

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - APRIL 2007
www.htcav.com.au



Bill Cutler muscles in at Island Classic!



Pearce blitzes @ Bathurst!

#PLEASE NOTE# Meeting this month MAY 2nd—NOT ANZAC DAY!

Sponsor wanted -

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General MEETING

Wednesday 2nd MAY
8.00pm sharp
'Bells'
Hotel & Brewery
Moray Street
South Melbourne

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
March 9-11	closed	Shannon's Phillip Island Classic	1	yes
May 26-27	April 23	Historic Winton	2	yes
Nov 11-12	TBA	Historic Sandown	3	yes

STATE RACING SERIES HTCAV CLUB POINTSCORE

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
Feb 17	closed	Calder	1	yes
May 12-13	TBA	Sandown	2	yes
July 14-15	TBA	Sandown	3	yes
Sept 1-2	TBA	Phillip Island	4	yes
Oct 20-21	TBA	Calder	5	yes
Nov 24-25	TBA	Phillip Island	6	yes

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PRESIDENTS RANT



APRIL General Meeting—Come along! Wednesday 2nd MAY—NOT Anzac Day!

Presidents Report April 07

Quick

To keep you up to date. In the last month the following has or will happen:

Next General meeting is Wednesday May 2 NOT ANZAC DAY!

CAMS newsletter has come out and includes tonnes of interesting news about AVGas, Medicals and other stuff – Read it. It affects you!!!

Our tyre survey has come and gone.

Results in the mag. QLD and NSW have followed our lead and got a survey going too

The Historic Commission met last weekend

Historic Mallala has been run and won – Congrats to John Bryant

Bathurst International Motor Festival has also been run and won – Congrats Darren Pearce (TAS) – three from three.

Next General meeting

Because the last Wednesday of this month happens to be ANZAC day, we decided to move the meeting to Wednesday May 2.

Guest speaker

At our next general meeting the guest speaker is Det. Sgt. Gerry Bashford of the Victorian Police stolen car squad. I guarantee he'll be a must see speaker.

He's bringing along compliance plates from all sorts of makes and models. And he'll show you how matching numbers and compliance plates don't prove a car to be original.

He's been in meaningful conversations with CAMS recently over Certificate of Descriptions of Group C and A cars. Did you know that by giving a car a CofD you instantly make that car worth hundreds of thousands of dollars? And Gerry said that since Peter Brock's death

the number of newly discovered Brock race cars has escalated. Don't miss him.

Tyre survey

The results of our tyre survey are printed in this newsletter. I leave it to yourselves to draw your own conclusions. Actually the answers are obvious.

However what did annoy me were the members who couldn't answer/comprehend the questions for frivolous personal reasons. I'd like to state one thing for fact, as I did at the General meeting prior to the survey! There is a radial tyre shortage in the 225/60/15 size, which affects Mustang, Charger, Falcon and Camaro to name a few.

There have been no Yokohama radials in this size available since August 2006! No Bull! (Thank God we didn't vote for this to be our control tyre two years ago eh??)

The lack of this size is not a typical "Christmas shortage" and the need to look at alternatives is not a "Knee jerk reaction". Ring Traction tyres in Melb (9764 2811) and ask them yourself.

Over the years things change.

Economics is driving the world more and more. Wether you own your own business or not we all understand economies of scale. Why would a tyre company build an outdated tyre size for 200 Australian racers when they could make better money out of another size.

Come on guys. Think this through. I'm not asking for tyre types. Just your ideas of where we should go!

What I hoped to achieve with this survey was to be better prepared! Prepared for the next time a tyre becomes unavailable, for whatever reason, so we can instantly tell the Historic Commission of our members intention. The last tyre decision was made in less than 10 days by the Historic Commission. Unfortunately there was

no time for consultation. So we need to have an idea of what you want in case this happens again.

And to answer further comment, there are no "Tyre Experts". They all work for the tyre companies so have biased views.

In my opinion the Historic Commission correctly let the effected cars run a 50 series tyre for a limited time. But that allowance is almost over and I have not heard ANYTHING for anyone about an alternative. It's up to you, the competitor, to help find a solution. If you start the ball rolling the Club will do what it can to help you. But YOU have to make the initial move.

Please do not come and complain in July when the tyre exemption had gone. And the first person to threaten to "park their car" can park the bloody thing! I can probably buy it cheaper then too!

Club Survey

I'm very sorry but we'll have to wait another month for some results. There are two people and two companies helping us with this. The monies (albeit) free and hours involved dictate our work doesn't take the front seat.

Coming up

In the next month or so we have

Vic State Series at Sandown

Historic Winton

South Australian Historic Touring Car Cup

Entries are still available for all these events. Get yours now!

