

HISTORIC TOURING TORQUE

October 2007

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

**Watch out...
...here comes Hollywood!**



**Club Mustangs monster mixed
field in 6-hour relay**



**DON'T FORGET THE NEXT
GLORIOUS GENERAL MEETING!
8pm Wednesday October 31st**

Bells Hotel, Moray Street South Melbourne

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HUGELY IMPORTANT PHILLIP ISLAND ANNOUNCEMENT!

Next year's Phillip Island Historic meeting on 7-9 March will be a **THREE DAY EVENT** with practice on the morning of Friday 7th and qualifying that afternoon. The Saturday and Sunday events will all be races as a result. Book your accommodation now, enter early - this is Australia's major historic event and likely to be over-subscribed!



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EDITORO

In this month's issue there are three



race reports: two from recent Biante rounds, one from the 6 hour at Phillip Island, but unfortunately, not one at all from the last of our championship rounds at Calder! Twas a bit recent and up against deadline, but Coxy tells me that Calder has changed out of recognition. Bob Jane has spent money on upgrades and it looks a treat. The selfsame Princely Purveyor of Parts, the Mobile Magus of Motorsport bits, made an interesting comment that he felt more like a customer than a competitor at the meeting with the organisers falling over themselves trying to help everyone have a good time, including BBQ and a beverage or two.

It was never my favourite track, and according to the 2006 HTCAV Survey, not one of the majority of members' either, Calder now sounds good enough to tempt me back (rumour has it that it may even be extended with more wiggly bits). Mind you I would have been there last weekend in the increasingly shy editorial BMW, but unspecified carburetor

woes could not be fixed before deadline, which means I may be facing Sandown Historic in a race-green car with no seat time, aah well, such is life, as I seem to have read recently on some "troubled footballer's" stomach recently.

Meanwhile Geoff Taylor in the Mustang swept all before him during the races, ahead of Ray Challis, Paul Dobson and Michael Hibbert in every case, although Ray had put the Torana on pole with a creditable 1.06.9, according to Natsoft. Bill Cutler's BMW was a model of reliability, claiming fifth in most cases, but Paul Cruse's Escort T/C was quicker outright, qualifying fourth with a 1.09.2, however he had a couple of DNFs and hopefully nothing too serious took place. Coxy had bolts come loose on the flywheel and a gear jamming incident, while Helen Lindner had starter motor troubles and had to have her car push started. Oddly, there was no shortage of volunteers for that task...

Speaking of the HTCAV Survey, this is a most fascinating document which Club members are welcome to read (it can be emailed or printed out on enquiry), but which has been expertly summarized by Brian

Dermott, whose company BDA Marketing Planning, had put it together as a favour for the Club. Although Brian has since retired there are tame rev-heads still there, happy to continue this service for us, if we're good and ask nicely. The same formats and predictive marketing thinking applied to major multinationals (including Ford) have been applied to the HTCAV, and you can read all about the results in Brian's article, for which much thanks.

Obviously the decision to expand the Club's competition threshold in 2008 is a direct result of the Survey, and the accompanying half-page ad will go into the Sandown Historic program to let our most direct market know all about it. It's an exciting time for the Club, next year could be "historic".

Thanks to Mat Jager for the CarMa report, Darren Knight for the Biante reports, Jerv for the 6-Hour blurt, and to the photographers, James Smith and The Grease Monkey (who is a new advertiser with us) who have supplied great pics.

And finally it's terrific to see such good fields at Sandown, let's hope the weather is great and everyone has good fortune... CR

PRESIDENTO

After not having a report in last month's magazine I find myself limited to a lesser spot and pushed back in the order.



Christmas party:

The Christmas party will be a ripper. Tickets are available either by sending in the form on the inside back cover of this newsletter, getting them at the general meeting or calling me and working out alternate arrangements. Tickets cost \$50 each and the night is always a barrel of laughs as well as monkeys. Be there!

AHTCA: As previously reported Justin Brown after many years of service and having to add a wing on to his home to store the tomes of correspondence he is finally retiring from the position. After two excellent presentations to the Committee from Graham Slater and Mat Jager, it was decided that Mat would take up the position. He's got a lot to uphold. Good luck!

Renewals: Club membership renewals will be sent out with your November newsletter. Please try to get your subs returned quickly BUT more importantly please leave enough time between sending in your subs and your first event. Turnaround is 2-3 weeks. People needing urgent membership cards are a major inconvenience for committee members, who have to run around sorting out the details. If it continues to happen the Club may have to introduce an urgent issue fee - sorry.

Phillip Island 2008: This event is now to become a 3-day event with practise and qualifying on FRIDAY. This is simply because the event has become so big and pressure is being applied to timetables and schedules. The race format for the event is still being finalised but it looks like 4 races over the Saturday and Sunday. Unfortunately the entry fee will increase due to CAMS doubling the permit fee from just under \$10,000 to \$20,000 plus GST. The track hire fee has also increased 10%. The VHRR are furious with CAMS about this but so far it's falling on deaf ears.

Committee: Man, we're under pressure. The untimely departure of the Browns to

foreign pastures has left a sizeable hole in the committee. Deb's secretary's position has now been filled by Coxy. Her excellent minutes have now been replaced by mostly "blah, blah, blahs. Keep an eye out for his ripper minutes. Thanks to Mark Schatz who stepped in out the last general meeting to fill the position.

Historic Sandown: It's official. It's bigger than Texas. Full house plus reserves in over 3 Litre and near capacity in under 3lt. Great effort from everyone, especially the Tassie gang. There will be one invited, interstate car running in the under 3 litre. It's a '69 Triumph. The wheels and something else on it aren't to group N spec. It's not a rocket ship or anything and the driver is aware he can't win anything. It was in everyone's interests to let him run. Please make him feel welcome. And speaking of welcome, make sure you come to drinks and nibbles on Saturday after racing and meeting your fellow competitors. Always a fun time and usually with some surprises. See you next Wednesday - *Jervis*

SIX HOURS OF POWER... The 6-Hour Relay

Hollywood, Brauny, Steve Coad, myself and one of Andy's mates – Shippo (Cougar) competed at the 6-hour Regularity at Phillip Island on the Grand Final weekend. The team entry was \$1,450

Driving down, the Cruiser sounded like a swimming pool with several kids happily doing bombs on a hot summer day.

The second problem was that my race car has never successfully completed more than 10 laps in one run at the Island! Not much of a

the car fuel surged after a lousy 6 laps.....s@*t!!!

After much swearing, stress and "I'm over this...." Mark Sully and I reworked the fuel delivery to a much more basic system and it worked! I fixed Steve Coad's fuel system too. That must now make me some kind of expert?

Ohh! And did I mention after the first practise on Saturday the brake and clutch pedal fell off? Yep! That was a beauty. Ever since the Tilley's crash in Doug Westwood's car when the brake pedal fell off, I've regularly checked the compliance of my pedals. I've never liked the slop in them but they worked.... until Saturday. The "e" clip, like a circlip, had fallen off and the shaft came loose. We had to remove the aluminium flooring to find it and the washer. After greasing the components and reinstalling the "e" clip I think Mark siliconed the buggar on.

