

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - SEPTEMBER 2006
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Historic Touring Car
Association of Victoria

General MEETING
Wednesday 27th SEPTEMBER
8.00pm sharp
'Bells'
Hotel & Brewery
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 NEIL HAMMOND

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PRESIDENTS RANT



HISTORIC SANDOWN; Entries close 16th October
MARQUEES Call TED – 9874 7671

Welcome to the September newsletter. As you all know we have sadly lost, who could only be described as the greatest Australian racing driver ever, Peter Brock! I grew up a Ford fan but I always loved to watch the master do it. Who could forget his storming drives around the mountain chasing down the Jags, or his amazing lap record on the last lap of 1,000k's. Unreal! In fact I think most of us in this Club wanted to be Brocky. Or at some point in our racing careers have dreamed we were.

Not only was Brocky a brilliant driver, he also used his media skills and icon status to do a lot of good work in the community. My sincere, heart felt sympathy to James and all his family on Peter's sad passing.

I believe at Historic Sandown there will be a special tribute paid to Peter. (Here's the segway) If you haven't got your entry in for Historic Sandown yet, now would be a great time to do it. WE ARE A LONG WAY DOWN ON NUMBERS (Doesn't that sound familiar). If you haven't got an entry form, you can download them from the Club's website. If you don't know what a website is, call Russell Pilven or another committee member NOW and they'll organise to get one sent to you.

Thanks to everyone for coming to Meridian Motorsport last month. The turnout was not too bad all things considered. This month's meeting will be back at its normal place – Bells Hotel in South Melbourne.

130% rule.

The removal of the Clerk of Course's Discretion is still a hot topic amongst the Club members, Committee, Vic State Race Executive and most of the other categories too. The Vic State Race Executive has already sent a letter to CAMS and we are waiting on a reply. The newly formed Competitor group will probably also ask CAMS for a "please explain". Whilst we will probably get some luke-warm response, the real issue here is the consultation process involved with decisions like this, and the Targeted Audits, etc. The Victorian State Council also has queried their lack of involvement in consultation and decision making processes.

For you information. At the last VSCRC round at Sandown, a Torana struggling with fuel issues made the 130% by just 0.6sec. The guy was on P plates too, so I doubt he would have got through the required Target Risk Assessment paperwork and would have been sent home. Pathetic!

Competitor Group

The newly formed Victorian Competitor Group includes all categories that race in the Victorian championships. It was formed recently in re-

sponse to various attempts to change the State Series makeup, in particular the VSCRC Vs AASA division. The categories involved, recognised, very quickly, they needed to have a say in their future before it possibly split and fell over. Victoria is not big enough to sustain two series for too long.

The categories formed the Competitor Group and are having ongoing meetings with AASA, CAMS and the Vic State Race Executive. The Groups core message is WE are the customers and we can take our business wherever we like. If THEY want our business then they need to listen to what we want! Mark Barbour is our representative in the group. Mark is attending at least one or two meetings a week to get us through this. The Group are currently attempting to broker a calendar between AASA and Vic State Race Exec. so their rounds do not clash. This will allow competitors more freedom and more choice as well as making it possible to run both series if they wanted.

This is a terrific move forward. I must thank Mark and the other reps. for their insight and speed at which they moved to tackle this before it went pear-shaped. It all happened over about 7-10 days and required a lot of effort on everyone's behalf. Mark can give us all more information at the General meeting.

Targeted Vehicle Audits

Welcome! These Audits are being introduced as of Jan 2007. Again, fantastic consultation in the lead up! We are going back to CAMS to ask WHY! Why are these being introduced? Is there something wrong with the current system?

Anyway, the Audits could be good. We don't know as yet. In NSW they currently only scrutineer once a weekend or 3 day event, with random scrutiny thrown in if deemed needed. The same for WA I believe?

How many of us have actually been pulled up during the current system and told the car is wrong or dangerous and told NOT to go out until that is fixed, apart from brake lights! I can name three people, me being one of them, who went to scrutineering, then changed tyres and forgot to torque the wheel nuts before going out on the track. The other two I won't name.... unless they cuss me!

I asked the Chairman of the Historic Commission, Paul Hamilton about this and he said, "It's a really good idea". I asked him how many wheels fall off cars in other states and he said "none".

So, we have to have our cars inspected and signed off before we are allowed (introduced) into the system. This curtains a 20 min (approx)

inspection. All the Club's competition members would have received a letter about this. The Club is holding inspection days in the next month to get us started. There is a checklist in the CAMS manual about scrutineering. Follow that and you'll be OK. But, for example...I think. I have four carbies on my car, extravagant I know, but each one, according to the rules, requires a throttle return spring. I only have two springs as the carbies are linked in pairs and it's a better option. I'll now have to install two more, somehow.

Historic Commission

There was a recent meeting of the Historic Commission, apparently. Seems someone forgot to tell us. Justin Brown will again tackle this communication error, as this was one the points the commission promised to improve with the AHTCA. I am told there was a lot of Group N talk in the meeting, apparently. We'll have to wait for the minutes to be published to find out.

Each year the Club is asked to nominate appointments on the Historic Commission. Most years we've simply ignored it and put up with whatever we got. Which is probably why we didn't know a meeting was being held. But this year the Committee discussed the issue and after looking at the selection criteria we believe our best chance of achieving a successful nominee would be by nominating Bill Cutler. This does not guarantee he'll get an appointment. The Board of CAMS makes the final selection. Let's hope Bill is successful as it would great for the Club and Group N as a whole.

Get a head for safety

Without reprinting the entire letter from Peter Lawrence, here's what he basically says. In the next year to 18 months, head and neck restraint systems will most likely become mandatory. Starting with national meetings from Jan 2007 and rolling on to state events the following year. The only system currently approved is the HANS device.

There are a couple of questions that we'll need clarification on.

1. Does it apply to Historic?
2. Will the Leatt brace be approved by the FIA? (this is much cheaper system – which fits any helmet)
3. How much do you value your life?

