

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - MAY 2007



Hollywood - 'lil green' or 'ol sparky'?



Hubbard - Mr Invincible!

A.G.M.—Come and have your say! (Wednesday 27th June)

Sponsor wanted -

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General MEETING

Wednesday 30th MAY
8.00pm sharp
'Bells'
Hotel & Brewery
Moray Street
South Melbourne

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

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

STATE RACING SERIES HTCAV CLUB POINTSCORE

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
Feb 17	closed	Calder	1	yes
May 12—13	closed	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

NEW MEDICAL PROCESS!
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Please find attached the link to the new medical examination process.

www.cams.com.au/go/medical

Here you will find all the information relevant to the new standards for licensing applications and renewals.

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PRESIDENTS RANT



***A.G.M.—Come and have your say!
Wednesday 27th June 2007.***

May Presidents report
Thanks!

To everyone who has helped with or filled in the Club Survey - thanks. The first draft of the survey analysis was presented to the group last week and it looks nothing short of spectacular. I believe it gives the Club the basis for something great! And thanks for the positive feedback – the Club scored an amazing 94% satisfaction rate amongst members. That must be some sort of record.

Strategy

With the analysis almost complete and some cross checking of numbers being finalised the next step is to have it presented to the entire committee. We hope this will happen in the next 2 weeks or so. Then we'll decide on priorities and timelines. I think we would set goals of short term, medium term and long term. Some really simple things can be done almost straight away, whilst other suggestions/trends may end up in the too hard basket. Anyway you'll be amazed at the type of results the analysis of this survey has brought to the surface. We'll make sure you get to see it in due course.

MG Initiative

The State Series round at Sandown two weeks ago was a great success for our mob and proof that a little initiative goes a long way. The MG Car Club ran the round and after asking the competitors for their input, their various changes to the program and track. The biggest difference was exiting the track at turn 1, to the right and then back along the car park to the pits. I think this saved more than an hour each day, so much so that they were running approx. 30 minutes ahead of schedule. A small hiccup in what was a very well run event in beautiful weather. Congratulations to the MG Car Club and all the competitors who put on a great show.

Competition Records

The start to competition this year must be some sort of record too; 100 cars at Phillip Island Historics, 17 cars at Calder, 29 at Sandown and Over 60 for Winton Historics. If this continues its sure to be the biggest year

ever.

Some of you may have been a little confused receiving an entry form to the State round at Phillip Island on the Queens Birthday long weekend. The Club made the decision NOT TO RUN that round. We did so because historically we always struggle to get numbers for that event and it would have made it our 3rd event in 5 weeks, which is unsustainable based on past experience. The organisers were informed of our decision but decided to ignore it and send out entries anyway. Sorry to anyone who wanted to go, but there's two more chances this year to have a crack at the magnificent Phillip Island track. I believe this is the correct decision and one that will prove this year's calendar as one of our better ones.

6 hour event

At the last general meeting Andy Clempson mentioned wanting to get Club members together to form a group to have a crack at a 6 hour event. 10 seconds later we had the group and Andy is now sourcing information on the two 6 hour events run in Victoria; being the Winton 6 Hour and the Phillip Island 6 hour regularity which is open to Level 2 license holders. Andy will report regularly on progress (yes you will) on this event!

Special Resolution

Don Knight has put a special resolution to the Club to be voted on at the AGM. The

full resolution is printed in the agenda for the AGM as well as another place in this newsletter with his reasons for it. In a nutshell it says no committee person can serve for more than 3 consecutive years.

It's an important issue and one the committee discussed last year, as was reported in the May newsletter. However the committee decided against any further action at that time. But now you have your chance to vote on it.

South Australian HTC Cup

The South Australian boys are really eager to get some of us over there for this great event. The entry fee is extremely affordable and they are offering subsidized garages too. There are contact details printed in this magazine. I also have electronic copies of the Supp Regs and entry forms. Contact me at work on 9690 4321 or

president@htcav.com.au

Targeted Scrutiny

I have contacted both CAMS and the Historic Commission and can confirm, albeit, finally that all category's, except for V8 Super Cars, are being put through Targeted Scrutiny. This means Group N! I hope this resolves anyone's confusion. For your info the V8's have paid technical inspectors who follow a similar process anyway and it is felt they do the same job.

See you Wednesday May 30

Jervis



Jerv's proposal for a new one make series—Really!

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Minutes – General Meeting 2 May 2007

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.13 pm; meeting adjourned at 8.17; meeting resumed at 10.13

Apologies: Justin Brown, Graham & Scott Slater, John Bendell, John Brash, Mark Brewster

Guests: Tim Perrin, Jus Perrin, Tim Ferrus, Neville Butler, Members of Vic. Police Stolen Vehicles Unit, Bob Lorich

New Members: None

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

Business arising from Previous Meeting Minutes: None.

Reports:

Secretary:

Mail received: MBE statement; ANZ V2 account statement; ANZ #1 A/c statement; ANZ Bank Cheque book; CAMS letter re: Victorian Motorsports Facilities Strategy Plan, Invitation to attend Consultation Meeting & Survey of Motorsports Clubs; ATCASA Letter to AHTCA

Treasurer:

As at 2 May 2007:

ANZ #1 Account: \$4996.51

ANZ V2 Account: \$12466.54

Investment Account

(Esanda Debenture): \$1123.45

ANZ Term Deposit

(due 13/06/2007): \$8506.62

The auditor for the club's financial statements has been appointed and the audit of the 2005/06 has commenced.

