

HISTORIC TOURING TORQUE

March 2008

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



MARCH HARES!

INSIDE:

- Phillip Island Historics
- Sandown State Round
- Clipsal Biante Races
- And other stuff!



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8pm Wednesday MARCH 26 2008

Bells Hotel, Moray Street South Melbourne

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Phillip Island Classic

Wow! Can this event get any bigger?

I didn't run this year, so, instead volunteered my time and I was busier than ever. I ask any of you who aren't running, for whatever reason, or who may just want to help, to do so. It was exhausting but fun. On Friday I did flags and coms at turn 5. This must be one the best viewing position at the track. I saw the cars come out of southern loop, through turn 3 into the tight Honda Hairpin and then turn back towards me and blast down to Siberia...and only metres from my post. And they throw in lunch.

I spent some time in the tower and helped with recovery on Saturday when the parade of cars went to Cowes.

You get a much greater appreciation of the effort people put in to run such an event when you get involved yourself. So here goes the thank you list (not particularly in order – sorry if I forgot you).

- The entire Holloway clan plus various girlfriends and boyfriends
- The VHRR for inviting us
- Ted Brewster – you're one hell of a good bloke (this guy's 72 years young and still does all this)
- Margaret Brewster - for being Ted's wife and ALWAYS helping with the nibbles. Also the two Jan's et al for assisting Marg, again.
- Twiggy - too much to mention here
- Graham Slater - for continuing to be our point man with Rockwell Automation
- Mark Barbour - being there and helping out after the little incident on Sunday
- Mark Schatz - making the long trip all the way down, just to drop off 30 slabs (on ice)
- You the competitors, both local and interstate
- Flaggies, fireys and all the

volunteers - Thanks

We recovered quite well from the donation container at drinks on Saturday and Sunday, taking over \$800. These little get togethers continue to be the best way to make friends with your fellow competitors from both home and interstate as well as promote the Club. The number of positive comments from interstaters is very encouraging as well as flattering. And I believe we managed to round up several old Club members, who are now rejoining. Keep up the good work everyone.

The injured drivers are all recovering from what I've been told. John Bryant has a badly broken leg and a skull fracture from his enormous F5000 shunt (145mph) while our Queensland friend, Peter Martin, has 4 broken ribs and a punctured lung. He's stuck in Melbourne until the doctors let him go home. He and his wife and staying in a hotel near the Cutlers. Thanks to Sue Cutler for her mothering. Immediately after the accident she drove back to Melbourne to be with Peter at the Hospital. The accident was our worse case scenario come to life. Car off the front of the grid is left stranded, full grid behind and unfortunately gets clobbered and the track is completely blocked. Both Peter's and Ben Read's cars look to be destroyed. We can only be thankful the injuries weren't worse and hope and pray something like this never happens again.

I've had someone ask me how we score the winners for the trophies on Sunday evening. They are simply awarded on the last race on Sunday, sponsored by Rockwell Automation. Tricky eh?

CAMS

CAMS is undergoing a significant restructure after consultation with Ernst & Young. Apparently this will help remove the bureaucracy, streamline decision making, engage stakeholders and do all those other things structures are supposed to do. Twiggy and I are attending a "Presidents" meeting on Tuesday April 1 at CAMS. I'll report anything of interest back to you ASAP.

Historic Commission

The aforementioned CAMS restructure will/may affect the way the HC and the HTCEC are run. More as it comes to our attention.

AHTCA

Mat Jager and I attended the AHTCA meeting on Saturday at Phillip Island. Mat's written a report in this newsletter to bring you all up to date.

Condolences

On behalf of everyone in the Club may we offer our condolences to Rob & Rita Braune on the sad passing of Rob's mother.

Committee

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

What's coming up?

April 5 – VHRR day/night meeting at Calder

Vic State Round – Phillip Island

Historic Winton

Website

I can loudly and proudly say that Michael Cruse has almost finished the website revamp. I've been privileged to see the new "Forum" where you can buy and sell cars and parts, discuss all things touring cars and whatever else you want. We hope our website will become the prominent Australian website for Historic Touring Cars.

Photos

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

See you next Wednesday 26 March

Jervis

Editoro



Golly

there's been so much going on the motor racing scene there's hardly

been any time for writing so this issue will be more about meeting deadline than artful words. That department is increasingly being filled by the Catherine Deveny of historic touring cars, Mat Jager, with his excellent work in the CarMa report. I don't make comparison with this sheila lightly for she (most frequently read as a TV critic on the back page of

Phillip Island you're sure to see your car there, and for Neil's pics, go to the VHR website. Our great supporter James Smith also sent some top shots from the Biante round at Clipsal while



Chris Carter sent some through for the State meeting run at Sandown at the beginning of March.

lasted less than a lap, courtesy of a piston detonation the cause of which has not been precisely defined but let's just say I'll be using Avgas from here on. While Shell VPower Racing had worked well at Sandown it's possible that the same fuel from the same reseller wasn't quite the same RON – one thing about Avgas is that while light planes still fly it's still got to be reliable. And as it's about 107 RON it's virtually knock-proof I've been told, so bugger the Greens. Fuel forensics will give us the answer. About the only thing my car was good for was serving as a backdrop for a shot of noted motoring journo Mark Fogarty who chose to come to the



the A2 section of Saturday's Age) and Mat are the only columnists who actually make me larf out loud. You'll also see that our Mat has a Serious and Responsible side to him with the AHTCA report, being a Sober and Perceptive piece unfettered by Gratuitous Wit.

