

# HISTORIC TOURING TORQUE

September 2007

Magazine of the Historic Touring Car Association of Victoria - [www.htcav.com.au](http://www.htcav.com.au)

*Sensational start  
to September...*



  
**Historic Touring Car**  
Association of Victoria

**NEXT WEDNESDAY IS A VERY  
IMPORTANT GENERAL MEETING!**  
8pm Wednesday September 26th

**Bells Hotel, Moray Street South Melbourne**

# TORQUING HEADS 2007/2008

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## Deano's Dags

From across Bass Straight comes this: Questions concerning last month's photo of our esteemed leader sitting in a race car without doors:

- 1 - Is that some sort of historic type helmet he is wearing?
- 2 - Is it CAMS approved?
- 3 - Does it come in colours other than flesh tone?
- 4 - The one Jervis is wearing appears to be dented!
- 5 - Does Coxy sell em?

Another snippet - it appears no fewer than five full Tassie HTCav race teams are competing at Sandown Historics - great stuff, eh!

A little birdie spotted a familiar Orange Escort this week sporting nice new big fat conventional tyres in testing - hmmm!

Rumour has it that the current main contender for the HTCav mini class title has been entrusted the job of repairing the current leaders battle scarred mini after last months Eastern

Creek round - Now is that Weber or Webber? A light tap they said - hmmm, ok so we now just have to lightly tap a new front on it, at least its only from the screen forward eh! Will it make the next round? - my moneys on yep!

New Nb Mustang currently resides on a modified Escort rotisserie in the wee back blocks of Braeside - another to have a crack at the 'king' no doubt!



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## The No President's Report

There's no President's Report this month so what you're reading here is half editorial, half report. It's a big edition this month with three race series results reported, another new car report, and the eternally witty CARma report from Mat Jager.

But the most important point to get across concerns the general meeting next week, for we should discuss and approve a couple of changes that will affect our lives, hopefully for the better.

The first is the small revision of the pointscore, something that has been suggested to make results tighter. It's a minor amendment to bring the field closer on points. Points will be awarded for the top six and below in any class and the suggested new breakdown is thus:

Cars	1st	2nd	3rd	4th	5th	6th
6	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

The second is more exciting as it will determine the face of the Club into the future. The Club is working on a new strategy to keep us relevant and ensure survival as the membership ages, racing gets more expensive, competition from other clubs increases, and so on. The Club has never been stronger, but history is littered with individuals, clubs and countries that have rested on their laurels...

The 2006 Club Survey has been invaluable – this first suggestion has

come from that but it is not by any means the full aspect of our strategy, which is still a work in progress, nor is it a formal interpretation of the survey which will occur in next month's newsletter in an article by Brian Dermott, our in-club business marketing guru who is responsible for the survey in the first place.

The reason we are bringing this forward to be exposed at the September meeting is that it relates to next year's competition and the Committee wanted to give as much notice as possible to members with cars they already own or may wish to buy as a result of these changes, or maybe to members who may decide to now join and compete.

So in a way it's putting the cart before the horse, but we think it's justified, so here we go...

Essentially, the Committee wants to broaden the scope of competition in the HTCAV, starting next year. This would involve the creation of three separate Championships. One would be the Racing Championship, which is exactly the same as we run now, save for the slight adjustment to the pointscore, as above. The second would be a Tarmac Rally Championship, where Club members would score points in a nominated number of Australian tarmac rallies and the third would be a Speed Event Championship, where members can compete in a combination of sprint and/or hillclimb events in Victoria throughout the year.

This would mean that a lower level of licence, race preparation and eligibility would be accepted, as they are in these events already. So the member with a car in the garage who doesn't want the expense of preparing it to meet today's Group N regulations, or who doesn't

relish the intensity or expense of track competition, or who has let their licence lapse and can't find the motivation to get into it again, can compete against fellow club members for a championship trophy at the end of the year. We have 151 competition members but race fields of only 20 or so; perhaps this is the key that can release these cars and members into competition again. The scoring system would be parallel to the existing championship, with a nominated number of 'best' events to go towards the final score, and points awarded in class as per the ratio above. The exact details have yet to be finalised but if we can get it happening for next year, it won't take long to nut that out.

So...we hope to see you next Wednesday to discuss its and the revised pointscore's acceptance. Pretty exciting stuff, huh?

In closing, let me pay tribute to all the photographers who help make this mag better. After every race meeting the editor has to ring around and wheedle pics for nothing from people who do this for a living so it really is an inconvenience for them but they do it to support our Club, so good on them. Steve Duggan of SDpics, (plenty of shots available on his website [sdpics.com.au](http://sdpics.com.au) for your wall) Chris Carter from Motorsport News, and James Smith all contributed, and thanks to Mark Sully for the Phillip Island dunny funny on this page (if you're seeing this in black and white, think proud Australian sporting PortaLoo colours)...

*Chris Ralph*



*I think I shall title this one "Untitled"*

## Victorian State Circuit Racing Championships, Rd 4 Phillip Island Sep1 & 2.

This was a weekend that was blessed with great sunshine on the two race days, but competitors were made to eat their meat and potatoes on the practice Friday, apparently, with foul weather and driving rain.

Three entrants were a no-show on the Saturday, Alan Brown in the Torana whose clutch snagged, Doug Growcott in another Torana with unspecified woes, and ahem, your Editor, whose BMW failed finishing school, got a bad case of stage fright and sulked.

Tony Hubbard was dominant right throughout the weekend, as you would expect, given the size of his equipment. His Camaro set a respectable 1.51.7 to take pole, the Clever Bird second fastest on 1.52.7 in the Mustang, State Series leader Ray Challis third in the Torana in 1.53.8, Andy Clempson and Geoff Taylor third and fourth on 1.54.5 and 1.55.4 respectively. The third row would be occupied by the giant HO of Michael Miceli, on his way to wearing out a trio of right fronts for



**Big Tony, big Camaro, big result**

delighted Mat Jager in the XW GT and Angelo Taranto in what the program called a Torano – it's the Italian inflection, has to end in "o". Laurie Nelson in Eddie Dobbs' Torana held out Brent Trengrove in the EH, Anthony Ramadge in the Mini, Coxy in his new Torana, Stephen Pillekers whose Torana did something nasty and retired for the weekend and the ever enthusiastic Mick Stupka in the Hillman Imp.

**Race 1** saw Hubbard laze away into the lead, which he kept until the end while behind him Jervis had his hands full with Ray Challis in

eventually made it back to fifth, ahead of Hibbert. Brent Trengrove spun mid-race at Honda and they hung out the yellows – at the start/finish line - and poor Stuart Brown, Marty Lambert, Brad Westaway and Angelo Taranto trundled around obediently only to find nothing to worry about for half a lap, effectively ruining the race for them. Behind them Nelson, Jager, Cox, Ramadge and Stupka followed home, Geoff Taylor having retired the Mustang in a precautionary due to a minor ailment.

