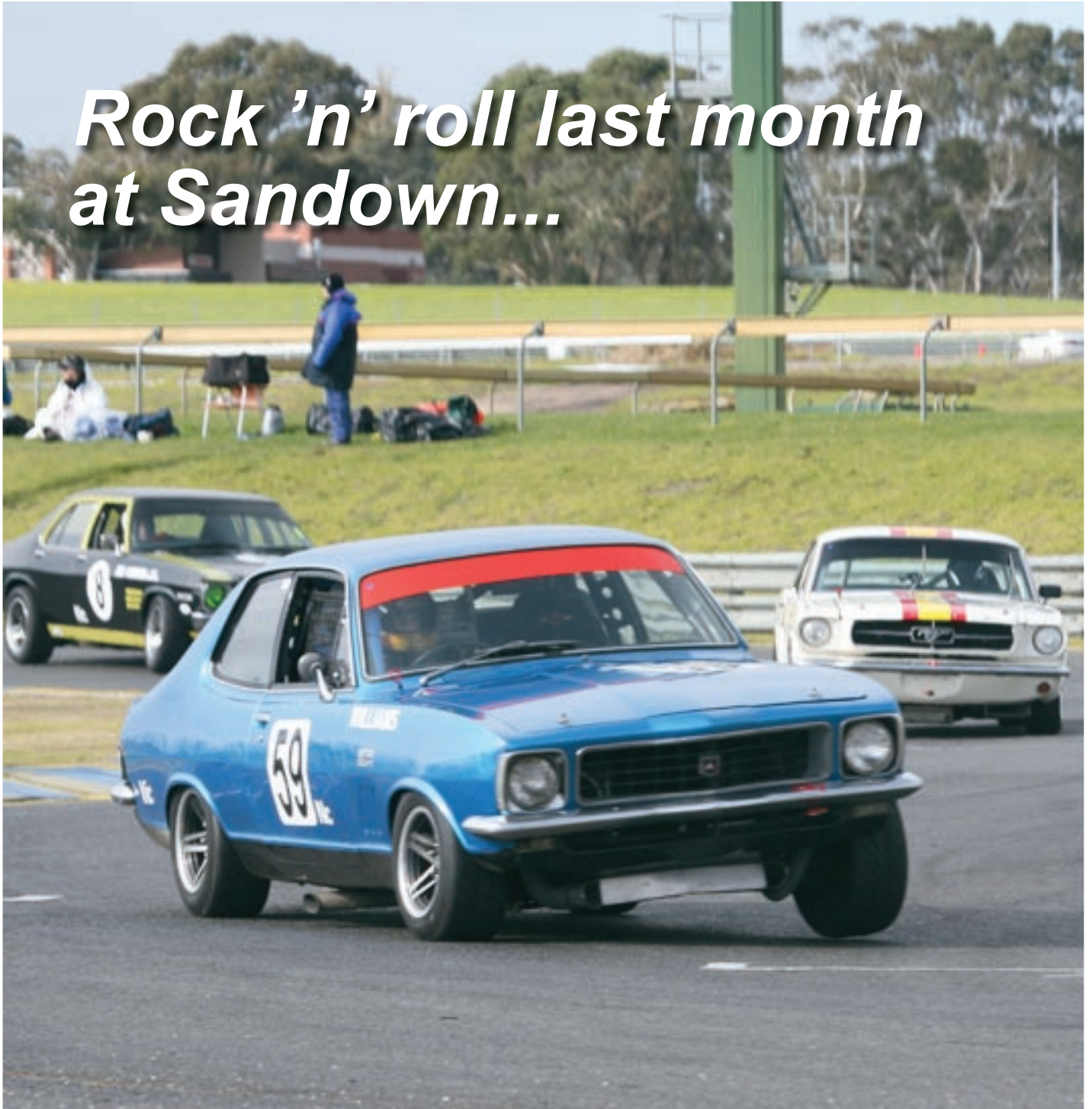


HISTORIC TOURING TORQUE

August 2007

Magazine of the Historic Touring Car Association of Victoria - www.htcav.com.au

*Rock 'n' roll last month
at Sandown...*




Historic Touring Car
Association of Victoria

**DON'T MISS THE NEXT
GENERAL MEETING!**

8pm sharp Wednesday August 29th

Bells Hotel, Moray Street South Melbourne

TORQUING HEADS 2007/2008

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HOT TORQUE OFF THE PRESS!

PHILLIP ISLAND HISTORIC 2008 - DATES ARE SET!

Mark the Big One in your diary now - March 7-9 are the official dates for the 2008 Shannons Classic at the Island. That's a LONG weekend, and it's the weekend before the Australian Grand Prix. Better get on to accommodation!

CALDER FAMILY DAY NEXT MONTH

By the time you get this, the official deadline will have passed, however the HQ Association will accept entries but only if you do it NOW. Call your intrepid Competition Secretary to the numbers above. But do it NOW!



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Hi all, to the end of August. It's incredible how fast the year goes sometime. Last month I wrote about our higher than normal amount of "non-financial" members and how we were going to send them a reminder. I'm glad to say the reminder worked very well and another 13 or more members renewed. Advertisers too have renewed.

At the last committee meeting we agreed to run a list of all the old past members – members who have been non-financial for more than a year. And we are going to study the list and call several to see if there's anything we can do to encourage them back into the Club.

Guest Speakers

I tried to secure a special guest speaker for this month to no avail. I will try again to organise another time. If anyone knows of any interesting people who would make a good speaker please let me know. They don't have to be car nuts – just interesting.

Christmas Party

There's a flyer in this magazine advertising the Christmas party/presentation night. It will be the smartest party, in terms of venue and food, the Club has ever put on. Yes it's in Watsonia, which is a long way for some, but it's close for others. Which is why we move it every few years or so. It's just around the corner from Coxy's, so if you need to crash somewhere give him a call.

Pointscore

As I've said numerous times before, the committee are currently looking at ways to improve future pointscores and reward more people for their input, whether that be traditional circuit racing or other disciplines. And by re-jigging the class points allocated per race, the championship gets closer and closer. There are several recommendations on the table at the moment.

Using the 2006 Historic Sandown

results we are entering the different recommendations and will see how they affect the final points. Hopefully we will be able to put our findings to the members in the next few months. If accepted it would be introduced next year.

