

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - FEBRUARY 2007
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Phillip Island Classic 9th, 10th & 11th March!

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Club Pointscore
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General MEETING
Wednesday 28th FEBRUARY
8.00pm sharp
'Bells'
Hotel & Brewery
Moray Street
South Melbourne

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

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

VICTORIAN STATE CIRCUIT RACING SERIES

| EVENT DATE | ENTRIES CLOSE | EVENT | ROUND | HTCAV POINTSCORE |
|------------------|---------------|----------------|----------|------------------|
| Feb 17 | closed | Calder | 1 | yes |
| <i>May 12—13</i> | <i>TBA</i> | <i>Sandown</i> | <i>2</i> | <i>yes</i> |
| 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 |

LICENSE TESTING

The John Bowe Institute of Driving, the accredited provider of Victorian circuit racing Observed Licence Tests (OLT) has announced that they will be holding an OLT at Sandown International Raceway on; Saturday 31 March 2007.

People wishing to attain their Provisional Circuit (PC) licence are encouraged to book directly with the John Bowe Institute of Driving on

(03) 9886 0522, and to ensure that a licence application form and medical examination have been lodged with the CAMS Member Services department.

Individuals with compelling reasons to undertake an OLT prior to or after 31 March 2007 are requested to register their interest with Sam Robison in the CAMS Victorian

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The following information will be required;

+ Name

+ Relevant motor sport experience

+ Type of motor vehicle intended to race



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PRESIDENTS RANT



February General Meeting—Come along! Plenty to discuss and catch up on!

As you read this the first round of our Club competition for the year has been run. And by now we will all know what, if, who, why and how.

I hope everyone will enjoy this year's Calendar that we've put together. It's ground breaking in that we're running some AASA meetings. It's probably too early to tell if it's going to be a success, but I truly hope so, for everyone.

It is not easy trying to juggle dates and promoters – believe me. So well done, especially to Mark Barbour for all his efforts getting this together.

Club Survey

I know I hark on about it, but I really need as many people as possible to fill in the survey and give it back. That's the only way we can find out what you really want. I guarantee you; we have no interest in know who you are only what you want. The first batch of surveys has been processed but we need more to get a better average before we can announce any numbers. All the surveys just become a big pile of data on a computer. That's how I know 26% of our Club members are over 60 years of age – that's significant!

Pointscore

The committee are currently reviewing the Club's pointscore as we feel it may not be particularly fair to everyone. This will NOT affect this year's pointscore.

The current pointscore works by awarding points by class, as it should. However, it awards more points the more competitors in your class. The question being asked is - is it fair just because you have more cars in your class you should get more points?

Two cars could totally dominate their different classes, both setting lap records in a race, but one car has 6 competitors in their class and the other only 1. The point difference between them is double. 18 points to the car with 6 competitors

and only 9 points to the car with no competitors.

I firmly believe things like the pointscore should be regularly revisited and made better if it can be. There's no point leaving it "cos that's how it's always been done". Cars change and evolve, as does the racing. So should the pointscore. A full and complete revision is being looked at. If the committee believe they have found a better way to score the championship it will be put to the members later in the year for their approval.

Winton Historics

This year the grid splits are Na & Nb in one grid and Nc in the other. This was the Club's decision last year to try this formula. As we believe it will help to draw some forgotten cars out from under the covers in the shed. We will of course review it after the event and decide if it was successful and worth doing again.

There is a Holden versus Ford challenge race on the Sunday at lunchtime. This is FREE to enter and will be on a first come, best-dressed basis. It will be similar to the Mini race last year. We are just waiting on confirmation if "Holden" extends to all GM product, ie: Chev's! We'll let you know.

Phillip Island Classic

Only weeks to go before this great event if back upon us. Over 50 under 3-litre cars with several people being put onto the reserve list, and 40 over 3-litre, will make this another cracker. The under 3-litre race is always the best race of the year. Close and fast every lap. And this year we'll see the new "Ralph mobile" in it's splendid Orange and black livery boost the BMW entries to 8 cars. That's 8 cars Russell will be trying to knobble. It's must see stuff. We must try to get a video camera set up at Honda to catch all the action.

This is Rockwell Automation's 10th

year sponsoring us, so please make them and their guests welcome if they come wondering around your car. There are over 470 vehicles in total this year. The paddock is going to be bursting at the seams. Please try to keep your trailers and tow vehicles where they belong to help with the congestion.

As usual we'll have drinks and nibbles on Saturday and Sunday evening after racing. And trophy presentations on the Sunday as well. As you all know it's a very long slow drive to get off the island after the event. Last year I left 2 hours after someone else and got back to Melbourne 20 minutes after they did. Think about staying back and relaxing before heading off.

