

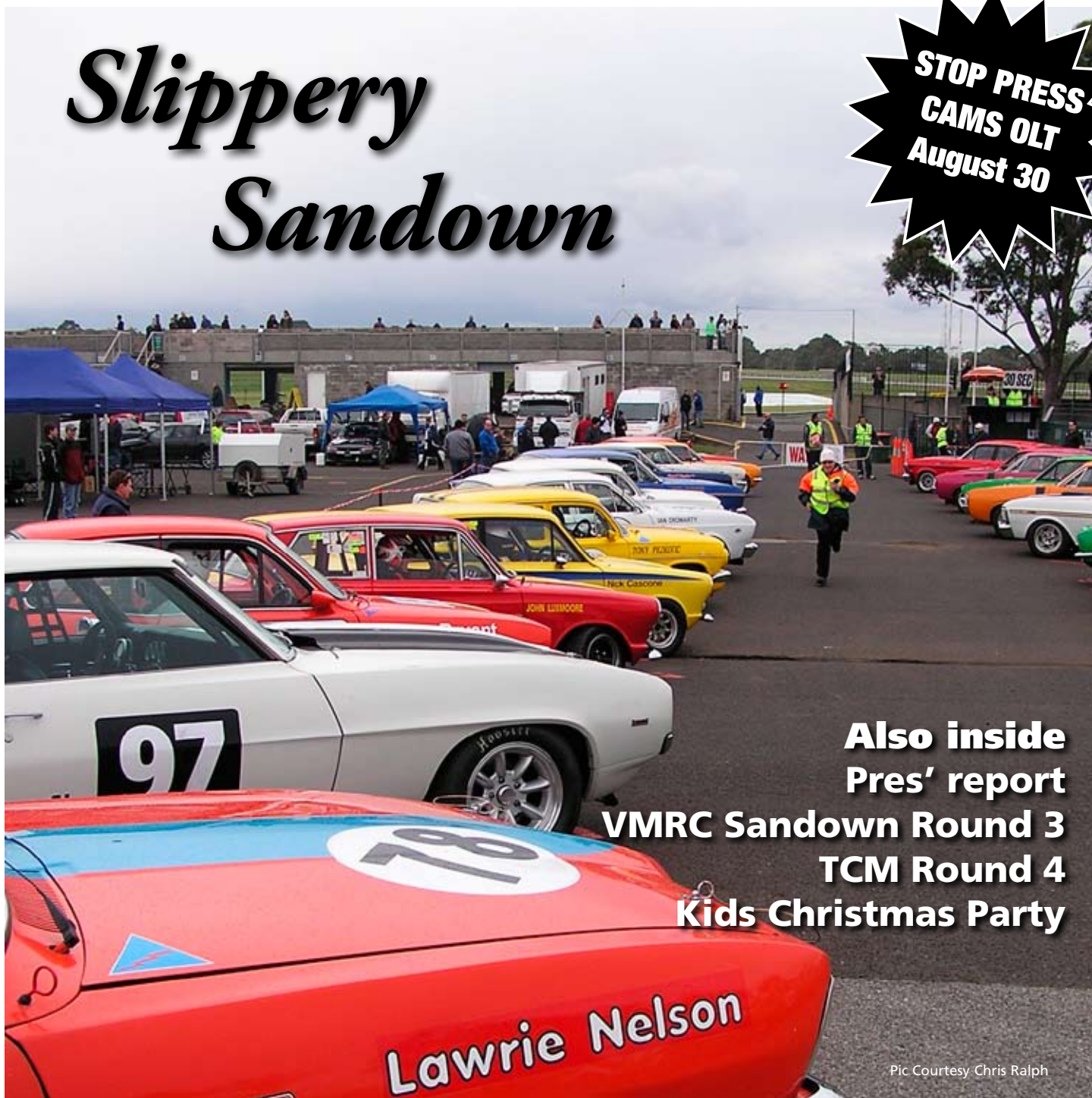
# HISTORIC TOURING TORQUE

August 2008

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

## *Slippery Sandown*

**STOP PRESS  
CAMS OLT  
August 30**



**Also inside**  
Pres' report  
VMRC Sandown Round 3  
TCM Round 4  
Kids Christmas Party

Pic Courtesy Chris Ralph

**Historic Touring Car**  
Association of Victoria

**Next General Meeting**  
8pm Wednesday August 27 2008  
Bells Hotel, Moray Street South Melbourne  
Guest Speaker - The mouth of Group N

# Torquing Heads 2008/2009

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# Torque Steer



## **Phew! – what a busy time behind the scenes at the HTCAV.**

The new committee has been busy recently, full of enthusiasm and great ideas to move the Club forward. Michael Hibbert has been a breath of fresh air and his idea of a kid's Christmas party has really grown legs in the last few weeks. There has been great response from the members and there will be plenty of kids and families in attendance on Sunday 30th November to enjoy some good old fashioned fun in the park. Bring your family along to come and support this new Club initiative. Call Michael on 0418 354 364 to register your interest and give the number of children we are to cater for. Train rides, lollies and ice creams will be provided for all children attending.

Mat Jager and the AHTCA have been busy also in procuring a quick response to our tyre question that was posed to the other states. (Do we want the Dunlop D93J re-added to the tyre list?) So far we have received unanimous positive response from all states except NSW. Discussions are still underway in NSW but early indications are that a small majority are not in favour of our suggestion. Taking into consideration there is still a majority country-wide for our suggestion, we are moving forward on that basis. We should have more for you by the time the general meeting comes around. The interesting thing here is that Mat and the AHTCA have procured an answer country-wide in less than a fourteen day period! This in itself is a win for our category and proof that the national body is up and about – well done guys!

CAMS has notified the Club of an upcoming O.L.T. (observed license test) being held on 30th August at Phillip Island Grand Prix circuit for those wishing to gain their competition licence. This may be the last opportunity for the year to do so, so act now if you're interested. Contact CAMS direct for further information.

Congratulations to Steve Watt (son of Ian) who procured his competition licence at Sandown recently. Hopefully this means another new EH (the reborn ex Lindsay Cripps car) is about to

join the ranks – great stuff. This just proves my point that this Club has a strong family theme about it eh. Leading on from this it makes me wonder how many other family members there are out there who really want to have a go – well guess what, here's your chance – read on...

George Opoczynski (ex N.Z. and all round nice guy) has put plenty of effort into getting the new Volvo series up and running (as part of the HTCAV Speed Championships) and it looks set for a start as early as next year. Elsewhere in this mag there are details but basically you will be able to put a driver into a series 1 Volvo track-ready car for around five grand – yes, that's right \$5,000!! These cars will be low-spec, fairly standard cars that are perfect for track use and getting used to motor sport for the first time. Then if, you, your spouse or your son or daughter feel they wish to progress up to Group N then these cars are eligible and easily converted for that purpose. In the future this new group could possibly act as a feeder category for Group N in the years to come – what a fantastic opportunity for our members. For those who wonder what sort of track cars these Volvos will make then the best description is that they will be sure footed, stable and solid cars that will provide a safe learning experience for new competitors. These cars will be eligible for sprints and super sprints and of course be eligible for our own Club Speed Championship. Enquiries can be made directly to George on 0411 899 255.

Sandown has been run and won in exciting circumstances to say the least. What would our racing be if not for controversy eh? Congratulations to our group as a whole for red hot racing all weekend and a clean spreadsheet to boot – great stuff! No red flags or safety cars in our races makes for happy promoters and officials all round. I even remembered which way round we go – phew!

## **Historic Sandown**

This iconic event looms near and if you plan to be there you need to put your entry in now! The entries have come in at record pace as this event seems to have grown in stature from previous years. This year the theme is 60 Years Of Holden and there is a special gold pass ticket promotion that has the Group N cars participating in passenger parade laps for some lucky ticket holders in this promotion. If you have a Group N car that is capable of carrying a passenger safely (additional seat belt or harness and front seat capable of carrying a human – hmmm!) and are willing to participate in the parade laps then please contact either myself on 0417 012 526 or Eddie Dobbs on 0408 322 520 and no it doesn't have to be a Holden either to help out!

