

HISTORIC TOURING TORQUE

February 2008

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

What's driving Nb?



Inside this riveting issue:

- Ageism? The future for older cars
- Two new Championships explained
- Calder season opener report
- Uh oh ...CarMa-madness returns
- New race calendars and more...


Historic Touring Car
Association of Victoria

BE AT THE NEXT MEETING!
8pm Wednesday **FEBRUARY 27 2008**
Bells Hotel, Moray Street South Melbourne

		Work Ph	Home Ph	Fax	Mobile	Email
President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	president@htcav.com.au
Vice President	Mark Barbour	9572 1376			0407 563 465	vicepresident@htcav.com.au
Secretary	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	dvap@bigpond.com.au
Treasurer	David Floyd	9574 8333	9877 2243	9574 8388	0402 257 541	treasurer@htcav.com.au
Competition	Mark Barbour	9572 1376			0407 563 465	vicepresident@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA	Mat Jager	9627 3386	9682 6999		0418 360 686	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au
Pointscore	Dean Bryant	9588 2566	9931 0333	9588 2577	0417 012 526	pointscore@htcav.com.au

2008 HTCAV Race Championships Calendar

Track	Dates	Type
Sandown	1-2/Mar	State
Phillip Island	7-9 March	Golden Oldie
Calder	5 April	Special
Phillip Island	17-18/May	State
Winton Historics	24-25 May	Golden Oldie
Sandown	26-27/Jul	State
Winton	23-24/Aug	State
Phillip Island	18-19/Oct	State
Sandown	8-9 November	Golden Oldie
Island Magic	22-23 Nov	Special



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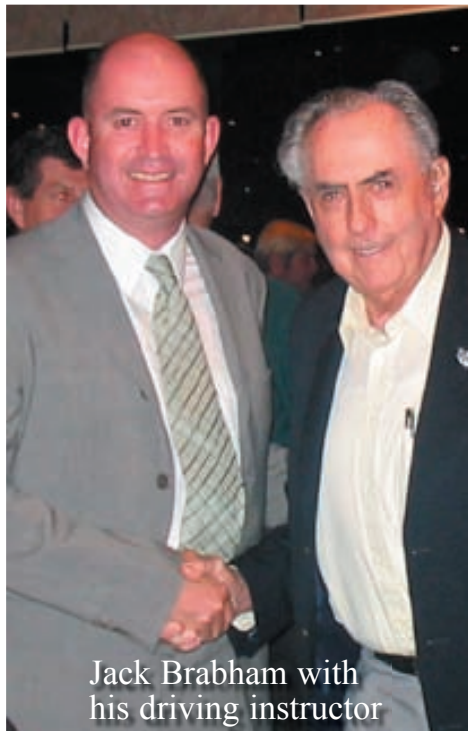
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Race Numbers

I hear a lot about people wanting race numbers and who owns what number etc. Clearly no-one owns a number. There's no sale of numbers in Victoria. Basically you can run any number you like. What your Club tries to do is facilitate who uses what number so you don't have to keep buying and applying new numbers for each meeting. There is no exclusive right to a number.

Unfortunately we have over 150 competition members but only 97 odd numbers. So there is going to be some doubling up – angst! Promoters will not allow us to run triple digit numbers, so we're really in the pool! Maybe after 8 years we can un-retire Jonesy's 76?

What the committee decided some years ago was this: If you were not a continual competition member and/or hadn't run for 2 years your number was free'd up for someone else to use. Even with this we have problems. At Phillip Island Classic there are over 100 Group N cars, split into fast and slow. There are 50 cars in each field. So not a big problem there. But if the same cars were separated into Nb and Nc there would

be another set of numbers to sort out. So please be thoughtful of the issues and problems before putting a number on your car. Some newer competitors have simply turned up with a number on and don't realise it's not kosher! Thanks for your understanding.

Historic Commission

For those who don't know, our own Bob Cracknell (Crackers) has been appointed the Chairman of the Historic Commission. A great acknowledgement of Bob's standing in and understanding of all things Historic. Lets hope this is the start of a great new era of the Commission. Also a big thank you to anyone who spoke up and made CAMS properly appoint the chair.

AHTCA

Mat Jager will be attending the AHTCA meeting being held at Phillip Island over the weekend of the Classic. Mat has been given some direction by the committee with some pretty specific outcomes to be achieved. After the meeting he or the committee will report back to you about the results.

Phillip Island Classic

It's almost upon us. Some would say this is the real start to the racing season. 100+ Group N cars putting on a great show. Thank you to Graham for his assistance in securing Rockwell for sponsoring the Sunday races. Thanks to Ted for managing the ever increasing marquee madness. I think they've cost almost \$10,000 this year. Ted has to be at PI on the Wednesday for an OH&S instruction before sighting the marquees. Then at the track all day Thursday helping mark out and set up as the competitors arrive.

Thanks to the entire Holloway clan for their massive family effort in handling the entries and other vital and important stuff – like regs and the like. Good one.

I know I don't have to remind you but I will – Please park your

tender vehicle where you're supposed to and show the same courtesy to your fellow competitors that you'd expect shown to you.

The REALLY IMPORTANT stuff. As usual we'll have drinks and nibbles after racing on Saturday and again on Sunday together with the trophy presentation. This year more than half the competitors are interstate visitors. They always comment of our good fun atmosphere and generosity. Let's show them how to do it properly and remind them there's a donation box at the same time!

For the last few years Ted and I have made up small marquee signs to help locate the competitors and help spectators identify drivers and vehicles. It was suggested we make full size signs this year. The sponsor didn't want to pay for them and at almost \$1,000 for one off signs the committee felt it was too expensive. It is however a good idea and really what we should have done was put a \$5-\$10 levy on every marquee spot to cover it. Maybe next time.

Committee

Yes we're still here and still looking for new people to help out. Anyone in anyway. Please contact any of the current committee if you think you'd like to get on-board this ever growing club.

Nb or not Nb

It was great to see and hear Bill Trengrove's opinion on the falling group Nb numbers. And terrific to hear club members discuss such an important issue too. It was put to me by some much older and wiser gents that the way we structure grids at Historic races always guarantees the old classes fading away. As numbers fall, classes/group are combined that further erodes the older slower cars. Bill's made some headway and will report to us shortly.

See you next Wednesday

Jervis



Club stalwart cracks top job

Congratulations to our long-time Club member and ex-President Bob Cracknell who has been appointed to the position of Chairman of the Historic Commission. Well done, Crackers!

A good mate of many Club members, the affable car-mad ex-



Pom cereal scientist came to Sydney in 1968 freshly graduated from the University of London and immediately set about racing, his first mount being



a handy 1600cc crossflow Anglia Sports Sedan. He finished well at Bathurst in 1971 in a Morris Cooper S and in 72 in a Torana GTR, before becoming swallowed up in the usual family thing and re-emerging with the HTCAV in a black Cortina in the late 80s. The car became faster over the years, culminating in a ripping 1993 year when he and the editor were usually side by side on the grid at every meeting. That same black four door, albeit re-bodied, is currently for

sale in WA.

Crackers then set about building a gun Lotus Cortina (which after 15 years is soon to be finished!) and had some stirring drives in George Opoczynki's red Volvo 122S, now owned by Bill Benic, before being lured away to successfully explore Elfin delights in historic Formula Ford racing, and subsequently in Group O with a twin-cam Elfin 600B. Currently also lurking in the stable is an RF86 Van Dieman restored by our own Ken Zinner and a Ralt RT4, waiting for a birthday.

Crackers joined the Historic Touring Car Association of Victoria in 1989, was soon drafted on to the Committee in 1990 where he remained for a record 15 years and was the Club's President in 1992-1993, winning the Club Championship in his second presidential term. He joined the Historic Commission in 1995, and had "extensive involvement in the complex eligibility aspects of the Historic discipline" as the CAMS spinners put it and then filled the Chairman's role of the Historic Touring Car Eligibility Committee.

The Chair of the Historic



Commission has historically been a tricky position, but as an excellent diplomat and negotiator guided by logic and a strong sense of fairness Bob should have it under control. He's certainly no stranger to operating at the highest level having chaired peak international bodies in the grain industry over the last decade, although one might assume these erudite bodies would not approach the level of red tape, internecine fighting, chicanery



and sheer bloody-mindedness found in historic motor racing.

Crackers is also the recipient of many global cereal industry awards including the world's top gongs in recent years.

On behalf of the Club, we wish him well.

Editoro



Welcome everyone to the first Torque for 2008. With just one race report there's plenty of room for ventilating the issues of the day so our lead story is the Nb issue and the various spin-offs from that.

As well, there's more on the new Club Championships, which we're bringing in to broaden the appeal of the Club and try to give opportunities for members to run non race-compliant cars they may own. In the survey sent out with the 2008 membership renewals there may have been some confusion between "Speed Championship" (the new one) and "Race Championship" (the existing one) with many people indicating they would definitely compete in the former, perhaps thinking of the latter. So we shall see.

Each of us can help grow the membership of the Club as we probably have at least one friend with a pre-73 touring car who could be encouraged to join up and join the fun. Many thanks to Brian Dermott, one of our tarmac rally heroes for his work on getting the Rally Championship concept up and running. Read the article carefully - we're talking a National

Championship type thing here...

