

HISTORIC TOURING TORQUE

July 2008

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

Top (end) fun



Also inside

STOP PRESS - Club gets Holden Dealer deal

Club Rego - Put your car on Club reg

New Pres' report

TCM report

More Winton Pics

Minutes-free issue

Pics Courtesy Grease Monkey



Next General Meeting

8pm Wednesday July 30 2008

Bells Hotel, Moray Street South Melbourne

Torquing Heads 2008/2009

		Work Ph	Home Ph	Fax	Mobile	Email
President	Dean Bryant	9588 2566	9931 0333	9588 2577	0417 012 526	president@htcav.com.au
Vice President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	vicepresident@htcav.com.au
Secretary	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	dvap@bigpond.com.au
Treasurer	David Floyd	9574 8333	9877 2243	9574 8388	0402 257 541	treasurer@htcav.com.au
Competition	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Paul Cruse	9345 1611	9337 1310		0414 937 710	pcruse@city-ford.com.au
Committee	Michael Hibbert	9379 2018	9379 2018		0418 354 364	hibnom@bigpond.com
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA	Mat Jager	9627 3386	9682 6999		0418 360 686	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au
Pointscore	Dean Bryant	9588 2566	9931 0333	9588 2577	0417 012 526	pointscore@htcav.com.au

Pics Courtesy Grease Monkey



Race Territory!

The amazing new Ford Territory is the ultimate all rounder, with great towing capacity, availability of AWD or RWD in 5 or 7 seat configuration. To organise a test drive - or to discuss your next new Ford car or light truck - see one of the Stillwell boys, Nick or Chris or phone Nick on 0408 176 596.

knoxford 

a Bib Stillwell Company
780 Burwood Hwy Ferrtree Gully **9758 1155**

LMCT 170

Torque Steer



It's official – the world's gone mad!

The boys from sleepy hollow are seemingly invincible and the new Pres of the HTCAV drives a KIA! Both true but not all that bad either in the scheme of things one would think.

A warm thank you for the many well wishes I have received since stepping into the hot seat, they have made the move just that bit more comfortable I can assure you.

The first few weeks in the job have been very busy indeed. The new Committee has met and started out at a frantic pace making some worthwhile changes and getting some very good stuff sorted that will benefit us all I'm sure. The new guys have come in and made an instant impact on things. Paul Cruse is now your assistant Competition officer to help out Russ Pilven who has stepped up to this crucial role once again – thanks guys. Michael Hibbert has come on board and already is in the planning of our very first Kids Christmas party to be held on Sunday 30th November – keep it in your diary and more on that as the details get sorted. This will be a very social day dedicated just for our families to enjoy – I believe that Santa may even make an early appearance at this one; the kids will love that, eh.

The Christmas party and awards night this year is on the following Saturday evening December 6th and unlike petrol prices, the cost has remained the same – put it in your diary. Talking of the awards night, something interesting has transpired in regards to the trophies for this year. They will be very different and whilst smaller – very high quality and something you will be proud to have I'm sure.

Chris Ralph has done some fine work for the Club this month culminating in a very worthwhile deal with a Holden dealer that can benefit us all at some point – see Ralphie's article for details.

Another Ralph idea this month which sparked huge interest, research and effort by all the committee has culminated in the ability for the HTCAV to now assist its members in the gaining of Club Permit registration for their Classic & Historic cars. I'll fill you all in at the club meeting, but basically we can assist you in obtaining your HC plates for those vehicles manufactured more than 25 years ago. This is a very real member benefit and whilst it has required some controls to be put in place it will no doubt increase our member base over time – a win, win!

The upcoming Sandown state round has been well subscribed and at the time of writing boasts 26 Historic Touring Car entries – well done! That sort of turn-out in these economic times is a sure sign that our category is strong and popular indeed.

News in from NSW is that Don Titcume, the president of the NSW Appendix J Association has had to step down due to some medical problems. Warren Bossie has taken over the reigns in this regard and I'm sure I can say on behalf of the HTCAV members we wish Don a speedy recovery so that he may again resume his involvement in the sport he has given much to over the years.

After some discussion it was decided that we would give our monthly club meetings a fresh face of sorts – same venue and timing etc but just a slightly different format to the old. If you want to know what it is then I guess you'll just have to come along and have a look see, eh.

Around the traps a few minor things of interest as follows:

- Some very fine steel fabrication work taking place in Seaford regarding a special little BMW racer – coming to track near you very soon.
- An orange Escort has fought its way from the cobwebs to make a return at Sandown – phew.
- The boys at Moran's workshop are not

deterred by the ramblings of the NB Mustang punters threatening all sorts of comebacks and improvements – instead they are simply twiddling spanners regularly getting the new car up to speed

- Tyres – they're black and round last time I looked, just bought a new set so if I'm lucky it'll snow at Sandown.

The Club forum is going along nicely although more members are encouraged to simply have a look, it really is a great thing for the members and over time will evolve and become much larger as these things always do. Whilst you're having a look at the forum be reminded that much work is also taking place on the Club's website main page – this will be very exciting stuff and Jervis will elaborate on that in the not-too-distant future.

Whilst the results of the recent CAMS investigations etc all seem to point to some changing times ahead in the face of motor sport in this country, the following seems to be the message that is filtering back through to the clubs – those clubs and categories who are strong in membership and do things well will remain popular with competitors, spectators and promoters alike. Personally I think it's vital that we continue to improve and work on our 'brand' of racing just as we have done over the last few years. The HTCAV is in great shape at present and the reality is that this changing face of motor sport simply means opportunity for us as time goes by – exciting times ahead.

Look forward to seeing plenty of you on Wednesday 29th July at Bell's,

Yours in racing,
Deano.

Dorians Wanted

I'm looking to borrow some Dorians and chargers for the 6 hour relay in August.

Please contact Jervis on 0409 137 629 if you can help out

Editoro



Well, here we are rolling into another year and you'll note that the magazine has a slightly different look internally, as we've dispensed with the masthead

repeated on every page, we reckon it looks more magaziney, please tell us what you think. Two exciting areas of news are the opportunities for Club members to run H reg plates on the cars through the Club, and the amazing new deals that we have organized for Club members with Booran Holden – read all about them!