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

President:

The year is coming to a close quite quickly and grid numbers for the year to date look very encouraging. The results of the club survey will be presented to the committee next week, followed by the next steps of analysing the data further and developing a strategy for the club going forward.

Vice- President:

There are 30+ entries for Sandown – thanks to all who are supporting this event. This is a great outcome for all the effort that has been put into the series for this year and plans are underway already for next year's series. Please support the initiative of the organisers to publish a newsheet for spectators on Sunday. Please let Dean know of any newsworthy items for inclusion. We have again been invited to participate with the HQ Club in a twilight (4.30 pm to 11 pm) Family Day event at Calder on Saturday 22 September. Rules with regard to age limits etc. will be the same as last year.

Competition:

There are 37 Nc and 32 Nb entries respectively to date for Historic Winton. Reserves are available and if not being able to have a run entry fee will be refunded. The Holden vs Ford field has attracted 23 Nc and 14 Nb entries respectively and will be run in a handicap format. For those competitors who have organised to have a garage space please confirm and pay for your space as soon as possible. There are still four spaces available for anyone who may be interested.

Point Score & Trophies:

Updated pointscore will be in the next

newsletter.

Membership:

As follows:

Competition – 122; Social – 23; Life and Honorary – 6; Non-financial – 48.

AHTCA:

No report.

H.C.:

The commission met a couple of weeks ago and the minutes are on the CAMS website (possibly subject to amendment). The main issue of likely interest to members is tyres and in the next few days a bulletin will be published explaining the situation in full. Competitors were not consulted with regard to the 50% decision as a result of expediency because of competitors needing a decision prior to an event at Mallala.

Newsletter:

Next month there is a story about the Easter Bathurst event courtesy of James Holloway. There has been some positive feedback from advertisers with regard to responses from members. Similarly, there seems to be a good turnover of cars that are for sale. We are pursuing a sponsor for the state trophies and hope to have confirmation of a sponsor in due course.

Eligibility/State Council:

A State Council meeting was held on 1 May 2007 at which each club was provided with a quarterly update of the CAMS manual (updates are highlighted in the document). A report was presented on the Victorian Motorsports Facilities Strategic Plan including an interim report that there is an urgent need for medium level sub-district activity facilities/venues; there is strong support (for CAMS) for the study and with working with other agencies; there is also feedback that CAMS is seen as being too remote from its members and that it over emphasises its role as

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MEETING MINUTES

For the consideration of H.T.C.A.V. members, and to be voted upon at the A.G.M.

Addition to the Constitution of the Historic Touring Car Association of Victoria

Insert into the Constitution in the appropriate paragraph the following wording:

“ Executive and ordinary Committee members may only serve a maximum of three consecutive terms (3 years) including any change of portfolio held”

“ In the event of a situation where a disproportionate number of members are due to retire from the executive(75%) and it is deemed by the incumbent committee to compromise the efficiency of the committee, a vote of members at the AGM would be available to address the situation for one further term”.

Purpose of the addition:

By enforcing regular turnover of key identities within the club seek to achieve four aims.

1. Ensure entrenched ideologies potentially driven by one or two identities are not allowed to continue without question.
2. Encourages the incumbent committee to identify hidden talent within the club and encourage greater participation.
3. Ensures a regular turnover of committee members will inject fresh thinking into the activities of the club and thereby giving the best opportunities for member growth and continued strong voice at competition level.

Remove the notion held by many floor members that the enthusiastic and willing can be left to carry the load of club administration for an indefinite period.

Moved: Don Knight

Seconded: Graham Slater

(meeting minutes continued:)

regulator and pays insufficient attention to club issues. Pre-season Targeted Audits are now complete and anyone needing a pre-race audit will need to arrange it individually. Available scrutineers are published on the website or contact Rebecca Drummond at CAMS. There remain some outstanding and possibly contradictory issues with regard to the scrutineering process that need to be clarified by CAMS.

General Business:

Six hour relay – if anyone is interested in participating in the event at either Winton or Phillip Island please contact Jervis Ward or Andy Clempson

Meeting closed at: 10.44 pm



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AGM NOTICE & AGENDA

The Annual General Meeting of the Historic Touring Car Association of Victoria Inc. is being held on Wednesday 27 June 2007 at 8:00 p.m.

The meeting will be held at Bells Hotel, corner Moray & Coventry Streets, South Melbourne, Victoria

Agenda.

- 1) Transact the ordinary business of the meeting comprising of:
 - 1.1 Confirmation of the minutes of the previous annual general meeting, 28 June 2006;
 - 1.2 Confirmation of the minutes of any general meeting(s) held since the abovementioned annual general meeting;
 - 1.3 Receive the reports from the committee;
 - 1.4 Action a statement required under Section 30(3) of the Associations Incorporation Act 1981.

- 2) Transact any special business for which sufficient notice has been given. (Sufficient notice being 21 days notice of such business being sent to all members).
 - 2.1 The special business shall comprise of the following item as proposed by Don Knight:
Insert into the Constitution as Rule 23 (7) the following wording:

"Executive and ordinary Committee members may only serve a maximum of three consecutive terms (3 years) including any change of portfolio held"
"In the event of a situation where a disproportionate number of members are due to retire from the executive (75%) and it is deemed by the incumbent committee to compromise the efficiency of the committee, a vote of members at the AGM would be available to address the situation for one further term".

- 3) Elect officers and ordinary committee members.

By Order

Mark Schatz
Secretary HTCAV Inc.



Historic Touring Car Association of Victoria (HTCAV)

Notice appointing a proxy

I _____ being a financial member of the HTCAV appoint
_____ to act as my proxy in the election of officers and
ordinary members of the committee, at the Annual General Meeting of the HTCAV to be held
Wednesday 27 June, 2007 at Bells Hotel, Moray Street, South Melbourne.