Thanks also to Mark Sully who alone has responded to the Editor's pitiful cries for help in sending in material, with a couple of stories from his professional life – a bit like the old "Dirty Wheels" column that appeared in Wheels magazine for many years, written by George Ambrose.

Meanwhile, the comedy comes thick and fast from Coxy (which of those is he?) as well as from he who started the whole funny Sex Report, MadMatMateMate, whose CarMa report continues to bewilder many, but delight more.

Thanks also to photographer Neil Hammond for use of his pics from the Winton Historics last year (including the cover) and to Graham Ruckert in Queensland who provided pics from the Mt Cotton hillclimb in 2002 for the Speed Championships article – we have none of our own! You can catch his work at www.graham-ruckert.com.au. And as noted elsewhere, thanks to www.oldracephotos.com for the old time shots. Photographers giving us their shots for publication is the only way we can bring them to you – thanks one and all.

Why is it that it's the same 40 or so faces who appear at the monthly Club Meetings? What stops the others, is it the cost of the evening, the distance to be travelled, the content of the meeting or is this magazine just so fabulous you feel no need to eyeball your fellow members? Does everyone love their partner so much they can't bear to be separated even for a night? Bring her (or him, oooh) along and raise the standard of attendees. (Or do people actually say they're off to the meeting and sneak off somewhere else instead? Anyway, starting from the next Club meeting there'll be two

door prizes given away - \$20 Bells dinner vouchers that you can use at the next meeting you attend. Think this is a good idea? Please write or email the Editor with your thoughts.

And while you're at it, tell us what you think about the trophies being awarded by the Club. Are you sick of ever-more ornate things that need polishing and an extra wing on the house to keep them? Would you prefer something that was smaller, high quality – an engraved silver letter opener in a case, or valuable desk-top clock, crystal glass ware and the like? Again let us know – just bung it in with all the articles, snippets, photos etc that everyone promises, but, sigh, never sends...

Here's something to add to your favourites: www.clubracer.com.au, apparently revamped for 08 (although many of the clickthroughs didn't work when I went in there). A forum dedicated to club level motorsport, tech articles and free classifieds are a feature, and they offer advertising through banners and featured articles with competitive rates.

Want to see some fantastic historic touring car racing pics? Click here: <http://aussieroadracing.homestead.com/St Stanley2.html> and then go back to the home page and follow the links through to many more great shots in different categories. It's a site that brings together unique historic pics from several different photographers and enthusiasts.

And here's a site that has helpful dissertations on suspension set up, including videos - www.racing-car-technology.com.au. It's a pity they're in Batemans Bay!

Ralphie

Whither Group Nb?

There has been much interest in the open letter sent by Bill Trengrove and the subsequent discussion at the January Club meeting regarding the decreasing number of Nb cars being raced. In the end, a show of hands at the meeting supported Bill in his endeavour to find out just exactly what is stopping these cars coming out to



It's the little cars that seem to suffer...

play. It might be the cost of racing these days, the age of the car and thus its fragility, the age of the driver and likewise, or the feeling that the modern cars will beat them, and they'd rather be beaten by a 64 Mustang than, say, a 1971 Datsun 1600.

The fact is we just don't know, and only by asking individual Club members with Nb cars can we find out what they think and what it might take to get them back out again.

However, it's probably worthwhile exploring the issue a bit further under these points...

Historic categories grow and wane as time passes and cars and drivers get older. It's inevitable that each historic category will have a natural lifecycle. Increasing ages of car and driver bring increasing aversion to risk. Baby boomers are a demographic bulge passing like a fat rat through a skinny python and car racing popularity trends will reflect this. The time will come when Nc is in the same position, it's just inevitable.

Those who want to win will always drive harder - and will want a faster car. Racing is built on competitiveness, it's natural for wannabe winners to either spend more money or upgrade, or both. Caned

cars often break, older cars often break sooner...

But some people just love their cars and won't race anything else. Imprints from our youth can stay for a lifetime, either from coveting a street car or being thrilled by the exploits of a particular racecar/driver combination.

So we'll spend passion and money on a certain car even though more buck-bang can be had in something cheaper to build. For me, Toranas and rotary Mazdas just don't get me hot... but a BMW does, as previously did a Mustang, Cortina and Mini. Look at Wattie with his Triumphs, Mick Stupka with the Imps, etc. Can you imagine Eddie Dobbs in



Except at Winton...

a Ford? People will always want to run the kind of cars they love, and that to me reflects the spirit of historic racing.

Nb cars are still competitive with Nc cars. A well-developed, well-driven Nb car is still highly competitive against Nc cars in an equivalent capacity class. Nb Minis usually win the Under 1300-1500 sector, a good Twin Cam Cortina can still stir the possum even against later 2-litre cars (Jim McKeown's 1.58 at Philip Island...), a good EH can run with Toranas (viz, Mike Oliver's 1.29 at Sandown, my battles in the 2002 with Brett Trengrove's EH at the same circuit) and a 289 Mustang can challenge for outright (Jervis Ward, Bill Trengrove, Geoff Taylor, Hollywood etc). But it's also true to say that older cars take more money to keep going at the highest level - longer races at longer circuits can hurt them more.

So should a successful race formula be changed on Nb's behalf? At the moment Victorian historic meetings are split 2 to 1 in favour of over and under 3-litre races, with the Nb/Nc split reserved for Winton, where a good little 'un can, and often does, reverse usual form and beat a good big 'un. If all races at the longer circuits were split by age the Nb Mustangs would always win and lap the little cars sooner, and the two races (Nb and Nc) would look the same with big cars beating little cars. Capacity division races have tighter fields and more exciting for competitors and spectators - they certainly draw the entries from the little cars, albeit with a weighting towards Nc - but with a generous number of small capacity Nb cars.

Will the new Speed Event Championship be the answer? Will this encourage more Nb competitors out of the woodwork? What about shorter races or age splits? When we get the actual results of the "Trengrove Report" we can start working on it.

A little history: In 1984, when the Club was a mere toddler, there were torrid arguments raging back and forth regarding allowing Mustangs into Nb. Many thought that



How many turns lock to lock?..

they naturally belonged outside the category that was originally set up for cars from the mid 50s to 60s. Lotus Cortinas were the gun cars, plus fast Minis and the hottest Jags, the one Nova, occasional Galaxie and maybe a Valiant or so. Many said that the introduction of Mustangs (Jane raced one in the dying days on 1964) would ruin the class, but the then equivalent of the Biante boys (ie

blokes with money who wanted to win, for which, read “car dealers”) carried the day. From then on, without a Mustang you weren’t going to win, ever, except maybe at Winton.

Spool forward another 10 years - 1994 - and the proposed introduction of Group Nc was again seen as the nail in the coffin for Nb, but generally speaking



Bathurst when men were men...

the category remained healthy with plenty of Nb cars racing and gaining success.

Then forward another 10 years - 2004 - with the Bianta threat it was again a case of “We’ll all be rooned”, said Hanrahan, “before the year is out”. (John O’Brien 1878-1952)

But at Club level in 2008 the fields are still very healthy at Historic meetings, with plenty of Nb chariots doing battle.

So let’s look at the breakdown of what is possibly the most important Historic event in Australia - the Phillip Island Classic. In the big car class there are just 6 Nb contenders against 44 Nc cars, but among small cars, there are 24 Nb cars to 33 Nc, which is a pretty good turnout.

A massive 105 entries were received, 42 from Victoria (28 in Nc, 14 Nb = three Over 3-litres, ten Under 3-litres), 16 from NSW (13 Nc, three Nb



No shorts trackside, especially those shorts...

Under 3-litre cars), 13 from WA (nine Nc, four Nb = two each Over and Under, 12

from SA (nine Nc, four Nb, all Unders), 11 from Qld (all Nc bar one Over 3-litre Customline), 11 from Tas (eight Nc, three Under 3-litre Nb).

In the large car class there are 19 Toranas, 10 Mustangs (four Nb, six Nc), five Capris (filled from an oversubscribed Under 3-litre category), four Chargers, three Falcons, three Camaros, three

Monaros/Kingswoods and a lonely Jag and Customline, which are sure to get the favourite’s awards if not a podium position.

Among smaller cars there is more diversity, the most popular cars being Minis with 14 entrants (ten Nb, four Nc), and Cortinas with ten (8 Nb with two Twin Cams, two Nc with one Twin Cam). Popularity

descends thus: seven BMWs, five Escorts (one RS, four Twin Cams), five Mazdas,



Now *that's* cornering...

five Holdens (three EHs, one FE and one 48/215), three Porsches, two Alfa Romeos, two Triumphs (one each Nb/Nc) and single entries for Ford Capri (the double entered Seton car), Datsun 1600, and Hillman Imp.

But isn’t it good to see Nb cars like Cortinas fetching good dollars on resale?

Luxy’s 4-door car made almost \$20K, his ex-housemate Brad Wright’s 2-door went \$14,500 with the engine in the boot. But - they both went to Sydney where there are more

Na/Nb cars and more historic meetings with specific Nb races. In Melbourne the

greater number of our events are State rounds, where all Historic Touring Cars are lumped in together, the Stupka Imp versus the Hubbard Camaro... Perhaps with including events like the VHRR’s April Calder meeting, and maybe the long circuit Winton historic meeting in October, a total of five historic meetings could change the balance.