**Race 2**, late morning the next day saw Tony Hubbard have the first of his two Sunday drives, while behind him tight battles raged. Ward and Challis drew away together for a mighty race for second, Challis grabbing the spot on lap 4 and Ward launching a massive effort on the last lap to stick his nose in front, five hundredths of a second ahead across the line at the finish. Behind him, Geoff Taylor had come from the back of the grid to take fourth, his lap time comparable with Ward and Challis, which set the scene for an exciting main race later in the day. He had passed Mark Brewster two laps from the end, who hung on and tigered away to finish just half a second adrift. Meanwhile Miceli had his hands full with Brown in another entertaining battle, the big Henry finally getting the better result, by a couple of seconds. Brown had his own work cutting out for him holding off Clempson and Lambert, the trio



**Stuart Brown and Andy Clempson, at it all weekend**

the weekend, and the ever-improving Stuart Brown in the Torana, with the fuchsia Charger of Michael Hibbert and Marty Lambert's Torana making up the next grid spots. Marty Lambert his Torana was up next, followed by Bradley Westaway in the Charger, a

the first of their three fantastic race long duels. Miceli roared into third but as his right front ebbed away, so did his position as he succumbed to Challis and Brewster before race end. Hollywood Andy had a shocker of a first lap, losing five places but

Chris Carter



**Hibbert, Westaway & Lambert had top dices**

finishing less than half a second apart. A gap followed to Hibbert and then a larger one to Westaway, Jager, Nelson, Trengrove and Stupka, with Cox having retired the Torana.

**Race 3** promised much and delivered big time. Behind the foregone conclusion of Tony Hubbard's runaway victory the start saw Miceli's big HO lurch into second place which he refused to give up through various on-track manoeuvres that frustrated following competitors, until Ward finally found a way through, at the halfway mark.

saw the Torana reverse the finishing order of the previous race winning by three hundredths when the Mustang lost fuel pressure on the last lap. Miceli found himself alone at the finish but just behind him only 1.5 seconds separated Taylor, Clempson and Brown and only .1 second between the first two. Another 20 seconds in arrears the third tight trio of Nelson, Taranto and

Charger and Brewster's Torana also retired, presumably for less dramatic reasons.

It was a great weekend of racing for Historic Touring Cars, the closely fought battles right through the field in all three races bringing excitement for the drivers, spectators and yours truly in the commentary box. My experience behind the mike for our races and at least four other categories raised my levels of respect for our resident HTC Motormouth, Darren Knight – it ain't easy up there!

*Chris Ralph*



SDPics

**Miceli's HO got wider & wider**



Chris Carter

**Third race, ten laps, four cars, great battle**

It was up to Challis to find his way past which he did a lap later as the HO's tyres faded, but Miceli used all of the track, sometimes all at once, to successfully hold out Geoff Taylor who then had to stay clear of Clempson. It was a race marked by pockets of tight battles, the Ward/Challis dust up for the minor podia

Hibbert crossed, less than a second apart, eight seconds ahead of Mat Jager, who would have been very pleased with his results over the weekend. A lap down, Brent Trengrove, Gordon Cox and Mick Stupka. Marty Lambert unfortunately blew a big hole in his motor, and Westaway's



SDPics

**Cox's Torana had a good run**

## Australian Muscle Car Masters Eastern Creek, September 1-2.

Glorious sunshine prevailed across the weekend with one of the biggest fields of Historic Touring Cars ever seen in the country entered for the Masters, in only its third year. Group N would be divided into Nb, Nc Under 3L and Nc Over 3L, with the annual AHTCA Cup up for grabs within Nb and the fastest 47 cars in Nc.

### Nb

Pole winner Greg Toepfer (Mustang) had a great dice with Bill Meeke (Falcon Sprint) in the opening race, the two trading the lead several times with Toepfer just winning by half a length. Paul Truelove (Lotus Cortina) eventually

to win the next one with Truelove third and the crowd enjoying the dice between the enormous Galaxie of Chris Strode and the Customline of Allen Boughen, having only its second meeting after debuting at Shannons Phillip Island Classic in February. The feature race saw Meeke spin out of second place exiting turn five and fall right to the tail of the field. Truelove retired whilst in third as the two hulking Fords of Strode and Boughen were attacked by the tiny Pommie conveyances of Jerry Lenstra (Imp) and Helen Lindner (Mini). How's that for contrast? Topfer won from Wilkinson and Lynn Brown (Alfa GTV) with Max Ullrich (Mustang) next after starting from the rear having battled oil surge in earlier events.

pressure from Rogerson to win by less than half a second after some fantastic racing. Alan Lewis (Capri) lost third spot after receiving a drive through penalty leaving Tim Whitten (Capri) to take the last podium from Jason Humble (RX-2) who had a much better run this time round. Alan Smith (RX-2) took fifth after an awesome scrap with the Capris of Adam John and rear of grid starter Harvey Felton, the Alfa of Bill Magoffin and Bill Cutler (BMW) who also received a penalty.

Bargwanna took out the feature race but again Rogerson was glued to him and occasionally alongside the entire race, the margin a mere couple of metres in the end. Bargs put the V6 Ford in exactly the right spot in



*The field streaks away and Toepfer is already muscling through*

found a way past Ben Tebbutt (Mini) after a fierce battle to be third with Craig Stephenson (EH) fifth. One of the highlights was the dice for tenth between Chris Dubois (Anglia) and Robert Loesch (Mk. 2 Jag) which raged all race.

Meeke turned the tables to win the AHTCA Cup for Nb with Toepfer making a slow start but recovering to be only a couple of lengths behind with Tebbutt third. The battle for eighth went right to the flag with David Wheatley (Mini) just edging out the EHs of Phillip Taylor and Claude Ciccotelli.

Meeke found a way past Toepfer

### Nc Under 3 Litres

Former ATCC Champ and HRT Enduro recruit (good one FoMoCo... not) Glenn Seton clocked a stunning 1:48.0740 in qualifying with his brand new Capri. Just for comparison, Jack Elsegood (in Eric Stanfords Falcon) bagged pole in Over 3L with a 1:48.6686. Seton took the win relatively comfortably from fellow V8 Supercar star Jason Bargwanna (in father Harry's Capri) with Wayne Rogerson (RX-2) third.

Seton would not start race two after holing the block in the earlier AHTCA Cup Nc race, leaving father Bo to carry the fight with his own Capri. Bargwanna withstood massive

every corner, making Rogerson work extremely hard to find a way past. Whitten again was third after a great battle with Smith and Humble with '65 Bathurst winner Seton senior an excellent sixth after a great drive.