Early entries

I know we all have different ideas and reasons as to when we send entries in for events. Some people wait for enough money, others wait to see if their car will make it. There are lots of reasons. I'd just like everyone to know how frustrating it can be for the organisers. As I write this, entries for the upcoming SRS round at Phillip Island are down considerably. We saw a similar thing at Sandown recently, until the sudden, last week influx, which is very nerve wracking for the organisers....because.... they have to pay Phillip Island a track hire fee in excess of \$60,000. Which is paid up front. And then there's ambulance, medical etc, etc. You can understand how much of a dent that would put in most Club's funds. It would bankrupt us! Small entries mean loss of money to the organisers and eventually it won't be worth organising events.

This is why our Club tries hard to fashion you a calendar that we believe you will want and support. So far this year we've done really well. Keep up the good work.

Social fun

The Club is organising a fun Go-Kart outing on Sunday October 14. There appears to be no conflicting events on that weekend so we're hoping for a good turn out. Big Dean is the organiser so speak to him. It sounds like it will be a cracker with a special race organised! (No broken bones this time!)

Family Day

Don't forget we have been invited along to the HQ's Calder fun day. Last year this was a highlight for members, families and friends. Put it in your diary! The date is Saturday September 22 - NOT THE 29th as previously

reported! The entry form is published here – note the entry cut-off point is listed as August 22, but as this is a few days ago, you can rest assured late entries will be accepted – but do it NOW!

House keeping

There is a special piece of business that needs to be taken care of the general meeting. The Club has always reported May 31 as our end of financial year. This was so the final financials could be correctly reported to members at the AGM in June. However our constitution states 30 June as the end of year. The Auditor has picked up the error and the committee believe it is best if we change the constitution to reflect the May 31 date.

Next Month

I am away during September and will not be back in time to submit a President's report for the newsletter. I will however be back in time for the September general meeting.

See you next Wednesday.

Jervis



Another defector to open-wheeler ranks! But being the President, of course, he doesn't do things by half measures...

ALL THE TORQUE THAT'S FIT TO PRINT

Gosh, only my second edition and it's a slow news month. No racing between the last mag and this one, so apologies for no current race pics and reports. It's times like these that having some other articles and pictures in the bag can make the difference to readability and interest levels.

The next best thing in the absence of racing is, is of course ...the cars themselves.

And it just so happens that the car of the month is the newest Bavarian Blitzenkreigenbumbonker of your editor. To those who fear that the mag will become a BMW-centric journal let me say two things: first, that I will guard against this happening and if I fail please let me know and second, the best way to prevent it is to keep sending material in so that my own stuff can't be used as a filler. In the meantime, we intend to report on new cars as they are built, it's my new car now, the next being the amazing Citroen 11D of Mick Stupka, and the October car will be the BDA Escort of John Smallman. Want your new car noted? Please get in contact and we fix.

News from Lord Twiggington, Earl of Eligibility. Regarding the doubling-up of scrutiny at Historic Winton it was a case of "won't happen again, guv'nor, promise", in other words it has been established as a cassive mock-up by the Austin 7 Club. Regarding the report from the State Race Council, one is to encouraged to look at the CAMS website for the full content. And regarding fire extinguishers, Lord T has the following: You are allowed three full calendar years from the date stamped on the cylinder. You are allowed a further three years if it is metal-tagged OK by a relevant body, however this cost is just about the same as getting a brand new one, much to Coxy's great delight. More important is the safety hint – fit your cylinders north-south with the heel facing forward – it's safer in an accident.

Also very important to note: the

Historic Commission has announced its support for Targeted Scrutiny for all 5th category vehicles at historic race meetings. Please see the CAMS website for more detail.

Funny how coincidences happen. Mike Oliver has sold his ultra rapid EH to a guy in northern Tasmania – all well and good, and he sets out to buy a replacement and upgrade. Where does his new car come from? Just three kilometers away from where his old one now resides. Mike has bought Barry Cassidy's HQ, which although racing in that series, was originally a logbooked Improved Production car of the period. Mike will be returning it to its former historic glory, and judging by the way he turned out the EH, it will be glorious indeed. He's a damn fine punter so we can expect to see this car/driver combination right at the head of the field.

I happened to be at Leonard Joel's auctions the other week where Sam Newman had various bits of memorabilia on offer. I passed on the naked Archibald-entered portrait of him (can't think why) but thought that the five driving suits that went for under \$600 each were pretty good value. Pity the bugger is six foot four, but President Parrot is sort of up that way and so I informed him that for a miserable \$400 he was now the proud owner of a 2006 triple layer with Lamborghini stitched on it, and many other ads, including the two I considered most appropriate for him – Victoria Bitter and Durex. Meanwhile, short-arse here will have to pay full tote mates rates at Coxy's for his new suit – drat.

Your humble editor had invited the even more humble ex-Sec for a glass at a local winebar. While waiting, a bonehead V8 Supercar fan in some team jacket or other had started a one-way conversation with me "Mate, best sport in Horse Trailer mate jeez I'm a Big Fan hay..." by which time the Panzer Punter had arrived and we naturally started talking about racing and the bar being Friday-night noisy, voices were pitched up a bit and

words like "Bathurst" and "new shell" and "lap times" must have drifted the Big Fan's way. Inspired, he marched up and having mistaken accents Seth Efricken for Scottish, stuck out a paw and said, "Maate, Tom, let me buy yiz a drink!" and when we stared at him uncomprehendingly, scurried back to his stool and thence smartly out the door. We realized who Mark had been mistaken for and roared with laughter. Funny thing is, it's Cam McConville's local and the poor BF could found himself a real Supercar hero...

Dammit, a correction in the very first mag, after hinting at the long and illustrious career of that Galileo of Gearboxes, Ken Zinner. The man himself had obviously taken Torque for a worque – all the way to Queensland for the annual staying-out-of-the-sun holiday - and having pored over it in detail, faxed back a correction: he served his apprenticeship in the Holden Garage in Warragul, before coming to Melbourne and working for Otto Stone and then Reg Nutt, preceding his self employment in 1959. Get it *right*,



Ralphie.