Bloody tyres

Some of you may be aware that you cannot buy a Yokohama radial to suit the bigger cars (7 & 8 inch rims). FULL STOP. That leaves several of our members (probably more than 15) with no rubber. Unless they change to a cross-ply tyre. Which most do not want to do, after spending time and money getting their cars set up to suit radials. There are also dozens of other competitors around the country in the same boat, particularly lots of Group S cars. The Historic Commission have therefore allowed these cars for a limited time to run a 50 series version of tyres on the tyre list. The bulletin is printed elsewhere in the newsletter.

Here's are some questions.

1. Should the effected cars been forced to use a 60 series cross-ply?
2. Is there going to be a big advantage in the 50 series?
3. Do we, if at all, apply a handicap to the 50 series cars?
4. Is it fair to other competitors?
5. Will it actually make a difference?

Continued Page 5:

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Minutes – General Meeting
29 November 2006

Held at: Bells Hotel,
South Melbourne

Meeting opened at: 8.15 pm;
suspended at 8.18 for guest Peter
Lawrence to address meeting &
taker questions; meeting resumed at
9.17

Apologies: Tony Hubbard, Graham
Slater, Scott Slater, Mark Brewster,
Brendan Hare, Dean Bryant; Jeremy
Mantello, Bob Cracknell, Alan
Brown, Len Reid, Justin Brown,
David Twigg

Guests: Peter Lawrence,
Rob Nethercote, Lindsay Hughes

New Members: None

Minutes from Previous Meeting:
Moved to be accepted by Martyn
Lambert and seconded by Eddie
Dobbs.

**Business arising from Previous
Meeting Minutes:** None.

Reports:

Secretary:

Mail received: Letter from E Dobbs
to CAMS; MBE Invoices & State-
ment; ANZ Bank Statement; Letter
from CAMS re: Affiliation renewal;
Letter to Club President from
CAMS; CAMS Victoria newsletter;
CAMS Magazine; Appendix J Asso-
ciation Club magazine.

Treasurer:

As at 29 November 2006:

ANZ #1 Account: \$1500.00
ANZ V2 Account: \$12195.00
**Investment Account (Esanda De-
benture due 27/02/2007):** \$1123.45
**ANZ Term Deposit (due
13/12/2006):** \$8278.35
Treasurers report moved as true and
correct by: Ken Zinner; Seconded:
John Luxmoore. Treasurer's report
accepted.

Thanks to all from the club who sup-
ported Historic Sandown. A post
event review has been held with a
view to the event to be held next
year.

President:

It's been a good year and thanks to
everyone who supported our events.
The last meeting of the year at Philip
Island saw a number of 'black flag'
incidents, some of which have been
discussed with officials. Member-
ship renewals will be mailed next
week, together with our club ques-
tionnaire and a targeted audit decla-
ration for Shannon's Classic at Philip
Island. The CAMS newsletter con-
tains a number of articles containing
information that members should
take notice of.

Vice- President:

Some very productive meetings have
been held with regard to the State
Series and there is one date change
to diarise – Sandown April 21 & 22
now moves to May 12 & 13. The se-
ries will be promoted and it is possi-
ble that trophies will be awarded at
the end of the series.

Competition:

Thanks again to Mark Barbour for
his outstanding contribution on be-
half of the club with regard to the

new format State
series. Thanks also
to all who sup-
ported the San-
down and Philip Island events. For
those who have not yet bought their
tickets for the Christmas Party, tick-
ets can be bought after the meeting
tonight.

Point Score & Trophies:

There will not be a pointscore table
in the November newsletter. All fi-
nal results will be made known at the
Christmas party

Membership:

As follows: Competition – 152; So-
cial – 33; Life and Honorary – 6;
Non-financial – 23. Congratulations
to John Mann on becoming our 6th
Life and Honorary Member. Mem-
bership renewals will go out in No-
vember together with a questionnaire
from the club. Please support this
initiative, as the information we re-
ceive back will help us to plot the
way forward for the club and its
members.

In order to expedite pre-race inspec-
tions for those members who have
not yet had their inspections, we will
again arrange another day to do it.
The minium number of cars required
to make this worthwhile is about 20.
If we do not get enough cars, we will
contact CAMS to see if members
can 'tag on' to other clubs when do-
ing their inspection days.

AHTCA:

No report.

H C:

No report

Newsletter:

Thanks to Dean who has done an

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MEETING MINUTES

outstanding job with the newsletter this year.

