

# HISTORIC TOURING TORQUE

November 2008

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

Pic Courtesy James Smith



*Hot Historics  
at Sandown!*

**Awards night!  
Last Chance  
to Book  
26 Nov.**

**Historic Touring Car**  
Association of Victoria

**Next General Meeting**  
8pm Wednesday 26 November 2008  
Bells Hotel, Moray Street South Melbourne

# Torquing Heads 2008/2009

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# Torque Steer



## President's Report November 2008

As the 2008 calendar year looms to a close it's a good time to reflect on where the Club is positioned at this point. The main focus of our (Committee) attention has been to elevate the profile and standing of this Club in both the public eye but more importantly in the general motor sport fraternity.

The reality is that with very few exceptions we have had a cracker 2008. The recent Historic Sandown was a real watershed event in this regard. I've covered this one elsewhere in the mag but the simple facts were that the racing was red hot, clean and hard fought and afterwards our members and plenty of prospective new ones really looked as though they didn't want to leave! That fact alone is the indicator that we are heading in the right direction.

Huge thanks to all that were involved not only in this meeting but throughout the year. This Club is blessed with so many dedicated, sincere and active members that it's really difficult to name a few as the list is vast – you know who you are and on behalf of all our members I thank you.

## THIS MONTHS GENERAL MEETING – WHY?

Some people may question why we need a general meeting so close to our Awards Night but the decision was taken to have a general meeting simply due to the fact that not everyone is able to come to the Awards Night, and also if we didn't, then it would simply be too long between meetings. Another advantage also is that we can address any housekeeping issues and get them crossed off prior to the year's end, hopefully giving us a fairly clean slate for the new year of racing.

## FORUM:

The Club forum is really starting to stretch its legs now with plenty of 'spirited' discussion taking place – really good stuff here. No doubt safety car and yellow flag issues will get a run here pretty soon I'm guessing. The forum is so good that I think we may have to start to include a 'forum report' at the general meetings – just a thought!

## VIC STATE RACER:

Look out for the new issue which contains our Club's information section – this is a good tool to show interested people what it is we do. The latest publication is really very good and fortunately there have been plenty of copies handed out to make sure they get a good circulation amongst the faithful. We thank Mark Barbour for his work in this regard, always improving the profile and exposure of our Club – great stuff.

## KIDS CHRISTMAS PARTY:

Wow! Michael Hibbert has captured the hearts and imaginations of our members big time. At the time of writing it appears a total crowd

exceeding 70 will be in the Eltham Park on Sunday 30<sup>th</sup> November @ 11am-4pm to take part in the inaugural HTCAV Kids Christmas party event. Michael has procured the correct CAMS insurance and permit for this event so if we have any on track casualties we can rest assured all will be well – phew! What a master stroke to entice Michael to the Committee (I think this was a Jerv initiative!) because he has taken to the social secretary role with huge passion and already has plans for some fantastic events in the new year – don't want to give too much away but we could see some real driver swapping action and another event that will be a 'crackerjack' one – bring it on.

## CHRISTMAS PARTY/AWARDS NIGHT:

Tickets are now available from either Jervis Ward or me – please call us ASAP to confirm numbers and arrange your tickets. The trophies this year are all new and the emphasis is on modern and quality – some will love 'em and some may not but the only way to find out is to be there for our night of nights.

You will need to be quick I suspect as numbers are very high, very early, this year! This year will see a new batch of trophy recipients with very much a changing of the guard theme being played out – good to see. The format will be similar to previous years with yours truly doing some stuff whilst our compere extraordinaire (Jervis) will be let off the official hook (so to speak) to concentrate on being the best MC he can – this should be good! He's usually very funny but I'm tipping this year he could be simply hilarious.

## PHILLIP ISLAND MAGIC:

The final round of our calendar year looms as a great event at this awesome circuit. For some of us our cars have not quite made the journey to be ready for this event (damn!) but for those who can, they should have a great final event for the year I'm sure. At the time of writing our numbers were really very good for this event which is testament to the dedication and enthusiasm shown by so many of our members in what has



Pic Courtesy James Smith

# President's Report cont...

been a trying year in the sport generally. To those who are competing at the island I commend you for your efforts and pray that you have a fantastic final event.

## CALENDAR:

As soon as our racing calendar has been confirmed in stone we will advise all members through the newsletter so that you can plan next year's season. Whilst not confirmed fully as yet it appears as though we will have a slight break with tradition in some regards with some new racing opportunities in play and a concentration on the theme of 'less is more' which hopefully will assist our Club in continuing to prosper in a tightening market place.

## FEEDBACK:

One thing I have noticed in recent times is that organizers are now starting to change some processes at race meetings with some things being better and some not, but the fact is that communicative effort and consideration is being given to making our racing environment a better thing all round. The single reason for this is the fact that all organizers have now realized that input from the competitors is vital to them being able to develop systems that will ensure we all continue to

participate – really simple stuff that is now bearing fruit for all. We are constantly asked for feedback and this environment of consultation is fantastic for getting a true picture of what we want and need at the meetings we attend. I congratulate the organizers for this approach and in particular our own David Floyd in this regard.

## INTERSTATERS:

It was really pleasing to see a vast range of interstate competitors at Sandown last weekend, and I do hope they all went home feeling that they were made very welcome and hopefully they are planning a return soon with more of their mates. Plenty of em joined us for drinks after racing which was really great to see. It's really good to see the continued support shown by guys & girls like Stuart Barnes (SA), Jerry Lenstra (NSW), Paul Burchell (SA), Ian Pringle (SA), Helen Lindner (NSW). All of these racers are repeat supporters of our events with some of them Victorian members as well! Along with the support of: Darryl Hansen (WA), Brian Potts (NSW), Kevin Heffernan (QLD), Gary & Carol Jackson (QLD), Mark Jewell (WA) & Stuart Young (WA) – this event was simply a ripper. From our Club I extend a warm thank you to these teams and

we hope that you come back soon to race with us again.

## POINTSCORE:

Wow, wow, wow – what a difference the point score changes have made this year! As we are working through them we are finding that classes are tighter than ever before and classes are being won and lost by mere points – thrilling stuff. The points score makes compelling reading at this time of the year and the awards night will be a ripper.

## COMMITTEE:

The current Committee will enjoy a break at Christmas I'm sure. I can honestly say that in my time serving on the Committee I have not seen a workload as great as what the guys have on board at the present time. The Club is going ahead in leaps and bounds but it hasn't happened without a huge amount of effort by these guys this year. I'm constantly amazed at the level of commitment and skill at which our Committee process achieves the things it does. I am genuinely proud to be associated with each and every one of these guys and on behalf of our Club I thank you all.

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

Yours in racing, *Deano*

## Don't Forget The Club Discounts!

### DON'T FORGET THE CLUB DISCOUNTS!

As Club members you are entitled to massive discounts on a range of vehicles and parts at Booran Motors and entry fees for tarmac rallies run in Tasmania through Octagon Motorsport.