What's in a name? Fast Johnny Luxmoore of 4-door Cortina fame is hanging to buy the 2-door Cortina of Ian Robertson and what a good thing that'll be if it comes to pass. Having observed the build of both it and its (my) sister car that Brian Deveson has now driven happily for the past 10 years I know what a great jigger it is. Robbo always presented it immaculately and was savvy enough to spray fish oil right through the roll cage and all the unseen bits at the outset so it stayed rust-free, if a little on the nose, into the future. Robbo's and my car were identical yet his always seemed to handle a bit better and the only thing

I can put that down to his Cheviot wheels vs my Performance, where the offset may have been different. So, the name change: Announcing E.F.J. ("Even Faster Johnnie") Luxmoore, Esquire. With a good strong engine and added lightness, Johnny's driving skills will be shown in their best light.

Anyone every wondered what Historic Touring Car races look like overseas? The answer is, pretty much as good as ours – but the cars are at bit different. Youtube is a great source for having a peep and my current fave is the in-car stuff put on by Jasper Izaks from Holland. Click the links below or if you're reading this in hard copy go to Youtube and search "Historic Racing Zandvoort Abarth 1000 vs Alfa Romeo GTA". Jasper and his mate have these frenetic 1000cc Twin Cam Fiat Abarth screamers – known to always have the bonnet propped up at the back - and you'll see him at this year's Zandvoort Historics battling away with an Alfa, and in another, two of them harrass a 356 Porsche like demented blowies. There's also another good one from last year of him in the rain. Alternatively you can go to the Dutch website www.nkhtgt.nl and wander around there looking at the "Historische Toerwagens en GTs". Dem Dutch can drive, ja?

<http://www.youtube.com/watch?v=Ghe8q0UOtG8&mode=related&search=>
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You'll also see one of El Presidente's numerous in-car Sandown videos on Youtube and rumour has it that when our internet site gets up and "Cruisin", many more HTCAV adventures will be viewable internationally on that source. Problem is, once you get on that site countless interesting historic motor



racing vids tempt you and you can lose hours staring at the little screen.

Two new members have joined our ranks, Leo Tobin who plans to race a Torana, and Rory O'Neill who many of us will already know from his exploits over here in his rapid and very well-presented Porsche 911. A huge welcome to you both!

Esteemed Veep and Comp Sec Mark Barbour has sold his Torana for a handsome sum and is looking elsewhere for his kicks, namely, in



Porsche racing. He reckons it could be 944s but Mark, Coxy thought this would be an appropriate vehicle for the category, reflecting as it does, the splendid work you do as the Chopper Champ....

At the last meeting I called for Snippets, for the printing of. Keen that the standard of the mag should not drop, ex-ed Deano has excelled himself in their provision, and so a new section is born, "Deano's Dags", thus:

- A certain Imp punter has entered the famed red Imp for the upcoming Sandown Historics – the tyre-smoking Citroen will be substituted in a last-minute debut if all goes to plan...

- The long awaited debut of the COD Stillwell Escort appears to be taking place at the coming Muscle Car Masters at Eastern Creek.

- Long time Torana punter and club stalwart who has been known to be referred to as 'Piquet' has now sourced a nice replacement engine for the mighty 186 powered Torana.

- NSW Imp punter Jerry Lenstra has been in town recently planning his next assault on Vic soil with the

famed blue Imp. Jerry has actually rewritten the Under 1-litre record books at most NSW tracks with this car and his run of rotten luck here in Vic has to change sooner or later. One day we will see the potential of this little rocket ship here in Vic – it'll be worth the wait!

- The Club's lady racer is currently leading the Mini class (gee, Ted, is that really happening?) and has entered the green rocket for the Group N race at Eastern Creek at the Muscle Car Masters – could this be enough of a points haul to see her grip on the Mini class take a huge hold?

- Rumour has it that the famed orange Exocet is set to make an appearance at the Calder round later this year.

- A new Nb Mustang punter soon to make a debut has a long and interesting motorsport history both here and in New Zealand. Rumour has it he is both fiercely competitive and has the resources to mount a viable challenge to the current hotly contested Nb Muzzie class – should make for entertaining viewing!

- It was was heart-warming to hear the vast vocal trackside support of long time Mustang punter 'Billy' (Mr Nice) Trengrove who looked the goods while leading the race early, only to be cut down by a black flag infringement – I reckon the roar will be heard in Geelong when Billy knocks 'em off in the red Mussie.

(Anything to scroff the Parrot – Ed.)

- See I told you so! Stuart Brown is the real deal in the yellow Torana – keep an eye out for this fast improving young gun – he will get better yet and his attitude is top shelf – obviously assisted by some good family advice no doubt!

- Did anyone else notice how the Silver 'Panzer' came from last to 12th outright in the wet at Sandown? Must have been some intervention from the 'web-footed' pit crew he had on board that morning – tee hee.

See how easy it is to write snippets – please follow Deano's example and send 'em in!

The Editor reporting on his new car must look like an exercise in self-gratification, so I delegated Deano the ex-Editor, as roving Historic Touring Torque New Car reporter to be the official “asker of ze qvestions...”

HTT: *So it seems that after almost two years your new Group N car will finally see the track...how many cars is this now?*

CR: It will be the fourth, after two Cortinas and the Mustang - and it will probably be the last. The first Cortina was an old nail originally caged by Harry Firth for the rebirth of Group N in 1980 and when it hit a bank rather hard at the Island, the second 2-door version was built and with it there was a tremendous feeling of pride in having a really immaculate racecar. The BMW is a bit like that again, having a car that you know is right from the inside out.

HTT: *Don't people wonder why you sold the Mustang and then went back to building a smaller car?*

CR: All the time. “Moron” they mutter, and worse. And you’d have to admit the logic is a bit suss. Why would you sell a successful race winner then build a car that will be heaps slower in track terms? The Mustang appealed after racing a Cortina for 14 years, an at first it was just a way of going faster through capacity, but the longer I had it the smaller it felt and the more I could chuck it around. And then came the process of re-engineering it to make it, incrementally, a genuine race winner. But I felt I had gone as far as I could with it, although Jervis may say that I was scared he was getting too quick for me, which he probably was. And big cars take big money to run and even though the build on the BMW has been vastly more expensive than I thought it would, the running costs should be a lot less, which may suit me better in the future if I fire myself.