OK, while we're in the business of warming pockets wetly I'd also like to thank your President who far from being like W. in the US seeing out his term is no lame duck and also puts in skill and time with each issue getting it up and running. Darren Knight has also contributed mightily with race reports and thanks to our photographic pharmer mate Neil Hammond, and Steve Duggan from sdpics.com who allows us to download pics from his website gratis. If you competed at

There was the usual terrific display of hospitality by the Club at Phillip Island on Saturday night and a reprise on Sunday night for the prize giving and I think it's true to say that we set the standard regarding bonhomie among the competing classes. As usual the weekend's facilities and fun were admirably managed by the wonderful first family of Victorian historic touring car racing, the Brewsters, Tireless Ted with the sensational organization of the marquee and Nibbly Margaret (+ Nibbly Margaret Dobbs) for making sure there's something to nibble to suit every taste from gourmet cheeses to chips, dips and snakes. Mighty Mark (Schatz) and Micky (Stupka) took car of booze delivery.

My own Phillip Island weekend

historics instead of the V8s.

But my woes were minimal compared with those involved in the



melee at the start of Sunday's first Under 3-litre event. Having been a

stall-ee on the grid it's horrible as the seconds feel like hours, and poor Ben Read, having broken something while sitting on P3 had the worst thing happen as he was clouted from behind by Queenslander Peter Martin. Both Ben's Mazda RX2 and Peter's BMW 2002, both immaculate race cars, were destroyed in this unfortunate incident, with Peter's being flung sideways to block the track with the result that another 10 cars were caught up in it. Visiting Peter in hospital on the following Tuesday he was bright enough for a bloke with four broken ribs and is determined to rebuild his car. No doubt there will be plenty of wise analysis of the actions on the day but drivers getting a good start tend to concentrate on the backs of the cars just in front and may not immediately see the yellow flags. If those in front swerve when first seeing a problem there's a time gap that sometimes leaves the following driver nowhere to go.

There are lessons to be learned all round, not the least being the question of proper seat mountings. Without comment on the broken seat mount in the Mazda, perhaps its time than any "historic influenced" restrictions on seat mountings be re-considered. There are two usual reasons why "modern" structural innovations like tying seat mounts to roll cages are not recognized. Firstly they are not visually compatible with the period - well, there's no need to go poking around under seats to find this sort of incompatibility, second,



the car might gain stiffness and thus a performance advantage. Newly constructed "historic" touring cars are required to have so many bars in them anyway you could say that particular horse has bolted. So even if you wanted your car to be flexible, that probably wouldn't be an option.

There was some fantastic driving on the big weekend, Greig Malaure's Mini hardly gave off more than flicker of brake lights, Darren Pearce's Mustang had tremendous mid corner speed - check out the pix to see the negative camber on both cars. There were of course too many individual heroics to mention but it was good to see Glenn Seton relaxing into the historic atmosphere before going out and keeping all but two cars honest in his Capri V6. While the huge entry field for the Under 3-litres had relegated all bar one Capri entrants to the Over 3-litre class, they certainly seemed to be more than competitive in every instance.

Those of you who read the UK motoring magazines such as Motor Sport, Octane and the like will no

doubt have read some interesting snippets recently. Among them is the price that one of the original factory Lotus Cortinas, as driven by Jim Clark, fetched at an auction - 136,800 quid, just under AUD \$300,000. Hmm, seems like Fast Johnny Luxmoore was setting a trend with his \$20K 4-door banger! Editorials have been raging against the blatant cheating in the Goodwood Historics, leading one wag to write "they're really cracking down at Goodwood this year, no 948cc BMC A-series engines will be allowed any bigger than 1275cc..." Seems like Australian historic regulations are enforced more strictly in Australia than anywhere else and that the FIA historic leaders may well be taking heed of the way that the CAMS Historic Commission has done things.

And speaking of the Historic Commission, it was good to see the Commissioner himself giving up his time to get his hands dirty helping to finish Fast Johnny's Cortina and my BMW before the Phillip Island Historics. Truly a man of the people, gov'nor, wiv a very common touch... he waved at me from his carriage.

The appeal of the new Speed Championships is spreading, but very slowly and two lapsed members have rejoined with another one on the brink and a fourth showing interest. Seems we'd better be more specific - you don't need a licence, nor a log book or roll cage, as long as it's a pre-73 touring car of any capacity, you're in.

Ralphie



Shannons Phillip Island Classic

Greg Malaure (Cooper S) and Darren Pearce (Mustang) were the stand-out performers from a huge entry of historic tourers in this, the inaugural 3-day Phillip Island Historic meeting. Practice and qualifying took place on Friday with four races for both Under and (mostly) Over Three Litre classes scheduled across Saturday and Sunday. Malaure and Pearce ended up with two and three victories respectively while Chris Smith (Alfa) and Ron Moller (Camaro) each chipped in with single race wins.

The third Under 3L race was cancelled after a sickening collision at the start. Ben Read (Mazda RX-2) was stranded on the second row of the grid after something broke in the driveline and the car remained stationary. Somehow the bulk of the field avoided the stricken Rotary until cars further back were three wide at full noise and a collision became inevitable. Boxed in with cars either side of him, an unsighted Peter Martin (BMW 2002) tried to avoid Read

at the last minute but slammed into the back corner of the Mazda and in turn was collected heavily in the

who had sustained four broken ribs and a punctured lung. Several other cars were damaged in the melee and



driver's side himself. The force of the impact lifted the BMW into the air and pushed the back corner of the Mazda to be almost in line with the B pillar. Read climbed out by himself shaken but unharmed while some time was taken to extract Martin

once again Michael Holloway and his team of volunteers did a fantastic job to clear the track to enable racing to continue.