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**See pages 5, 18 & 23 for full details!!**



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# Editoro



I always think that once the middle of October comes the whole year speeds up dramatically in its headlong rush towards Christmas and that each year it seems to get faster. Could be something to do with being ancient – I remember in my yoof the summer seemed to last forever. I was faster then, time passed more slowly, now it's quick and I'm not so. I have just discovered a Major Truth...

Anyway, the time has passed so quickly that this will be your last magazine for the year as there is precious little point in doing one in December and beside, we're all fagged out. The Great Bird and Co-Editor will probably be doing his usual short fun piece for January filled with pics from the Christmas Party/Awards Night – and that has to be the highlight of anyone's social calendar, dahlings! Next year we'll continue to tweak the production and a few noses here and there as we seek to entertain y'all, whether you read it on-line in colour, or upon your knees in the smallest room. If it's the latter I trust that the magazine has the right qualities to make those occasions fruitful and fun.

Last year, after we sent out stamped addressed envelopes with the renewals we generally received them back quickly

– please, please do the same this year as it greatly relieves the stress and bother, besides if we don't have to spend time chasing money we can think of other things to do. (And anyone caught steaming the stamp off for a Christmas card will be shot.)

Person-holy, I had a great Sandown, with most of the bugs banished and the Editorial Bimmer having a couple of fourths. By far the most fun was the last race where I had the world's most competitive Competition Secretary hounding me for about five laps, until we came across Mick Stupka in the wonderful Citroen in Turns 11 and 12. (Mick, Russell has your next set of tyres, gratis...) Russell got the better run on to the straight and that was that. But the good thing was, it reminded me of why I took the long, expensive and tortuous route back into small capacity historic touring car racing – the battle was very much like those of the Cortina years - it doesn't matter which way the results turn out really, especially once that first beer slips down at the end of the day. (But dammit, I have to find a way to get faster. Hmmm, p'raps driving faster would be a start...) The BMW seems to have a penchant for self harm. So used to being belted on the track, when this didn't occur it arranged to have a gust of wind lift the tent, freeing the pole to come down and karate chop the boot. I shall have to send it for counselling.

It was great to see all the old Holden drivers out there on the weekend. Many were very excited by the Club and it would great to draw as many as possible into the HTC AV – if you know of any please encourage them to join. Especially with the Speed Championships gaining momentum and a couple of events

we hope to include next year there'll be even more for those with cars, and more interest for those without. Special mention must be made regarding the efforts of Gary Poole, Humpy Hero, for mucking in comprehensively with the organizers with the display and events

Some people have apparently become confused between two of the Nc Ford Escorts running – those of Paul Cruse and John Smallman – which is the BDA and which is the Twin Cam? Paul's is the Twin Cam and John's is the BDA, but Paul's looks more like a BDA because he has opted to run the optional forest flares on the wheel arches, allowing him to run a greater offset on his wheels because they won't foul the guards. John decided not to as they stick out and are a bit fragile and he didn't want to be replacing them all the time on account of those who are still under the misguided notion that "rubbin's racin'".

And from John's good SA mate and multiple Vic State Series Sport Car Champion, Lyn Punshon, comes news of Kylie, the Mustang he bought from me in early 2005. The new owner, Warren Briggs, is a Kiwi based in the UK. He went there as a fabricator for McLaren, but now utilising his parents' NZ manufactured irrigation equipment he irrigates most of the main horse racing tracks in England, including Ascot. He is also half owner of GOOD Fabrications in the UK who design and manufacture the majority of F1, World Rally, FIA GT, DTM and NASCAR exhaust systems. He owns one of the few current NASCAR's outside a team and runs it occasionally at Rockingham. Kylie is based in Sydney and Warren intends to run her four or five times a year in Australia when he comes back to visit family and friends. I always knew that Kylie would go places... she might even earn herself a new exhaust system by the sounds of it.

Have a great Christmas break – stay calm in manner, clean in habits and safe on the roads! Hope to see as many as possible at the Christmas knees-up. And by the way, if you're going to the Kids Christmas party on November 30 and you own an Ezy-Up or similar, better stick it in the car in case we get some much-needed rain...

Cheers

*RalphE*



Pilvo battle was the highlight of the Ed's weekend

Pic Courtesy James Smith

# Historic Sandown 2008



Road cars, race cars...

Pic Courtesy James Smith

Mark Johnson (Porsche) dominated Under 3L with a clean sweep of all three races despite missing qualifying. Darren Collins (Camaro) struggled with a few braking issues and qualified down the back in Over 3L but recovered to take two strong wins on Sunday.

## Under 3L

Paul Cruse (Twin Cam Escort) couldn't quite capitalise on pole position in race one and was jumped by Brendon Hare (Capri) and Bill Cutler (BMW) off the line. Stuart Barnes (Cortina) retired with a suspension issue with the Safety Car despatched as a result. Racing resumed with Helen Lindner spinning

## Moran muscles Mustang



Pic Courtesy James Smith



Dreadlocked Darren scored two from three

her Cooper S thanks to off-centre steering caused by a qualifying incident. Chris Ralph (BMW) was vaulting up the order after qualifying a lowly 15th thanks to only having one third throttle. Cutler and Hare raced side by side entering turn nine before the front straight until Cutler found himself with nowhere to go except the grass, running wide and dropping a couple of places. Ralph relieved Brent Trengrove (EH) of sixth place (around the outside if you don't mind umpire) on the last lap as Johnson sliced through from the rear of



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**BDA leads TC**



Pic Courtesy James Smith

the toe out in front. Anthony Ramage (Cooper S), Nick Cascone (Cortina) and Trengrove had a great battle for sixth until the latter dropped out with a clutch drama. Cutler bagged another second with Pilven third after a big dice with Ralph in fourth followed by Cruse.

**Over 3L**

Pole winner Darryl Hansen (Mustang) retired half way round on the opening lap with an oil pick up problem. Andrew Cannon (Mustang) had rocketed off the line to move into third until the Pony Car stuck in second gear. Fellow 'Stang pilot Andy Clempson also suffered a drive line issue while the

the grid in six laps to win from Hare and Cruse with Cutler recovering to fourth.

Cutler made a great start in race two but Johnson was soon out in front and never headed. Jerry Lenstra parked the Imp with shifter problems while Ian Pringle (Cooper S) retired with gearbox woes. The Corties of Barnes and Doolan had an entertaining duel while George Opocynski (Volvo) broke a rocker. Cruse tagged the fence within sight of a podium on the last lap and Hare came

to a halt leaking oil on the final tour also. Cutler took second in front of John Smallman (BDA Escort), Ralph and Russell Pilven (Datsun 1600) in fifth.

Hare did not reappear for the final with Johnson again hitting



Dobbo done good!

**Hibbert tries to Jeff Geoff!**



Pic Courtesy James Smith



Jonesy's old car made a welcome return

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# Historic Sandown cont.....



Pic Courtesy James Smith

Humpy leads Swedish Humpy!



Hollywood Horror!!!!

