA Debenture	<u>\$1,123.45</u>	<u>\$1,123.45</u>	<u>\$1,123.45</u>
Total Funds	<u>\$25,111.92</u>	<u>\$27,051.60</u>	<u>\$19,926.45</u>

During the last 4 months our income has comprised advertising revenue, \$325; interest received \$399 and subscriptions, \$975.

Subscriptions at this time of year are limited to new members, whom we welcome. Most of our subscriptions occur from December to March so they are outside the above reporting period.

During the last 4 months the main items of expenditure have been our annual AHTCA membership, 180 members @ \$10 each and magazine costs of around \$680 - \$700 an issue. The magazine is a vital communication medium for us and with Dean's great work and that of the regular contributors, it really is a good read. (In fact the real cost is less than the quoted figure thanks to the advertisers who contribute about a third of its cost.)

Not a lot else to report on. The only other thing is that Corporate Affairs have accepted our Constitution changes that we passed at the AGM. The revised Constitution is on our website. (Thanks for putting it on Jervis).

See you at the next clubnight.

Signing off

David Floyd

[By the way, by the time you read this, entries for Historic Sandown will have closed, the details will be at the printer and you should have received your tickets, tender passes, a paddock map, and various other sheets of paper (read impositions.) The variety of cars within our category, some interesting other car that have entered and the 15 Formula 5000s really will be a great sight. See you there.]

VSCRC Round Four Sandown, Sept. 8-9

Drew Marget put his new '69 Mustang on pole with a 1:22.0321, Tony Hunters equally new '69 Camaro to start alongside after setting a 1:22.5403. By contrast the well sorted '68 Camaro of Tony Hubbard would be a real threat out of grid box three, alongside the Steve Makarious owned XY Falcon of Les Walmsley. Dean Bryant (Escort 1300GT) suffered engine dramas in practice and was out for the weekend.

Race One (six laps)

Hunter would not line up due to a lack of suitable wet weather rubber whilst Marget and Walmsley left their tyre decision a little too late, not making it to the dummy grid and being turned away from entering the track from the pit lane. Hubbard led the field away while Geoff Taylor (Torana) spun at turn two. Dom Leo brought his fathers Mustang into the pits having discovered no grip whatsoever and Mark Shatz (BMW 2002) retired with ignition problems. Robert Hare (Capri) retired after blowing a head gasket as Jervis Ward (Nb Mustang) and Ray Challis (Torana) harassed the leader Hubbard in the greasy conditions. The increasingly quick Andy Clempson (Nb Mustang) was right on the front trios tail starting the last lap, challenging Challis for third until spinning at Dandy Road but not losing any places. Hubbard kept the powerful Chevy straight enough exiting the final corner to just beat home Ward and Challis, half a second covering the podium winners. Clempson was less than three seconds adrift in fourth, the Toranas of Mark Brewster, Brian Dermott and Stuart Brown next then Paul Dobson (XT Falcon), Brent Trenchgrove (EH) and Doug Growcott (Torana) rounding out the top ten. Fastest lap: Clempson 1:34.2799. (lap five).

Race Two (five laps)

Wheel spin for Hubbard saw Ward lead at least until the back straight, Tony giving the President a wave as he blasted past, Jervis returning the gesture with a "single digit" reply! Dobson retired after a throttle cable came loose as Walmsley and Hunter ran in close company as they threaded their way from the back. Trenchgrove and Knight battled all race until both spun within sight of the flag. Brown had a moment on the grass after attacking Marty Lambert, who then had a plug lead fall off. Hubbard won from Ward and Challis, Marget next then Clempson, Walmsley, Hunter, Brewster,

The FUNNIES

Growcott and Dermott. Fastest lap: Marget 1:22.2058. (lap four).