Possibly inspired by Bill Trengrove’s letter, Steve Bye from Launceston informs me that in support of the HQ Nationals at Baskerville, September 27, 28th there could be up to EIGHT races for Na/Nb cars - three Na/Nb only and three Na/Nb/Nc, and possibly two more if programming permits. So put that one in your diaries - it’s a short track that apparently great to drive on (ask Eddie Dobbs) and you can ring Steve Bye on 0417 112 519 for more details. Now Bill, if you’re not booked with two cars on that ferry soon there’ll be some questions asked in the house... Coxy has been on about an

interesting point, and that’s the need to keep variety in our fields. One of the reasons Under 2-litre Nc is becoming so popular is the wide variety of marques that are equally competitive, whereas above 3-litre you have to have a product from GM, Ford or Chrysler. If you go back through the record books you’ll find that in the day there was a wonderful variety, as these

pix from www.oldracephotos.com attest. (Big plug: excellent site - make sure you go there to look for your favourite cars, races or era.) The trouble is, some of the interesting competitive cars, say a Fiat 2300 S, 124 or 124 coupe, or even Na screamers like the Simca Aronde tend to be so rare these days having fallen foul of Antipodean rust. But wouldn’t it be luvverly if there was a really tight tiddler group with 1-litre Imps, Morris Coopers, Anglias and Renault R8 all sawing away at each other... And speaking of Fiat 124 Coupes, the self-same Coxy is slowly putting one of those together - what an excellent Under 1500cc contender - 4-wheel discs, 5-speed gearbox, dohc motor. Waiting, waiting..

This year sets history for the HTCAV. The inaugural Speed Championship is now open for business and some handsome trophies will be there to be won at the end of the year.



This Championship will award points to drivers who compete in speed events, namely hillclimbs and trackday-style sprints. These events are numerous and run by many clubs and you can choose whichever events you like and send in proof of your

results to gain the points. While we will scan natsoft, not all results are shown there and in the end it's up to you as a competitor to send the results in to the pointscore Committee member

either via email, fax or letter, just as one would in submitting interstate results in the Racing Championship.



To keep it simple you will be scored for the Championship outcome on your best five results, and to make it even simpler we'll score it over and under 2000 cc, reflecting the Group N capacity breakdown used in the Victorian Hillclimb Championship in previous years.

So if you have an under 2000cc naturally aspirated pre-1973 touring



car with an engine from the same marque (ie: Fords must have Ford engines) and you put it in a sprint or a hillclimb and there are three other pre-73 cars of the same capacity (who don't have to be Club members) show us the results and we'll award you 15 points, just as if you had gained the same results in a race. But to widen the appeal as much as possible your car doesn't have to conform to strict CAMS historic eligibility criteria or have a log book – it may have electronic ignition, or wider wheels, or



a non period gearbox, or whatever, and you don't need a racing licence.

If other cars are

more highly developed than yours, well, there are disparities in racing car development on the track as well! But that may not be a problem - a check of all the times scored by Group N cars in last year's hillclimbs showed them to be as fast or faster than those pre-73 cars listed in Improved Production.

It's hoped that this new Speed Championship will provide an extra outlet for Club members who don't want to race their cars for any number of reasons, (cost, licence, eligibility, pristine vehicle etc) or who have other cars they might want to run. Now they dig out that little-used car they love so much, compete for tinware and get the old competitive juices fired up again, perhaps as a stepping stone back to

racing. It's also hoped that the new Speed Championship will attract new members to the Club and we'll be marketing it where we can to other clubs to let them know that it's on.

As this is our first year we are prepared to see what works. If you see a glitch or opportunity to improve, please speak now!



So the initial rules are very simple, in summary:

1. Your car must be a pre-73 touring car within the broad Group N definition, (Fastback Mustangs OK)
2. It does not need a logbook nor conform to Group N eligibility criteria
3. It must have an engine of the same marque and run in the capacity class of the engine (ie with a 289, supercharger or turbo in your Cortina you go into the bigger class)
4. If it is OK for the event organiser on the day, it's OK for us
5. While you must be a Club member to score points, other competitors do not
6. You can score points in both Racing and Speed Championships.

The following was gleaned off the internet in terms of dates and venues for track days – it's just a sample, there are probably many more if you go looking. Most clubs will accept you entering as an HTCAV member running as an Associate. A good overall reference calendar can be found at http://www.maserati.org.au/download/dl_track.html and for hillclimbs try www.hillclimbing.com

CHAMPIONSHIP CALENDARS!

2008 HTCAV SPEED CHAMPIONSHIPS - CHOOSE ANY FROM THESE

Track Day Calendar

(not exhaustive):

Feb 29/March 1 – Calder - Jaguar
 April 5 – S'down - Maserati
 April 13 – S'down - Marque Sports
 April 30 – Winton - AROCA
 May ? – Calder - BMW
 May 31/June 1 – P-Island - PIARC
 June 1 – S'down - WRX Club
 June 25 – S'down - AROCA
 June 29 – Winton - Maserati
 July 6 – Winton - BMW
 July 13 - S'down Ford Four
 July 19/20th – Sandown Nissan
 August 9/10 – Winton -Jaguar
 August 16th – Sandown BMW
 August 24th – Calder - Maserati
 September 20/21 - P-Island - PIARC
 October 11th – P- Island - BMW
 October 12th P-Island -Jaguar
 October 26th – S'down Maserati
 November 8/9 – P-Island - PIARC

Hillclimb/Sprint Calendar:

March 11 – M/week H/Climb VHRR
 April 6 – Myrning Sprints MG
 April 20 (tbc) P-Island Vic Champs
 May 4 Rob Roy VHRR
 May 17/18 Mt Leura Vic Champs
 June 15 DECA Vic Champs
 Aug 3 (tbc) Broadford Vic Champs
 Aug 17 – Heathcote Sprints VHRR
 Oct 11/12 – Mt Tarrengower VHRR
 November 15/15 – Rob Roy MG
 Date tbc Haunted Hills Vic Champs

2008 NATIONAL CALENDAR

Event Type	Date	State, Track	Event Name	Promoter
State	2-3 February	Vic, Calder	State Race Rd1	
State	1-2 March	Qld, Morgan Park	Qld State Championship Rd 1	MGCCQ / CAMS
State	1-2 March Vic,	Sandown	State Race Rd2	
Historic	7-9 March Vic,	Phillip Island	Phillip Island Historic	VHRR
Historic	22-23 March	SA, Mallala	Mallala Historic, Easter	HRR of SCCSA
Special	22-23 March	NSW, Bathurst	FOSC - Bathurst	FOSC
State	12 April	SA, Mallala	S.A. State Champs Rnd 1	
State	12-13 April	Qld, Morgan Park	Qld State Championship Rd 2	QRDA / CAMS
Historic	19-20 April	NSW, Eastern Creek	Eastern Creek Historic	HSRCA
State	3-4 May	SA, Mallala	S.A. State Champs Rnd 2	SCCSA Spec. Events
Historic	3-4 May	Qld, Morgan Park	Historic Warwick	HRCCQ / CAMS
State	17-18 May	Vic, Phillip Island	State Race Rd3	
Historic	24-25 May	Vic, Winton	Winton Historics	VHRR
Special	24-25 May - TBC	Qld Raceway	Shannon's Muscle Car Showdown	QR / AASA
Special	13-15 June - TBC	Qld Raceway	Shannon's Nationals Rd 4	QR / CAMS
Historic	28-29 June	NSW, Oran Park	Oran Park GP Historic	HSRCA
State	5-6 July	Qld Raceway	Qld Raceway Champs Rd 3	QR / AASA
Special	19-20 July	NSW, Oran Park	FOSC - Oran Park	FOSC
State	26-27 July Vic,	Sandown	State Race Rd4	
Historic	9-10 August	Qld, Morgan Park	Morgan Park Historic	HRCCQ / CAMS
State	23-24 August	SA, Mallala	S.A. State Champs Rnd 3	SCCSA Spec. Events
State	23-24 August	Vic, Winton	State Race Rd5	
Special	6-7 September	NSW, Eastern Creek	Muscle Car Masters	ARDC
Historic	27-28 September	NSW, Wakefield Park	Wakefield Park Historic	HSRCA
State	4-5 October	Qld, Morgan Park	Qld State Championship Rd 3	WDSCC / CAMS
State	18-19 October	Vic, Phillip Island	State Race Rd 6	
Special	1-2 Nov - TBC	SA, Mallala	SA Historic Touring Car Cup	HTCASA
Historic	8-9 Nov - TBC	Vic, Sandown	Historic Sandown	VHRR
State	15 November	SA, Mallala	S.A. State Champs Rd 4	SCCSA Spec. Events
Special	22-23 Nov- TBC	Vic, Phillip Island	Island Magic	PIARC
Special	22-23 November	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special	28-30 November	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA



The Historic Touring Car Association of Victoria Australian Tarmac Rally Championship

The Big Idea

The Historic Car Association of Victoria is developing ideas around establishing a Rally Championship for pre-1973 Touring Cars. Essentially, the HTCAV is considering offering a championship for all Australian entrants in tarmac rallying who drive pre-73 touring cars.

What's the appeal?

The appeal for these owners is a chance to compete in a separate national championship solely for touring cars of the period, a competition overlaid on the event format which evokes the road races and rallies of the period. Competing with many 911s, RX7s, 240Zs, 1980s Escorts and A9Xs is the reality of classic tarmac



rallying, but most old tin top owners compete in them because they like the challenge of no-frills performance with more power than grip. Certainly, the public who line the roads in their thousands to watch these events love seeing the old cars – and so organizers like them too.