There will not be a newsletter in December, but a bumper edition in January.

Eligibility/State Council:

There was an HTCEC meeting scheduled for December but this has now been cancelled.

General Business:

LEATT Brace – has been approved by SFI, yet to be approved by CAMS. Probably not until some time in 2007. By 2008 there will be a further roll-out of mandatory use of HANS devices (or something similar)

Next General Meeting – February 2007

Thanks to CAMS – to Rob Nethercote and his team for keeping license fees unchanged and for the initiative of including the CAMS manual in the fee and for making it a ‘live’ document, available to members on the internet

Number of Rounds in State Series – assuming that cost is the greatest factor in determining the number of rounds that can be run in the year, we have put together a series that focuses on reduced costs. (Entry fees for all six rounds next year are anticipated to be approximately \$1720, not including the additional cost of Friday practise). We have also re-structured the pointscore for the club championship by reducing the number of required pointscore rounds to five (from six).

AVGAS – the initial passport scheme to obtain AVGAS was to have ended in December 2004. This has continued to be rolled-over every year, including the likelihood that it will now be extended to December 2007 (and possibly beyond)

Thanks from ‘Fast Johnny’ – thanks to Don and Leigh Knight and Ted

Brewster for assisting with urgent repairs to his car at Philip Island

Thanks from ‘Hollywood’ – to Les Walmsley and team for the ‘bits’ they provided that allowed him to finish the event

Meeting closed at: 9.59 pm



Mick & Simon discuss the times at Calder.



‘WANTED’ - GM Exorcism expert!

Presidents Report:

Continued from Page 3;

Over the last month I must have fielded more than 50 phone calls from people wanting to know the answers. I don’t know the answers. And I have had differing opinions from amateurs and so called experts alike.

I asked Justin Brown, two weeks ago, to ask the AHTCA to discuss this matter with some urgency. But before we knew it, a decision had been made. Whether we like it or not, it’s been done.

There are several things we need to do as a Club/group.

1. Have the Group N tyre list separated from the Group S List.
2. Make everyone aware the moratorium to use a 50 series expires June 30, 2007. That gives people 5 months to find alternate tyres – do not rely on someone else to do your leg work. And don’t buy 50 series tyres in June and say you didn’t know the expiry date was June 30!
3. Ensure that we are involved in the discussion before a decision is made.

I think we need to discuss this further at the general meeting on Feb 28. One thing I do know it this. It has allowed several competitors to compete, which is a positive. Let’s talk.

See you Wednesday Feb 28

Jervis

International symbol of marriage is Approved

New York-AP-

On April 21, 2005, After 5 years of heated debate, the Commission of Human Rights approved the new International Symbol of Marriage:



ELIGIBILITY

Phillip Island

At the forthcoming Phillip Island Classic meeting there will be approximately 450 competing cars. Some of these will have had Targeted Scrutiny carried out the majority will not. This means that the Scrutineers will be working with both the new and the old system. The more Group N can assist the Scrutineers in their task the smoother and quicker our cars will be processed.

All competitors should schedule their arrival at the circuit as if they will be subject to the older system of scrutiny and allow plenty of time. Once at the circuit competitors' cars should not be left unattended (or unattended for the shortest possible time) until any scrutiny procedure has been carried out. This applies to both Saturday and Sunday mornings.

We will be working with the Scrutineers to try and ensure that the scrutiny works as smoothly as possible for everyone.

Biante Series

Cars competing in the Biante Series this year will be competing with a Category 3 Log Book. As cars are not permitted to have two log books at the same time, when this Group 3 Log Book is issued to a competitor who currently has a Historic Group 5 log book will have the Historic log book will be cancelled.

Should a competitor wish to have a Historic log book at a future time the car will have to go through a full Historic Group N application procedure and Eligibility check to ensure that it complies to all current (2007) Group N regulations before the new Historic Log Book would be issued.



A Real live racing Barbour!

Our own Vice President's son Elliot Barbour standing proud beside the Mercbits HQ that he is driving this year in our state series. On Friday and Saturday last at Calder Park Raceway Elliot competed for the first time in cars after graduating from karts last year—not a bad effort when you look back and think what most of us were doing at his age eh!

Elliot qualified on both short and long tracks and showed the benefits of years of karting experience by being only 1 1/2 seconds off pole time for the short

track!

In the first short track race he once again went within 1.4 seconds of the fastest lap time for that event.

Elliot competed in every event offered to his category and finished every event and ran consistently and on the pace all day long.

What an outstanding effort and achievement for this fine young bloke on his first ever race meeting.