The Great Bird, C. Parrot Esq, having now been freed from the restrictions of his Presidential role is now flying high with developing the look of the website and we can expect to see a fresh and exciting home page soon. Meanwhile, after Michael Cruse set up the HTCNAV forum his brother Paul, demon Escort racer and new Committee member will be taking over its care and feeding. Haven't tried it yet? Just log on to <http://www.htcav.com.au/phpbb3/index.php> . It's a great resource for the Club and the more people who use it, the better.

What makes the new year interesting of course, is the ascension to the throne of Big Dean, who has already rolled through his first Committee meeting as Pres. He threatens to turn the Club into a family friendly affair he says, well Big Fella, there ain't no room in the back of the editorial Bimmer for no kiddies, dogs or prams. (OK, I have actually purchased another

harness for the front seat...) But I know what he means – check the red shoes under the jeans... he's giving us a Papal blessing and urging us to go forth and multiply, right? So off you go then, what are you waiting for?

And on the family thing, we'll need someone to dress up as Santa and say ho, ho, ho as there are rumours afloat that we be having a Kids Christmas Party. Know any fat old bludgers with flowing white beards... and here's the tricky bit - who can also be trusted to have kids on their knee? Applications to Michael Hibbert, who seems to be the Social dude on the new Committee, unless he can come to his senses in time and escape. Mind you we may also need some modern reindeer to cart Santa instead of Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, Blitzen, and Rudolph. (Note that Rudolph is at the rear. Perhaps he should be renamed Rudolph the Brown-Nosed Reindeer.)

Many thanks to Darren Knight for the Touring Car Masters report from

Darwin and to the Grease Monkey for the photographs, and while we're on the thanking thing, thanks to everyone who contributes, especially to that wasted writing talent Mat Jager for the CarMa report, of whom it can be said: unemployment becomes him.

Finally, congratulations to Cortina Colin, aka Colin Doolan, who has won a \$20 contribution to his meal in Bells Hotel at the July general meeting for guessing, with a prod here and there, the identities of our lookalike contest in the last magazine. For Al Grassby, yes, it's John Mann, for Reg off The Bill – an easy one – Eddie Dobbs, and for Homer Simpson, the hardest match up of them all – Jervis Ward. Mind you, the Homer suggestions that came flowing through were very funny – Dean Bryant? Peter Backhouse? Wait until you try and buy another Cortina part after that last one Colin!

OK here are three more – and another \$20 meal voucher is there to be won...

Ralphie



The HTCNAV look-alike competition



Be the first to name the three look-alikes by email to editor@htcav.com.au and win a \$20 meal voucher at the next Club meeting

HTCAV considering Historic Rego

Committee will review applications on a case-by-case basis

The HTCAV Committee is currently considering signing off on members' cars for Vic Roads Classic & Historic Registration. While the Club has been listed on Vic Roads' approved list for some time only a couple of members have applied for, and received, Club endorsement on the appropriate application forms. Being mostly a racing Club to do with track cars, the HTCAV has not had a great deal of call for, or experience in, this aspect which has mostly been the provenance of one-make clubs.

But with the introduction of the Speed Championship, more members' vehicles will be spending limited time on the road and given the expected influx of members coming from the new initiatives, this is a service whose time has come. And for racers, it's a handy thing to have to be able to take their car on to the streets for a short time to bed in brakes, test various bits and pieces and even to just briefly feel it under your hands, bum and feet again in the off season! Mind you, most race cars are pretty horrible on the road and the likelihood of members using any decent competitive car as a daily driver into the CBD is very low.

However, there are always those who'll attempt to abuse privileges and to this end criteria and a disclaimer will be put into place to make sure that a flood of morons don't wreak havoc in our good name. This of course is mostly aimed at new members

who are not known to the Committee and we'll be asking that applications not be put in for at least six months after induction into the Club and that new metro members attend at least two monthly meetings in that time so that they can be suitably scooted. Country members need to attend at least one Club-endorsed event, and tell us about it beforehand so we can check them out by remote control.

The onus will be on the applicant to demonstrate that their vehicle is safe to drive on the road. They will be asked to take their car to a licensed Vic Roads approved vehicle tester and obtain a Vehicle Roadworthy Test Report. Note that this is not a "Roadie" or Roadworthy Certificate but just the report which will allow the appropriate Committee member(s) to judge whether we deem it OK to put the Club's name to it. We will also be asking for photographs and starting a register so we can keep track of everything, and asking applicants to tell us what H Reg number they end up with. Applicants will also sign an absolution of liability regarding the condition of the car and its operation during the subsequent rego period.

How do we police bad behaviour? Easy, we don't sign their H reg renewal application the next year, and in severe cases exercise our rights of censure and expulsion under the Club's constitution.

The filters are there mostly for people we don't know – the process could be very much easier for better-known members and their cars. So, if you want H Reg for your car or cars, see a Committee member!

DRAFT

Vic Roads Classic & Historic Registration process. Requirements for endorsement by the Historic Touring Car Association of Victoria.

The Historic Touring Car Association of Victoria Inc. will consider endorsing its members' applications for Classic & Historic registration through Vic Roads on a case by case basis, providing that following criteria are met and disclaimer signed.

Criteria for endorsement:

1. The applicant must be a current paid-up member of the Historic Touring Car Association of Victoria as per section 4 of the Club's constitution and this membership must have been in place for not less than six calendar months prior to the date of application.

2. The applicant must have fulfilled either of the following:

Metropolitan members must have, in the six months prior, attended at least two general Club meetings held on the last Wednesday of each calendar month.

Non-metropolitan members must have, in the six months prior, attended at least one Club sanctioned event and notified the Club of this attendance prior to said event.

3. The applicant must have obtained a Vehicle Roadworthy Test Report (NB: A Roadworthy Test Report, not necessarily a Roadworthy Certificate) for the applicant vehicle not more than 14 days prior to the application to the HTCAV for the letter of endorsement. This vehicle roadworthy test report must have been conducted by a licensed Vic Roads approved vehicle tester and be filled out on the approved Vic Roads testing sheets.

4. The report described above and three printed photographs must be made available with the Vic Roads application forms and presented to the nominated member of the HTCAV executive committee for endorsement.