See you May 2 at Bells

Jervis



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Minutes – General Meeting
28 March 2007

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.18 pm; meeting adjourned at 8.21; meeting resumed at 8.27

Apologies: Marty Lambert, Len Read, Graham & Scott Slater, Tony Hubbard, John Brash, Justin Brown, Russel Pilven, Rod Evans, Jill Hergt, Leigh Knight, Mark Brewster, Ian Watt,

Guests: Rob Mahony, Stephen Pilligers

New Members: John Pilligers

Minutes from Previous Meeting: Moved to be accepted by John Luxmoore; and seconded by Eddie Dobbs.

Business arising from Previous Meeting Minutes: None.

Reports:

Secretary:

Mail received: MBE statement & invoice; ANZ V2 account statement; Esanda Internet payment; ANZ #1 A/c statement; CAMS letter re: President & Secretary's information night; Appendix J Association newsletter; Cheque from Diamond Valley Autospares; memberships & questionnaires.

Members were reminded to peruse the CAMS magazine for some interesting articles, particularly about new rules with regard to medical examinations.

Treasurer: Report presented by Jervis Ward

As at 28 March 2007:

ANZ #1 Account: \$5562.07

ANZ V2 Account: \$12334.08

Investment Account

(Esanda Debenture): \$1123.45

ANZ Term Deposit (due 13/06/2007): \$8506.62

Estimated deficit year to date is \$499, but

with membership renewals and other anticipated income the surplus for the full year is estimated to come in at about \$2000. A year to date summary will be published in the April newsletter.

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

President:

An enormous thanks to Ted Brewster for his effort at Philip Island. Also to Margaret, Graham Slater, David Twigg and all others who assisted with this terrific event. Some of our Life and Honorary members i.e. Ted Brewster, Ken Zinner and David Twigg are actively involved with club matters and activities on a regular basis and we wish to thank them for this. Responses to our research questionnaire has now closed. Thanks to all who responded (approximately 50% of members), and we anticipate being able to report on our findings in the near future. We continue to look for volunteers to nominate for the committee. If you're interested, please let us know so that we can invite you to a committee meeting to see how things work. Winton Historics is approaching fast, so please get your entries in as soon as possible. Please get your tyre surveys in as soon as possible as it will be important to have our club's point of view heard at the commission.

Vice- President:

The VMRS is a stand-alone championship of six rounds and can competitors can enter the entire series. Trackside magazine has been published and will cover the VMRS events whereas State Racer magazine will cover the VSCRC events. Thanks to Graham Slater for his contribution on behalf of the category for Racer magazine.

Competition:

Entries are open for the next round of the VMRS. Please get entries in as soon as possible.

The format for our category has not yet been decided and we can choose what we really want by way of practise, qualifying

and racing. A majority of members present at the meeting decided in favour of a practise session, qualifying session and three races (of eight laps each).

The format of the Holden vs Ford feature race at Winton Historics is to be decided by club members. Don Knight's suggestion of a handicap format based on groups of four cars i.e. 2 x Holden & 2 x Ford being despatched at a time is the format favoured by a majority of members present at the meeting.

Point Score & Trophies:

There will be an update of the pointscore for the year to date in the next newsletter.

Membership:

As follows: Competition – 112; Social – 20; Life and Honorary – 6; Non-financial – 60. Non-financial members will no longer receive newsletters this year.

AHTCA:

No report. The committee have provided agenda items for the AHTCA to follow-up on this year.

H.C.:

No report. Bob attended the last committee meeting to address concerns about the interaction between and amongst the various organizations. The club's nomination of Bill Cutler to the HC has not been successful on the basis that there is not a position available for another HTC representative. However, Bill will deputise for Bob if he is not able to attend HC meetings. This will also provide us with succession in the event that Bob decides to retire from the position at some time in the future.

Newsletter:

We are looking for additional advertisers for the magazine. There are some additional competitor passes available for Historic Winton, courtesy of the organisers.

Thanks again to Deano for doing an outstanding job with our club mag 1.

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MEETING MINUTES

Eligibility/State Council:

No report.

General Business:

April General Meeting – there will not be a general meeting on ANZAC day. Instead, the general meeting will be held the following Wednesday.

‘Racer’ Magazine (bi - monthly) – Graham Slater will be responsible for the content from Victoria. Please contact Graham for editorial contributions to the publication.

Targeted Audits – the club will only organise another pre-race inspection day if there are sufficient people to support it. There may be spaces available at future meetings or opportunities to arrange private scrutineering. As there will be many cars whose next inspection will all fall due at the same time, we need to ask CAMS to respond as to how this will be managed by them.

Philip Island – in the future, the club should consider making up name cards with the race sponsor’s name for all competitors

AGP – given the feedback about the support programme at the AGP, should we contact the AGP Corporation again to feature in the support programme?