We look forward to following your progress mate and wish you good luck for the rest of what looms as a very exciting year for you!



No not that Yankee preacher fellow, just Deano Vying for weight parity sanctions again!



EDITORS Report



Welcome back to what looms as a cracker year of racing for all those prepared to do what's required to get out there!

Fresh back from the AASA Calder experience I've just realised my superlative list just isn't big enough to accurately convey just how bloody brilliant this meeting was. I go on record as stating that last weekend at Calder was simply the most fun Team Bryant Racing has had with the race car in the last three years—no contest!

A big statement but ask anyone who competed and I think you will be surprised at what you hear.

I'll try and put it into perspective for you straight from the eyes of a competitor—here goes;

We had virtually unlimited practice on Friday—cost—\$0

We had the use of a garage all meeting long—cost—\$20

We had two qualifying sessions at 20 minutes each.

We raced on two very different circuits—both of which provided huge driver satisfaction and the surface was as good as any I've been on. And for those who say the layouts are simple then go and see how consistent you can be cos that's one thing I always try to achieve and at this circuit I'm afraid I have a lot to learn — the challenge was hugely satisfying.

We had four races—two on each circuit. We had the variation of two races under lights—simply spectacular and huge fun!

The race control, scheduling, officials performance and general conduct of all officials of the meeting was simply the benchmark from all meetings I have attended — this group of people are simply the best at what they do in my eyes—a huge thank you.

Cost—\$220.

The format provided all this and then gave us a full day of the weekend to spend with our families at home.

To top it all off a BBQ was provided at the end of the meeting for 'all' who attended and it was not a couple of snags on the BBQ and a loaf of bread—this was a spread that you would provide for a group of friends at your own home—everyone was simply blown away at the hospitality shown by the people at Calder Park Raceway. Oh yeah and as

well as the great food there were huge buckets full of ice, soft drinks and light beer to boot—cost—\$0

I've never seen so many HTCAV members stay for such an extended period of time after a race meeting—something that was just brilliant.

Team Bryant had a hard day at the office with the gearbox requiring a rebuild mid meeting and considering the ambient temperatures hovering above 40 degrees we were a might grubby by days end. To top off such a special day my good mate Peter Backhouse, our other team members Helen Lindner (yes I prepared the mini and yes it did run all six sessions running like a Swiss watch and yes she did beat me in the points!), Simon Tannard (clutch guru and team director under pressure who arranged a gearbox install in under ten minutes in the heat and no he's not for hire at any price!!) and myself, were sitting eating our provided meal when Bob Jane came in and asked to sit and chew the fat with us. His priority was to ascertain whether or not we felt we had fun at this meeting. No political crap or bureaucratic bull—the man just wanted to know if his formula had provided fun to the grubby little guys like us who come out to simply race our cars AND YES IT DID!

Ok so by now I will have managed to offend many and raised the eyebrows of the establishment sectors of our sport—guess what—I don't care because everything you have just read is the simple truth of the matter and I for one can't wait for the opportunity to have another run at this track under those officials. I have the highest regard and admiration for all the officials at all the tracks who give their time to allow guys like us to enjoy our sport, but it's important to give credit where it's due and this is the crux of what I'm saying. The people at Calder deserved a huge pat on the back and a thank you and now I feel I have delivered that in this forum.

The HTCAV provided a spectacular display of our brand of racing over the meeting with an unblemished racing sheet once again and this time a near perfect reliability rate which was really pleasing to see.

About the funniest moment I've had racing occurred in the first race where I lost third gear totally in the warm up and raced with only second and fourth at my

disposal. Whilst going up the back straight I drew level with team Hollywoods Mustang fitted with the 'Slapper 351 Chev' borrowed 289 after their engine loss in practice on Wednesday and with my crippled 1300 I managed to draw level to hear the sickest race engine I've ever heard in my life—and here was Hollywood flat knacker and urging the thing to keep going—which it did—just! The boys had a ball all weekend and earned a bag of championship points in the process—well done guys—we'll get ya next time.

Congratulations also to new comer Paul Cruze who debuted the Escort twin cam with awesome results. The jigger looked a million bucks (made mine look like an old race car—bugger!) and ran like a jet all day and sounded a warning to all other class runners. He'll be at Winton and I can't wait to see how this cracker goes on that circuit. He was aided by a very enthusiastic crew and we enjoyed their company all day—thanks guys.