Worth a look every month I think! Can't afford a pedal box you know.

So, lets practise. The aim of the 6 hour regularity is to be consistent..... sort of. We all went out on Saturday to get into our own groove and nominate a time we thought we could consistently hit. Most of us felt comfortable with and nominated a 1.58sec.

The event is open to C2 License holders so it's a regularity event, not a race. Anyone going faster than a 1.55sec got into trouble and had penalty laps applied. Under 1.55sec three times, and you're disqualified.

On Saturday there was a lot of traffic, mainly from slower/inexperienced/stupid drivers.



Funniest-looking Group N field you ever saw...

including a Garage. Teams can be between 4 - 6 drivers and you can share cars, but we all brought our own. You don't even have to have a race car - I could have run my Landcruiser. Andy and Shippo rolled up in their Mustang rally cars. Andy's is a fastback and Shippo's a beautiful 1965 R code coupe. Brauny had the Charger, Steve his Torana and I had my 'stang.

Before I even got there, I had to overcome the problem of how to carry the fuel I thought I'd need for the weekend. Originally I'd estimated I'd do 45 laps on Sunday with another 30+ on Saturday. That's 75 laps+ total for the weekend at just under 3 litres a lap – 225 litres! The Mussie normally chews through 3 to 3.3 litres per lap. But not running flat out should save me a litre or so a lap. I didn't want to run out of Avgas halfway through Sunday and handicap the team, so I decided to err on the cautious side. I took 3 x 60 and 3 x 20 litre drums.

problem normally, but we had planned to do 15 lap stints and I'd already lost 2nd place to Ray Challis at the previous State Race Event at Phillip Island when my fuel surge was so bad I had to shut the engine down on the 10th lap and cruise across the line. Ray beat me by three hundredths of a second - revenge for me beating him by five hundredths that morning!

So, after redesigning the fuel system, including a V8 Supercar Bosch 044 fuel injection pump, surge pot and various other expensive stuff,



Robert Braune entertained the crowd as usual!



"Shippo" - Garry Shipton - in his immaculate R-Code

I thought some guys were giving me the corner only to find they just took bad lines...really bad lines! Ninety per cent of the competitors were C2 licence holders. By Sunday things were better as the drivers got more used to the faster cars and traffic.



Steve Coad's Torana ran faultlessly

So how does the 6 hour work?

Teams can have four to six cars/drivers. After practice, before 5.30pm on Saturday, you nominate your lap time (each car in a team can set their own) then, the "bosses" calculate your theoretical number of laps (6 hours divided by lap time). You receive a bonus lap each time to "hit" your nominated time. There are penalty



Michael Holloway's bro John in Mini

laps for too fast and too slow or too stupid.

Your first "factor" is your theoretical number of laps divided by your "actual" number of laps. The second factor is your fastest lap against your slowest lap. So a 2.03 and 1.57 has a gap of 6 seconds. According to our Team Manager, Pete Firmish (sleazy Pete), the factor 2 is the worrying one. And it rained! Bum! Blowing our factor 2 out the window.

Being bigger and faster cars the rain affected us more than the smaller cars. Several Porsche teams simply parked their cars for over two hours, during the rain, and therefore had the smallest second factor and actually won the event - much to everyone's anger. The organisers are working on re-writing the rules for next year so this pathetic act doesn't happen again. Team Holloway was awarded second place until another of the Porsche teams appealed and won, pushing

Holloway to third. Michael and his family ran six Minis, four driven by Holloway family members and the whole team did a terrific job. Well done.

Brauny put on a spectacular show in the wet, entertaining the entire pit lane coming onto the main straight sideways lap after lap. After his stint he said "That's the most fun I've had".

This event would really suit a group of Group N four and/or six cylinder cars. You could set a fairly brisk lap time and rain, hail or shine you'll probably win it.

I had two qualifying runs on Saturday, completed over 45 laps



Nothing's more fun than passing Porsches...

on Sunday, more than 19 in the wet which was a blast and I passed an average six cars a lap. which was a blast and I passed an average six cars a lap. Check out more at www.6hourrelay.com.au

Jervis



Sermon on the Mount? This was the Sermon on the Chair

All photos by the Grease Monkey

BIANTE TOURING CAR MASTERS Round 5, Sandown 500 Sep 14-16.

Seven time Bathurst winner Jim Richards starred in a one-off appearance behind the wheel of Tony Hunter's '69 Chevy Camaro, taking the round win after placing

1600) had an inauspicious end to his first ever open race when a fuse blew as Abelnica and then Steve Mason both went through on Marget. Garry O'Brien (HQ) and Graham Alexander (Monaro) succumbed to diff dramas with their Salisbury equipped

his own brake dramas, shooting off the road at turn one before rejoining but then losing a couple of places soon after.

Biante "rookie" Richards had a great battle with Marget for third before getting through as Pete



James Smith.

Much Muscle Car muscle into Turn 1...

third in the opening race and winning the next two. Richards quickly came to grips with the unfamiliar car after having virtually no seat time before the meeting.

Free practice was run in very wet conditions with Eddie Abelnica (Boss Mustang) fastest from Darrin Davies (Falcon) but the weather soon cleared allowing the track to dry. An exciting qualifying session saw Gavin Bullas (Boss Mustang) just edge out Drew Marget ('69 Mustang) for pole after Bullas started his final lap seconds before the chequered flag came out to end the session. Alastair MacLean ('68 Camaro) and Abelnica were next quickest (the top four all within half a second of each other) with Richards and points leader Steve Mason ('69 Camaro) sharing the third row.

Race One (10 laps)

The Mustangs of Bullas, Marget and Abelnica headed the field into turn one as both MacLean and Stephen Hoinville ('68 Mustang) were slow away and had work to do. Mason's son Cameron (Datsun

Holdens, both drivers looking forward to getting nine inch rear ends (as allowed under this year's new freedoms) installed shortly.

Mason moved past Abelnica then made a better entry on to the back straight that enabled him to grab the lead from Bullas in the approach to Dandenong Road corner. MacLean was third after Abelnica dropped a couple of wheels onto the dirt then slowed soon after with gearbox



James Smith.

Much Muscle Car tyre smoke in Dandenong Rd...

linkage issues. Brad Tilley (XY Falcon) struggled with brakes but MacLean had the most wild ride with

McLean (HT Monaro) mixed it up with Mick Wilson (Charger) in an entertaining dice between the two classic Aussie muscle cars. Bullas tried hard to attack Mason but just ran a little too wide onto the grass exiting turn four on the last lap, allowing Mason to eek out a couple of lengths and take the win. Richards was third from Marget, then Hoinville, MacLean, Les Walmsley (XY Falcon), Tony Hunter (HQ), Tilley and McLean rounding out the top ten.

Fastest lap: Mason 1:20.8298 (lap five).

Race Two (10 laps)

Richards made an electrifying start from the second row and speared up the inside of Mason with Bullas on the outside making it three wide (!) as

they plunged into turn one. Richards emerged in the lead with Bullas second and Mason right on his tail.