Signature of member appointing the proxy _____

Signature of member acting as proxy _____

Date _____

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



Historic Touring Car Association of Victoria (HTCAV)

Proxy vote

I _____ being a financial member of the HTCAV vote
 For Against the proposed change to the Constitution as notified in
the Annual General Meeting Notice and Agenda as published in the May 2007 newsletter.

Signature of member _____ Date _____

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



Historic Touring Car Association of Victoria (HTCAV)

Committee nomination form

I _____ being a financial member of the HTCAV nominate
_____ for the following position(s) (Please tick) on the committee
of the HTCAV at the 2007 Annual General Meeting of the HTCAV.

President Vice President Secretary Treasurer General
Committee

Signature of Proposer _____

Name & signature of seconder _____

Signature of nominated member _____ Date _____

Note: This form **MUST** be returned to the Secretary no later than 20 June, 2007

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148

TYRES TYRES TYRES

To all those people who run 8" rims and radial tyres, you know that there are no 225/60/15 available. Yet the Historic Commission said no to 50 series. I am going to fight this but I need your help.

It's all about choice, availability and cost.

Please phone Darren Pearce on—0417 035 379

It's great to see a member who is prepared to put his name where his heart is eh! If you're of like mind—then give him a call.....ed!

VALE—Ken Hastings

Our esteemed member and long serving Motorsport competitor, Mr Ken Hastings, passed away on; 17th May 2007.

Our thoughts and prayers are with Lorraine, Glen and Ken Jnr.

Rest In Peace

HTCAV



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EDITORS Report



Another red hot month of Historic touring car racing on the horizon—great stuff!



The 'other' TBR RS2000 Escy

I start this piece off fresh back from our weekend away racing an autocross event at Bendigo as the guests of the Pilven (Datto 1600 fame) clan. Man did we have some fun—what an absolute blast. Bigger the details, imagine this—you are coming back on to the front main straight with the car at about 45 degrees to the direction you are heading, engine screaming, tyres smoking and dust envelops the surrounding countryside—this is fair dinkum intoxicating. I can't wait for the next run—where is it?

Maffra you say—they tell me it's lovely in Maffra at this time of year so we're off—te he. Gee we had a ball. We managed to break the diff in our hastily prepared escort and for the last two runs of the day Russ's brother Phill kindly lent us his own Datsun 1600 rally car. The car looks like it needs a really good scrub and a wash with a spray gun but boy does it drive like a gem. Handles awesomely and the grunt was easy to handle and just never stopped! My first run in the Datto I managed to loop it and then put it into an earth wall bugging the rear tyre bead seal—oops, sorry Phill. Second and last run I engaged the brain and had a clean run regathering my pride along the way. The HTCAV had four drivers at this meeting and several HTCAV members came to spectate—thanks guys and girls. The results you ask? Winner out of all our crew was Russ's big brother Phill in the same car I drove and boy was he quick — can't beat experience eh.

Now don't get me wrong here cos this doesn't directly compete with our circuit racing cos it's a very different kind of fun. The reality is that at an entry cost of \$45 per driver and a car cost at as little as you are prepared to

risk, then it makes for a huge fun per dollar weekend with like minded Motorsport friends - and isn't that what it's all about eh?

We had the pleasure of staying at the Pilven Motorsport complex in Huntly, not far from the track and I can only say that one and all were simply gob smacked at this shed! This is the shed of Motorsport dreams and if you ever get invited—go! The Pilven's will never have to ask me twice to get me

in the form of Bradley Westaway in the rapid charger, and Stephen Pillikers in the family prepared and quick out of the box bright red XU1. It's actually his mums car—how cool is that eh!

Yet again the group N boys showed the way with clean and spirited racing all weekend completing the meeting with out dramas—well done guys.

Special thanks to my mate fast Johnny who let me off the hook on Sunday arvo after an error of judgment on my behalf



back there I can assure you—thanks to Phill and Wendy for your hospitality which just added to a sensational weekend.

Our Motorsport family is certainly a wonderful thing and every time I see a car with a car trailer on the back now I just smile to myself in the knowledge that there goes another who has learnt of the thrill of our sport—great stuff!

Congratulations to HTCAV members Russ Pilven and Brian and Lyn Dermott for having competed at Targa Tasmania—I've seen the footage and it's simply scary fast stuff!

Unfortunately the beautiful blue Datsun 1600 suffered some rear damage after an encounter with a rock bank—ouch! The boys are on it already and it'll be back better than ever very soon I suspect.

Fresh back from our fantastic Sandown state round—

Who is responsible for all this darn sunny weather this time of year—I mean really, how are us tiddlers supposed to compete on days like this! The weather was good for some and yet again Tony Hubbard showed us all a clean set of heels all weekend—great stuff Tony.

The historic touring cars yet again welcomed some new competitors and cars

saw him have to take some evasive action to avoid us both ending up the proverbial—oops! Yet another valuable lesson learnt.

Special mention to Doug Growcott who stunned the Sandown crowd with his blistering performance in the orange XU1 with strong finishes all weekend—no doubt a well earned and timely great result for a seasoned and committed competitor—great stuff Doug.

We shared garage with Laurie Nelson and his crew who struggled all weekend finding the cause of the Dobbs XU1 power shortage. They stuck at it and it improved over the weekend - we all had plenty of fun and light hearted banter during the process. It's great to see one of the period drivers back and enjoying our category once again. Maybe we should include a C.O.D. class for drivers as well as cars—te he.

