

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - MARCH 2007
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Allen Boughen's Very Cool 56 Cussie at Island Classic!



Sheer Braune & Muscle!

Congratulations to David & Miriam Floyd on the safe arrival of Andrew!

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General MEETING

Wednesday 28th MARCH
8.00pm sharp
'Bells'
Hotel & Brewery
Moray Street
South Melbourne

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

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

VICTORIAN STATE CIRCUIT RACING SERIES

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

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

State Office on (03) 9593 7731 or via e-mail by clicking [here](#).

The following information will be required;

+ Name

+ Relevant motor sport experience

+ Type of motor vehicle intended to race



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PRESIDENTS RANT



MARCH General Meeting—Come along! Come early for dinner before-hand!

Hi for another month,

It took me a good 3 days to get over the Phillip Island Classic. It was another fabulous, but exhausting weekend. My complete and unconditional thanks to Ted Brewster for his enormous individual effort. Ted sits on the organising committee and pushes for our best interest, which includes little things like fighting to get the water truck to keep the dust down.

Ted was at the track Wednesday and Thursday prior to the event, and possibly the Tuesday, sighting the Marquees, organising scrutineering general setting up so everything would run smoothly. And he was back on Monday helping with the tear down. Everyone would agree he did an excellent job! Thanks to Margaret Brewster for buying and preparing the nibbles (more kabana next time).

Thanks also to Twiggy for his never ending help with various things including Eligibility. Thanks to Mark Barbour and Roddy for being an extra pair of legs, particularly on Sunday. Thank you Mark Schatz for driving the beer down on Saturday. Not a hard task, I hear you say?!? We consumed 27 slabs of beer which took over \$100 of ice to cool over the two days. It's got to the point where we need one whole car just to ferry the beer down.

Thanks also to Rockwell Automation for sponsoring us. Graham Slater is our liaison between the Club and Rockwell, as well as being the trophy organiser, a job he did very, very well...again.

This event is now Rockwell's major customer focus of the year in Australia. As Frank Breekveldt, the Rockwell Vic. State Manager said "we'll be back next year" An enduring relationship the Club is very thankful for.

Everyone seemed to enjoy themselves and so many interstate competitors commented on how much they enjoy the racing and social life in Victoria. The Club and members should be really proud of the hospitality and good show we put on at "The Classic". It's the envy of other states and many other clubs. And to all the competitors – thanks – the driving standard was impeccably high. Without you there wouldn't be an event – obviously!

Sth Aust. HTC Cup

Anyone looking at travelling interstate for some competition should look closely at the South Australian Historic Touring Car Cup being held June 30-July 1 at Mallala. Entry Fee is only \$200. Garages are subsidised at just \$100 and there are 4 races over the weekend. Mallala is a fabulous little track with some very tricky corners which demand a lot of attention. You can learn a lot there.

The SA boys are always easy to get along with and put on a good show both on and off the track. There's an advert in this newsletter with contact numbers etc.

Winton Historics

Just to remind everyone, entries are still open for Historic Winton and this year the grids will be split Nb and Nc NOT fast and slow. This should help make it a little more relaxed between qualifying and the first race. No more sand bagging!! Plus we hope it will encourage all those Nb cars hidden in garages to come out and have a blast.

This year the Sunday feature race at lunch time is Ford V's GM. It's free to enter with a first come best dressed basis.

Committee

Another year is almost up (wow!!) and elections will be upon us in no time at all. A lot of the committee have served the Club for many years and as a result many positions will become vacant this year. Some people would like to stay on, but changed circumstances dictate otherwise, whilst other simply want a break. A couple of people have put their hands up, but we need more, please. The more hands the merrier. Anyone wanting to join the committee please contact me and I'll see if I can organise for you to sit in on a committee meeting as a type of trial run.

Tyres

With this newsletter there is a questionnaire about tyres. Yes another questionnaire and yes bloody tyres again. As discussed at the general meeting, tyres are constantly being added and deleted by manufacturers, affecting what we can buy/run. To be prepared for future changes we need to know your feelings about tyres in relation to types, sizes etc, so we can gain a consensus of the members. With this Justin will approach the other states. Then, hopefully, with a national consensus we can be prepared for future developments. Please fill it in and fax or deliver it back. No names needed.

Membership Renewals

If you have forgotten to pay your membership this will be the last newsletter you will receive. That's a timely reminder!

See you next Wednesday March 28.

Jervis

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Minutes – General Meeting
28 February 2007

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.15 pm

Apologies: Scott & Graham Slater, Simon Browning, Les Walmsley, Darren Knight, Brendan hare, Len Read, Mark Brewster, Michael Holloway, James Holloway, Helen Lindner, Alan Brown, Deborah Brown, Stuart Brown, Bill Cutler; David Floyd, Matt Jager & Danielle Jager, Ray Challis

Guests: David Zmood

New Members: None

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

Business arising from Previous Meeting Minutes: None.