See you Wednesday

Jervis

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Minutes – General Meeting 26 July 2006

Held at: Bells Hotel
Meeting opened at: 8.15 pm

Apologies: Justin Brown, Mark Brewster, Bill Cutler, David Floyd, Brendan Hare, Don Knight, Darren Knight.

Guests: None

New Members: None

Minutes from Previous Meeting: No minutes to approve.

Business arising from Previous Meeting Minutes: Not applicable.

Reports:

Secretary:

Mail received: ANZ #1 A/c Bank Statement; ANZ V2 A/c Statement; Esanda Interest Statement; MBE Statement; member questionnaires; Showtime Group e-mail re: Motorsport Show; various mail items from vendors.

Treasurer:

As at 26 July 2006:

ANZ #1 Account: \$5462.28

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

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

President:

Thank you to everyone who ran at Sandown. There has been a lot of positive feedback from the event. The committee have had their first meeting for the year and will be working on a plan to bring more secure and rewarding motorsport in the future. Our website has been updated and will now be more capable of handling our requirements into the future.

Vice-President:

WE have been invited by the HQ club to join them in their family day (as publicised in the newsletter). This is a twilight event and will be run on the long track under lights. Good news for the event is that there is no age limit, but a height limit. For the really young ones, a time will be set aside during the event for them to be 'strapped' into a race car and will lap behind the safety car. BYO food etc. to this event and cars will be scrutinised. As previously indicated we are endeavouring to lift the profile of the club and over the weekend we were introduced to the editor of 'Race' magazine. Additionally, three or four of our cars will be written up in Unique Cars in the near future.

Competition:

The racing over the weekend at Sandown was great and it was good to see such a variety of cars. There will be a wrap-up of the event and any ideas or suggestions to be put to the State Race Committee. One idea reiterated was that we should have a 'signature' position for all VSCRC events and at Sandown preferably in the area immediately adjacent to the Grandstand. Please check the club website for entries for the remaining VSCRC and Historic Sandown in November.

The Christmas party has now been confirmed for 9 December (same day as the last round of Bianta at Philip Island). Other details for the night are yet to be confirmed. As it is our 25th anniversary year we will endeavour to make it a 'big' night.

Anecdotal evidence from a competitor involved in an accident at Sandown is that his HANS device protected him from further serious injury. Members who compete are encouraged to investigate a HANS device when next considering purchasing a new helmet and to be aware that there are critical measurements required for correct installation.

Note: Essendon Airport is now closed for purchases of small quantities of Av-

gas. Can still be purchased in bulk.

Point Score & Trophies:

VSCRC trophies will be handed out at next month's meeting (at Meridian Motorsport). Points for interstate races should if possible be submitted within two weeks of the event.

Membership:

As follows: Competition – 145; Social – 32; Life and Honorary – 5; Non-financial – 26.

AHTCA:

No report. A summary of submissions to be put to the HTCEC will appear in the August newsletter.

H.C.:

No report.

Newsletter:

Congratulations to the club as a whole for the event at Sandown! The coverage that we will get through 'Race' magazine should be very good for the club as it is targeted spot-on at a demographic that fits well with our category. The editor's awards for the Philip Island round go to someone whose car has come on in leaps and bounds – Andy Clempson, and also to Mark Schatz.

Eligibility/State Council:

The issue of 'Targeted Scrutineering' was raised and definitive information will be provided as and when it comes to hand. There is a State Council meeting coming up and it is expected that there will be a focus on OH&S going forward.

General Business:

Historic Sandown – get your entries in for Historic Sandown as soon as possible (remember last year we only managed to secure a second grid at the last minute). There is a special price package available for the whole weekend that includes practise and the two race days.

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MEETING MINUTES

Mike Oliver – a special mention must be made of Mike Oliver who competed and finished in the last race at Philip Island with a broken drive shaft. Nice one Mike!

Marquees – please advise the club if you will be requiring a marquee space for Historic Sandown

Meeting closed at: 8.48 pm

Targeted Scrutiny

As David Twigg was unable to attend the CAMS meeting that was held to discuss the subject of Targeted Scrutiny, following is my summary of the key points from that meeting together with some recommendations. Please note that as this meeting was held on 22 August 2006, some points of discussion may have progressed since then.

Summary of Key Points from meeting at CAMS on 22 August 2006 and Recommendations for the HTCAV Key Points from Peter Lawrence Presentation

The concept of targeted scrutiny will be implemented. It is already happening in WA and NSW

Historic Touring cars competing at VSCRC will be subjected to Targeted Scrutiny.

The Historic Commission at their meeting on 1 September 2006 will decide upon targeted Scrutiny at bona fide Historic events. (It is anticipated that the Historic Commission will sign-off in the affirmative on the matter).

Planned commencement date is January 2007, but in effect can commence immediately and has in certain categories already commenced i.e. HQ Holden, Formula Ford

Categories can organise themselves for their members cars to have the Targeted Scrutiny Pre-Race Inspection at a venue of their choice, provided that prior arrangements have been made with the scrutineers. Rebecca at CAMS will be the contact person to facilitate these sessions. (This inspection is a one-off and will not be required at the beginning of each year)

It is anticipated that each car will require approx. 50-60 minutes scrutineering time i.e. approx. 20 minutes with three scrutineers in attendance

If a car is found to be non-compliant at the Targeted Scrutiny Pre-Race Inspection, the car must be re-presented prior to its first or next race meeting (whichever is applicable at the time).

After the initial inspection, each car will be targeted for scrutiny at least every fourth event and not less than once every 12 months. Cars involved in an accident at its previous meeting will automatically be targeted for scrutiny at its next meeting. The presence of category eligibility officers for cars targeted for scrutiny at race meetings will be encouraged.

Relevant paperwork has been developed by CAMS for each competitor to complete for each stage of the process i.e. Pre-Race Inspection Form; Scrutiny Declaration Form (to be completed and forwarded with event entry documentation).