Meeting closed at: 9.13 pm

MEMBER LETTER—’tyres’

To anyone running a Group N Historic Racer

Just thought I would put pen to paper regarding the tyre situation. I have been circuit racing for 20 years, predominantly in Group N, with a short time in Club Cars and Sports Sedans. Over the years the biggest expense in day to day racing is tyres. New tyres are always faster than tyres that have done one or two meetings. Hence, to be competitive you need new tyres, and I will just say here and now that we are all racing, regardless of what some of you would say. Everyone would rather be at the front of the grid than the rear. As some of you know, I race a Mustang. I have tried Hosier tyres and found them not to my liking, plus you need another set of tyres for wets which Hoosier do not make.

I was running the Yokohama Advans and found them ok, but like the Hoosier, they don’t like too many heat cycles. But they have been unavailable for some time, hence, we have a tyre problem and the 50 series became available for a trial period. I purchased 8 Bridgestone Potenzas 225.50.15s. I have had to make no more dif changes than normal, just tyre pressures only. I have done 24 laps of testing at Baskerville, then 40 laps of Bathurst, that is 320kms, about 10 cold to hot heat cycles. They are about a third worn and have lost none of their speed. I expect to do at least another two race meetings before tossing them away. I have

found them very consistent over 7 laps of Bathurst - no drop off of speed, very stable at high speed and very consistent under hard braking, unlike the Hosier which tend to wobble around and lock up very easily. Plus I have been able to front to rear the tyres.

We have to look at the future of our category at least five to ten years ahead. We have to look at all the cars. 60 series tyres are getting harder and harder to get, yet 50 series in all brands are readily available which will only get better, unlike the 60 series. There is no advantage or disadvantage for any type of car. The cars look very little different with the 50 series fitted and from my experience to date it would be a large cost saving over time.

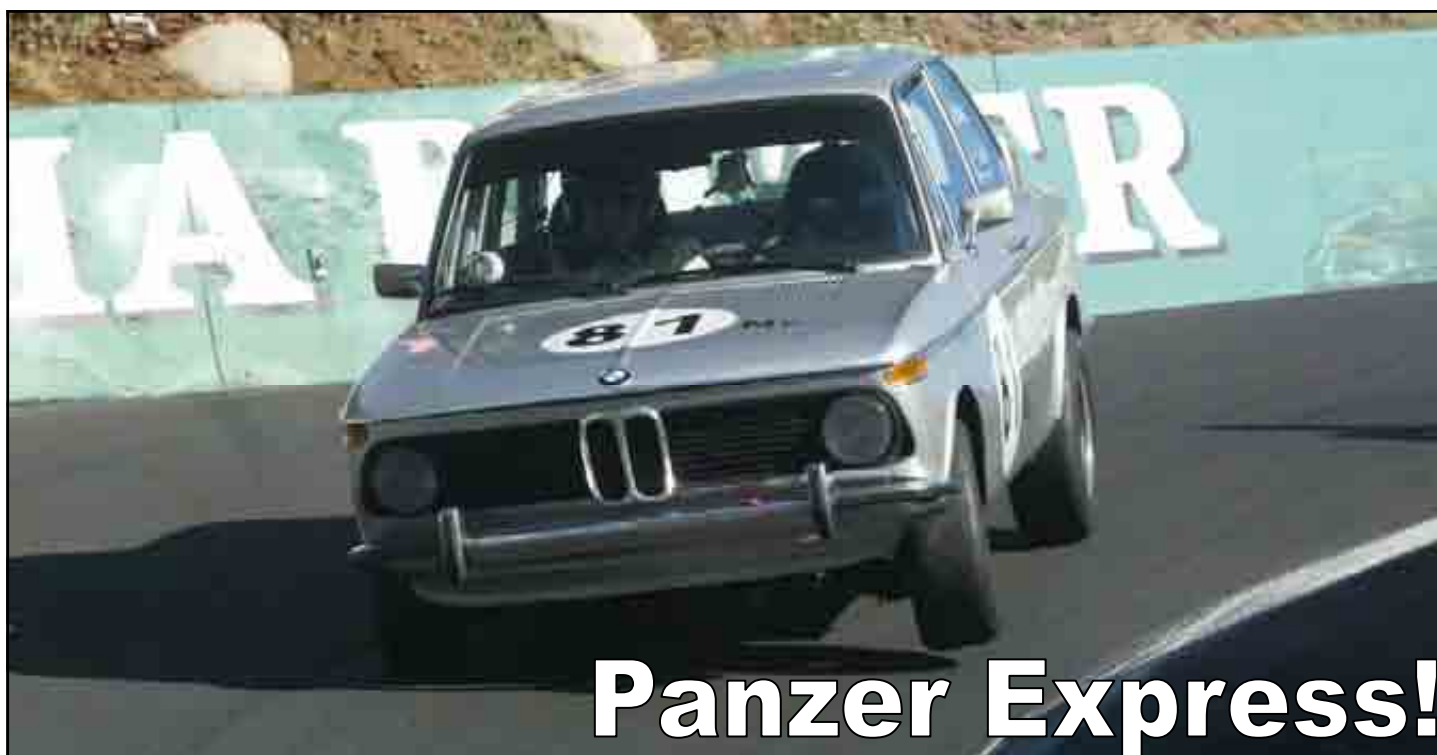
In a quick summary:-

1. Great cost saving over longevity of tyre life
2. No need to carry wets
3. Stability at speed and braking = safety
4. Promote great racing due to all of the above

Please feel free to contact me on ; 0417 035 379 to discuss any aspect further.