James Smith

John Mann's horse looks as good as ever

Hoinville had also made a booming start and was soon into fourth. Bullas ran up over a kerb and dropped a few spots but recovered to again take up the fight to the Chevs. Chris Wilson's brand new Torana retired as the two HQ V8s of Richard Fairlam (also a new car) and Garry O'Brien fought tooth and nail inside the top ten. Hoinville's promising run ended with a crank problem as MacLean's Camaro began smoking heavily, a split sump the culprit, forcing him in to the pits.

Marget became immersed in a bruising battle with Tilley, the Mustang copping a hit in the door that caused it to fly open momentarily. Suddenly Tilley ran off at max speed at turn one, the big XY grabbing plenty of air and crashing back to earth with rocks and dirt spraying into the engine bay. A front brake calliper had exploded, the debris in the engine ending Tilley's weekend. Richards went on to win with Mason only a couple of lengths behind with Bullas a similar distance arrears in third. Abelnica was fourth, then Marget, Walmsley, Hunter, McLean, O'Brien and Fairlam. Rory O'Neill (Porsche 911RS) was next, the car's reliability once again on show. "The only work I have had to do so far is sticky tape my

pit pass together!" quipped O'Neill. Fastest lap: Richards 1:21.6566 (lap three).

Race Three (10 laps)

Ray Challis (Phil Morris XY Falcon) would line up after missing race two, thanks to Dandenong Engines who had kept their workshop open late on Saturday night to get the car fixed. Bullas made a great start to

the rise, Bullas suddenly slowed, Mason almost running over the top of him as the pack somehow avoided the stricken Mustang. Abelnica found himself in the lead as Bullas continued at reduced pace but soon retired with fuel pressure dramas, thought to be electrical.

Richards grabbed the lead at turn one but then found Marget using the draft from Abelnica to power past him on the next lap. Hunter and Davies were locked in a great dice as MacLean clawed up onto the leading bunch and began challenging for the lead. Mason recovered a few spots after the back straight episode but then came in with a suspected split bore, recording his first DNF for the season. MacLean held the lead briefly before Richards again used turn one to grab the lead and go on to win despite a spirited effort from MacLean. Marget was less than half a second behind in



Grease Monkey.

Drew Marget leaves the door open into the esses...

beat the Camaros into turn one while Hoinville and MacLean also began to quickly slice through after starting at the back. Mick Wilson took to the grass at turn one as the first four cars were climbing all over each other entering the back straight. Cresting

third with Abelnica fourth. Hunter just beat home Davies, then came O'Brien, McLean, Challis and O'Neill with Cameron Mason finally getting rewards for his efforts in 11th. Fastest lap: Richards 1:22.1132 (lap seven).

Darren Knight

BIANTE TOURING CAR MASTERS Round 6: Mt Panorama, Oct 4-7

Steve Mason and his '69 Camaro returned to the top of the Biante podium by taking two victories and a third to clinch the latest round of the spectacular Biante Touring Car Masters. Round five winner and seven time Bathurst champion Jim Richards took up another invitation to drive Tony Hunter's '69 Camaro and was a very close runner up in the opening two races

before a fuel pick problem forced him out of the final event. Gavin Bullas (Boss Mustang) landed his third pole position for the season and went on to win a thrilling race one but then ended engine troubles in the next two that prevented him from challenging the front runners.

Race One (7 laps)

After qualifying sixth Darrin Davies (XY Falcon) retired on the warm up lap after a bolt came loose on the gear shifter. When the lights went out Richards smoked the tyres but still beat fellow front row starter Bullas into turn one. The Mustang pilot hit straight back by grabbing the lead at Griffins Bend while Mason muscled past Brad Tilley (XY Falcon) into third. More frantic dicing saw Richards regain the lead then Mason had a huge moment at Forrest Elbow. Tucked up behind Bullas and missing sight of the apex entering Conrod Straight, Mason ran wide and dropped both right side wheels onto the grass at full noise (!) before rejoining,

momentarily handing third back to Tilley.

Bullas and Tilley both went past Richards as the fierce dicing continued. Chris Wilson (Torana)

Eddie Abelnicca (Boss Mustang) finally got through on Tilley after some big dicing between the two bellowing Fords. Richards closed right up on Bullas in an exciting finish with Bullas winning by 3/10ths of a



Big cars, big names, big circuit... Jim Richards was hot in Tony Hunter's Camaro

retired after blowing a head gasket, joining Ian McAllister whose 289 Windsor powered '64 Mustang had ingested a rocker. Richards meanwhile moved back into second place, set the fastest lap and began to harass Bullas who had his pony car in some massive four wheel drifts as he fought to stay in front of the wily Richards. Garry Treloar ('68 Camaro) came in with a split gearbox housing then

second. Mason was a close third with Abelnicca, Tilley and Drew Marget (Mustang) next. Les Walmsley (XY Falcon) was sixth, then Alastair MacLean ('68 Camaro), Tony Hunter (HQ Kingswood) and Pete McLean (HT Monaro) rounding out the top ten. Fastest lap: Richards 2:30.7977 (lap five).



Steve Hoinville having huge fun in the Stilwell BDA



James Smith's classic shot at The Dipper...

Race Two (3 laps)

Richards again won the start which was delayed slightly after Garry O'Brien (HQ Kingswood) endured electrical dramas on the warm up lap. Mick Wilson (Charger) was squeezed wide at Griffins and did well to stay off the wall after getting into the marbles. Mike Irwin (XY Falcon) retired with gearbox dramas as Mason went through on Bullas and then race leader Richards going up the Mountain. Wamsley and MacLean had an awesome battle as Bullas slowed on Conrod allowing Tilley and Abelnica through. Richards posted the fastest split times of the race and looked set to mount a challenge on race leader Mason until the chequered flag suddenly came out two laps early, a result of the programme running behind schedule due to delays during the preceding V8 Supercar free practice session. Tilley just beat Abelnica into third with Bullas fifth followed by Wamsley who eclipsed MacLean by just .0015 of a second! Marget was eighth, then Chris Stillwell (ex John Mann '68 Mustang) in his first steer for ten months and Hunter tenth. Fastest lap: Richards 2:30.0685 (lap three).

Race Three (7 laps)

This time Mason grabbed the hole shot to lead while MacLean almost spun around after a small touch with Wamsley at Hell Corner (ironically both drivers had spent some time before the race joking about the panel rubbing they had indulged in last year!) Graham Alexander (HQ Monaro), Richard Fairlam (HQ Kingswood) and Pete McLean were three wide thundering up Mountain Straight for the first time while Davies became stranded

up top with the XY stuck in gear. A great dice developed between Hunter, MacLean, Stillwell and Bullas, the latter still not able to rev out the Mustang despite a late night prior searching for a fix.