The upcoming Winton round appears to have only nine or ten Historic Touring Cars entered for this 'first time' round for us. It will be interesting to hear the feedback from the guys who are running and of course the benefit to them will be the points haul available to them – good luck guys! If you are running at Winton be sure to make yourself known to Garry Edwards in the quick red Torana who will also be acting as our Driver Liaison officer for this round. Great to see yet another Club member put their hand up to help out – thank you.

Thank you to the many members who made the effort last month to see our new format Club meeting (quite a big turnout!) and according to most reports it appears a winner – a change is as good as a holiday, eh. It was personally pleasing to see many faces in the crowd that we haven't seen so much of lately. I have however had complaints about the chit chat going on up the back from time to time, I couldn't hear it up the front but those sitting nearby do and so I ask everyone to be respectful of who ever is talking – thanks guys.

## **Guest Speaker This Club Meeting!**

I urge you all to come and listen this month to our Guest Speaker - one of our own members who has given so much to this Club over the years. This guy has had the pleasure of seeing all our action from the best seat in the house at all venues we race at. He will share with us the highs, lows and the funny stuff that has occurred over recent years – should be an interesting insight into our sport. Who is it you ask, no other than the best commentator in the business, member and former vice president of the HTCAV, Darren Knight. In the coming months we have a few guest speakers lined up which should provide some good entertainment at our monthly meetings in future.

## **Don't Forget Our Grand Finale!**

Don't forget to book your places at this year's Presentation/Christmas party night on Saturday 6th December at the same venue as last year. This function seems to grow in stature each year and this year looms as a huge event also with many new faces and an emphasis on history in Group N. Over the next few months we will be telling the story on what the awards mean, who decides them and a list of past recipients. If you're interested in Group N then this will be an event not to miss. Tickets are \$50 each and tables of ten can be booked in advance but be sure to get in early if you want all your crew and friends on the same table.

Look forward to seeing plenty of you on Wednesday 27th August at Bells,

Yours in racing,

*Deano*

# Editoro



Another fun issue this month folks, with race reports from Sandown in July and the Biante TCM round at Winton. I've been asked why

we continue to report on Biante rounds and even go to the extent of putting their cars on the cover sometimes, given that we are no longer them, nor they us. Well, when their races have been the only action in the previous month we like to keep the mag looking fresh by putting them in, they are after all still classic touring cars, but not that historic anymore. (Bit like when Daddy's left home - he's still sort of part of the family and he might come back someday when the blonde's bored with him and chucks him out on his arse...) And of course, many of our HTCAV members are Biante competitors.

So thanks again to Darren Knight for his Biante report, you'll find an article on his untimely demise from commentary and also see elsewhere that he's our Guest Speaker at the next meeting. Come and get all the goss!

Looks like the AHTCA (Australian Historic Touring Car Association of Australia if you're allergic to acronyms) is proving to be quite useful again after all these years, thanks to Mat Jaeger, who, his unrelentingly amusing column notwithstanding, is also proving to be Quite Useful. See, it takes a smart man to pretend to be a nong...

The AHTCA was started because NSW and Vic couldn't agree which way was up and CAMS was sickering of the bickering and said we should get a United Front; the AHTCA was born and then morphed into a political tool as those who eventually pushed the Biante series out of the fifth category had it as a banner for their needs. It then withered for a while, suffering from a lack of relevance and as a result the various delegates sort of forgot about replying to any issues, a state of affairs which used to drive poor Justin Brown bonkers, but now it appears she's up and running again, which can only be a Good Thing.

One of the issues it has come together on has been the business of the D93J Dunlop being dumped off the tyre list, a situation that caused a small kerfuffle for competitors at the recent damp Sandown. But have faith, dear reader, that lads'll soon have it sorted, eh.

Good to see a lad cracking hardy with his old Dah and whupping him on the race track. Young Brent Trengrove in the EH gave The Old Bill in the Mustang a seeing to on a slippery track - you can imagine the mixed emotions in Dad's helmet - "yeah, I'm sort of proud of him...but if the little bastard expects dinner tonight he can get take-away..."

At the other end of the age scale (WAY up the other end) Fast Johnny Luxmoore is determined not to let people forget who he is and has blasted his name across the back of his new red race suit. One the other hand, perhaps that's so if HE forgets who he is, he can always ask people to read it and let him know... The guy in the photo with him is Rex Colliver, a man well-known in small Ford and Twin Cam race history as a punter of many successful machines over the years - but Rex is in the corner of Nick Cascone who has done a truly excellent preparation job of his Cortina and drives it very well.

Enjoy the magazine, and please send me stuff so I can exercise an editor's right and turn it down...aaah, what satisfaction.

*RalphE*



Lest he forgets



Kid whups dad!

Pics Courtesy Chris Ralph

## The HTCAV look-alike competition



OK, so they're not exactly 'separated at birth' but there's the next three faces that you have to match with a HTCAV member to win \$20 off your meal at the next Club meeting - get in quick and it could be next week. Last month John Brash correctly identified Tom Cruise as Drew Marget, Trevor Marmalade as himself and the Henry Bolte mug as Les Walmsley. This month, have a crack at Bert the Plumber off the ABC TV show 'Doc Martin', former cricketer and Fujitsu air-con spruiker Mark Taylor and Force India F1 boss Vijay Mallya. Come on, have a go, ya mugs.



# Knigh**t** Knobbed!

## Biante bones gob boy

Darren Knight, the doyen of Australian Historic Touring Car race commentators has been unceremoniously dumped from his national trackside commentary role in the Biante Touring Car Masters series. His replacement is Wade Aunger, the V8 Utes and SBS Speedweek commentator, who took over the role at the recent Winton round.

Anyone who has heard Darren commentate would not doubt his ability at the microphone, nor would they doubt his knowledge of the Historic and Biante series, the cars, personalities, drivers and issues thereof.

So why the change? As always, it's about money. Wade comes with industry clout and sponsorship by Rare Spares to cover airfares and accommodation, relieving the Biante series of this cost. There, dear reader, lies the difference between the Biante heroes and us miserable amateurs who do it out

of our own pockets and within a historic framework. The TCM Series has become a business and therefore must become businesslike.

Their commercial or administrative right to appoint whomever they like to call their races is unquestioned. But their manner of Dumping Our Dazzler lacked decorum, one might say. To ring Winton to properly prepare a week before the event, only to be told that you weren't doing it mate, some other bloke is, was a tough way to find out your fate after five years of service. Darren fronted anyway to file his race report for Auto Action, Australian Muscle Car and Australian Classic Car magazines, as well as this piddling journal.

Big outfits tend to do that to their people - look how DJR found out from Ford that their funding was cut - from a journo. Perhaps that's what the TCM figures on becoming so they're throwing their manners away first off to look like a professional outfit from the start... a letter

or a face-to-face might have shown more style. As my old Form Master used to say "manners maketh the man".

Darren started mouthing at the mike in the mid 90s, having watched Don The Dad in a GT Cortina he was across it all, especially as he was assisting Ian Jones, the then Editor of this mag, taking over the Editor's role after Jonesy's tragic demise. Instantly co-opted on to the HTCAV Committee he remained there until 2005, putting in great service as Vice President as well as churning out the magazine, which is full testament to his dedication to the Club.

'Twas in fact your current Editor who was asked by commentators wandering through the pits at Historic Sandown whether anybody could help out with a few facts, and Darren, walking by at the time, was grabbed, introduced, and on his way to stardom.

After that Darren started to chat at State and Historic rounds in Victoria and when I was asked to coordinate the second appearance of Historic Touring Cars at the AGP at Albert Park in 2002, he was the choice, having gone to Gob School to get that sharp-delivery-where-you-here-every-word down pat. He also did Group N at the V8 round at Winton that year and after a chance encounter one night at a B&B near Bathurst in 2002 with the late Trevor Young started the Biante series in 2003, Darren was chosen as Series Commentator, as well as the AGP in 2004.