The appeal for the HTCAV is to add another string to its bow by facilitating another championship pathway for competitors who drive pre-73 touring cars and thus gain more members and boost the overall strength as a club.

When can we do it?

This concept was announced late last year and although 2008 was initially given as the starting date, the specifics

of tarmac rallying and the requirements of the competitors indicate that this year should be one of research, planning and proposals. Classic tarmac rallying is a different proposition, in many ways, from the Club's usual fare and it will take some work behind the scenes to work out the best way to attract plenty of new members and how the HTCAV would deliver it. But we hope to launch the package by June 2008, and sign up members for the first event in 2009.

Why's it so hard?

There is no published data on tarmac rally competitors, so Torque organized a team of thousands to ferret out the stuff we need to know using approximate hand counts off the various event websites and turned up these results: Targa Tasmania and Classic Adelaide are the two major tarmac rally events; there are also four smaller events with classic representation: Targa West, Suncoast Rally, Rally of Tas and Rally Burnie.

Although the mountain hillclimbs - Mt Buller Sprint, Lake Mountain - are run to FIA tarmac rally rules, they are not rallies and no pre-73 classic cars compete just in those events.

In Targa Tasmania 2007 (including the Rookie Rally) there were 129 Classic entries of which 42 were pre-73 touring cars or a third of the entry. Of the those 42 entrants, four were either members or ex-members of the HTCAV, so there is already around a 10% HTCAV representation.

In Classic Adelaide 2007 there were 155 Classic entries of which 31 were pre-73 touring cars. Five of these (16%) were from Victoria and there were no HTCAV members.

A hardcore of touring car entrants run both Targa and Classic Adelaide.

Targa West had 13 Classic (pre Dec 81) competition entries (six pre-73 touring cars or half the entry).

Suncoast Rally had 24 Classic (pre Dec 81) competition entries (15 pre-73 touring cars or 62%).

Rally Tasmania had 31 Classic (pre Dec 81) competition entries (12 pre-73 touring cars or 38%).

This suggests about 60-70 active tarmac rally competitors nationally with fully prepared and log booked pre-73 touring cars who enter at least one event a year.

Of these only about 10-15 might live in Victoria. Maybe we could persuade 30 to 40 of our two-up brothers to join our Club if we offered them some worthwhile benefits.

Why so few events?

It costs millions to put on an event and hundreds of kilometers of roads are closed to their usual residents; this means State Government approval and major funding.

It also soaks up cash from competitors at a frightening rate. A major tarmac rally costs between \$20,000 and \$35,000 to run. This includes entry fee (\$5500 or more), travel, accommodation, food, recce (at least 4 days) and service crew for the 6 days of Targa (5 days of Adelaide).

Including car preparation costs, the budget for a season of two to three tarmac rallies can be well into six figures - a competitive car needs a comprehensive restoration after each event even if nothing major broke and all the foliage was left intact, however 54% of Targa Classic entrants failed to finish and get a plate and half of those had an accident.



These very high costs mean that sponsorship is widely used, usually the business of the entrant. There are various tax office rulings which are carefully followed. There are also a lot of very well resourced competitors with professional operations.

So why do it ?

Well, if you've ever driven down the Gorge Road near Adelaide or the road from Strahan to Hobart in Tassie, you'll know why. Imagine having these and hundreds like them completely closed to normal traffic; you have your racer, your squeeze is in the left hand seat getting all excited and a bloke says GO!! No speed limits, no cops, no restrictions, just you, the bel-lowing power and the tarmac beneath – and you're only 14 secs off the lead.

What can we offer ?

It's clear that any championship should represent all Australian pre-73 tourers in tarmac rallies, there are simply too few from Victoria alone.

HTCAV can offer a lot to these "different" historic touring car competitors, facing the costs and spoils of



major tarmac rallying. For only \$90 more, we can offer all this:

- Compete in Australia's Historic Touring Car Tarmac Rally Championship, in which competitors can compete only with other similar cars of the era:

- Six events above would be eligible, best two handicap competition results would count

- Events would be weighted by event competitive kms - eg Targa is around 440 kms but the Suncoast is only around 180 kms

- o Points would be awarded for starting and every finisher would score points

- o Touring Cars log booked (3C Rally Car Other) for FIA Categories 2/3/4/5 (5 only to end 73), modification levels C1/C2/C3 would be included

- o Competitors would need to be HTCAV members to score points in the Championship

- o The points counted would be from the organizers classic handicap scores, which are designed to even out engine size, age of car and level of modification allowing Minis to compete with Monaros .

- Entry to an annual HTCAV National All Comers race at the Muscle Car Masters Eastern Creek - invited Group N and Rally Cars in a 10 lap scratch race (major benefit to get circuit licence signed).

- Membership of Tarmac Rally Register with access to all facilities of the HTCAV and an expert column in the HTCAV monthly magazine.

- The Championship awards are made at the HTCAV gala prizegiving in the usual dazzling display at Footscray Footy Club hosed by Paris Hilton.

- The writing and distribution of press releases to major national motorsport media after each events reporting on performance of members in major rallies

- These professionally written public relations releases to be available via the HTCAV website for Rally members' use in reporting to their local media and sponsors

- Coordinated representation on related issues to CAMS and organisers (eg issues regarding the need for special tarmac rally logbook, handicaps and entry fees)

- Support and advice on interpreting FIA regs, building, road registering and logbooking cage and car for new members and interested parties

- Coordinated support for transport to events, accommodation, service crew, fuel etc.

So where to from here?

If we want to launch this in June to start at the beginning of 09, we have to get on with it.

A working party will be selected by the Committee to consult with competitors, CAMS and event organisers

to test the feasibility and maximise the appeal of the Championship 'product' and a member with tarmac rally experience will be chosen to develop the concept for review and approval by the Committee . This report is expected in May, after Targa Tasmania.

Who would have won this year ?

Torque, thanks to a helper, has taken the handicap results from last year's Targa Tasmania and listed the Pre 73 Historic Touring Cars that competed.

The best outright historic



tourer result was Steve Coad/Jeremy Vandenberg in third spot in 5MSH 72 Monaro, already a member. Len & Gayle Cattlin (not members) were 8th in 4C2H 69 Mustang then Banks/Banks in the 4C3C 71 BMW2002 15th. 15 of the 36 tourers got a Targa plate.

Twenty of the 35 HTC's got a plate (57% compared with average of 54%) with a few not finishing. Only 9 came in the top 30 with 17 coming in worse than 50th.

Over the year Our Club Champion would have been Len Cattlin who went on to win the Suncoast event and then came 7th in Classic Adelaide Heritage (cars up to 1981, Len was only 5 secs behind Jim Richards in a 88 Porsche Turbo Cup). There could never be a more worthy winner than the Cattlins in their fantastic lime green Boss Mustang.

Andrew White (Volvo 122S) only did Targa and Torque think Steve only other rally was Burnie where he DNF'd in the Torana.

In 2008, the handicaps are to be drastically revised in a way which may favour 'our' cars.

Brian Dermott

MINUTES GENERAL MEETING 30TH JANUARY 2008

Meeting commenced at 8.25pm.

Apologies: Eddie Dobbs, Lindsay Cripps, Justin Brown, Dean Bryant, Mark Brewster. And I apologise if I've left anyone out.

Guests And New Members: Joanna and Jenny Bendell, Paul Trevethan.

November minutes accepted by Fast Johnny, seconded Marty Lambert.

President's Report: Jervis welcomed everyone for the New Year and congratulated the 2007 Club Champions 1 & 2 Ray Challis and Bill Cutler. He announced that there will be a day/night meeting at Calder run by the VHR April 5. Entries out now @ 150.00. Jervis noted that Bill Trengrove wanted to address the members re the future of NB cars.

Treasurer's Report: David thanked the members for getting their subs in quickly. The cost for 2007 trophies was \$3189.00, less than expected. Thanks to Dean Bryant for his efforts with organising the trophies. Membership renewals are still coming in.

Vice President/ Competition Report: Mark congratulated all involved in the presentation night, good venue, great trophies. Also given was a reminder that this year particularly at the state rounds, driver behaviour will be watched very closely.

2nd Round of the State series at Sandown 1st & 2nd March, although only a week away from P.I. Classic, there will be cars not running at the Island so please support the Sandown meeting.

At Sandown you will need to take your log book and driving gear to the scrutineering bay for inspection. At this point the scrutineers will make a decision on which cars are to be targeted as they are not using the NCR44 form? (I think this is what Mark said.)

Phillip Island notes: A big thank you to Graeme Slater for his tireless efforts in securing ROCKWELL AUTOMATION again for their support of the Phillip Island Classic. Rockwell have been a great supporter of GP N and in these days of the "I'll scratch your back as long as you scratch mine MORE!" philosophy, it is refreshing to be involved with a company that obviously puts loyalty high on its priority list when choosing a business associate. So at the Island Classic, please

make yourself known to the Rockwell people and show them the hospitality that we are famous for. Take your car to the Rockwell tent for a meet, greet and photo session. They might even throw you a hat if you're good.

Also Mark Barbour will be wearing his driver liaison officers undies at P.I. He said;

If you are called up to the stewards, COME AND GET ME!