Questions and Matters yet to be Resolved

Document storage and archiving

Timetable to organise Pre-Race Inspections

Administration with regard to forms & the relevant processes for event secretaries, in particular how and when competitors will be advised about a targeted scrutiny at an upcoming event

Log books and how they will be handled during the process of targeted scrutiny at race events

The Victorian coroner will be consulted with regard to the entire process to ensure that there are no loopholes

For the time being, it is envisaged that apparel checks will take place in the marshalling area

Other Important Issues

Race secretaries will need our support in presenting them with good quality paperwork, as their workload will increase substantially with the introduction of this initiative

During the transition period, all cars must and will be scrutineered either by targeted scrutiny or the traditional method in order to compete at any event

Scrutineers are responsible for compliance with CAMS rules and will be encouraged to target both safety and parity related regulations

Entrants remain responsible for the general safety of their vehicles (refer NCR 144)

A suggestion was made that it would be valuable for competitors to keep records of mechanical work performed on their cars, so that in the unforeseen circumstance of a catastrophic event, the competitor would have a record of all work carried out on the vehicle, to contribute to any ensuing enquiry

Recommendations:

Arrange for Pre-race Inspection sessions at agreed venues for our members

Continue to update club competitors with additional information as it comes to hand. (Please note that updates will also be posted on the CAMS website)

Ensure that all club competitors are aware of any documentation updates as the process evolves

Provide support to race secretaries by ensuring that entry paperwork is complete in every detail required

In conclusion, provisional dates have been booked with CAMS scrutineers for our club members' Pre-race Inspections. Having a Pre-race Inspection done on one of the two days set aside for this will probably be the most practical way to getting this essential step of the process completed. (Details of these dates and how the inspections propose to be conducted have been mailed to all competition members and should be in hand by now). I believe that our considered approach to this initiative will ultimately be in the best interests of all stakeholders in our sport.

Thanks for your anticipated support.



**Trengroves 'BARWON TIMBER' EH
'smokin' @ Sandown!**

Targeted Scrutiny – an overview of the Implementation Strategy

The Australian Motor Racing Commission (AMRC) has approved the introduction of a revised scrutiny procedure for **all circuit racing events** in Australia (other than for Historic Meetings and V8 Supercars) commencing in 2006. This process, known as Targeted Scrutiny, replaces the Traditional Scrutiny process that has been in place for more than 50 years.

Under the Traditional Scheme, all cars presenting at a race meeting were scrutinised, with each car receiving between three to six scrutineer minutes (three scrutineers for two minutes etc). This short time placed clear restrictions on what could be checked for compliance, and to what extent these checks could be made. Further scrutiny occurred on an ad-hoc basis during an event with some or all cars being subjected to additional checks in Parc Fermé. Such additional checks were more frequent at National level events where CAMS appointed Technical Commissioners to look after specific fields.

Under the Targeted Scrutiny process only some cars will be subjected to scrutiny at the event, with the majority of cars (between 80% and 90%) being subject to no prescribed checks. Those cars that are checked will receive around 60 scrutineer minutes, and therefore will receive a much more comprehensive compliance inspection than under the traditional system.

Cars will be targeted as indicated by various factors, such as time since previous scrutiny, performance disparity and accident history, and some will be randomly selected. It is envisaged by the Commission that all cars competing in events would be inspected at least once per year under the Targeted Scrutiny Scheme. Cars that compete regularly (6 or more times per year) may receive more frequent inspection.

After carefully considering the issue, it has been decided by the AMRC that, as an introductory measure, all cars must have either been subject to a Targeted Scrutiny session, or a traditional inspection, prior to competition. This avoids the possible scenario of a car competing without having some form of scrutiny under either scheme.

Stage 1.

Date September 2006 – February 2007

A series of Field Specific scrutiny sessions is to be organised to allow the majority (desired 80%) to undergo Pre-Season Targeted Scrutiny prior to the first competition.

Competitors who, for geographical or other reasons cannot attend the Field specific sessions can arrange with appropriate (S2 or above) Scrutineers to have an individual inspection done.

Stage 2.

Date Race Meetings for remainder of 2006

Traditional Scrutiny to continue to be offered. All competitors to complete NCR 144 Declarations regardless of what type of scrutiny is to occur. At the discretion of the Clerk of Course those competitors whose cars have received Targeted Scrutiny may be exempted from traditional scrutiny.

At the discretion of the Clerk of Course, a limited number of vacancies for Pre-Season Scrutiny may be made available throughout event. These will require prior booking with Chief Scrutineer. Traditional Scrutiny must take place if car to compete prior to booked time. Priority given to geographically isolated competitors.

Stage 3.

Date All Race Meetings from 1 January 2007

Targeted Scrutiny will be the only form of Scrutiny offered. Competitors whose cars have not had Targeted Scrutiny must arrange for this to occur prior to the meeting.

Stage 4.

Date All Race Meetings from 1 January 2008

Targeted Scrutiny will be the only form of Scrutiny offered. Competitors whose cars have not had Targeted Scrutiny within the last twelve months must arrange for this to occur prior to the meeting

Stage 5.

New Vehicles

Pre Log Book inspection to be modified to incorporate a full Pre-Season Targeted Scrutiny

Important Notes:

- It must remain clear that no vehicle may participate in an on track activity unless it has either been the subject of Targeted Scrutiny, or it has been given a check under traditional scrutiny.

- Scrutineers are responsible for compliance with the CAMS rules, and must be encouraged to target both safety and parity related regulations.

- Entrants remain responsible for the general safety of their vehicles, including all aspects of mechanical condition, such as rust, cracking or wear. Scrutineers are NOT responsible for checking for such matters.

Where scrutineers detect matters of concern relating to mechanical condition whilst checking for compliance, they must report that to the Entrant and the chief scrutineer. The Entrant must then make a case, either to the Clerk of Course, or Stewards and receive approval to compete. Such decisions MUST be documented.

Implementation of the Targeted Scrutiny Process in Victoria will begin in late 2006 and this will require the use of parallel systems for a period of time. As time progresses and greater numbers of cars are subject to Targeted Scrutiny, Traditional Scrutiny will be phased out altogether (unless special arrangements are made).

The Victorian Scrutiny Panel is currently working in collaboration with the Victorian State Office to draw up an implementation plan. It is envisaged that 80% of all fields regularly involved the State Race Series will have had Pre-Season Scrutiny completed by December 2006.

