

# HISTORIC TOURING TORQUE

April 2008

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



*Coadium Podium*

*Targum Tasmanium!*



**BE AT THE NEXT MEETING!**  
8pm Wednesday APRIL 30 2008  
Bells Hotel, Moray Street South Melbourne

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## MAJOR SPEAKER NEXT MONTH!!!

**JOHN BOWE will talk at our monthly meeting Wednesday May 28th. Make sure you can make it - we need as many people as possible to attend!!**







Not a lot to report this month. Phillip Island has been, the VHRR's Calder event was postponed due to a lack of entries and the Next State round at Phillip Island as well as Historic Winton are yet to happen.

Competitor numbers appear to be down across Australia at both CAMS and AASA events. Probably something to do with the interest rate rises??? The Club tries very hard to organise a calendar of events that doesn't cost too much. We've even started two new championships that cater to club racers, hill climbers and rally folk. Let hope we can all get through these tough time and continue to enjoy ourselves.

## New Lap Record

Bill Trengrove set a new Nb outright lap record at Eastern Creek on Sunday April 20 at the HSRCA's Historic Event. Bill shaved 0.001sec off Bob Tweedie's old mark of 1.50.0sec. Well done Bill and lucky it rained on Sunday afternoon!!!

## CAMS

CAMS is undergoing a significant restructure after consultation with Ernst & Young. Mark Barbour, Twiggy and David Floyd attended the meeting at CAMS on April 3 and will be able to report to us at the April General Meeting

## Historic Commission

The aforementioned CAMS restructure will/may affect the way the HC and the HTCEC are run. More

as it comes to our attention. Bob Cracknell spoke at the VHRR meeting last week so he may have something to say to us as well. I'll see if I can round him up.

## AHTCA

The committee and Mat Jager have dedicated considerable time over the last few months to the AHTCA. Now the time is coming for a make or break decision. Read Mat's article

say we barley had one grid let alone two. I'm not sure of the position at the moment but will attempt to find out before next weeks meeting. Russell has secured Garages for Club members use. Call him to book yours now on (W) 9379 2616 or 0419 527 188.

## Website

Michael Cruse has promised to give us a look at the new website at



in this newsletter and come along and have your say at the next general meeting.

## AGM and Committee

Yep, only a couple of months before the AGM and we're still looking for people to help move the Club forward. Andy Clempson and Michael Hibbert have both expressed a view to getting onboard – with your approval of course. And we'd love to see some more new faces helping out. Let me know if you help out in any. AGM Notification and voting slips will be sent out next month in the newsletter

## What's coming up?

Historic Winton. A couple of weeks ago the Austin 7 Club rang to

the next general meeting. I mention this so he's forced to do so. Come along and see what we hope will be the prominent Australian website for Historic Touring Cars.

## Photos

Once again could everyone in the club submit a photo of themselves and their car(s) so we can start building a "This is us" pages on our website. They can be mailed to the Club at HTCAV PO Box 16 Chadstone Centre Victoria 3148 or email them to [webmaster@htcav.com.au](mailto:webmaster@htcav.com.au)

See you next Wednesday 30 April

Jervis

## Editoro



Not a huge month of happenings, was April. The early day/night meeting at Calder that

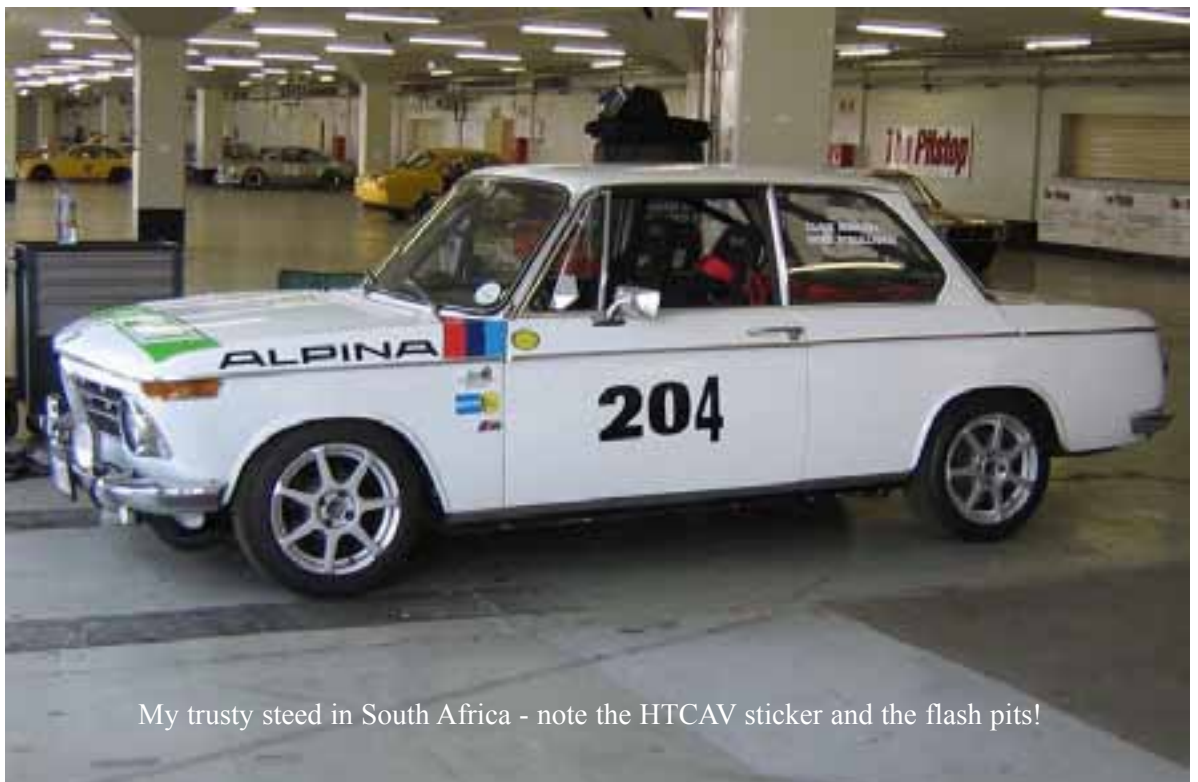
was due to be run on the last day of daylight savings was postponed and the only other piece of competition interest was the foray to Eastern Creek by the Nb Mustang duo of Jervis Ward and Bill Trengrove. So, if it's a bit thin this month, it's a bit thin.