Under 3 Litres

Pole winner Malaure was quickly





into the lead in the opening race and posting very fast times. He did receive a little assistance to stay there by some frantic dicing behind him for the minor placings. Smith locked a brake but still grabbed second from Read at MG as Jason Armstrong (Cooper S) and category returnee Mark Johnson (Porsche) had a big dice. Read had a big moment after running wide exiting turn 12 and

Armstrong, Garry Edwards (BMW 2002), Ian Pringle (Cooper S) and Grant Bingley (EH) completing the top ten. Fastest lap: Malaure 1:57.0640. Notable mentions to newcomer Nick Cascone (ex Lloyd Cleaver Cortina) who finished and Helen Lindner (Cooper S) who showed much improved pace in 18th – her Brick now resplendent with a pink engine, which encouraged much

and dropped more places after an off at turn 12. Cruse, Johnson and Armstrong had a ripping dice until the latter faded towards the end with car problems. Brent Trengrove (EH) sliced through the order to be 13th after starting 20th while Pringle and Bingley had a ding dong battle for lap after lap. Read grabbed second from Malaure on the front straight until the Mini regained it under brakes at Honda. Smith won by just under half a second from Malaure and Read (who were separated by .08 of a second) with Cruse fourth. Johnson was next then Edwards, Bingley, Pringle, Errol Stratford (BDA Escort) and John Nelson (Porsche). Fastest lap: Read 1: 57.4229.

Smith's bid for the Rockwell Automation trophy for the final ended on the opening lap with the Alfa struck down with ignition woes. Stratford had made a great start as Davis climbed back up the order after his race two dramas. Trengrove and Paul Atkins (Cortina) had an epic dice as did Nelson and fellow Porsche pilot Rory O'Neill. Malaure built a healthy lead and was never headed with Cruse second and Johnson an excellent third in his first meeting with the David Belford-built 911. Davis was next then Stratford, Armstrong, Pringle, Edwards, Nelson



getting all four wheels onto the grass at big speed but skilfully gathered it up and kept on truckin'. Malaure won from Smith and Read, with Paul Cruse (Twin Cam Escort) next then Kirk Davis (RX-2), Johnson,

puerile (yet good natured) comments from fellow competitors that cannot not be repeated here!

Race two saw Malaure initially lead until Smith powered past. Davis fell off exiting Honda



and O'Neill, to make it five South Australians in the top ten. Their water is yuk but they can build cars and drive them well... Fastest lap: Malaure 1:57.9085.

Mostly Over 3L

Pearce hooked up nicely to lead as the two Camaros of Moller and Darren Collins used all their power to displace front row starter Scott Slater (Torana). The ex-Ian Jones Torana of Stuart Young was out early as was fellow West Australian

Daniel Dragojevich after his HQ Monaro developed a miss. Cam Worner (XW Falcon) and Michael Hibbert (Charger) diced hard as did Simon Phillips (Torana) and Harry Bargwanna in his Capri, one of five 3000cc Capris in the field that gave the grid its "mostly Over 3L" tag for this meeting. Pearce won from Collins who just beat Moller with Slater fourth and Daryl Hansen (Mustang) fifth. John Mann (Mustang) just beat a hard-charging Glenn Seton (Capri) for sixth after Seton started at

the back having missed qualifying on Friday due to HRT duties in Sydney. The Toranas of Alf Bargwanna, Doug Growcott and John Harrison completed the top ten. Bill Trengrove (Mustang) was an excellent 11th outright and first Nb car home. Fastest lap: Collins 1:49.6484.

Seton made his intentions clear in race two with a big move under brakes at MG but spun and collected Mann and Growcott, the latter two retiring while the Capri continued. Pearce had no intentions of taking it easy at the front as evidenced by his drifting onto the grass entering the front straight and keeping the boot in as the Mustang rejoined the black stuff. Trengrove slowed with gearbox dramas as Hansen spun at MG and Ray Challis (Torana) harried Hibbert mercilessly on the last lap. Pearce won from Collins who again had an exciting contest with the sideways Moller in third. Slater was fourth then Phillips, Alf Bargwanna, Harrison, Hibbert, Challis and Harry Bargwanna. Fastest lap: Pearce 1:50.2942.

Race three saw Pearce again





he grabbed the lead on the last lap. Pearce fought back to regain the lead at Honda and the two were locked together for the run home. Side by side they entered the front straight with nothing in it. They hit the line together with Moller getting the win and the Rockwell Automation trophy by .04 of a second! Seton was third then Collins and Phillips, who just beat home Slater by .05 of a second and in doing so scored a set of Sonic Lite racing wheels donated by Schnell Motorsport for the first Torana home

get the jump while Slater was briefly third until Moller blasted past running up to Honda. Geoff Taylor (Mustang) looped at MG as Seton carved through and then attacked Slater, who held out for a lap or so until the flying Capri got through. Pearce again showed the Chevs the way home with Moller edging out Collins for second. Seton was fourth then Slater, Phillips, Alf Bargwanna, Harrison, Challis and Worner in tenth with Hibbert almost alongside. Fastest lap: Moller 1:50.3057.