Team Myers toughed it out all weekend with minor gremlins spoiling the party—better luck next time guys.

Now it's off to Winton in a couple of weeks for what is the highlight of my year (for me at least) —and YES we are due for a wet one—here's hoping,

Yours in racing ,
Deano.

Sandown Pics



Brewster bustling at Sandown



Fat side planted!



Laurie Nelson and new comer Westaway hard at it.



Fast Johnny Luxmoore heads up the tail enders.



Growcott heads the Torana army!



Westaway charger does a few extra loops of Sandown!



Touch down landing—or take off?



Doug Growcott Dazzles em at Sandown!

Sandown race report



VMRC Round Two

Sandown , May 12-13.

Tony Hubbard's Camaro dominated all three races at the first CAMS sanctioned State meeting for the year. After a strong showing at the Phillip Island Classic, Gary O'Brien (Kingswood) again showed he would be a front runner this year with two second places but lucked out with a DNF in the final.

Race One (6 laps)

Pole winner Hubbard bolted to an early lead as the Toranas of Andrew Williams and Stu Brown started from pit lane. Daniel Myers (Datsun 1600) broke a rear uni off the line and parked on the front straight as a great battle raged between the Cortinas of Brian Deveson, Simon Browning and John Luxmoore, with Dean Bryant (Escort 1300GT) not far behind and Mick Stupka (Imp) trying to hang on. Doug Growcott (Torana) was finally having a trouble free run, mixing it up with Mark Brewster while fellow Torana man Ray Challis was struggling with dizzy problems. Stu Brown retired after breaking a throttle linkage as Hubbard went on to win from O'Brien then Bill Trengrove who won

the Nb Mustang battle with Andy Clempson. Growcott was fifth then Brewster, Challis, Trevor Talbot (Mustang), Michael Bugelly (Mustang) and Michael Hibbert (Charger) rounding out the top ten.

Race Two (8 laps)

Deveson did not return after a late race vibration turned out to be sheared flywheel bolts. Trengrove was also absent due to family commitments. Hubbard again scooted away as Stu Brown became locked in a great battle with the improving XW Falcon of Mat Jager with Stu's father Alan (Torana) shadowing the big Henry as well. Paul Trevethan (Lotus Cortina) had his mirror full of Laurie Nelson (guest steering the Dobbs Torana) while Challis showed more speed despite the car jumping out of gear occasionally. Debutants Stephen Pillikers (Torana) and Simon Westaway (Charger) diced hard until contact between the two spun the Mopar around within sight of the flag. Hubbard won easily from O'Brien and Clempson then Challis who just beat Williams to the line. Talbot was next then Growcott, Brewster, Bugelly and Hibbert.

Race Three (10 laps)

An tyre smokin' Easternats style start from Hubbard saw him fall to fourth briefly until the back straight allowed him to utilize the 350 cubes to best effect. Nelson and Brewster were early retirements as Stephen White (RX-2) hassled Trevethan and Clempson found himself under attack in second after O'Brien's retirement. Williams and Challis diced hard but the big mover was Talbot, his ex Greg Nichols Pony Car starting to show some real pace as he moved up into second. Hubbard eased back before setting the fastest lap on the final tour to win from Talbot and Challis. Williams was next then Clempson, Growcott, Bugelly, Hibbert, Westaway and Pillikers.



Welcome to team Pillikers →



2007 SA HTC CUP

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Steve Coad grabs 3rd outright in 07 Targa Classic

Four HTCAV members take the Targa test ... reported by Brian Dermott

When the much changed 2007 Targa Tasmania finished in Hobart on April 22nd after six days of flat out competition around the devilish roads of Tasmania, three HTCAV members were there to take the finishers' medals.



Kermit in space? - huh, I thought that was E.T?—te he.....ed.

Steve Coad brought the mighty orange 6 litre 1972 Holden Monaro GTS into third spot in the new Shannon's Classic Outright competition, behind Rex Broadbent's 1974 Porsche 911 RS and Bill Pye's 74 Porsche 911 Carrera 3. He was well ahead of another 1974 911 Carrera RS and a 1988 Porsche 944 Turbo.

In the long established handicap competition, Henry and Ros Draper in the innocuous looking little blue 998 cc 1961 Morris Mini Minor won both Category 2C2 and Class; and Linda and Brian Dermott (that's us!) in the brand new Mansfield Motorsport Torana took 3rd place in Category 4C2 behind the Cattlins' 1969 Ford Mustang Boss 302 and (by only one second) a 1971 Datsun 240Z as well as their class.

Russell Pilven, after a gutsy attack on the Rookie Rally, fell victim to the infamous Sideling when trying for the lead from 2nd position in his gutsy 1968 Datsun 1600 (P510), now with 2 litre motor and 5-speed gearbox and running as C3 (Modified).

Changes to Targa, now in its 16th year, were designed to spice up the course and cut costs - shedding three days off the administration was welcome and new stages on the first day were tough. Targa Tasmania remains a very difficult classic Motorsport challenge - a marathon of 445 racing kilometres in 43 stages over 6 days interspersed with 2,500 road kms. This is not far off the old Sandown 500 distance when today's racers can

struggle to complete a couple of dozen laps there.

So it's not surprising that, despite a mainly dry event, nearly every second classic competitor failed to win a Targa Plate - completing all the stages in the time allowed. Out of the 115 entries, 26 did not finish (accidents or blow ups) and 28 missed the Targa plate - that's an alarming 47% failure rate. The Spirit of Tasmania welcomed a long line of bent, clanking and limping warriors to the return journey.