What's more, next month the esteemed Presidento will be doing the magazine as I have taken up the most extraordinary opportunity to travel at late notice to South Africa and actually drive in a race meeting! Amazing? Allow me to explain. Our amiable ex Club secretary, Mark Schatz, MBA-wielding Bridgestone tyre dealer and punter of the soon-to-be-more-rapid silver panzer BMW has a very good friend in South Africa, who is also vaguely related by marriage - but we won't bring the aunties into this. Now this 'ere bloke is a fella called Clive Massel, who is already an HTCAV club member and has been for some time, and is possibly our only overseas member. I had met Clive on several previous occasions when he had visited here, as he has already bought a house in Melbourne and his daughters already live here. Clive is a land valuer but also has a side business that is his passion - the building and fettling of historic touring cars with his business partner, Mike O'Sullivan.



Clive is an ex-South African Touring Car champion and a couple of years ago he built a replica Alpina BMW 2002 which was successfully raced by his business partner and then sold through to Holland. Seeing the photos of this car and a bit of nudging by Bill Cutler and John Smallman convinced me to paint my BMW in the Alpina colours as well. Clive also owns a couple of BMW 2002s and an FIA-papered Group A Rover Sd1 of the Walkinshaw variety, among other delights.

Anyway, as I was looking in dismay into the bonnet of my distinctly unwell car at the Phillip Island historics, Clive appeared and made the extraordinary offer - come and race one of my cars in South Africa! I couldn't think of a reason why I couldn't or shouldn't and after a while accepted with what I hoped was an equal amount of grace. Wow, what an opportunity! It seemed that there was a meeting on May 17 and that Clive could swing it for me to become a member of the Historic Racing Car Register of South



My trusty steed in South Africa - note the HTCAV sticker and the flash pits!



Africa and thus get a Club licence for the event.

The circuit is Phakisa ([www.phakisa.com](http://www.phakisa.com)), which you can Google and take some fast laps around; it was constructed late last decade as a bike Grand Prix circuit and from what I can tell from the videos seems well-thought out. Judging by the standard of the pit garages (see pic of the white BMW and while you're there note the HTCAV sticker...) the facilities certainly look sensational.

The car I'll be driving is one of Clive's two racing 2002s, a white 1602 fitted with an 1850cc engine. (Yeah, things are different over there.) In fact, there being no such thing as a free lunch, one of the things that I'll be doing is meeting with the Club ([historicroacing.co.za](http://historicroacing.co.za)) and giving them a sound and picture dissertation on Group N racing in Australia. Over there they have a class system that is divided by a combination of car development and known driver ability and luckily I seem to have been put down the order a bit. Unfortunately Clive has been building me up a bit and I have a feeling that the locals all want to give me a 'klaping' as they put it, which sounds nasty but as long as it doesn't hurt Clive's car I'm up for any humiliation, I guess. Apparently I'm also slated to talk with the South African Historic Commission and explaining how and why the rules are so strict over here. Fact is, it seems like the Australian Historic Commission has been the keeper of the flame with regard to originality in every branch of historic motor sport. Although it gives many people the irrits the hard line taken in eligibility is now being seen worldwide as the proper course, while that taken by such august racing communities such as the UK and Europe has come back to bite them. It's very hard to get that horse(power) back in the stable once it's bolted (did somebody say "Mazda"?).

It's also an opportunity to forge closer relations with a similar club in a similar country. I'll be taking a bunch of cloth badges with me and perhaps a couple of Club tops etc to

offer as an alien bearing gifts. Those who know their global motorsport history will no doubt be aware of the famous Kyalami GP track that hosted a marvellous 9-hour race for sports and touring cars – this has been resurrected and there's some mutterings regarding getting some Australians over there to run in the revival with potential reverse invitation to a Bathurst event. It's the 50th anniversary of their classic event this year.

Hopefully I'll be able to act like some latter-day DSJ as a foreign correspondent and ping some copy and photographs back to your current President who will be stuck doing the magazine solus in May.

The self same Jervis should be thanked for quickly putting out 30 fliers that Brian Dermott, who has assumed the role of HTCAV tarmac rally guru, was able to take with him to Targa Tasmania to promote and gain ideas for the Club's tarmac rally championship. Take a look at [www.rallyresults.com.au/targa2008/EarlyClassic.pdf](http://www.rallyresults.com.au/targa2008/EarlyClassic.pdf) and you'll see just how many pre-1973 touring cars there are competing, all of whom are potential of the HTCAV, no matter where they live in Australia and even overseas, if they want to vie for what will be Australia's first pre 1973 touring car rally championship.

You'll see that Steve Coad in the 1971 Holden Monaro came third in Early Classic and that the aforementioned Brian and Linda Dermott did a massive Lazarus and hauled themselves up from the 70s to finish 7th in the final count, having been slowed with a broken axle in an early leg. Well done to all.

We'll soon be welcoming back George Opoczynski, the voluble Volvo maven who has returned from New Zealand with the ex-Vince Harmer 142 - more for Under 2-litre Nc! He's also building a lightweight Nb 122S....