In the final Collins made a great start to lead Moller and Pearce early until Pearce fought back with a big dive under brakes at MG. Slater and Phillips became immersed in a big dice as Hansen broke back into the top ten. Collins' tyres looked on the



way out and Seton pounced to grab third. Mann retired as Allen Boughen (Customline) entertained the crowd on the front straight by dropping a wheel off the track at full noise exiting turn 12 on successive laps. Moller had fitted fresh tyres for the final and they looked to be paying dividends when

in the final. Challis was seventh then Alf Bargs, Worner and Harry Bargs, who just beat Hibbert after a race long dice. Michael Bugelly (Mustang) was a standout, finishing 12th after starting 23rd. Fastest lap: Moller 1:50.0420.

Darren Knight





Sandown State Round - March 1 & 2

Unfortunately, we don't have a written report on this meeting, but all (bar one) who attended had a very fine time and it proved to be a good preparation for the big historic meeting at Phillip Island the following weekend. Michael Bugelly in the beautifully re-done Mustang made a clean sweep, setting a personal best of 1.23.35 in the third race, hotly pursued in every case by Gary Edwards in the Torana (not the bloke for WA in the BMW 2002!). Peter Martin who was to come to such grief in the third race at Phillip Island was consistently fast, as was Geelong's Paul Dobson in the 302 Falcon GT. Helen Lindner exercised her new pinkly-motored Cooper well, doing the same the following weekend, while Leo Tobin gained more valuable experience in the Torana, as did Mansfield Motorsport's Brett Smith in Brian Dermott's old race Torana, having built him his flash new tarmac rally Torana. The only casualty for the weekend was the normally bullet-proof BMW of Bill Cutler which dropped a valve with unfortunately serious results. Seems to me that the Munich Maulers are have a fairly lean time of it all round at the moment! We'll let the pictures tell the story! We'll let the pictures tell the story, thanks to snapper Chris Carter.



Round One BIANTE Touring Car Masters

Reigning BIANTE Touring Car Masters champion Steve Mason (1969 Chev Camaro) has

he received a drive through penalty for a jump start in the final and then endured a gear shifter problem.



started his campaign for back to back titles with an impressive win in race four to clinch his second consecutive Clipsal round victory.

Former V8 Supercar star and Bathurst winner John Bowe (guest driving Tony Hunter's Camaro) grabbed pole position and won the first two events as well as slicing three seconds off the existing lap record around the Adelaide parklands circuit. Race three was cancelled due

Race One

Bowe won the start but a determined Gavin Bullas (Boss Mustang) dived up the inside to lead into the chicane for the first time. Brad Tilley (XY Falcon) was all over Mason in the battle for third while Bowe was gifted the lead when Bullas spun and fell back to fourth, the Mustang's handling making things "interesting" for its pilot!



to delays caused by track damage from the Fujitsu Supercar accident. Bowe's attempt at a clean sweep was thwarted on Sunday morning when

After winning two rounds of the BIANTE TCM last season, Bathurst and Targa Tasmania legend Jim Richards was back in a newly

acquired Group N spec 1968 Mustang but retired with overheating dramas. Fellow former ATCC champ and current HRT enduro driver Glenn Seton showed incredible speed in the ex Michael Stillwell Escort, now powered by a raucous 2L BDG twin cam engine after debuting in the BIANTE TCM last year with 1600 BDA power.

Clipsal 2007 race two winner Alastair MacLean (1968 Camaro) spun after pressure from Seton and having too much rear brake set up on the car. Rory O'Neill (1973 Porsche 911RS) displayed great speed and made life hard for the recovering MacLean while Torana fast man Trevor Talbot had a great battle with the two spectacular Chargers of Garry Treloar and Mick Wilson.

Tilley had the crowd on their feet after the big Ford fishtailed for several hundred meters exiting a corner whilst in pursuit of Mason (Tilley later quipped "I was looking in the mirror for the trailer on the back but it wasn't there!").

Bullas fought back to grab second from Mason and close right up on race leader Bowe, who was pushed to set his fastest lap on the final tour (as did Mason), evidence also of the potential in the newly approved Hoosier radial tyre. Tilley was fourth behind Mason with the first four drivers all under the 2007 lap record. Seton was a fantastic fifth outright and winner in Class B in front of Drew Marget (1969 Mustang), then MacLean, O'Neill, Jeremy Mantello (HT Monaro, subbing for car owner Pete McLean) and recent Bathurst 12 Hour winner Graham Alexander (HQ Monaro) rounded out the top ten. Fastest lap: Bullas 1:34.5865.

Race Two

Bowe again hooked up well to lead as Mantello, MacLean and Alexander became immersed in a big dice. Mark Forgie (1973 Porsche 911 RS) had a spin but continued and fellow local O'Neill had an extremely

rare DNF with a distributor problem. Bullas was ambushed by Mason and Tilley during some great racing until the latter dropped out with a stuck throttle. Marget had a “moment” when the tail end of his Pony car snapped loose and he was collected in the door by the hapless MacLean as Forgie and BIANTE TCM debutant John Nelson in his brand new purpose built 1973 Porsche 911RS mixed it up.

Seton and Bullas had a massive fight for third, constantly swapping places as the big crowd cheered on the giant killing Escort which had created great interest in the paddock, the crowd usually three deep around the diminutive Ford.

Mason again set his fastest time on the final lap and at one stage drew level with Bowe as he tried to find a



back through the field with a shifter problem and then was forced in to the pits for a drive through penalty. Seton retired with a blown diff centre after holding an amazing third place as Bullas really began to hound the

swiping the fence as he fought to bring his steed back under control.