As you will read in the CARma report you will learn that the Team Jager Motorsport has lowered themselves to 'dirty tactics' when it comes to trying to put me off in my quest to blow him off just once before he gets it all together in the big XW—man does it go in a straight line—pity the kill joys put bends in otherwise perfectly good race tracks eh Matt? He's even got the delightful Danielle in on the act of getting my mind off the job of racing by performing acts of indecency on the dummy grid—the gearbox failure shortly after had nothing to do with that Danielle so you'll just have to try harder next time dear!

Congratulations to the Torana boys who showed the V8 crews how it's done all meeting long—great to see. Thanks to my mate Fast Johnny who jumped under the car and helped get us on the grid on time—just wait till you see the green Cortina GT at Phillip Island—it's been to the car make over people and is now a glam! We love our cars eh!

I can't wait for Phillip Island and the chance to catch up with everyone again for what will be a fantastic weekend I'm sure.

Good luck to all who are competing—except the 1300cc Nc guys to he!

Yours in racing,

Deano

'RACE' Magazine;

More exposure for our club and category I'm pleased to announce—RACE magazine now has a column contributed by yours truly and the format is a simple one.

Each issue I will provide a story on one of our members and their cars along with details of our upcoming events.

The bonus here is that the demographics of this magazines readers are almost identical to our clubs target audience—the old win win situation at play.

First issue has an article on the Escort at the wishes of the magazines hierarchy in an effort to allow the readers to understand where I'm coming from in my articles—who am I to argue with the boss eh!

Next issue will cover a story on Team Hollywoods Nb Mustang—should be a good read and if I can get em to be serious for long enough we may even get some info out of em that may be useful to some of the Nb Mustang boys out there!

Subsequent stories will include a six cylinder legend and some of our more senior competition members who have

earned 'legend' status within our club—I think you know who I mean—initials only here—Ted Brewster for one!

I'll keep you posted but the easiest way to read about it first is to buy the magazine—many of our members have already subscribed I'm led to believe—a pleasing thing no doubt.



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Comp report Feb. '07

Well we have survived the heat of the 1st. round at Calder. I was out there on Sat. after work and if it wasn't 40deg. in the shade then I'll race on Goodyear's for a year. While I'm sure there will be a full report on this meeting elsewhere in the mag I'd like to make the following comments.

Firstly, Scott Slater congrats, when I left before the last race (according to they way the schedule was running this should have happened approx. 1:00am). You had put in a great showing and looked to be on the way to a round win.

Peter Backhouse (the master behind the orange bullet of ED). pulled off another miracle to keep Deano on the track and in the points. (I know just a quick trip back to Seaford a full gearbox rebuild & back in time for the next race. A normal afternoon's work for someone who wears their underwear on the outside).

And then there was the Silver Charger from Portland. Rob was driving the doors of a car with no grip. A generous Geoff Taylor lent rob a couple of old Advan 032's to replace his seriously aged Hoosier's. Well from then on Rob got some grip and climbed his way back up the grid to be in P2 by the first race on the SHORT track under lights. Rob launched off the line to grab an early lead. By the first turn on the short track, Rob had quite a couple of length's over Scott, it's just the road went Right and Rob didn't.

After a good example of the old rally cross days at Calder, Rob was back on the track and made a good fist to the results.

Speaking of Charger's I heard it said that Michael Hibbert's new gun did a near perfect pirouette on lap 1 race 1. Moral of the story if you dress a car up in pink it may well drive like a ballerina!

Philip Is. Historic's March 9-11th.

It's not many sleeps now until we descend upon the Island on mass. The grids will be full the cars will all be ready and fully prepared (note to self. Finish up your babble and get back to work on the car). There should be a few new cars on show and I'm sure it will be a great weekend of racing and mayhem.

TYRES.

As you will have heard by now CAMS has finally addressed the issue of TYRES for cars running 15" tyres. There is a world wide shortage of radial tyres in 60 series, and this problems is only going to get worse. The manufactures don't look back to the old days when they make their plans for new tyres. They look towards where the new cars are heading not where they came from.

The bulletin containing the info is on the CAMS website #**B07/15**. The short story is they have allowed 2 new tyres onto the list in the **Dunlop DJ01** & the **Bridgestone RE55**. This allows the Nb cars to have a replacement for the 225/60R15 Advan 032. Also allows Nc cars with wider rims to run the 225/50R15 and 205/50R15 tyres. Yes they have given a temporary time frame to run the 50 series tyres. This will only last until June 30th.

This is already & will be a fiery subject, until a FULL & OPEN MINDED review of the tyres and the direction that we are heading to with our cars is addressed. (In my mind you can't address one without the other).