### Nc Over 3 Litres

Jack Elsegood started from pole in race one and soon found himself under a Torana attack from first Scott Bargwanna (in father's Alf's car) then Simon Phillips. The Safety Car was despatched to clear the stranded Tim Brown (Torana) and Grant Wilson (Camaro) with a suspected dropped valve. Elsegood just beat Phillips with Bargs third followed by Vince Macri (Torana) and Russell Wright

James Smith



**Greg Toepfer and Bill Meeke had monster stoushes**

(XY Falcon). Race two saw Matt O'Brien's immaculate HQ Monaro break something off the line while Bruce Dummett (Torana) made a great start to jump up a couple of spots. Macri was also quick away and running in second until pitting and retiring. Bargs and Phillips had a great battle for second until Phillips got through, retaining that spot to the flag after giving eventual winner Elsegood serious curry. Bargwanna was third from Dummett and Rob Burns (Charger).

The feature race saw a few heavy hitters retire early after a turn one incident, the Falcons of Peter O'Brien and Wright out and the Torana of Dummett retiring a lap later having moved to third. Bargwanna was on fire, grabbing the lead from Elsegood at turn five with a slick manoeuvre until a deflating tyre cruelly ended his race. Burns was on the charge(r) getting past Phillips and into second to make the order Falcon, Charger and Torana (just like the 'ole Series Proddie days eh) until he too retired. Phillips pressured Elsegood mercilessly until the V8 Ute points leader

just locked a front break long enough entering the hairpin to let the Torana through – on the last lap! Phillips made a great entry onto the front straight to keep up the momentum and beat Elsegood to the line. Garry O'Brien (HQ Kingswood) had a similar close finish by edging out John Harrison (Torana) for third. Brian Potts (HT Monaro) had a superb run to be fifth in front of Macri.

**The AHTCA Cup** for the fastest 47 Nc qualifiers was taken out by Phillips after the two gun Fords of Elsegood and Glenn Seton retired, the latter leading at the time. Macri was a close second with Jason Bargwanna third. Scott Bargwanna had revenge after finishing second in last year's Torana-only Harry Firth Trophy by winning it this year from Phillips and 2006 winner Macri in third. Elsegood and Wright made it a Falcon one-two in the "Nc less Toranas" race with



James Smith

Rogerson third in front of Peter O'Brien and John Bryant (HQ Monaro). Jason Bargwanna had retired whilst in third with a flat tyre while Burns also went missing having held third at one stage.

Huge fields and fantastic racing have surely made the Masters one of the best meetings of the year – and it's only going to get bigger!  
**Darren Knight**

*And thanks to Helen Lindner who sent us these Mini sized shots via Dean Bryant of her maxi sized battles with much bigger weaponry. CR*



## RACE REPORT

### Round Four Australian Muscle Car Masters

Eastern Creek, September 1-2.

full Watts link rear end and rear discs, Wilson practised on Saturday but would not race with engine sorting still required.

out for an alleged jump start, this time for Tony Hunter (HQ Kingswood), though it did not come out until half race distance.



pic: James Smith

**Mason, Bullas and Albeninca were never far apart**

Steve Mason (Camaro) continued his recent dominant form at his home circuit to take victory in all three events. Gavin Bullas (Boss Mustang) was fractionally slower in qualifying than pole winner Mason and was the Chevy driver's main threat, come race time.

Ian McAlister (Mustang) returned for his first meeting since the Clipsal opener, and encouragingly, three brand new cars appeared for the first time. Steve Hoinville would christen the ex-Michael Stillwell Escort after a 12 year restoration. Debuting with BDA power, the car will eventually receive a 2-litre engine of the type Stillwell and current Biante TCM Technical Director Graham Ritter raced it with. Victorian EH racer Richard Fairlam entered his just completed 308c.i. powered HQ Kingswood, in a very sharp red and black SS livery.

Sydneysider Chris Wilson rolled out the first car to be purpose built to the new 2007 regs, a bright orange Torana. Featuring a Super T10 gearbox,

### Race One (8 laps)

Mason hooked up nicely to lead Bullas, Brad Tilley (XY Falcon) and Alastair MacLean (Camaro) into turn one. Making a return after a sensational performance during Round Two in W.A., Trevor Talbot (Torana) held out the driver who won that round, Eddie Abelnicca (Boss Mustang). Hoinville showed a glimpse of the Escort's potential as he harried Abelnicca while McAlister retired with engine dramas.

Bullas looked in the box seat to attack Mason until receiving a drive-through penalty for an alleged jump start. Meanwhile MacLean grabbed second from Tilley and Abelnicca overcame Talbot to move up to fourth. Incredibly, another black flag came

Mason won from MacLean and Tilley, closely followed by Abelnicca then Drew Marget (Mustang) who got past Talbot on the last lap. Bullas climbed back up to seventh with Les Walmsley (XY Falcon), Mick Wilson (Charger) and Rory O'Neil (Porsche 911S) completing the top ten. Fastest lap: Mason 1:48.2392 (lap two).

### Race Two (8 laps)

Abelnicca made a great start to slot in behind Mason at turn one as MacLean "spun the bags" and lost a few spots off the line. Marget reclaimed fifth as Bullas pressured Abelnicca for second, the large Fathers Day crowd treated to the sight of the two stunning Boss Mustangs battling hard. Fairlam retired the HQ with the usual new car niggles after working



pic: James Smith

**Multitudinous muscle makes merry music...**



pic: James Smith



**Steve Hoinville in the COD Stillwell Escort BDA took it right up to the big boys**

huge hours (like Daniel Sugden on the Wilson Torana) to get the car on the grid.

Bullas moved into second as Hunter retired with a sheared rear hub and Talbot and MacLean both got through on Marget within sight of the flag. Mason kept an eye on the closing Bullas but took the victory untroubled with Abelnica third by a very small margin over the fast finishing Falcon of Tilley. Talbot was fifth from MacLean then Marget, Hoinville, Mick Wilson and Walmsley, who was not far in front of Darrin Davies who has joined the Series for the rest of the year in the Rain City XY Falcon. Fastest lap: Mason 1:49.0318 (lap two).

### Race Three (8 laps)

Mason again got the start just right to beat Bullas into turn one while Talbot rocketed off the line to slot into fourth behind Abelnica. MacLean struck trouble early and pitted, eventually rejoining but at a reduced pace with a suspected gearbox

problem. The first four cars were tightly bunched as they exited turn four when suddenly Talbot rotated the Torana in spectacular fashion (drawing cries of “whooh!” from the crowd in the grandstand) and lost several positions before he could rejoin.

Hoinville again showed

both drivers pushing very hard and recording personal fastest race laps well into the event after five laps, when times would usually start dropping off. Bullas was ready to strike until a deflating tyre dented his chances, the Mustang’s tail stepping out in the final few corners. Mason made it a clean sweep and extended the points gap to MacLean in the



**Darrin Davies in the ex-Purdon Falcon gets loose in the opening lap**

promising speed until pitting with a gearbox drama as Tilley held out Abelnica for third in an entertaining duel, the big 351 Cleveland powered Falcon having just enough stick down the front straight to keep out the 302 Boss powered Mustang.