Darren Pearce

Fantastic that someone has put pen to their opinion—great stuff.....ed!



THE BEAN COUNTER'S REPORT

APRIL 2007

Greetings all. It's time for an update of the club's finances. Our financial year runs from 1 June to 31 May. In the October 2006 magazine we gave an overview of the 4 months ended 30 September. Below is an update for the 10 months ending 31 March.

In the 10 months since 1 June 2006, our main sources of income have been :

Subscriptions	\$14,030
Annual Dinner (net)	\$1,050
Interest Received	\$824
Sales of apparel	<u>\$600</u>
	<u>\$16,504</u>

In the 10 months since 1 June 2006, our main items of expenditure have been :

Magazine Costs	\$9,152
[@ \$750 an issue including postage]	
Annual Trophies	\$4,447
[This year did trophies for the VSCRC as well]	
AHTCA Costs	
\$1,800	
[2006 affiliation @ \$10 per member]	
CAMS Affiliation	\$660
Race sponsorship	\$440
[(Historic Sandown printed program)]	
Web Hosting	
<u>\$420</u>	
	<u>\$16,919</u>

While expenditure has just exceeded Income for the 10 months, there are still some subscriptions to come in and magazine advertising revenue for the 2007 calendar year. Overall for the 12 months to 31 May 2007 we should report a small surplus.

Our funds in the bank, with the last financial year as comparatives, are as follows :

31/3/2007	31/5/2006
ANZ Cheque A/c	
\$6,754.83	\$5,851.17
ANZ V2S Account	
\$12,334.18	\$12,000.00
ANZ Term Deposit	
\$8,506.62	\$8,076.98

ESANDA Debenture
\$1,123.45 \$1,123.45

Total bank funds
\$28,719.08 \$27,051.60

Each quarter a profit & loss account and balance sheet are prepared and presented to the committee. With this information we can measure and manage on a timely basis how the financial aspects of the club are looking. Overall we are in good shape.

By the time you read this, the end of our financial year will be just over a month away. The year end figures will then be prepared and presented at our June general meeting, which is the AGM.