For now there is a decision made and we need to deal with it. The HTCEC win points for that, they will loose points for the way this major back flip comes without more that it's 2 line rationale. Maybe this is a little premature and they do intend to release a supporting document giving more details of just how there is a desperate shortage of 60 series

t y r e s w o r l d
wide and that the entire future of our class of racing "as we know it today" could be under threat if no action is taken???

To all the incoming comments of "what about me" I offer the following. A change to 50 series tyres will result in between 7.5% ~11.0% in gearing reduction, so those who have been forced into this situation will have to still modify their cars. The new tyre forces applied to the suspension by the 50 series tyres will cause a need for change or at least the shocks to be revalved. By the time someone has had enough time to fully tune and set up their cars to extract the most from this change the period will be over, or maybe at that time everybody will be able to use 50 series?

Another way to look at this is, we are involved in motorSPORT. When you play sport there are always umpires and here's a news flash they make mistakes too! Have you ever seen an elite sportsman like Ricky Ponting take a bad decision, he looks at the result, he takes a deep breath and then he sets about wining all over again. If more people looked at just what their cars CAN do and focused on getting 100% of that cars potential into play, they would be too busy polishing trophies to spend their time worrying about the decision that went the other way!

The above comments about tyres are mine and not necessarily the views of the committee.

Also I was amazed at Calder to see that many drivers don't have or keep records of their tyre pressures. Tyres have changed a lot in the last couple of years (more than just the numbers on the side and the paten on top). If anyone has any questions on tyres you are always free to ring me at Essendon Tyrepower on 9379 2616

Cheers 4 now

Russ

**TECHNICAL BULLETIN
GROUP N AND S TYRES****REFERENCE:**

CAMS 2007 On Line Manual of Motorsport, Section 8 - Historic Racing, Group N and S Tyre List: http://www.camsmanual.com.au/pdf/0810_0701.pdf

RATIONALE:

1. To add two types of tyre to the list of Approved Tyres for Groups N and S; and
2. Due to a shortage of current tyres in the size 225/60 x 15, to permit certain vehicles access to alternative tyre sizes upon application.

AUTHORITY:

These amendments were approved by the Historic Commission by Circulation Vote on 5 February 2007

ACTION:

1. Add the following tyres to the list of Approved Tyres for Groups N and S:
Bridgestone RE 55
Dunlop D01J
2. Competitors in Groups N and S currently permitted to use 15" x 8" wheel rims on either axle will be permitted to use tyres from the authorised list in a 225/50 x 15 size. Where the car has 15" x 7" rims on the front and 15" x 8" on the rear, the use of the 205/50 x 15 size of the same type of tyre will be permitted on the front.

Note: Competitors should be aware that this moratorium is only to cover a short term tyre shortage and will only exist until 30 June 2007 pending a review of the complete tyre list and tyre sizes by the Historic Commission. There is no guarantee that tyres of less than 60% profile will continue to be permitted for use after that time.

- Competitors should also note that individual Clubs/Promoters retain the right to decide how the use of the lower profile tyres may effect Club/Event point scores.

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Member



Calder PICS



Helen Lindner, Ian Watt & Simon Browning shimmer in the Calder Park Raceway Hot Saturday afternoon races!



Robert Braune awesome charger and Geoff Taylor's new Mustang at the drag strip!



Michael Hibberts glam new charger—this car is a concourse race car, You've got to see the build quality to believe it!



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IMPORTANT INFO ABOUT AUDITS

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

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

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

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

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

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

all forget, like harnesses and fire extinguishers dates.

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

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

MAINTENANCE SCHEDULES

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

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

WHAT IS REQUIRED AT AN AUDIT

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

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

Following the recent Sandown Historic meeting which was the first race meeting attended by most of our members since the start of the targeted audit system the following has occurred;

It was apparent to all that the communication between the targeted scrutiny organisers and the actual scrutineers left a little to be desired. The net effect was that the people on the ground were in the main unsure as to what was and wasn't required of cars either audited or not! Our committee felt that it was important that the scrutineers knew they have our full support in this matter and a letter of concern has been written to the cams officers responsible for the implementation of the Targeted scrutiny system. Hopefully our concerns will expedite a solution to some of the uncertainty shown by all involved in this new process.....Ed.

THE CAMS REPORT

The Victorian State Council of CAMS Limited meets quarterly in February, May, August and October. Delegates comprise representatives from the various affiliated clubs. For the October meeting I was substituting for our club delegate David Twigg who could not attend.

This forum gives the opportunity to hear reports from the various sub committees and panels that help oversee the running of our sport. It was pleasing to see about 100 people in attendance. The meeting was held at the Kangan TAFE in the Docklands precinct. Wow that is an impressive building and it was a good place to hold the meeting with plenty of parking available and close access to Citilink.