Don't forget that elections for the Club committee are coming up, Jervis will be stepping down after a wonderful session at the crease and we have a fine committee member who is ready to pad

up and have a crack. But what about you – had you considered offering yourself for a committee position? Remember the old saying – what you put into something you get back out of it...

Accuse me of self-interest if you will but I have decided to exert a little influence and bring to the members' attention a children's charity of which I have been President for the past 8 years and of which Mike Bugelly is Vice President. It's called Oz Child and is the oldest children's charity in Victoria and possibly Australia, having started in a stone church opposite the Flagstaff Gardens in King St in 1851. There are many instances of sporting clubs and charities linking up, the association is good for both. Time is against me at the moment in giving you a full dissertation of what it entails, suffice to say that Oz Child does more things for more kids in more ways more often than any other childrens organization in Australia. The motto is "every child deserves the chance to shine" and essentially we help to protect children and build their futures. Putting it into car terms we have the "repair shop" with foster care (150+ kids under



care every night), home based care, disability, camps and other services and on the "hot-up shop" side we have early interventional education, learning, speech, coping and lifestyle help which is spreading the work throughout Australia for Aussie kids.

And if you want your business to join a business network and improve your networking opportunities, we've got one of them too! Enough for now – but you can visit the website at [www.ozchild.com.au](http://www.ozchild.com.au) and you'll see the logo appearing here and there in the magazine and other HTCAV stuff.

Have a great month...

Ralph E

## TARGA!

Club members Brian and Linda Dermott and Steve Coad took to the roads of Tasmania in the recent Targa classic. Steve, with both his wife and daughter as crew, claimed third in Early Classics in their mighty HQ Monaro. Second place went to Paul Batten in the Volvo PV544. Paul is a Prodrive test driver with Ford Performance Racing and had this 1961 beast cooking – keep him out of Under 2-Litre Nc! Our own Team Dermott came back from early adversity, as this all-points email on finish night tells:

Hello Team!

Targa 08 is over and we are digesting what happened. We finished in the top 30, not the top 20 as intended - but it was so nearly a no finish. 3 kms into the first really competitive stage, the left rear axle shaft snapped on a steep 3R. In any other car, that would be that - but in the Torana, which has a pair of \$500 billet shafts and a Detroit locker differential, we still had drive on one shaft. But since it's not a fully floating axle, the left hand wheel was flailing about and preventing the brakes from working and it was hard to go straight.

It was also essential not to impede



the cars which were now catching us at 30 sec intervals.

Anyway, we succeeded in getting to the end of the 15 km stage 23 secs inside the max time and fortunately Sheffield lunch was next where Andrew Lawry changed the axle in 40 mins so we escaped late time penalty too - and it was a seized and mangled mess. We continued at 80% that afternoon and in the one hour service time allowed, put in the second spare axle. The next day the diff, which was full of swarf, started to wear out so we were also lucky to get in - then got permission for a four hour complete rear end rebuild with all new bearings. Next

job is a fully floating axle! There were continuing problems with brakes, which is down to pad selection and a few other issues but otherwise all the changes from last year were terrific. Especially the exhaust..

We finished Day 1 in 76th position but we caught up to 29th by the end - adding back the time lost in the first day would put us about 24th. There were 100 competitors in the Classic competition (up to 1990), 38 in the pre-1971 'Early Classic' handicap where we were 7th. This is better than last year when we were 32nd and 9th. But a more telling measure is that our times on the stages this year were significantly better.

For HTCAV friends, there were 28 pre 73 touring cars entered among the 100, we came 6th in that group. 9 did not finish and only 6 were in the top 30. Steve Coad was best tourer, then 25 year old Paul Batten in the astonishing Volvo PV544 and then Tony Esplin's Escort.

And to all who always ask us, yes we think now it's close to the end of our motorsport career - 2009 Targa looks like being our last. Lin and I are finding its getting harder to do the times now. But we will bring back a car which is easier to drive and bullet proof.







Our two friends who created the car, Andrew Lawry and Greg Jones, have been with us all the way and without their huge efforts we would not have been able to continue.

(Many thanks to Tim Jones at Perfect Prints in Hobart for rushing these photos to me..Ed)





## Eastern Creek Historics April 19-20 2008

3 Victorian Club members made the journey north for the annual HSRCA Eastern Creek Historics – Bill Trengrove, Andrew Whiteside and myself (Jervis).

The weather forecast was pretty average with rain and showers forecast for the whole event including Friday



practice. Arriving late Friday after undergoing hundreds of kilometres of roadworks I dropped the car off at an overcast Eastern Creek. Bill was already there having cheated by practising on Friday. Something he forgot to tell me prior to the weekend.

Saturday morning dawned wet. An early shower leaving a damp track. Group N were the 3rd group out and the track was cool with some damp spots still around. After a bit of a fight to get a pre-grid spot we rolled out to practise. I had to bed some brakes and have a look around the circuit. I was last there some 5 years ago in the Cortina. Driving a track in a Cortina and then a V8 you soon discover there are several more corners than you remember. Eastern Creek is a very difficult and rewarding circuit with constant changes of direction. My brakes started coming good so I did several quicker laps then pitted to check the tyre pressures. Satisfied I did an OK lap, I went back out looking for clues on how to drive

the circuit. By the end of qualifying I was in 13th with a 1.53.4, Billy a 1.53.1 and Andrew Whiteside a 1.53.9. Andrew relieved he wasn't on fire again – literally. A set of worrying Webers leaking fuel everywhere giving him a hot ride again.

Outright were Glenn Seton (Capri) 1.48, Cameron Tilley (Valiant VG Pacer – 3 speed) 1.49 and John

Gifillan (Lotus Cortina) 1.51.

This result had me a little confused. Bill Trengrove was in front of me not behind. A Lotus Cortina having out qualified both of us and a 3 speed Valiant was on the front row. They really do things a funny way in NSW.