For five years he travelled with the Biante circus, punishing bars across the continent, in what was one hell of a good gig. Over those years the Biante heroes were increasingly straining against the strictures of the fifth category and in 2007 they burst out on their own, non-historic and with new ownership. Darren continued with commentary, race reports and press releases until July this year.

He'll still commentate our State and Historic meetings and continue the freelance race reporting. His standing will not be diminished by this commercial decision - he's very bloody good at what he does. In the meantime, let's hope a small serve from a midget mag might help the Biante administration gets its act and its protocol together... *Ralphie*



Pic Courtesy Chris Ralph

# Slippery Sandown

## A tale of tyres at the July State round

Twenty four cars set out for qualifying at Sandown for Round Three of the Victorian State Circuit Racing Championships on July 26. The 25th listed entrant, Graham Slater, had blown the Torana's head gasket in the earlier practice and the 26th, Darren Collins, had found that the Camaro distributor didn't. However, both would take part in Race 1 that afternoon.

'Twas Fearless Robbie Burns who muscled the Charger to pole in 1.23.65, Genial Michael Miceli in the big Falcon a frag behind in 1.23.68, Mild Mike Bugelly third in 1.24.1, Bold Billy Trengrove fourth in 1.24.4 and Jumpin' Jervis Ward fifth in 1.24.9. Gary Edwards inserted his red Torana at 1.25.3 to split a 289 Mustang trio in front of Geoff Taylor at 1.25.4 and the man who would be king, Michael Hibbert in the Charger on 1.27.

From these would the action come in the races, behind them were good performances from Paul Dobson and newcomer Ian Cromarty in their 302 Falcons, Nick Cascone continuing to impress in his natty blue and yellow Cortina to be the fastest four cylinder and David Moran in the fourth 289 Mustang continuing to be incrementally more competitive.



Pic Courtesy Clark Media Services

Alas, that was the end of the dry track for the weekend, with rain falling lightly as the cars sat on the dummy grid for Race 1, which would prove to be an interesting affair. The entertainment started as Mike Bugelly did a double 360 on the warm up lap exiting turn 1, the greasy track and the Detroit locker doing their best to unhorse the Mustang rider. The next act was Fearless Robbie, who, anxious to be away as ever, had somehow forgotten to wait for the red lights to go out before starting. He hared into the distance at the first sign of the red, spooking Miceli into tripping the light fantastic as well, slightly ahead of the game but enough to earn him a drive through after which he spat the dummy and came in to save tyres and car. Burns of course was also offered the black flag, which he took, and then powered on get

back to 8th and a fastest lap of 1.23.0, quicker than his pole time on a dry track – such is the measure of this redoubtable piloté.

Jervis Ward was handed a win after these shenanigans ahead of Darren Collins who had come from the back of the grid and may have actually scroffed the Parrot, apart from a fluff on the last lap. He had no idea that he was closing on the lead spot, thinking that Jervis was in third. Geoff Taylor bowled in third ahead of an impressive Paul Dobson and Michael Hibbert just a sniff behind in the Charger, with a ginger Mike Bugelly a few seconds astern. Gary Edwards had snapped an axle at the start, Angelo Taranto missed a gear and did something nasty, and Fast Johnny Luxmoore, who now has this epithet tattooed on his race suit, lifted a top off an ancient piston which had been put back in his new engine as there was up to a three month wait for new ones. Tony Pejko's EH, immaculate as ever, had been jumping out of gear in qualifying but had pooped a fuel pump in the race.

Next morning the HTC Race 2 was Race 1 on the card, at 9.15 on a wet Sunday morning. Oh joy. Despite various warnings to the contrary about Dunlop D93Js having been outlawed from a very contrary ruling, four competitors showed up on the dummy grid thus equipped, being made aware by David Twigg that they were running a tyre that was Not On



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The List. But once you're on the grid, hey, let's do it, huh. And do it they did. This time it was Geoff Taylor who looped a Mustang on the warm up lap and decided that enough was enough right at that point – no grip-ee, no race-ee: his car was bound for the trailer for the day. Front row punter Darren Collins was missing, his dad/sponsor/patron Jim deciding

Robbie Burns, try as he might, could not see a naffing thing, steering up the straight by dint of keeping the horse track barrier a constant distance to the left. Fearless Foggie Robbie saw so little that on retirement he couldn't find this way through the pits to where he was parked. Mike Bugelly followed the same path as Messrs Taylor and Collins, preferring the

visage looming in his window on the dummy grid thought he'd better pull in unless the Wraths were visited upon him.

Hero of Race 2 was undoubtedly, save for the drive of Gary Edwards, that of Brett Trengrove in the EH, driving on not especially wet-favourable tyres. He managed to creep from 12th to 6th in the rankings, comfortable outdoing his dear old dad in 8th and with Paul Dobson in the Falcon between son and father, making it a Geelong trifecta. Ian Cromarty in the other 302 and David Moran in the 289 Mustang slithered over the line just metres apart, while at the tail of the field Graham Slater, miffed and muttering in his helmet about tyres, followed the Imp of Michael Stupka home.

The muttering continued mightily among several people after the race but the fact remained that fronting on tyres that had specifically been removed from the list was a no-no, however daft that ruling may have seemed.

As a result there were a few absentees in Race 3 due to the perceived lack of suitable rubber. The Taylor and Bugelly Mustangs were on trailers, as was the Nelson/Dobbs Torana. N. Boy Miceli put his other tyres on, and brisk business was



Pic Courtesy Chris Ralph

that discretion was by far the better part of valour, as the Camaro had only Hoosiers and didn't want the Beautiful But Budget race car hanging off the fence. On pole, Jerv had little grip at the start and eventual winner Michael Hibbert powered past out of fifth, the Charger wearing Dunlop D83Js and getting good traction. But talking of traction, Naughty Boys Miceli in the Falcon and Lawrie Nelson in the Torana had their D93J's on and had bags of the stuff, with a stirring from the back-of-the-grid in Miceli's case. They filled second and third spots at the flag, ahead of the partially gripping Ward Mustang and the Torana of Gary Edwards, just a fraction behind, who had also worked his way up from the back of the grid on Kumho Ecstas, much to the ecstas-y of Russell Pilven who has been promoting these wondrous hoops.

guarantee of straight panels over potential short-lived glory, pitted after a couple of laps. Brett Smith in the Torana had a thermostat jam shut and Angelo Taranto, not wanting to be known as a Naughty Boy on D93Js and spooked by the Twigg



Pic Courtesy Clark Media Services



# Slippery Sandown (cont...)



Pic Courtesy Clark Media Services

done with tyre sellers. George Opoczinski (Opper-Chin-Skee, remember?) having looked out a rainy window in the early morn fell prey to the charms of wife, coffee and the Sunday Age, turned up to run the Volvo in the afternoon. Darren Collins thought he'd have a bit of crack and pull in after a few laps if it was dire, which it wasn't, the Camaro's six hundred horses clattering away on their Hoosier hooves into mid field while the rest of the field wore trainers.

In what became essentially a tyre race, Miceli got a good start from the front row while Hibbert spun wheels to the extent that Ward initially passed him but corners 2-4 were the wettest on the track and on to the back straight for the first time it was the heliotrope Hibbert Charger on D83J Dunlops that streaked up the hill followed by Miceli on his 032 Advans and Jervis on the 048 Yoko's. Miceli had the pit straight crowd oohing and aahing as he assumed some interesting angles with the big Falcon on the pit straight entry but for sheer manic bravado nobody was more frightening than the now fog-free Fearless Robbie who had the Charger snaking down the straight, revs whipping as the rear Advans caught and lost traction, the front Bridgestones (as a genetic Scot he had replaced but one tyre) obviously doing an OK job on turn in, to keep him on the grey bit.