The format for the meeting differed from the norm as the usual panel reports were not presented. Instead the CEO Rob Nethercote and Board member Bob Glindermann were there to hear first hand, what clubs felt were the current issues facing us. To start this off, a presentation was given by a group of 4 people. Chris Kelly, a rally person who works in the OH&S field, Mike Herlihy, an MG competitor in circuit racing & official, Peter Rose, an MG competitor in circuit racing and Norm Gowers, a Hillclimb competitor & chairman of the Hillclimb panel. The thrust of their presentation was a lack of consultation and communication by our governing body. Recent initiatives like targeted scrutiny, the revision to the 130% rule and the OH&S / compliance checker role were the examples given. They felt the

lack of consultation about these new systems was a problem given that it will *impact* competitors and be *implemented* by volunteer officials. Yet the system was not run passed either of these before it was introduced. The lack of communication was mainly the delays in being notified of these new systems.

While there was some truth to what was being said, we need to remember CAMS is a large organization and there are some well intended people working there. The pleasing thing was that both Rob Nethercote & Bob Glindermann took the comments on board and have indicated some follow up action in regards thereto.

Other questions were asked of the two men, and considering the general forceful tone that some were asked, I thought they took them on the chin and answered them quite well. The questions again related to decision making processes. Given that CAMS is "owned" by the clubs, the theory is that the clubs present their views through these meetings, and those of the relevant sub committees and panels, and they then go to the State Council Executive or the relevant discipline, such as the Motor Race Commission. Decisions made by these groups are presented to the CAMS board, who then vote on them. The Board then directs CAMS employees & volunteers to implement the decisions. Clearly there are times when this is not how it has operated.

State Council elections were then held. The personnel on the State

Council Executive have a broad range of experience across the various disciplines so that is good news.

2007 will again be another challenging year for our diversified sport. There are several disciplines involved, numerous classes and numerous promoters. Throw another organizing body, AASA, who has recently acquired the rights to manage Wakefield Park and there is plenty to think about. The overall emphasis seems to be competitor focused so that is encouraging.

As noted on the CAMS website, the CEO, Rob Nethercote, who attended our November club night, is not renewing his contract in June 2007, after 5 years at the helm. Rob is a grass roots racer in Formula Vees and I reckon he has done a very difficult job, very well. The CEO would be a classic role where we all reckon we know what should be done, and how it could be done better, but when you are the dude in the hot seat, and actually are the CEO, I'm sure it looks rather different. He will be involved in a new CAMS venture, the Australian Institute of More Sports Safety. I along with many others I'm sure, wish him well.

That's it for this month.

Signing Off

David Floyd
(Substitute) CAMS Delegate for the meeting.

Calder CANDIDS



Les Walmsley trying to convince Peter Backhouse a V8 is the go!



Rob Braune dressed for the heat!



Team Slater revelling in the conditions!



Taylor's Mussie & Braune's charger talk traction!



Falcon GT punters Paul Dobson and Pedro Jager obviously up to no good!



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Carma

Most everybody is handed down, genetically speaking, some kind of 'gift'. (I say gift because, well, abnormality - as a term - has such negative connotations.) It's part of what makes us unique, different from each other, and so on. For instance, some folk are exceptionally tall, others naturally very intelligent, still more blessed with extraordinarily sharp eyesight. Some believe that this is nature's way of preparing us for our path in life; the vision thing would obviously assist the hunters amongst us, the intelligent ones would be intended to become leaders (or criminals - or both), and of course the height would be something to help one become insanely wealthy by playing guard in the NBA. All three, and you could be the next Coby Bryant - someone that's really tall, insanely wealthy, plays guard in the NBA, likes hunting, and may or may not be a criminal depending on which version of the story you subscribe to.

Me? Well, it should be obvious - I've been endowed with incredibly dense bones. Incredibly dense. Almost unbreakable they are, with the near-death experiences to prove it. You see, Parental Nature (in these excessively P.C. times, it is deemed inappropriate to assign a gender) knew up front that I would be a particularly poorly coordinated klutz, and equipped me accordingly. As an example, I've been cracked on the scone literally thousands of times, but never yet sustained a concussion. Mind you, there are those that would suggest it's unlikely to see me suffer such a malady from a blow to the *head*, but that's another story.