Tilley had the big green Ford wound up, getting through on Abelnica and then pulling off a fantastic move on Richards at Skyline to grab second. The front three cars were pushing hard, all getting into the 29s for the first time. McLean parked the HT after a gearbox seal let go and then Richards was out with the fuel problem whilst holding down third. O'Brien had a wild ride spinning the HQ at the Chase and Stillwell overcooked it exiting Hell Corner, crunching the inside wall on the last lap. Mason continued to push and was a clear winner from Tilley with Abelnica third. Wamsley again narrowly defeated MacLean to be fourth (the RHD Falcon and LHD Camaro allowing them to shake hands on the track whilst still in their cars!) with Marget sixth, then Hunter, Bullas, Treloar and Mick Wilson. Fastest lap: Mason 2:28.9651 (lap four).

Darren Knight

All photos courtesy of James Smith



Garry Treloar has just a tiny lock up...

THE 2006 CLUB SURVEY - EXPLAINED!

It's time to reveal the findings of the survey carried out earlier this year among members of the HTCAV based on the 2006 season, to gather opinions about how we're going as a club and to find out what members like and dislike to help the committee can focus on what members want.

The HTCAV promotes authentic Australian historic touring car racing and provide services - races, magazine, web site, meetings etc - to help members go Group N racing. With the growing interest in Australia's motoring heritage, particularly cars raced in the 60s and 70s, the HTCAV has to compete for members' interest with new series such as the Biante Touring Car Masters and new events at Eastern Creek and Symmons Plains. Are our members happy?

We sent out 191 surveys and got back 83 or 43%, from which we selected 62 who competed in the 2006 Championship for detailed analysis. Do those who replied represent the 108 members who did not? 43% is quite high by response rate standards and after data checks we think it is a reasonable profile.

Here is what we found. HTCAV members are in the 'Baby Boomer Spike' with most (57%) aged between 45 and 59 compared to only 26% of all Victorians. Married and working hard, many are running small businesses in retail (especially the motor trade) and construction (especially building and trades and services). Manufacturing executives and health, finance and communications professionals are also more likely to be members. We even have a tram driver!

But look at the chart above and roll the clock forward five years, the biggest (23%) single 'cohort' of 55-59ers will be 60-64, where there is only 3% of racers at the moment. As age advances and income reduces

with retirement, the growing value of our cars will make them very pricey just as the cash to compete ebbs away.

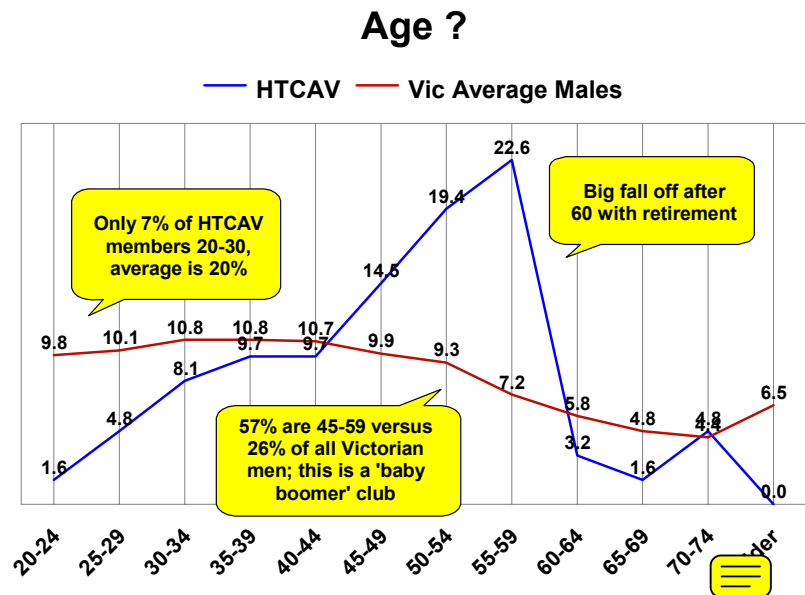
So what is the historic touring car racing movement heading for in 10 years? Grids full of super fit, cashed up 65 year olds? Cars converted to show 'n' shine? Less racing, more sprints and hillclimbs? More of a social club? Whatever, HTCAV wants to help members be there.

When it come to racecars, most are either GM (37%) or Ford (27%) and made in either 1964 (25%) or 1972 (29%). Over 70% are fours and sixes, not V8s (matches actual 06 entries well) and the LJ Torana

in favour of them - only 'permit advertising on cars' had a few votes. That seems to be because preparation is DIY with 87% involved (with or without expert help) and many budgets are well under \$10,000. Although that all adds up to an estimated \$2M a year, only 10% buy a complete professional service accounting for 35% of the total.

No less than 75% are Very Satisfied with the HTCAV, with no one 'Dissatisfied'. 'Torque' was best liked Club service followed by the prizegiving and meetings; the website was much criticised and other services were below par.

The picture emerges of a



Source of Victorian averages is ABS: Census B04; chart compares the proportion of HTCAV members in each age group with the profile of all Victorian males over 20 years

is the most popular racecar. 67% of members belong to at least one other club, usually a one make (eg MG) or racing (eg PIARC). Philip Island is the most popular racetrack, followed by Sandown and Winton short track. No one likes Calder. 77% rated the historic races as their ideal events, 45% the State Champs. While 21% want to run at international events like the AGP, almost none want to run with the V8s. Interstate events were not popular. 68% had no concerns running at events organised by AASA.

Some ideas for reducing costs* were tested but members were not

great Club, well organised, held in wide affection and respect and enjoyed for its camaraderie and competition. Members talk of the strong friendships forged by helping each other meet the challenge of keen racing. Many know each other, the cars and tracks intimately and don't want anything to change.

But there are big variations in what people want out of the Club and we've been able to work out four groups who share similar but different attitudes. 36% mainly enjoy re-enacting 70s racing in authentic cars which evoke the spirit of the age and

are OK with costs. Their needs are well satisfied by the Club - they race a wide variety of cars from fours to V8s and DIY keeps preparation modest. 25% strive for legendary victories in glamorous events. Costs are not a problem – their needs are well satisfied and they spend about average on mainly smaller fours and sixes.

Another 16% dream of being part of the big historic events in an original car but can't really afford to - despite owning a cheaper mix of

cars and spending below average on preparation. Not surprisingly, this group is less satisfied than average. Finally, 23% love to race those legendary cars, including many V8s, but the costs are a threat as they struggle to afford the most valuable cars, spending the most on preparation. They have the lowest satisfaction with the Club. It's clear from the verbatim comments that more services are expected of the HTCAV.

There was considerable interest in the Club involving families more on race days and organising more social events away from the circuits. Non racing members also felt distinctly left out when other clubs do more to make motor sport a family affair. After all, too much time and money goes into the racer for it to be just a 'his' activity.

Plenty felt the Club lacks profile, status and recognition in the sport, a few pointing to the Biante Series as having taken over as the premier historic racing league, with requests for more exposure to build awareness. Several suggested more hands-on

Club support

for new members going racing including preparing the entry, organising work on the car and personal mentoring on race day.