The applicant understands the restrictions and conditions upon use and issue of the said permit as per the current guidelines and rules as issued by Vic Roads. The applicant also understands and accepts the provisions within the HTCAV constitution regarding discipline, suspension and expulsion of members. Section 7(1) (a) (b)(c).

Signed and dated by member



You too could have a plate like this on your race car!

STOP PRESS: Astounding new deals exclusive to HTCAV members!

New and used cars + parts at unbeatable prices

If that sound likes a screaming retail ad headline, it should be. Due to a fortuitous networking opportunity, HTCAV members can now purchase new cars, used cars and parts from Booran Holden at prices that can't be matched, just by showing the Club membership card and saying a "magic word" – new cars at invoice pricing, used cars at cost, parts at invoice pricing - amazing but true.

Here's how it came about – you may remember that a few issues ago I put in a piece about a childrens' charity called Oz Child of which I and fellow HTCAV member Mike Bugelly have been Board Members for eight years. I've been the President for that time and Mike is currently the Vic President. I also have been closely involved with my major client Holden for 10 years and as Oz Child runs a fleet of 50+ cars for their social workers I was able to network a deal between Holden, Holden Leasing and Booran Holden to look after it.

Booran Holden has since become an enthusiastic supporter of Oz Child and has entered into an agreement with it that all staff members and volunteers can buy cars and parts without markup – and that

Booran Holden will rebate an amount back to Oz Child on car purchases on every sale made in this way.

Last Saturday morning it struck me that as Oz Child is now the HTCAV official charity, perhaps Club members might get a look in as well. So I rang Steve Cadden who's the Booran Dealer Principal and put it to him – and he said "yes" in a flash. It's a great deal all round – he gets more volume, HTCAV members get extraordinary discounts, and Oz Child gets a donation for every vehicle sold. Then he said – what about parts? Of course, that was fantastic and I said I thought he would have plenty of takers there! There won't be any rebates to Oz Child on parts, but giant benefits for HTCAV members.

Steve is a great guy and a motor sport enthusiast. He competes in Targa style tarmac rallies in a historic Porsche and races Formula Ford, under the Minda Motorsport team – he'll be at Sandown this weekend, so you can pop in and thank him personally for the deal he's putting into place.

But the real measure of his character can be measured by his genuine passion for the work of Oz Child. Over the years he has become more involved and on seeing some of the work that the charity does, he and his very beautiful new bride Pollyanna have

become true supporters. He's also been a best mate since childhood with our Jeremy Mantello (it's a small town) but we won't hold that against him!

The Booran Holden dealership, one of the most awarded in Australia, has Holden/HSV branches in Cheltenham, Dandenong, Cranbourne and a smaller one at Caulfield, near the original Booran Rd site. They also have a Euro division in Dandenong where they sell Citroen, Peugeot and Fiat and they sell Suzuki in Cheltenham. They are a major parts distributor and dealer – so you don't just have to drive a Holden to get the benefit – plenty of AC Delco parts can be useful for your road and race cars.

How can you work it?

Front up with your current HTCAV Club Membership card and mention the magic word "Oz Child" and the discounts will be yours. As this is a very late development, just before the magazine went to print, it might take a couple of days for the word to get through their organization, but they're a pretty efficient lot.

So make sure you take advantage to this offer – you could chop out your annual Club membership subscription in just a few trips to the Parts counter, let alone save thousands on vehicle purchase... go for it.



The HTCAV-Booran deal at a glance

New cars

- Holden
- HSV
- Suzuki
- Citroen
- Peugeot
- Fiat

You pay invoice price only and Booran Holden rebates money to OzChild.

Used Cars

You pay cost price after they have prepared them for sale and Booran Holden rebates money to OzChild.

Parts

You pay invoice price only.

What you have to do

- Make sure you show your current Club Membership Card to establish your bona fides.
- Make sure you say the word "Oz Child".
- Thank them very, very much.

Their details

Booran Holden Cheltenham

1212 Nepean Highway
Cheltenham 3192
Phone: (03) 9584 3333
Fax: (03) 9584 4285

Booran Holden Dandenong

25 Lonsdale Street
Dandenong 3175
Phone: (03) 9794 5455
Fax: (03) 9792 4871

Booran Holden Caulfield:

1234 Glenhuntly Road,
Caulfield 3163
Phone: (03) 9571 9313
Fax: (03) 9571 7860

Cranbourne Holden

217A South Gippsland Hwy
Cranbourne, 3977
Phone: (03) 5995 4555
Fax: (03) 5991 1655
www.booranholden.com.au
www.booraneuro.com.au
www.cranbourneholden.com.au
www.ozchild.com.au
www.ozchild.com.au/unite

About Oz Child. Your Club's charity

You could help – and help your business at the same time

Oz Child, or its progenitors, started in 1851, in a bluestone church in King St when Melbourne was a dusty frontier town gone mad with the gold rush. Exploding population, not much law and order, hard bastards trying to make a quick quid, and a bunch of lady helpers were the ingredients for a huge number of births, many of which were unwanted. That's when the good citizenry, or more likely their wives, started to take interest in the plight of these kids, and essentially, the story and the task hasn't changed in the 157 years since. Over the years the organization morphed into various others, including the Melbourne Orphanage at one stage, until it became Oz Child in 1993. After a few growing pains the new entity is an energetic, committed and passionate, and of course, chronically under-funded kids charity with around 170 staff and 500 volunteers.

We nurture and protect Australian kids, and run multidisciplinary and culturally aware programs across a range of areas including foster care, child and family support services, disability services, education support, youth pathways and outreach services.

What that means is we have basically two areas of operation. In motor car terms we have an area to do with repairs and maintenance, and an R&D based performance improvement division. We try and fix the problems for kids who find themselves in family situations that aren't coping – for example, more than 150 kids are looked after every night – and we run a bunch of programs to help kids from an early age cope with things such as speech, learning, psychological and lifestyle issues.

Our motto is "every child deserves the chance to shine" and we see Oz Child as a nationally respected, fearless organization that passionately upholds the rights of children, protects and nurtures them in more ways and with more substance than

any other. We are a signatory to the United Nations Convention on the Rights of The Child and run our strategic plan according to its dictates.