Reports:

Secretary

Mail received: CAMS Insurance Information for Competitors; CAMS Insurance Information for Affiliated Clubs; manual of Motorsport (abridged version); CAMS Affiliation Certificate; CAMS License Application Forms; CAMS Officials Application Forms; Appendix J Association magazine; Esanda re: Investment Renewal; Australia Post Postbox renewal notice; MBE Statement & Invoices; ANZ Bank Statement; membership renewals; research questionnaires; e-mail notice re: formation of Historic Touring Car organisation in Queensland; various mail items from vendors promoting products & services

Treasurer: Report presented by Jervis Ward

As at 28 February 2007:

ANZ #1 Account: \$17164.58
ANZ V2 Account: \$8506.62
**Investment Account (Esanda Deben-
ture due 27/02/2007):** \$1123.45
ANZ Term Deposit (due 13/06/2007):
\$12334.08

Of the above, \$9815 must be paid out for Philip Island marquees.

Thanks to Ted for again doing an outstanding job with the marquees for Philip Island. Also to Jervis and Mark for facilitating the mailing and processing of membership renewals and to all members who have already renewed.

Treasurers report moved as true and correct by: Martyn Lambert; Seconded: Eddie Dobbs. Treasurer's report accepted.

President:

We should have a fantastic year albeit that there will inevitably be issues such as tyres that will need to be resolved. Collection and analysis of data from the member questionnaire is very important to the club insofar as providing us with data comparable with the whole population that should facilitate some sound decision making for our future. We are very fortunate to have the opportunity of getting this done at no cost to the club and wish to thank those concerned for their input and effort. Winton Historics will be run on the basis of Nb & Nc grids, a handicap race and a Sunday feature race consisting of the first twenty Holden & Ford entries received by the organisers.

Vice- President:

Members should please note that they have a representative on the committee of the VMRS who should be approached to raise any matters with regard to the series.

The first event of the year was a great success but at present (and it would appear the way forward) for the committee is not without its difficulties, as some members of the committee remain opposed to aspects of what the committee is trying to achieve for members/competitors who are represented on the committee by a member of their club/association. Areas of contention may include issues such as the status of Vic State Racer magazine in reporting on the VMRS. Additionally, CAMS have undergone changes in personnel that have also not made things easy. As far as this club is concerned, we have gone down the path of providing additional options for our members to race in the best interests of the club. We have been assured (professionally) that the infrastructure under which we compete at AASA events is compliant insofar as our members are concerned. The main area of tension appears to be between some members of the competitor group and AASA organisers because of the changes that have been implemented for competitors this year.

Competition:

The club acquitted itself very well at Calder under very trying conditions (ask Matt Jager). Members really did well to keep their cars going. Dean Bryant rebuilt a failed gearbox between races and returned to compete in the last event of the day. Well done Dean!

Entries for Philip Island are fantastic and there is every chance that the over 3L grid will accommodate some of the under 3L cars to ensure that all entrants have a run. A special thanks goes to Michael Holloway for his effort in facilitating this for competitors. Marquees will be placed in an area slightly different to last year and all spaces will be identified by competitor name. Administration with regard to scrutineering is yet to be

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MEETING MINUTES

finalised and competitors will be advised final details when signing on Saturday morning.

Trophy winners from the Calder event are as follows: -

Dean Bryant, Helen Lindner, Paul Cruze, Ian Watt, Andy Clempson, Simon Browning, Matt Jager, Robert Braune, Scott Slater, Ray Challis.

Congratulations also to members who made their debut in new cars.

Special mention is also made of Elliot Barbour who made his debut in sedan racing at the Calder event.

Note: (It is terrific to see so many new members names amongst the trophy winners from this round! Well done everyone and look forward to seeing you at Sandown) Sec.

Please make sure that diaries are updated with the correct dates in our calendar.

Point Score & Trophies:

An updated pointscore table will be published in the next newsletter.

Membership:

As follows: Competition – 104; Social – 20; Life and Honorary – 6; Non-financial – 66. If you've not yet sent in a completed questionnaire, please do so as the information members provide will be extremely useful in planning our future.

AHTCA:

At present, the only issue on the AHTCA agenda is what members want in terms of tyres. It is pleasing to see that in Queensland there will now be a stand-alone group to coordinate and organise the category going forward. Its disappointing to note that the HC has gone back on the decision from last year and will now not be appointing a competitor delegate to the HTCEC. There is uncertainty as to whether the clubs will be charged capitation fees this year. There now appears to be a question mark with regard to the relevance of the AHTCA in the current climate. There also appears to be some significant process related issues between the body that represents competitors on the one hand and the HC on the other. It is maybe time that we look at the structure of the relevant body, how it markets itself and how it communicates with other relevant organisations so that competitors in each state have a truly representative voice where and when it counts most. The

committee will discuss this issue and provide feedback (to Justin) in due course.

HC:

No report

Newsletter:

Stories from members for the magazine are welcome.

Cars from the category have received coverage in Unique Cars, Street Machine, & Race magazines respectively, the latter of which will cover a story about (my) Escort in its next edition. The Torana of Ray Challis has also recently been featured. Congratulations to Michael Hibbert and Paul Cruze for presented two beautifully prepared cars recently at Calder.

From a personal point of view the Calder meeting was terrific, notwithstanding the technical difficulty that we had but were very satisfied with what the organisers put on for the weekend.

Eligibility/State Council:

State Council meeting – a meeting was held on 6 February 2007 at which the new CAMS state manager was introduced. At the same meeting the clubs discussed the possibility of having various CAMS commissions accountable directly to the clubs.