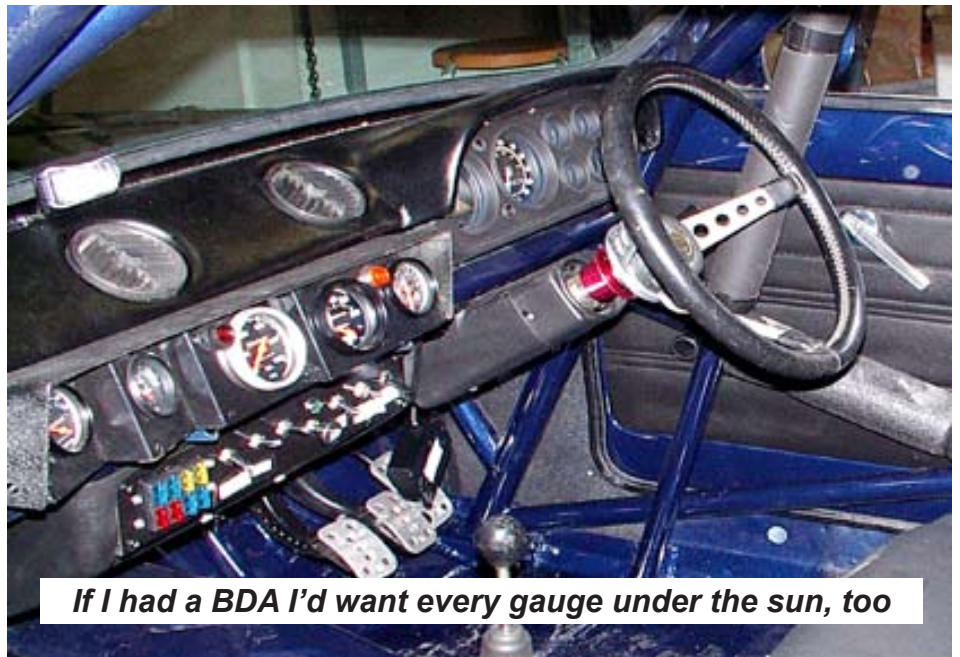
Bullas seemed set to launch a challenge to the leader Mason with

standings. Bullas was second with Tilley third in front of Abelnica and Marget. Talbot recovered to be sixth after his rare excursion with Walmsley next, then Hunter, Mick Wilson and O’Neil. Fastest lap: Mason 1:49.6393 (lap five) **DK**

## Old stager, new car

“It’s just an ordinary little shopping car”, says the obviously mis-named John Smallman of the new Ford Escort that will soon grace our Nc Under 2-litre fields. Yeah, right. It may look innocent enough but under the bonnet lurks a BDA motor, enough to scare the pants off most of the other punters in the class, even by its configuration alone. “I’m just going out to drive around a bit”, he says, “potter about and just have fun driving it. Old bloke, not trying to win, won’t get involved.” OK...so where are the fat guards then, that these things are allowed to run? “I want it to look meek, besides, they’re too expensive to repair.”

Hmm, a whiff of rodent wafts under the nostrils, the very mention of repair pre-supposes even the smallest amount of guard rubbing? Perhaps not, accidents can happen I suppose... it’s possible he could be innocent, just a nice senior gent fulfilling a life’s ambition at last, to have a little competition in a nice little car. At least, that’s what I might have thought



***If I had a BDA I'd want every gauge under the sun, too***

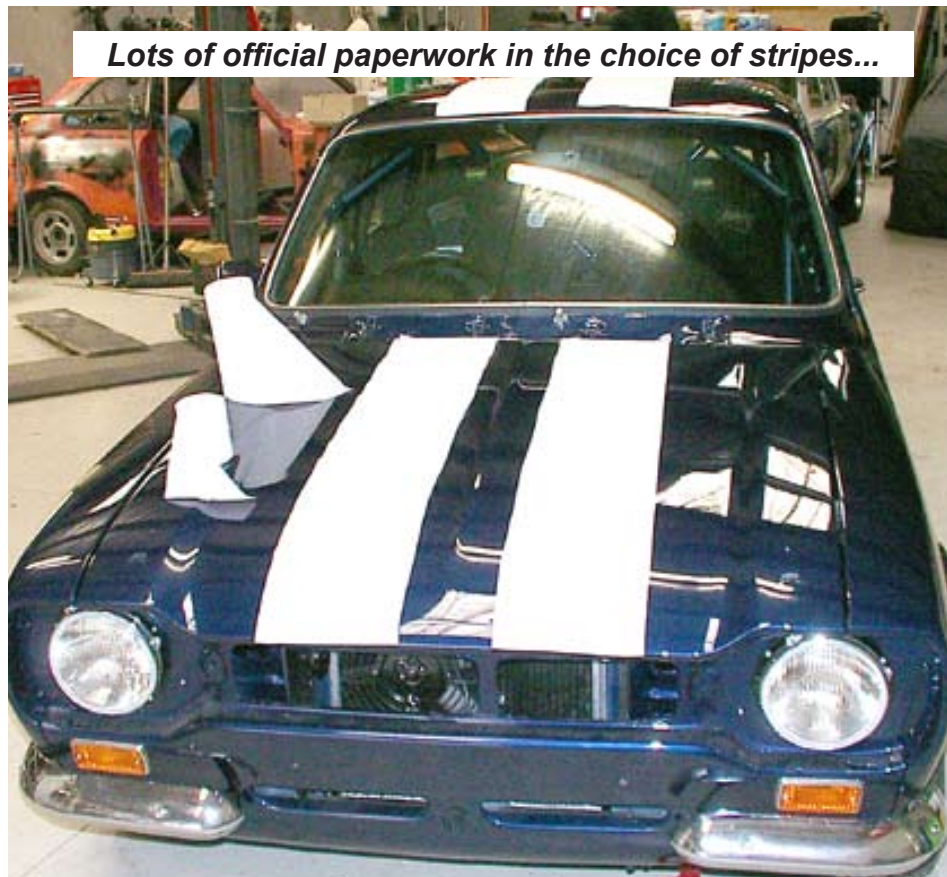
if I hadn’t known him for 37 years... and know his reputation as one of the cagiest, most competitive old bastards ever to grace a tournament on land or sea.

And he’s pulled this “ordinary little shopping car” trick before, a decade or so ago, when the green V8 MGB that he took third place in the year before wasn’t ready at the last moment for the Grand Prix Rally. He

rolled up explaining that he’d had to substitute his wife’s shopping car, a Nissan Pulsar, instead. His fellow competitors felt very sorry for him. Turns out it was one of those 4WD intercooled turbo weapons, sans badging and recently tuned by his best mate Fred Gibson’s gun mechanic. Result? Second outright.