Pic Courtesy SDPics.com

eventually utilised the Chev's bigger capacity to blow past Ward up the back straight and went on to take his maiden win. Ward was a close second with Potts and Bill Trengrove (Mustang) next in front of newly crowned State Champ Gary Edwards (Torana) who held out the big HQ Monaro of Gary Jackson. Challis faded mid race after the Torana

started getting too hot and Hansen had clawed back up to seventh when the 351 Windsor suddenly threw a rod just as Hansen took the chequered flag.

In the final Trengrove and Edwards really went at it hammer and tong while Carol Jackson (Torana) was finally having a good run and found herself immersed in a spirited battle with WA's

brand new Camaro of Daryl Duff came in with a loose bonnet. Jervis Ward (Mustang) took the win not far in front of Brian Potts (Monaro) with Ray Challis (Torana) third. Collins climbed up to fourth by races end.

The Safety Car came out early in race two with Duff stranded out on the circuit. Collins



Great to see the Hares and the hounds

Pic Courtesy James Smith



Just Crusin'

Pic Courtesy James Smith



Pic Courtesy James Smith



Pic Courtesy James Smith





Jervis jumps the other jiggers

Pic Courtesy James Smith

Stuart Young in the ex Ian Jones Torana. Paul Dobson (XT GT) somehow managed to keep the marauding Toranas of Challis and Kevin Heffernan behind him as Collins took a comfortable win from Potts and Ward with Trengrove winning the battle for fourth.

*Darren Knight*



The pack pounces...

Pic Courtesy James Smith



Doesn't count. Curb assist!

Pic Courtesy James Smith



Inspector Maigret at speed

Pic Courtesy James Smith

That's my sheep station!!



# Member profiles

## Porsche Pros Punt Group N!

A very odd thing is happening. Seasoned Porsche professionals, blokes with sharp technical minds and Stuttgart-trained logic are doing the antithetical – they're joining the HTCAV and racing small, simple Group N touring cars. Why is it so? Why does a guy like Paul Watson, a Porsche Cars Australia tech heavyweight, with one of the longest, most distinguished and varied motorsport CVs of anyone who'll actually talk to you, opt for a Cortina? Why has Nick Cascone, a technician from Weltmeister, one of PCA's service competitors, done the same? And why does Paul Girt from Porsche Melbourne Parts Department run a Mini?

The last-named is probably the easiest to explain. Named in our National Anthem, Paul Girt started at Porsche 12 years ago as a Parts Apprentice and has been the Parts Manager for Porsche Centre Melbourne for the past seven years. His first car was a 75 Mini 1100, his second a 1275LS, in which he began Club racing. You can see the trend....

But open wheelers also had their appeal and in 2002-03-04 he raced a Sabre Formula Vee in the Victorian States Series, followed by a Mygale Formula Ford in 05-06-07. Paul and your trusty Ed were actually several times

on the grid together, but my mount being an 86 car, the results were always one-sided (apart from the 106 years age difference). I got frightened by the 17-year old kids raised on play stations who thought you just had to press re-set when you'd just taken out half the



Paul Girt at Historic Sandown

Pic Courtesy James Smith

field, Paul got pissed off with having to miss four races repairing his car, while Daddy just bought the 17-year old a new one...

Paul then purchased his Group Nc 67 Mini from Sydney, sight unseen, and he's been very happy with it, although he thinks it still needs more development. He says that the recent Sandown meeting fully justified the switch to Historic Touring Cars – good old fashioned close racing with respect and friendship.

He's also been a terror on the tarmac – next year will be his 9<sup>th</sup> Targa Tasmania on the trot in a 1985 Porsche 911 Carrera. But the year after that? He'll be going for Targa

(and the HTCAV Pre-73 National Rally Championships) in a ready-built 1965 Mini Cooper S.

From the same company comes another Paul, Paul Watson. He's the Technical & Training Manager for Porsche Cars Australia and for the first two years of the Australian Carrera Cup he was the Technical Manager for the category. And as anyone who attended the September Club meeting will know after his excellent address, he also competed in the last two (2007 & 2008) Transsiberian Rallies with runs from Moscow to Ulaanbaatar, in a factory prepared Porsche Cayenne. Any bloke who breaks his back one year and goes back the next year for more needs some respect in the goolies department... Confirming his mad competitive streak he has also raced Superbikes, dirt bikes and off-shore power boats!

His circuit racing CV stretches back on and off for about 30 years in everything from Formula Fords, XU1s, a TR7 and Group E Commodores. A couple of years ago he decided to get back into circuit racing again after a ten-year break but found the number of historic Formula Ford races too few for his liking so bought the immaculate Cortina of Lou Renato. Originally built by Gordon Cox, it was campaigned very successfully by Drew Marget and Mat Jager.

Paul says that his decision to join the HTCAV has been fully justified by the excellent time that he experienced at Historic Sandown. Having Club members coming over for a chat and wanting him to have a good weekend made a big change from other categories where they see another competitor as just someone to beat...

Our third Porsche dude is Quick Nick Cascone, who with the Cortina has been putting in some hero performances this year. Apart from watching Bathurst every year Nick originally didn't have much interest in cars, his school sports being Touch Football and Rugby, and he captained Victoria on many occasions at a national level.

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Paul Watson punting the Transsiberian Rally in a Porker

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Paul Watson punting Sandown in a Cortina!

At Uni he studied for a Bachelor of Applied Science in Human Movement. In his first year he bought a Mini, joined the Victorian Mini Club, built a concourse-winning Mini and started going to a few hillclimbs and sprints, before deciding to do an automotive course so he could build a competition Mini. His first time around the Island was 2.28 – but four years it was down to an even 2.00. Wins came in hillclimb rounds and sprints, he competed at the Australian Hillclimb championship at Mount Panorama, and placed in the Mini Club Championship.

After an apprenticeship with Mitsubishi Nick worked at Pickards of Melbourne, where he could indulge his passion for British cars. On meeting Fast Johnny Luxmoore at Rob Roy, Nick looked around and found himself the owner of a neglected blue and yellow ex-Lloyd Cleaver Cortina GT. As luck would have it Nick moved on to work with Lotus where he met the legendary Rex Colliver who



Nick Cascone

has since helped him enormously. Over the next three years Nick and Rex developed the fastest pushrod Cortina they could but his first ever race meeting – this year's Phillip Island Classic – involved him in the now

famous start-line fracas. Thankfully, the guy he ran into, Colin Doolan, took his car back to his panel shop and returned it to its near concourse state.

Today Nick is with Weltmeister Porsche



Nick Cascone



Nic Cascone has a little bit on the side...

(“I’ve really fallen on my feet...”) and with his passion for the sport he now looks after all the customer racing cars, as well as providing technical and mechanical support at Porsche club rounds, state rounds and National Porsche GT3 Cup Challenge races. (And don’t think the Cortina doesn’t spend a lot of time on the Weltmeister set-up equipment...)

Nick is delighted to have finished the season and to have found the HTCAV. “The camaraderie at the race meetings is fantastic and everyone is willing to lend a hand and give advice when needed. I can see myself being involved in historic touring car racing for many years to come,” he says.