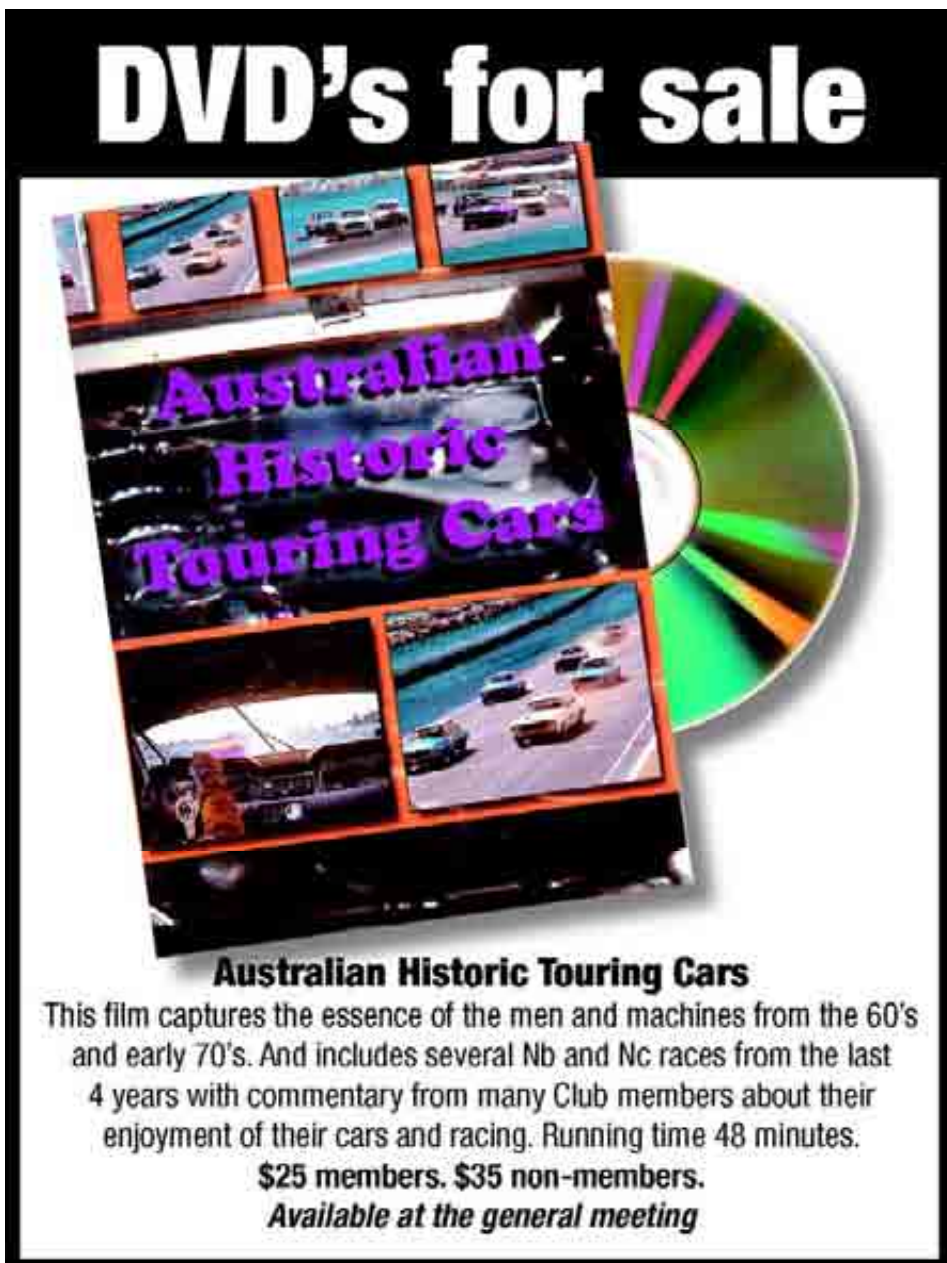
Jervis mentioned committee positions for the upcoming year at the March club night. I have really enjoyed my second year in the club and on the committee. I plan to stand for Treasurer again and if elected, look forward to another good year with you all.

See you at the April club night.

Signing off

David Floyd

Treasurer



DVD's for sale

Australian Historic Touring Cars

This film captures the essence of the men and machines from the 60's and early 70's. And includes several Nb and Nc races from the last 4 years with commentary from many Club members about their enjoyment of their cars and racing. Running time 48 minutes.

\$25 members. \$35 non-members.
Available at the general meeting



EDITORS Report



Welcome to my ramblings for April, and I must start by saying how excited I am by the current healthy state of our historic touring car racing - and so early in our racing year too!

Already we have had record starts to both our state based series and the first historic race at the Island. Combine this with the fact we have also had an awesome event at Bathurst and one wonders how much better it could get? I'll tell you how much better - within the next month or so we get to have our first run for the year at magnificent Sandown followed by my personal favorite, Historic Winton only two weeks later - wow!

Now a small story to tell of the fantastic camaraderie within this great club;

Our team member Helen Lindner was telling me of the fun she had watching an autocross event recently and hinted that she would give it a go to hone some wet track skills - hmm, I thought - seeing as she has gotten past me a few times in recent events I'd best have a crack at this dirt track stuff too!

When I relayed the story to our mate Peter Backhouse of how we were going to convert my one owner HJ sedan into an autocross car for a bit of fun, he decided to get in on the act too. Within a very short time and a few excited phone calls later, we had a nice mark one Escort coupe complete with 2 litre pinto power heading to the workshop for a hasty race car prep for our first dirt track run next weekend, and now

complete and entered with three nominated drivers - this should be a blast - but wait, it gets better. After calling Russ Pilven (datto 1600 and dirt track maestro himself!) to tell of my excitement of this event, he then quick as a wink said - jeez mate I'm in and so, s Phil! (now Phil is Russ's brother and self confessed motor sport and Datto nut himself!) Now as it so happens Phil lives very close to the track (Bendigo way) and wouldn't hear of any Historic Touring car people staying at a motel - oh no no no, all in at my place and we'll make a weekend of it eh. So now we look forward to a great weekend with the Pilven clan and best of all I get to have a crack at Rusty only this time I've

got the cube advantage - yeah baby! Now there's just that little aspect of the dirt track experience.....well the last time I drove on dirt fast was in a Fiat 500 (bambino) and yes before there are any fat jokes I was about 12 years old at the time - hmmm. Should be a hoot and I'll fill you all in next month. (Provided I whip his proverbial butt of course!) Of course we're not fair dinkum at all - literally dragged the old girl out of a paddock, quick clean up - new rally spec suspension, brakes, diff, fluids, tune up etc etc and we're ready to go - phew!

So I look forward to seeing as many of you as possible at Sandown in a few weeks time - whether you are competing or not why not bring the family out to support those who are?