Eligibility – please allow sufficient time at Philip Island on both Saturday and Sunday for scrutineering of your car. The final process and paperwork are yet to be finalised and competitors will be informed when signing on. Please ensure that you are with your car during the allotted time for your scrutineering. For members going to Mallala at Easter, please note that it will not be compulsory to have a pre-race inspection on your car for that event.

General Business:

Club video – there is a professionally produced video about the club, its cars

and competitors that is for sale to club members at \$25 (normally \$35 to the public). Please support this initiative.

Tyres – in the not too distant future 60 series tyres are likely to become less freely available. We have asked Justin to tackle this issue with the other clubs through the AHTCA, but as a club we also need to consider the options i.e. different aspect ratio such as 50 series; different rim sizes; different construction tyres such as cross-ply etc. In the interim the HC has allowed some 50 series tyres to be used for a limited period of time. We need to canvas the opinions from our members to see which way we would prefer to go in the future so that our position can form part of any submission to the HC. Some of the issues to be considered are the look of the cars, the impact on set-up of cars as a result of any proposed changes. The reality is, that in relation to where the future is in tyre manufacturing is moving in an opposite direction to what are requirements currently dictate. It is unlikely that availability of 60 series tyres will improve given the business philosophy of the tyre manufacturers. Different aspect ratios can be considered as it is possible to determine a size that will result in the same or similar overall rolling diameter of the tyre. Part of the research done on the subject should also include what is being used in other countries around the world. Any visual material that shows what our category's cars look like with a different series i.e. 50 series tyre should be sent into us as part of our research into the matter. Many and varied points of view were heard and it was agreed that a member survey will be issued with the next newsletter to get an even broader perspective from members. Affordability and availability will be two of the critical issues and needs that will need to be considered.

Meeting closed at: 10.27 pm



Garry Edwards heads off Stephen White & David Noakes.

The Island was magic again.

The dust has cleared from what was yet another fantastic Island event. The joy is slowly fading from faces of the winners, the plans to go faster are being laid by the almost got there group and the repair bills are quickly building up for the rest of us! **Sniff. Sob, CRY!!** I would like to congratulate our favourite inspector Mr. Holloway & his loyal mob, for the big effort they put in. Without that team and the Mini Car Club of Victoria we would not have the best race meeting in Australia each year. **THANK YOU!**



The remains of the Pilven 1600 screamer—obviously not happy Jan!

VSCRC Round 2

It's coming around very quickly & with the array of new cars we saw come out for the Calder round Sand-down on May 12th. & 13th. will be the place to be. If you don't have sup. regs yet contact the MG Car club via their web site at <http://www.mgcc.com.au>

TYRE survey

Within the mag you will find a survey form with regards to tyres. As we saw at last month's general meeting this is (and will be for quite a while) a very contentious issue within the club. It's VERY important that we gain the views from as many members as possible, so we put across more accurate info. when the HTCEC come to ask our preferences for the future.

Good Luck to all those running at Bathurst in a couple of weeks. I can't wait to see the video tapes (but Hollywood if you're going up the mountain again, we want to see out the window this time)

Cheers

Russ.

DVD's for sale



Australian Historic Touring Cars

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

\$25 members. \$35 non-members.

Available at the general meeting



EDITORS Report



Wow! What a ripper start to our years racing with another awesome event in the Shannon's Classic at Phillip Island. For those of us fortunate enough to be there it was an almost unbelievable event and this fact was bolstered by the realisation that we were all taking part in what was the largest ever motor race meeting held in Australia—great stuff! First and foremost I'd like to convey not only my own thoughts, but those also of the majority of competitors, an opinion on how this meeting was conducted by Michael Holloway and the mini club crew—brilliant! I had cause to have to speak with Michael and some officials on a couple of occasions over the weekend and even though he would have to have been the busiest man in the land at that time, he was able to make the time to hear my issues and deal with them in the best manner possible—great stuff and thank you. There were a few issues regarding start line stuff but lets not forget that we were dealing with capacity grids on a chock a block program. I must admit that the Exocet got a few easy places on the grid in the first race to be.

Tasmania must have forgotten yours truly's fau par of a few years back cos the two nicest things happened to me over the course of the weekend and both involved apple isle based members. Firstly one bloke came to say how his young son was so disappointed he couldn't be there to see the Exocet at the Island as he is an Escort nut and loves our car—we sent him home with a brand new TBR cap that should put a smile on his sons face—it did mine! Secondly was a young bloke from Tassie who made a special effort to find me and make the time to introduce himself and let me know how important this mag is to all our non Melbourne based members. I really appreciated his input and it makes it clear the responsibility I have in making sure I get all the relevant stuff in print for all to see—thanks buddy.

Our own team had a good result with the Exocet taking out third in class against six of those bloody Nc Minis—and on 3 cylinders for most of the weekend to boot! Some new lifters and a cam on the way I'd think! Our 'other' team car managed to show some great speed and climb the ladder in the Nb brick brigade

with Helen Lindner putting in another fault free showing in the improving Cooper 's'.