On affordability, a few want the Club to help ease the cost burdens



No rollcage or full licence needed for the HTCAV Speed Championship next year...

which threaten their participation, with suggestions for rule changes to make the cars cheaper to build and race. On driving standards, some complain of deteriorating standards while others complain about over regulation - both camps look to the Club for leadership.

So what does all this mean? The HTCAV is a successful Club with very satisfied members. Its heart is the friendships forged in competition and it provides a stage on which to relive the spirit of an age and run at big events. For members whose budget is aligned to the cost of their racing, there is huge enjoyment of competing in the cars they always dreamed.

But we must face up to the realities of an aging membership. Within 10 years starting now, three quarters of the current racers, about 124 people, will have retired from work and about 100 of them will have

stopped racing. This Club for racers could fade away.

We must also face up to a rapid rise in costs. What started as low budget racing in low value cars is now rich man's racing - no longer can repair panels be found behind any hedge for a few dollars. The best funded go Biante and just as happened overseas,

HTCAV cars will be bought by younger and wealthier racers and collectors who don't want to race. HTCAV can ignore this trend or join it, but beating it is not an option; We can ride the 'boomer' interest in Aussie racing culture and attract a new generation while preserving current members' ideals. We can welcome more historic touring car motorsport categories as a full service Club - there is no Club serving the needs of the Biante boys nor the Group N type cars in Classic rallying. And we do social stuff really well and no doubt show'n shine if we really tried. Soon, the Forward Strategy Sub Committee will come up with The Plan, but in the meantime, please have a good think about how you personally feel on these topics. And if you are over 55 now, how long will you keep racing ?



Eddie Dobbs and the FE really enjoyed Arthurs Seat...

Brian Dermott

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Tyre Torque

Tyres! They're round, black and under all circumstances should be kept facing downwards and in touch with the track (except under duress where a short trip on the grass is also acceptable!). They are also historically the most discussed and

emotional item regarding eligibility in the history of the Club.

At the last Club meeting on Sept. 26th., somewhere during Twiggy's report the subject again turned black and sticky. There was consternation that in only a few days time all those wonderful Toyo, Hosier and lesser-known but fast-approaching Kumho tyres would be outlawed, as per CAMS Bulletin #B07/090, passed on April 14th. & 15th. Justin Brown took up the challenge to approach this with the weight of the AHTCA behind him.

After a few days had passed I approached Twiggy to see if he had

any leads, and as usual our EO was on the case and had found the answer. Lo and behold, Bulletin #B07/090 had magically changed in its content to include the following "Competitors who are using tyres on the 60 and 65 profile (as listed previously) may use them until 30 June 2008". The bulletin was not re-issued, just changed, with no more said and no reference to the change...

So fear not, the rubber you wear is again legal and we will continue to push forward to ensure that our cars are always wearing the best rubber available in the future.

See you at the track...

Russell Pilven



Better late than never - Bill Cutler flies the Under 2-litre flag at the Muscle Car Masters

BEAN COUNTER'S REPORT OCTOBER 2007

Greetings all. Time for an update on our financial position. We have tabled results for the 13 months ended 30 June 2007 and 12 months ended 31 May 2007 at general meetings recently.

Here is a snapshot of how our funds have been travelling in the 3 months since 30 June 2007. During the last 3 months our income has comprised subscriptions, \$2,360 and

to have those members back on board.

During the last 3 months the main items of expenditure have been printing of three issues of the magazine, at an average of \$650 each; our annual website hosting subscription, \$420; and the audit fee for the year ended 31 May 2006 and 30 June 2007, \$500. We also purchased new cloth patches which will look good when you sew them onto your polo top, rugby jumper or whatever !

Annual Statement and the forms amending the Constitution for the change in our financial year "back" to 31 May. So we can tick that task off the list as well.

It's getting a little late. Time to turn the computer off and give our 9 month old lad, Andrew John Floyd, his supper. Jervis tells me it's called the rollover feed. Oops, I've started talking outside my portfolio. I can hear Jervis saying "I ask the Treasurer and the honourable member for Blackburn South to resume his seat". Done. See you at the next club night.

David Floyd

	30/9/07	30/6/07	30/9/06
Cheque A/c	\$3,605.52	\$4,567.64	\$3,655.35
ANZ V2 A/c	\$12,635.68	\$12,466.54	\$12,195.80
ANZ Term Deposit	\$8,750.52	\$8,750.52	\$8,278.35
ESANDA Debenture	\$1,123.45	\$1,123.45	\$1,123.45
Total Funds	\$26,115.17	\$26,907.85	\$25,252.95

interest received, \$169.

Subscriptions at this time of year are usually limited to new members, whom we welcome. In addition, Deborah Brown has continued the good work of Mark Schatz and followed up on members who had not renewed earlier in the year. It is good

At the October committee meeting, detailed financial statements were tabled with prior year comparatives. With the excellent MYOB package, tabling such reports is easy.

Not a lot else to report on. Corporate Affairs have received our



Club funds have been earmarked for a more appropriate BBQ...

Following pleas for mercy in the form of a reduced gibberish load, I have made a solemn vow to attempt to write this month's column substantially in English. Now, don't get too hopeful; remember I said ATTEMPT. And this is even after the last instalment, which as you may remember (depending on how successful your therapy was) consisted of what I personally thought was a quite useful and helpful glossary of terms as used on at least a semi-regular basis in this 'ere column. Apparently however, said glossary raised more concerns than it addressed, leaving many wondering to an even greater extent than normal exactly what this lunatic was going on about. There will therefore be a concerted effort this month aimed at achieving a reduced level of esoteriosity. Or esotericness, perhaps. I'm not certain which, to be honest.

So with the touch-feely stuff out of the way (er... was it as good for you?...) let's get on with what's been goin' on, shall we?

Firstly, there was the Phillip Island State round, where after being (fairly, yet harshly) compared to one Peter Griffin, Family Guy by none other than the esteemed new-hat-wearing Clerk of Course – goaded of course by El Presidente, not that he needed it – we proceeded to plough up anything that looked remotely like a deviation from course. That is to say, we spent the entire weekend understeering wildly all over the place, leaving bits of the outside shoulder of the front tyres spread around the track as we went. This produced a



He writes the funny column, he gets pictures of him racing, OK?

sound track equivalent to a low-budget 70s car-chase movie; and I'm fairly sure the flag marshals found this highly amusing, although I did manage to get a few of them to reach pre-emptively for

the yellow flags occasionally.

Having – at length – managed to remove the crick from my neck produced by looking out the side windows of the car for a weekend, we then got ourselves all gussied up for the Family Day. And if you've never done one of these, it's a bit of a hoot. The theory goes that you just line up unsuspecting friends and family members (having reassured them in advance that, "It's quite safe!") and cycle them through the car for a few laps of drive-it-like-you're-leaving-the-scene-of-a-crime. Which turns out not to be that much of a stretch, in actual fact. We are, after all, talking about a Saturday evening in the Western suburbs...

They were all doing so well, too. Put a couple of mates from work through their paces, so to speak, and they handled it quite well. Ditto the Boss (oh, she claimed she wasn't scared, but you could tell), and even her mum. Nary a peep out of them. And then, of course, we had to go and put the Boss' dad in.