Information sessions will be conducted shortly for key stakeholders and clubs will also be contacted with information on the Targeted Scrutiny Process and to organise a suitable time and venue for the Pre-Season scrutiny sessions to be conducted.

Should you have any concerns, please direct all correspondence in relation to this matter to the Project Coordinator Rebecca Drummond 9593 7732 or

rebeccad@cams.com.au



EDITORS Report



Busy, busy, busy time of the racing year for all of us I suspect.

What, with our well subscribed state rounds, the upcoming family day, Bathurst and Historic Sandown this is a full on time of year for us racephiles!

In our own camp we've decided to make it just that much harder by managing to break the car just leading up to this busy time—bugger! My mission at Sandown was to keep it straight and going—well at least I kept it straight which was kinda easy seeing as I managed three full laps! Still, we learnt a valuable lesson from that experience and the weekend was certainly not wasted as we were treated to an awesome display of hot racing put on by all Historic Touring Cars that competed—well done guys!

went on to finish racing and competed strongly all weekend — a very gutsy effort I thought.

Team Brown had some mixed results with Stuart's yellow car competing very strongly all weekend whilst Alan's red car succumbed to a near electrical issue seeing as the errant rod only just missed the alternator on its exit from the block! - oops.

Mick Stupka suffered a gearbox failure in the first practice on Saturday morning but after a quick workshop visit to install a spare gearbox managed to complete the weekend although somewhat hamstrung by an incorrect set of ratios at his disposal. He did manage to finish his events and collect some valuable club pointscore points along the way.

Peter Owen's RS1600 Escort succumbed to gearbox dramas early on

our AHTCA representative Justin Brown is working tirelessly on these same issues and in consultation with the committee is assisting in the brokering of suitable results for all competitors.

Looking forward to next year it will certainly be an exciting time to be racing considering the likelihood of our racing options being increased along with the influx of many new and interesting cars coming on line in the next few months. It's interesting to see how the grid makeup's change over the years with some older race cars becoming 'new again' - great stuff.

Historic Sandown looms as a premier event for the year with huge interest generally and Historic Touring car numbers expected to be at a maximum. Just remember that you were warned here first—get your entries in as it's first in best dressed!

Have you booked a table for the end off year function? Our silver anniversary themed awards night and Christmas party will be very special this year—keep an eye out for an announcement soon regarding this event. Whilst I can't let the cat out of the bag just yet I can assure you that this is an evening you will not want to miss. If you thought last year was funny—brace yourself cos you'll be in for a treat! The reality is that it is less than twelve weeks away so please give a committee member an indication of your required tickets for this event. Once again you can say you heard it here cos it will be a case of first in best dressed!

Gotta love this time of the year eh! Bathurst and Indy on the Gold Coast all within a month—woo hoo!

Don't forget to call Jervis and book your car in for a targeted vehicle audit as this will ultimately save you time and effort should you have to arrange it yourself as alerted to in the recent letter sent to all members. Jervis and Mark Schatz have made a huge effort to procure this most satisfactory solution to what is a controversial issue at the current time. Whether we agree with it or not—this outcome is clearly the best way to prepare for the changes being made—well done guys.

Look forward to catching up with many of you at the family day out at Calder Park on Saturday 30th—should be a blast like last year,
Yours in racing—Deano.



Len Reed punting hard in Ian Pringle's (SA) mini.

How good is Tony Hubbard? What a comprehensive and superbly professional display with him taking the wins in all races on the weekend—great stuff and an absolute joy to watch. I've said it before and I'll say it again—this car simply raises the bar for our category wherever and whenever it runs—great stuff!

Drew Marget's new Mustang laid down some very impressive times on the weekend proving that their team is certainly on the march and heading in the right direction. As the year unfolds it will be interesting to see this car as it hits its straps so to speak in the not too distant future I would expect.

Tony Hunter had some misfortune on the weekend which unfortunately resulted in some bruising of the glam Camaro, but in true fighting fashion he

and unfortunately left the escort fans with only one car to support in Don Knights new twin cam version.

Don's car once again ran faultlessly all weekend and performed strongly yet again earning a reputation as becoming both quick and reliable in the process—great stuff to see and yes I was also cheering from the stands—he is in a different class after all!

Off track and in the committee room it has been frantic lately with all the comings and goings of the current issues including targeted scrutiny, the 130% rule and others. Your committee has been working overtime on these issues procuring both the best result possible and also acquiring information so that you the members are correctly informed of the current states of play. Along with the committee it also bears mention that

SANDOWN HISTORICS

Sandown Historic Meeting is shaping up to be quite a spectacle with about twenty F5000 on the grid at one time. Add to these two grids of Group N, one of Groups A & C combined, Marque sports MG, two Regularities and other open wheeler categories, it will be an excitement packed weekend.

You need to be a part of this for your sake and our class to put on the best possible show.

After last years debacle of on again

off again second race, we need to reward the promoters faith in us by putting the two grids back on and entering as early as possible. Our entries started very well with seventeen entries in very early to lead the pack. However, the next month saw only three more entries.

Don't forget, in spite of the meeting being in November, entries actually close 16th October, so please get in now and save the promoting committee from heart attacks, panicking about whether or not the numbers will be there to break even.

Eddie Dobbs



Lambert flying @ Sandown.



The 'sixes' hard at it.



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SANDOWN PICS



Clempson & Ward battle for Nb honours ↑

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Hunter, Walmsley & Marget in close company at Sandown.

Vale - Peter Brock

When Peter Brock retired from full-time racing in 1997, grown men openly wept. And last Friday, as news began to filter out from Perth that there had been an accident at the Targa West tarmac rally, the rest of Australia joined in. Unless you have experienced Australian racing, you may struggle to appreciate the unique position that Brock occupied on the motorsport landscape. And you'll probably think I'm exaggerating when I say that in this part of the world, the news of Brock's death last week, at the age of 61, resonated more loudly than that of Ayrton Senna's 12 years ago.