So there’s more to this canny old geezer than meets the eye, that is, if you can crane your neck up that high. Not for nothing was the nickname “Black Jack” variously coined...and he’s about as close-mouthed as his triple world champion namesake as well. Getting him to talk about himself ain’t easy and required trickery involving red wine – aaah, the things I have to do for my readership.

His motoring competition started at Fishermans Bend and various hillclimbs in a TD and TF, and he remembers camping in a tent next to the track at Phillip Island during the first Armstrong 500 as some sort of track sweeper, so motor sport has been a long held passion. In the 60s he set about building a world land speed record contestant with a low fibreglass body that looked like Goldie Gardner’s MG record holder, a 7-speed gearbox handmade in North Melbourne by a guy called John Waite and a wet sleeve full-house Renault motor running on Amals.



***Lots of official paperwork in the choice of stripes...***

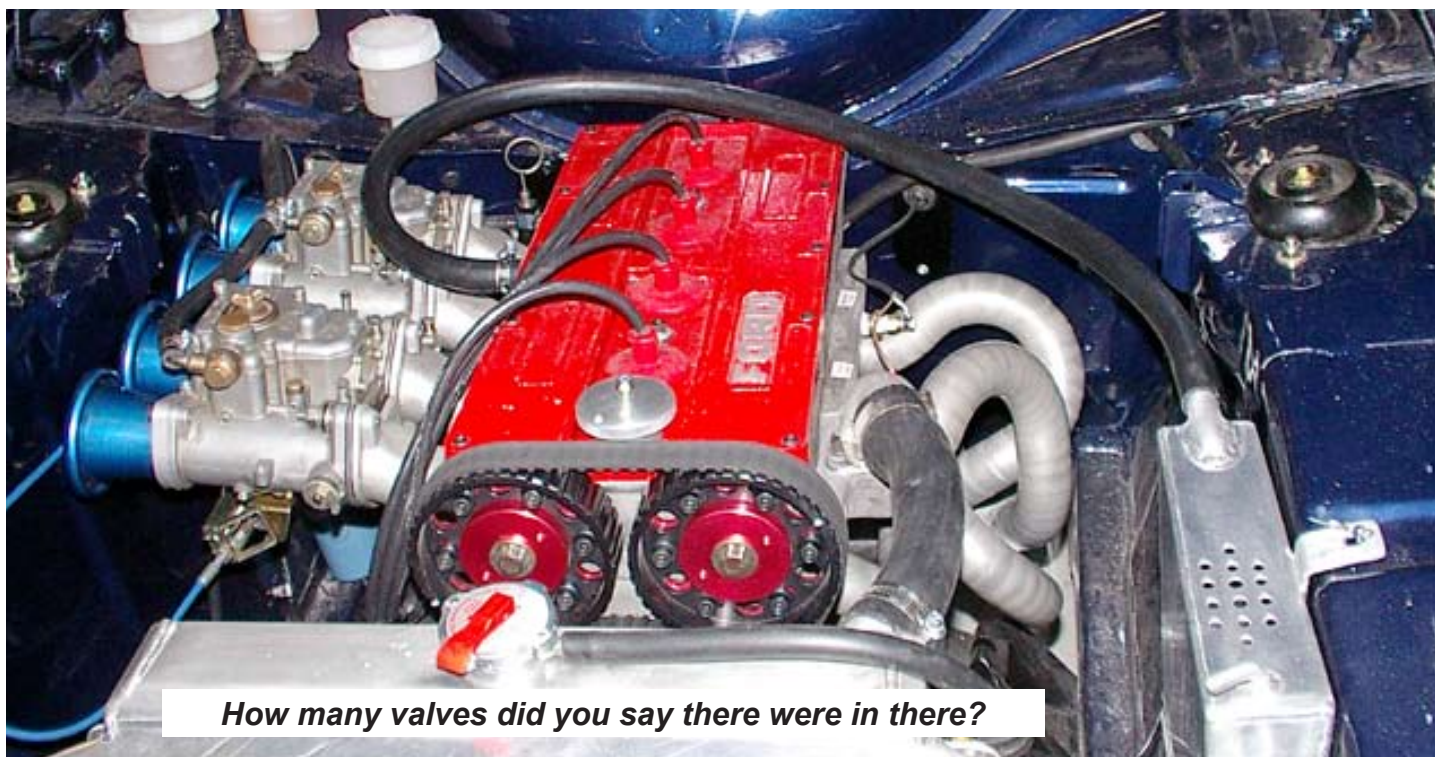
After two goes at finishing it he ran out of money and put the engine in a Renault Dauphine to scare the MG drivers while the various other bits dispersed themselves, as they do. John then wandered off to the water to have a go at yachting, with what he with typical understatement called moderate success – world champion in the International “A” class in one man catamarans. First one year, second the next, third the next, then he thought it was time to go back to cars, and so began a series of cars either constructed in conjunction or by himself.

You may remember seeing a yellow MGB V8 competing about 15 or more years ago, that car had one of the very first Motecs on board, and

were built, a Club championship winning 2-litre car, the yellow track V8, a green tarmac rally V8, and a black SB 1.8 litre. Two MG Car Club Championships later, John revived a long-held interest in Escorts and went tarmac rallying in several cars, including an immaculate yellow car complete with BDG motor, and since then in an RS2000 and Twin Cam. So there was no shortage of bits or knowledge when he decided to build the Nc car. Most of his cars are still retained, dotted about the map or sharing his Moorabbin workshop with... what’s this under the cover? A Grp A Gibson Skyline HR31, ex Skaife and Fury, immaculately rebuilt to its former 1989 glory. He’d bought it as a rolling chassis

course, the subject of this article, the dark blue Nc Ford Escort BDA, which on one of my visits was ingloriously draped with dunny paper and kitchen towelling so as an ex-advertising art director/creative director/commercials director he could judge the right width and placement of the white stripes. Turned out that after seeing the editorial BMW he thought he may have gone too far in the plain Jane stakes and thought he’d better make it look a bit tougher, so he now feels justified in calling the BMW a “hairdresser’s car”. Have to get my mate Bill, (another ex MG racer) to go and talk to him and save the honour of the Bavarians. At least they can look at each other eye to eye.

John built the car himself from



**How many valves did you say there were in there?**

John Bendell’s brother Richard, Mr Motec, drew a crowd around him at Calder test session, tuning it trackside over 2-way radios. When John came in, Richard spoke in a loud voice for the benefit of the disbelieving multitude saying things like, “you changed too soon over the top, too early on the brakes down the back straight” and so on. From “Small” beginnings, as they say...

Several other competition MGBs

and never though he’d find the right motor for it, but a chance garage sale in Thomastown turned up the very engine – he checked for identifying points with Fred Gibson over the phone while trying to keep a straight face with the vendor. All that is another story...