HTT: *Did you realise it would be as costly to build?*

CR: No – I fell for the assumption that small cars cost less to build than

big ones. The fact is I could have built a Mustang for the same money and when you think about it, shells cost the same to prepare, the cost of the cage is the same, the gearbox and diff is in this case even more expensive, the engine likewise, the wheels brakes and suspension, seats, belts, fuel cell and hosing, wiring, etc – it’s all the same, and nobody will charge less labour because they’re building a small car. Plus there’s also the thing of once you’ve bought some really good components or gone the extra yard to get something just right, it seems pointless to compromise on subsequent bits or processes. So you’re in for a penny, in for a pound, to coin a cliché.

HTT: *Do you prefer driving smaller cars?*

CR: Dunno. From what I remember you have to be a lot more committed to the corners, which as you get older is antithetical. However as I’ve just come from racing Formula Fords and being carved up by take-no-prisoners teenagers, by comparison it looks nice and big and...safe. And I reckon the Under 2-litre Nc class is the place to be: no other class has such a variety of cars – BMW, Alfa, Datsun, Twin Cam and BDA Escort – there’s plenty of them out there and more coming. John Smallman’s BDA Escort isn’t far away and Rob Burns has an Alfa underway, Lord save us all.

HTT: *Why did you choose a BMW?*

CR: Even though I’ve been a car nut since the time I could talk (allegedly my first word was “car” and my initials actually spell it) there aren’t that many cars I actually like and would want to own and race. I’ve done Mini, Cortina and Mustang and had a couple of track flings in an Alfa a couple of years back. I was thinking about an Alfa but you can actually get more legal power out of a BM motor and the engineering is pretty bulletproof, and the roll centre is lower at the back so they should handle better. (Besides, Rian Nott once said to me, “never own a car

ending in ‘o’.”) And one day I walked into the pits and saw Justin Brown’s BM, possibly when it was owned by Ernie Martinez, and thought, “yep, I could go one of those.” Mind you, there were certain discrepancies between that car’s bodywork in its early stages and the rulebook and it looked fat and very wonderful. When the Nc rules were formulated in the early 90s I had actually identified the 2002 as the gun jigger and had even been sniffing around a couple of road examples.

HTT: *How do you think you will go?*

CR: I am always being asked, “Are you going to beat Billy Cutler?” to which my answer is probably not, but I’ll have a bloody good time trying. Bill is a very good driver and has been driving the same car for eight years and knows it every which way. It makes a great deal of power. Russell Pilven has a great record in the class, and Smalls’ BDA will be quick, light and very well-driven. The Owen BDA was really fast at Winton, and so it goes. Under 3-litre is a different matter: unlikely to get the better of a Capri, and highly unlikely to be able to out-drive Ant Read in that bloody Rortary Mazda!

HTT: *So what’s in the car?*

CR: Well, to start with, the shell is all metal finished, no bog at all, and it has a chrome-moly cage so it’ll be stiff and no heavier than it needs to be. I had bought two bangers and bits were pinched from each to make one.



The colours are a surprise to some but the buffs know that Colorado Orange and Satin Black were the period colours of Alpina, who were

one of the external tuning firms to BMW, along with Schnitzer, before the factory M-Sport Division was set up. Rian Nott did all the bodywork and painting, as well as putting the whole thing together in such a great way – I really hope he gets good projects from other people seeing the standard of engineering he has built this car to. It's a real testament to his skills. Adam Russell at Russell Motorsport did the cage, Topperformance handled the suspension and Mark Sully wired it. And I have to thank Coxy for constantly firing stuff down to me via courier. The transmission is a very expensive part and it took some time to source the right dogleg first Getrag 5-speed and the right BMW LSD, which both came from the UK, via Tasmania. And as yet I have only one diff ratio and LSD, so if anyone reading this has others, please let me know! As you'd expect, Ken Zinner did all the transmission work. The gearbox has Porsche-type synchros, which will have to be treated gently to that I don't fall into his clutches too often.

HTT: *You've forgotten the engine.*

CR: Gosh, so I have – that's age for you and why Bill probably doesn't have any worries. There's a terrific website in the US called Skidmark Racing run by a guy called Perry Genova and he was very helpful and I ended up buying pistons, lightweight rockers, underdrive crank and alternator pulleys from him. The conrods I found here, the cam is from Clive Cams and basically the same as Bill's (or so they told me!) and Baker



and who has had a bit to do with BMWs in the past. He had the crank beautifully polished and balanced etc and worked on the oil galleries in the block and head, as a slant engine they have a problem with getting too much oil up top, especially on long left handers such as coming on to the straight at the Island. He then set about engineering a very worthy "winged keel" sump, fitting crank scraper and baffles in and making a tricky little box to suck oil from, and assembling the whole donk with tremendous skill and care. The standard of the engine work, like everything on the car, has been fantastic.

HTT: *Have you actually driven it yet?*

CR: As of right now, no! It hasn't turned a wheel and the engine has been run less than a few minutes. But it has passed all the eligibility and safety inspections and even has Club Reg. I'll be able to do some road kays to run it in before Peter takes it to a dyno. It'll be interesting to see how it drives, as it has a button clutch and a lightweight flywheel – on the track I could be seriously looking for torque out of tight corners, but we'll see what happens. I'll take it to Russell Pilven to get all the wheels pointing the right way and I know Rusty won't stiff a fellow class competitor, will ya Russ? Then it'll have a track shakedown and we'll front next meeting at the Island.

HTT: *I see Bill's chosen that weekend to go to Eastern Creek...*

CR: Yeah, what does that tell you! He rates that meeting and reckoned he

wore a set of tyres out there last year, he got so much racing. As you would expect, Bill has been brilliant over the past couple of years, he has been a fount of knowledge and guidance and even supplied a spare door when one got sucked off the car by a passing semi on its way back from the trimmers. I owe Bill a lot, I've been known to pay him here and there with bottles of red...

HTT: *So you're excited?*

CR: I can't tell you how much I'm looking forward to getting back to racing Group N again in a car that's hopefully going to be quite the little rocket. It'll obviously take some time before the potential comes out but after a few meetings if I can hang on to a big car down the straights and turn the wheel at the right time for the corners, who knows what this excited old geezer can get up to. But I warn other competitors, one scratch on my beautiful paintwork and I will be merciless in these pages, remember your sword isn't as mighty as my pen is.

HTT: *I think we'd better leave it there, boss, you're getting too excited.*

CR: Call me a wanker, but I reckon this car is a sort of statement on what historic touring car racing should be all about.