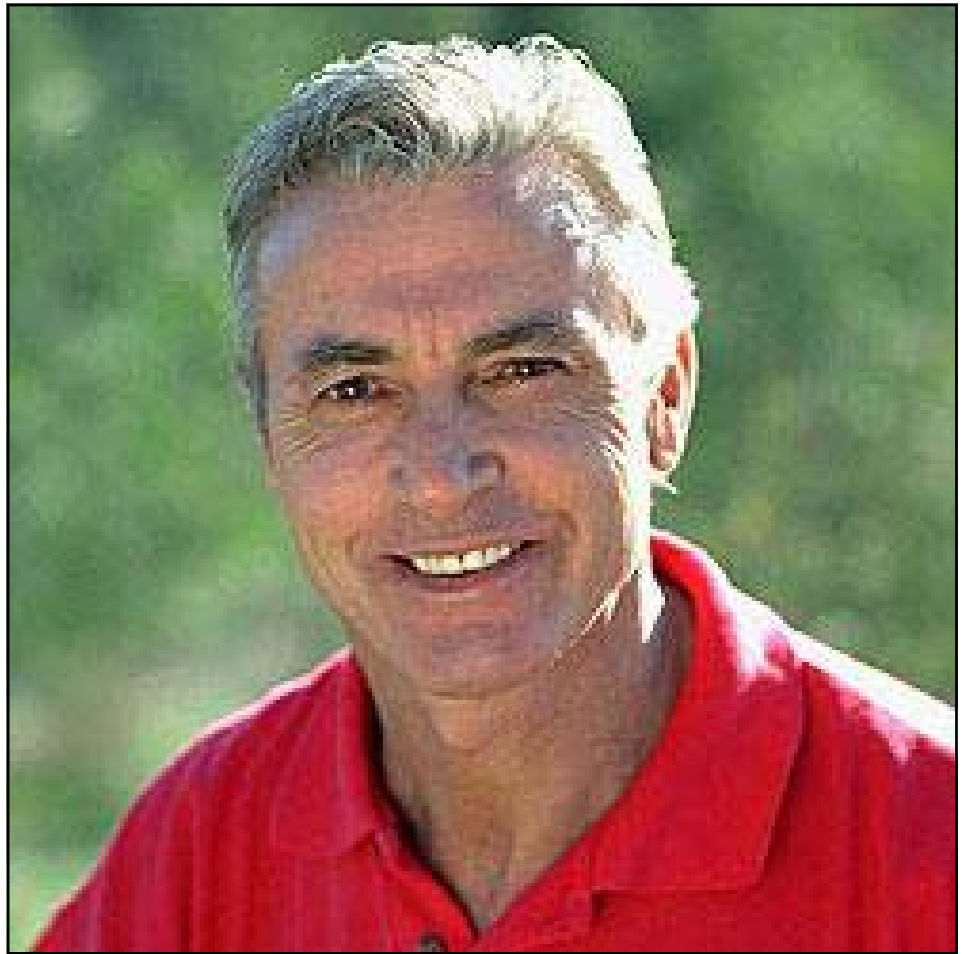
There are a few celebrities in Australia who could be universally identified merely by their surname, but Brock was surely the only one who could be identified by a number: 05, the competition number that he ran on almost every car he drove from the mid-1970s up to the Daytona Coupe in which he perished.

It goes without saying that Brock had an almost supernatural talent behind the wheel. Winning the race at Bathurst even once is a massive achievement, yet he did it nine times. And that's before we get to the nine Sandown wins (the traditional 'warm-up' race for Bathurst), the three Australian Touring Car Championship titles, and assorted other bits and pieces.

But more than that, he moved beyond the boundaries of the sport in a way that no other driver ever did before, and quite possibly more than anyone will again. Brock was the most famous racing driver in the country by a huge margin. His recognition level among the general population was something in the order of 86 percent. If you ever drive through the Bathurst region, you can tune your car stereo to FM station B-Rock.

He was racing's ultimate ambassador; a guy who had a rare understanding of exactly how the game worked, and of the extent to which the fans on the hill were responsible for his success. And despite the constant demands upon him, both during his heyday and later, in 'retirement' - a word I use cautiously because, despite his best intentions, he never quite managed to wrench himself away from the wheel - Brock did whatever he could to give something back. All of us have stories. We've all seen him stand in race paddocks signing autographs, sometimes literally for hours. And there was none of this business of taking a cap, signing it, and handing it

back to the owner without a glance. On the contrary, for the five or six seconds that he might spend scribbling his name, he had this unnerving knack of making a stranger feel like an old friend. This sometimes went to extraordinary lengths. I recall chatting with him at a race somewhere three or four years ago, and he told me of the time that a fan had handed over their glass eyeball and asked him to sign it. It may have been one of those rare moments when Brock was lost for words, but he duly obliged, and the fan popped his trophy back into its socket and wandered off happily.



It's because of this unwavering dedication to his supporters that, in a sport as tribal as touring car racing in Australia, where some fans have their allegiances to Ford or Holden literally tattooed into their skin, even the most die-hard Ford fan couldn't quite bring themselves to hate him.

Despite his nickname 'Peter Perfect', Brock had his share of human failings, some more public than others. His credibility took a severe hit in the mid-1980s when he created an 'Energy Polariser', a device that used magnets and crystals to improve performance of a car by

'aligning the molecules'.

The Polariser was one of a number of issues that led to an acrimonious split between Brock and Holden, the manufacturer with which he had become synonymous, in 1987. (They set aside their differences six years later).

Gaining widespread support for the Polariser may have been beyond even Brock, but it illustrates another aspect of his personality that made him such an intriguing figure.

In the last 20 years of his life, Brock was an intensely deep-thinking man who was eager to share his sometimes-

idiosyncratic views on the world with anyone who cared to listen. He was also a poster-boy for healthy living, and followed a strict exercise and almost-vegan diet regime for two decades.