Chris Wilson (Torana) and Mike Erwin (Phil Morris Falcon) duked it out as Tilley sliced his way through from the rear of the grid. Mason looked very comfortable at the front and went on to take his first ever race win at Clipsal, with Bullas almost losing second to Marget after an excursion on the final lap. Tilley climbed to fifth in the end, then Mantello in another great drive in an unfamiliar car followed by Hunter who just beat home Treloar by the smallest of margins in the exciting battle for Class B honours. East was eighth then Talbot and O'Neill. Fastest lap: Bullas 1:34.5409.



way past the wily Tasmanian. Bowe greeted the chequer just meters in front of Mason with Bullas resting third away from Seton on the last lap. Marget just beat home a sideways Mantello for fifth with Treloar next then Tony Hunter (Kingswood) and Talbot, who just held out Greg East (Kingswood) in tenth, followed by Young, NSW-based Ford Dealer Ian McAlister (1964 Mustang) who had a much improved showing after bolting on a set of the new radials. Fastest lap: Bowe 1:33.7752 (new lap record).

Race Three

Mason led Bullas and Seton into the chicane as Bowe drifted

leader Mason, ranging up alongside on the exit of turn nine but then running up over the ripple strip and



Darren Knight

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

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

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

This Championship will award points to drivers who compete in speed events, namely hillclimbs and trackday-style sprints. These events are numerous and run by many clubs and you can choose whichever events you like and send in proof of your results to gain the points. While we will scan natsoft, not all results are shown there and in the end it's up to you as a competitor to send the results in to the pointscore Committee member either via email, fax or letter, just as one would in submitting interstate results in the Racing Championship.

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

So if you have an under 2000cc naturally aspirated pre-1973 touring car with an engine from the same marque (ie: Fords must have Ford engines) and you put it in a sprint or a hillclimb and there are three other pre-73 cars of the same capacity (who don't have to be Club members) show us the results and we'll award you 15 points, just as if you had gained the same results in a race. But to widen

the appeal as much as possible your car doesn't have to conform to strict CAMS historic eligibility criteria or have a log book – it may have electronic ignition, or wider wheels, or a non period gearbox, or whatever, and you don't need a racing licence.

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

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

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

THE SIMPLE RULES:

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

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

2008 HTCAV Race Championships Calendar

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

2008 HTCAV SPEED CHAMPIONSHIPS - CHOOSE ANY FROM THESE

Track Day Calendar

(not exhaustive):

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

Hilleclimb/Sprint Calendar:

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

2008 NATIONAL CALENDAR

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

Minutes- General Meeting 27th February 2008

Bells Hotel South Melbourne
Meeting Opened At 8.30pm
Attendees Approx 20

Apologies; Mark Brewster, Jeremy Mantello, Marty Lambert, Graeme Slater, Michael Hibbert, Peter Sneddon.

New Members; Karl Wittick

Guests: Rock Hudson

Minutes Of Previous Meeting Proposed F.j. Luxmore Seconded Ted Brewster.

No Discussion Arising From Previous Minutes.

Treasurers Report provided by David Floyd David, whilst discussing the costs of marquees at Phillip Island extended his thanks and congratulation to TED BREWSTER for the tireless work he puts in to provide shelter from the elements to competitors. THANK YOU TED.

Invoices will be posted to advertisers in March.

TREASURERS REPORT PROPOSED John Bendell SECONDED Hollywood.

Jervis handed out raffle tickets for the door prize at the end of the meeting. ANYONE WIN THE DOOR?

VICE PRESIDENTS REPORT.

Mark will be retiring at the end of this committee's term as he is taking on the role of State race category rep for those pesky Porsche people running the 944 series.

Too bad their loss!

I am sure that Mark will remain involved in our club as he will miss the action and variety that HISTORIC TOURING CARS provide as opposed to those SCOTCH COLLEGE TAXIS! (Watch it Coxy).

Mark also noted that there were 11 Gp N entries for the 1st round of the CAMS state series at Sandown.

Again to competitors at P.I. Historics, make sure you are ready for Friday practice.

A.H.T.C.A. REPORT.

A meeting of the AHTCA will be held at Phillip Island and the state president should be in attendance. More to follow.

Jervis spotted Sir Bob Crackell in the crowded room and immediately congratulated him, on behalf of the club for his rise to the position as head of the HISTORIC

HISTORIC COMMISSION.

He was also immediately christened TOP KNOB BOB!

I'm sure that all that know Bob would join in congratulating him on this achievement and should be proud that we have such a fine captain at the helm.

Bob said he is feeling his way into the job and things will only get bigger and better for historic racing in the future if he keeps feeling.

A new Commission is to be constructed under the direction of Bob and of course once again Bill Cutler has been nominated as the Victorian representative on the historic Commission.

Bob also thanked the club for its support and noted that he is "A TOURING CAR GUY" which is great for us.

Bob Cracknell has succeeded Paul Hamilton as the Chairman on the Commission.

In the past the deputy has been appointed by the chairman of the Commission however this procedure will be altered in the future.

Bob also committed to be at our March general meeting in the guise of

TOP KNOB BOB!

This appearance will be brought to you by CASCADE LAGER!

COMPETITION REPORT

Entries for PI Classic 48 over 3lt 50 under 4 reserves.

Sandown entries 195 in total including 11 group n.