If you want to have a punch-up in the pits, COME AND GET ME!

If you have a problem with the scrutineers, COME AND GET ME!

If you want to play nudie hide and seek, COME AND GET ME!

Marquees: 70 paid. Category breakdown: Over 3lt - 48, Under 3lt - 58

PLEASE NOTE AGAIN THAT FRIDAY IS NOT OPTIONAL, IF YOU DON'T RUN FRIDAY YOU WILL NOT QUALIFY.

Access to the circuit from Thursday afternoon, so be early if you can.

Again this meeting will be huge and with recent renovations in the pit area may cause some congestion, so please be patient with the organisers and officials, this is all about having fun, not stress - so plan your movements well. Don Knight suggested cor flute signs, driver's name and car hanging on the front of the marquees at P.I.

Noted: Entries for Calder opening round very light.

A.H.T.C.A. Report :No report, however next AHTCA meeting at P.I. Classic on the Saturday night. Items for discussion will be Rotaries and bonnet restraints. (Or is that rotary bonnet restraints?) Maybe I could sell them?

Historic Commission Report: None

Membership: 6 Life, 18 Social, 111 Comp, 58 Non Financial

Editor's Report: Next mag on the way with news about the SPEED CHAMPIONSHIP, not to be confused with the RACE CHAMPIONSHIP, if indeed you are confused contact Ralphy or a committee member for clarification. Also there have been comments regarding the style and content of the club mag. As the Editor is one of the most respected journalists in the club we should be grateful that he produces

such a fine magazine. In fact I'm quite fond of RALPH MAGAZINE myself! (sec). Also Chris asked for more articles or ideas. Please advise Mr Ralph of your email address and receive your magazine in full colour on your box of diodes. This pic of Fergie will look much clearer and it will save on postage costs.

Eligibility: Twiggy has nothing to report.....other than State council meeting adjourned until the first week of March. At this point our fearless Eligibility Officer was ambushed by Andy "Hollywood" Clempson. Andy had a proposal to put to the Eligibility Committee and the Historic Commission regarding a replacement block for the ageing Windsor blocks that all seem to be stuffed. Although there was a bit of discussion arising out of this proposal, it was forwarded to Twiggy in the correct manner in front of the members and committee so everybody is aware that this is their want. Much discussion and homework to be done on this yet. Stay tuned.

Pointscore: Nufen

Keynote Speaker: Bill Trengrove: Bill addressed the meeting with his concerns for the future of Group NB. Bill along with others are concerned about the fields of NB cars and the fact that many NB cars have been sold interstate as NB seems to be more popular in other states. The reasons for this are many and varied but what was agreed was that we need to take some action to arrest the decline in numbers of NB cars.

Don Knight suggested that Bill canvas existing and past competitors from the NB ranks and come up with



some answers as to why this is the case. Of course Bill is happy to do so as he is passionate about this subject. If you, as a member have any thoughts ore suggestions

please contact Bill or the committee. This is something that involves all competition members and we need to place high on the priority list not only to increase our membership, but to retain our history and culture of this club. As a gesture Bill Cutler said there will be 7 races for NBs at Sandown Historic.

General Business: Paul Cruze reported that there is movement on the development of the website. It will be worth the wait. Marty Lambert reported that he has sold the Torana and will be pursuing a business venture, although will remain a member and will be back competing as soon as he's made his first million. He particularly wanted to thank all the members and competitors for their friendship and support. And a special mention of thanks to Len Read for his skills in maintaining a very fine car indeed. Graham Slater announced his involvement in a new magazine called AMC. He tells that this magazine will have a distribution of 36,000 copies and will cover AASA, AMRS and most other forms of motorsport with Graham writing race reports from Vic in his own column. The Editor is the infamous Max Stahl. Graham is no stranger to motor sport scribbles so buy a copy as soon as you see it at a news stand near you.

Bathurst Easter Meeting F.O.S.C. (Festival of Sporting Cars): About six going at this stage (as well as the sec in the COXYS truck). Would you like to be an official if you can't compete, it is rumoured that officials will be offered free campsites. Any queries log onto www.fosc.com.au for all the guts. Or ring Mick Hibbert as he's keen to get more buggers up there. *Coxy*

2007 TROPHY WINNERS

Special Perpetual Trophies

Ken Raper Memorial	Helen Lindner
Ian Jones Memorial	Rob Braune
Norm Beechey Trophy	Paul Cruze

Golden Oldies Perpetual Trophies Nb

Ted Brewster Trophy	Mick Stupka
Peter Manton Trophy	Len Read
Jim McKeown Trophy	Colin Doolan
Brian Sampson Trophy	Ian Cuss
Bill Jane Trophy	Eddie Dobbs
Kim Jane Trophy	Brent Trengrove
Tino Leo Trophy	Andy Clempson

NB Outright

Harry Firth Trophy	Len Read
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Golden Oldies Trophies Group Nc

1101-1500cc	Dean Bryant
1501-2000cc	Bill Cutler
2001-3500cc	Stephen White
3001-3500cc	Ray Challis
3501-5000cc	Robert Braun
Over 5000cc	Tony Hubbard
NC Outright Winner	Robert Braune

Club Championship Group Nb x class

Under 1000cc 1st	Mick Stupka
1001-1300cc 1st	Helen Lindner
1001-1300cc 2nd	Len Read
1001-1300cc 3rd	Ted Brewster
1301-1600cc 1st	Simon Browning
1301-1600cc 2nd	Colin Doolan
1301-1600cc 3rd	Brian Deveson
1601 - 2000cc 1st	Ian Cuss
2001-2600cc 1st	Eddie Dobbs
2001-2600cc 2nd	Brendan Wilson
2601-3000cc 1st	Brent Trengrove
2601-3000cc 2nd	Mike Oliver
2601-3000cc 3rd	Richard Fairlam
Over 3000cc 1st	Jervis Ward
Over 3000cc 2nd	Andy Clempson
Over 3000cc 3rd	Bill Trengrove
Over 3000cc 2nd	Andy Clempson
Over 3000cc 3rd	Bill Trengrove

Club Championship Group Nc x class

1101-1500cc 1st	Dean Bryant
1101-1500cc 2nd	Paul Girt

1501-2000cc 1st	Bill Cutler
1501-2000cc 2nd	Paul Cruze
1501-2000cc 3rd	Justin Brown
2001-3000cc 1st	Ian Watt
2001-3000cc 2nd	Stephen White
2001-3000cc 3rd	Lew Bush
3001-3500cc 1st	Ray Challis
3001-3500cc 2nd	Stuart Brown
3001-3500cc 3rd	Mark Brewster
3501-5000cc 1st	Robert Braune
3501-5000cc 2nd	Michael Hibbert
3501-5000cc 3rd	Geoff Taylor
Over 5000cc 1st	Tony Hubbard
Over 5000cc 2nd	Mat Jager
Over 5000cc 3rd	Gary O'Brien

State Race Series - Nb

Under 1000cc	Mick Stupka
1001-1300cc	Helen Lindner
1301-1600cc	Simon Browning
1601-2000cc	Ian Cuss
2601-3000cc	Brent Trengrove
Over 3000cc	Andy Clempson

State Race Series - Nc

Under 1500cc	Dean Bryant
1501-2000cc	Bill Cutler
2001-3000cc	Ian Watt
3001-3500cc	Ray Challis
3501-5000cc	Michael Hibbert
Over 5000cc	Tony Hubbard

Club Championship

1 Ray Challis	262
2 Robert Braune	231
3 Bill Cutler	223
4 Jervis Ward	194
5 Michael Hibbert	168
6 Tony Hubbard	165
7 Stuart Brown	164
8 Mark Brewster	159
9 Simon Browning	154
10 Andy Clempson	153

Clubman award	Mat Jager
Firey's Rookie award	Michael Hibbert
Firey's Hard Luck	John Luxmoore
Teams award	Team Hollywood

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Small on entries but big on fun – summer Calder is back!

Round one of the Victorian Motor Racing Championship kicked off at the re-emerging Calder Raceway on Saturday February 2nd. Conducted 2 weeks earlier this year than the same event last years many categories suffered from low numbers, more likely caused by the closer proximity to post Christmas spending blues rather than lack of desire to compete.

In spite of a very low number in our classic Historic Touring Cars class the typically classic battles between Holden, Ford and Chrysler were well to the fore. Gary Edwards (Torana XU1) and Geoff Taylor's Mustang, dominated the practice and qualifying sessions with the Falcon GT's of Karl Whittick and Paul Dobson and the E49 Charger of Glenn Miles next in line. Leo Tobin was getting used to the ex John Harrison XU1 and Mick Stupka had the Hillman Imp sounding like it really meant business with a brand new exhaust system.

A grand total of eight cars fronted the starter we all hoped the racing would be one hell of a lot better than the underwhelming number of entries.

Race. 1: Over Powered !

Taking full advantage of the Torana's traction of the line Gary Edwards quickly assumed the lead ahead of Geoff Taylor, Karl Whittick, Glenn Miles and Leo Tobin.

Paul Dobson was enjoying the relaxed atmosphere of the meeting so much he had a "senior's" moment, (though he wont admit it) and forgot about making the dummy grid starting the XTGT from pit lane.