HTT: *You're a wanker.*





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TORQUE NUMBERS

Here's the current list of club competition numbers. This is a working list, it's up to you to check yours and if there are any anomalies, please contact Dean Bryant. Yes, numbers are a contentious issue, but please be reminded of the guidelines - you cannot retain a number if you are not a paid up competition member or if you have not raced as a club member for two years. You can only hold one number. Due to restrictions at some circuits we can only issue two-digit numbers. Use it or lose it!

No.	Name	Vehicle Type	No.	Name	Vehicle Type
1	..... 1st. Place Club Champion		51	..... Michael Lemmens	Torana GTR-XU1
2	.....		52	..... John Smallman	Escort
3	..... Anthony Mann	Mustang	53	..... Brendon Wilson	Holden FC
4	..... Tony Pejkoivic	Holden EH	54	..... John Mann	Mustang
5	..... Len Reid	Torana GTR-XU1	55	..... Dean Bryant	Escort 1300 GT
6	..... Chris Stillwell	Mustang	56	..... Kevin Stoopman	HQ Monaro
7	..... Jeremy Mantello	Holden Monaro	57	..... Simon Browning	Cortina
8	..... Darren Davies	Holden Monaro	58	..... Ian Cromary	XR GT Falcon
9	..... John Bourke	Torana GTR-XU1	59	..... Andrew Williams	Torana GTR-XU1
10	..... Andrew Cannon	Mustang	60	..... Brian Deveson	Cortina GT
11	..... Paul Dobson	Cortina	61	..... Michael Stupka	Hillman Imp GT (x2)
12	..... Danny Myres	Datsun 1600	62	..... Peter Burchell	Mustang
13	..... Rod Evans	Cortina GT	63	..... John Luxmore	Cortina GT
14	..... Alastair McLean	Torana	64	..... Bill Trengrove	Holden EH / Mustang
15	..... Paul Cruse	Escort 1600	65	..... Brian Beasy	Capri V6
16	..... Russell Pilven	Datsun 1600	66	..... Peter Sneddon	Torana GTR-XU1
17	..... Drew Marget		67	..... Ian Watt	Triumph 2.5 PI
18	..... Marty Lambert	Torana GTR-XU1	68	..... John Brash	Holden Monaro
19	..... Ian Cuss	Triumph 2000	69	..... Michael Miceli	Mustang
20	..... Glen Everitt	XY Falcon	70	..... Matt Jager	GT Falcon
21	..... Brendon Hare	V6 Capri	71	..... Michael Hibbert	Charger
22	..... Bill Trengrove	Mustang	72	..... Andy Clempson	Mustang
23	..... Bill Cutler	BMW 2002	73	..... Gary Treloar	E49 Charger
24	..... Tony Hubbard	Holden Monaro	74	..... Michael Bugelly	Mustang
25	..... Justin Brown	BMW 2002	75	..... Mark Barbour	Torana LC-XU1
26	..... Jervis Ward	Mustang	76	..... Trevor Talbot	Torana GTR-XU1
27	..... Eddie Dobbs	Holden FE	77	..... Gordon Cox	Torana GTR-XU1
28	..... Wayne Purdon	Falcon GT	78	..... Laurie Nelson	Ford Capri
29	..... Leigh Knight	Escort 1300GT	79	..... Stuart Brown	Torana LJ-XU1
30	..... Paul Zazryn	Jaguar MKII	80	..... Garry Edwards	Torana GTR-XU1
31	..... Jill Hergt	Chey Nova	81	..... Brad Wright	Cortina
32	..... Don Knight	Cortina GT	82	..... Mark Schatz	BMW 2002
33	..... Darren Hill	Mustang	83	..... Peter Owen	RS1600 Escort
34	..... Richard Fairlam	Holden EH	84	..... Alan Brown	Torana GTR-XU1
35	..... Mark Brewster	Torana GTR-XU1	85	..... Tino Leo	Holden Monaro
36	..... James Holloway	Mini Cooper	86	..... -----	NUMBER RETIRED
37	..... Ben Reid	Datsun 1000	87	..... James Frolly	Mustang
38	..... Anthony Ramadge	Mini Cooper S	88	..... Andrew Tickner	Cortina
39	..... Micheal Holloway	Valiant	89	..... Robert Braune	Charger
40	..... John Harrison	Torana GTR-XU1	90	..... John Bendell	Lotus Cortina
41	..... George Ginis	Mini Cooper S	91	..... Chris Ellis	Mini Cooper S
42	..... Ted Brewster	Mini Cooper S	92	..... Phillip Dunkin	Holden HQ
43	..... Gary Burton	Jaguar MK11	93	..... Peter Melick	Mini Cooper S
44	..... Richard Fairlam	Holden HQ	94	..... Richard Fairlam	Holden HR
45	..... Mick Wilson	Charger E49	95	..... Chris Ralph	BMW 2002
46	..... Nick Stillwell	Mini Cooper S	96	..... Ray Challis	Torana GTR-XU1
47	..... Graham Slater	Torana GTR-XU1	97	..... Jim Collins	Camaro
48	..... James Wells	Torana GTR-XU1	98	..... Liam Reed	Torana GTR-XU1
49	..... Jody Mason	Charger E49	99	..... Les Walmsley	Torana GTR-XU1
50	..... Peter Barr	Alfa GT 1600 Sprint			

MEETING MINUTES

General Meeting 25 July 2007.

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.17p.m.

Apologies: Mark Barbour, Ted Brewster, Mark Brewster, Simon Browning, Graham Slater, Scott Slater, Justin Brown, John Brash.

Guests: Kelly Stewart

New Members: David and Anne Moran

No outstanding minutes to be accepted.

Reports:

Secretary:

Mail received: ANZ V2 Plus Statement, ANZ Business Extra Statement, ANZ Term Deposit Periodic Statement, Esanda Interest Statement, MBE Business Services Statement, Lorne Foreshore Caravan Park Information, Kilmore Racing Club promotion, Action Line Magazine – NSW Club Magazine, Harness Racing Victoria promotion, Shannons Auction in Sydney 23 July 2007 and Make a Wish Foundation Magazine and donation slip.