Entrants at state rounds will be issued 10 passes to encourage more people to come along and maybe get involved.

2007 State series trophies will be presented Saturday afternoon.

VHRR are running a day/night meeting at Calder on April 5TH that's all we know at this stage, but you can check Calder Park or VHRR websites.

MEMBERSHIP

Up on last year with 150 COMPETITION 20 SOCIAL 6 LIFE/HONORARY.

Past members will be contacted to see if they would like to compete in the speed championship.

At this stage JOHN LUXMORE WAS GIVEN 15 MINUTES DETENTION.

RALPH MAGAZINE.

Chris thanked Jervis for his great computing skills and as always his unwavering support to Chris in producing the "RALPH".

Also, it is always difficult to find articles for RALPH so PLEASE send the editor things that you think might be of interest to the members, or even some stories of your racing career.

ELIGIBILITY REPORT

Twiggy was in Darwin saying sorry to the bus drivers, so nothing to report.

However he did say that all blue cars will be heavily scrutinised this year!

DAVID TWIGG, HE'S THE STIG!!!!!!!

GENERAL BUSINESS

Drew Marget has for sale a CHARGER that belonged to John English! (He's always hanging around with celebs our Drew) Perhaps he could become a celebrity reporter for the Ralph Magazine in a sort of John Michael Hollywood Howsand way!

As I remember this car is orange and pretty special.

Contact Drew for details.

Whilst on celebrities, our own Jervis Spears has been to visit the home of

John and Jenny Bendell and described it as a massive display of wealth!

The door prize was drawn and the winning tickets were 69 & 63.

One of those numbers belongs to a sex act and the other a sex addict!

Can you guess which is which?

The lucky recipients receive a romantic dinner for two on the last Wednesday of the month at an exclusive South Melbourne eatery.

THE NB REPORT WITH BILL TRENGROVE.

Following on from last months discussions Bill has contacted many members previously running NB cars and some have shown an interest in coming back.

Bill also reported that he has had discussions with Ray Goodwin about the possibility of having some engine blocks re-cast to original specs. This is feasible and the idea will be floated to the Historic Commission.

Bill made the point that NB cars can cost more to run due to the unavailability of parts. Perhaps shorter races would be a help?

Bill also asked whether at our Historic meetings the fields are split NB NC or remain UNDER AND OVER 3LT.

Please consider and air your views at the club meeting or via the mag.

The FORD WINDSOR BLOCK SUBSTITUTE proposal of Hollywood Clemson's is being rewritten before going to the historic commission.

MEETING CLOSED AT 9.35PM

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At the recent Phillip Island Historic round, there was what turned out to be a small, quick AHTCA meeting. One delegate (Garry Edwards, WA) was unavailable, while as you would be aware John Bryant (SA) went for a ride in a helicopter. This meeting was therefore attended by myself as Vic/Tas delegate, Warren Bossie (NSW), David Paterson (QLD), and Jervis as guest hosting state president.

As there were enough attendees to comprise a quorum, we were able to elect an office bearer; your delegate is still the Secretary/Treasurer of the AHTCA. We also agreed that, as Phil Morris is no longer in the role, there was a need to find a new Chairman. The search continues in this regard.

The bulk of the meeting centered on a discussion on the relevancy and future of the National Body. As we are aware, at the present the entirety of CAMS (including, obviously, the Historic Commission) is undergoing a complete revamp, and this may well change the way we interact with them.

Be that as it may, it was felt that there needs to be an agreement between the AHTCA and HC/HTCEC regarding consultation, particularly as regards changes that

will affect all Group N competitors; obviously we're talking about component substitution submissions for the most part. Accordingly it was resolved that a letter would be sent to the Commission seeking to work out some sort of accord in this area to ensure a greater degree of involvement.

There are a couple of things that may well affect the outcome of this approach. As has been pointed out to me, there is a fair chance that this epistle may go unnoticed during this period of reorganisation, as those involved at CAMS/HC could feel they have bigger fish to fry at this point.

Also, such approaches have been made in the past, for little if any value. This could have been in part (at the risk of being unpopular) because of what I feel could be a perception from the Commission of a National Body that seemed to lack common purpose, and took too long to get anything done. Thus, the AHTCA has been bypassed by both Commission and competitors alike. Please note that this isn't a slight against any individual – we all know how hard Justin and others have worked at this – but we can't deny that the going has proven difficult at times. And I'm not

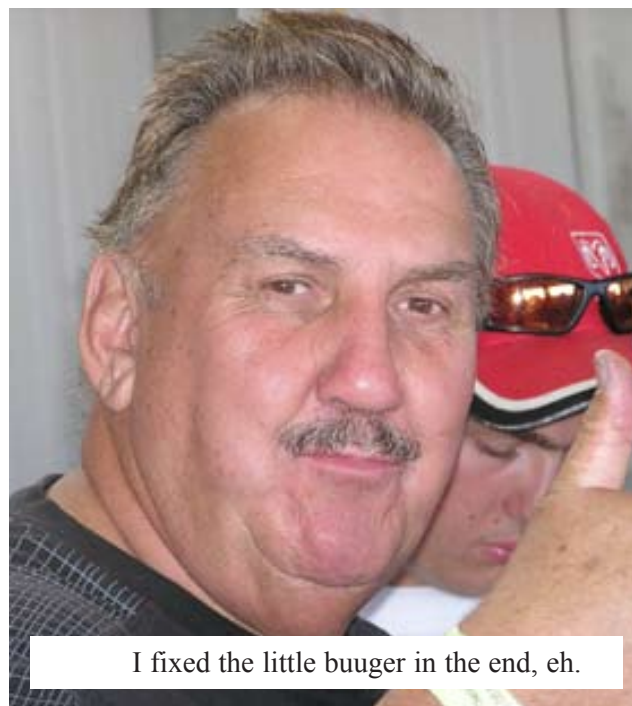
suggesting that we're automatically going to succeed just because 'I'm here now', (the old 'New Sheriff in Town' syndrome...) nor is it fair to say that either side of the equation couldn't do with some improvement. We must each work to find a common ground.