## Race 1

8 laps - dry thankfully. The Group N grid was mixed with some group S cars. Seton easily won the race in his Capri setting a blistering 1.47sec lap – a new lap record. Cameron Tilley a close second in the Pacer. On lap 2 an Alfa Romeo driven by Lynn Brown was monsterring me as I tried to get into the groove and he unfortunately oversteered into the wall at turn 6 severely damaging his car. Bill Trengrove kept inching ahead of me and got down to a 1.51.5 whilst the best I could do was a 1.52.0. Better than my qualifying but still not where I wanted to be and only good enough for 9th outright. With the likes of Peter O'Brien (XY), Harry Bargwanna (Capri), Rogerson (RX2) and Gilfillan (Lotus) between me and Tilley.

## Race 2 Sunday - Dry

5 laps this time and time to knuckle down and get Bill. Unfortunately that didn't happen. After having a great start and getting ahead of the Capris and other nibble cars off the line, I had a moment for a moment, and had to re-enter the track dropping 5 places. I picked back 4 of these by the end but just could not get near Bill, who went on to win 4th outright with



a fastest lap of 1.50.9994 – a new NB lap record!! I got closer to my aim with a 1.51.3 and 7th outright. Seton again

spinning around the track, watching gleefully as Bill spun off, then praying he wouldn't hit the wall, I was lapped

Gilfillan, Tilley, B Seton, Truelove, Rice and Smith in 10th. I was further down the order than that.

by Glenn Seton who was 20 seconds a lap faster than me. At the flag it was G Seton, Rogerson, Bargwana, Kennedy,

All in all a good weekend at a track you must visit one day.

Jervis Ward



the man to beat with another 1.47 and Cameron Tilley a 1.49.4, Peter O'Brien was 3rd, then Trengrove, Rogerson, Bargwana, Me, Bo and Andrew Whiteside.

### **Race 3 – Sunday – Pissing down rain.**

Yes, well. The race started early, catching Bill and I out. Rushing to get ready neither thought it would rain.... yeah right - it pissed down.

All the locals had their Dunlops on and the little cars terrorised us. I was passed on both sides by little cars who danced around us like we were old clunkers. Unfortunately Chris Dubois was a little too excited and looped his car in almost the exact same spot as the Alfa on Saturday and sustained major damage...possibly requiring a re-shell. So after 7 laps of sliding and



*Eastern Creek between races - Photo some poor guy who drove the whole 9 hours*

## Dave "Dyno" Bennett's 1967 HR Holden



*Dyno Dave at a fun Day - Photo Gary Poole*



## MINUTES

General Meeting 26/4/08

Bell's Hotel South Melbourne.

Meeting opened at 8.18 p.m.

Apologies: Ian Watt, Mark Barbour, David Floyd, Gordon Cox, Bob Cracknell, Russell Pilven, Justin Brown, John Bendell, Darren Knight, Don Knight, Michael Bugelly, Bill Trengrove & Graham Slater.

### Previous Minutes Corrections

– Graham Slater noted as category rep where as it should have been stated as Mark Barbour is the category rep for all categories. Minutes accepted John Luxmoore, seconded by Andrew Clempson.

**Treasurers Report:** as reported elsewhere, plus: Andy Clempson suggested a subscription levy to ease the financial burden of the club drinks and nibbles. Jervis suggested some more vigorous rattling of the tin in future may achieve the same aim and reminded us of the importance of this goodwill gesture. Bill Cutler stated that he felt the club should continue with subsidizing things like that at events such as the PI classic etc. Ken Zinner agreed with Bill that the club should in fact continue with this provision of drinks and nibbles at these meetings. Report accepted, Chris Ralph, seconded Peter Sneddon.

**President's Report:** Jervis firstly stated that he has given thanks via the club mag in relation to Ted Brewster's monumental task in regard to the O.H&S requirements for the PI marquees – Thank you Ted! Ted turns 72 or 73 this year and so maybe it's time someone else of maybe lesser years should put their hand up to undergo some of this work for the club? A couple of slabs were given to the marquee boys and this appears good value to the club. Huge thanks again to the two Margs – Dobbs and Brewster for their huge efforts in making all competitors feel welcome and sustained at the drinks and nibbles. Thanks to Graham Slater again for



*Michael Hibbert and friend.*

his continued assistance in providing Rockwell's sponsorship of the main race for this event. Ken Zinner has asked for someone to put up their hand as a new club engine sealer. David Twigg was reported to have conducted a pre 7am inspection of race vehicles using a magnet which apparently uncovered some interesting results. Thanks to Mark Schatz for his efforts in conveying and chilling the huge amount of beverages for this event – a logistical success and very warmly received – well chilly actually but you get the drift! The Reeds have reported that they are sorry about the car after the island mishap but they have another shell from which to start again although the race engine condition is still unknown at this time – fingers crossed for you boys! The main thing is the driver survived ok. Barry reported that the rear axle had broken. The cage survived the impact and the fuel cell did its job.

Darren Knight was commended on his excellent commentary at the PI meeting. The Holloway family was thanked for their huge efforts in making the PI meeting such a success – Jervis reminded us of some of the unknown facts of what goes on to make these meetings happen – did you know that the Holloway's personal copier did some 45k copies for this event alone!! The mag has run and will continue to run articles on how our club championships are conducted – if you have any ideas on furthering the scope off these championships let us know. Bill Cutler reported that Peter Martin thanks the club for its concern after the PI accident and he is now back at home and his lung is now ok although the same can't be said for the car. The club thanks the Reed boys for their kind sponsorship via their Schnell Racing Company who awarded a new set of alloy wheels to the first Torana home – great stuff! Tickets have been given out for the clubs lucky door prize at club meetings and the winner from last month was Fast Johnny who reported the meal was ok – thank you.