Treasurer:

As at 25 July 2007:

ANZ #1 Account \$ 5,312.64

ANZ Term Deposit (due 13/12/2007) \$ 8,750.52

ANZ V2S Account \$12,627.07

Esanda Debenture

(due 27/2/2008) \$ 1,123.45

Thanks to the advertisers for payment for the subscription promptly.

Membership subscriptions of \$1,130 were deposited and we have just paid for our magazine. Special business at next general meeting will be held to correct a small error in the accounting dates for the financial year which need to be corrected. This doesn't affect any of the previous figures from our AGM's. Treasurers report moved as true and correct by: John Luxmore and seconded by Chris Ralph. Treasurer's report accepted.

President:

Firstly I would like to welcome our new and returning committee members. Mark Barbour will be competition officer/state series for this year. He has been heavily involved in state series this year and there may be further change next year as the AASA/CAMS may take further shape and we may be at Winton for a long track race. Gordon Cox will be Marks understudy as well as selling the clubs apparel at meetings from his van. Alan Brown is doing membership, which he thoroughly enjoyed and it only took 7 hours to complete. Deborah Brown Secretary, David Floyd is returning as our Treasurer and Dean will be doing Points Score. Welcome to Chris Ralph who has sent out the first magazine which was excellent. This year the entrants per event have been excellent we have our best year for numbers per event. Would like to have seen Winton a bit higher. Our next round will be held at Phillip

Island (01/09/2007 – 02/09/2007). This is the fathers day weekend. I would like to see more than 25 cars competing and this would be just fantastic.

We have had a good response to the follow up for Membership renewals and the website will be handed over to Michael Cruz to be updated. Great racing from one and all at Sandown.

Vice – President

Mark was absent due to illness

Competition:

Family Day is being run in conjunction with HQ's September 22nd, 2007 week prior to the Grand Final. It will be held from 4.30p.m. until 11.00p.m. There is no age limit restriction and the under 7's run will be behind the safety car. \$250 for the day. This includes unlimited passenger ride pass. All passengers need to complete Indemnity forms. This is good value for a fun day. Also BBQ will be going.

Simmons Plains are requesting people with small NB cars, e.g Minis, Cortinas, EH's to race in Tasmania 14th – 15th October 2007 This will be heavily subsidized, entry is free, trailer will be supplied. Subs for the boat trip. Suggest that anyone wanting to go gets an unregistered road permit (cost \$35.00) to take car across. Cost will only be \$10.00. Entries for the Phillips Island round September 1/2, 2007 are now available on the website which is father's day.

Sandown – Members stated that the turn 1 exist is a good idea but will need to be looked at due to some cars overheating.

NATRAD now stock aluminium radiators. Entries are now open for Historic Sandown. Contact Ted Brewster if you require a marquee. We will be in the same area as last year's event. Approximately 200 Mustangs will be featured at this year's Historic Sandown. Spectator Hill (Dandenong Road Corner) will be opened for the public as a trial and if this works next year they will then open top of the Hill. Again after last year if numbers are good there will be an under 3ltr and over 3ltr class race.

Points Score & Trophies:

Dean requested that everyone check their points in the magazine and if you feel there is any discrepancy please contact him to clarify via email etc.

Congratulations to the following trophy winners from Sandown:

Bill Cutler, Gary O'Brien, Helen Lindner, Ian Watt, Michael Hibbert, Simon Browning, Ray Challis, Bill Trengrove, Jervis Ward.

Membership:

As follows:

Competition Members:	142
Social Members:	30
Life	6
Non financial	30

AHTCA:

Justin Brown sent apologies for Meeting.

HC:

Bob rang Jervis and was unable to attend the meeting. Bob advised that the Historic Commission has an aversion to running specific wet weather tyres. They don't want people to have a wet weather tyre, we don't have wet weather tyres. We just have road tyres that we substitute in wet weather. A new Dunlop has been released D84J, which comes in more than one size. Bob would like opinions on this tyre. Does anyone have an aversion to running different tyres in the wet to dry?

Newsletter:

The magazine is a work in progress and please contact Chris if you have any ideas, suggestions, articles and photos please send through.

Chris thanked Dean and Jervis for their assistance with the magazine through trial period with the design.

Eligibility/State Council.

Sandown went well with targeted scrutiny. No dramas.

State Council will be held in Bendigo on 6 August, 2007.

Cams Magazine talked about :

Fire extinguishers discussed re 3 year period and how to establish when they are required to be renewed. Renewal is required 3 years on from stamp on base of extinguisher. That Fire Extinguishers were installed backwards. Scrutineers will not accept metal tag on checked extinguishers.

Winton Historics – Cams have been asked if track can demand scrutineering on both days of the racing. Winton claimed this was an OH&S issued ruling from the coroner and had to be included as part of the OH&S.

General Business:

Gaining new members through Sprint Days and have a fun enjoyment day with HTCAV. Roster system to have someone to meet and greet, hand our fliers etc to talk to people about our club. Hopefully we will get new members from this type of advertising. Maybe do a couple of show and shines to promote our club.

Speaker for next month to be organised by Jervis – speaking about Men's health.

Graham Slater's racing magazine due our mid next week.

Team has been put together for the Six Hour Event for end of September, 2007. Jervis Ward, Andy Clempson, Steve Coad, Rob Braun. Total entry fee \$1450 for four cars. 35 laps on Saturday and 45 laps on the Sunday. Open to people with C2 licenses, which has been done to broaden the entry level. Fastest time allowed 1.55. No passing on corners and 15 laps per drive. Would love helpers and supporters for the weekend. Meeting closed at 9.25p.m.

I've never claimed to be the best-educated specimen of the Southern Victorian Bogan getting about. Not the most worldly of types, either. I mean to say, as far as I know, 'Sacre Bleu' just means that one hasn't had a good shag for ages. Nope, can't claim to be the sharpest implement in the drawer, and in fact none of the teachers I had right through to Year 12 thought so either if you pay any attention to them. I say 'if'; I know I certainly didn't. Perhaps there's something in that? Damn, if only I had the capacity to LEARN...