At any rate, it is important for us to keep trying to move forward; hence this latest approach. However, I feel that this is 'make or break' time. When the changes to CAMS and the Commission have settled down, if this current attempt is ignored we could still find ourselves somewhat out in the cold. Then one would have to seriously question the value of continuing with a National Body that has no involvement in decisions that shape the direction of a category that it purports to represent.

Obviously there is the further issue of 'representation' (for want of a better term) being sought for Group N at Historic Commission level, which if granted would also have an effect on this situation.

Whichever way it all works out, we are (as the old Chinese curse goes) living in interesting times!

Mat Jager





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1. Only HTCAV financial competition members are included in the pointscore.
2. Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
3. The Competition Calendar shows which events are eligible for points for a year.
4. Only HTCAV financial competition members are included as starters in eligible Victorian events.
5. Three points are allocated for participating (signing on) at an event.
6. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
7. In a handicap race eight points will be allocated to each finisher of that race
8. Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
9. Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event. Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
10. At interstate events all cars are counted as starters - not just HTCAV members.
11. It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
12. If a car has a DNS in a race, it is not counted as a starter and points do not apply to that car for that race.
13. If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
14. Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
15. If members change classes their points stay within each class but can be added for Total Points.
16. Members may race as many classes as they like at an event, but can score points in only one nominated class. This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
17. Other race series such as the VSRS, VSCRC and Biante use different methods to score their series. This does not affect the HTCAV's pointscore system.
18. Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
19. In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
20. Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

Points Allocation - Per Race

No. of Starters	Finishing Position					
	1st	2nd	3rd	4th	5th	6th
6+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

Plus 3 points for participating

Plus 1 point for fastest lap in your class

How the Club's various Championships work.

HTCAV Club Championship

Your **best 5 results** from ANY of the events below are combined to calculate your class and outright results.

HTCAV Golden Oldies Championship

is scored by your combined TOTAL over these 3 "historic" events

- Phillip Island Classic
- Winton Historics
- Sandown Historics

HTCAV State Championship

is scored by your combined TOTAL over these 5 events

CAMS State Champs.

- Sandown
- Sandwon
- Phillip Is.

AASA State Champs.

- Calder
- Calder

Other Eligible Events

include:

- Island Magic
- One eligible interstate event

Other awards given out each year at the Presentation night include: Rookie of the Year, the Hard Luck award and the Clubman of the Year award, which is voted for on the night by the members.

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We're striking out on something of a tangent this month. You see, I've got an opinion, apparently. And of course it's a jolly great big one, too. This, I have learned, is because I am a C-O-L-U-M-N-I-S-T, that peculiar exponent of the written word who seems to have nothing of value to add, and consistently proves this by telling everyone all about it.

I picked up this little nugget of knowledge after stumbling across the collected works of one Jeremy Clarkson in a bookshop recently. (It's okay, I was only there trying to get directions on how to get away from there.) Anyway, we all tend to be at least on nodding terms with the man's involvement in that motoring show – the one where, with undoubted trepidation, manufacturers of prestigious and expensive automobiles loan them to Jezza and Co. in order that they may be rigorously tested. (Read, thrashed until they break, and handed back in a state of smoking ruin.) A job where we'd all, I'm sure, be prepared to put in the odd spot of

overtime occasionally, if it meant the opportunity to prove that you CAN get the pistons of a Continental GT to stick through its bonnet. And that's pretty much all I thought Mr. C did for a living.

But no! As it turns out, our Jezz has a regular piece that gets jammed edgeways into one of the more notable London fish-wrappers. This gives him the chance to tell us not just what is wrong with the latest offering from that unpronounceable Nordic supercar manufacturer, but also the level of buggeredness suffered by the rest of the globe. None of it helps much, and naturally he generally has precious little qualification; but it's his OPINION, and one supposes he manages to fill that awkward space between the crosswords and death notices that would otherwise be taken up by another page of those infuriating bloody Sudoku games. (Sudoku, Soduko, Pseudo-Ko, I don't care.) And it's quite alright for His Jeromeness to spout off like that because he is, of course, a columnist, and every rag has to have one. So I decided to take a leaf out of his book, and give you a couple of pages of solid uselessness.

Happily, there are other parties to whom we can look for the more important stuff. Chaps like the 'reporter', and the 'editor'.

Elsewhere in this worthy digest you'll find examples of the work of the 'reporter', and of course

the 'editor'. Where these folk differ from those of my ilk is in a subtle but important conceptional divergence in their output. (Hey, whaddya know, I have an ILK!) Let us assume that the main focus of a particular issue of our rag is dealing with the extraordinary event of the sky falling; simple enough, eh?