It was the most fantastic display of our categories diversity of vehicles with some cars of note being;

The ripper 48/215 humpy of Kev Moore which finished every event—great stuff!

The legendary Eddie Dobbs FE which unfortunately succumbed to the dreaded ongoing vibration issue—damn shame!

But the outright winner in both the unique and public admiration stakes was won convincingly by Allen Boughen and his family team and that awesome 56 Customline. The car looked a treat sporting it's period 'steelies' and that 'y' block 292 sounded fantastic. I was fortunate enough to be able to introduce Murray Carter to this car during his wanderings of our pits on the Sunday morning — a very poignant moment I thought when you consider that Murray actually piloted this very model of car very successfully at the Island back in 1960 winning his class and finishing only a handful of laps down on the outright winner.

The Boughen team also sported the period white overalls for the crew and a period big Effie tow vehicle to boot—well done guys and girls and we can't wait to see you back down here again soon.

Don Knight showed early speed in the twin cam Escort on Saturday but he had a Sunday he'd probably rather forget with minor gremlins coming to spoil the party.

Our mate fast Johnny Luxmore had the Cortina GT looking a million bucks resplendent in new paint and stripes only to be tagged twice at MG unfortunately damaging the drivers side of the car.

Although this was sad to see it's probably also worth mentioning that this was about the worst damage for our cars over the weekend which I guess was a pretty good result all considered. Michael Holloway's plan worked a treat and we all got to go home eh. Something that rang in the ears of a lot of us drivers was his remark that in historic racing the following is sound advice—

'if in doubt—don't'

Whilst having a spirited dice with Colin Doolan and that glam white Cortina I reminded myself of this advice a few times and guess what—we all came home with smiles on our faces and the

cars pretty much as they left home—thanks for the advice Michael!

Congratulations to Robert Braune and the Charger who have stamped their authority on the competition thus far with a compelling victory in qualifying and all three races this weekend—phew! My apologies to Bill Cutler for the trophy stuff up on Sunday arvo—the good news being that this event has now made way for a better system of arranging this process for next year and I've done what's necessary to make sure that who ever is responsible for this job next year has an easier time than I did this year—all a learning curve eh.

Whilst speaking of trophies I need to offer huge thanks to Graham Slater and Rockwell Automation for providing an awesome display of both trophies and support for our category at this event. The fact that Rockwell Automation P/L have said they will again sponsor this event next year is a huge bonus for our club and this category—thanks guys, much appreciated. Our interstate visitors were simply blown away at the quality of the trophies and hospitality shown by our Victorian club.

Huge thanks to Both Ted and Margaret Brewster for all their hard work in making this event so pleasurable for us all—if I had to tell you all what they actually did leading up to this event I'd need another full page—you guys are legends in my eyes.

Thanks to all club members who helped in making this event such a positive exposure for our club to the eyes of the Historic Touring Car world—every bit helped greatly.

Thanks to Mark Schatz who ferried the rather large amount of drinks to the island for us to all enjoy—I think he's considering getting a truck for this job next year—oh dear!

Now a good break to give time to get the cars right for the next state round at Sandown—I've got two race cars with engines out and the tow cars sick too—it just never ends eh!

Time now for all members to think about our committee elections coming up in a few months—new blood is needed and the club is in great shape, a very good time to put your own stamp on our future I would think,

Yours in racing,

Deano



H.T.C.A.V. Member and Torana punter Stuart Brown about to embark on a few laps in an ex Brock Torana around Phillip Island circuit during pre race activities at the recent Shannon's classic.

Nice head protection there buddy!



Thanks to Deb Brown for these great pics!



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Phillip Island race report



2007 Shannons Phillip Island Classic Rockwell Automation Historic Touring Cars Under 3 litre

Race One saw Pole sitter Jason Humble (RX-2) lead Bill Cutler (BMW) and Wes Anderson (Alfa) into turn one. Fellow GTV 2000 driver Spencer Rice retired whilst in fourth after a plug lead came adrift. Jerry Lenstra (Imp) and Eddie Dobbs (FE) races also ended early as South Australians Paul Atkins and Stuart Barnes (both Cortina GTs) battled hard inside the top ten. The Minis of Ted Brewster and Len Read were locked in a fierce dice that would continue all weekend as Humble held out a determined Cutler with Anderson third. Queenslander Bob Sudall (RX-2) was fourth then Russell Pilven (Datsun 1600), Peter Martin (BMW), Jason Armstrong (Mini), Rory O'Neill (Porsche), Garry Edwards (BMW) and Barnes just over Atkins in 11th. Fastest lap: Humble 1:57.0607.



Humble again led early in Race two as Edwards fell off at Honda but rejoined and Don Knight (Twin Cam Escort) stopped after a fuel pump switch failed. Cutler ran wide at Honda allowing Sudall through into second as Pilven retired after spinning a bearing. Barnes, Read and Brewster were very close as were the Minis of Troy Williams, Helen Lindner, Anthony Ramadge and Ian Pringle who had started from the back. Humble collected another win as Cutler regained second from Sudall with Anderson fourth. Martin was next then Armstrong, Rice, O'Neill, Barnes and Brewster. Fastest lap: Humble 1: 57.3342.