Congratulations to those members who made the sojourn to the famed 'mount' recently and acquitted themselves very well indeed. There is a full report later in this mag, but suffice to say a few mentions need to be made; A great comeback after adversity by Jervis Ward



Our 'worn' lifter—phew, how lucky eh!

to bring the Nb Mustang home in second place after an early shunt at turn one, Effort award to our favorite silver Panzer punter Mark Schatz, who got to Bathurst with his tow car on the back of a flat bed and the race car tagged along behind, but the race car ran like a Swiss watch completing all events with ease - commitment eh! Great runs also by Michael Miceli and Torana punter Marty Lambert who finished 10th(2nd race) and 11th(3rd race) respectively.

Commiserations to club stalwart Graham Slater after an unfortunate heavy shunt in the original and awesome green XU1 - they'll both be back soon I'm sure.

Fantastic to see our own Justin Brown

and the red BMW back out there and I can't wait to see it on track down here also! Don't worry Justin they tell me the Escort 1300's are slower down south - te he.

It was also great to see such a large contingent of Victorian support crew made the effort to attend also. The ever supportive Jager crew was on hand to lend support to Mr Miceli and others.

Our own Mick Stupka made the journey also to crew for NSW Imp man Jerry Lenstra. They've got the thing going like a fire cracker but still fighting reliability issues at this time. Mick tells me the red Imp is making a comeback very soon - maybe Sandown, great stuff. Also of interest is the fact the new or should I say old Citroen C.O.D. race car is nearing completion also. Now this will be one to watch with interest - can't wait to see over 200hp through a front wheel drive eh!

Huge thanks to our ever supportive photographers who consistently provide fabulous images for us to use in this mag. The images you see here are just the smallest portion of what gets sent through and taken. If you want some great pics of your cars then just ask me and I'll put you in touch with who I know has the best shots of your car - simple as that.

By the time you read this our own Russell Pilven and Brian and Lyn Dermot will be competing in Tassie in the famed Targa event - wish em luck!

It was also great to see a strong Tassie contingent at Bathurst this month with special mention to the awesome job done on the track by Darren Pearce - well done Mustang man! Clean sweep with outright victories in every race, how good is that eh?

Steve Bye ran strong all weekend with three top ten finishes to his credit, Lew bush in the RX2 ran a fantastic 16th outright in the first race and finished strongly in the last two as well and seasoned EH punter Rod Gelston ran strong all weekend in the big Brown EH - top stuff guys.

Yours in racing,

Deano



Our poor old Competition secretary Russ upon realisation that the Datto was indeed unwell! Good to see the crew were in good spirits however—te he.

Watch out for our headline story next month—the Bathurst Dairies 2007 a cracker read!.....ed.



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Easter Bathurst



HTCAV Tyre Survey results

Q.	%	%
1 Do you think Group N should retain period looking wheels? Do you see a need to look at alternatives to the current 60 series radial tyre?	100% Yes	0% No
2a. If yes, would you first choose a 60 series cross ply tyre? If you choose to stay with a radial tyre would you prefer a q55 series or q50 series tyre?	65% Yes	35% No
3 What's more relevant to you, having a modern performance tyre or a period tyre?	35% Yes	59% No
4 If you lowered the aspect ratio, would you consider it necessary to increase your wheel diameter (ie: 13 inch rim now becomes 14 inch)	47% 55	33% 50
5 Would it be necessary for you to change diff/gearing ratios to facilitate a change in tyre size?	49% Modern	43% Period
6 Would you agree to run a period style cross ply if the majority of competitors agreed to do so?	43% Yes	51% No
7 Should Group N have it's own tyre list, separate from Group S	76% Yes	18% No
8 Do you think wheel size should be free?	69% Yes	24% No
9 Do you think tyre and wheel size should differ Nb to Nc?	90% Yes	8% No
10	12% Yes	88% No
	45% Yes	51% No

Other comments

Ample choice of 205/60/13 - No need for change
 Stay as close to 60 as we can either way
 Future availability should be verified
 New Larger wheels are NOT the answer
 Not too concerned about 60 c 55 v 50
 What about speed rated tyres?
 I hate cross plies. Tried them and hate them
 50 series a last resort
 Hoosier makes tyres to fit ALL our cars
 The more changes the more cost \$\$\$
 Bring back the Blue Streaks
 I have lots of money invested in my car and will not run on 40 year old tyres
 More road type tyres will be cheaper
 Affordability and availability



Some people just have waaay too much spare time!



Fast Johnny - 'not happy Jan'



Marty Lambert Sizzles @ Bathurst!



**2007 SA HTC CUP
MALLALA, JUNE 30 - JULY 1**



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GRAHAM JARRETT 0417 811 395
ROBY O'NEILL 0417 881 601
DARREN HOLLIDAY 0417 688 244



Way cool Cusso letting it all hang out!