All three HTCAV members have good Targa form, multi year veterans who have already all stood on the podium. A youthful Steve and Rachael Coad came third in 98 and the following year Henry and Ros Draper took second spot. A few years later the Dermott's came third in the wet 2003 event in their familiar Big Healey.

This year, the weather was mainly warm as the drought hung around. When Rachael Coad decided that she'd sit this one out, Simon Vandenberg of the Tasmanian Vandenberg Motorsport firm jumped back into the car he'd navigated to classic victory in the 2005 Targa West. And this Monaro is some tool, built more like a V8 Supercar than an old classic, it even boasts built in air jacks which are the envy of the paddock.

But there were scares on Day one when Steve 'buzzed' the GM V8 to more than 9000rpm (2000rpm above its normal rev limit) and bent a pushrod on the very first stage despite the generous base time designed to help you get in the mood. But the crew repaired it in the car in Launceston in time for the East Coast Leg. Which explains why the Monaro was only 6th at the end of Day 1.

Knuckling down to the task, the Coad / Vandenberg combination consolidated their podium spot over the next 4 days with a string of personal best times, fighting off V8 challenges from a Torana SLR 5000 and a couple of A9X's (one of them written off) as well as numerous Porsches. Although many expect the orange beast to be more about donuts than results, the outcome this year shows the potential for an historic touring car to be a Targa winner in the right hands.

The other major innovation this year was the introduction of the Rookie Rally, half price competitions for Classic and Modern cars on the Targa course for Prologue and Days 1 and 2 open only to those who have never competed in Targa before (a qualification which included Ross Dunkerton who won the Modern event in a works Evo). The prize for the winner was a free entry to next years' full Targa.



What might have been - Russell hard on it on Day 1

The Prologue, a scratch sprint to seed the field into start order with slowest starting earliest, is a mad 4.7km hoon around the streets of Georgetown, through the shopping centre and council car park, round the war memorial into a zig zag between the hedges and driveways of suburbia. In a fine display of neat driving, the giant sized Monaro came home second, just a few tenths behind a Giacatollo, in a time which would have been 11th fastest in the Modern. And beat all the Porsches and other V8's.

HTCAV competition secretary Russell Pilven had long wanted to Targa and this was his chance. Pulling a 2 litre motor, 5 speed gearbox and bigger wheels from his stock of spares, Russell was able to make a potential Targa winner out of his Group N racer.

With help from Linda Dermott and top rally guru and Targa winner Jeremy Browne, a number of co-drivers were approached before Naomi Tillett from South Australia agreed to call the notes for her first Targa. With Naomi's solid experience in the

Targa Tasmania



'Podium! A tired but happy HTCAV member Steve Coad and navigator Simon Vandenberg clutch the third place awards for the Shannon's Classic Outright competition'

Australian Rally Championship and Russell's skill and determination, this was going to be a top combination.

And so it proved. Blitzing the other Rookie Classic competitors by well over a minute in the Prologue, the immaculate blue Datto was half a second quicker than gun Targa driver and previous winner John Siddons in a similar car in the Classic event.

By the end of Day 1, Russell and Naomi were second by a mere two seconds to a 1974 Porsche 911 RS. Interviewed by Targa Times, our Comp. Sec. said he was becoming more comfortable with the event after initial teething problems. "We dropped a few seconds while I was trying to learn to use the pace notes," he said. "I'm looking forward to tomorrow, my confidence is growing with the pace notes and it's on the



A rare moment when Henri had the car and wheels pointing in the same direction

longer stages where we can really get into it."

But on the first stage on Day 2, the pace notes which give mortals such superhuman speed through blind corners and crests lead Car 127 too deep into a 3 right and the resultant impact brought the Pilven/Tillett charge to an end. But they were in good company. On the very same stage, international wonder steerer Alen Simonsen in a semi works Subaru STI and the Kevin

Weeks' Lamborghini, among the leaders of the modern competition, also finished the Sideling stage on a tow truck.

The Drapers were concentrating on the Shannon's Handicap and their Category win. Henry and Ros have been doing the event on and off since 1996 with numerous top 10 results in addition to the podium and this year the little blue brick was wheeled out for yet another go. A dry Prologue is not the best stage for 998cc so as usual the Drapers would have an early start.

But once those wild and woolly stages started, the prodigious downhill speed and trademark Draper drifting through medium speed corners (think Winton - the turn onto the old start finish straight is a '5 right 20 4 left into 4 right uphill opens' and we've all seen how Henry tackles that) saw the Mini pull up the field on handicap to high teens. Consistency, experience and reliability brought the little car victory in Category 2C2 and of course the class win.

For Linda and I, it had been a two year programme to get to Targa - the Healey's last was 05. With retirement and cost putting the old car out of reach, we decided to develop a Torana. So we bought Les Walmsleys XU1 to get to know it for Targa by racing it.

After several false starts, we found Brett Smith & Andrew Lawry in Mansfield who built a wonderful engine for next to nothing and set up the car to get us to 2nd Torana in Vic in 06. Then they built us a replica 71 LC XU1 on a perfect shell. In went the 06 engine (pausing to collect a good crank), race proved suspension with BIG bump stops and their clever floating axle system with Detroit locker. 15" alloys and HSV brakes too. To carry the load of frequent use of low gears, we invested in a straight cut Pfitzner gearbox. BLD 111, Car 403, was born and Lin had a competitive car to sit in again.

But by the 10th corner of the Prologue, I knew we'd made a terrible mistake. The 3.08 axle was miles too high; we were doomed to a frustrating Targa of struggle starts and chug-a-lug hills. So instead of stepping up in performance from the Healey, we ended up nearly 6 mins slower - a minute a day.