Odd thing or not, the fact that these three Porsche Persons have joined the Club and are enjoying their racing so much with us speaks volumes for our category of racing. Welcome to all!

# CLARK MEDIA SERVICES



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# Perpetually Puzzled?

Every year the Club awards two perpetual trophies that are unrelated to competition results, the Ken Raper Trophy and the Ian Jones Trophy. For the benefit of new members, ie, those who haven't been in the Club since cocky was an egg, it's probably worth revisiting the story behind the awards.

The Ken Raper trophy was given to the Club in the mid 80s by the Raper family when their son Ken, a young Club member who raced a V8 Chev Bel Air with considerable verve, was unfortunately killed on the road in the car one night near their hills property. The trophy, one which Ken had won, was donated to the Club plus \$1000, and the interest on that funds the purchase of a trophy for each individual



winner to retain, after returning the big trophy for the Awards Night presentation to the next winner. Ken was a boisterous guy and muscled the big Chev with considerable aplomb; his brother Graeme ran a Prince Skyline GT at the time (as did Peter Sneddon) and occasionally races an old Australian special in J & K racing at historic meetings. The brothers' brother-in-law was one Barry Batagol who some may remember driving his Iso Rivolta in Group N before that marque was re-allotted to Group S, and who now runs a Bentley Speed Six in Regularity.

What are the criteria for a member to



be awarded the Raper trophy? Aaah, here's where it gets a bit arcane. The Raper family asked that the award be decided by Ted Brewster and Ken Zinner who keep their reasons a closely guarded secret. Sometimes



it's for derring-do on the track, sometimes it's for services rendered, sometimes it's just kinda perverse... The Club's two most senior senior citizens argue away for hours every November before coming to an agreement. The Trophy is then engraved (at Ken's expense), taped up and revealed with a flourish on Awards Night.

Much the same arguing goes on between the self-same old fogies (I can say that these days) regarding the Ian Jones Trophy which came into being as a result of similarly tragic circumstances, and awards Group Nc competitors, usually for on track bravery. Many more members will remember the amazing Jonesy, one of the fastest drivers in a Torana one could ever see and a lovable larrikin extraordinaire. He met his maker at night near Langwarrin in 2000, having dropped off his kids at a local hall. Ironically, he had just sold his race car and only hours earlier had put it on a trailer for its transport to WA. The car was recently run at Historic Sandown by a subsequent owner, Stuart Young who has retained the famous black with yellow and red stripes colour scheme.

Jonesy had been a Vice President of the Club and Editor of this magazine, and an energetic Club stalwart for whom nothing was too much trouble. Ian's twin brother Steve (younger by ten minutes, which Jonesy never let him forget) also drives a Torana and at the

time of writing looks as though he may well take out the Club's inaugural Speed Championship award. Again, the Trophy is engraved, taped and revealed with ceremony by Ken and Ted on the Awards Night.

Of course you'll be there on November 6 for our finest social occasion of the year – hopefully this time you'll have a bit more understanding of what these prestigious perpetual Club trophies are all about.

*RalphE*

## 20 Years of Ken Raper Trophy Winners

- 1988 Tino Leo
- 1989 Barry Devlin
- 1990 Paul Burchall
- 1991 Eddie Dobbs
- 1992 Adrian Read
- 1993 Chris Ralph
- 1994 Peter Sneddon
- 1995 Rian Nott
- 1996 Trevor Talbot
- 1997 Mick Stupka
- 1998 Ian Jones
- 1999 David Twigg
- 2000 Greg MacPherson
- 2001 Bill Trengrove
- 2002 Jervis Ward
- 2003 Don Knight
- 2004 Bob Cracknell
- 2005 Rod Evans
- 2006 John Luxmoore
- 2007 Helen Lindner

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## CAR STEREO REPAIRS

# By The Numbers

Here is the current Racing number list. The Club tries to help manage the numbers to save Members the trouble and expense of changing them for each event.

No-one owns a number, they just use one. To be allocated a number you must be a continuous financial Competition Member and your car must run at least once every two years in one of the HTCav's Calendar events. This list will be supplied to promoters with the view to them giving priority to the below. If there is a problem please contact Russell Pilven or Paul Cruse. Their contact details can be found on page 2 of this newsletter.

Number ..	Name	Surname	Vehicle Type	Current
1.....	1st. Place	Club	Champion	
2.....				
3.....	Mark	Johnson	Porsche 911	
4.....	Tony	Pejkovic	Holden EH	
5.....	Len	Reid	Torana GTR-XU1	
6.....	Dylan	Innes	Torana GTR-XU1	
7.....	Jeremy	Mantello	Holden Monaro	
8.....	Darren	Davies	Holden Monaro	
9.....	John	Bourke	Torana GTR-XU1	
10.....	Andrew	Cannon	Mustang	
11.....	Paul	Dobson	Falcon	
12.....	Danny	Myers	Datsun 1600	
13.....	Rod	Evans	Cortina GT	
14.....	George	Opoczynski	Volvo 144 Nc or 122Nb	
15.....	Paul	Cruse	Escort 1600	
16.....	Russell	Pilven	Datsun 1600	
17.....	Drew	Marget		
18.....	Marty	Lambert		
19.....	Ian	Cuss	Triumph 2000	
20.....	Bill	Benic	Volvo 122S	
21.....	Brendon	Hare	Ford V6 Capri	
22.....	Bill	Trengrove	Mustang	
23.....	Bill	Cutler	BMW 2002	
24.....	Tony	Hubbard	Chev Camaro	
25.....	Justin	Brown	BMW 2002	
26.....	Jervis	Ward	Mustang	
27.....	Eddie	Dobbs	Holden FE	
28.....				
29.....				
30.....	Paul	Zazryn	Jaguar MKII	
31.....	Ben	Reid	Mazda RX2	
32.....	Don	Knight	Cortina GT	
33.....	Paul	Girt	Mini Cooper S	
34.....	Richard	Fairlam	Holden EH	
35.....	Mark	Brewster	Torana GTR-XU1	
36.....	James	Holloway	Mini Cooper	
37.....	Jill	Hergt	Chevy Nova	
38.....	Anthony	Ramadge	Mini Cooper S	
39.....	Michael	Holloway	Valiant	
40.....	John	Harrison	Torana GTR-XU1	
41.....	George	Ginis	Mini Cooper S	
42.....	Ted	Brewster	Mini Cooper S	
43.....	Gary	Burton	Jaguar MK11	