So there – just thought you might like to know about the charity that the HTCAV has become linked to.

Check it at www.ozchild.com.au

But wait – there's more. We have a *networking offshoot called Oz Child Unite* where member companies can work with each and do business while at the same time to a bit of good for the children. Is it effective? You only have to look at the discounts that Booran Holden is offering HTCAV Club members to answer that question.

If you have a small business (or a large one) membership of Oz Child Unite could be very beneficial to your bottom line, not to mention your corporate soul. Among other stuff, you'll get:

1. Invitations to events and information (Corporate, Recreational and Industry Networking Events)
2. The use of Oz Child Unite logo to identify your support
3. Regular updates on the impact Oz Child Unite is having in your community
4. Access to Oz Child Unite website providing business networking opportunities.

Go to www.ozchild.com.au/unite



www.booran.com.au

TCM top fun in top end

Round three - July 4-6 Hidden Valley, Darwin

After some sizzling racing in sizzling conditions John Bowe has taken out round three of the 2008 BIANTE Touring Car Masters with a clean sweep of all three races. Driving the Tony Hunter owned 1969 Chev Camaro, the former ATCC and Bathurst winner had to fend off challenges from Brad Tilley (XY Falcon) and the brand new 1964 Falcon Rallye Sprint of Jim Richards. Tilley just beat Gavin Bullas (1969 Boss Mustang) to second place in race one while the light weight Falcon of Richards demonstrated enormous potential with a second place in race two before almost snatching victory right on the line in a shortened final



Pics Courtesy Grease Monkey

John Bowe doing it easy in Tony Hunter's Camaro

event.

The first visit by the BIANTE TCM to the Top End was an unqualified success with fantastic battles throughout the field and the crowd responding in kind to the retro racers of yesteryear. All drivers thoroughly enjoyed the circuit and its massive one kilometre plus long front straight which resulted in some *big* speeds before the braking area at turn one.

Race one

Brad Tilley made a fantastic start to scream

into the lead having started from fourth on the grid. Bullas also displaced pole winner Bowe to slot into second. Bowe fought back to grab second, and then challenged Tilley at the end of the front straight, hanging on around the *outside* to grab the lead.

Garry Treloar (Charger) had an excursion while Phil Brock (guest driving Gavin Bullas' XY Falcon) was in great form, rounding up Drew Marget (1969 Mustang) and then Richards to move into fifth. Suddenly the bonnet posts broke on the front straight and the big Ford's bonnet flew back into the windscreen, ending "Split-Pin's" race and bringing out the Safety Car.

After the re-start Stephen Hoinville (Chris Stillwell Mustang) ran on to the grass during a battle with Greg East (HQ



Pics Courtesy Grease Monkey



Pics Courtesy Grease Monkey



Eddie Woods

31 Capella Crescent Moorabbin 3189
Phone 9553 2517 Fax 9532 2485

The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

Flow bench testing and we also offer a range of general machining facilities



Pics Courtesy Grease Monkey

Kingswood). Trevor Talbot had recovered from crunching his new Torana in



Pics Courtesy Grease Monkey

with Richards fourth. Mason was next then Alastair MacLean (1968 Camaro), Marget, Hoinville, East and Ian McAlister (1964 Mustang) completing the top ten. Fastest lap: Bowe 1:19.1962 (lap two).

Race two

Bowe nailed the start this time and led into turn one as Richards lost a couple of spots thanks to wheel spin off the line. Treloar did a great job to avoid McAlister who stalled with clutch issues before

eventually getting away. With Richards right on his tail MacLean just clipped a tyre bundle entering the front straight and bent a steering arm, forcing him out. Cameron Mason (Datsun) joined him after the gearbox began pushing out oil as the recovering McAlister engaged in a great contest with O'Neill, Talbot and Mike Erwin (Phil Morris XY Falcon). The Fords of Brock and Hoinville were locked in a big battle side by side around turn one, only inches apart in a great display of

practice to be in the middle of a fantastic dice with Rory O'Neill (Porsche) as Steve Mason (1969 Camaro) wrestled third from Bullas before running wide and allowing the Mustang back through. Hoinville showed impressive speed to climb back up to eighth after falling as low as 13th while Richards slipped under Mason.

Bowe took the win from Tilley who just held out a fast finishing Bullas



Pics Courtesy Grease Monkey

Trev's new "Mad Max" Torana



Pics Courtesy Grease Monkey

Jum Richards New Beast

More top end fun (cont...)

hard but fair racing.

The sweet handling Sprint of Richards went under Mason and then Bullas at turn one as Tilley began to struggle with rear end grip, allowing both Richards and Bullas through. Mick Wilson (Charger) fell back after a rear brake line cracked as Brock and East swapped seventh place numerous times towards the end.

Bowe greeted the chequer first with Richards closing in fast in second place. Bullas bagged third with Tilley next then Mason, Marget, Brock, East, Hoinville and Treloar. Fastest lap: Bowe 1:17.3668 (lap two).

Race three

Mason hooked up in great style to slot into second behind Bowe for the run into turn one and began to pressure Bowe in the early stages. Brad Tilley had stepped aside for brother Cameron to race the XY in the final after Cam's Pacer had engine dramas in race one, and the big green Falcon was absolutely flying on the opening lap. Tilley drew level with Brock but a touch saw Tilley spin off, Brock unaware Tilley was there after the interior mirror fell off and smashed earlier in the race. Richards went through on Bullas for



Pics Courtesy Grease Monkey

third as Erwin held out Talbot, Treloar and Wilson in an entertaining contest between the four famous Aussie muscle cars. Soon after Treloar retired with a drive line problem as Richards relieved Mason of second.

McAlister and John Nelson (Porsche) fought tooth and nail as up front Bowe's brakes began to fade slightly, allowing Richards to close right up on the Camaro and then launch a successful challenge for the lead. Bullas went through on Mason after the Camaro leapt sideways with the rear tyres well worn. Bowe fought back on the front straight to draw level with

Richards then suddenly looked up to see the chequered flag unfurled three laps early. At races end Richards was shown as the winner on the timing screen yet post race official results deemed Bowe had won by .04 of a second! Bullas was third from Mason with Marget fifth. Brock was sixth then Hoinville, MacLean, Cam Tilley and Wilson. Fastest lap; Bowe 1:18.6139 (lap two).