But there were positives - the car handled brilliantly, our corner speeds were much higher; on the few wet stages, the balance was great. And although this brand new car was not finished until a couple of days before we loaded, everything worked perfectly. Problems? We broke a rear axle



On the way to second in the Prologue, the mighty Monaro terrifies Georgetown

bearing cage from the constant pounding and had to fix an exhaust bracket which had hit something.

And the result was not too bad - third in that category by a tiny margin in a car which finished as good it began is OK for a first hit out' But we'll be back with a 3.36 diff to try to release the little green monster's true potential.

All of which shows that racers who want the thrill of braking from 220 kph at 100m for a 1 left at the top of a 100 m drop can do so in their Group N racer; you can whack on good brakes and wheels and just drive on the boat.

Anyone for Targa?



How proud we are to be part of the H.T.C.A.V. Eh! Huge thanks to Brian for this fantastic story and also to all of our members who flew the club flag in Tassie—congratulations one and all.....ed

Bathurst Diary

The Bathurst 12 hour weekend as it happened. It all started when a refrigerated Mercedes Benz Sprinter van crashed into me. I took the car to Michael Miceli's panel shop for repair. "So you interested in going to Bathurst eh? I think Jervis has a spare seat..." And so begins the great Bathurst Adventure.

Thursday 10am

Wolfmother blares from the speakers of the LandCruiser. I'm sitting in the passenger's seat of el Presidente's car, his Mustang on a trailer behind. We're en route to Bathurst for the 12 hour race at which the Historic Touring Cars are a support category. Some would say feature category given the paucity of entries in the main event, perhaps a function of the \$10,000 entry fee. Jervis points to a sign, graffitied with "Ted wears nappies". Obviously insults are constructed along a different line of thought in country New South Wales.

Jervis adjusts the volume. The tunes of Wolfmother, Dread Zeppelin (no, not a typo) and the like make a change from discussion of car clubs, 289 Mustang engines and the many different forms of road kill we have passed. Jervis toots the horn at a flock of sheep grazing near the edge of the road, scattering them much to the delight of the Land Cruiser's occupants. Bathurst is perhaps the Holy Grail of Motorsport in Australia. A challenging circuit steeped in history. Some tracks have been around longer than Mount Panorama's rough cut road, but non command the same level of mystique. As we approach it calm befalls the front seats of the car. As if on cue, the music pauses between songs. Arrival at the circuit entry sees the renewal of some acquaintances with interstate drivers, a newly tarmac'ed paddock area ("fing fantastic") and the sound of V8's on the race track, albeit sponsored rides.

There's a selection of Victorians that show up through the day, Michael Miceli arrives with Ken in tow, Matt & Daniel Jager also. Mark Schatz beats us there, despite a character building trip. Also present are Marty Lambert, Len Read (pit crewing), Graham Slater and Justin Brown. We set up camp in preparation for an early start Friday morning.

Friday, Very Early

Somehow, this must be Jervis' fault. He never told me about this. Maybe Miceli's fault. Whoever. The world is very ugly at 4:47am, as are my fellow housemates. Depressingly this is not the earliest I've ever got up for Motorsport - working in a rally office in Adelaide required a 2:30am start once- but it feels very painful nonetheless. I'm grateful I didn't imbibe too much last night; a hangover would complete the picture perfectly.

Scrutineering is scheduled to start at 5:40am, drivers briefing an hour later. Thankfully Mark Schatz takes on the role of Barista, producing coffee strong enough that the spoon stands vertically in the cup. The effect is instant; suddenly the morning doesn't seem so bad. It's dark when we arrive at the race track. The scrutineers aren't stupid, they crib an extra 20

minutes sleep and start scrutineering when it's daylight. Scrutineering is brief, to say the least. The time in between is spent trying to take photos of the moon. Early in the morning the bullshit is flowing fast: Jervis theorizes that the stones in the asphalt reinvigorate the knees. Ken, kneeling whilst doing Michael's tyres doesn't seem too impressed with the idea.

Friday. Not quite so early.

Similarly unimpressive is Michael's head gasket which gives way during the first practice session. This is ok until we realize that we need to purchase some head gaskets. In Bathurst. On a Good Friday. Matt Jager, myself and Michael are tasked with the job of finding replacements. We ring every spare parts place in NSW, even resorting to ringing up a local with a F100 for sale in the Trading Post. "I'm not sure if I have any gaskets to be honest mate. I'm having a bit of a drink at the moment" he drunkenly slurs. At 9:30 in the morning!

Thankfully, the one store in town that is open has the goods, and we return like victorious treasure hunters to the track. A team of us headed by Ken attack the engine bay of the car. The big red Falcon misses qualifying, and starts the first race from rear of grid.

Friday 5pm.

After a practice and a qualifying session to get everyone used to the track, racing gets underway in the afternoon. Michael's car makes it back together in time for the race, just. And what a race, climbing from rear of grid, 48th to 8th. Jervis goes the other way, getting punted into the sand trap by an errant Monaro and retiring with a guard rubbing on the left front tyre. Mark Schatz also retires after feeling some movement in the steering he decides that a dnf is a better proposition than a crunched BMW. We adjust the steering box and the car is better than new. Mary Lambert suffers fuel pickup problems and retires as well. On the topic of crunching, Graham Slater dropped a wheel offline in qualifying and made friends with a wall, weekend over.

Victorian-wise, race 1 wasn't great, with only Justin Brown and Michael finishing.