Rice made a rocket start to be third into turn one in race three, having started seventh. Knight retired with an electrical malady as Armstrong and Martin engaged in a huge dice for sixth. Rice powered past Cutler on the front straight to move into second then lined up Humble for an inside run into turn two, grabbing

the lead moments later. Barnes retired on the final lap with engine dramas as Cutler and Humble argued over second. Humble fended off the Bimmer attack after some fantastically clean dicing and mounted a final challenge on Rice as the leader sprinted to the line, the Alfa winning by just *.09 of a second!* Cutler was less than half a second adrift in third then Sudall, Anderson, Martin, Armstrong, O'Neill, Colin Taylor (Mini) and Brewster tenth. Fastest lap: Rice 1: 56.7723.

Over 3 litre (plus Capri & EH)

Fastest qualifier Rob Braune (Charger) would start race one alone on the front row after fellow Mopar man Rob Burns suffered clutch dramas after lining up and had to be pushed off the grid. After the slightly delayed start Braune built a small gap back to Trevor Talbot (Torana) and Jervis Ward (Mustang). Darryl Hansen (ex Stillwell Mustang) coasted to a halt with clutch issues, ruling him out for the

swapped paint as Queenslander Allen Boughen rotated his brand new '56 Customline at Lukey Heights, some stone chips the only damage. Andrew Williams (Torana) and Laurie Donaher (Camaro) retired on the final tour as Braune took the win. Ward just beat home Talbot for second after a thrilling final lap with Challis fourth, then Alf Bargwanna (Torana), Gary O'Brien (Kingswood), Clempson, Trengrove, John Harrison (Torana) and Harry Bargwanna (Capri) completing the top ten. Fastest lap: Braune 1:52.3762.

Race two saw Braune lead Ward and Talbot away, followed by the much improved O'Brien HQ, now sporting some very neat green striping on the black paintwork. That Holdens original owner Dave Clement looped his Torana at MG as Steve Coad (Torana) diced with former Alfa racer Alan Lewis, having his first run in a newly acquired Capri. Another driver having his first meeting in a new car was Andrew Whiteside, the Benalla built Charger running wide at Honda before continuing. Braune racked up win number two from Ward and Talbot, who were again separated by a bees appendage. Challis was fourth, then Alf Bargwanna, Burns (from the back), Harrison, O'Brien, Clempson and Harry Bargwanna. Fastest lap: Burns 1:51.8772. Braune led early in race three but Challis slowed rapidly before retiring. Moller, Williams and Graham Slater (Torana) all ended up in the sand trap exiting Southern Loop, only the latter rejoining. Burns was soon up to third and grabbed second at MG after going under Talbot. O'Brien retired as the Chargers ran 1-2 to the flag (when did that last happen?), Braune winning from Burns with Talbot third from Ward. Alf Bargwanna was next then Clempson, Harrison, Coad, Harry Bargwanna and Donaher. Fastest lap: Talbot 1:52.5722.

Darren Knight

weekend while fellow Sandgroper Ron Moller (Torana) also retired. The Nb Mustangs of Bill Trengrove and Andy Clempson battled hard as Geoff Stenton (XY Falcon) visited the pits with the big Henry stuck in second gear, rejoining after quick work from spanner man Richo. Talbot struggled with gearbox issues and could not catch Braune, who was reveling in the grip provided by a new set of Toyos. Cam Worner (XW Falcon) and '65 Bathurst champ Bo Seton (Capri)



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/Promotors retain the right to decide how the use of the lower profile tyres may effect Club/Event point scores.

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Member





A.H.T.C.A. report



AHTCA Report

Of Tyres and Coats and Things

...

Accountability

I get frustrated trying to get a competitor voice to be heard at Eligibility Committee or Commission level – apparently I’m not alone.

The AHTCA’s push for accountability and a voice for competitors represents only a small part of the problem which reaches all facets of Motorsport, including (and of potential greater importance) volunteer officials.

This topic was raised at the CAMS Vic State Council meetings in October 2006 and February 2007 by Hillclimb Panel Chairman Norm Gowers and the MGCC’s Peter Rose. These guys introduced the concept of COAT – consultation, openness, accessibility and transparency – and discussed how the structural relationships between state panels, national commissions,

competitors, officials and clubs don’t work in practice. CAMS CEO Rob Nethercote (recently resigned) actively supported this working paper at Board level, as did Victorian Board member Peter Bready.

The Board of CAMS is to decide what level of support it should give COAT at it’s meeting on 15th March, but I’m lead to believe after discussions with one of the architects of this proposal that Rob Nethercote’s departure has resulted in a dilution of support.

It would be fantastic to see that club members had prior notice of Commission and Eligibility Committee meetings, or that these meetings were gazetted well in advance. Or as the Eligibility Officers were heard to say ... It would be novel if they were consulted before their committee made recommendations for the HC to implement. (tyres – recently?)

Watch this space ... David Floyd made mention of this in February’s newsletter.

Tyres

You buy them, you decide on what you

want. The survey will give Victoria’s position which I will take to the AHTCA to gain national consensus. Naturally, we’ll present our view to the Historic Commission but we must have your feedback pronto. This is one item which needs to go to the members.

Justin



Great exposure for HTCAV here!



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Ted Brewster—the master at work!