But the man on the move was Gary Edwards in the red Torana, shod with Kumho Ecstas. He picked off the battling Mustangs of Ward and Trengrove then set about the Miceli GT HO, downing him after only 3 laps. The sights were then set

on the Hibbert Charger and he almost did it, being baulked as they lapped the Wittick Falcon over the top on the last lap and just failing to nab him on the line. However the fastest lap fell to the Edwards/Torana/Kumho kombo, to the delight of Mr Pilven who chortled in his joy. Behind Edwards the lonely but magnificent GT HO of Miceli thundered on, ahead of the Ward/Trengrove battle which was decided in favour of the latter, just ahead of a fast-finishing Fearless Robbie. Nick Cascone continued on his merry way to settle the four-cylinder debate, while President Bryant and his 1300 Escort lived up to their reputation as very fine wet weather combo. Trouble had struck Brent Trengrove's EH and he retired halfway through while in 6th. And there would have been more than muttering inside the cabin of the immaculate green No 47 Torana as Slay 'Em Grater rotated himself severally, just by changing gears...

Amazingly, no panels were dented over these dry/damp/wet events. The races were interesting as were the behind

the scenes eligibility issues – chances are we haven't heard the last of the "tyres that work in the wet" tyre issue yet. In a nutshell, it all comes down to how the tyres were described. The rules forbid wet tyres or wet compound tyres. The Dunlop D93J is a soft compound tarmac rally (ie, roadgoing) tyre that is good in the wet. Understandably, Russell Stuckey advertised them as a "wet" tyre, little thinking that this general description (as in "better put on the wets, lads") would come back to haunt him as the mavens in the HTC seized upon it with glee, declaring it to be a wet and thus illegal, when it is in fact a road-going radial. If Russell cries *mea culpa* to the HTC regarding the initial description then that may help their return. That they are no longer produced in a 60 profile in 15" doesn't help, neither does the fact that the Group S and N tyre list is inexplicably bonded and the larger numbers of Group N competitors are thus curbed in what they can use because the tyre concerned might not fit all sports cars... The good news is that in their absence the Kumho Ecsta seems to be OK for smaller size rims cars while the Dunlop D83J work for a 15" size, so all is not lost. However, it still seems odd that a tyre that we have been using for almost a decade is taken off the list – for all the wrong reasons. This article was written immediately after Sandown – watch this space for further development.

And many thanks to Peter Clark of Clark Media Services for the race photos. For your shot call Peter on 0421588823 or email [clarkmedia1@bigpond.com](mailto:clarkmedia1@bigpond.com)



Pic Courtesy Clark Media Services

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# Hurry for Historic Sandown!!

## This year, Holdens are hot

Sandown Historic is looming again and it's vital that Group N competitors enter early. Without a good indication of who's coming our group could be disadvantaged when it comes to the races we are allotted. Our entries so far have been good but one sports car category has doubled our returns to date. So if you see multiple sports car races and naff all for us, you only have yourselves to blame – enter NOW!

### Are you a golden Holden hero?

And as part of the 60 years of Holden, there'll be a special focus on the early days of Holden and drivers from those

early Holden days will be applauded. To this end, if you know anyone from this era, please let Eddie Dobbs know as there is a free ticket for them. (Not you Luxy, you'll pay like the rest of us...but Ken Zinner's been waiting all his life for a free Sandown ticket...)

This also includes our members who qualify, so bring photos or memorabilia and display it with your car or someone else's. Any cars still existing could be displayed on Red Hill, except for those actually competing. It's going to be a fantastic time to be proud of your old Holden, or your occasions behind the wheel.

### Join the parade!

As part of our Gold Ticket Promotion

the organisers would like Group N cars to take passengers in the parade laps. Volunteers are required, please tell Eddie Dobbs or Dean that you'd be pleased to help out.

Red Hill carpark, which was a Group N initiative, will be bigger than ever with complimentary tea and coffee available there.

### Join Regularity!

Note that sedans will be accepted in Regularity, as per last year, so get those old girls out of the shed, upgrade to club level licence and get on the track!

*Many thanks to Eddie Dobbs for his Sandown report. For all info call him on 0408 322 520*





# BIANTE Touring Car Masters

## Round Four Winton, August 2-4.

Gavin Bullas (Mustang) remains the Biante points leader after winning both races on Sunday and snaring a third in the opening race on Saturday. Together with his usual determination the recent change from Boss 302 to 351 Windsor power assisted the Victorian to see off spirited challenges from Brad Tilley (XY Falcon), John Bowe (in Tony Hunter's Camaro) and Jim Richards (Falcon Sprint). Reigning champ Steve Mason elected to miss this round but will surely be in amongst this speedy group when the Series moves to Eastern Creek for round five in September.

### Race One (12 laps)

Pole winner Bowe won the start but soon had Richards squeezing up the inside. Maserati GT3 racer Rod Wilson retired the Bullas owned XY Falcon



Pic Courtesy James Smith

with gearbox issues as some fierce dicing developed in the front bunch – Bullas, Bowe and Richards all leading at various stages in some of the best racing seen all year. Garry Treloar (Charger) retired with a bent pushrod as Bernie Stack (Forgie Porsche) harried Eddie Abelnica (Boss Mustang) who had spun after carving his way through from the back having missed qualifying. Tilley menaced Bowe within sight of the flag

expertly steered by Stephen Hoinville to a fine fifth outright. Alastair MacLean (Camaro) stripped third gear on the last lap to record a DNF along with Tilley. Fastest lap: Bullas 1:34.2773 (lap nine).

### Race Two (12 laps)

From the second row Bullas and Marget ambushed Bowe and Richards to make it a Mustang one-two into the esses for the first time. A smoking Abelnica retired after an oil cooler line let go as Marget fell to fourth. Greg East (HQ GTS) had a fantastic dice with Stack as Cameron Tilley's immaculate Pacer cried enough and Hoinville brought the crowd favourite Escort in with a dropped valve. Treloar went through on John Nelson (Porsche) with Ray Challis (Phil Morris Falcon) hot on his tail, as was Chris Stillwell (Mustang) on Trevor Talbot who was still coming to grips with the Biante spec dog box in the Torana. Bullas built a handy lead and went on to win as Richards and Bowe argued fiercely over second place,



Pic Courtesy James Smith



Pic Courtesy James Smith





Pic Courtesy James Smith



Pic Courtesy James Smith



Pic Courtesy James Smith

the Tasmanian just beating Richo by .15 of a second. Marget was fourth in front of a fast finishing Brad Tilley who started rear of grid. Fastest lap: Bullas 1:33.9488 (lap five).

### Race Three (12 laps)

Bullas, Bowe and Marget led the field away but it wasn't long before Brad Tilley began picking them off – utilising the old turn one to go under first Marget, then Richards then Bowe. The big XY made a spectacular sight

with it's front discs bright red in the late afternoon chill. MacLean duelled with Greg Waddington (HQ GTS) and later Graham Alexander (Monaro) while Challis hounded Stillwell in entertaining fashion. A busy Ian McAlister (Mustang) pressured Nelson and tried to keep out Rory O'Neill (Porsche) at the same time with Tony Edwards' unsorted Monaro right behind until a steering problem ended his race. Richards made a rare mistake after nipping a brake entering the esses,

running straight on to the grass but not dropping a place. Talbot retired with a broken Watts linkage as Abelnica struggled with brakes. Tilley had Bullas in his sights but could not reach the Mustang on the line, Bowe half a length astern in third in a great finish. Richards was right behind in fourth in front of the impressive East who also took out Division two honours for the weekend. Fastest lap: Richards 1:34.0927 (lap eight).

*Darren Knight*



Pic Courtesy Grease Monkey



# Christmas party & presentation evening

**Saturday 6 December 2008**

**“Upstairs” at Watsonia RSL**

6 Morwell Avenue Watsonia Victoria. Victoria’s No.1 award winning RSL  
**\$50 per head**

**Includes 3 course meal plus pre-dinner finger food!**

Drinks available at the bar prices. Dress neat casual

Limited places

*Great fun night with all your HTCAV mates!*



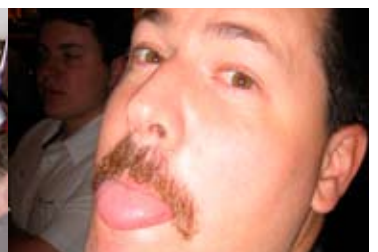
Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

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





# July General Minutes

30th JULY 2008

MEETING OPENED @ 8.15PM

ATTENDEES 44

APOLIGIES; Brian Deveson ,Bob Cracknell, Mick Stupka ,Ian Watt ,Mark Shatz ,David Twigg ,John Brash ,Mark Brewster, and many many more!