44.....				
45.....				
46.....				
47.....	Graham	Slater	Torana GTR-XU1	
48.....				
49.....	Jody	Mason	Charger E49	
50.....				
51.....	Michael	Lemmens	Torana GTR-XU1	
52.....	John	Smallman	Escort	
53.....	Brendon	Wilson	Holden FC	
54.....	John	Mann	Mustang	
55.....	Dean	Bryant	Escort 1300 GT	
56.....	Kevin	Stoopman	HQ Monaro	
57.....	Simon	Browning	Cortina	
58.....	Ian	Cromarty	XR GT Falcon	
59.....	Andrew	Williams	Torana GTR-XU1	
60.....	Brian	Deveson	Cortina GT	
61.....	Michael	Stupka	Hillman Imp GT (x2)	
62.....	Peter	Burchell	Mustang	
63.....	John	Luxmore	Cortina GT	
64.....	Bill	Trengrove	Holden EH / Mustang	
65.....	Brian	Beasy	Capri V6	
66.....	Nick	Cascone	Cortina GT	
67.....	Ian	Watt	Triumph 2.5 PI	
68.....	John	Brash	Holden Monaro	
69.....	Michael	Miceli	Mustang	
70.....	Matt	Jager	GT Falcon	
71.....	Michael	Hibbert	Charger	
72.....	Andy	Clempson	Mustang	
73.....	Gary	Treloar	E49 Charger	
74.....	Michael	Bugelly	Mustang	
75.....	Mark	Barbour	Mazda RX2	
76.....				
77.....	Gordon	Cox	Torana GTR-XU1	
78.....	Laurie	Nelson	Ford Capri	
79.....	Stuart	Brown	Torana LJ-XU1	
80.....	Garry	Edwards	Torana GTR-XU1	
81.....	Rob	Southouse	Holder 48-215	
82.....	Mark	Schatz	BMW 2002	
83.....	Peter	Owen	RS1600 Escort	
84.....	Alan	Brown	Torana GTR-XU1	
85.....	Tino	Leo	Mustang	
86.....	-----	-----	NUMBER RETIRED	
87.....	James	Frolley	Mustang	
88.....	Andrew	Tickner	Cortina	
89.....	Robert	Braune	Charger	
90.....	John	Bendell	Lotus Cortina	
91.....	Chris	Ellis	Mini Cooper S	
92.....	Phillip	Dunkin	Holden HQ	
93.....	Peter	Melick	Mini Cooper S	
94.....				
95.....	Chris	Ralph	BMW 2002	
96.....	Ray	Challis	Torana GTR-XU1	
97.....	Jim	Collins	Camaro	
98.....	Helen	Lindner	Mini Cooper S	
99.....	Les	Walmsley	Torana GTR-XU1	

## The Get Well List

On behalf of the club we continue to wish much respected club stalwarts Glenda Zinner and Ted Brewster all the best with their respective recoveries from recent health problems.

Joining the ranks this month is Club past First Lady and much loved and respected Margaret Dobbs who has started on the road to recovery this week. The best wishes and prayers of all fellow club members are with you and Eddie on this journey Margie, Kind regards, Deano and the whole Club.



# Christmas Party & Award Night

**Saturday 6 December 2008**

**“Upstairs” at Watsonia RSL**

6 Morwell Avenue Watsonia Victoria.

**\$50 per head. Includes 3 course meal plus pre-dinner canapes!**

Drinks available at the bar prices.

Dress neat casual. Limited places

*Great fun night with all your HTCAV mates!*



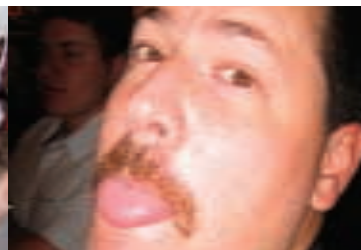
Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

Make Cheques payable to **HTCAV** and mail to **PO Box 16 Chadstone Centre Victoria 3148**  
or **Call Jervis on 0409 137 629 to book or just come to the next general meeting with \$\$**



# October General Minutes

Minutes General Meeting 29 October 2008. At the usual joint. Meeting opened at 8.20pm

Sorry Day participants were as follows: Edward Brewster, Ian Cuss en' and a swearin', 0363, Mat Jiggler, John Bendell, Toothy, Twiggy, Martian Lambert, Just in Brown, and Sneds. Guests: A couple of ladies whose names escape me now! New Members: Rex Colliver.

Minutes of previous meeting .....were crap!  
Moved – Frankie J Luxmore, seconded Rowdy Roddie Evans.

## SECRETARY'S REPORT...THIS IS IT!

From the postman's sack: MBE statement, membership renewal and XMAS party monies. Meeting was then postponed to hear from our guest speaker Paul Watson.

Very interesting talk and slide show about rallying Porsche Cayennes through some of the most uninviting places I have ever seen. The highlights for me were learning that Mongolian beef is actually goat and the prettiest picture was of some sort of Siberian Yak, grazing on gravel. Anyway, next time why not join the studio audience and get the full picture.

Just send a stamp addressed envelope to Dancing With The Cars, 22 Bendigo St Richmond Victoria 3121. Say hi to your bum for me!

**TREASURER'S REPORT** by ABBA. Moved as true and correct by Pussell Rilven and seconded by Holey wood.

## PRESIDENTS REPORT

After seeing the great man with his shirt off at Sandown, I think we should reinstate the look-alike competition ... I THINK DEAN IS ROSANNE BARR



Ever seen em both in the same room?  
The Committee is discussing a master plan for the future growth of the Club, or as I like

to refer to it as Preparation H. This will be the focus of the Committee for the next few months as it is very important that as a Club we grow.

The Speed Championship is adding to our membership, and of course, Historic racing in general is fairly healthy, however we need as many new members as we can get.

The racing incidents at the Muscle Car Masters are still under investigation, CSI style, so when something is resolved it will be reported.

After the Phillip Island state round, one of our members received a fine in the mail. And it wasn't from Snr Sgt Richie. It was from CAMS for allegedly passing under a yellow flag.

It has since been investigated and the charge and

fine have been dismissed.

The moral of this story? Bugged if I know!

Awards ceremonies cum Christmas party, BOOK NOW, get your tickets from Jerv.

The magazine and of course the internet forum thing are great ways to inform and discuss, so use them. Michael Cruse has done a great job setting up the forum, with 73 topics and 153 responses. There are discussions going on about all sorts of things .Cars being bought, sold, built, crashed, blown up, even just rusting away. Tune your computer to [www.htcav.com.au](http://www.htcav.com.au) and click onto the Club forum.

The Saloon car issue at Phillip Island has been fought out and resolved via the forum, what a great place to get your point across without having to look people in the eye.

Robert Dunt, chief club development chief from CAMS came along to the committee meeting and offered to help us build our membership, with ideas like a permit and insurance for social events.

## MEMBERSHIP

192 and climbing.

Gary Poole has brought along a couple of new members so we're getting close to the 200 target. We have printed flyers for Targa style tarmac ralliers and have been advertising here and there including a full page ad in the Sandown Historic programme.

Jervis thinks we will experience a HUGE increase in membership due to these actions.

Perhaps we may even look at running an event next year.

## HISTORIC COMMISSION

Bill Cutler reported that the Historic Commission meeting had 70 agenda items with only two concerning Group N. We must be behaving. One of the items for discussion was cambered rear ends. The Commission rules that a camber and toe-in on a live rear axle must be as the manufacturer suggests, with a variation of + or - 5 degrees. (I hope I've got this right)

The other discussion point was the replacement of factory fitted panhard bar with a watts link.