Gary Edwards was holding his own, but by lap 3 of the six-lap opening event Taylor's Mustang was clearly starting to peg back the Torana driver's lead. Paul Dobson was already making up for lost time and quickly put the Mike Stupka's

Imp and the EH Holden of newcomer Kerry Parke behind the blue GT.

With 2 laps to go Geoff made his move, slotting the pony car into first place and in spite of a valiant attempt by Edwards to hang on, the red XU1 was just "overpowered" by the Blue Ford with Taylor winning the first race by one second from Edwards followed by Karl Whittick, Glenn Miles and the fast finishing Paul Dobson.

Results: 1st. Geoff Taylor (Ford Mustang). 6.58.48. (1.07.66*), 2nd. Gary Edwards (Torana XU1). 6.59.37. (1.08.37), 3rd. Karl Whittick (Falcon XYGT). 7.14.05. (1.10.57). *Fastest Lap. Geoff Taylor.)1.07.66)

The gap between race 1 and the second event was punctuated by a classic old family spit roast with the free goodies being turned on by the Calder organisers. Just like the old days, competitors, officials and media mixed over some roast lamb or a 'snag' or two and some racing tales, before the late afternoon events commenced.

Race. 2: The Battle Continues

Working on the theory that with double the race distance of the first event the bigger Mustang may succumb to brake fade Gary Edwards once again gunned the Torana into the lead closely followed by Geoff Taylor, Paul Dobson (who also got a great start), Glenn Miles and Karl Whittick.

Edwards once again began to open up a gap and for a while it looked like the theory would be come reality as the Mustang initially seemed to be unable to pull back the gap.

By lap 6 however Taylor had narrowed the margin with consistent lap times in the 1.07's, while Edwards was dropping into the 1.08's. The end result saw the Mustang again slip by the red Torana, who in turn was well clear of the closing but still distant GT of Paul Dobson.

Glenn Miles had the measure of the Whittick GT this time while Leo Tobin was a distant 6th well clear of both Kerry Parke and Mike Stupka. Geoff Taylor went on to win for the second time from a clearly frustrated Gary Edwards, who again finished runner up but with a look in the eye that said he was going to give it all in the final!

Paul Dobson was a clear third from Glenn Miles then followed Karl Whittick, Leo Tobin and Kerry Parke, with Mick Stupka's great sounding Imp rounding off the field.

Results: 1st. Geoff Taylor (Ford Mustang). 13.44.31. (1.07.10*). 2nd Gary Edwards (Torana XU1). 13.44.92. (1.07.48). 3rd. Paul Dobson (Falcon XTGT). 14.08.34. (1.09.18). * Fastest Lap. Geoff Taylor (1.07.10)

Race 3: Giant Killer Breaks Out

A determined Edwards again took the lead from the start in the 10-lap final, stepping up the pace from lap one. This time the Benalla-based Torana punter was determined to keep the lead and it showed, with more consistent laps in the 1.07's. Taylor's Mustang was hanging in second but unlike in previous races was having trouble bettering the 1.08 mark.

Dobson was strong in third but with most laps in the 1.10-second area it was clear he couldn't match the leading pair.

Miles was just holding off a determined bid from Whittick and Tobin running in a lonely 6th place, ahead of the dicing duo of Parke and Stupka. By lap 5 Edwards was clearly in control with the Mustang, unlike in the previous events, unable to make any impression.

On lap 6 Taylor called it quits, the Mustang well down on power with falling fuel pressure, and joining the EH of Kerry Parke in the "no go" zone.

Gary Edwards went on to a well-deserved win clear by a massive 19 seconds over the second placed Ford of Paul Dobson. The Charger of Glenn Miles followed a further nine seconds in arrears in third place. A classic Holden, Ford and Chrysler end to a classic day of Historic Touring Car racing.

Results: 1st. Gary Edwards. (Torana XU1). 11.31.17. (1.07.55).
2nd. Paul Dobson. (Falcon XTGT). 12.03.99. (1.10.99). *Fastest Lap.
Geoff Taylor. (1.07.28).

Graham Slater



Tiny photos from a tiny phone.. thanks Deano!



SULLIED!

The customer is not always right (1).

Late last year I fitted a genuine Nokia hands free car kit and at the time couldn't get the customer's phone to test it properly. With mobile phone car kits I only use the genuine product as they seem to work the best. Early this year I get this phone call from this irate guy calling me all sorts of names and abusing the product and my work (yes I do stuff up occasionally as I'm 99% far from perfect), with heaps of static and buzzing in the background. What was the problem?

This phone has an antennae connection at the back of the phone and to make this work in a genuine car kit a bung plug has to be removed. When I asked the customer this he went right off and said he read all the relevant instructed manuals, and that the phone doesn't have a bung plug. I looked at the installation with him going off his nut, and I asked him again if the phone had a bung plug, "NO", came the answer, "I've told you twice now." At this point I got the phone and sure enough it had a bung plug. I removed it, put the phone in the car kit and bingo, problem fixed. Well this bloke had a real funny look on his face - couldn't say much, and couldn't read much either in instruction manuals. As I left I really thought: how does this bloke get along in life? He could of saved himself a lot of aggro, time and money if he opened his eyes and really thought about it - the explanation of instruction manuals, and why they're there. Gee, and I failed crayons at kindergarten.

The customer is not always right (2).

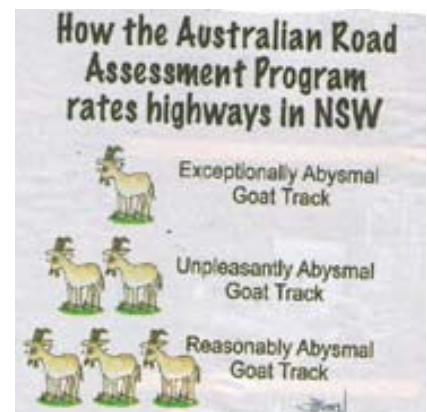
I recently repaired a CD stacker out of a '95 Ford. After two weeks waiting for parts I re-installed it, everything worked OK. A week later the customer rang me saying the engine in the car was heating up under acceleration or load. What did it have to do with me? Well, I was the last person to work on the car. So he brings the car back and I remove the CD stacker (which is still working OK). I check all the earths in the car, and refit it, all working OK. I asked him if any

other work has been done to the car, "It's had a full service". (But this problem only started when the CD stacker was refitted). Off to the Ford dealer he goes, they check it out and start changing sensors, with no results. This guy, who is not happy, now goes to Consumer Affairs to get further satisfaction. Further checks via two motoring organisations and RMIT, who found the oil and fuel was within manufacturer's specs, but too much of the wrong coolant was in use. (There were five pages of technical information on the coolant used that was interesting and beyond me - I'm not a coolant rocket scientist).

The coolant was changing the resistance of the temp sensor with the flow rate of the coolant with the engine rpm increasing. 'How's that!'

As for the mechanic, he never appeared and I don't think he existed. I think this guy did what we all do, service our own cars. I'd had many sleepless nights thinking what was going wrong here. Finally I was put in the clear. Now I can sleep. Some people try everything to get anything for nothing. How do they sleep at nights?

Mark Sully



New seatbelt design: 45% less car accidents





I've often been accused of 'thinking too much', surprising as that may seem. But of course, it's almost never about the things I should be. (See, everything is still alright with the world; no need to panic.)

For instance, I was recently taking a brief, 'little learning = dangerous thing' peek into the world of aerodynamics – most particularly as they relate to small aircraft. What's that got to do with cars and the competition applications thereof, you may ask? Well in this instance, bugger all quite frankly, (refer opening statement) but it certainly was interesting.

For a start, the aero guys have this thing that they call 'Vne', or "Velocity Never Exceed"; it's the rate of travel beyond which aerodynamic forces will be so great, that a particular airframe will be expected to suffer structural failure and stop being a plane, in favour of something much more artistic. My first issue there is the employment of the term 'Velocity', and I have to say that what I perceive as its misuse is something that continues to irk me. I picked that up from a Physics professor who would punish anyone uttering the 'V-word' when they meant 'speed';

and quite severely at that. (And that doesn't mean rulers across knuckles or anything, no – he did a great line in voluminous dissertations in the manner that Physicists do, that had the weaker-willed amongst us looking for lofty windows.) You see, the Prof. taught us that a velocity was the expression of a speed and a direction. Hence '400 miles an hour' is a speed, whereas '400 miles an hour straight down' is a velocity. And probably one to be avoided, really.

That aside, it seems this Vne rule thing is something to be strictly adhered to – you can't even sneak a few extra clicks on when there's no one looking, like you might on the Hume. The reasons for this become quite clear when we compare the light aircraft to our old friend, the automobile. Unlike the average Falcodore, if your aerial taxi ceases performing as designed – let's assume that the twirly bit on the front has ceased functioning for some reason – you don't simply pull over to the side of the sky and wait for the RAC to turn up to give you a tow. And one would only imagine that the rather more serious 'structural failure' (a slightly prettier way of saying that the whole thing has handed in notice, effective immediately) will result in the afore-mentioned velocity.