GUESTS; Clive Massell (South African spy), Callum Joyce, Mitchell Lambert (almost as big as the old man) Gavin Dowell.

Minutes of previous meeting in magazine.

The new committee took their places among the crowd and Big Dean conducted the meeting Jerry Springer style.

Welcome to all from the new big boy Dean Bryant.

From the treasurer; Subs and ad monies in

David is helping out with a sprint at Heathcote Raceway 20th August. Why not get some points in the speed championship.

David also reports that Historic Sandown entries coming in thick and fast (like my body) 970 entries sent out, with 106 back in the first three weeks, great effort.

Treasurers report moved Marty Lambert, seconded Michael Hobart.

PRESIDENTS REPORT; Speed championship, where are your results??? Can't have a championship with no competitors!

Club reg available to members, read elsewhere in the mag.

Congratulations to Ralph and Jesus for their work on the mag. Looks much slicker than before.

Once again the question was asked about the carma report, "WHAT THE FLIP IS THAT BOY SMOKIN?"

Cams have approached us to have talks about what they can do to help our club and make motor racing a more pleasurable experience. ANY IDEAS??

Rebecca from cams, whom looks after historic, was at Sandown, and will soon be racing a Saloon car, so she should gain a clear understanding of how competitors view things.

Cams are looking at relaxing the rules regarding clothing in pit lane, Mark Brewster should be allowed in again.

Muscle Car Masters entries are out and a few Victorians are making the trip.

Sandown state round was very good. Weather was crap on the Sunday; however all drivers performed very well in the atrocious conditions. No red flags, 1 yellow and only a couple of small incidents.

A small number of competitors ran illegal tyres and had their logbooks marked.

Some chose to conform whilst others chose to go home, I think the latter is a shame.

It's difficult enough to get cars to the track without them leaving early.

We wish our friend from Shepparton Tino Leo, a speedy recovery after open heart surgery. There was never any doubt that he had one, get well soon Tino.

VICE PRESIDENTS REPORT.

Nothing much to say, very busy with his new job as the sixth wiggle.

TOOT TOOT CHUGGA CHUGGA BIG BALD HEAD!!!

AHTCA REPORT; The idea of disc brakes on NB cars is still hanging about although it has no support from anywhere. Seems somebody's done it and now want's the regs changed to suit.

Spec sheets for many eligible cars on the AHTCA website, so check what you want to build before you start. Or of course speak to Twigg.

HISTORIC COMMISSION REPORT; if in fact that's what it's called now!

Nothing to report, Bob may be in Estonia spending lots of kroons.

Perhaps BOB IS THE STIG? , ever seen them together?

COMPETITION REPORT; Competition duties are now being shared by Russell the Muscle and Paul Cruse, they will be your category reps at race meetings and if not will nominate a stand in before the meeting. So if you are new to Historic Touring Car racing or are old and just can't remember what to do at a race meeting, search out Russ or Paul and they will steer you in the right direction. Unless you have an under 2lt car of course, then they will shaft you! Speaking of competition Russell commended all drivers at the Sandown State round for their very tidy driving , only a couple of small incidents that involved the entire field of EH's.

Next round at Winton 23/24 august. Not many entries at this stage so go and get some points. Entries for Muscle car masters close on the 17th august. If you are going please put on your entry form HTCAV as the entrant. Support your home state regardless of the mess it's in.

MEMBERSHIP: 153 COMP 6 LIFE 16 NON FIN 28 SOCIAL.

RALPH MAGAZINE; has a slick new look, a bit like Motorsport news.

June issue look-alikes were Al Grazby aka JOHN MANN , Reg from The Bill aka EDDIE DOBBS , Homer Simpson aka JERVIS.

The \$20 winner was Colin Doolan.

The others which I don't know what mag they

were in were won by

JOHN BRASH \$20 bucks for his efforts in guessing that TOM CRUISE IS DREW MARGET, TREVOR MARMALADE IS JOHN BRASH AND SIR HENRY BOLTE IS LES WARMSLEY.

Raffle winners, Pete Backhouse and Mat Jager (yes he NEEDS a free meal)

ELIGIBILITY; Twigg off sick so muffin.

GENERAL BUSINESS; Sorry I tuned out when the waffle turned to tyres.

I did listen however when the people in attendance were poled? (What the?) to see if the Dunlop D93J should be re added to the tyre list and it was a resounding yes.

There are some plans afoot to try and make this happen. NO PROMISES.

Competition numbers, Georgey O needs a number and can't see why we don't have 3 digits, nor can anyone else George, given that

we use electronic timing, anyway Russell the number guru will publish a list of numbers and their owners at the moment.

Whilst on numbers, check that yours are regulation size and type, in the cams manual or the CAMS website.

Graeme Slater had some copies of the AMC Mag, some good reading in it.

Historic Sandown are offering a package deal on marquees with your entry, so pay the VHRR, however you'll be pleased to know that Ted is still in charge of erections. (At his age.....who'd of thought?)

Races will be OVER / UNDER 3LT.

Marty Lambert has his Griswold wagon up for sale, a 12 seater I think, grouse old thing at about 15 fat chaps. Good tow car, this really would pull a sailor off ya sister!

Also for sale Wayne Purdon has an XY Rolling shell, has pedal box and cage I'm told, for 12 cabbages.

Michael Hibbert is working away at our first ever Kids Xmas party. Who want's to dress up as Santa????? At Eltham park with train rides lollies and heaps of fun.

Bring your kids , or some one else's and make it a success ,cause the little tackers miss out on a bit of fun when you're away racing.

Fun day at Calder could be on if we can get support from some other clubs, maybe 944's and HQ's could join us. Mick Hibbert getting costings to see if it's viable.

Once again an opportunity for the suffering families to get a ride in the car and a bit of family fun.

MEETING CLOSED @ 9.40PM

Signing out Coxy

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# Club Racing Championship Points!

Driver	State Rd 1	State Rd 2	PI Historics	State Rd 3	Historic Winton	State Rd 4	Club Champ
<b>NCA Over 5000cc</b>							
Matt Jager				27			27
Darren Collins			34			24	58
Michael Miceli				34		24	58
Leon Bell			27				27
Karl Wittick	31					27	58
<b>NCB 3500-5000cc</b>							
Robert Braune				26	34		60
Michael Bugelly		31	19			11	61
Paul Dobson	30	31		14		34	109
Glenn Miles	28						28
Steve Bye			21				21
Geoff Taylor	26		19			17	62
Michael Hibbert			39		31	40	110
Andrew Whiteside			25				25
Darren Pearce			46				46
John Mann			13				13
Bradley Westaway						26	26
James Frolley					9		9
Peter Burchill					26		26
Robert Burns					3	21	24
Ian Cromarty				21		16	37
<b>NCC 3001-3500cc</b>							
Scott Slater			46				46
Graham Slater				25		28	53
Leo Tobin	27	30			3	13	73
John Harrison			27				27
Doug Growcott			19				19
Gordon Cox				23			23
Angelo Taranto			19	35		3	57
Garry Edwards	34	37		38	36	28	173
Scotty Taylor			15				15
Brett Smith		17				24	41
Ray Challis			35		25		60
Stuart Brown					29		29
Laurie Nelson			23		27	30	80
Jon Pillekers			3				3
Steven Pillekers		3					3
<b>NCD 2001-3000cc</b>							
Ian Watt				25	27		52
Robert Hare			22				22
Ben Read			28				28
Brendon Hare					20		20
Stephen White			28				28
Mark Johnson			34		33		67
<b>NCE 1501-2000cc</b>							
Bill Cutler		4					4
Justin Brown			3				3
Peter Owen		3	3				6
Don Knight			27				27
Gary Edwards			31				31
Paul Cruse			37		30		67
Chris Ralph			3				3
George Opoczynski					22	22	
<b>NCF 1101-1500cc</b>							
Dean Bryant						31	31
Michael Holloway					27		27
Paul Girt					24		24