Anyway there’s a brace of Escorts, a soon-to-be-finished café racer TC - the 944 he raced in recent years is no longer there – and of

“items in stock”, Adam Russell built the cage, Colin van Summeren the motor, which Les Collins dyno-ed. How much horsepower John? “Don’t want horsepower. Want torque.” How much torque then? “Enough”. (See what I mean, this article hasn’t been easy.)

The car looks fantastic. It and the hairdresser’s car will probably debut together at Calder next month. Can’t wait.



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**Well the year in motor sport is rolling by, but we still have some very important meetings to go.**

Firstly the next round of the club championship is on at Calder in October don't forget it and enter NOW, it's a good fun track, not too hard on the equipment, and very cheap to enter. We have the entry forms on the website, or ring Carmel direct at Calder Park.

Then we have a premier Historic meeting at Sandown, what a ripper this meeting looks to be, we need lots of entries as we need to maintain our status within the historic ranks. Then we have Island Magic, which is an all-time

favourite with many members. Then it's time to think long and hard about next year and start to work towards being ready for what we hope to be our best year ever of racing. We are a racing club and the way the calendar is looking next year, we hope to bring you a ripper year of racing at four circuits, including the long track at Winton, Calder short and long, Sandown and Phillip Island.

The State Series next year at this stage looks set to be run as a single entity title and run under a cohesive banner, with only the one championship for the entire series, which is what we as a competitor group have been aiming for. It looks like at this stage all our hard work has paid off.

There have been some mammoth efforts been put in to make this happen, we simply must as competitors get right behind this series and make it the best there is. I am aware at this stage that a lot of interstate drivers are going to come and compete in this series next year as their states don't offer such variety of circuits and quality racing.

So it all adds up to next year being something to look forward to. So come on, start to plan now and get behind those who put in for your benefit, and run as many of these meetings as the hip pocket allows.

*Mark Barbour*

## A CORTINA NUTTER



### Cort behind with Cyril Saunders

*Ed: I don't know this geezer but Coxy found the link to his extraordinary*

*series of curmudgeonly diatribes. I offer this for your amusement and without further comment. You can read more at <http://www.pixelmatic.com.au/cortina/cyril.html> if you really feel the need...*

In this installment your old friend Cyril is going to arc up about these so-called 'Cortina Racers'. I'm sure I'll strike a nerve in the following thoughts, but this is one subject that's been bugging yours truly for some time now. The reality that has confronted us in the form of modern Appendix J racing is quite a very sad departure from the initial ideals of Historic touring car racing, which was brought about to keep these old cars out on the track, in the specification and livery of their heyday. But no, someone thought it a good idea that their inept abilities at driving a race vehicle may be suited to a class comprising of mostly enthusiasts and hobby racers, where cubic dollars, not ability, enabled them to win.

So now we see our beloved Cortinas looking like pseudo sports sedans rather than 'Historic' racing machines. These bloody young blokes think they're trendy with their whiz bang bloody Datsun cranks and Carillo rods, roller rockers and all this other garb in an attempt to make 160 hp. And some of the clowns

that build these engines! They charge like a deranged wombat... I could build a push rod donk using factory bits and pieces that would blow these nancy boys' Hollywood jobs into the weeds, and you'd still have change for a round at the local. Yes, I know the rules are quite loose in order to make scrutineering less of a headache, but it's out of control. I know of cars that run destroyed engines with a large bore (which is legal) in order to rev the %\$@\* out of the poor old thing and make nothing but a racket and a 9000 rpm Kent hand grenade. Suppose it's all right when you can just write another cheque when the thing decides to drop its guts on a regular basis.

But there's still more. You gotta stiffen the old tart up a bit eh? Make it handle. Seam welding makes sense, but these roll cages! Geez, it's like something out of Mad Max, I say, more bars and braces than one can poke a welding rod at. Then you take a look underneath. What car is this again, a Cortina? Looks like the bloody space shuttle to me. Anti-dive kits, telephone pole sway bars, rose jointed radius bars, panhard rods, adjustable spring platforms - son, it's enough to send a McLaren engineer running for cover! So this makes it handle. That's fine. Used to handle all right when I drove them. I think these yuppies must wet their pants when the thing starts to body roll. Jim Clark didn't mind, let me tell you, and he'd whip the @#\*\$ off this lot today. Where have the real men gone?

But don't get me started on the tyres. Hoosier Street TDs look like someone took a slick and cut in a few grooves with a Stanley knife in order to pass them off as bonafide road tyres. What's wrong with cross plys eh? You could get though Bathurst on one set back then. Bloody cars now have trouble doing 5 laps before they turn into mush. Same goes for brakes too. Four piston Volvo (sacrilege!) calipers are just not cricket son, but legal they appear to be. Never ran out brakes ever in my Cortina experiences. Why do they bother?

The problem is though, is that it extends to the whole class. You might say it's OK to incorporate modern technology on these cars, just as we would on our road Cortinas to make them more reliable, comfortable, safer, etc. But then we have the problem where Maxi Millions can run his \$25000 Lotus twin cam screamer and that's fine Sir, but he gets pinged at scrutineering because a badge is in the wrong place, or the heater facia's the wrong color! I reckon do it one way or the other: classic bodies with all the bells and whistles, high-tech gizmos and obscene build costs which will enable the guy with the biggest chequebook, not balls, to win, or historically correct 'period' type cars that are slower (?!), scary to drive and a realistic approach to historic auto racing. But it's a dodgy compromise at the moment, folks, let's hope they can get it right someday.

## Minutes – General Meeting 30 Aug 2007. Bells Hotel, Sth Melbourne,

Apologies: Stuart Brown, Peter Snedden, Scott Slater, Mark Schatz, Ian Watt, Bob Cracknell, Gordon Cox, Ted Brewster, Holloways x 2, Michael Cruse, Michael Hibbert, Justin Brown, Rod Evans. Guests: Lindsay Hughes, Matt Hutchison, New Members: Karl

Minutes of previous meeting moved and passed by Alan Brown, seconded Eddie Dobbs.

SECRETARY: reported mail in and out.

TREASURER reported that we are on a similar level to last year.

As at 29 August 2007:

ANZ #1 Account \$6,329.56

ANZ Term Deposit \$8,750.52

ANZ V2S Account \$12,627.07

Esanda Debenture \$1,123.45

TOTAL FUNDS \$28,830.60

Treasurer's report moved as true and correct by: John Luxmore and seconded by Dean Bryant. Treasurer's report accepted.

PRESIDENT reported that the First Strategy sub committee meeting was held recently and ideas will put to the committee and discussed at the next General Meeting. They will cover the plans for club for the next 5/10 years and should be very exciting for the club's future.

The club has purchased the race sponsorship for our two final races at Historic Sandown as well as ½ page ad in the magazine to encourage new members. Coxy will be carrying and selling the club apparel and flag in his van at race meetings.

Point score review is continuing and will be finalised and put to the committee next month.

COMPETITION Nos: We have 19 redundant out of 99 that can be allocated.