Eligibility Officers have the authority to record any modifications found that are not within the rules. Bill suggests that the rule tightening is a focus in all states.

The Group N & S tyre list will remain, however there will be specific notation regarding Group N cars. The Historic Commission is very pleased with the AHTCA and the clubs for their united work on eligibility issues.

## COMPETITION REPORT

At the Phillip Island state round there was a yellow passing incident that prompted a fine to one of our members. Passing, or playing catch up under the yellow flags will incur a minimum fine of \$400. It's disappointing to see that the focus on yellow flags has been highlighted due to an incident at Bathurst with the "premier category". At the State Race wrap up meeting, we

asked that we don't get combined with another category again.

Club championship still open with Island Magic to run. It's a great fun meeting so end the year on a bang and enter. Drivers blocking will be closely watched and acted upon at future meetings. An up-to-date number list will be printed in the next mag.

Calendar for next year: 4 rounds, 3 CAMS, 1 AASA, 3 HISTORIC and ISLAND MAGIC. Is that enough? (Don't forget Bathurst at Easter, The Sec.)

## POINTSCORE

Now up to date including PI state round. Make sure you come to the Lada Logies to see who wins what.

## KIDS XMAS PARTY

Mick Hibbert reports a great response with 27 kids and 28 adults coming so far. Should be a great day, and hopefully an annual event. Congratulations to Mick for organising this and it's even covered by CAMS insurance. Will Santa be insured if he's over 05?

## RALPH MAGAZINE

Ralphy would like to thank all the contributors. The Tarmac Rally scene is fast becoming a part of our club. Perhaps it's something you might like to try? Octagon has offered up huge incentives for GPN members to have a go. The member profile in the last mag was great, so Ralphy will be sniffing out stories on you! He's a highly educated Mike Munroe. Jervis Ward, THIS IS YOUR LIFE. It's true, the magazine is full of all the things you need to know, and a whole lot of shit you don't. We ran an ad in TARMAC RALLY magazine, perhaps which will attract some members into a National Championship. The Speed Championship point score is a job that requires a lot of work.

## ELIGIBILITY REPORT

(Straight back from the Indy Cars)

Apparently Twiggy was seen entering the CRAZY HORSE bar with his clipboard and it's said that he log booked some girlie for illegal implants!

## HISTORIC SANDOWN

Everything looking great with 367 entries - about 60 Group N - 27 over and 31 under 3lt.

## GENERAL BUSINESS

Raffle winners were Bob and Lindsay Cripps AGAIN. Man that boy can eat!

Other prizes were offered and Ross Hudson and Rex Colliver both won a nice pair of jugs! Twiggy? And George Opportunity shop finally received a replacement trophy from 2002.

More discussion on combined grid at the Island. Those that run reported mostly clean racing, however the majority would prefer to run alone. Next year we just need more cars.

Thankyou Paul Watson and good luck at Sandown in your new old Corty.

Meeting closed at 10.05pm.

*Cox*

# Sandown through the President's Eyes

**In the aftermath of the fantastic Historic Sandown weekend a few things need saying – here goes:**

Most racing weekends are usually better than the best day at work and yet among all the race meetings we have there occasionally comes along a stand-out for various reasons. Historic Sandown was one of these for really good reasons. Being a self-confessed blue oval fan I approached the whole Holden Heroes thing with a touch of the ho-hums but at the end of the weekend I had touched base with reality and realized what a master stroke by the organizers and Eddie Dobbs in particular. The Holden theme encompassing the glory days of old was an amazing success.

Cars were the focus of the day while the drivers of old relived the days when they raced

he now knows first hand what they mean when he hears of people discussing little Escorts and two wheels eh – good times and I'm pretty sure he had enough fun to be back again!

Having a beer and post race chinwag with Rob Southhouse current Humpy punter extraordinaire (the dragon is far lovelier than you buddy!) if you've never raced door handle to door handle through turns 1-4 with a Humpy you are missing out on one of life's treasures I can assure you – what a ripper car, the sooner some more of your mates join us the better!

Getting to say hello and have a quick chat to the many familiar faces that are part of our motor sport family – I don't always remember the names but in this environment that is not always an issue eh – "g'day mate" says a lot at the races – always has done!

– this is a special opportunity and lifetime memories for all involved – great times.

Staying back at the track until nearly eight o'clock on Sunday night having a beer and chat with Margaret and Eddie Dobbs and some of the old Holden boys and the chairman of the Historic Commission himself Bob Cracknell we discussed the fun we've had along the way and agreed to disagree on some issues and laughed so much I cried – great times.

Chatting to Michael Hibbert and his dad in the dummy grid a couple of times during the weekend seeing their eternal optimism despite being in the grips of the dreaded hard-to-diagnose gremlins that robbed em of a normal quick weekend of racing, I noticed something that simply sums up our club, our category, and the spirit of our members – it goes like this: I noticed that on the dash of the magenta Charger is a simple inscription signed by legend and patron of our club, Norm Beechey – he sums the whole historic racing caper up in two words and isn't this the truth – 'GREAT DAYS'

Yours in racing,

*Deano*

## The President through Sandown's eyes

Mein Gott he canes that poor little car! He claims he can't drive it any harder and that has to be right. Watching a big man like the Pres in a little car like the Escort 1300 reminds me of the fictional character Sancho Panza in the novel Don Quixote written by Spanish author Don Miguel de Cervantes Saavedra in 1602. A largish kind of hombre, he rode a diminutive mule and flogged the poor little bastard mercilessly to keep up with his bewildered squire on his horse on their delusional adventures – a perfect metaphor for historic touring car racing! But help is on the way for the Escort – it's being sold and replaced with a Capri V6 which will at least have a few more neddingtons to haul Presidential arse... Now, do we have any suggestions who Don Quixote might be in the Club?

*RalphE*



Pic Courtesy James Smith

hard and fast, none giving an inch on the track and afterwards sharing a beer or three in the pits to build the camaraderie ready for the next race outing. Gee, that's exactly what we did as a club this weekend and I can tell you it was fantastic.

Getting the chance to say thanks over a chat and cold drinks with our interstate racing mates and families was really rewarding for all of us.

A couple of highlights for me were the really simple ones – shaking hands and exchanging a quick chat with my old mate Murray Carter as my buzz box lined up next to his immaculately restored XYGT Bathurst car, the very same car I had ridden in many, many years ago when it was a raced out piece of crap! Now worth telephone book numbers! How often will I get to do that in my lifetime? Standing in the dummy grid chatting with FE legend Graham Blanchard whilst he was getting ready to pilot his trusty old FE steed lent to him for the drive by Eddie Dobbs – these are priceless moments in a racing life I can assure you – irreplaceable memories. Sharing a beer with new member Paul Watson running his car for the first time discussing the fun of the day –

The opportunity to help a fellow member and mate push his car frantically to get him on to the track – happened a couple of times this weekend and is always a great opportunity to show others that you really do know how they feel and do what ever you can to simply get 'em on the track to have the fun they have come to have.