Next round: Winton, Victoria, August 1-3.

Darren Knight



Pics Courtesy Grease Monkey

Tilley's car. The writing was on the wall

**Can't read this
magazine clearly?
Can't see those
racing lines?**

Maybe Bill can help!
For a comprehensive eye examination
and the latest styles in glasses, call - Bill Cutler

Optometrist and Contact Lens Specialist
678 High Street, Kew East 3102
Phone 9859 3962

The Infusion Run 2008

LEAD INTO - THE V8 SUPERCAR PHILLIP ISLAND 500

The Petrol Heads Ball

S
E
P
T
E
M
B
E
R

T
H
U
R
S

J
I
T
H
/
1
4
T
H

brl-tak
Jason Bright Event Patron

PTSM

C
L
A
S
S
I
C
S

R
O
D
S

M
O
D
S

&

R
A
C
E
R
S



2
0
0
8

*Its A Gippsland Power Cruise to Phillip Island for Holden, Ford, Chrysler & Chev
Start Moe/Newborough - Victoria with a Hill Climb Track Day @The Haunted Hills
Sept 11th - 14th 2008. Reginal Support Event to The V8SC I. & II 500 Enduro
A VIP Wave Off for The Supercar Convoy - Parades Australia's Motoring Heritage
Categories: V8's, Classics, Rods, Performance & Racers,*

*Fri/Sat Nights The Petrol Heads Ball© & The Petrol Heads Ball Super Session© San Remo
Fine Food, Great Bands - Pub Rock Rhythm'N'Blues Heritage Rockabilly Mix*

See the web site for For Map Ref to Locations & Entertainment Details !

Entrant Packs & Ball Tickets Email: <500v8s@infusionrun.com.au>

More Info @ <www.infusionrun.com.au> Biz & Sponsor Info m:+61(0)437467780

More Winton Historics





Australian Classic Wire Wheels

D Dunlop Wire Wheels
to suit all makes and models

Including wheels, hubs, knockoffs, complete sets & accessories




Phone Paul or Gay Zazryn on
03 9532 5322 or 0412 780 900
Email paul@acww.com.au
Trade Enquiries Welcome

www.acww.com.au



Club Racing Championship Points!

Driver	VMRC Rd 1	VMRS Rd 2	PI Hist 10ldies	VMRS Hist Rd 3	Wint	Club Champ
NCA Over 5000cc						
Mat Jager				27		27
Darren Collins			34			34
Michael Miceli				34		34
Leon Bell			27			27
Karl Wittick	31					31
NCB 3500-5000cc						
Robert Braune				26	34	60
Michael Bugelly		31	19			50
Paul Dobson	30	31		14		75
Glenn Miles	28					28
Steve Bye			21			21
Geoff Taylor	26		19			45
Michael Hibbert			39	31		70
Andrew Whiteside			25			25
Darren Pearce			46			46
John Mann			13			13
James Frolley				9		9
Peter Burchell				26		26
Rob Burns				3		3
Ian Cromarty				21		21
NCC 3001-3500cc						
Scott Slater			46			46
Graham Slater				25		25
Leo Tobin	27	30			3	60
John Harrison			27			27
Doug Growcott			19			19
Gordon Cox				23		23
Angelo Taranto			19	35		54
Garry Edwards	34	37		38	36	145
Scotty Taylor			15			15
Brett Smith		17				17
Ray Challis			35		25	60
Stuart Brown					29	29
Laurie Nelson			23		27	50
Jon Pillekers			3			3
Steven Pillekers		3				3
NCD 2001-3000cc						
Ian Watt					27	27
Robert Hare			22			22
Ben Read			28			28
Brendon Hare				20		20
Stephen White			28			28
Mark Johnson			34		33	67
NCE 1501-2000cc						
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
NCF 1101-1500cc						
Michael Holloway					27	27
Paul Girt					24	24

Driver	VMRC Rd 1	VMRS Rd 2	PI Hist 10ldies	VMRS Hist Rd 3	Wint	Club Champ
NBA Over 3000cc						
Andrew Cannon			33			33
Bill Trengrove			22			22
David Moran			11	31	22	64
NBB 2601-3000cc						
Rodney Gelston			19			19
Richard Fairlam					21	21
John Bourke					33	33
Tony Pejkoivic					26	26
Brent Trengrove			33		32	65
NBC 2001-2600cc						
Eddie Dobbs			34		22	56
Rob Southouse			19		3	22
NBD 1601-2000cc						
Ian Cuss					30	30
NBE 1301-1600cc						
Nick Cascone			26		29	55
Simon Browning			12			12
John Luxmoore			23		26	49
Colin Doolan			29		34	63
John Bendell			12		3	15
Louis Renato					19	19
NBF 1001-1300cc						
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
NBG Under 1000cc						
Michael Stupka	31				30	61

POWERCOM

Repairs to

Commodore VN - VT ignition modules,
AU Ford climate control
Commodore and Ford fan amplifiers,
other model fan amplifiers

Race car and custom auto wiring
– repair the old or replace new

Mark Sully 0428 535 245

PO Box 274 Niddrie VIC 3042
Fax 03 9366 6872

Repairs to

all makes of bus, truck, boat audio
systems, car stereos and CD players

Installation of

blue tooth, car stereo, mobile phones
& sat nav

CAR STEREO REPAIRS

2008 Championship Calendars

HTCAV Race Calendar

Track	Dates	Type
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



Pics Courtesy Grease Monkey



Pics Courtesy Neil Hammond



Pics Courtesy Neil Hammond



Pics Courtesy Neil Hammond

2008 National Calendar

Event Type & Date	State, Track	Event Name	Promoter
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

SMCKA



PERFORMANCE

funny name-serious parts

PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS

WWW.SMCKAPERFORMANCE.COM.AU



Pics Courtesy Grease Monkey

What's happening with the other Championships?

HTCAV Speed Championships

Slowly but surely, it's taking off – good things always take time, they say. Results are trickling in and we're publishing them now so that you can send any in that you might have already, and/or get your collective arse into gear and go and get some! The year is still young(ish) and in the spring and early summer a flurry of opportunities for non-race competitors will appear – see the calendar.