Phillip Island entries stand at 21 at this stage. There is also a National

Round in Tasmania and 194 log booked HTC entered at Eastern Creek.

This years competition has been fantastic. Last week the competition representatives had a meeting with CAMS/AASA regarding next year and there will be no segregation next years. There will be 10 round non segregated series next year. There is no us and them, one complete series. Brought about by the power of the MG Car club.

Next year our state series is looking the best in a long time. All tracks are eager to get Historic Touring Cars and we need to decide what races we would like to do next year. Our priority remains Historic Races, we should more than likely stick with 6 rounds next year as well. Calendar is not yet available but may be at the end of September.

Family Fun day 22nd September 2007 at Calder. Entries are still being taken.

Jervis congratulated the drivers for the entries that we have received for Phillip Island.

Eddie Dobbs spoke about the lack of Entries for Historic Sandown. There will be parking on the hill and a BBQ etc. If this is not successful they will not open the hill again. Over and under 3 ltr classes will again depend on the number of entries. Targeted scrutiny will be running. There will be an observation day on the Friday before Sandown and this is open to anyone.

New tyre list out on CAMS website, there are no Kumhos or Toyos on the list. You will be allowed to run those until next June Next. Historic Commission surveyed all the tyre manufacturers. Kumho did not respond and the Toyo report went to the wrong person. This will be fixed, another bulletin expected. in the near future.

SOCIAL:Go Kart day Sunday October 15, 2007 at Dandenong starts 9.30a.m. racing completed by midday,

BBQ afterwards. Racing will be 1 x 10 lap qualifying race, 2 x 15 lap races. Adults \$75.00 per head. Cost for children to be advised later.

MEMBERSHIP: Competition Members: 151, Social Members: 30, Life: 6, Non financial: 26

AHTCA: Justin Brown sent apologies, he will be standing down next year. Two people have put their hands up to take over from Justin – Matt Jager and Graham Slater who will present to the committee.

ELIGIBILITY REPORT: State Council minutes on CAMS website – information on CEO's plan..

Changes to medical services at events: private ambulances now allowed as cost doubling from approx \$1,800 per day to \$3,500. No changes to the Track medical team as this will stay the same. The Austin 7 Club have taken responsibility for the stuff-up at Winton. Their contract stated that there would be traditional scrutiny on both days.

A discussion took place on chrome moly roll cages.

## SPECIAL BUSINESS

Notice was given in July's magazine regarding two items of Special Business relating to the amendment of the clubs constitution:

### Item 1: Rule 2 Definitions:

Current wording: " financial year" means the year ending 30 June

Intended Wording: "financial year" means the year ending 31 May

The above was passed and unanimously accepted .

Item 2: Accept financial statements of the Association for the 13 months period of 1 June 2006 to 30 June 2007. Copies of the financial statements were handed to all attending the meeting for their perusal.

Moved and passed by Russell Pilven, seconded by Eddie Dobbs.

From time to time in this column, your loyal scribe has had occasion to use certain terms that many of you have required elucidation upon. That is to say, I talk a lot of crap, and no-one seems to understand what it is that I am going on about. I hear it all the time.

“Great column, Matty”, they shout (don’t want to get too near, after all; my particular strain of circuital slothfulness might be communicable). “But what the Hell was it about?”

Accordingly, I have pored over previous editions of CARMa and prepared the following list – glossary, if you will – to help explain some of it for you. And might I remind you, there is absolutely no truth to the rumour that I’m doing this because it’s been a ‘slow news month’. It’s more because I left any cohesive thought I may have possessed on the shores of the Indian Ocean (having passed by a whisker the BBB course), and really don’t know what’s going on around me. Worse than normal. So here goes, anyway...

**Substantially in bits.** – The natural state of the JMS conveyance. If it isn’t pulled apart because it’s broken, then we’re yanking parts off of it to make it so. We’re like that here.

**Extract the digit.** – First of all, this one suggests that there has been digital insertion in the first place, and unless it’s because Zinner is inspecting one of those Mazda chook-cookers, then that’s just NASTY. Secondly, this act implies that there’ll be some action to reverse the state of being ‘substantially in bits’, so it is of course an impossibility around these parts.

**Procrastinator’s Bible.** – In mythology,

this was a magical and weighty tome that would whenever asked provide the reader any necessary excuse to slack off. In reality though, it’s basically any book, magazine, pamphlet et al that can be dragged into the dunny. Because there, one can hide from the Boss and there’s very little work getting done. And for myself of course, the more pictures the better.

**Smoko.** – A distinctly Australian work break, normally lasting fifteen minutes and being taken at the traditional morning- and afternoon-tea times. Here at the JaMSEC however, it starts about three minutes after clock on (break for lunch) and then goes again until it’s “too late to go out to the shed now, Boss”.

**Lunch.** – Four hour break taken at some point during the day, allowing that Smoko doesn’t get in the way. (See ‘Smoko’.)

**Major sub-assembly.** – Bits of the car that will most probably be required if we wish to attain forward motion.

I personally don’t know what they’re called, but there’s this big loud blue thing in the front (quite heavy), some sort of awkward doover in the middle with a big bit of it sticking through the floor, and then this odd kind of apparatus that performs a clever little continuous right-angle turn at the back. All of them lumpy and obstreperous, particularly when one has removed them (see ‘substantially in bits’) and need to have the thing all in one piece in order to drive it; which of course sounds a lot like work, which is to be avoided at any cost (see ‘procrastinator’s bible’).

**Lookin’ over, coat of.** – The main pastime in the JMS preparation area. As the name implies, at no time do we actually TOUCH the car whilst applying said coat. Care must be taken to not apply too thickly - the car weighs the better part of two tonnes now after all – and the best way to avoid this happening is to take ‘smoko’.

**Boss, The.** – This wonderful, long-suffering, saintly woman - yes she will read this - is also referred to



**Intrepid correspondent picks his lines as accurately as he picks his nose...**



as the JMS crew chief, naming rights sponsor, navigator (every time we get in a car, that's a 'special stage'), treasurer, story reader, doofus driver forgot his licence sorter-outerer, and did I mention sponsor? We'd be lost without her, and quite often are anyway. But it'd be worse.

**Special stage.** – Going to the shops, are we? And what's our best time so far for that, then? Can be performed either with or without a navigator. More fun for me WITH, and vice versa.

**Floyd.** – A 1983 model Ford F-250 garbage scow that gives the perennial impression that it's next gasp shall be its last; and then with monotonous regularity backs this up by just STOPPING. But we love him anyway, in much the same way that the Boss claims to love me. That is, with finances the way they are, there's precious little alternative.