Driver	State Rd 1	State Rd 2	PI Historics	State Rd 3	Historic Winton	State Rd 4	Club Champ
<b>NBA Over 3000cc</b>							
Andrew Cannon			33				33
Bill Trengrove			22			24	46
Jervis Ward						33	33
David Moran			11	31	22	25	89
<b>NBB 2601-3000cc</b>							
Rodney Gelston			19				19
Richard Fairlam					21		21
John Bourke					33		33
Tony Pejkoic					26	21	47
Brent Trengrove			33		32	24	89
<b>NBC 2001-2600cc</b>							
Eddie Dobbs			34		22		56
Rob Southouse			19		3		22
<b>NBD 1601-2000cc</b>							
Ian Cuss					30		30
<b>NBE 1301-1600cc</b>							
Nick Cascone			26		29	32	87
Simon Browning			12				12
John Luxmoore			23		26	3	52
Colin Doolan			29		34		63
John Bendell			12		3		15
Louis Renato					19		19
<b>NBF 1001-1300cc</b>							
Anthony Ramadge			39		35		74
Peter Melick					3		3
Len Read			10				10
Colin Taylor			25				25
Helen Lindner		31	32	31	30		124
James Holloway			22		26		48
<b>NBG Under 1000cc</b>							
Michael Stupka	31				30	31	92

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# 2008 Championship Calendars

## HTCAV Race Calendar

Track	Dates	Type
Winton	23-24/Aug	State
Phillip Island	18-19/Oct	State
<b>Sandown</b>	<b>8-9 November</b>	<b>Golden Oldie</b>
Island Magic	22-23 Nov	Special



## Pope at the wheel

After getting all of Pope Benedict's luggage loaded into the limo, and He doesn't travel light, the driver notices that the Pope is still standing on the curb

'Excuse me, Your Holiness,' says the driver, 'Would you please take your seat so we can leave?'

'Well, to tell you the truth,' says the Pope, 'they never let me drive at the Vatican, and I'd really like to drive today.'

'I'm sorry but I cannot let you do that. I'd lose my job! And what if something should happen?' protests the driver, wishing he'd never gone to work that morning.

'There might be something extra in it for you,' says the Pope.

Reluctantly, the driver gets in the back as the Pope climbs in behind the wheel. The driver quickly regrets his decision when, after exiting the airport, the Pontiff floors it, accelerating the limo to 105 mph.

'Please slow down, Your Holiness!!!' pleads the worried driver, but the Pope keeps the pedal to the metal until they hear sirens. 'Oh, dear God, I'm gonna lose my licence,' moans the driver.

The Pope pulls over and rolls down the window as the cop approaches, but the cop takes one look at him, goes back to his motorcycle, and gets on the radio.

'I need to talk to the Chief,' he says to the dispatcher.

The Chief gets on the radio and the cop tells him that he's stopped a limo going a hundred and five.

'So bust him,' says the Chief.

'I don't think we want to do that - he's really important,' said the cop.

## 2008 National Calendar

Event Type & Date	State, Track	Event Name	Promoter
State 23-24 Aug	SA, Mallala	S.A. State Champs Rnd 3	SCCSA
State 23-24 Aug	Vic, Winton	State Race Rd5	
Special 6-7 Sept	NSW, Eastern Creek	Muscle Car Masters	ARDC
Historic 27-28 Sept	NSW, Wakefield Park	Wakefield Park Historic	HSRCA
State 4-5 Oct	Qld, Morgan Park	Qld State Championship Rd 3	WDSCC / CAMS
State 18-19 Oct	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 Nov	SA, Mallala	S.A. State Champs Rd 4	SCCSA
Special 22-23 Nov TBC	Vic, Phillip Island	Island Magic	PIARC
Special 22-23 Nov	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special 28-30 Nov	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA



# PERFORMANCE

*funny name-serious parts*

**PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS**

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The Chief exclaimed, 'All the more reason!'

'No, I mean really important,' said the cop.

The Chief then asked, 'Who have you got there, the Mayor?'

Cop: 'Bigger.'

Chief: 'Governor?'

Cop: 'Bigger.'

'Well,' said the Chief, 'Who is it?'

Cop: 'I think it's God!'

Chief: 'What makes you think it's God?'

Cop: 'He's got the f\*\*\*ing Pope as a chauffeur!'



# Speed Champs getting speedier

## 2009 looks big!

The HTCAV Speed Championships are slowly gathering adherents and 2009 looks like being the time when we'll see a fully fledged championship happen. Already we have a point score situation and this year at the Christmas party the inaugural winner will receive a handsome trophy.

This Championship is an idea whose time must surely have come. Some members may well decide to have a crack with their race cars, or race a 'second' car that might not quite be log book kosher, or let their son or daughter have a bit of a steer, or dig out that historic tourer that's malingering in the shed and just needs a few brake seals and a set of plugs and points to get it back to driveable. Don't have a trailer? Register it on club plates through the HTCAV. See - there's no excuse, we've got you covered, there's no way out!

For those who have forgotten the rules, that's not a problem - there aren't many.

Your car must be a pre-73 touring car within the broad Group N definition (Fastback Mustangs, later year production of pre-73 models are OK)

It does not need a logbook nor conform to Group N eligibility criteria

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)

If it is acceptable to the event organiser on the day, it's acceptable to us

While you must be a Club member to score points, other competitors do not

You can score points in both Racing and Speed Championships

And if you compete interstate you can add the results to your score.

### Want a cheap competition car?

For around about \$3,000 - \$5000 you can have great family fun in a Volvo, as per the June issue of the mag. People to race with, not much dosh, pretty safe for sons and daughters and good fun to drive.

Car: Pre 1973 Volvo 142,144 or even 145 (wagon). Purchase cost between \$300-\$1000.

Engine: Volvo B20 2 litre 4cyl injected running completely as standard, or carburettored B20 engine: Carby cars must be standard unported Volvo B20 head, 10:1 comp ratio, 40, 42 or 44mm intake valves, 35mm exhaust valves and standard springs. Maximum overbore 1.5 mm. Choice of three cams Standard C grind or control Cam 1 for Stromberg carbs, standard or Control Cam 2 for SUs. Standard headers for injected cars, extractors are free for carbied cars and all cars run control 2.5" side pipes and mufflers. 98 ULP.

Transmission: Standard 4-speed or 4 speed o/d, autos are OK, flywheels can be lightened. Any Volvo diff of the period.

Brakes, running gear, suspension: Standard Volvo callipers, pads free. 6" rims, standard suspension or control springs and shocker kit from Topperformance. Group N tyre list, say, Yokohama A032R or A048R 205/60 x15, 195/60 x 14.

Kit: Standard seat with belt, or race seat with harness. Fire extinguisher, working lights, proper bonnet restraints. Floor coverings may be taken out.

Call George on 0411899255 and he'll arrange everything.

### Want one that's not a Volvo?

This is a sneaky ad I guess. I bought a spare BMW 2002 and it's really too good to wreck and I don't know what to do with it. It's all there and everything works a treat, has a really good engine and brakes and suspension and I could add a couple of spare hot bits in the mix. Don't know if I want to sell it or not but if there's any interest I might...

So what are you waiting for?

Family fun, not much money, big fat trophy - get into it!

## HTCAV Speed Championship Pointscore

### Graham Slater

P.I. hillclimb Round 3 2008 14 pts

### Steve Jones

Sandown HSV sprint 10/2/08 12 pts

Sandown HSV sprint 24/5/08 13 pts

PI Alfa CC sprint 05/07/08 14 pts

Sandown FFCC sprint 13/07/08 13 pts

### Andy Clempson

Clipsal Rally ??pts

## Track Day Calendar (not exhaustive)

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 (not exhaustive)

Oct 11/12 - Mt Tarrengower VHRR

November 15/15 - Rob Roy MG

Date tbc Haunted Hills Vic Champs



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# Tech Torque...