Little gems of info you pick up along the way like sitting next to Sneds in the green XU1 having a dummy grid chat only to find out that it's the real deal (XU1 I mean!) – didn't know that one – how cool is that!

Seeing the new/old Citroen strutting its stuff for the first time in group N – special moments.

Having the opportunity to take Rita for a drive around the circuit in the parade laps to find out that she and her husband made the trek from Western Australia just for this weekend to come and watch us – she also asked to be in my car – how special is stuff like that – irreplaceable memories and good people.

Having the opportunity to have young Fergus (junior Jerv) come for a ride around the track and see the smile on his face afterwards



Sancho on the Escort (left)



# 2009 Championship Calendars

## HTCAV Race Calendar - TBA Really soon

### NO MORE POINTSCORE UPDATES

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8. Australian Getaway Directory contains 7 reward certificates, each certificate is valid for two nights accommodation for two people. Conditions apply.

### Winners drive on Kumho!!

Glenn Seton did a 1.51sec dead at Phillip Island on the Kumho V700 205/60R13 and there's a V70A 175/60R13 for the smaller cars. The smaller Kumho 175/60R13 is the tyre that brought Gary Edwards from the back to the front at Sandown in the wet at the recent State Round.

**Call Russell or Ricky at Essendon Tyrepower for all your enquiries 9379 2616**

# Tarmac Tattle

Due to editorial deadlines, Classic Adelaide will be run just after the magazine goes to press, so there's little to report on that! But Brian Dermott, currently charging around the Adelaide hills in the kermit green Torana XU1, has been corresponding with some old rally heroes in the UK and has turned up a wonderful opportunity for a big time adventure in 2010! Read on...

After Targa Tasmania 2005, Brian and Linda took their big Healey to Europe for a non-competitive Austin Healey club rally in St Moritz, on the way enacting some favourite trips and finishing up at the amazing Goodwood Revival. This set them wondering how they could actually compete in some of these tasty European classic motor sports events. Approaches to several events were rebuffed – a tarmac rally specification vehicle is too far from Appendix K to be eligible and even a Group N or Group S car needs changing. And anyway, demand for entries is so great, organisers only want original cars with a real racing history and there are no Targa style events to enter. There are rally revivals, like the Rally San Remo and Circuit of Ireland, and the Slowly Sideways group which put on a demonstration around WRC events, but we don't have the right cars for these.

Over the last few years, they've been watching the development of Tour Britannia. This 3-day event is similar to the Tour de France Automobile in that there are a number of circuit races at famous UK tracks (Silverstone, Oulton

Park, Snetterton etc) interspersed with tarmac rally special stages held on the private roads of the most amazing 'stately homes' – such as Blenheim Palace (where you have lunch on the last day). The transport stages are designed to keep away from traffic and it appeals to circuit racers and rally people alike.

It happens in September which would tie in well if anyone wants to visit the Goodwood Revival. To see what the event is about, check these sites, especially the photos - link to <http://www.tourbritannia.com/> and a sponsor promotional book <http://www.timhardy.co.uk/workonline/tour/> (if these links don't work, please paste into browser).

Tour Britannia provides access to some of the best motorsport places in the UK - and its genuine sporting nature is underlined by its two main people - Fred Gallagher, co-driver on five WRC wins (often with Ari Vatanen) and legendary organiser of the RAC rally, and Alec Poole, serial circuit race winner in the 60s and 70s including the British Touring Car Championship, and later Nissan motorsport head.

Brian wrote to Fred and Alec and received a rapid and warm welcome with the immediate suggestion to add a Targa class to Tour Britannia, open to any car which conforms to the CAMS (FIA) regulations for tarmac rally cars.

This means that as there is a Historic Touring

Car sector in those regulations, you could drive your competition vehicle (in appropriate rally trim) on the great circuits and roads of England.

But you'd need to get cracking, in terms of letting Brian know if you're a potential starter for 2010. That might seem a long time ahead but there would be a huge amount to be organized for a team of eight cars – probably the minimum to make a class worthwhile - such as planning the freighting four cars in a 20ft container, as well as travel, accommodation, back-up crews, insurance etc. Your car will be gone for 12 weeks plus the period in the UK (all up say from mid July to early November). Email [rallies@htcav.com.au](mailto:rallies@htcav.com.au) or call on 0419 381 270.



# Tech Torque...

## HTCAV Club Forum

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

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

Discuss, talk, email, buy and sell, browse... whatever! It's a facility for you to meet

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FORUM	TOPICS	POSTS	LAST POST
<b>General</b> A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	10	18	by TheParrot ☐ on Mon Jul 07, 2008 1:05 pm
<b>Technical</b> The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MiniCooper3II ☐ on Thu Jul 17, 2008 9:51 pm
<b>Video links/Photographs/Other media etc.</b> All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	24	26	by piquet ☐ on Sun Jun 29, 2008 10:19 am
<b>Classifieds</b> Classifieds including cars and parts for sale, wanted or swap. Private ads only.	21	30	by TheParrot ☐ on Thu Jul 17, 2008 12:01 pm
<b>Feedback</b> Constructive criticism or things you would like added to the board. Post problems you are having with the board.	1	2	by TheParrot ☐ on Tue May 13, 2008 9:01 pm
<b>CAMS / AASA Enquiries.</b> Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committee and if appropriate tabled with representatives from each organisation and replies later posted.	1	1	by TEAMBRYANTRACING ☐ on Tue May 13, 2008 10:10 am

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.

# 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](mailto:roblang747@yahoo.com.au)

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# Rusty's Red Hot on Driving Standards

Yes, I'm back on the track and back on my soap box! I had my first race since the 2007 Phillip Island Historics last weekend at Sandown and while my weekend was not all good, I did get to see the field from a different perspective.

I saw driving that doesn't fit with the high standards we expect from our great class. There are two things I will outline that just need to be reinforced. One is passing moves that end in panel damage and the other is racing with Safety Cars.

From my onboard video I have many examples of over-driving and underachieving. We are the best class in the game at close racing and entertaining the crowd. However it seems that there are some who think that we have the budget of the V8 Supercars to repair little rubbing issues. WE DON'T and we never will have. Our cars are harder to get and repair than almost any other class that goes racing. It's my opinion that if you make a stupid mistake and damage somebody's car YOU should pay. We have some gentlemen in the class that will in fact admit an error and offer to pay for damage.

As your Competition Secretary I have a duty to jump on this quickly. We have stopped short of naming drivers involved in the dumb passing moves that caused panel damage but the HTCAV Committee (as well as every driver I have talked to on this issue) just want to get EVERY driver new and old to remember that we are racing for fun and with respect - not for sheep stations! Remember - when in doubt - DON'T!

## Safety Cars

It's a simple part of racing, and if you use it right it's a huge advantage to catch up and get you back in the pack. The Under 3-litre class had to have a second driver's briefing just to hear that we can't follow a simple set of guide lines. So taking the chance to repeat the bloody obvious, let me say this.