Brock was also a keen believer that everyone should strive to achieve their maximum potential, and set up a foundation to allow ordinary but disadvantaged people to have opportunities that may otherwise have been denied them. It was not by accident that most of his autographs were accompanied with a message, usually extolling the owner to 'Enjoy life' or 'Be your best'. But over

Vale - Peter Brock



and above everything else, he was just Brock. He was an immensely gifted steerer, a unique and charismatic personality, and the seed that germinated a culture of touring car racing that continues to flourish in Australia to this day. Peter Brock was arguably the best touring car driver the world has ever known. It's just a shame that only a small part of the world had a real chance to enjoy watching him.

Brock's career in brief

Aside from a couple of early dalliances with open-wheelers, Peter Brock's career was steadfastly devoted to touring cars. "No mudguards or headlights, no windscreen wipers ... they [open-wheelers] just aren't real cars," he once said in an interview. "They do everything too well; go around corners so exactly, and if they're not good enough, they re-engineer them. "With the touring car, you've got this vehicle that has a lot of limitations, idiosyncrasies, faults, so as a driver you've got to drive around these things and make the damn thing do what you want it to." It's impossible to condense a career that spanned almost 40 years into a few paragraphs, but here goes.

He started out with an Austin A7 with no brakes that he modified with his mother's axe (much to her chagrin), and made his mark in a 186 Holden-engined Austin A30 Sports Sedan. His success in the ungainly little thing brought him to the attention of Harry Firth, who was running the then-fledgling Holden Dealer Team. Firth offered him a drive in a Monaro at Bathurst in 1969, starting an association with the race with which his name would soon become synonymous.

The first win at The Mountain came in 1972 at the wheel of a Torana XU-1. Brock drove the entire race alone, and in the process became the last solo driver to win what is known in these parts as The Great Race. By 1987, he'd have nine wins at Bathurst to his credit. Bathurst was the site of his last ATCC (Australian Touring Car Championship) appearance when he came out of retirement in 2004 (for the second time, having made a half-hearted attempt at the race two years earlier) to share a works Commodore with Briton Jason Plato. It was not a happy farewell - Plato was involved in a major accident that put the car out of commission before Brock got

a chance to race. And it was also the track that saw his last major win, when he claimed victory in the 2003 Bathurst 24 Hours at the wheel of the Monaro CV8 that he was sharing with V8 Supercar drivers Greg Murphy, Jason Bright and Todd Kelly.

While most of his career was spent on native soil, he ventured overseas occasionally. He had two attempts at the Le Mans 24 Hours as a privateer, the first in 1976 in a BMW 3.0 SL and the second at the wheel of a Porsche 956 in 1984, but failed to finish on both occasions. He had better luck at Monza, where he finished second in the opening round of the FIA World Touring Car Championship in 1987. And despite his long asso-



ciation with Holden, he did dabble in other brands. If you look hard enough, you'll find shots of him in BMWs, in Volvos and even - tantamount to high treason - in a Ford Sierra. But while he is heavily identified with Holden, his career, like all great careers, was really defined by who he raced against. And Brock was responsible for some intense rivalries, the greatest of which was with Ford's Allan Moffat in the 1970s. Yet as fierce as the racing between them was, it was never anything other than fair. "My regard for Peter's abilities came from the fact that we raced hard and he never crashed into me," Moffat told Australian magazine Motorsport News this week. "We were never enemies. That is more than I can say for a lot of fellows who

took an easier way out. So Peter became very much a focal point of my admiration. There were not too many others worthy of that kind of admiration."

The feelings were obviously reciprocated, because as soon as Brock had a chance to hire Moffat in the mid-1980s, he did. In F1 terms, this would have been a bit like Senna hiring Prost.

But there have been many others. The sheer longevity of Brock's career means that he has raced against virtually every great touring car driver the country has produced in the last 30 years, and to this day the main players in V8 Supercars remain in awe of him. This year's Bathurst 1000, due to be held in three weeks, will be a poignant weekend indeed.

The Numbers:

Bathurst wins: 9 (1972, 1975, 1978, 1979, 1980, 1982, 1983, 1984, 1987)

Bathurst podiums: 12

Bathurst poles: 6

ATCC Championships: 3 (1974, 1978, 1980)

ATCC starts: 212

ATCC round wins: 37

ATCC poles: 57

ATCC podiums: 100

Sandown wins: 9 (1973, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1984)

This article was reproduced from a general release article from CAMS.....Ed.

Qualifying, Targeted Scrutiny, Communication & Necks

Targeted Scrutiny

Let's get together with CAMS and support this comprehensive safety and eligibility audit of vehicles – there is no doubt that this will enhance compliance in these areas but only if the vehicle remains untouched. Race cars are a work in progress, they require constant modification and tinkering and nut twisters occasionally forget to twist or wire things and components fall off! Don't remove the daily inspection in the scrutineering bays; by all means every four meetings go through each car comprehensively but as an addition not a replacement. What about this proposed maintenance log? What style should it take? Who should inspect it? I'm all for safety and sound practices – let's add procedures not remove them. What consultation took place with the professional race car preparation industry? None I'd suspect.

Qualifying & 130%

Poor bloody race officials, having to implement new guidelines from CAMS HQ. Cop this one ... Current Nc lap record holder under 1500 cc at Sandown practices last weekend but doesn't do qualifying and can't start in race 1 on Saturday. Go home, get the last official time sheet from last meeting, now allowed to race Sunday. This bloke is only a CAMS official himself, former club president and probably been racing for 30 years! Like I said, poor bloody officials having to enforce this zero tolerance approach. How much consultation was there with the various clubs and officials who conduct race meetings before this was implemented? Again, none I'd suspect.

Take home message – have previous time sheets for all tracks you've raced at with you. Laminate one for each track and keep it in the glove box (just under the traction control – sorry – rev limiter box). Also remember initial sign in may not be your only paperwork requirement – sign on at drivers' briefing or squaring it away with the clerk of course if you miss a session is also sensible. Read the supp regs carefully, the days of starting

from pit lane - the old "she'll be right, no harm done" system - are obviously finished.