Jervis' car returns on the back of a tow truck and is deposited outside the TAFE repair team. Resident Mustang panel beating guru Miceli offers the TAFE guys some pointers as the front guard is dragged back into shape. It's not pretty, but they beat it back into a shape that somewhat resembles a Mustang. It's a late night by the time we leave the track - dark when we get there, and dark when we leave!

Friday 9pm

We've successfully found a place open for dinner and eaten our fair share of their kitchen. Following dinner is a review of the footage from Mark's in car camera. I'm now a firm believer in the value of in car footage as a means of improving one's driving. As well as providing a good form of feedback on Mark's driving, the video acts as an entertainment source: Schatzy's frustrations at a driver who cut him off make for good viewing. He doesn't let us rewind it to hear exactly what he said though..

Saturday 11am

The big day for us is Saturday, and with our first race at 8:40am we have a sleep in of sorts. Some serious interrogation needs to take place with the BMW drivers: Overnight Justin Brown improves by 3 seconds, and Mark Schatz 2 seconds. Jervis drives through the field to 8th, relegating Michael to 10th. After a dnf in Race 1, Marty Lambert makes his way from rear of grid to 19th.

Jervis gives me the ultimate apprentice mechanics job: holding a finger over a brake caliper bleed nipple hole whilst he gets a new copper washer modified to fit. Several hours (more like minutes, but lets not let facts get in the way of a good story) later he returns. After a bleed its ready for battle again.

As preparation for the final race Matt & Ken attack the battered Mustang with race tape. The bumper-less vehicle gets adorned with buck teeth and a mouth, to go with the tape holding the guard together.

Saturday 5pm

In one of those bizarre bits of bureaucracy, we're allowed to drink alcohol in the pits - provided we stay behind the white chain at the Jack Daniels stand. There is no alcohol on the outside of the track, where the three catering vans are, but 15 meters behind the pits, where there are no vans, there is. Jervis and I imbibe in a celebratory can after a second place finish in the final race of the event.

The SuperCheap (literally!) head gaskets on Michaels car let go 2 laps in but everyone else makes it through the race unscathed. Darren Pearce, as he has done all weekend finished on top of the podium. Before heading back to the house we stop at the scrutineering office where Mark Schatz has left his logbook. We decide that the logbook is worth a bottle of red wine - it is a BMW after all- and leave the track.

Saturday. Red Wine-o'clock.

Dinner goes down well, as does the red wine. It's been a big weekend, and a good one. Staying for the 12 hour race on Sunday doesn't really appeal, so we stay the night in Bathurst. Conversation is good, motor sport can be a very social activity. Discussion over the weekend has been interesting, varied from world economics to engine design to the best clothes to wear to attract a lap dancer!

Whilst the 12 hour might be a reasonably boring race to watch, it would be a lot of fun to compete in. The idea is thrown around, Jervis & I even draw up a bit of a budget for it. Maybe a HTCAV team next year might be fun. We start scheming..

Footnote:

The highlight of the trip home is the disposal of the fruit bought in NSW before the Victorian border. Naturally some road signs come under attacked from flying fruit. Without naming names, there were only two of us in the car, and I was driving...

Thanks to James Holloway for this rippa yarn.....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								
Class NcF		1101	-	1500	cc			Total								
Dean Bryant		22	31					53								9
Class NbA			Over	3000	cc			Total								
Andy Clempson		31	33					64								4
Jervis Ward			43					43								
Bill Trengrove			24					24								
Class NcB		3500	-	5000	cc			Total								
1	Robert Braune	49	45					94								
7	Michael Hibbert	30	29					59								
Geoff Taylor		36	3					39								
Rob Burns			23					23								
Paul Dobson		12						12								
Class NbB		2601	-	3000	cc			Total								
Richard Fairlam			43					43								
Brent Trengrove			23					23								
Mike Oliver			20					20								
Class NcC		3001	-	3500	cc			Total								
2	Ray Challis	43	33					76								
8	Trevor Talbot		58					58								
John Harrison			42					42								
Scott Slater		42						42								
Steve Coad			33					33								
Garry Edwards		24						24								
John Bourke		24						24								
Graham Slater			21					21								
Laurie Nelson			12					12								
Scotty Taylor			9					9								
Doug Growcott			6					6								
Andrew Williams			3					3								
Peter Knight			3					3								
Alan Brown			3					3								
Class NbC		2001	-	2600	cc			Total								
Eddie Dobbs			4					4								
Class NbD		1601	-	2000	cc			Total								
Ian Cuss		31	31					62								5
Class NbE		1301	-	1600	cc			Total								
Simon Browning		31	30					61								6
Colin Doolan			45					45								
John Bendell			43					43								
John Luxmoore			21					21								
Class NbF		1301	-	1600	cc			Total								
Helen Lindner		31	19					50								10
Ted Brewster			46					46								
Len Read			43					43								
Colin Taylor			30					30								
Anthony Ramadge			25					25								
Class NcD		2001	-	3000	cc			Total								
3	Ian Watt	31	34					65								
Robert Hare			30					30								
Stephen White			30					30								
Class NcE		1501	-	2000	cc			Total								
Bill Cutler			47					47								
Garry Edwards			34					34								
Paul Cruz		31						31								
Russell Pilven			15					15								
Don Knight			9					9								
Class NbG			Under	1000	cc			Total								



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And so to Sandown. And I have to say, I was feeling quietly confident about this round. Well, alright – I will admit I was a bit loud, but only at times. Not because of any increase in ability on my part, of course. (Scoff!) No, it was more because there was actually a – little – bit of preparation done before hand. Just for a change, you see.