By now you probably think that I'm wandering aimlessly here, with no real point to make. And ordinarily, I'd be unable to argue. However - laborious though it may be - I am actually working towards an explanation, a *raison d'être*, if you will. A point to the tale. (That's the beauty of a tale, you see. Because with an anecdote, for instance, you don't actually get a point; it's just a bunch o' stuff that happened. With a soliloquy you might, but it's generally obscured by such things as morals. And a moral is not a point, nor vice versa. So it's a tale then, O.K? O.K.)

What I'm getting at - is there something in your eye there, or is it rolling because of a nervous disorder? - *anyway*, what I'm getting at is that as

many of you may well know, our esteemed Competition Secretary, Mr Russell Pilven Esq., is the proprietor of Essendon Tyrepower. And that, Russ, under the terms of our agreement, is quite clearly a plug. That'll be twenty, ta. As The Boss (and I) have at times been customers of theirs, Russell was good enough to invite us to the Essendon Tyrepower Christmas Party this last December. And that's Plug Mk II, shall I just invoice you the \$40?

whole thing sewn up. Might win something. At last.

Cut to the afternoon in question, and suffice to say that, despite the best efforts of a certain Nova/Cortina driving madman (out of respect I won't tell you his name, but his initials are Rod Evans) who kept punting me off; I felt I was by far the fastest 'non-lightweight' steerer there. Bring on



**Keep your eyes on that mirror buddy!!
Calder short circuit is a real leveller eh te he.**

And (here's the point that makes this anecdote a tale), a large part of said *soiree* was to be a spot of Go-Karting at a facility more or less purpose built to handle same. Said event was to be of such a structure as might be referred to as *racing*, if one was to be liberal with one's descriptions, with trophies, etc. on offer and all that. Now normally, racing is something that will see the JMS driver languishing somewhere down the back, but this time (I was assured) results would be decided after referral to a specially-calculated Mass Index... Meaning that at last my renowned supernormal bone density was going to pay off, and pay off big. I wasn't all that concerned about the professionals that turned up - one quick glance showed them to be Bantamweights at best, and they'd need to be a *lot* faster than me to make a difference. There were also some *actual girls* there, who while obviously quite light certainly wouldn't be much of an issue. Everyone knows girls can't drive, isn't that right guys?!? Yeah, who's with me!!! Er, guys?...

Moving on then, what I'm suggesting is that it seemed like I had the

the trophies!

What we really needed was that Gleason fellow from the Gallopers (you know the one, he looks a bit like someone froze a '30s gangster and - almost - thaws him out every Spring Racing Carnival); because I swear to you the fix was in. And swear is what I felt like doing, (even though there are only three situations when I'm normally allowed to. Those three of course being: a) During sex, b) If I hit my thumb with a hammer, or c) If I hit my thumb with a hammer during sex. Don't ask.), because not even a *bit* of a trophy came my way. Which in fairness is Situation Normal, but it seems that the Fair-to-Every-Body-Mass-Index was quite heavily weighted (pun intended) towards those *light* folk that brought with them a large-ish brown paper bag, several of which I noted changing hands during the afternoon...

What it boils down to is that I wuz robbed, it was a disgrace, not to mention an outrage and an infuriating annoyance. When are we going again, then? Continued →

CLASSIFIEDS

On another note, you're probably going to hear a looooooof of Crazy Talk from the Editor about some woman flashing 'the girls' at him at Calder recently. Don't pay any attention to him, because he's just trying to come up with some flimsy excuse to cover his vehicular abuse that resulted in a lunched gearbox on the warm-up lap. Because as any of you would doubtless be aware, Hooter flashing normally results in heavy contact with the wall. Or at least, such is my experience. (You'll have trouble getting him to say it, but that's what *REALLY* happened to Leigh Knight that time at Sandown. He just doesn't want to admit it to Don.)

Stay tuned for next month's column, where there will be a full excuse package (that is, a full *report*) for the Calder round. Even *I* can't believe how good I was. At times. Could have been a heat-induced delirium, of course, but you wait and see; I'll come up with an angle. I always do.

Fair dinkum—this was hilarious, the short circuit at Calder the small cars were always this close to the bigguns at the start of the straights and then in this case Matt would get a couple of hundred yards break by the end of the short front straight before we would be right on his hammer again by the exit of turn one—what a hoot! Make no mistake—he was looking in that mirror!.....ed



**'Smug' or 'Guilty' - you choose!
Even 'Floyd' wasn't showing his face!**



Great to see the Mighty Falcon GT's lined up!

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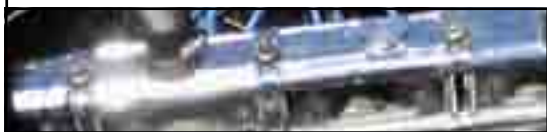
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