Don't forget - we are awarding a trophy this year for the Club Speed Champion no matter what!

HTCAV Speed Championship rules:

1. Your car must be a pre-73 touring car within the broad Group N definition (Fastback Mustangs are 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 acceptable to the event organiser on the day, it's acceptable to 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
7. And if you compete interstate you can add the results to your score.

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 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

(not exhaustive)

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

HTCAV Rally Championships

Our resident Rally expert, Brian Dermott, reports that there have been no further tarmac rallies since Targa Tasmania, where the concept was well received. Brian was able to give away many flyers that we had specially printed for him and he has had dozen emails or so from interested people but so far, as the Champs don't actually start until 2009, there is no immediate decision required. Octagon, organizers of the Targa Tasmania have expressed their solid support.

Brian will rev things up again for Classic Adelaide in November, using the same flyer and start to sign people up and take money for next year when the Championship is set to start.

The other news is that David McCrow is organising 12 cars to do 'Hot Laps' at the Muscle Car Masters and we're in that with an interesting selection of other Historics – including Peter Ulrich's astonishing 600 BHP Jensen CV8 is going and Tony Esplin's rapid Mk 1 Escort. We get a practice on Friday so we'll see everyone at Eastern Creek.

Brian will be seen on the race track again soon - to keep his licence he's arranged to run in Ken Price's MGF at PI and "Historic Sandwich". Thanks to Brian for all his efforts.



You know our trackside service! Now try us for ALL your parts and accessories!



31 B Clements Ave, Bundoora
Ph 9467 8900 or 0418 506 650

Helping you stay on road & track!



Did you know we stock • SPARCO • RPM • TILTON • EARLS • BENDIX • REDLINE • CASTROL. Plus over 100,000 parts available?

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
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
General 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
Technical 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
Video links/Photographs/Other media etc. 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
Classifieds 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
Feedback 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
CAMS / AASA Enquiries. 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 & ~~Winter~~ 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 30th. 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 1st. & 3rd. in outright classic, Targa Tasmania 2008). Call RUSSELL or RICKY for a special limited sponsorship deal on these tyres @ ESSENDON TYREPOWER on 9379 2616.

Test for Dementia

Below are four (4) questions and a bonus question.

You have to answer them instantly. You can't take your time, answer all of them immediately . OK?

Let's find out just how clever you really are... Ready? GO!!!

First Question:

You are participating in a race.

You overtake the second person.

What position are you in?

Answer: If you answered that you are first, then you are absolutely wrong!

If you overtake the second person and you take his place, you are second!

Try not to screw up next time.

Now answer the second question, but don't take as much time as you took for the first question, OK ?

Second Question

If you overtake the last person, then you are...?

Answer: If you answered that you are second to last then you are wrong again. Tell me, how can you overtake the LAST Person?

You're not very good at this, are you?

Third Question:

Very tricky arithmetic! Note:

This must be done in your head only

Do NOT use paper and pencil or a calculator.

Try it.

Take 1000 and add 40 to it.

Now add another 1000 . Now add 30 .

Add another 1000. Now add 20 .

Now add another 1000. Now add 10.

What is the total?

Did you get 5000 ?

The correct answer is actually 4100.

If you don't believe it, check it with a calculator!

Today is definitely not your day, is it?

Maybe you'll get the last question right....

....Maybe.

Fourth Question:

Mary's father has five daughters:

1. Nana, 2. Nene, 3. Nini,4. Nono.

What is the name of the fifth daughter?

Did you Answer Nunu?

NO! Of course it isn't.

Her name is Mary.

Read the question again!

Okay, now the bonus round:

A mute person goes into a shop and wants to buy a toothbrush.

By imitating the action of brushing his teeth he successfully expresses himself to the shopkeeper and the purchase is done.

Next, a blind man comes into the shop who wants to buy a pair of sunglasses;

how does HE indicate what he wants?

He just has to open his mouth and ask...

It's really very simple....

Like you!



Pics Courtesy Grease Monkey



Est 1953, over 40 years experience

**BRAKE & CLUTCH PARTS SUPPLIER
AND REBUILDER**
DISTRIBUTOR OF FERODO PRODUCTS

- FULL RANGE OF DISC PADS TO SUIT CARS, 4X4, CARS, CLUB SPORT & RACING CARS
- ALSO CARBON KEVLAR RACE PADS, NEW & EXCHANGE BRAKE SHOES & CLUTCH KITS
- DISC & DRUM FLY WHEEL GRINDING
- SAME DAY SERVICE WHERE POSSIBLE
Phone: (03) **9792 2806** Fax: (03) 9794 0095
10 WEBSTER STREET, DANDENONG

- EXCHANGE RESLEEVED BRAKE & CLUTCH CYLINDERS
- HONING & CALLIPER OVERHAULS ON HYDRAULIC MASTER & WHEEL CYLINDERS
- COMMERCIAL & INDUSTRIAL BONDING
- CERAMIC CAR & TRUCK PLATES MADE TO ORDER

GRAPHTEXT SIGNS

VINYL SIGNAGE & STICKERS

Signs and Computer Services

Computer Services

- Back to basics PC tuition & assistance.
- PC setup & installation.
- MYOB & Quickbooks setup.
- All general PC help.
- Web site design & maintenance.
- Internet & email setup.

Sign Services

- Vinyl lettering.
- Magnetic signs.
- Car, truck & boat signs.
- Banners.
- "A" boards.
- Logo design.
- Safety signs.
- Displays.
- Window signs.
- Layout & design.

Digital Printing

- Gerber Edge thermal printing service.
- Vinyl decals & stickers.
- Fridge magnets & magnetics.
- Promotional Product labels.
- Contour cutting.
- Full colour printing.
- Many material types & colours.
- Clear background window stickers.
- Business identification stickers.
- No minimum number.