Necks

Let's face it, we're all barking mad indulging in this sort of risk taking. It's mainly a bloke thing, something to do with body chemicals like adrenaline and testosterone (yes, Coxy, there will be a spelling test!) and with the exception of sex there's not much else that comes close. So, if you're going to keep indulging in this fantasy (Coxy, that's motorsport, not sex) do it as safely as possible – look after your neck.

Ten years ago at any given Vic race meeting, probably only two of us wore a neck support (doughnut). Nowadays only one or two competitors wear a HANS device. We spend up to \$60,000 on an engine but don't spend \$3000 on a new helmet and HANS device – no logic there folks! Yes, I can understand that having to buy a new compliant helmet for \$1500 or so is an ask (just to have two holes added to it for the tether straps) but there is a new device on the market which may revolutionise safety – the Leatt Brace.

Here is a device which can be used with your current helmet and which claims to support your neck in all planes of movement, not just forward and backward. Coxy and the distributors are trying to get one sent down for display at a club meeting (there are currently only two in the country). Let's examine it and compare it with Dean Bryant's HANS device for comfort, etc. If it's any good, a spend of \$700 will be a lot easier to swallow than the current alternative.

CAMS needs to clarify where it stands with this current SFI approved Leatt Brace. Do you realise that they currently have a policy to make some type of neck support mandatory by 2008? Let's hope this affordable alternative gains FIA/CAMS stamp soon. I hear the testing of it is more rigorous than the HANS device too, but the rumour mill suggests some commercial tie up between the Hubbard Downing HANS and the FIA. CAMS – bring on affordable safety and bring it

on now. Neck support is as necessary as a helmet or a race suit. As a chiropractor, I won't bore you with the biomechanics of whiplash – but it's the neck that will get you every time. Do I get any extra jellybeans for wearing it to bed?

Communication

Apparently the HC met a week or two back. Funny that – they forgot to tell the clubs, they forgot to tell the AHTCA and even members of the HTCEC weren't told! Probably just an oversight (?). Apparently the HC discussed at length the requirements of the Biante Boys, rumour has it they were rejected and now again wish to leave the 5th category.

Beware next year when and if this happens! Will they steal the limelight for special events and promoters by looking historic but not being historic? We have spent years cementing our place in the hearts and minds of the public and promoters – let's not lose it! By the way, I think we owe an apology to Peter Sneddon. You remember when Snedz used to warn us of "reds under the bed", when he warned us of franchises being the logical conclusion to this incursion of advertising into Historic motorsport? Well, guess where the cars "formerly known as Biante" may be heading? I wonder how many will actually go? Not many I suspect. I may have little faith in CAMS or communication, but I have the utmost respect and faith in my fellow club members.

Justin

How fortunate our club is to have such dedicated and passionate servants such as Justin tirelessly and constantly working to improve and protect our brand of racing—great stuff Justin.....Ed.

The FUNNIES

→

New BMW 2002 Group Nc car as recently mooted by our own Mr Schatz. I'm guessin that the non standard colour may be a problem—whadya reckon Mr Twigg?

**Final race results for Sandown
10/09/06,
The way I see it, all in humour,**

- P 1 Hubbard put another trophy in the cupboard
- P 2 Les said wam bam thank you mam
- P3 King parrot was knocked off his perch early and settled for 3rd
- P 4 Hunter was hunting for P 1 but got disgrunted by others in the race
- P 5 Dom drove like he stole it ! but papa said don'ta puta hole in it
- P 6 Hollywood started in style and lead for a very short while
- P 7 Marty drive like a smarty, picking up six spots on the way
- P 8 Brian almost did the same too ! without tyres sticking like glue
- P 9 The same went for Stuart Brown who says power is down
- P 10 This time Don kept the escort straight to be just two spots from P 8 As for the rest they done their best, well done to all

Mark Sully



Yee Ha—the grass is for the horses Andy—te he.....



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- Ford Tickford Racing
- Holden Racing Team
- HSV Dealer Team



So, I get a phone call the other day from *El Presidente*; some chap from the “South Island” was looking for the services of a vehicular transporter for a day, and can I get him to give you a call, Mat? Well, sure, but my question is this: Just how desperate is he? ‘Cos you’ve seen our truck, right? I mean, are you *sure*? But Jerv assured me that all was groovy, and after the subsequent discussion with the Taswegian in question, I sat back to calculate whether this might put me either in front or behind in the CARma department.

You see, on the plus side is the fact that I’m helping out a fellow racer (yes, yes, I realise that we can only apply that term to me if we interpret the appellation loosely). And you would surely think that such a thing could only register positively with the guys at the Cosmos office. And all things being equal, I’d be inclined to agree with you.

However. This is my truck that we’re talking about, so of course the risk that it would simply fail to proceed – to use a Rollerism – is quite a serious one. This would leave a dude who is essentially a foreigner stranded in strange land, yadda yadda yadda. And seeing as the equipment responsible would be mine, so too would the fault; and therefore I could expect punishment to be meted out accordingly.

As you can see, with just a little bit of effort even the simplest task can be turned into a major production, with all of the attendant drama. The ‘Slug in flared trousers’ himself (Lloyd Webber) couldn’t do it better.

Upon the arrival of the fellow borrowing said transportational device, all my fears of the two-headed monsters from across the straight appeared to be real – but no, there actually *were* two people in the cab, not just, well, you know. And do you know what? Despite the fact that they both had just arrived from significantly more Southern climes – we were told that one was from Hobart, and the other from a place called “Inceston” which is apparently a very close-knit, family oriented community situated to the North of the

island – they had the *cheek* (get this!) to slag off our weather!!! (!! Okay, it looked like it might rain, but really... ‘Looked like’?... ‘*Might*’?... Does that sound like the kind of thing that we Victorians should be ashamed of in the face of withering criticism from those that consider Antarctica ‘balmy’?

But to the surprise, principally, of me, nothing ultimately *did* go wrong. Floyd behaved faultlessly all day; well, to the extent that he was able, seeing as he is still on the waiting list for major heart surgery. We sent the lads off, and a while later they returned looking none the worse for wear. Just doesn’t seem right, does it?