And here's where the overlap is, if any. Empirical testing has shown that, in the endless battle between a) metal human-carrying machines travelling at speeds measured in multiples of a hundred miles an hour - cars, planes, whatever, and b) the ground, which is more or less stationary, the ground is YET TO LOSE! Empirical testing (for those unaware) is where, rather than using an aid such as mathematics to

calculate what may happen, some doofus jumps off his roof to find out for sure. Usually aided and abetted by his brother. (If not actually pushed; it was never proven). And yes, I know the ground is connected to – is in fact part of – the Earth, which has a surface speed of around 1700 klm/h, and as well as that the whole mess is gallivanting through space on a perpetual year-long wobbly track around the tanning lamp. But for our purposes it isn't; when was the last time you turned around and discovered that the planet had nicked off without you?

What it all comes back to is the realization that so much of what we, the squishy beings who fool ourselves into believing we occupy the top of the food chain, do, is just... unnatural. Take motor racing, for instance. In at least some capacity, all of the rules applying to contraptions that are supposed to leave the ground (as opposed to doing it accidentally – it happens) as we have just covered them apply also to our endeavours with the humble motor car. There is for every car a speed beyond which it won't want to play any more, and start shedding panels. The less aerodynamically sound designs (such as Falcons) do this at places like Conrod Straight with alarming regularity, for instance. And despite the approach angles being slightly different from our airborne cousins at times, we also have a tendency to leave smoky holes at the confluence of machine and terrain.

All of this theory became obvious to me the last time we did our own bit of empirical testing at Phillip Island. The Island Magic meeting was one we had never tackled before, but upon entering I thought that if

the name meant anything at all (it didn't) then there was a chance that something mystical might happen that would cause me to be really really fast (I wasn't).

Things got off to their usual start; qualifying saw yours truly wander about aimlessly, struggling to remember which way to turn next, etc, etc. But we were still somehow hopeful that the Magic we'd signed up for would appear prior to racing.

So, after a ridiculously big smoky burnout at the start of the warmup lap, we had quite good grip for the start of race one, and put it to good use. In fact, the whole first lap went alarmingly well. Then we (apparently) forgot that there is a turn at the end of the main straight. Oh sure, it makes sense when you look back on it now; but at the time the knowledge dawned on me with something of a shock.

When it became obvious that my path was going to intersect that of the turf – not an easy thing in itself when you consider the track layout, I personally deem it to be an achievement of sorts – a piece of advice that I'd once heard handed down came to mind. That being that when a crash is inevitable, one should endeavour to collide with the cheapest- and softest-looking piece of scenery you can find; and do it as slowly and gently as possible. Accordingly, I choose to believe that

I was conscious of attempting this. Subsequent viewing of the recorded in-car footage may well give the lie to this belief, but that won't help my ego any, now will it?

As we came to a halt - again, relying on the video - my first concern was apparently the contact of dry grass on hot exhausts; hence I called for a Fire TRUCK quite loudly. It was muffled by helmets and so on, but that's what the shouting sounded like, anyway. As it turns out one wasn't required, which is lucky because the request was largely ignored.

What was required was a trip to the medical facilities as a result of my argument with the scenery. The young ladies there would (I thought) stop at almost nothing to get my gear off. Or so the educational video based fantasy goes, anyway. The truth was slightly different, in that there were cries of, "Whoa, stop! Just STOP RIGHT THERE!", when Mat began enthusiastically removing layers of fire-proofing. In my defence, it was quite warm...

One of the main tests conducted, I was to learn, is an inspection of oil pressure. Funnily enough mine was somewhat elevated (along with idle rpms), and despite a complete lack of medical training felt that this may have something to do with the three hundred litres of adrenaline flowing through my system at the time. A short wait followed by a

retest showed a similar result, leading to a brief conference between the two medicos. Following this, I was unceremoniously told by one that I was going to cark it (and quite soon, too), whilst simultaneously being informed by the other that there was nothing wrong with me. I now have a pretty good idea of how Schrödinger's cat feels.

Ultimately my continued consciousness proved the second doctor to be the more correct of the two (nyah nyah nyah) and I was off on my way. And despite being slightly bent, the Falcon was able to complete the weekend, notwithstanding having to leap a couple of other slight hurdles. The rate of advance was a bit more circumspect, too; which – I claim – is the main reason why I was so far behind Rampaging Roddy Evans when he had his own battle with the topography. HE appeared to exceed his Vne quite handily.

So what now? All of this scientific talk has got me philosophising, and I think (there's that word again) there'll be a way I can get the JMS Falcon to go a bit faster. It will of course require some substantial re-engineering (i.e.; wings, aluminium fuselage, etc.). Sure it may look funny, and I know that's not the way I should be looking at it, but really... since when do I do what I'm supposed to?



Mat's motorhome tour of the Balllands with the flamin' missus got off to an unsatisfying start....



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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+	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					

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

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I'm sorry, but having a DB9 on the drive and not driving it is a bit like having Keira Knightley in your bed and sleeping on the couch.

- The Maserati 3500 GT. Now this for me, when I was little, was like kind of like Jordan and Cameron Diaz in a bath together playing with lots of jelly."

- About the Porsche Cayman S: "There are many things I'd rather be doing than driving it, including waiting for Bernard Manning to come off stage in a sweaty nightclub, and then licking his back clean"

- "... the last time someone was as wrong as you, was when a politician stepped off an aeroplane in 1939 waving a piece of paper in the air saying there will be no war with Germany"

- Illustrating the lack of power of a Boxster: "It couldn't pull a greased stick out of a pig's bottom"

- On the Vauxhall Vectra VXR: "there is a word to describe this car: it begins with 's' and ends with 't' and it isn't soot"

"The Suzuki Wagon R should be avoided like unprotected sex with an Ethiopian transvestite"

"Speed has never killed anyone, suddenly becoming stationary... That's what gets you."

"The air conditioning in a Lambos used to be an asthmatic sitting in the dashboard blowing at you through a straw."

- "Koenigsegg are saying that the CCX is more comfortable. More comfortable than what... BEING STABBED?"

- "The only person to ever look good in the back of a 4-seater convertible was Adolf Hitler"

- "This is the Renault Espace, probably the best of the people carriers. Not that that's much to shout about. That's like saying 'Ooh good I've got syphilis, the BEST of the sexually transmitted diseases.'"

- On the Mercedes CLs55: "Braking in this car is so brutal, it would

be less painful to actually hit the tree you were trying to miss."

- "I don't understand bus lanes. Why do poor people have to get to places quicker than I do?"

- Clarkson's highway code on cyclists: "Trespassers in the motorcars domain, they do not pay road tax and therefore have no right to be on the road, some of them even believe they are going fast enough to not be an obstruction. Run them down to prove them wrong."

- "I was reading The Mirror the other day and came across a letter from a reader who wrote, 'I was riding my bike to work when this red Ferrari pulled up next to me. Out of the window, Jeremy Clarkson shouted 'Get a car', and drove off. What I actually said was, 'Get a car you hatchet faced, leaf-eating ninny'."

- "Britain's nuclear submarines have been deemed unsafe...probably because they don't have wheel-chair access."

- "If we are being honest HIV is a pathetic virus, it can only live in the air for 6 seconds and it does what Ebola does to you in 10 days in 10 years."

- On Mandela's claim that Cuba is a good advert for democracy: "Well Mr Mandela why don't you go and ask one of the 12 year old Cuban prostitutes which way her parents voted?"

- "Now we get quite a lot of complaints that we don't feature enough affordable cars on the show.....so we'll kick off tonight with the cheapest Ferrari of them all!"

- On the Lotus Elise: "This car is more fun than the entire French air force crashing into a firework factory."

- "Now as you can see I lost the battle to have two engines on the back because of three very important reasons. One - weight. This is 600 Lbs and that's the same as having a whole American sitting on the tailgate..."

- "In the olden days I always got the impression that TVR built a car, put it on sale, and then found out how it handled. Usually when one of their customers wrote to the factory

complaining about how dead he was."

- "The DB9 has rear seats but no mammal yet created, not even when God was on the LSD trip that gave us the pink flamingo, could fit into them."

- Assessing Hammond's crash:

Clarkson: "You can see from the tape that the tyre is starting to come apart. Now why didn't you spot that?"

Hammond: "I had a lot on: I was doing 288 mph."

Clarkson: "What do you mean you had a lot on? I can be in the office on the phone, doing the paperwork, kids are shouting at me, wife etc, if a lion walks in, I'm going to notice it!"

- "Sure it's quiet, for a diesel. But that's like being well-behaved...for a murderer."

- "I don't often agree with the RSPCA as I believe it is an animals duty to be on my plate at supper time."

- "There are footballers wives that would be happy with this quality of stitching... on their face."

- "Racing cars which have been converted for road use never really work. It's like making a hard core adult film, and then editing it so that it can be shown in British hotels. You'd just end up with a sort of half hour close up of some bloke's sweaty face."

- "Much more of a hoot to drive than you might imagine. Think of it if you like, as a librarian with a G-string under her tweed pants. I do, and it helps."

- "You cannot have this car with a diesel. Its like saying, I won't go to Stringfellows tonight, I'll get my mum to give me a lapdance, she's a woman!"

- "Tonight, the new Viper, which is the American equivalent of a sports car... in the same way, I guess, that George Bush is the equivalent of a President."

- On the Porsche Cayenne: "Honestly, I have seen more attractive gangrenous wounds than this. It has the sex appeal of a camel with g gingivitis."

- "Driving old MG T types are like having sex with your raincoat on, buttoned up."

Tools explained, by a pro

1. **DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

2. **WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes ingerring, warts and hard-earned guitar calluses in about the time it takes you to say, "SH**!!!"