## HTCAV Club Forum

It's here!

The Club's new website forum is NOW on-line.

[www.htcav.com.au/phpbb3/index.php](http://www.htcav.com.au/phpbb3/index.php) or just enter the usual way.

Discuss, talk, email, buy and sell, brouse...whatever! It's a facility for you to meet other like minded Touring Car

guys and swap stories, parts, dreams, even sell cars.













It's free to registered members and we hope it will soon become Australia's most visited Touring Car website. A truly valuable assets for you and this club. We hope to build a huge "For Sale" area as well as a "help forum". There's even a "Members Only Area" - where you can discuss issues you'd like to raise with CAMS and AASA - which

will be forwarded to the committee to discuss and action.

It's one of the most exciting development in years for the club. And the more people who use it the more valuable it will become.

Huge thanks to Michael Cruse for his effort getting this going.

[View unanswered posts](#) • [View active topics](#)

FORUM	TOPICS	POSTS	LAST POST
 <b>General</b> A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	10	18	by TheParrot  on Mon Jul 07, 2008 1:05 pm
 <b>Technical</b> The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MiniCooper38  on Thu Jul 17, 2008 9:51 pm
 <b>Video links/Photographs/Other media etc.</b> All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	24	26	by piquet  on Sun Jun 29, 2008 10:19 am
 <b>Classifieds</b> Classifieds including cars and parts for sale, wanted or swap. Private ads only.	21	30	by TheParrot  on Thu Jul 17, 2008 12:01 pm
 <b>Feedback</b> Constructive criticism or things you would like added to the board. Post problems you are having with the board.	1	2	by TheParrot  on Tue May 13, 2008 9:01 pm
 <b>CAMS / AASA Enquiries.</b> Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committee and if appropriate tabled with representatives from each organisation and replies later posted.	1	1	by TEAMBRYANTRACING  on Tue May 13, 2008 10:10 am

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

## Are you ready for them ???

The TOYO R888 tyres have again proven to be both fast in FULL WET and DRY conditions and very driveable from turn one to the checked flag! There available in both 205/60R13 & 185/60R13. EVEN BETTER until June 30<sup>th</sup>. we have them on special for just \$199 each.



# KUMHO TYRES



The tyre that Glenn Seton chose for his assault on the over 3lt. class at Philip Island 2008 has arrived at **Essendon Tyrepower**. The Kumho V710 is available in 205/60R13. The even faster V70A is available in 175/60R13. (Outright winner of Targa Tasmania in 2007 plus 1<sup>st</sup>. & 3<sup>rd</sup>. in outright classic, Targa Tasmania 2008). Call **RUSSELL** or **RICKY** for a special limited sponsorship deal on these tyres @ **ESSENDON TYREPOWER** on 9379 2616.

# The Great HTCAV Kids Xmas party

Sunday November 30 from  
11.30am

Eltham Lower Park

Melways Ref Map 21 H10

The Club will supply your  
kids with:

- \* FREE Miniature Train Rides – no panel damage please
- \* FREE Ice Creams – smear them all over Dad's face and the car seats.
- \* FREE Bags of lollies – let's get excited!
- \* FREE Mystery Fat Santa – sit on his knee and find out who he is...

BYO BBQ lunch and refreshments

The HTCAV race tent will be set up there early so we can grab a position

Don't miss this great Family Club Day – the miniature railway is a ripper – see [www.dvr.com.au](http://www.dvr.com.au) for details – your kids will LOVE it!

SEE YOU THERE!!!

Please let Michael Hibbert know if you're coming and how many kids you're bringing.



Est 1953, over 40 years experience

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# 2008 Pointscore Rules

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.



# Torquing 'Em Up



## Fastest Nb car in Australia?

Sandown 1.23.3, Phillip Island 1.52.1, Bathurst 2.37.0. Lap records Bathurst and Sandown. Proven very reliable car. Ready to race NOW! I've

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## For Sale! Group N's most loved Escort!

Certainly the most photographed and talked about one at least! Team Bryant Racing offers its 1300GT race car for sale complete with custom trailer, spare rims with

wets etc. Comprehensive data and set up information available to purchaser. This car is a class winner in the right hands and boasts arguably the best reliability record going around. The build quality of this car is simply 'the best'. It is offered in 'as raced' condition and comes fully prepped and ready to go. All mechanical components are fresh and car is fully audited etc.

Expressions of interest - contact Dean Bryant on 0417 012 526



## 1972 Nc Lotus Twin Cam Escort

Bare metal build 2005/6, 178 bhp Larner engine, Farnden steel crank, Burton steel rods, Acrilite forged steel

pistons, L2 Cosworth grind cams, hardened chrome buckets, Beasy valves, Bennett exhaust. Quaife 4.4 and 5.1 diff centres, Quaife close ratio box. Brown Davis steel cage, fully adjustable front struts, compression struts. Nine meetings only, plenty of handling development to come. 2006 class champion. Assortment of spares. Moving on to greener pastures. \$40,000.00 car & spares, plus fully enclosed trailer \$6,000.00. Contact Don Knight 0409 334 550.

## 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.



## For Sale. Hey Charger

Valiant Charger Grp N  
Engine Number  
265D33IT04659  
Log Book # H0542

Car was built by Lloyd

Bax and Log Booked in June 1998 has competed in 28 race meetings including Australian Grand Prix 1999 Driven by Lloyd Bax and Bathurst 2002 driven by John English. The engine has recently been rebuilt including new pistons, camshaft, push rods, electronic distributor etc and now runs on ULP 98. Invoice showing all work can be supplied. Engine bay has undergone a fresh paint job. Car needs to be rewired and requires some reassembly but is basically complete and rolling. Photograph of the car competing can be seen in Gavin Farmer and Gary Bridger book "Hey Charger" plate 49. Car can be viewed in Melbourne \$35,000 ONO

Jeremy 0418 545185 or [jeremy@mantelloholdings.com.au](mailto:jeremy@mantelloholdings.com.au)



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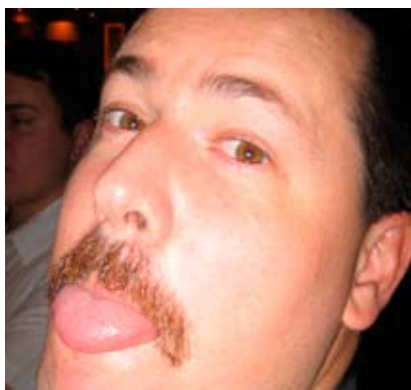


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# The CarMa Report



## You don't have to be Italian to be passionate about cars.

I used to think that the Mediterranean chaps owned the mortgage on such things. That in order to be motor-mad you had to be from a boot-shaped country with a revolving-door Parliament. With polities, incidentally, who had a thing for hauling 'the girls' out. (There's one difference from Oz that I'm glad for. Imagine Bronwyn Bishop doing that? Ewwwwwww.) Perhaps even a propensity to talk with your hands a lot, which can be dangerous. Truly - I knew a fellow who couldn't utter a sentence without waving his arms about. Then he got Gesticular Cancer and they had to cut his hands off...

And I was under the impression that if one wasn't at least from this place, then you were really left behind in the car ardour stakes. But I've come to learn that this is simply not true.

Take me for instance. I'm not the slightest bit Eye-talian, but I truly AM passionate about cars. Indeed, I find that the blasted things can make me REALLY cranky at times. So this got me to thinking - there must be something more than just geography that causes this illness, and causes so many to suffer from it. With this in mind, I thought we might take a few moments - pay attention up the back there, Hollywood, there'll be a test later - to consider what it is that generates this automotive zeal that we attribute to our Coliseum-building brethren.

Why focus solely on the Italians, you may wonder. Surely there are other great car nations? Let's have a look, then, because there certainly are a few that love their motors just as well.