**A.H.T.C.A Report: see elsewhere, plus:** A question was raised by Paul Cruze regarding an update on the Mazda type submission regarding rear end modifications etc. It was reported and discussed that this proposal did the rounds in Sep 07 including the HTCEC and as yet is not finalized. Paul stated his concern that the members had not found out about this until late in the piece and possibly too late to make a change to any possible ruling thus. His concern was that the proposal seemed to be performance based in his opinion. David Twigg stated that the proposal was to allow Panhard rods to be removed and replaced with a watts linkage. Paul mentioned that this was performance enhancing by virtue of the fact it allows adjustment of the roll centre of any vehicle thus modified. David also stated that the wording of the proposal was worded so that the name Mazda was not specifically mentioned. The status of this proposal is not broadcast as yet. Matt Jager stated that the mere fact that this proposal is being discussed and commented upon without the AHTCA even being made aware of it is to highlight the problems the AHTCA currently has with its structure and purpose. Darren Knight added comment to this effect reminding all that the AHTCA has been around for the last seven years and yet still this basic problem is with it. Jervis stated that in his opinion the AHTCA should be either made to work or be shut down and Matt Jager is now given the task to proceed on these guidelines. Jervis stated that the most favorable position would be for the AHTCA to secure a promise of representation on either the eligibility panel of the historic commission. David Twigg commented that the current issue may be traced to some poor performance in regard to some of the other states on this matter. Jervis has suggested that a 14 day turnaround be implemented by the AHTCA regarding consensus input and should this not be done then the non replying states then be agreed to have complied in the affirmative.

Matt will talk to the relevant people regarding this proposal and report back asap. David Twigg stated that he has in the past provided requests for comment from other states and has received nil response! Jervis suggested that copies of submissions should be emailed to all AHTCA reps and also the club presidents who collectively can then report back.

**Competition Report (Darren Knight):** The PI meeting was fantastic with over half the entries coming from interstate! The under 3 litre accident was sickening to witness but fortunately all are now ok – thankfully! Darren commented that it appeared as though the medical staff were slow to see Ben Reed after the incident? The racing was generally fantastic all weekend and the drinks and nibbles provided by this club were fantastic.

The Bargwanna's mechanic stated to Darren that he was most impressed with the treatment received by all at our after race knees up – great stuff. Eddie Dobbs stated that Mark Barbour acting in his role of driver liaison officer worked well in that unfortunate instance. Jervis stated that Eddie was somewhat unlucky to be hit as well. Darren Knight commented on the group C issue as well at that meeting stating that the idea of dash mounted warning lights has been bandied about again. Eddie stated that in his opinion the yellow flag's were overused that weekend which may have led to them being ignored somewhat. Jervis stated that Trevor Talbot suggested that a large fireworks be let off to warn drivers of the danger! He further stated that V8 supercars and NASCAR both use a warning light system. Eddie commented that the old grid spacing system may have prevented the event somewhat. Jervis said that cams had disagreed with this thought but they are still investigating. Paul Cruze made comments about a turn 2 incident and also some incidents under red flags. Robert Hare made comment that it is the drivers responsibility to



drive defensively by placing themselves in a more defensive position instead of simply following the leader. Bill Cutler stated that in discussions with Peter Martin it was decided that whilst it is human nature to apportion blame in this instance it was purely a racing incident – this was accepted generally as the case. Peter Sneddon stated the yellows were displayed instantly at the start. Jervis reminded us that the start of any race is always the most dangerous. Darren stated that we may have to look further at grid spacing. Jervis complimented Simon on his good driving over the weekend. Bill suggested a staggered grid whilst Matt Jager suggested a LeMans type start – hmmm. Bill will ask if grid spacings can be altered whilst John Smallman reminded us of the formula Ford incident last year. It appears as though this requires an FIA change – not Cams – Bill will ask. Michael Hibbert reported on Easter Bathurst; he enjoyed the format which included mixed classes etc and praised the good information that was given out from the organizers of this meeting. 90% of drivers present had not been to the mountain before. Friday familiarization day was an option at \$100. Mercedes AMG'S showed the correct lines to competitors around the circuit. Saturday qualifying was marred by many red flag incidents. Late on Friday it was discovered that a shortfall in flaggies was prevalent. Saturday ran slightly late and the track was closed from 12 – 1 for local access. Sunday there were four races to make up but all in all it was recorded as good value for money racing. \$485 entry + \$100 familiarization + \$250 garage + \$50 camp fee. Michael stated that Charles Jardine comments of no fines but we'll see you later seemed to work well. There were 963 expressions of interest and 480 actual entries received. Jervis thanked Michael for his report and noted the Victorians poor response to this meeting! Membership Report: 20 social, 6 life and honorary, 134 competition, 38 non financial. Letters will be sent to 132 past members regarding our new speed championships.

**Website:** Michael Cruze reports that the forum is up and running now that a few glitches have been solved. The old website and new forum will run until mid year when the transition to the new site will occur. At the next meeting Michael will show the forum on the website. The forum will include such things as general discussions and for sales etc.

Driver profiles will be wanted and a form emailed to all regarding this in due course. Michael will act as the moderator and provider of basic rules etc for the forum. There are very small costs incurred in providing the forum.

**Eligibility/State Council:** David Twigg started by stating that he had a cold and after Ken Zinner suggested a remedy to warm up he was thus declared out of order! The CAMS review has been conducted and they are soon to announce their new structure. David Twigg and Mark Barbour will attend on our behalf to hear these issues. The hierarchy has already been told and the States will be told next week (the states). Some changes thus include appendix H re the yellow flags. The state council and some clubs are not happy with this and have stated they won't do it the new way! The state council has sent a letter regarding this issue. David was emailed today regarding an upcoming workshop on May 1st on Neck / Head and seat restraints etc. It is to be run at PIARC at a cost of \$45 unless you are a PIARC member.