Contact : Lindsay Cripps

3 Dunvegan Cres.

Dandenong 3175

Phone : (03) 9792-3020


Fax : (03) 9792-3060

Mobile : 0407 802 815

Email : lindsay@graphtextsigns.com.au

Web : www.graphtextsigns.com.au

Thanks to our sponsors



For professional DVDs of the Phillip Island Classic and Winton Historics as well as lots of photos of Group N cars and other Historic vehicles contact Rob Lang on 0412 001 263 or email roblang747@yahoo.com.au

For all your photographic and promotional presentations




James Smith Photography
m: 0412 564 296 e: james.smith1@bigpond.com

Marshall Cass Photography
 Mobile: 0418 888 977
 Phone: (07) 3341 6392
 Fax: (07) 3423 0033
 Web: www.marshallcass.com
 E-Mail: mcphotos@bigpond.net.au
 Studio: 38 Dromos Street, Eight Mile Plains.




TRACKSIDE RACE & RALLY TYRE SERVICE 9761 5557



Hoosier RACING TIRE
 Most sizes available for Gp. N & Gp. S. Call now for this years requirements.


HOOSIER/ARRETT TD




TOYO RA-1
 205/60R13
 185/60X13

5.50-15
 5.00-15
 & soon
 4.50-15

2b 161 Canterbury Rd
 Kilsyth (03) 97615557



VINTAGE ID



Bonny Art
 The motor Sport Photography of Damian Petrie



Attending all rounds of the Victorian and NSW state championships.
 See www.racephotos.com.au for samples and check out the economic price list.
 0402 131 771 or 03-9579 4216. bonnyart@hotmail.com

DUKES BODY WORKS

Quality Crash Repairs
 With a 3 Year Guarantee.
 Insurance Specialist

RACV Selected Crash Repairer
 GIO Recommended Repairer
 Oven Baked Enamel - Measuring System
 24 Hour Towing

Phone: **Trevor Talbot**
 (BH) 5996 7888 7888, Mob. 0418 336 335

2008 Pointscore Rules

- Only HTCAV financial competition members are included in the pointscore.
- Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
- The Competition Calendar shows which events are eligible for points for a year.
- Only HTCAV financial competition members are included as starters in eligible Victorian events.
- Three points are allocated for participating (signing on) at an event.
- One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
- In a handicap race eight points will be allocated to each finisher of that race
- 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.
- 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.
- At interstate events all cars are counted as starters - not just HTCAV members.
- 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.
- 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.
- If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
- 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.
- If members change classes their points stay within each class but can be added for Total Points.
- 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.
- 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.
- 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.
- 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
- 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 even changed the oil, filter and full tank of AV!! CAMS Victorian Champion 2006. HTC/VAV Club Champion 2006 & 2004. Floater, rear end, special headers C/R & W/R boxes 3.7 (in car) & 3.5 diffs. Many other bits too. Dyno sheets to buyer only! Tyre setup sheets too. \$85,000. Plus spares for \$10,000: Car trailer. Mexican block + .0020, Brand New Sportsman block, 4 rims with Yokohama 048's, 3.9 ring and pinion diff gear, detroit locker, 2 radiators..plus plus plus. Sad sale - Jervis 0409 137 629



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 are sought – contact Dean Bryant on 0417 012 526



Mini for Sale

1969 MKII MINI Cooper S, logbooked as Tarmac Rally car, would take very little to convert it to Nc. Immaculate car. Full cage, High Torque 1380cc engine, straight cut everything,

LSD, 2 sets wheels (Nc to F1 series) engine, gearbox, parts, etc. Very fast and reliable car. 2.00.0 PI, 1.36.00 Sandown. Very successful car in the Victorian Mini championship and State Hillclimb championship. Always in the top 3. Many class wins. Lots of history. No cost spared build. Professionally setup and corner weighted.

Please call for more information. Regretful sale. Call Nick Cascone 0409 959 072, nickcascone@netspace.net.au \$20,000



For Sale. Hey Charger

Valiant Charger Group N
Engine Number 265D33IT04659
Log Book
Number 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 Mantello 0418 545185 or jeremy@mantelloholdings.com.au

1964 Studebaker Lark Group 'N' racer

Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares.



Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade

ins possible! Gordon 0418 270 494 (02)60328190 ah.

Is it Weber or Webber?

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

48IDA Weber carburetors

New. 3 of with air cleaners \$2400 will not separate Ring: Lawrie Nelson 03 9710 1091 or 0412 182 848

Direct all advertisements to editor@htcav.com.au Ph 0418 318 934 or go to www.htcav.com.au/phpbb3/index.php and post it there.

The CarMa Report



That Dr Phil really is a bit of a tool.

Sure, he's probably right a lot of the time. But his advice is just so damn unreasonable! And have you noticed that every sentence starts the same way? It's the catch-phrase that does me in – 'Y'all need to'. Like, "Y'all need to stop wasting all of your wife's money on women and liquor." Okay, so where was the part about wastage there, Phil-O? Maybe the little lady's just happy to have him out of the house! (I know mine would be. But I'm sticking to the theory that if I don't LEAVE it, I can't be evicted FROM it.) That said, of course, he has come in handy in recent times. He lets me know what day it is you see, by virtue of his unique programming. For instance, just the other day he was talking to, "Midget lesbians that beat and cheat"... A quick perusal of the omnipresent telly guide revealed this, then, to be Thursday. So yes he's a knob, but quite a handy calendar as it turns out.

But why am I paying so much attention to the Teev, if (as previously claimed) I'm such a busy little beaver around the house? Well, it may have come to pass – may, you understand – that the claimed level of domesticity was ever so slightly overstated. A bit. Truthfully, there WAS an initial flurry that had me cleaning-wise in the league of, say, a Tony Danza (Who's the Boss, don't pretend you didn't watch.) But then this soon settled into a rhythm of protecting the couch from being pinched by resting upon it, whilst lifting weights. Twelve (fluid) ounces at a time. At least I was keeping up with the exercise.

That doesn't mean to say that your loyal scribe hasn't been busy, though. I have been, er, Job Hunting. Happily though, I seem thus far to have been using substandard ammunition and have failed to hit anything. I think maybe the baits aren't helping, either.