Race Three (five laps)

Challis was slow away while in contrast Walmsley rocketed away to be second behind Hubbard into turn one. Alan Brown (LC Torana) lost an engine and the Hare Capri again overheated as Growcott, Leo and Taylor dived hard. John Luxmoore (Cortina) went through on the Imp of Mick Stupka which had made its usual quick getaway. Marget looked all set to challenge the front runners until a spin at turn 12 saw him lose ground but not track position. Hubbard took an untroubled victory from Walmsley and Hunter, Marget recovering to remain forth then Ward, Clempson, Challis, Brewster, Leo and Taylor. Fastest lap: Marget 1:21.7906 (lap three).

Race Four (12 laps)

The retirements came thick and fast with Dobson, Challis, Brewster and Growcott all out before half distance, Marget spinning again at turn 12 and bogging the 'Stang in the wet infield. The Safety Car was despatched but no one could catch Hubbard at the restart. Hunter had a wild moment before the back straight, a calliper locking on and pitching him into the fence. The Camaro continued but with its snout looking a little worse for wear. Marget retired after his excursion as Hubbard was untroubled at the front, winning from Walmsley and Ward, Hunter next then Leo after a great drive followed by Clempson, Lambert, Dermott, Brown and Knight who just made it home after the throttle cable fell off. Fastest lap: Marget 1:21.9979 (lap six).

Race report by Darren Knight



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Carma

So, here we are (less than) a week out from a race meeting for which we've entered - and naturally the car is still substantially in bits. You'd think that we'd be better at this by now, and have all hands to the pumps; but instead the crew have been lazing around the capstan skylarking. And being the happy-go-lucky, path of least resistance kind of guy that I am, I just figure that if you can't beat 'em, join 'em, right? This excuse may sound good *in theory*, but it falls straight over when you consider that yours truly basically *is* the crew, and if I don't extract the digit (only just realised what that actually means - ewwwwww), we simply won't get there.

of this important thing that's on'. Which I personally consider to be pretty heartless - she knows how much I love learning about the courting rituals of the red-legged earth mite. Really stirring stuff, that.)

One of the biggest problems I was facing was the fact that I'd taken it upon myself to remove certain major sub-assemblies from the vehicle. Didn't really know what I was doing at the time, but a) That's never stopped me before, and b) You'd be amazed what a decent sized engineer's hammer will achieve for you in the disassembly department. In the end the thing almost *fell* apart. Well, I *say* almost...

Step one in the process of make-the-car-go-

alive - even I can manage the calculations on that one.)

But I digress. Even with the weakness I felt due to the lashes, with some assistance from the Boss ("Get it finished or I'll kick your arse until your nose bleeds, wimp") a major part of the, er, 'stuff' was back - more or less - where it should be. You'd be familiar with the 'stuff', I'm sure; you know the roundy bit that spins one way if you look *there*, but quite another still if you turn *that* way. I'm not quite sure how it fits in with the whole scheme of things, but it surely does look quite clever. Anyway that's all glued back on to the bendy whoosits under the rump there which I'm told is the done thing with them, and that part of things should now be fine. Only had to use my trusty hammer a couple of times too - quite proud of that, me.

With the race car coming along nicely (by my standards, anyhow), it's time to turn our attention to the trusty tow vehicle. When last we spoke old Floyd was on the critical list and waiting for some major heart surgery. Well, I'm pleased to report that he's kinda better. A bit. That is to say, the bits that were *really* broken before are now quite good - which has of course revealed further symptoms that were previously masked by the failing heart, so there may be further therapy required. I know I certainly need it. In fact here comes the Boss with that hammer now. Bit of a sleep will do the world of good, eh?



Stubber showing a clean pair of heels at Bathurst!

With the necessity to get down to some serious work in mind, I consulted my procrastinator's bible and came up with several really, really good reasons why it would be better if I did it tomorrow. Because after all it's nearly nine in the morning now (I said) and that means that it's nearly smoko, which means it's nearly lunchtime, which means it's nearly time to knock off because gee it's been a long day and I'm bugged, Boss, can't I just sit and rest for a bit? And doesn't the day get away from you when you're working? Cue the wipe of sweaty brow, mournful expression, slight squint from the fatigue... all of which achieved absolutely nothing under the stern unflinching visage of the Jager MotorSport crew chief. Out to the shed we go, then. (After confirming that, no Mat, you most certainly may not watch 'the rest