Steve Coad & Rob Burns drag up the hill!



Richard Fairlam's cool EH.



Helen Lindner's tyre frying brick!



Wayne Seabrook—schmick Porsche 911



Brent Trengrove impressing yet again!



Allan Lewis & Ray Challis at Siberia.



Fat man slim heads off Lindner & Lenstra—te he!

Phillip Island PICS



Rory O'Neil's flying Porsche 911



Gary O'brien—very rapid HQ!



Fast Johnny Luxmoore's glam new paint job!



Geoffrey Stenton's bright red XYGT!



Ian Watt—Team Triumph—class act boys!



Peter's neat XU1.



Seasoned campaigner Harvey Felton Capri GT.



Quick & glam new Hibbert Charger!

2007 Biante Touring Car Masters

Race Report - Round One Clipsal 500, March 1-4.

Hot conditions and hot racing characterised the first ever Biante Touring Car Masters round. Brad Tilley (XY Falcon), Alastair MacLean ('68 Camaro) and Gavin Bullas (Boss Mustang) all scored wins but still trail Steve Mason ('69 Camaro) in the points after last years Biante Series runner up bagged consecutive podium's. Extremely warm conditions throughout the weekend saw lap times generally slower than last years Clipsal Biante races but with a much lower retirement rate than any round in the old series previous four years. No Safety Car periods also added to the success of the inaugural round run under the new Category 3 regulations.

Race One (seven laps)

Tilley beat pole sitter Bullas into the chicane for the first time with MacLean and Mason in hot pursuit. Les Walmsley (XY Falcon) went through on Drew Marget ('69 Mustang) as the overheating Ford of Bullas retired. MacLean posted fastest race lap as he began attacking Tilley, only to spin and relinquish second to Mason. Tony Hunter (HQ Monaro) retired with gearbox dramas as MacLean fought back to regain second from Mason, who was finding a change of exhaust system not working in his favour. West Australian Peter McLeans new HT Monaro (still needing some race sorting) diced with local Graham Stewarts XU-1

which struggled after losing third gear.

Guest steering Phil Morris' XY Falcon, Lance Stannard suddenly came upon the spinning Porsche of Mark Forgie. Stannard spun the big Henry around to avoid contact but stalled and the car would not refire. Tilley won by a little over two seconds from MacLean with Mason third. Gary Treloar ('68 Camaro) was next then Walmsley, Marget and Greg Toepfer (Torana). In eighth was none other than former Historic Touring legend John Mann ('64 Mustang), out for one last blast. GTP Lancer pilot Graham Alexander (new HQ Monaro) and 2001 V8 Ute champ Rod Wilson (ex Purdon XY Falcon) rounded out the top ten. Fastest lap: MacLean 1:37.8111 (lap three).

Race Two (seven laps)

Tilley again led early but was now under much more pressure from Mason who had reverted to his original set up. It all went pear shaped though after a tap from Mason turned the Falcon around and down the field. MacLean and Treloar went through as Mason rejoined with a bent nose in third. Toepfer had parked the XU-1 with a holed carbide float and Forgie blew a clutch while Hunter struggled with a damaged spigot bush. Bullas sliced through from the rear of the grid but blotted his copy book after going in too hot and running wide whilst battling Walmsley. Mason reclaimed second but could not catch MacLean who took his first Biante win since race one of the 2005 Muscle Car Masters. Treloar was third despite gearbox troubles, with Walmsley next then Marget, Bullas, Tilley, Alexander, Steve Hoinville (ex

Mann '68 Mustang) and Rod Wilson in tenth. Mick Wilson (Charger) and Rory O'Neill (Porsche) were next then Mann who had been delayed by a fuel pump malfunction - in almost *exactly* the same part of the circuit that a similar problem had stopped the famous #54 Mustang 15 years ago! (cue theme from "The Twilight Zone"). Fastest lap: Mason 1:36.9087 (lap five).

Race Three (seven laps)

Mason beat MacLean off the line as Treloar discovered more gearbox dramas despite the change to another 'box after race two. Walmsley retired from third after an oil line let go, the plume of smoke momentarily leaving car owner Steve Makarios thinking the worst. Suddenly MacLean stopped with the classic two buck part failure - this time a rotor button. Hunter spun the HQ and entertained the huge crowd with a lurid smoking re-entry. Hoinville led a fantastic battle for sixth, closely pursued by Rod Wilson, Alexander, Mann and Mick Wilson, who was not afraid to poke the Chargers nose in at every opportunity. MacLean spun the Monaro but could not rejoin after a wire fell off the starter. Bullas began to hound Mason and finally pulled off an outside move for the lead with only a few corners to go. Mason was less than a second behind with an ill Brad Tilley third. After an horrendous 2006 Marget was happy with another finish to be fourth, then Treloar, Hoinville, Rod Wilson, Mann, Alexander and Mick Wilson completing the top ten. Fastest lap (new lap record): Bullas 1:36.7810 (lap six).

Darren Knight

H.T.C.A.V. Members tackle Targa—meet Brian & Linda Dermott's new Targa car!!



403 LIVES!

Say hello to our brand new 1971 LC Torana GTR XU1 replica built by Mansfield Motorsport, we thought you'd like to see a couple of pics from the first outing at Winton today.