Our opening candidate would most likely be Germany. It's accepted that they built the first car, after all. But while they've become known for their efficiency and engineering excellence (I believe I've dissertated on the Panzer previously), Jerry isn't widely recognised as possessing feelings of any kind. And despite being able to weave a wicked tale around a U-boat skipper and a bratwurst, no nation with such a paucity of swear words in their language can really lay claim to the kind of fervour we're considering here.

Next door live the French, and the less

said regarding their efforts the better. Citroen is owned by the State, and in typically Gallic fashion they go about the business of producing cars as they've always done. This means to say, they're as ugly as a hat full of spiders and as sensible as Frank Zappa on a bender. The rest of them (they know who they are) egg them on by doing the same.

Across that delightful salmon farm known as the Channel we find the last bastion of tweed-fanciers in the shape of England. I know this country doesn't take up the whole island, but the Scots are too busy chasing sheep with five-irons to build cars. And everything out of Wales is powered by coal. Anyway the English contribution to automotivia is threefold. Water and oil leaks are mandatory, of course. As are electricians that give the basis for jokes about warm beer. Finally one must engineer everything to a standstill until you're left wondering how these fops could possibly manage to win two wars within thirty years against Germany?! Particularly with the (aid?) of the Frogs.

Let's not forget the Yanks. They too have a rather simple formula when producing transportation. Firstly, make a car. When this is done, jack it up and unbolt the handling. There's no need to remove it completely, the sound of it clunking around won't bother you much because all of the roads are - evidently - gun barrel straight. You'll also need to get rid of the brakes; as we all know, they'll only slow you down. Lastly, in response to anecdotal evidence of the fronts of cars flying off the ground for no apparent reason, we need some ballast. A jolly great lump of cast iron hung just behind the (ludicrously big) front bumper should do it. Don't worry about pedestrians, they're illegal here.

That about wraps it up, apart from such luminaries as the Czechs and Russians. However I cannot in good conscience consider anything that lists fuel consumption in hectares per potato. And anything from further East tends to be a motorbike, no matter how many wheels it has. This brings us back to the Italians, who produce the kind of people that will start their own sports car company for the flimsiest of reasons. For instance because the owner of the one they bought their car from calls them a tractor driver.

It didn't take me long to come to the conclusion that we Historic Touring Car operators have a lot in common with the traditional Italian motor industry. No really, we do. Just consider the following.

Reliability. I'm pretty sure it's never been conclusively proven that Fiat doesn't actually stand for 'Fix It Again, Tony'. And when was the last time Alfa Romeo were game enough to offer a warranty? (They do, you say? Try claiming something.) The fact is, you simply expect these things to break down, and to do it regularly. It's part of their charm. That rattling

squeak coming from the engine's bottom end is considered a Feature, and you should think yourself lucky they let you have that one for free. Is this starting to ring any bells? I've got a car that needs to be serviced about every 100 kays, is a bugger to start every day, snorts petrol like a jet fighter, won't idle, and overheats at any speed below warp factor seven. And yet the only resemblance to any Maserati is that it's a quattrporte.

Then there's the demon steel cancer. Did you know that when you order a rust replacement section for your Alfa, that's exactly what you get? Not - as you might be forgiven for imagining - a section of fresh steel to replace a rusty bit, no no. You receive a brand new section of factory-approved rust, which is after all what your Giulia was made from in the first place. Once again the parallel is disturbing. Some of our cars are only still in one piece because the tin worms obligingly continue to hold hands. (Yes, worms can have hands. Look really, really closely at one...)

There is also the endless battle of form and function. They claim, like us, to have the balance sorted out... And yet the pedal placement in any Diablo is about as ergonomically sound as a Torana's. By which I mean utter sh- rubbish. It would appear, further, that some manufacturers are guilty of having spent more time on colour selection than working on the piddling issue of developing a functioning transmission. And who can claim to be innocent of wanting their car to be just that little bit louder, whether the result was more power or not?

Aerodynamics is another case in point. Ferrari allege to have invented airflow sometime in the sixties, and yet from all up and down the gumboot peninsula there have erupted automotive designs whose sole inspiration appears to have been a coastal defence blockhouse. Generally speaking, some of these things would struggle through the atmosphere less if a large flat plate of armour steel was vertically preceding them. Without wishing to labour the point, has anyone witnessed a Falcon's tortuous progress at speed?

The result of this research showed me that it's not fundamentally passion per se that causes us to be involved with these contraptions. Our endeavours in Historic Touring Cars are analogous with basically the entire Italian car industry. We aim to get a mechanical device to perform in ways that simply don't make sense. Unsurprisingly, we end up with something that looks quite pretty, but is distinctly pricey and not particularly practical; but is an awful lot of fun to have anyway. Plus one feels just a bit cool getting about in it.

So no, it's not necessarily passion. We're all just ever so slightly bonkers.

Mat



# Tyring Torque

This is the Current Approved tyre list as of July 1, 2008.

As available on the CAMS website. [www.cams.com.au](http://www.cams.com.au)

## 60% ASPECT RATIO INFORMATION Groups NB, NC, SA, SB, SC

Make	Model
Avon	CR6ZZ
	CR28
	ACB 9
Bridgestone	RE55S
Yokohama	A032R
	A048
Michelin	TB 15
Hoosier	Sports Car DOT (Bias)
	Vintage
Dunlop	D84J
	D01J
	DZ02G
	DZ03G
	CR65
	CR82
	CR311
	Goodyear Blue Streak
American Racer	KK-704TM
Silverstone	FTZ RR (T5 compound only)
Toyo	ProxesR888
	Proxes RA1
Kuhmo	V70A
	C03
	V700

## 65% ASPECT RATIO INFORMATION Group NA

Make	Model
Avon	CR6ZZ
	CR28
Yokohama	A032R
Hoosier	Vintage TD
	Speedster
Dunlop	D83J
	CR48(R6)
	CR65
Pirelli	R5
	P6
	P600

## Section 8: 5th Category - Historic Cars

# AHTCA Report

Things have been rolling along in the world of the National Body. The list of available spec sheets is now posted on the AHTCA website (under the sub-heading 'Cars & Rules', then 'Classes & Cars'); however the files themselves are not yet attached. Darren Holliday has been doing his usual excellent work on this, and hopefully this part of the site will be fully operational in the near future. Then it'll be just a simple (!) matter of identifying all of the cars that are eligible but not specced, and setting about rectifying this. This is something that has been attacked many times over the years, so I say 'simple' with tongue planted firmly in cheek – but we'll have a bash at it anyway.

Otherwise we're still working on getting the D93J happening again, and with any luck by the time you read this the matter will be concluded. We can never be certain, but it appears that there may be hope of a positive outcome. It would almost be a shame in a way – then we'll have no tyres to talk about!!! Perhaps we can revisit the control tyre debate? Answers on a postcard addressed to, "Please no more tyre talk", C/- HTCAV P.O. Box something-or-other, Chaddy.

The only other thing of note is the ongoing dialogue with the Historic Commission over the role that the AHTCA can/will play in the new structure of HPBEC and Commission. With some of the main players having been O/S, and with inertia being what it is, we haven't come to any firm conclusions as yet. In fact, to be fair the situation hasn't changed for a couple of months now. However the feeling from the various angles is still a positive one, and we continue to forge ahead.

Finally, I'd like to mention how pleasant it was to see that the overwhelming majority of HTCAV members (if not all) are so passionate about keeping Historic Touring Cars historic. There has been some well considered discussion of late about the relative merits of allowing major changes to cars – the disc brake thing is an obvious one I suppose – but ultimately the feeling has been one of wishing to preserve the nature of our cars as they are. Note that I say this with the greatest of respect for the TCM boys, who surely put on an incredibly impressive and entertaining show. However their category does have a somewhat different philosophy to ours. This brings me to the point, in the usual roundabout way. If one's desire is to build or modify a car in any significant way, then there are categories for that, such as TCM or indeed even Sports Sedans. Besides, I don't want you lot going any faster – I have enough trouble keeping up as it is!

Mat

» Eligibility – Approved Tyre List - Group N & S

Quarter 3/2008

2



Pic Courtesy Clark Media Service



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