This is to be conducted by the Australian Institute of Motor sport safety which is a Cams offshoot. Michael Hibbert stated that this should be free and shows poor form by not being so. Justin will attend regarding the neck restraint issue. Eligibility – PI was busy although nothing startling to report. One issue to comment on is regarding rules regarding advertising / signage as there is nil allowed in group 'N'. As such you have all been placed on notice regarding screen messages and messages on rear windows etc. If you have illegal signage

– remove it! Darren Knight asked if it was time to revisit the signage issue. Are we being too precious and maybe it's time to relax the rules a bit?

Michael Hibbert stated that in 1968 signage was allowed and suggested that such sponsorship may help to defray costs. Eddie stated he likes the rules the way they are and that Biante is for cars with signage. Chris Ralph stated that this issue is brought up periodically but it always stems back to the fact that the true value of such signage is bugged all really and is really an unsaleable commodity and makes for a non historic in nature change. Paul Cruze commented that he still thought that the cost defray issue would be a bonus. David Twigg reminded us that under the bonnet or on an 'A' board is ok. Darren Knight also asked that competitors make him aware of whom your sponsors are so that he can give them, some mileage in the commentary. John Smallman stated that although it may start small etc – where does it end? Jervis thanked all for their input.

**Raffle:** Darren Knight suggested Matt Jager be the barrel girl – hmmm! #100 – Bill Cutler – winner. #19 not present and redrawn to #36 Dean Bryant (yay – I won some food – right up my alley!) Winton garages see Russell Pilven.

**General Business:** Ted Brewster's room at Winton is available and Chris Ralph has taken it. Michael Hibbert stated his concern about the non warm up start to the handicap at Winton and Jervis will ask the organizers about this yet again! Comments were made regarding a new magazine out that has made some interesting comments about the Mark Porter crash etc. Dean Bryant stated that another of his articles have been published in the current 'RACE' magazine and this one all about 'getting started'. Jervis has received an email about incentives being offered to people attending Symmons Plains.

Dean Bryant

*This article is reprinted because those I've spoken with seem unclear on the idea:*

- 1. Your car has to be a pre-1973 touring car.**
- 2. It doesn't need to be eligible for Group N rules, or have a log book, or be within its original capacity class, or have a roll cage**
- 3. You don't need a CAMS licence, but need to be a HTCAV member**
- 4. You pick and choose your sprints or hillclimbs then send the results in to us**
- 5. Your best five results go towards the championship, awarded at the end of year**

*Now read on and please spread the message, especially among one make car clubs!*

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!

## THE SIMPLE RULES:

- 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](http://www.maserati.org.au/download/dl_track.html) and for hillclimbs try [www.hillclimbracing.com](http://www.hillclimbracing.com))



## 2008 HTCAV Race Championships Calendar

Track	Dates	Type
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

### 2008 HTCAV SPEED CHAMPIONSHIPS - CHOOSE ANY FROM THESE

#### Track Day Calendar

##### (not exhaustive):

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 – Myrniong 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 3-4 May	SA, Mallala	S.A. State Champs Rnd 2	SCCSA
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
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
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	

**Coxy's "Where are they now?" is the first in a series of thought-provoking looks at the possibility of racing something different...**

Thought about cars that raced in the Group N period and are not TORANAS, RX2s, CAMAROS OR EVEN MUSTANGS, NOR BMW2002s OR CHARGERS?

These will be the more obscure, affordable and possibly competitive within their class.

Our charter as racers of Historic Touring Cars is to emulate the racing of the period and to that end I challenge all members to consider recreating history in perhaps a one-off that will ensure plenty of attention.

First cab off the rank (no, not an HQ) is a name steeped in racing history... CORTINA. The TC Cortina was introduced by Ford in late 1970. The base model was designated "L", while

the more upmarket "XL" model featured chrome trim around the wheel arches. A 2000 XL (112 bhp @ 3500 rpm) with a GS pack could reach 113.6 mph and cover a quarter mile in 17.2 seconds, a big improvement over the Mk.II.

The new model TC did not however immediately capture the heart of the buying public, with sales falling away to 12,000 after the previous models high of over 17,000 units.

One of these would not disgrace itself in the Under 2lt NC class. (In fact the redoubtable Norris Miles, ex Kiwi flogger of sports cars in the UK has the very car shown here and is currently building it for Grp N racing. Ed). Its 2-litre Pinto engine has been tuned over the years by many a guru extracting more than 200 BHP, and it features a Borg Warner single rail gearbox, 9.5" discs and 9" drums on the rear.

The 2000XL weighs about

1020kg, like me, a bit on the fat side but it could also be put on a diet if you have the willpower.

Now I know what you're saying, no not completely, but I am desperate to see and hear about more affordable Historic Touring Cars.

These Cortinas regularly appear on EBAY and \$1-2K would get a car in pretty good shape. Of course you would be one of the pioneers in building such a beast but isn't that part of the fun?