I'd already done all of the stuff that I normally do; gave the car several coats of lookin' over, and tapped what I felt to be all of the crucial points with a modestly sized hammer. A small ball-peen, I think it was. You know, a lot of people make the mistake of using a big heavy one, and that's just not a good idea. For a start, there's a real risk of breaking a nail, and besides that you don't want to overdo things, do you? Best to start off with the little one, and work up from there, I've found. In point of fact, I use the same hammer to tune the lawnmower; works a TREAT.



So, having exhausted my limited supply of setup knowledge, we trucked on down to Russell's operation in Essendon, where Ricko did all kinds of alignments, and fitted new tyres (Who's your Daddy?!?!), and some other bits that quite frankly I didn't really understand... then, filled with fix-the-car-up fervor, we even had some sort of brake-y bits renewed both front and rear. Masses of stuff that would apparently help; or so I was told, anyway.

The other thing that left me feeling all warm in the Heart-Cockle region about going to Sandown (or The 'Down, as we old hands prefer to call it - I myself must have been there all of

three times, by now) was that I had whizzed off an epistle to some in-charge type of character pointing out quite clearly how things would be so much better for *everyone* if all of the corners could just be removed, thanks. Or if they couldn't be taken completely away, there's no reason why they couldn't be perhaps *smoothed out* a bit. Bit of banking here, a long curving sweeper there – you know there's a lot to be said for the gentle turning action that you see the likes of the *Queen Mary* employing; it not only puts less stress on various bits of componentry, but there's also a certain dignity about it, I feel. And I thought we had a real chance of getting the submission approved, to be honest. It certainly made sense to me, anyway, and I therefore felt that the JMS rocket's Achilles heel – non-straight bits – would be taken care of prior to our arrival. That's the last time I ask for anything sensible, then: We turned up to find the

track layout **substantially unchanged**, which was quite a shock to me, I must say. Certainly, only Registered Madmen like that Bryant fellow would be happy with this turn of events. Not only that, but no-one at document check claimed to know anything about my safety-related submission regarding the removal of the corners. A real slap in the face, that. They did, however, give me this funky little sticker that proclaimed me 'Okay to Compete', which only goes to show how much *they* know. We also ran into the Cutlers whilst getting all paper worked up, and as they were there in their usual official capacity, good sense told us that this was an opportunity to suck up - never let one pass you by, they say, one never knows

when a yellow flag may jump out in front of one. Blew that as well, of course; in my usual awkward fashion, I was unsure whether I was supposed to do the kiss-hello thing or not (and to be honest I was a bit worried about the moustache tickling, sorry Bill). They also said *nice* things to us, and I really don't know how to handle such stuff – not accustomed, etc.

We thought we had a win early on Saturday, though. Ran into Tony Hubbard, and duly informed him that the Driver's Association had handed down the decision to limit him to three gears only. Not. The. Least. Bit. Fazed. "I'll just use second to fourth, then, eh?" Dammit, I *knew* we should have made it two gears – and one of them reverse. That would've fixed his little red wagon, eh? Then again, maybe not...

When we finally got out on track, the movie ran to the usual script. Plenty of go up the straights (and no, the NOS had nothing to do with that), then when we got to the respective braking areas – or to be honest, a bit *before* the braking area – the skirt got thrown over the head and we dribbled our way around the corners. Those pesky, pesky corners.

That whole situation wasn't helped, of course, by the fact that the new extra brake-y brakes broke and wouldn't brake (carry the four, divide by two... yes, that sounds right) no more, leaving us with somehow more and yet distinctly less vehicular retardation than one might deem appropriate, or even necessary perhaps. There was some talk from a couple of learned types perched in a Goldfish bowl over the course of the weekend postulating as to the excessive weight of the 'car' being a big contributing factor. And whilst some of you may consider this judgment to be harsh yet fair, let me take this opportunity to remind you that the 'Falcon' isn't fat, *per se*, but extraordinarily big-boned. Very dense, too, if you remember.

But we battled on, and all things considered did some good stuff. Managed to hold up Stu Brown for a bit (that old 'slow in the corners and hold 'em up, then wave bye-bye up the straights' gag worked a charm. Hilarious) in race two; and after the perfect Lygon Street traffic-light start was doing the same in race three until a

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(CARma Cont):-

couple of those blessed Wog Chariots ganged up on me and sorted me out. (Attacked from behind, isn't that typical?)

But as good as the racing may have been, not *all* of the excitement was actually out on the track. For instance, a local Pet Shop was sponsoring a car in some category or other, and took the opportunity to do a bit of a promotion on the Saturday. I'm disappointed that I missed it, being the animal lover that I am, but I'm told it was *quite* the show. Speaking of warmed heart-cockles and big bones... er, I mean, disgraceful, should be a law, never in my day, etc. etc. And if anyone managed to get any photos, remember who your mates are, eh?

Of course, not to be outdone, our very own Hollywood had himself a grid-lady-person waving not only his particular flag in the marshalling yard over the weekend, but also some cleverly disguised weapons of mass distraction – designed, I'm sure, to put everyone else off their game. Now, not

only did I think that this was a sharp piece of gamesmanship on Hollywood's part, but I didn't want the Boss to feel at all left out. Accordingly, I prevailed upon Andy to see if he could rustle up a spare uniform for her; sadly, the only solution available was a sharing arrangement, to which not all parties

were agreeable.

Well I say, 'not agreeable'; more of a 'look of death' really.

Hey, maybe *that's* how the brakes got broken.



So just what do you get when you mix front running GM, Ford and Nissan men together in the pits at Sandown—something very shady I suspect eh!

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