Now it would be fair to suggest that 'Poppy' is prone to getting the flat spins if he walks around the block too quickly, so it was under the most strict of instructions to 'take it easy' that we headed out for a few casual tours. And we nearly got all the way through the warm-up lap before there appeared in the co-pilot seat what I can only describe as a tethered dervish. As opposed to the more normal whirling kind, of course. Still, he had the arm-waving thing down pat. And a near thing it was, too. We only just got back to the pits and got the poor fellow out before he stumbled off (a bit starboard wing low) to do his Mount Etna impersonation. After which, of course, there was a necessity of a Bex and a good lie down – for 18 hours. Naturally, he's claiming he's almost got something in common with Mark

Webber now (having both recently blown chunks, you see). Bit of a stretch, if you ask me; MY car finished the event.

But as much fun as that all was

(and believe me, it was), there was still some concern over the equipment. As ever, there was a reluctance to stray from the chosen path, which while being an admirable quality in your revolutionary types, not such a good thing in a vehicle that will be called on REASONABLY regularly to change direction.

So off to Rusty Pilven's emporium of mirth in Essendon (or



At last, the awful truth comes out...

ESSSSSSSSSSSENden if you – by chance – happen to be named Bruce), for some adjustment. And despite some initial head-scratching as to how this might be achieved, the lads made quite a good fist of it. And when I say 'good fist', I mean they were lined up to punch me for visiting such a cantankerous, pain in the exhaust old barge upon them. But it's okay, the bruises are healing up nicely.

So what now? Well, we've now got in our possession the most accurate facsimile of a race car that we have had since the poor little previously punted Pommy gadget departed for sunnier climes (like Bendigo). Sure, it looks like a gawky unco nerdy teenager from the front – pidgeon-toed, knock-kneed thing that it is – but at least it turns now. Okay, so it still weighs something roughly double one of those Euclid mine trucks; and I'm certain that has a lot to do with a somewhat wishy-washy braking performance. And it IS still hampered by a driver that has no real chin to speak of. But you just wait until Sandown (a track renowned for having corners, as we have discussed in the past). There will be the JMS rocket, merrily turning corners – most probably whether they're there or not. I figure as long as we end up with about a dozen a lap, we've GOT to be doing okay, right?

All you Wog-Chariot punters had better look out, now!

Minutes – General Meeting 26 September 2007

Held at: Bells Hotel, South Melbourne.

Meeting opened at: 8.20 pm

Apologies: Ian Watt, Alan Brown, Stuart Brown, Deborah Brown, Mark Barbour, Dean Bryant, James Holloway, Scott Slater, Graham Slater, Mark Brewster, Gary Poole. Special Mention: Congratulations to Emily Sneddon on the occasion of her 18th birthday!

Guests: None New Members: None

Minutes from Previous Meeting: Moved to be accepted by Lindsay Cripps; and seconded by Eddie Dobbs. Business arising from Previous Meeting Minutes: None.

Reports:

Secretary: Mail received: e-mail received from CAMS with regard to submitting our nomination (Bill Cutler) for the Historic Commission

Treasurer:

As at 26 September 2007:

ANZ #1 Account: \$6237.62

ANZ V2 Account: \$12627.07

Investment Account (Esanda Debenture Due 27/02/2008): \$1123.45

ANZ Term Deposit (due 13/12/2007): \$8750.52

There will be a report covering July, August and September in the next newsletter. The changes to the constitution are ready to be submitted once signed off by the club's public officer. The Club's audit report has now been completed. Treasurer's report moved as true and correct by: John Luxmoore; Seconded: Geoff Taylor. Treasurer's report accepted.

President: Unfortunately Alan and Deborah Brown have resigned from the committee for professional reasons. Thank you Alan and Deborah for your input during the period on the committee as well as in the prior months when attending committee meetings as guests. As a result of the void created by Alan and Deborah's departures, we need additional volunteers for the committee. Thanks to Mark Schatz for deputising as secretary for this meeting.

Vice- President: No report.

Competition: Reports about recent events as follows: -

- 1) Muscle Car Masters – good event

to attend; lots of track time

2) Family day – lot of fun and well organised; attendance from this club represented by Michael Miceli, Matt Jager, Mike Lemmens, Gordon Cox, John Bendell, Dean Bryant

Point Score & Trophies: Updated pointscore will be in the next newsletter.

Membership: Total -186 members, a detailed break-up of membership in future newsletters.

AHTCA: The AGM of the AHTCA was held in July in Adelaide and the main items discussed will need club membership approval(s).

1) AHTCA 'national event/series' – a proposal was made to tag this event onto the current Shannons series. Victoria and NSW did not support this proposal pending submission back to clubs for consideration. A preference was stated for a single event such as that held at Eastern Creek recently.

2) Easter Bathurst – will be run under the auspices of the FOSCA and will be an event for Na, Nb & Nc cars with a focus on reasonable entry fees and as much track time as possible

3) Eligibility issues – to be considered on an inclusive basis via consultation with club members before being submitted for consideration and subsequent

4) AHTCA website – needs to be revamped so that it is more user friendly & accessible to members and competitors with a multitude of options from which to select i.e. contacts, forums, event calendars etc. The webmaster for this site is Darren Halliday

5) Group S – it was suggested that Group N forge closer ties with this group.

In conclusion, the incumbent secretary (Justin Brown) will be standing down as soon as a replacement is confirmed

Historic Commission: No report.

Newsletter: Members from the Biente national series have expressed their thanks for being included in the newsletter.

Club Website: No changes (yet). New website due some time in October after Calder event.

Eligibility/State Council: Mini dashboard proposal – wording to be confirmed with a view to implementation

1) Tyres- list to be confirmed on 1 October 2007 when a new list will be published, albeit that there is confusion about the effective date of the new list. (Not included is the D93J tyre that will need to be reinstated to the list via submission from the HTCAV). It was disappointing that some tyre manufacturers did not submit their proposed lists on time.

A proposal was made that a submission be made to CAMS requesting that the D93J and other commonly used tyres that have been left off the list either have them reinstated onto the list or a moratorium declared about their continued use in the meantime.

General Business: Revised pointscore (as published in newsletter) – accepted by majority show of hands

1) New categories of club championships (as published in newsletter) – passed by a majority show of hands. Discussion included the need to market the concept to the right groups (internally & externally) for it to be really successful; the rules are yet to be determined, but must be clear and easy to understand and administer; note other clubs' success in creating 'de facto' feeder events for competitors to participate in circuit racing.

2) Christmas Party – book early please!

3) Historic Sandown – get in your entries as soon as possible please! For those not racing, remember that the Dandenong Road 'hill' will be open to spectators this year.

4) Historic Commission – currently there is no mechanism in place for the States to let each other know about their respective calendars of events. Additionally, an inter-state permit issuing register does not exist for respective States to view. These are two matters that should be addressed in the future in the best interest of all parties involved with motorsport.