## THE BEAN COUNTER'S REPORT

Greetings all. Here is an update on our financial position. Our last update was in the October magazine and in the 6 months since then we can report as follows:

Funds in the bank:	31/3/08	30/9/07	30/6/07
Cheque A/c	\$8,205.38	\$3,605.52	\$4,567.64
ANZ V2 A/c	\$5,475.74	\$12,635.68	\$12,466.54
ANZ Term Deposit	\$17,022.53	\$8,750.52	\$8,750.52
ESANDA Debenture	\$1,123.45	\$1,123.45	\$1,123.45
Total Funds	\$31,827.10	\$26,115.17	\$26,908.15

During the last 6 months the main items of income have been subscriptions, \$14,344, the surplus on the annual dinner, \$1,290 and interest income \$682. It is very pleasing to see subscriptions are up about 25 compared to the same time last year. Many thanks to Jervis for handling that task. Strong membership is obviously vital to the continued success of any club. We have also invoiced our magazine advertisers recently and they have paid us promptly. This has derived \$1,600 and we thank them for their support. During the last 6 months the main items of expenditure have been printing and postage of the magazine, at an average of \$690 each; our annual trophies, \$3,189 and our AHTCA affiliation of \$1,780, being \$10 per

member. We have also paid for advertisements and sponsored races at Sandown Historic and the Phillip Island Classic. At the April committee meeting, detailed financial statements were tabled with prior year comparatives. This allows the committee to measure how we are travelling. When discussing financial statements, there are a couple of approaches one can use. This can be true of any topic that is discussed. As Kevin 07 said recently "Therefore, these two approaches are complementary, and this could be developed further in the direction of some form of conceptual synthesis". Thanks, Kevin that clarifies it well. Yeah, sure. See you at the next clubnight.

David Floyd

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## HOW RELEVANT IS THE AHTCA IN 2008?

*Our intrepid delegate interprets the thoughts of Chairman Cracknell...*

Without wishing to put words in Bob Cracknell's mouth; this is my interpretation of our email correspondence:

Bob is concerned that the AHTCA, as the 'single voice' of Group N, be truly representative of National Group N interests. The Commission felt that 'the honeymoon was over' when the AHTCA became, in effect, a promoter rather than a member representative body. The fact that the Biante series was begun and run initially by the AHTCA has been damaging to relations between it and the Commission. The fact that one of the two people considered responsible for this is still a (very vocal) delegate is, I feel, continuing that damage. PARTICULARLY when that delegate has only recently attempted to do what amounts to the exact same thing over again!

Bob is supportive, otherwise, of having a National Body to deal with, however he feels that eligibility issues are more effectively and efficiently handled through the HTCEC, which reports back to clubs via their Eligibility Officers. The EOs are then the people in each club that would

a) report issues/changes to members and club committees, and  
b) vote on changes to – between them – decide whether proposals are approved. Having all proposals channeled also through the AHTCA would then be something of a needless duplication. The AHTCA would only be involved in a reactionary way when members feel that they have not had a fair say. (However the Victorian delegate didn't get too far when he suggested that the Victorian membership seemed to not be the least bit supportive of the recent Panhard rod proposal...)

Bob was kind enough not to scoff at the suggestion of a 14-day turnaround for involvement in eligibility issues, but did suggest that the idea was 'bold'. He did encourage 'giving it a try', but my feeling is he didn't give it much hope.

I suspect he's right. The AHTCA delegates (again, my feeling only) are not sure that they're contributing greatly, and don't manage to get anything done in a hurry. Within two weeks of the AGM held at PI Historics, we had planned to a) have made headway into finding a Chairman to replace Phil Morris, and b) have a letter of request/ statement of position to send to the HC drafted; neither of which has happened. I can't be too critical, though – as the Secretary (me) hasn't even got the minutes done yet, five weeks later...

Bob seems to be (cautiously?) supportive of the AHTCA having a vote at the HTCEC (rather than the HC itself, fair enough), which at this juncture could be it's only saving grace. I think that this 'seat' would be the ideal spot to utilize an independent AHTCA Chairman, who could represent the views as reported by State delegates on eligibility issues at least.

On balance, at the present I'm still not convinced that involvement in the AHTCA is worthwhile, let alone vital – however there appears to be a glimmer of hope.

Mat Jager

## Winton & ~~Wimber~~ are almost HERE!

### Are you ready for them ???

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## KUMHO TYRES



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VINTAGE ID



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

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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### Is it Weber or Webber?

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

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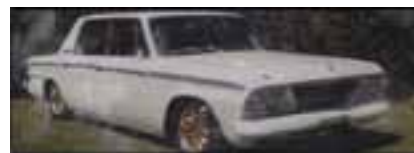



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Here's one for you then: the Traffic Chopper. This is topical for me, because it turns out that I am currently sponsoring one. Oh, I know what you're thinking; don't you mean that your employer is supporting one, Mat? Well, if you saw what they are (or rather, aren't) paying me, then you'd see that no – I'M coughing up for it. Anyway, apart from (apparently) making Jimmy Barnes nervous enough to dive into the nearest Absolut bottle, what do these blessed things actually do? What am I getting for my hard-earned sponsorship dollar?

Let's just take a brief look at what you can expect from Channel News and Weather's "Eye in the Sky", shall we? At about quarter to six in the evening, we are treated to (supposedly) live aerial vision of some poor young TV hopeful, coming on to give us a brave smile to let us know just how hard she has to work in overcoming her airsickness issues. Still with a wan grin plastered on her too-pale visage, there will next follow approximately four and a half hours

of sponsortalkese. Then, and only then, can we spare a nanosecond or two in order to give the viewers the lowdown on the 'traffic situation'. And by that, of course, we mean that we'll be shown the situation within a 500-metre radius of the station's helipad at the south end of Moorabbin airport.

The first and – to me - most obvious point is that by this time of night, one generally expects to be at home. And really, if you're seeing it on the tube, you wouldn't expect to still be in, or about to be in, the car, would you? Which means to say, that when you prop on your Chesterfield of an evening to laugh at the 'little people' still struggling their way vainly out of town – as I do – what you are doing amounts to what I believe those well-known empaths (The Germans) call 'schadenfreude'. And of course we all know that morose delectation is a sin, because the Pope told us so. Driving a tank for the Nazis, however, the jury's apparently still out on.