I'm not kidding, either. I had to repeat Kindergarten four times because I kept flunking 'Milk and Fruit', and only just scraped through with the merest of passing grades in "Would you PLEASE just sit down and shut up while I read you little monsters a damn story!" (It's fair to say my Kinder teacher was quite highly-strung, and to be just that's largely as a result of the presence of yours truly.) Recess was its own disaster, of course. If I wasn't falling off the monkey bars and crushing some poor hapless lightweight kid, then my fingers would be amazingly stapled to something more or less inert without any indication as to how that could possibly have happened. It was freaky how regularly this happened, and if they'd had Mulder and Scully in 1977, they would certainly have been dispatched post haste.

But we're about to change all of that, and then Dunce caps no more for Matty! Under the care and supervision of The Boss, I'm about to undertake an intensive week-long course in the Three Bs. Apparently there will be a test afterward, and this is one course that this scribe intends to pass with flying colours. That's not to say that I've never achieved a passing grade in an exam, of course. I once absolutely aced a dope test (they somewhat cryptically told me that "I certainly was") and that was great; got this impressive little clear glass trophy looking thing too, with this funny word inscribed on it. Dunno what 'ELBAYOLPMENU' means – it could be the menu from which one orders one's Elba Yolps, but I can't be sure. Either way it looks really groovy

on the mantle, and the testing dudes told me they had it specially made for me because I was the most-whatever-it-is-they-said that they'd ever seen. So if nothing else, that proves that I'm capable of excelling at SOMETHING, eh?

But anyway, it is my intention to study, and study good and hard for this upcoming examination. Not sure what sort of decoration I get for passing, but if nothing else my own satisfaction at a job well done will be enough. Especially after the arduous trip to and from the testing location – it's on the other side of the country, after all. In Broome, of all places. Oh sorry, what? You don't know what the Three Bs are? I do apologise, I thought everyone knew about the hallowed study of the Three Bs – Beach, Booze and Boobs. I'm ready to give this course my all, and I will stop at nothing to come out on top. I'll stay up ALL NIGHT if I have to. (I would just like to add that any atrocious pun-like inferences – as hilarious as they may be – that you may have drawn from the last two sentences are the result of your own filthy mind, and no fault of mine. Heh heh... 'stay up'. Brilliant.) Wish me luck in my studies!

After the little fiasco we had prior to the last round at Sandown, it was all 'hands in the air, burn the bloody race car'. And The Boss had quite a low opinion of it all, too. But with a little bit of sooking and moaning, we've managed to have the Ohioan bit of the celebrated XW all happied up again, and it has just landed back at the JaMSEC (Jager Motor Sports And Entertainment Complex; i.e. our joint). So as we head off to do the B-course (see above) the lumpy bit has at least been plonked in the car – went in quite easily on the 98th go - meaning that when we return there'll be the luxury of A FULL DAY to make sure the thing will turn over and make some sort of noise before we head off on our overseas holiday for The Boss' birthday. Overseas being Phillip Island, of course. Get 'er every year with that one...

Not too worried about the rest of the car, because of course most if not all necessary dicking around had been pretty well Richarded before the most recent abortive attempt at motion. The thing outta be a rocket ship this time;

and if not I'm probably fired and we're painting the car pink, or something. No, honey, Peach is a fruit, not a colour.

Can't sign off without letting you all know of a bit of unethical behaviour going on within the Group N ranks. Yes, that's right; the best and nicest category in Australian, nay world, motorsport is harbouring a dirty big nasty cheater.

I have insider information leaked by a source close to the centre of this controversy that tells me in no uncertain terms that there are indeed shenanigans going on. I'm talking about fiddling with engines here, people, and in a most unsportsmanlike way. I've recently heard of this competitor installing such nasties as aluminium heads and other non-original items like large fuel injectors. There have even been reports of the possibility of Haltech engine management computers and other items of their ilk.

And the poor sporting doesn't end there; well it never does, does it? All of this most assuredly illegal fiddling has filled our perpetrator with bravado, and led to such claims as being able to 'lap us within five at the Island' after challenging us to a race there! I can only say that I am both shocked and dismayed by these outlandish claims, and add that it only goes to show by what degree the cheating is going on.

You know, I was going to remain silent on this, or at least keep the identity of this rogue under my hat; but I cannot stay quiet any longer, regardless of the consequences. Twiggy, you need to take a squiz at Dean Bryant's tow car; the thing's hopped up like a Tour De France winner. He's even suggested we park the sedans and race towies instead!

Well Dean, your tow car may well be (considerably!) faster than Floyd, but catching him is one thing. Getting past him in your flimsy little English tractor without significant structural reconfiguration is quite another matter. Floyd's old, but he's pretty solid, too. As to El Presidente, well yes you're right, he does drive like a big poove.

Actually, it's just occurred to me (remember, not that sharp) that being 'lapped in five' is probably better odds than I'd normally get. Bring on the Tow Car Race Series!



HQRA fun Day Entry Form

Calder Park Raceway Saturday 22nd September 2007 Flat Track Twilight 4.30pm to 11.00pm

Surname.....
Given Name.....
Address.....
Phone(BH).....(AH).....
Mobile.....
Email.....
Car Number.....

Entries open to the first 40 cars only
- other classes have been invited.
Full payment due by 22nd August 2007

\$250.00 - Full Fee



(Includes un-limited passenger rides
All passengers must sign an indemnity form
to receive an arm band - no arm band no ride.)

Completed entry forms to be returned to: HQ Racing Association of Vic.
PO Box 4028, South Dandenong. Victoria 3164