**Syntax and Grammar.**– Nope. No idea, never heard of him. Does he live about here somewhere? Sounds foreign.

**Juggernaut.** – A title of Krishna, a pre-eminent avatar of Vishnu. Or more particularly, the image of this particular deity that is/was dragged about annually at a place called Puri in Orissa (which I think is near Narre Warren) in this freaking great ginormous heavy cart that had neither brakes nor handling at it's disposal. Evidently many have been crushed beneath the merciless wheels. So this guy Vishnu, he's got an XW GT as well, eh?

**Lardarse.** – A lithe and taut, athletic looking creature known to enjoy hanging around in boxy Australian vehicles from the 'Paisley Period', desperately trying to look cool and impress chicks. Or a JMS driver.

**Lardarsosis.** – The affliction resulting from being a JMS driver.

**Poove,** (usually acc. by) bloody great. – The affectionate term of

reference for El Presidente, driver of a Yankee two door Falcon-based 'secretary's car' the like of which we seem to be inundated. Latest race suit rumoured to be a rather snazzy (and tight) purple with orange pin-stripe number. Feet remain perpetually hidden to prevent proof of having had a pedicure.

**Exocet.** – An obscenely quick little orange Ford with an engine roughly half the size of its owner's fist. Driven with flair and aplomb by a complete nutter who never has to worry that he left anything on the trailer. Rumoured (largely by yours truly) to have EFI, nitrous and a whopping great turbo fitted; sometimes all at once.

**Panzer.** – Short for Panzerkampfwagen, a rather solid and robust conveyance designed and built by a people whose three main loves would appear to be exacting engineering, organizing things, and the art of dropping in to visit and refusing to leave. Designed to cross below-sea-level countries in under two days, and lap Phillip Island in under two minutes.

**Cheating.** – What everyone but me is clearly doing, otherwise I'd be almost nearly just about as fast as you all; or more or less anyway.

**Wog-Chariot.** – A quirky vehicle emanating from Adelaide that wears quasi-satanic badges and seems to

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draw some sort of strength from this, despite having mislaid a couple of cylinders somewhere. A crime against the laws of both nature and physics. Looks quite good in a pinky-mauve colour.

**Fried salad.** – The cornerstone of a diet yet to be approved by the CSIRO that will guarantee you get your recommended daily intake of the two major food groups; those being rolls, and of course chikos. Also assists with adjusting power-to-weight ratios.

So there; now you'll have no problem following the rubbish that I spout, will you? Eh? Stay tuned next month for my impassioned dissertation on the whosits that go in the thingamabob to make it go whoopsy. Or do they prevent it from going whoopsy?

Sit tight, we shall (no doubt) elucidate at length...

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<b>NCA Over 5000cc</b>						<b>NBA Over 3000cc</b>							
Tony Hubbard	0	0	43	34	77	Bill Trengrove	0	24	16	0	30	70	
Matt Jager	31	0	27	0	58	Jervis Ward	0	43	0	0	40	83	
Gary O'Brien	0	26	23	27	22	98	Andy Clempson	31	33	32	30	23	149
Michael Miceli	0	19	0	0	19	Trev Talbot	0	0	29	0	29	29	
<b>NCB 3500-5000cc</b>						<b>NBB 2601-3000cc</b>							
Robert Braune	49	45	0	46	140	Richard Fairlam	0	43	0	0	43	43	
Michael Bugelly	0	0	37	0	37	Mike Oliver	0	20	0	27	47	47	
Paul Dobson	12	0	0	16	36	64	Brent Trengrove	0	23	0	34	57	57
Peter Burchell	0	0	0	3	3	3	<b>NBC 2001-2600cc</b>						
Rob Burns	0	23	0	39	62	Eddie Dobbs	0	4	0	30	34	34	
Geoff Taylor	36	3	0	0	39	<b>NBD 1601-2000cc</b>							
Michael Hibbert	30	29	27	33	40	159	Ian Cuss	31	31	0	30	92	92
Andrew Whiteside	0	0	0	19	17	36	<b>NBE 1301-1600cc</b>						
<b>NCC 3001-3500cc</b>						<b>NBF 1001-1300cc</b>							
Trevor Talbot	0	58	0	0	58	Anthony Ramadge	0	25	0	17	42	42	
Mark Brewster	0	0	27	0	15	42	Peter Melick	0	0	0	38	38	38
Scott Slater	42	0	0	0	42	Ted Brewster	0	46	0	29	75	75	
Graham Slater	0	21	0	0	21	Chris Ellis	0	0	0	45	45	45	
John Harrison	0	42	0	0	42	Len Read	0	43	0	41	84	84	
Andrew Williams	0	3	40	0	21	64	Colin Taylor	0	30	0	17	47	47
John Bourke	24	0	0	33	57	Helen Linder	31	19	0	17	31	98	
Doug Growcott	0	6	45	0	51	<b>NBG Under 1000cc</b>							
Gordon Cox	0	0	0	20	20	Michael Stupka	0	0	31	30	61	61	
Angelo Taranto	0	0	0	41	15	56	<b>PLEASE NOTE: THESE POINTS DO NOT INCLUDE SEPTEMBER 1&amp;2</b> 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 <a href="mailto:pointscore@htcav.com.au">pointscore@htcav.com.au</a>						
Peter Knight	0	3	0	0	3	<b>REMAINING 2007 CLUB CALENDAR</b>							
Garry Edwards	24	0	0	42	66	GOLDEN OLDIES - HCAV HISTORIC SERIES							
Martyn Lambert	0	0	0	3	30	33	Nov 11-12 Historic Sandown 3						
Scotty Taylor	0	9	0	0	9	STATE RACING SERIES HCAV CLUB POINTSCORE							
Ray Challis	43	33	51	0	52	179	Oct 20-21 Calder 5						
Stuart Brown	0	0	9	26	45	80	Nov 24-25 Phillip Island Island Magic 6						
Alan Brown	0	3	15	0	3	21							
Laurie Nelson	0	12	3	0	6	21							
Steve Coad	0	33	0	20	53								
Steven Pillekers	0	0	15	0	24	39							
<b>NCD 2001-3000cc</b>						<b>NCE 1501-2000cc</b>							
Ian Watt	31	34	0	21	31	117	Bill Cutler	0	47	0	38	47	132
Robert Hare	0	30	0	0	30	Mark Schatz	0	0	0	0	25	25	
Timothy White	0	0	0	36	36	Justin Brown	0	0	0	20	12	32	
Ant Read	0	0	0	27	27	Russell Pilven	0	15	0	0	15	15	
Brendan Hare	0	0	0	3	3	Daniel Myers	0	0	12	0	37	49	
Stephen White	0	30	31	0	61	Peter Owen	0	0	15	23	38	38	
<b>NCF 1101-1500cc</b>						<b>NCE 1501-2000cc</b>							
Dean Bryant	22	31	31	30	114	Don Knight	0	9	0	3	12	12	
						Gary Edwards	0	34	0	0	34	34	
						Paul Cruse	31	0	0	0	31	31	



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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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### FORD MUSTANG Nc 289

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