So why even bother watching, then? There are several plausible explanations here, of course. Firstly, you could perhaps be watching all of this unfold on the big screen down at the pub, where you've been since knocking off work two hours ago; which means to say, you probably shouldn't be driving tonight. Or you could still be actually driving, which would mean that - O.K., I'm just gonna go out on a limb and assume you're not a drug dealer from King's Park who's REALLY 'blinged-up' their 2004 Commodore - you probably don't have a T.V. in your car. And if you were one, and you did have one; well, you probably shouldn't be (watching and) driving. Unless you had a desire to be ON the news, rather than just see it. In an

extreme example (just weaving a bit here) you could be planning a prison break, and looking to see what the best route out of town would be. But then again, if you are that hyped up that you are thinking of making your getaway during PEAK HOUR, then your judgement my friend is beyond impaired and – you guessed it – you probably shouldn't be driving tonight. Bust out when all of the nuffies are off the road, dude. It'll save you SO MUCH stress. Trust me.

But that's just the start. The main problems with these things are all related, and begin with the fact that the networks are lying to us more than even NASA ever did. You read me correctly – the moon landings were a crock and we all know it, there I've said it. I mean really, of the two rumoured locations (Arizona desert vs. The Moon) which do YOU think is more likely to have a crisp, blustery 30-knot breeze of the type that might make, oh I don't know, YOUR FLAG flutter about? Harrumph. By which I mean Eh? EEEHHHH??

However, I digress (pause for shocked intake of breath). How many of you just did that? Sorry. What I was getting at (^) was that the footage we see from these choppers is shot, like, once a year. This probably has something to do with the exorbitant operating costs of the aircraft themselves, and even more to do with the rising cost of cleaning ambitious-weather-girl-barf off of your aerial upholstery and out of sensitive flight instruments; which also implies the attendant risk of the pilot getting a dose of the Sympathetic Hurls and driving the whole mess into Rialto. (YOU try to concentrate on something important the next time your kidneys are trying to simultaneously climb out of both your nose and your



bum.) Another part of the financial cost would therefore be insurance, because choppers are inherently dangerous things. Did you know, for instance, that a helicopter does not fly by producing lift as is the case with a conventional aeroplane, but is simply SO UGLY that the Earth repels it? It's actually harder to make them GO DOWN... err, lost my train of thought.

So what you see flashed on your screens nightly is quite likely to be the same scene viewed by everyone for the last footy season or so. How can they possibly get away with this, you may ask. Well, it's quite simple, really, and you have to give the network folks credit for sneakiness and forward planning. You see, it's a bit of a bankable fact that the traffic is going to be woeful. That's right – it was crap yesterday, it's crap today, and I hereby predict that tomorrow's traffic shall be crapola in the first degree. It's people that I blame for this. (Not US, you understand; just PEOPLE). Because we can guarantee that people will, after all, continue to be schtooopid.

Accordingly the telly people just continually show you the same jaw-clenching scene day after day, and you don't notice because, well, you don't really expect to see anything different, do you? The same clapped-out ZL Fairlane always seems to be blocking the right-hand outbound lane on the West Gate Bridge. The same scenes then follow of every other outbound rubberneck in creation – as well as the inbound ones of course - stopping (not just slowing, oh no) to have a good long gander. Because if you don't stop, you can't possibly hope to collect enough detail to keep Auntie Beryl interested on the phone later. And then, if there's any kind of tow truck or emergency service

vehicle, hilarious pandemonium will ensue!

Because, as we all know Sir Isaac Newton didn't just invent gravity; he also generated the First Law of Traffic, which being; FL+SJY=TJAP. When we break this down, we see that FL = Flashing Lights, SL = Slack-Jawed Yokel, and TJAP is a Traffic Jam of Atlantean\* Proportions. (\*Atlantean, i.e. Quite Large and Solid; spot of Milton there for those of you who like a quote. You know who you are.)

What to do about this, then? My first thought – and I considered it to be quite a good one – is to simply stop going to work. This works on SO MANY levels, for me anyway. It removes two of the main stressors that cause one to wish Bad Things upon one's planetary co-habitors, and seeing as this attitude is generally seen as being just a little bit anti-social, it could be argued that it's a worthwhile solution. Needless to say, The Boss was somewhat LESS THAN supportive of this idea.

With that idea shot down (pun intended), I had to look to more tangential ways around the issue. And that's when I started to think; Traffic...CHOPPER. What if we were to arm the things, and send them out roaming the highways and byways, blasting the bejeesus out of any of the previously mentioned SJYs it may come across? Give them The Chop, as it were. Of course, this could create more issues than it would solve, but I can't imagine there'd be a shortage of volunteers.

The other option – admittedly quite radical - would be to actually HELP the motorist to genuinely avoid the traffic. This could be achieved perhaps by some sort of sling arrangement. Picture this: you're

sitting in the stoppage quietly (or like me, LOUDLY) fuming, when out of nowhere the Friendly Neighbourhood Traffic Helicopter picks your car up and deposits you neatly on the other side in the clear bit of road, to merrily continue on your way. Cheerful wave, smiles all around, warm fuzzy feelings abound. Impractical? Probably; but if the networks want viewer loyalty, well...

Or, they could just pick me up at home in the morning and shuttle me to and from work as required. The advantages there are twofold – I'd certainly be a lot less stressed due to not having to deal with PEOPLE, and of course there would be one less car on the road. Personally I like this idea, and seeing as I'm paying for it (as discussed) anyway, it would seem like the best solution all round.

Then, if we take this to it's natural conclusion, the sky will be jam-packed with helicopters, it'll take three hours to fly the 15 kays to work every day... and at a quarter to six every evening, there'll be some carsick-suffering weather chick in a Hyundai pointing a camera in the air, telling us that, "Traffic is flowing nicely above 15,000 feet, but everything below that is awful because there's a Jetranger broken down in the fast lane. It's pulled over to the side of the sky, but eeeeeverybody is stopping to take a look".

Perhaps I could just sponsor the Hyundai, then...

Mat Jager

(Can't make this hole disappear without making Mat's face bigger and it's scary now! - Ed)

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