You see, the reporter will attempt to give an idea of what is happening right now, or has perhaps only very recently happened. Reporters tend to report the news, after all (remind me to get back to this point one day). It would be his job to keep you informed in the first instance that the sky is falling, or has indeed fallen. There would then follow a gleeful inventory of the horrendous list of injuries suffered by those caught beneath this sky at the time of falling. Maybe the odd 'lucky break' story about some guy who wasn't under the sky at the time, because he lost track of time at his lover's house and missed the bus. You know; nice things. An important or 'lead' reporter might even score the scoop interview with Chicken Little.

The editor meanwhile is a similar character, but with the benefit of somewhat increased scope. He can give you the low down on what's happening and why (the falling of the sky late yesterday was due to continued government inaction), or predict what will happen (the sky will most definitely fall tomorrow, due to continued government inaction).

What happens less regularly

is the calling into question of the veracity of the eyewitness statement (Chicken Little was hypnotised by Max Walker). You might perhaps – at some time in the future - be invited by the big guy to cast your mind back to ‘that time when the sky fell’. But this is normally an indication of what we like to call a ‘dead-set boring slow news week’; which is also a fertile breeding ground for Elvis sightings, dodgy Lebanese mechanic stories, and ‘human interest’ pieces on some dodgy Lebanese mechanic’s Elvis impersonating alcoholic dog. It’s also within the purview of the editor to play ‘I told you so’ (I’ve been warning the government of the shakiness of the sky for years), which can be fun.

Whereas compared to all of those high-browed activities, the columnist simply informs you of how this event affects him and him alone – he’ll give you an observation that may well be at least current, but is presented in a way that really doesn’t help anyone at all (‘Gee, how about that falling sky, eh? That was WICKEEEEEDDDDD. And my aspidistras will never be the same’). This is after assuming that he’s even aware of the now ground-level sky in the first instance.

And of course our columnist isn’t either a reporter OR an editor, because these fellows tend to have an ability to be, at times, asking the questions. Not spouting their own bloody opinions like some demented lawn tractor sprinkler. And I know

that, in comparing myself to a certain once-woolly-haired Pom, I am drawing a bow with which Hercules himself would struggle. But this, evidently, is my job; telling you all what I THINK. Suits me, quite frankly.

First of all then, we need to shoulder our way past the preliminary hurdle – let’s not embarrass ourselves in attempting to leap over it - which being the doubt regarding the capability of the columnist in question to actually generate cohesive thought. The Boss put this (in her way) most succinctly when she pfffted, “You?! Thought?! HAH!” Again, succinct.

So anyway, here are a few of the things that I think:

1. I firmly maintain that anyone travelling faster than I am is clearly a LUNATIC, whereas of course anyone going slower is an IDIOT. Furthermore, if they should happen to commit the cardinal sin of going slower than me, in front of me, in THE FAST LANE, then quite naturally they should be dragged from their vehicle and flayed. Incidentally, this rule also applies to such things as supermarket trolleys, pushbikes, lawn mowers (I’m prepared to admit that Victa traffic where I live is generally light, but you never know), and right on down to those who feel obliged to perambulate along the exact middle of any footpath they may be on.

2. If it has only taught us one thing in the eon or so since it made it’s shaky and grainy debut,

then “Least Amusing Home Movies” shows that the last place an inebriated Aunty should be is atop the nearest broad expanse of pine. And yet, week after horrifying week, we are shown the evidence that all it takes for Sally, 68 of Glen Iris, to confuse herself with a table-top dancer is a skinful of Lemon Russkies and an encouraging slap on the rump from uncle Barry. Don’t most parties have laid on security now? Who is taking the responsibility for stopping this needless waste of artificial hips, I’d like to know.

3. Well, there WAS going to be a three, but I need to keep some of these in reserve. That’s right, there’ll be more. After all, I must build up a bit of a portfolio of these little gems of wisdom. So that (of course I’m working in reverse here) surely it’s now only a matter of time before Porsche Australia asks me to ‘test’ their new GT2...

Mat Jager

THE HTCAV KNEES-UP AT THE ISLAND



Mr Greedy grabbed a bit of gold in the end



Hey Chargers, what's with the fingers?



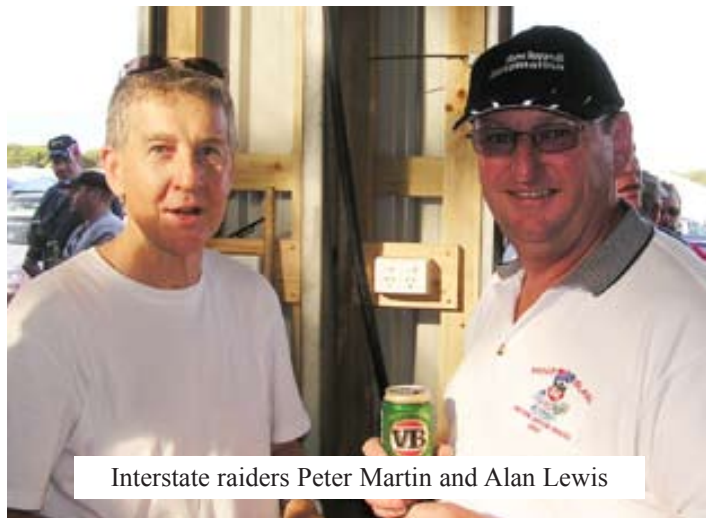
Club stalwarts on bouncer duty



Club munchkins Jo, Jenny and Michelle



Club Darrens, Knight and Collins



Interstate raiders Peter Martin and Alan Lewis



Racy returnees Mark Johnson and HRH Andy "Ace Cannon"



Crusty the Chiro discovers new historic cause!