again was to walk in ever decreasing circles around the shed while giving the whole thing a good coat of lookin' over. In fact we'd better make that a couple of coats, it's been a while since it had any and some is bound to have rubbed off again by now. You know how that is. Then we took a spray can of black paint with which to cover anything that looked a bit second hand... probably gunna need more paint, Boss. Can I please be excused to run into town for a bit? Make do, you say? (Here's a tip - when you call your otherwise normally quite even-tempered spouse something that rhymes with *grazi*, make sure that you do it under your breath. This is crucial people, I can't stress this enough. Because I've got a shed that locks from the inside and even so for a few moments there I knew TRUE fear. Still haven't been to sleep yet, and I'm still



The comings & goings of our Mustang man 'Hollywood'



CLUB POINTSCORE - 2006



	<i>Class NcA Over 5000cc</i>	<i>Hist P.I.</i>	<i>Rd 1 Sand</i>	<i>Hist Wint</i>	<i>Rd 2 P.I.</i>	<i>Rd 3 Sand</i>	<i>Rd 4 Sand</i>	<i>TOTAL</i>	<i>Class NcG Up to 1100cc</i>	<i>Hist P.I.</i>	<i>Rd 1 Sand</i>	<i>Hist Wint</i>	<i>Rd 2 P.I.</i>	<i>Rd 3 Sand</i>	<i>Rd 4 Sand</i>	<i>TOTAL</i>
2	Tony Hubbard	50	37	36		45	48	216	Ben Read	31						31
	Tony Hunter	40				30	27	97	Ant Read			13				13
	Gavin Bullas					45		45	Class NcF	1101	-	1500	cc			Total
	Rob Burns					39		39	Dean Bryant	25	31	34	31	31		152
	Alastair Maclean					37		37	James Holloway	30		27				57
	Michael Miceli			21		12		33	Leigh Knight	3						3
	Steve Bye	28						28	Class NbA		Over	3000	cc			Total
	Matt Jager	3		19		15		37	Jervis Ward	38	41	36	43	55	43	256
	Gary Treloar	15						15	Andy Clempson		3	29	24	45	30	131
	Jeremy Mantello	15						15	Andrew Cannon	48				36		84
	Darren Collins		11		3			14	Bill Trengrove	33	31					64
	Drew Marget						22	22	Rod Evans	30		33				63
	Les Walmsley					18	36	54	Paul Zazryn	27						27
									Tino Leo	3				19		22
									Trevor Talbot					16		16
									Dom Leo					27		27
	Class NcB	3500	-	5000	cc			Total	Class NbB	2601	-	3000	cc			Total
	Paul Dobson	28	31	23	22		13	117	Mike Oliver	24	31		31	37		123
	James Frolley	47		42				89	Rodney Gelston	36		17				53
	Peter Burchell			32		31		63	John Bourke			38				38
	Elton Treloar	31						31	Tony Pejkoic	12		23				35
	Rob Burns			17				17	Brent Trengrove					27	22	49
	Michael Bugelly	15						15	Richard Fairlam	26						26
	Jody Mason			3				3	Class NbC	2001	-	2600	cc			Total
3	Mark Brewster	12	45		51	42	33	183	Brendon Wilson	4		21				25
5	Ray Challis	6	58		55	3	40	162	Class NbD	1601	-	2000	cc			Total
4	Brian Dermott		42	33	36	36	33	180	Ian Cuss	31		30				61
	Geoff Taylor	9	3		15	58	15	100	Class NbE	1301	-	1600	cc			Total
	Trevor Talbot	58						58	John Luxmore	3				33	31	67
	John Harrison	45						45	Simon Browning	32	31					63
	Stuart Brown		24		21	3	21	69	John Bendell	32				30		62
	Andrew Williams	36						36	Rod Evans			27		30		57
	James Wells		21		15			36	Brian Deveson	28		26				54
	Eddie Dobbs	3		28				31	Colin Doolan	3						3
	Martyn Lambert	3				27	30	60	Class NbF	1301	-	1600	cc			Total
	Scott Slater	24						24	Ted Brewster	49		24			20	93
	Peter Knight	24						24	Anthony Ramadge	24		26				50
	Michael Lemmens	3	12		9			24	Chris Ellis			48				48
	Alan Brown		6		9	3	3	21	Len Read			21		24		45
	Laurie Nelson					12		12	Peter Melick			38				38
	Douglass Growcott	3		15			24	45	Colin Taylor	36						36
	Mark Barbour					15		15	Tim Bradley			23				23
									George Ginis			17				17
	Class NcD	2001	-	3000	cc			Total	Rodney Creed	12						12
	Lew Bush	31						31	Class NbG		Under	1000	cc			Total
	Brendan Hare			13				13	Mick Stupka	31	31	31			31	124
									Class NcE	1501	-	2000	cc			Total
	Bill Cutler	34			37	43		114	Don Knight		33	31	23	33		120
10	Don Knight		33	31		23	33	120	Mark Schatz		22	27	27	11		87
	Mark Schatz		22		27	27	11	87	Russell Pilven	30		38				68
	Russell Pilven	30		38				68	Peter Owen			25		3		28
	Peter Owen			25			3	28								