Pic Courtesy James Smith

1. WATCH THE LIGHTS on the Safety Car.
2. LOOK TO THE FRONT of the queue, NOT just the car in front you.
3. YOU WILL BE THE WINNER in a Safety Car situation if you do that.
4. YOU WON'T STUFF THE RACE restart for everyone behind you.

OK, so I'm being blunt but being caught behind someone asleep at the wheel who doesn't keep right on the tail of the car in front and who doesn't get on the gas fast enough when the lights go out is a very frustrating experience. Grrrrr!

*Russell - Competition Secretary*



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# Torquing 'Em Up



## Fastest Mb 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. HTCAV 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



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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.

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## 1972 Nc Lotus Twin Cam Escort

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## Is it Weber or Webber?

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



## For Sale. Hey Charger

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Log Book # H0542

Car was built by Lloyd

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

Jeremy 0418 545185 or jeremy@mantelloholdings.com.au

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# CARma report!

## Floyd is dead. Long live, er, Floyd's replacement.

You'd remember Floyd; I've gone on about him at length before. You'd especially remember if you've had occasion to meet him. For those who haven't (or the dim of reminiscence) Floyd is a 1983 Ford F-250 truck – though not really a truck, but he's too big to be a mere Ute – a monstrous yet friendly great behemoth of a thing that looks like he goes. Somewhat imperfectly. And actually, he's not really dead.

It's just that he's (finally) being succeeded. It had to come sooner or later. The ignorant – if not openly defiant – steering, wobbly brakes, dodgy handling. The difficulty to get started, hot or cold; the lack, indeed, of heating or cooling inside. The noise, the smell, the discomfort. Just the sheer grumpiness of the whole experience, really. All of these things we always took to be part of Floyd's charm, and put up with. Although, it has occurred to me in the past that, with the aforementioned considered, I might just as well drive the race car to the track...

But it became apparent that retirement was due when he started winking at the other cars at night – with both eyes. Clearly, senility had struck.

The final straw, funnily enough, was when everyone's favourite Falcon-driving panel beater wanted to borrow Floyd to 'shift some stuff around'. Turning a blind mind's eye to thoughts of shovels and rolled carpets (he is Sicilian, after all), I agreed – on the proviso that a replacement vehicle be provided. Floyd is, believe it or not, my daily driver at present.

As a result, I spent an idyllic week swanning around in an E55 Kubelwagen, pretending I was Someone and doing my bit to improve (or perhaps ruin) the reputation of Mercedes drivers everywhere. You know the kind of thing; indicating, giving way, sitting in the left lane on the speed limit. Actually, I must have stood out like – it's just a wonder I didn't get pulled over and thrashed, is what I'm saying. Got some weird looks, anyway.

If you'll allow a small digression, there was some discussion over vehicles – like dogs – having qualities that reflect their owners. Some felt that this vehicle swap bore out the veracity of this theory nicely. I noted that I couldn't help but agree; one is flashy, showy, overpriced and, though fun to be with, fairly high maintenance. Whilst the other (while slow) is big, strong, dependable, can swallow an amazing quantity without visible effort, always ends up – eventually – getting the job done and is proving damn near impossible to kill. After a scoff of such ferocity that he

nearly lost a lung overboard, our proponent of German motoring suggested that what he meant was more along the lines of a) Stylish, attractive, of obvious high quality and desired by all; the automotive equivalent of thin, single and neat (wink, nudge). Versus b) Overweight, ugly in an inoffensive kind of way, near impossible to get work out of, lacking direction with a few spots of cancer here and there. It occurred upon reflection that perhaps we're both right – it's a draw then.

But all good things must draw to their conclusion however unnatural they may be; the following Friday saw me rock up to give the Hunfunmobile back. It was a bittersweet moment; sure, it's fun blowing the doors off all comers at the lights, but the scope for doing this is small, and the Victoria Police Force quite large – you can see where I'm heading. Besides, the entire time in the blessed thing was spent cowering in fear of anything happening to it. 'Cos I knew that'd mean having to buy it, or large part thereof. No fanks, Guv'nor.

Imagine my surprise upon arriving to find said sheet metal tamperer cowering in fear, holding out Floyd's keys with shaking hand. Evidently the big white cantankerous bugger had given Mr Muscle a bit of a hard time (or to put it another way, tried to kill him.) Given the tendency for melodrama from this quarter, one was moved to enquire exactly as to how such a (terrible) thing had come to pass? As suspected, it was nothing more serious than the whole shooting match attempting to pitch itself off the apex of the West Gate Bridge; a mere trifle really, but there was significant mental scarring nonetheless.

But that was what did it, in the end. You see, if such a picture of masculine virility (self-proclaimed, to be sure) as Mikey Mike is too scared to attempt to guide poor old Floyd

about the place, then how can anyone else be expected to? Well, I seem to manage, but it can be fairly hard work at times, and The Boss refuses to even try. Thus we set about locating a new contender.

As the 'New Car' is to be her daily conveyance as well as the tow vehicle, it took all of about four nanoseconds for The Boss to come up with what she felt to be a worthwhile unit. And for the record just let me say that it wasn't actually my idea, though I didn't actively discourage the proposal. Except that my lovely wife (or, 'Dr No') has chosen to go and spend all of my 'plane money that we (she) had saved up.

We've joined the ranks of the Toorak Tractor drivers, you see. This particular one seems to be the very epitome of wastage – the fuel consumption is listed in 'hectares of Amazonian rainforest per kilometre' – and is far from subdued. It's all baby cow interior, juggernaut wheels and Wagnerian exhaust, and comes from the same propeller-badged mob that brought us the 2002 Panzer we all know and love.

Speaking of love, The Boss is already head over heels. She's wasted no time in giving the new gadget a name – Boris – and generally doesn't come home till late nowadays. She looks quite suspiciously flushed upon arrival, too. If he were a horse, I'd say Boris' flanks would be all a-lather with the exercise being had... Hasn't been broken yet, though.

Therefore, we're now to be turning up to race meetings in style. Which is good, because I've still got none out on the track. And at last The Boss has a great hairy-knuckled beast that will actually do what she wants (unlike the other one – me).

So long live Boris! Or at least until the lease runs out.

*Mat*

Mat and the missus on a Sunday drive...



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	CR28
	ACB 9
Bridgestone	RE55S
Yokohama	A032R
	A048
Michelin	TB 15
Hoosier	Sports Car DOT (Bias)
	Vintage
Dunlop	D84J
	D01J
	DZ02G
	DZ03G
	CR65
	CR82
	CR311
Goodyear Blue Streak	G12A(K)
	G12
American Racer	KK-704TM
Silverstone	<b>FTZ RR (T5 compound only)</b>
Toyo	ProxesR888
	Proxes RA1
Kuhmo	V70A
	C03
	V700

Make	Model
Avon	CR6ZZ
	CR28
Yokohama	A032R
Hoosier	Vintage TD
	Speedster
Dunlop	D83J
	CR48(R6)
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Pirelli	R5
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Section 8: 5th Category - Historic Cars



Pic Courtesy James Smith

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