Meeting closed at: 9.32 pm

*Mark (Jerv, I'm not doing this...)
Schatz*

2007 POINTSCORE

	VMRCHist		Rd 1	Hist	Rd 3	Rd 4	VMRCHist		Total
	RD1	PI	Sand	Wint	Sand	PI	Cald	Int.	
NCA Over 5000cc									
Tony Hubbard	0	0	43	34		43			120
Matt Jager	31	0	27	0		24			82
Gary O'Brien	0	26	23	27	22				98
Michael Miceli	0	19	0	0		33			52
NCB 3500-5000cc									
Robert Braune	49	45	0	46					140
Michael Bugelly	0	0	37	0					37
Paul Dobson	12	0	0	16	36		37		101
Peter Burchell	0	0	0	3					3
Rob Burns	0	23	0	39					62
Glenn Miles	0	0	0	0			3		3
Geoff Taylor	36	3	0	0		30	31		100
Michael Hibbert	30	29	27	33	40	36	27		222
Andrew Whiteside	0	23	0	19	17			23	82
Bradley Westaway	0	0	0	0		20			20
NCC 3001-3500cc									
Trevor Talbot	0	58	0	0					58
Mark Brewster	0	0	27	0	15	33			75
Scott Slater	42	0	0	0					42
Graham Slater	0	21	0	0					21
John Harrison	0	42	0	0					42
Andrew Williams	0	3	40	0	21				64
John Bourke	24	0	0	33					57
Doug Growcott	0	6	45	0					51
Gordon Cox	0	0	0	20		9	13		42
Angelo Taranto	0	0	0	41	15	18			74
Peter Knight	0	3	0	0					3
Garry Edwards	24	0	0	42					66
Martyn Lambert	0	0	0	3	30	21			54
Scotty Taylor	0	9	0	0					9
Ray Challis	43	33	51	0	52	58	41		278
Stuart Brown	0	0	9	26	45	42			122
Alan Brown	0	3	15	0	3				21
Laurie Nelson	0	12	3	0	6	24			45
Steve Coad	0	33	0	20					53
Steven Pillekers	0	0	15	0	24		13		52
NCD 2001-3000cc									
Ian Watt	31	34	0	21	31				117
Robert Hare	0	30	0	0					30
Timothy White	0	0	0	36					36
Ant Read	0	0	0	27					27
Brendan Hare	0	0	0	3					3
Stephen White	0	30	31	0					61
NCE 1501-2000cc									
Bill Cutler	0	47	0	38	47		37		169
Mark Schatz	0	0	0	0	25				25
Justin Brown	0	0	0	20	12			11	43
Russell Pilven	0	15	0	0					15
Daniel Myers	0	0	12	0	37				49
Peter Owen	0	0	15	23					38
Don Knight	0	9	0	3					12
Paul Cruse	31	0	0	0				19	50
NCF 1101-1500cc									
Dean Bryant	22	31	31	30					114

	VMRCHist		Rd 1	Hist	Rd 3	Rd 4	VMRCHist		Total	
	RD1	PI	Sand	Wint	Sand	PI	Cald	Int.		
NBA Over 3000cc										
Bill Trengrove	0	24	16	0	30				70	
Jervis Ward	0	43	0	0	40	37			120	
Andy Clempson	31	33	32	30	23	27	3		179	
Trev Talbot	0	0	29	0					29	
NBB 2601-3000cc										
Richard Fairlam	0	43	0	0					43	
Mike Oliver	0	20	0	27					47	
Brent Trengrove	0	23	0	34		22			79	
NBC 2001-2600cc										
Eddie Dobbs	0	4	0	30					34	
NBD 1601-2000cc										
Ian Cuss	31	31	0	30					92	
NBE 1301-1600cc										
Simon Browning	31	30	39	0	33				133	
Brian Deveson	0	0	13	38	31				82	
John Luxmoore	0	21	26	25					72	
Colin Doolan	0	45	0	0					45	
John Bendell	0	43	0	0					43	
Lou Renato	0	0	0	23					23	
NBF 1001-1300cc										
Anthony Ramadge	0	25	0	17			13		55	
Peter Melick	0	0	0	38					38	
Ted Brewster	0	46	0	29					75	
Chris Ellis	0	0	0	45					45	
Len Read	0	43	0	41					84	
Colin Taylor	0	30	0	17					47	
Helen Lindner	31	19	0	17	31			22	8	128
NBG Under 1000cc										
Michael Stupka	0	0	31	30		31			92	

PLEASE NOTE: Check your points shown here against your own records and remember that if you are not, or were not at the time of an event, a financial member, you will not score points. The Pointscore Rules are shown elsewhere. Email your adjustments to Dean Bryant at pointscore@htcav.com.au

REMAINING 2007 CLUB CALENDAR
 GOLDEN OLDIES - HCAV HISTORIC SERIES
 Nov 11-12 Historic Sandown 3
 STATE RACING SERIES HCAV CLUB POINTSCORE
 Nov 24-25 Phillip Island Island Magic 6





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

Points Allocation - Per Race

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

Plus 3 points for participating

Plus 1 point for fastest lap in your class

How the Club's various Championships work.

HTCAV Club Championship

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

HTCAV Golden Oldies Championship

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

- Phillip Island Classic
- Winton Historics
- Sandown Historics

HTCAV State Championship

is scored by your combined TOTAL over these 5 events

CAMS State Champs.

- Sandown
- Sandwon
- Phillip Is.

AASA State Champs.

- Calder
- Calder

Other Eligible Events

include:

- Island Magic
- One eligible interstate event

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

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1972 Ford ESCORT 1300 race car \$11,000 o.n.o.
Nc Log booked race car. Fresh Motor—Ready to go racing! Full Race History. Leigh Knight 0407 820 735



1964 Studebaker Lark Group 'N' racer
Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares. Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible! Gordon 0418 270 494 (02)60328190 ah.



1967 Datsun 1000 Group Nc race car \$14,500
Fully race prepped car, Log booked, Bright Yellow, with spares. Cheap to run and great fun to drive!!!
Contact Barrie Mob - 0400 054 358 (H) 9876 4867



For Sale HQ Monaro Nc \$80,000
350 chev, brand new roller Engine 500+ Horse power, new rock crusher box, dual brake and balance bar, plenty of spares, new car trailer, ready to race, complete package to go racing, fast and good looking just needs driver to suit,

Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 59778771 or 0408548133.

48IDA Weber carburettors

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Given that we have a space here, I thought I'd better fill it with the things that I had forgotten. It's great to see that Mark Barbour got his stolen Porsche 944 and enclosed trailer back. Having given up hope, Mark's phone rang and he was roundly abused by someone asking "what the XXXX did he think he was doing leaving his trailer in his garage and when was he going to XXXXXXX- well remove it?" Our Cheery Chopper King was so delighted that he offered to perform osculation on the caller's fundamental orifice, not a wise move as he turned out to be a tough Sprint Car driver and person of interest. Turns out there were 'six degrees of separation' connections with common tuners and race mates, and with Trevor Talbot's help, the 944 was returned safely.