Tidy Clement Torana.



Tough Donaher Camaro.



Graham Slater heading the pack.



Always competitive Burns in hot orange Charger.



Geoff Taylor and smart new stang.



Awesome Alfa!



Michael Hibbert—the glammest charger in town!

Bathurst PICS



Lew Bush's flying RX2 @ Bathurst.



Experienced campaigner Rod Gelston.



Schatz—mountain Bimmer magic!



Marty sizzled at Bathurst!



Gelston & Brown hard at it.



Michael Miceli's ripper XW @ the mount.



Seasoned campaigner John Battersby's quick brick.



Steve Bye's glam blue stang.



Pony Club! H.T.C. style.



Pearce- Bathurst Maestro!

CLUB POINTSCORE



<i>Class NcA Over 5000cc</i>		<i>Rd 1 Cald</i>	<i>Hist P.I.</i>	<i>Rd 2 Sand</i>	<i>Hist Win</i>			<i>TOTAL</i>	<i>Class NcG Up to 1100cc</i>		<i>Rd 1 Cald</i>	<i>Hist P.I.</i>	<i>Rd 2 Sand</i>	<i>Hist Win</i>			<i>TOTAL</i>
Matt Jager		31						31									
Gary O'Brien			26					26									
Michael Miceli			19					19	<i>Class NcF</i>		1101	-	1500	cc			<i>Total</i>
									Dean Bryant		22	31					53
									<i>Class NbA</i>				Over 3000	cc			<i>Total</i>
									Andy Clempson		31	33					64
									Jervis Ward			43					43
									Bill Trengrove			24					24
<i>Class NcB</i>		3500	-	5000	cc			<i>Total</i>									
1	Robert Braune	49	45					94	<i>Class NbB</i>		2601	-	3000	cc			<i>Total</i>
7	Michael Hibbert	30	29					59	Richard Fairlam			43					43
	Geoff Taylor	36	3					39	Brent Trengrove			23					23
	Rob Burns		23					23	Mike Oliver			20					20
	Paul Dobson	12						12	<i>Class NcC</i>		3001	-	3500	cc			<i>Total</i>
2	Ray Challis	43	33					76	<i>Class NbC</i>		2001	-	2600	cc			<i>Total</i>
8	Trevor Talbot		58					58	Eddie Dobbs			4					4
	John Harrison		42					42	<i>Class NbD</i>		1601	-	2000	cc			<i>Total</i>
	Scott Slater	42						42	Ian Cuss		31	31					62
	Steve Coad		33					33	<i>Class NbE</i>		1301	-	1600	cc			<i>Total</i>
	Garry Edwards	24						24	Simon Browning		31	30					61
	John Bourke	24						24	Colin Doolan			45					45
	Graham Slater		21					21	John Bendell			43					43
	Laurie Nelson		12					12	John Luxmoore			21					21
	Scotty Taylor		9					9	<i>Class NbF</i>		1301	-	1600	cc			<i>Total</i>
	Doug Growcott		6					6	Helen Lindner		31	19					50
	Andrew Williams		3					3	Ted Brewster			46					46
	Peter Knight		3					3	Len Read			43					43
	Alan Brown		3					3	Colin Taylor			30					30
									<i>Class NbG</i>				Under 1000	cc			<i>Total</i>
3	Ian Watt	31	34					65	Anthony Ramadge			25					25
	Robert Hare		30					30									
	Stephen White		30					30									
	<i>Class NcE</i>	1501	-	2000	cc			<i>Total</i>									
	Bill Cutler		47					47									
	Garry Edwards		34					34									
	Paul Cruz	31						31									
	Russell Pilven		15					15									
	Don Knight		9					9									



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The Boss and I have just gotten back from the Bathurst Easter meeting. And you know, we weren't going. And weren't going. And, well, you get the idea.

However, after an extended program of soaking up from a fellow Falcon steerer, we kind of said, oh what the Hell, we need a holiday anyway. So we snuck our way into some accommodation, the Boss made some bookings for flights, and we were on our way for four days of fun and frivolity in the Central NSW Tablelands sun. Possibly. The Boss said, "It can be a little adventure for us, eh?"

I say adventure because, despite a deep and abiding fondness for aviation (in fact we almost went flying instead of racing), I'd never been up in anything with more than one engine. And now the Boss had me booked on a Bomber to Sydney. Woo Hoo!

The other thing that was new to me was that every 'plane I'd previously been in, I'd actually *flown*. Let me take this opportunity to apologize to the crew of a certain Qantas 767 that thought perhaps one of the passengers on the early flight was about to demand to be taken to Cuba. Sorry, force of habit to sit behind the controls. (In my defense; I at least had the decency to sit in the right-hand seat – I'm not *that* insensitive.)