3. **ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age

4. **PLIERS:** Used to round off hexagonal bolt heads.

5. **HACKSAW:** One of a family of cutting tools built on the Ouija board principle: It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

6. **VICE GRIP PLIERS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

7. **OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your shed on fire. Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.

8. **WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 14mm or 12mm socket you've been searching for.

9. **HYDRAULIC FLOOR JACK:** Used for lowering a vehicle to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper bar.

10. **100x50 HARDWOOD WALL STUD :** Used to attempt to lever a vehicle off a hydraulic jack handle.

11. **TWEEZERS:** A tool for removing splinters of wood, especially hardwood.

12. **TELEPHONE:** Tool for calling your neighbour to see if he has another hydraulic floor jack.

13. **SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for removing dog faeces from your boots.

14. **E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

15. **TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of bolts and fuel lines you forgot to disconnect.

16. **CRAFTSMAN 12mm x 500mm SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on one end.

17. **AVIATION METAL SNIPS:** See hacksaw.

18. **TROUBLE LIGHT:** The home builder's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm Howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

19. **PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and squirt oil on your shirt; can also be used, as the name implies, to round off the interiors of Phillips screw heads.

20. **AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 kilometres away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Ford, and

rounds them off.

21. **PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part..

22. **HOSE CUTTER:** A tool used to cut hoses 10mm too short.

23. **HAMMER:** Originally employed as a weapon of war, the hammer is now used as a divining rod to locate expensive parts not far from the object you are trying to hit.

24. **MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing upholstered items, chrome-plated metal, plastic parts and the hand not holding the knife.

25. **ANGLE GRINDER:** Designed for the purpose of seeing your own living bone as it begins to dry and scab over.

26. **CHAINSAW:** A machine that checks whether you have enough band aids in the medicine box, and guarantees that you don't.

27. **TOOLBOX:** A container for every possible tool known to mankind, except the one you are looking for.

27a. **CRESCENT/SHIFTER:** Tool that replaces the tool required under rule 27, and rounds off anything not previously rounded off.

28. **FILE:** For filing flats onto all objects that had flat surfaces before being rounded. Laws of physics guarantee that new flat surface is smaller and weaker than previously rounded flat surface.

29. **COLD CHISEL:** Tool of last resort, used for trying to turn remainder of protruding round bolt head, usually resulting in bolt head joining the one redistributed by rule 2.

30. **BEER:** Solves all problems created by previous 29 rules.

Historic Touring Cars Over 3 Litres

No.	Driver	State:	Year:	Car
Class:Nb 3001-4500cc				
41	Peter Graham	WA	1961	Jaguar MkII
Over 4500cc				
5	David Moran	VIC	1964	Ford Mustang
10	Andrew Cannon	VIC	1964	Mustang
22	Bill Trengrove	VIC	1964	Mustang
88	Frank Viskovich	WA	1964	Mustang
92	Allen Boughen	QLD	1956	Ford Customline

Class:Nc 2001-3000cc

17	Harvey Felton	NSW	1971	Capri GT
21	Robert Hare	VIC	1971	Capri V6
50	Glenn Seton	QLD	1972	Capri
80	Alan Lewis	NSW	1971	Capri GT V6
97	Harry Bargwanna	NSW	1970	Capri

Class:Nc 3001-3500cc

1	Ray Challis	VIC	1972	Torana XU1
2	Steve Coad	VIC	1973	Torana XU1
6	Stephen Bell	TAS	1972	Torana XU1
8	Bruce Dummett	QLD	1972	Torana XU1
12	Peter Ellison	SA	1972	Torana XU1
14	Jon Pillekers	VIC	1972	Torana XU1
16	Leo Tobin	VIC	1972	Torana XU1
24	Andrew Broderick	NSW	1972	Torana XU1
26	Simon Phillips	QLD	1972	Torana XU1
28	Mark Jewell	WA	1972	Torana XU1
37	Scotty Taylor	TAS	1972	Torana XU1
39	Douglas Growcott	VIC	1972	Torana XU1

Historic Touring Cars Under 3 Litre

Class: Nb 0-1000cc

41	Jerry Lenstra	NSW	1964	Hillman Imp
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Class: Nb 1001-1300cc

5	Len Read	VIC	1964	Cooper S
10	Lance Stannard	WA	1964	Cooper S
28	Ian Pringle	SA	1967	Cooper S
34	Colin Taylor	TAS	1963	Cooper S
38	Anthony Ramadge	VIC	1964	Cooper S
70	John Battersby	NSW	1963	Cooper S
77	Jason Armstrong	SA	1964	Cooper S
83	Greig Malaure	NSW	1963	Cooper S
97	Michael Kosieradzki	WA	1965	Cooper S
98	Helen Lindner	NSW	1964	Cooper S

Class: Nb 1301-1600cc

22	Stuart Barnes	SA	1964	Cortina GT
57	Simon Browning	VIC	1964	Cortina
58	Colin Doolan	VIC	1964	Cortina GT
63	John Luxmoore	VIC	1963	Cortina GT
66	Nick Cascone	VIC	1963	Cortina GT
89	Paul Atkins	SA	1964	Cortina GT
90	John Bendell	VIC	1964	Lotus Cortina

Class: Nb 1601-2000cc

29	Ian Cuss	VIC	1964	Triumph 2000
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Class: Nb 2001-2600cc

27	Eddie Dobbs	VIC	1956	Holden FE
33	Rob Southouse	VIC	1953	Holden FX

Class: Nb 2601-3000cc

11	Rodney Gelston	TAS	1964	EH Holden
16	Grant Bingley	TAS	1963	EH Holden
64	Brent Trengrove	VIC	1964	Holden EH

GROUP Nc

Class: Nc 1101-1500cc

18	Michael Grant	TAS	1969	Cooper S
36	James Holloway	VIC	1970	Cooper S

40	John Harrison	NSW	1972	Torana XU1
47	Scott Slater	VIC	1972	Torana XU1
51	Stuart Young	WA	1972	Torana XU1
78	Lawrie Nelson	VIC	1972	Torana XU1
79	Alf Bargwanna	NSW	1972	Torana XU1
81	Angelo Taranto	VIC	1972	Torana XU1
93	Ethan Lind	QLD	1972	Torana XU1

Class Nc: 3501-5100cc

4	Geoff Taylor	VIC	1965	Mustang
19	Steve Bye	TAS	1968	Ford Mustang
54	John Mann	VIC	1964	Ford Mustang
70	Rob Burns	VIC	1972	Charger
71	Michael Hibbert	VIC	1971	Charger
73	Andrew Whiteside	NSW	1971	Charger
74	Michael Bugelly	VIC	1968	Ford Mustang
83	Darren Pearce	TAS	1968	Ford Mustang
89	Robert Braune	VIC	1972	Valiant

Class Nc: Over 5100cc

7	Daniel Dragojevich	WA	1971	HQ Monaro
15	Darryl Hansen	WA	1969	Ford Mustang
18	John Bryant	SA	1971	Holden
36	John Ziegler	TAS	1967	Chev Camaro
38	Leon Bell	TAS	1971	Holden
62	Doug Westwood	NSW	1971	Ford Falcon
64	Trevor Jew	SA	1970	Falcon
77	Ron Moller	WA	1972	Chev Camaro
82	Cameron Worner	NSW	1970	Falcon XW
99	Darren Collins	VIC	1969	Chev Camaro

37	Paul Girt	VIC	1967	Cooper S
46	Malc Rutschack	QLD	1964	Cooper S

Class: Nc 1501-2000cc

6	Geoffrey Davis	SA	1969	BMW 2002
8	Murray Paddison	WA	1971	Cortina GT
9	David Noakes	NSW	1972	Escort T/Cam
12	Wes Anderson	NSW	1972	Alfa Romeo
15	Paul Cruse	VIC	1972	Escort T/Cam
20	Bruce Forsyth	QLD	1971	BMW 2002
23	Bill Cutler	VIC	1972	BMW 2002 ti
25	Justin Brown	VIC	1969	BMW
30	Chris Smith	NSW	1968	Alfa Romeo
32	Don Knight	VIC	1972	Escort T/Cam
35	Anthony Colton	SA	1970	Lotus Cortina
51	Rosemary Trevethan	VIC	1964	Lotus Cortina
53	Craig Lind	QLD	1972	Escort T/Cam
60	Harvey Black	QLD	1972	Escort RS
71	Martin Dennis	WA	1971	Datsun 1600
82	Peter Owen	VIC	1972	Escort RS
88	Peter Martin	QLD	1969	BMW 2002
94	Garry Edwards	WA	1970	BMW 2002 1990
95	Chris Ralph	VIC	1971	BMW 2002ti

Class: Nc 2001-3000cc

2	Jason Humble	NSW	1971	Mazda RX 2
3	Mark Johnson	VIC	1970	Porsche
4	Kirk Davis	SA	1971	Mazda RX2
13	Rory O'Neill	SA	1969	Porsche 911
19	John Nelson	SA	1969	Porsche 911
31	Ben Read	VIC	1971	Mazda RX2
39	Lew Bush	TAS	1071	Mazda RX2
43	Stephen White	VIC	1972	Mazda Rx2
55	Barry Seton	QLD	1970	Ford Capri
67	Ian Watt	VIC	1970	Triumph