At the last Committee meeting, Coxy mentioned that

Mark had lost weight, and he let it slip that he'd been taking steam baths... which set the tone for the evening. I enclose Coxy's impromptu Committee Sex Report as an indicator. Oi vey, we're a club of comedians, already.

Finally, apologies to Anthony Read, he of the rapid green RX-2. I meant to get back to him regarding an ad for his wheels and failed to do so, so here you go, Ant, a free plug. He has just received the first shipment of new 13x7 Minilite-style wheels that based on the original Penske Trans-Am wheel. They have been developed for ur Group N racing requirements and can be machined to suit either a 4 or 5-stud car and the offset can be changed anywhere from -6 to +6, whilst still having massive calliper clearance. Please call Ant on 0421 006 383.

HTCAV COMMITTEE MEETING
OCT 19 2007

Meeting opened at 8.

Apologies: Dean Bryant.

First item on the agenda: was to appoint a secretary, why has everybody else stepped back?

Presidents Report: BLAH BLAH BLAH I wasn't officially the secretary at this stage.

Vice Presidents Report: More of the same.

Treasurer's Report: Seems the club is in a better financial position than Coxys Motorsport Spares.

Eligibility: Twiggy had a big fat Parma & chips

Membership: Two new members (potential secretaries)

AHTCA Report: Not enough ink in my computer

Competition: Historic Sandown set to be an absolute BOOMER over 350 entries including 25ish SPORTS SEDANS.

The usual trotters in the trough after Saturdays racing.

A BIG THANKYOU!!!! With tears welling up in his eyes (too long in the steam baths) Mark Barbour gave a heartfelt thanks to all those members that contacted him with good wishes about his stolen car. Turns out it was rescued by some Good Samaritan from H division. He had both his ears intact and all his own teeth.

Newsletter: Chris Ralph said that he would publish race dates from the other states in next year's mag. As well as a Dear Coxy column! Do you have personal problems? Let Coxy offer some sensible caring experienced advice on love and relationships.

Just send your letters to Dear Coxy c/o the editor.

General Business: Put on a go-kart night, no bugger turned up! They better come to the Christmas party or I'll vomit.

Meeting closed at 10.00pm

Gordon Cox



Christmas party & presentation evening

Saturday 1 December 2007

“Upstairs” at Watsonia RSL

6 Morwell Avenue Watsonia Victoria. Victoria’s No.1 award winning RSL

\$50 per head

Includes 3 course meal plus pre-dinner finger food!

Drinks available at the bar prices. Dress neat casual

Limited places

Great fun night with all your HTCAV mates!



Name _____

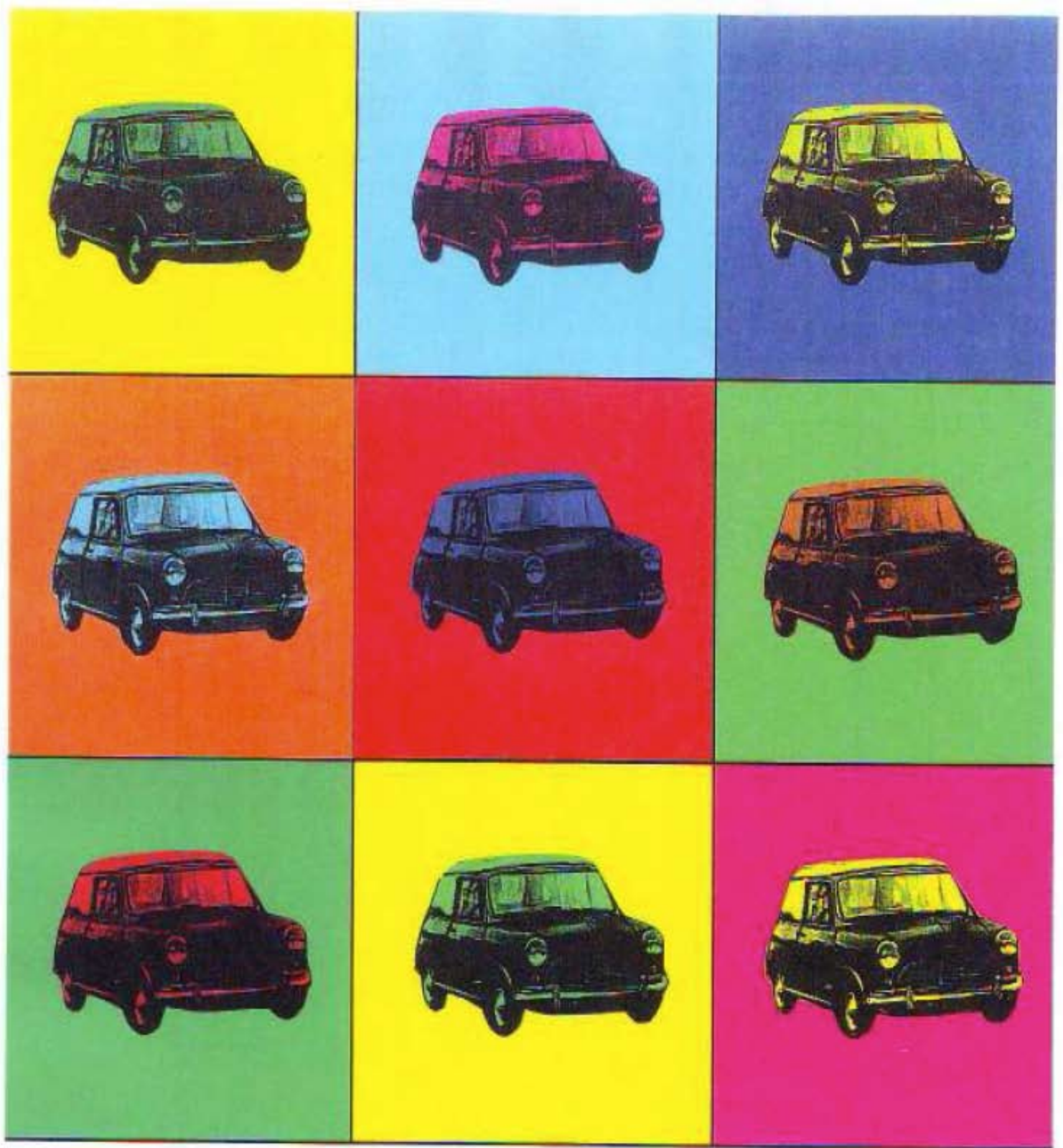
Address _____

No. of tickets _____ @ \$50 each **Total \$** _____

Seating preference (ie. not with Luxy or make a table) _____

Make Cheques payable to **HTCAV** and mail to **PO Box 16 Chadstone Centre Victoria 3148**





2007 CAMS VICTORIA MOTOR SPORT AWARDS DINNER

**Friday 1st February 2008 at 6pm
Mulgrave Country Club
Cnr Jells and Wellington Rd, Wheelers Hill**

1960's theme including a collection of vehicles from the era

Tickets \$75 per person or \$700 for a table of 10
includes three course meal, beer, wine and soft drink.
Order tickets online at www.cams.com.au/Go/Vic