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E-mail : editor@htcav.com.au

Fax : (03) 9588 2577

FOR SALE



For Sale Punshon (ex Ralph) Nb Mustang \$ 65,000.00 (inc. trailer)
Kylie—'65 Mustang State series winner
 Reluctantly, Kylie is back on the market. She is currently leading the SA State Group N Championship, finished 10th at Clipsal and in the hands of Chris Ralph she won the 04 Vic series and was runner up in 03. New 289 (with dyno sheets) just installed. Lots of spares inc. close ratio top loader, 2 pairs new front rotors, new rear shoes. Comes with 12 wheels—4 with Dunlop wets, 4 with 3 meetings old Yokohama's & 4 with new Yokohama's.

Call Lyn Punshon 0417 826 284 or email lyn@pcreate.com

For Sale: \$20,000 ONO.
 Truck and Trailer complete ready to go. F250 rebuilt on LPG and lots of reg. Enclosed trailer with Kitchen, TV, bed, winch and Annex.
 Ring ; Tony Hubbard 0411 670 914

For Sale: US Made BFG Comp TA Tyres.....\$75 each
 Price includes fitting!
 225/50 ZR 15—90% tread. Call Phil Walker on 9379 2616



For Sale; 1964 Studebaker Lark Group 'N' racer
 Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares. Bathurst 2.47, Phillip IIsand 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible!
 Contact Gordon for details—0418 270 494 (02)60328190 ah.

For sale \$2400 will not separate
 48ida Weber carburettors, new 3 of with air cleaners ,
 Contact: Lawrie Nelson 03 9710 1091 or 0412 182 848

Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck(webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please give Len Read a go at;

Racepoint Developments on; 0359778771 or 0408548133.

FOR SALE

For Sale: 1967 Datsun 1000 Group Nc race car \$14,500
 Fully race prepped car, Log booked, Bright Yellow, with spares.
 Cheap to run and great fun to drive!!!
 Contact Barrie Mob—0400 054 358



For Sale: 1964 Mustang Nb \$44,000
 Good original car, fresh motor (420 hp), new crank, eagle rods, Weber's, steel flywheel, Kelsey Hayes calipers, new hirst shifter, spare wheels, spare toploader, Mallala 1.22.5.



Cheap entry to the pointy end with room for development.

Contact Graham;
 0417 811 395
 (08) 83396790 a/h

For Sale; Car Trailer (enclosed) 20ft box \$5,000
 Decked out—20ft tent - used for MR2 s/sedan and Gp N Ford Escort
 Contact: KEN HASTINGS w—(03) 9480 4040

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Wanted 13x7 Rebel 5 spoke wheels to suit LJ Torana
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Wanted Accel twin point distributor to suit Nb Mustang (Part No37201A)
 Phone Jervis0409 137 629

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Next Issue deadline
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Next issue NOVEMBER 2006.

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