Entries Close on 22nd August 2007

2007 POINTSCORE

	VMRC RD1	Hist PI	VSCRC 1	Hist Wint	Rd 3 Sand Total		VMRC RD1	Hist PI	VSCRC 1	Hist Wint	Rd 3 Sand Total		
NCA Over 5000cc						NBA Over 3000cc							
Tony Hubbard	0	0	43	34	77	Bill Trengrove	0	24	16	0	30	70	
Matt Jager	31	0	27	0	58	Jervis Ward	0	43	0	0	40	83	
Gary O'Brien	0	26	23	27	22	98	Andy Clempson	31	33	32	30	23	149
Michael Miceli	0	19	0	0	19	Trev Talbot	0	0	29	0	29	29	
NCB 3500-5000cc						NBB 2601-3000cc							
Robert Braune	49	45	0	46	140	Richard Fairlam	0	43	0	0	43	43	
Michael Bugelly	0	0	37	0	37	Mike Oliver	0	20	0	27	47	47	
Paul Dobson	12	0	0	16	36	64	Brent Trengrove	0	23	0	34	57	57
Peter Burchell	0	0	0	3	3	3	NBC 2001-2600cc						
Rob Burns	0	23	0	39	62	Eddie Dobbs	0	4	0	30	34	34	
Geoff Taylor	36	3	0	0	39	NBD 1601-2000cc							
Michael Hibbert	30	29	27	33	40	159	Ian Cuss	31	31	0	30	92	92
Andrew Whiteside	0	0	0	19	17	36	NBE 1301-1600cc						
NCC 3001-3500cc						Simon Browning	31	30	39	0	33	133	
Trevor Talbot	0	58	0	0	58	Brian Deveson	0	0	13	38	31	82	
Mark Brewster	0	0	27	0	15	42	John Luxmoore	0	21	26	25	72	72
Scott Slater	42	0	0	0	42	Colin Doolan	0	45	0	0	45	45	
Graham Slater	0	21	0	0	21	John Bendell	0	43	0	0	43	43	
John Harrison	0	42	0	0	42	Lou Renato	0	0	0	23	23	23	
Andrew Williams	0	3	40	0	21	64	NBF 1001-1300cc						
John Bourke	24	0	0	33	57	Anthony Ramadge	0	25	0	17	42	42	
Doug Growcott	0	6	45	0	51	Peter Melick	0	0	0	38	38	38	
Gordon Cox	0	0	0	20	20	Ted Brewster	0	46	0	29	75	75	
Angelo Taranto	0	0	0	41	15	56	Chris Ellis	0	0	0	45	45	45
Peter Knight	0	3	0	0	3	3	Len Read	0	43	0	41	84	84
Garry Edwards	24	0	0	42	66	Colin Taylor	0	30	0	17	47	47	
Martyn Lambert	0	0	0	3	30	33	Helen Linder	31	19	0	17	31	98
Scotty Taylor	0	9	0	0	9	NBG Under 1000cc							
Ray Challis	43	33	51	0	52	179	Michael Stupka	0	0	31	30	61	61
Stuart Brown	0	0	9	26	45	80	PLEASE NOTE: Check your points shown here against your own records and remember that if you are not, or were not at the time of an event, a financial member, you will not score points. The Pointscore Rules are shown elsewhere. Email your adjustments to Dean Bryant at pointscore@htcav.com.au						
Alan Brown	0	3	15	0	3	21	REMAINING 2007 CLUB CALENDAR						
Laurie Nelson	0	12	3	0	6	21	GOLDEN OLDIES - HTC AV HISTORIC SERIES						
Steve Coad	0	33	0	20	53	Nov 11-12 Historic Sandown 3							
Steven Pillekers	0	0	15	0	24	39	STATE RACING SERIES HTC AV CLUB POINTSCORE						
NCD 2001-3000cc						Sept 1-2 Phillip Island 4							
Ian Watt	31	34	0	21	31	117	Oct 20-21 Calder 5						
Robert Hare	0	30	0	0	30	Nov 24-25 Phillip Island Island Magic 6							
Timothy White	0	0	0	36	36								
Ant Read	0	0	0	27	27								
Brendan Hare	0	0	0	3	3								
Stephen White	0	30	31	0	61								
NCE 1501-2000cc													
Bill Cutler	0	47	0	38	47	132							
Mark Schatz	0	0	0	0	25	25							
Justin Brown	0	0	0	20	12	32							
Russell Pilven	0	15	0	0	15								
Daniel Myers	0	0	12	0	37	49							
Peter Owen	0	0	15	23	38								
Don Knight	0	9	0	3	12								
Gary Edwards	0	34	0	0	34								
Paul Cruse	31	0	0	0	31								
NCF 1101-1500cc													
Dean Bryant	22	31	31	30	114								



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1. Only HTCAV financial competition members are included in the pointscore.
2. Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
3. The Competition Calendar shows which events are eligible for points for a year.
4. Only HTCAV financial competition members are included as starters in eligible Victorian events.
5. Three points are allocated for participating (signing on) at an event.
6. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
7. In a handicap race eight points will be allocated to each finisher of that race
8. Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
9. Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event. Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
10. At interstate events all cars are counted as starters - not just HTCAV members.
11. It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
12. If a car has a DNS in a race, it is not counted as a starter and points do not apply to that car for that race.
13. If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
14. Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
15. If members change classes their points stay within each class but can be added for Total Points.
16. Members may race as many classes as they like at an event, but can score points in only one nominated class. This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
17. Other race series such as the VSRS, VSCRC and Biante use different methods to score their series. This does not affect the HTCAV's pointscore system.
18. Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
19. In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
20. Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

Points Allocation - Per Race

No. of Starters	Finishing Position					
	1st	2nd	3rd	4th	5th	6th
6+	18	15	12	9	6	3
5	17	14	11	8	5	
4	15	12	9	6		
3	13	10	7			
2	11	8				
1	9					

Plus 3 points for participating

Plus 1 point for fastest lap in your class

How the Club's various Championships work.

HTCAV Club Championship

Your **best 5 results** from ANY of the events below are combined to calculate your class and outright results.

HTCAV Golden Oldies Championship

is scored by your combined TOTAL over these 3 "historic" events

- Phillip Island Classic
- Winton Historics
- Sandown Historics

HTCAV State Championship

is scored by your combined TOTAL over these 5 events

CAMS State Champs.

- Sandown
- Sandwon
- Phillip Is.

AASA State Champs.

- Calder
- Calder

Other Eligible Event

include:

- Island Magic
- One eligible interstate event

Other awards given out each year at the Presentation night include: Rookie of the Year, the Hard Luck award and the Clubman of the Year award, which is voted for on the night by the members.



FORD MUSTANG Nc 289

1st 2006 SA State Group N Championship (Over 3000cc).
1st 2004 Vic State series and runner up in 2003 with Chris Ralph. New 289 (will provide dyno sheets) with all the best parts. Prepared by K&A Motorsport. Lots of spares including Close Ratio Top Loader, 2 pairs of new front rotors, rear shoes. Comes with 12 wheels, 4 with Dunlop wets, others with Yokohamas (one set new June 07 one meeting). Mallala 1:20.5 Sandown 1:25.5 \$60,000. Call Lyn Punshon 0417 826 284 or email lyn@pcreate.com



1972 Ford ESCORT 1300 race car \$11,000 o.n.o.
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