Once the seating arrangements were settled – and despite a constant anticipation on my part of a *Flying High*-esque Flight Crew fish disaster – the rest of the flight was disappointingly uneventful. My window nearly got a crack in it as we taxied in at Kingsford-Smith, but I was informed that it would be in my best interests to put my strides back on and sit down.

At least the next leg of the journey – Sydney to Bathurst – looked a little more promising. The aircraft for this bit was a lot smaller, and actually used these quaint contraptions called propellers. You may have heard your older relatives tell you about them when they reminisced about their experiences in the Great War. Actually, it's a little-known fact that the number one use of the propeller is to keep the pilot cool. No, it's true. If you ever happen to be in the air and the propeller stops turning, you will notice the pilot *instantly* begin to sweat profusely.

And here's another thing that the evening news always seems to get wrong; the misuse of the term 'crash-landing'. You see, it's one or the other.

If the aircraft's contact with the ground results in your untimely demise, then that my friend is a *crash*. If you manage to walk away it is of course a *landing*. But don't be confused, because there are also two different types of landing; 'good', where you are relatively uninjured, and 'great', in which case the 'plane can probably be used again.

With this in mind, I am happy to report that we made a 'good' landing at Bathurst – quite near the airport in the end – and having collected the errant bits of our luggage we set off in search of our hire car. Which turned out to be something of a disappointment, in actual fact. The Boss had tried to book a Hyundai Getz, partially on the advice of Coxy – despite what he may tell you, he loves his to bits – but mainly so we could make jokes about it all weekend. (There's millions of them; 'Leo Getz', 'Getz Tuffed', etc. etc. Er, actually that about covers it, but then I can get better mileage out of a couple of dodgy jokes than a Prius will from a super-tanker.)

Ultimately what we got was a new (auto!!!) Corolla, which I can report to you, would not pull a scab off a dead leper. The damn thing had all the guts and determination of a wet Marie biscuit. In fact, when we filmed our obligatory hot, or in this case 'tepid' lap of the mount (with background commentary from the Boss: "Slow down, you're being silly", repeat *ad nauseum*), the poor thing barely managed to get up on two wheels through the Dipper. When we tried to repeat this for a disbelieving James Holloway later on through one of Bathurst's many many lovely roundabouts, his excessive extra weight prevented us getting any clearance.

At least the Victorian racing contingent did a bit better. El Presidente was running up around the front until he got involved in something reminiscent of the Safeway car park on a Saturday morning – everybody dove for the one spot, and the one with better insurance won. After a bit of a gaffer-tape repair job (the 'fangs' went over big, not so much the smiley face), he ended up second; he's clearly cheating.

Our esteemed Secretary made his first journey to the mount, and despite concerns to the contrary, did quite well. In fact, Jervis claims it was taking Mark an unusually long time to get out of the car after each session, for some odd reason...

The other Panzer of the bunch was going like a train – in fact at times

going a bit too well, eh Justin? – but looking a treat all the while.

Because he can't help himself, Captain Miceli had to break the car after only three laps of practice on Friday morning, whereupon Ken and James spent the rest of the day both fixing the car and answering stooopid questions. Like, "Have youse taken the heads orf fer a reason, have yez?" Mind you, once back together he drove it like a rental Corolla, and made up a spot or two – before breaking it (again) on Saturday. He said, Kay Sarah Sarah, which is either French for 'Stuff Happens', or the names of the ladies who were going to ease his pain. Not sure.

Of the Torana crowd, Marty Lambert was going well until some bugger drained his fuel tank. And Slay 'em Greater chose the event to unveil his new short-wheelbase version; critics were undecided as to whether they liked the changes he'd made or not.

That's not to say that it was all Group N; there was much to see and do. There were other categories there, such as the GT Sportscars, Commode Cup, and of course the Aussie Racing Cars (by now you've probably heard Jervis touting my analogy on these things as his own).

And when there was nothing on track, you could always wander on down to the ablution facilities and take in the recorded wisdom of the literary genii that had gone before. There was, for instance, a *very* critical review of Hailey the Sector Marshal's, er, *performance*. Or you could wander into town and dine at one of the fine eateries, like the traditional Italian Lebanese pizzeria, or the Taswegian Thai place. All good.

But as do all good things, our time drew to a close; and due to an inability to fit a Land Cruiser, Trailer and Falcon, etc. into hand luggage, we were forced to drive alllllllll the way home. About the only interesting thing that happened was that we noticed Jervis was flouting the Historic Commission's ban on on-vehicle advertising. I don't know who the 'Gaylord' company is, but they certainly got plenty of mileage out of the sign on the Mustang's fuel tank. Speaking of flying, the plan is for the JMS Falcon (a well-known local bird: obligatory tie-in) to be there next year. Stock up on the race-tape, Jerv!!!

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