The tale, naturally, wouldn’t be complete without a gaff from yours truly, so when we dropped them back

last effort at Sandown. Perhaps there’s something to that cumulative CARma theory of mine after all. Or perhaps... Nah, they wouldn’t do that to me. Would they?

Last, and in a way most definitely least, on to the great oil down challenge with our esteemed editor and Exocet rocketeer, Mr Bryant. The man has taken to taunting me regularly via e-mail about how badly he intends to beat and shame me at this silly ridiculous thing that someone suggested. (He said, trying ever so gently to begin the oblique climb down the slope of pulling-out-of-something-he’ll-get-thrashed-at.) The



Les Walmsley thrilled the crowds all weekend in the awesome XYGT.

off to the airport for the trip home (by plane, one would hope), it was more or less inevitable that I should instruct the Boss – who was driving at the time – that we stop at the ‘International Departures’ area. Well, I reasoned, you fellows *are* going overseas, aren’t you? And I’d been sooooo **good** up to that point, too. Oh, well. I’d say CARma neutral overall, so that in itself is a little victory, isn’t it?

I can scarcely believe it myself, but one’s sorry carcass was dragged out to the shed only just recently, and some work (sit down now, if you’re not already) actually **got done!!!** I *know*. I was just as surprised as you. And even better, we have only had to take the car half apart to rectify the results of our

taunting part is not unusual, he does that all the time. It’s just that there’s another reason now. Really, did anyone need another reason? Giz go, wouldja. Caaaaarn. And so on.

I suggested that the Boss could help me with some aerobic exercise, and what she suggested in her reply was kind of what I was talking about in the first place. And if she won’t help, well then there’s the risk of blindness, isn’t there. How can I succeed when no one will do the work for me, I’d like to know?

Onwards and upwards, as they say.

CLUB POINTSCORE - 2006



		<i>Class NcA</i>	<i>Hist</i>	<i>Rd 1</i>	<i>Hist</i>	<i>Rd</i>	<i>Rd 3</i>	<i>Rd 4</i>	<i>TOTAL</i>	<i>Class NcG</i>	<i>Hist</i>	<i>Rd 1</i>	<i>Hist</i>	<i>Rd 2</i>	<i>Rd 3</i>	<i>Rd 4</i>	<i>TOTAL</i>				
		<i>Over 5000cc</i>	<i>P.I.</i>	<i>Sand</i>	<i>Wint</i>	<i>2</i>	<i>Sand</i>	<i>Sand</i>		<i>Up to 1100cc</i>	<i>P.I.</i>	<i>Sand</i>	<i>Wint</i>	<i>P.I.</i>	<i>Sand</i>	<i>Sand</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	<i>Class NcF</i>				1101	-	1500	cc			<i>Total</i>
	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	<i>Class NbA</i>					<i>Over</i>	3000	cc			<i>Total</i>
	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		
			<i>Class NcB</i>				3500	-	5000	cc									<i>Total</i>		
		Paul Dobson	28	31	23	22			13	117	Tino Leo	3				19		22			
		James Frolley	47		42					89	Trevor Talbot					16		16			
		Peter Burchell			32		31			63	Dom Leo					27		27			
		Elton Treloar	31							31	<i>Class NbB</i>				2601	-	3000	cc			<i>Total</i>
		Rob Burns			17					17	Mike Oliver	24	31		31	37		123			
		Michael Bugelly	15							15	Rodney Gelston	36		17				53			
		Jody Mason			3					3	John Bourke			38				38			
		<i>Class NcC</i>				3001	-	3500	cc									<i>Total</i>			
		Mark Brewster	12	45		51	42	33		183	Brent Trengrove					27	22	49			
		Ray Challis	6	58		55	3	40		162	Richard Fairlam	26						26			
		Brian Dermott		42	33	36	36	33		180	<i>Class NbC</i>				2001	-	2600	cc			<i>Total</i>
		Geoff Taylor	9	3		15	58	15		100	Brendon Wilson	4		21				25			
		Trevor Talbot	58							58	<i>Class NbD</i>				1601	-	2000	cc			<i>Total</i>
		John Harrison	45							45	Ian Cuss	31		30				61			
		Stuart Brown		24		21	3	21		69	<i>Class NbE</i>				1301	-	1600	cc			<i>Total</i>
		Andrew Williams	36							36	John Luxmore	3				33	31	67			
		James Wells		21		15				36	Simon Browning	32	31					63			
		Eddie Dobbs	3		28					31	John Bendell	32			30			62			
		Martyn Lambert	3				27	30		60	Rod Evans			27	30			57			
		Scott Slater	24							24	Brian Deveson	28		26				54			
		Peter Knight	24							24	Colin Doolan	3						3			
		Michael Lemmens	3	12		9				24	<i>Class NbF</i>				1301	-	1600	cc			<i>Total</i>
		Alan Brown		6		9	3	3		21	Ted Brewster	49		24			20	93			
		Laurie Nelson					12			12	Anthony Ramadge	24		26				50			
		Douglass Growcott	3		15			24		45	Chris Ellis			48				48			
		Mark Barbour					15			15	Len Read			21		24		45			
		<i>Class NcD</i>				2001	-	3000	cc									<i>Total</i>			
		Lew Bush	31							31	Peter Melick			38				38			
		Brendan Hare			13					13	Colin Taylor	36						36			
		<i>Class NcE</i>				1501	-	2000	cc									<i>Total</i>			
		Bill Cutler	34			37	43			114	Tim Bradley			23				23			
		Don Knight		33	31	23	33			120	George Ginis			17				17			
		Mark Schatz		22	27	27	11			87	Rodney Creed	12						12			
		Russell Pilven	30		38					68	<i>Class NbG</i>					<i>Under</i>	1000	cc			<i>Total</i>
		Peter Owen			25		3			28	Mick Stupka	31	31	31			31	124			

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rowan@motoringevents.com.au - 0412 166 976
See more details at www.bianteseries.com.au

COMING EVENTS:

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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

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FOR SALE

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Rohan or Rob Stone 03 9337 8152. Vin No:54693 Eng:9FSAY49828

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(08) 83396790 a/h

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