Based on a nice low mileage shell, 403 runs a stronger version of the powertrain and suspension package developed in Group Nc last year - 2nd Torana in the State Championships - but with a higher ride height and less negative but (wait for it !) Commodore HSV (VS) brakes and 15" wheels to get the most out of the FIA 4C2E regs.

And we've invested in a Pfitzner M21 straight cut gearbox which sounds just like the Healey. It feels brilliant - doing 1.44's easily on under 6000 revs - and even Linda approves after laps in the hot seat.

Still a massive list of things to finish - including adding trim and fitting out the interior and adding all the rally equipment - but our campaign to finish Targa has got off to a good start.

All credit to Brett Smith, Andrew Lawry and Greg Jones

Brian and Linda Dermott

We can all follow this cars progress in Targa and have a home grown HTCAV member team competing in this prestigious event—good luck guys and we'll follow your progress with interest.....ed.

CLUB POINTSCORE



<i>Class NcA</i> <i>Over 5000cc</i>		<i>Rd 1</i> <i>Cald</i>	<i>Hist</i> <i>P.I.</i>	<i>Rd 2</i> <i>Sand</i>	<i>Hist</i> <i>Win</i>			<i>TOTAL</i>	<i>Class NcG</i> <i>Up to 1100cc</i>	<i>Rd 1</i> <i>Cald</i>	<i>Hist</i> <i>P.I.</i>	<i>Rd 2</i> <i>Sand</i>	<i>Hist</i> <i>Win</i>			<i>TOTAL</i>	
Matt Jager		31						31									
Gary O'Brien			26					26									
Michael Miceli			19					19									
									<i>Class NcF</i>	<i>1101</i>	-	<i>1500</i>	<i>cc</i>			<i>Total</i>	
									Dean Bryant	22	31					53	9
									<i>Class NbA</i>		<i>Over</i>	<i>3000</i>	<i>cc</i>			<i>Total</i>	
									Andy Clempson	31	33					64	4
									Jervis Ward		43					43	
									Bill Trengrove		24					24	
<i>Class NcB</i>		<i>3500</i>	-	<i>5000</i>	<i>cc</i>			<i>Total</i>									
1	Robert Braune	49	45					94									
7	Michael Hibbert	30	29					59	<i>Class NbB</i>	<i>2601</i>	-	<i>3000</i>	<i>cc</i>			<i>Total</i>	
	Geoff Taylor	36	3					39	Richard Fairlam		43					43	
	Rob Burns		23					23	Brent Trengrove		23					23	
	Paul Dobson	12						12	Mike Oliver		20					20	
<i>Class NcC</i>		<i>3001</i>	-	<i>3500</i>	<i>cc</i>			<i>Total</i>									
2	Ray Challis	43	33					76	<i>Class NbC</i>	<i>2001</i>	-	<i>2600</i>	<i>cc</i>			<i>Total</i>	
8	Trevor Talbot		58					58	Eddie Dobbs		4					4	
	John Harrison		42					42	<i>Class NbD</i>	<i>1601</i>	-	<i>2000</i>	<i>cc</i>			<i>Total</i>	
	Scott Slater	42						42	Ian Cuss	31	31					62	5
	Steve Coad		33					33	<i>Class NbE</i>	<i>1301</i>	-	<i>1600</i>	<i>cc</i>			<i>Total</i>	
	Garry Edwards	24						24	Simon Browning	31	30					61	6
	John Bourke	24						24	Colin Doolan		45					45	
	Graham Slater		21					21	John Bendell		43					43	
	Laurie Nelson		12					12	John Luxmoore		21					21	
	Scotty Taylor		9					9	<i>Class NbF</i>	<i>1301</i>	-	<i>1600</i>	<i>cc</i>			<i>Total</i>	
	Doug Growcott		6					6	Helen Lindner	31	19					50	10
	Andrew Williams		3					3	Ted Brewster		46					46	
	Peter Knight		3					3	Len Read		43					43	
	Alan Brown		3					3	Colin Taylor		30					30	
<i>Class NcD</i>		<i>2001</i>	-	<i>3000</i>	<i>cc</i>			<i>Total</i>	<i>Class NbG</i>		<i>Under</i>	<i>1000</i>	<i>cc</i>			<i>Total</i>	
3	Ian Watt	31	34					65									
	Robert Hare		30					30									
	Stephen White		30					30									
<i>Class NcE</i>		<i>1501</i>	-	<i>2000</i>	<i>cc</i>			<i>Total</i>									
	Bill Cutler		47					47									
	Garry Edwards		34					34									
	Paul Cruz	31						31									
	Russell Pilven		15					15									
	Don Knight		9					9									



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It seemed like such a good idea at the time. “Ooh, Calder” I said. “That’s only just around the corner!!!” Based more or less on this fact alone, the one-day round seemed like a good idea, and had the potential to be a bit of fun as well – what with it being a twilight meeting and all. As they say; that’s noice, that’s different, that’s unussual.