These Job Safaris have been sponsored by the Boss, who cuts quite a dashing figure

in khaki and pith – although maybe the pencil moustache is overdoing things a bit. And you really need to watch out for that nasty little rawhide sjambok when it gets going, too. Yes, the Bwanette is very worked up by now; a lack of result has made things a bit edgy 'round the campfire of an evening. What started out as, "In your own time, you've been through some stress" has now turned into, "Get a job you lazy Bum". Generally followed by some short, sharp words beginning with 'i' and ending in 'diot'. For my part, I tend to fall back on the same excuse I've used from the beginning. Which being, that while there surely are positions available in the auto industry whence I came, no-one seems willing to pay me the asking 150k a year to lounge at home watching videos – for which I am also qualified. So we'll just have to keep looking. And besides, now isn't really the best time to start a job. Chrissie's only just around the corner, after all, with Easter following hard on it's heels. Best to wait until that all dies down, I reckon.

It has therefore been only recently suggested that this idle time might be used to perform some improvements on the car. Well, I say suggested; more of a demand followed by a blood-curdling oath, really. So, with a ripping sound like the undoing of an acre of Velcro, one's back side was peeled from the groove in the couch and shipped out to the shed.

First job was (naturally) to give the whole situation a good coat of lookin' over. It had been a while after all, and it does tend to wear off eventually. Then we had to decide what form these improvements might take. The Boss was helpful enough to suggest that the most important issue was weight, insofar as there was way, way too much of it. Kinda went on about it, actually.

Having sadly come to the conclusion that she was right, it took only one long afternoon of calculations (Rome wasn't built in a day) to realise that it would not matter what we did. There was simply very little hope of getting the driver to weigh minus 250 kilograms. Therefore the overwhelming majority of the mass reduction program would have to be directed towards the car itself. So, we've come up with a bit of a plan. And I have to tell you, things have been hectic. So much so that not only am I having to forgo my afternoon nap and shorten my morning nap; there have been days when I miss out on the lunchtime nap as well! I tell you, I'm working my fingers to the skin lately.

Anyway, here's what we've done. After a bit of a cast about, it was discovered that there are certain vehicles around that are more or less factory equipped with exotic light bits on them. This has therefore been our inspiration.

It was discovered that those Porker GT3 jiggers that Jum Ruchids and Co. get about in have these wicked carbon fibre doors on them. Only weigh the equivalent, I'm told, of four kilos of feathers. There's a cheaper version that's more like four kilos of lead, but why bother with them, you'd wonder.

And then there's the new Beemer M3, which is similarly attired in carbon fibre. (Or, "Toss Plastic", as I've heard it described. Funny name...) Used in this particular application for a roof, dontcha know.

On the subject of plastic, I was tootling up the ring-road the other day in Floyd, when some Westy backwards-hat moron decided to cut me off and do a spot of brake-testing. Well we wanted to make the result of this look like an accident. So faithful truck that he is, Floyd juuust started to lock a front brake as said Wayne Kerr's 1984 VK Commode got the biggest freckling since Liberace was an altar boy. Plastic bumper strewn everywhere, there was. But that DID give me an idea.

Lastly the latest Aston Martin DB007 Vanquished Vexation something-or-other has lovely aluminium front mudguards and bonnet, which undoubtedly save considerable weight. This apparently caused a lot of trouble when selling into the lucrative U.S. market, where as you'd be aware such a material doesn't exist. They had to re-tool to use something called 'aloominam' for those chaps. Long as they're happy, eh?

So we've put all of those ideas to use, and the car is certainly a lot lighter. I'm just not quite sure it looks right, because nothing seems to fit. Maybe we might see if someone makes all of that stuff for Falcons...



Tyring Torque

This bulletin explains HOW TO GET A TYRE ON THE LIST. If you have found a tyre that you think would be good and answers the criteria, please bring it to the Clubs attention and we'll help you put it forward.

Due to room constraints this month, we can only print this last page.

we will update that as the tyres are added and or deleted.

What the committee will endeavour to do is have a newsletter page, each month, dedicated solely to tyres. And

Page 3 of 4

Bulletin Number: **B07/090**

An application to add a new tyre to the approved list shall include the following information:

- **Manufacturer's information sheets showing tyre make and model identification.**
- **Tyre dimensions (overall diameter, section width and recommended rim widths).**
- **Illustrations of the tread pattern.**
- **Section sizes available in the model range.**
- **Where the tyre is produced in multiple compounds the range and the method of identification must be provided.**
- **Any other relevant information that would be required in identifying the tyre at an eligibility check.**

The ongoing supply of specific tyre types and sizes will be essential in order for a tyre to remain on the tyre list, which will be reviewed regularly. Include indications of the likely availability of tyres in the short-to-medium term. Competitors who are using tyres on the 60 and 65 profile (as listed previously) may use these until 30 June 2008. This does not include the 50 profile tyres which were given a temporary approval and which should not be used past June 2007.

60% ASPECT RATIO INFORMATION

Groups Nb, Nc, Sa, Sb, Sc

Make	Model
Avon	CR6ZZ CR28 ACB 9
Bridgestone	RE55S
Yokohama	AO32R AO48
Michelin	TB 15
Hoosier	Sports Car DOT (Bias) Vintage
Dunlop	D84J DO1J DZ02G DZ03G CR65 CR82 CR311
Goodyear Blue Streak	G12A(K) G12
American Racer	KK-704TM

65% ASPECT RATIO INFORMATION

GROUP Na

Make	Model
Avon	CR6ZZ CR28
Yokohama	AO32R
Hoosier	Vintage TD Speedster
Dunlop	D83J CR48(R6)
Pirelli	CR65 R5 P6 P6000



SONIC LITE



Schnell Motorsport

is excited to offer the Australian designed **SONIC LITE** racing wheel

- Designed in Australia to suit the needs of historic touring, rally and clubman cars
- Based off original Penske Trans-Am wheel of the '60s
- High quality finish and exclusive to Schnell



RRP \$199 per wheel
(not machined)

\$999 per set
(fully machined)

(Prices include GST)



- DOT approved, meet with the highest of International standards
- Huge caliper clearance
- Will suit early Ford, Holden, Mazda & Clubmans
- Currently only available in 13x7 fitment (-6P to +6P offset)
- Can be machined for either 4 or 5 stud applications

Schnell Motorsport
PO Box 115 Park Orchards Vic 3114
Mobile 0421 006 383