Well, that was the first illusion shattered; it wasn’t *exactly* a twilight round. More of a pre-dawn-and-then-goes-all-freaking-day-until-midnight round, in fact. Now, on more of a mild day, this in itself wouldn’t (probably) have been such an issue. As it was, we got a ‘phone call from some Uni-Student chaps trekking around the mountains on Mercury (gap year, you know how it is), asking us if we might just turn the heat down a bit, thanks, because the light we were reflecting was beginning to burn holes in their Oakleys. Evidently, ‘Thermonuclear Protection’ isn’t what it used to be. Now, I’m not saying it was hot, but I did see a fight break out between some trees when it became clear that a nearby wandering dog needed ‘to go’, as it were.

But I digress; yes, it wasn’t the normal twilight round where things kick off about lunch time, and cruise into the evening. Nope. In what was apparently an effort to give the punters value for money, we were scrutineered at some insane hour on Saturday morning. Like, the sun was barely up by then, which of course lulled yours truly into a false sense of security. It was only about 60 degrees at dawn, you see. (And though it pains me to be serious for a moment, I feel compelled to echo our esteemed editor’s comments regarding this – value for money *vis a vis* track time we most certainly did get! Several competitors – even ones with new engines - were calculating the cost of a freshen-up for the ole propulsion unit by the end of the day/night.) So we worked out our schedule in reverse, as we always do. Scrutineering at x-time, we take *forever* to get organised once we’re there, so arrive at x-minus-1 hour, and then add travel time to that. With this in mind, we left home at about 6:15 in the AM in order to get there by 6:20. It really is just around the corner... And this represents the one and only easy thing about the entire 18-hour period thereafter. Yes.

Eighteen. Hours. It was this mantra (“It’s just around the corner”) kept us going through the loooooong sweltering blessed day.

Scrutineering itself passed simply enough, despite the slagging the guy gave us for the hats. (A mate of mine, Dave, had generously offered to come along and get himself dirty helping with the car for the day. Hasn’t spoken to me since, funnily enough. Anyhoo, we had on matching sombreros which I can only say saved us from being turned into Crispy Critters when things started to get really toasty. And I went through Hell to get them, too. You see, there’s this Mexican restaurant that does a wicked Margarita in a 1.4-litre glass - that’s correct – and they quite happily give away a free sombrero to any fool stupid enough to drink one of them. And all of their food is quite spicy too, so... To a fool stupid enough to drink **TWO** of these things, they give you what seems to be about seven sombreros, except when, or if, you wake up the next day, the count returns to a more sensible one-per-ridiculously-enormous-tequila-laden-drink.)

With the scrute thing out of the way, we fell into the following routine; lay around and complain about the heat, drive the car – passing out periodically due to the heat (normally at the kink on the back straight), push the car back to the pits after the session – carping on about the incessant &%\$# heat as we go - because the very helpful gentleman with the scrutineer shirt on would like for me to stop to have a chat about the almost invisible haze of oil smoke emanating from the car’s hind quarters and it’s now too bloody hot to start up again for a while, sook about the heat while the brakes cool enough to touch, bleed the brakes, complain about the heat while we wait for the next session, pour self back into seven hundred useless layers of fireproofing – I say useless because it’s only serving to keep the fire **IN**, whinge some more about the heat to the accompaniment of eye-rolling from the Boss, ask if we can go home yet (because it’s so awfully HOT, you see) to more eye-rolling, then go and drive the car again for a bit in the heat, harassed (if not soundly spanked) all the while by smart-alecs in *little* cars that actually stop and steer – until we get to the straight, heh heh – unless of course the fuel decides once more (due to the blanking heat) to vaporize in the line and

cause the thing to slow down. Etc, etc, etc.

That’s not to say we didn’t have fun. Oh, no no no. As previously mentioned, we got about nine thousand laps of track time, and got two races each on both versions of Bob’s Backyard. And apart from the fact that the Falcon’s brakes were basically useless (did I mention it was hot?) the short track turned out to be just as good as the long one. The celebrated (by me, if no-one else) straight-line handling of our beloved conveyance, coupled with bowling-ball sharp turning ability and stop-on-a-very-VERY-large-aircraft-carrier braking made for some entertaining racing, and I’m told had the Boss very fairly excited every time we looked like shooting off the end of whatever straight we were on. Which to be fair only happened about eleven times a lap. Not bad, considering there’s only seven corners, I thought.

And then, the highlight. Last race, short track, the Boss won’t let me go home until I finish what I’ve started, and after some bad language and bruising (it’s okay, I’ve healed up nicely – those famous dense bones again), we clambered aboard for the last six-lapper. In my defense, I was under orders to ‘go stupid’, and despite concerns that the boat was well and truly missed on that score, I find it generally much less painful in both the long- and short-term if the Boss’ instructions are followed as closely as possible. The brain was therefore left in the gear bag, and we set out once more to do battle, gladiators one and all, yadda yadda yadda. Whatever, it worked. I can say without hyperbole that I passed something in the vicinity of four hundred cars off the start, and due to my car being so very very wiiiiiiiide, managed to keep most of them behind me. All of which resulted (hah!) in a Class Victory, how good am I then? Mind you, in retrospect I can’t remember there actually *being* another car in the same class, but you know what they say. There’s no room in the score book for pictures, and I rule. (Well, they don’t say the last bit, I s’pose. But can we, just this once?)

So all in all... Jeez, it was bloody hot, wannit?

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