

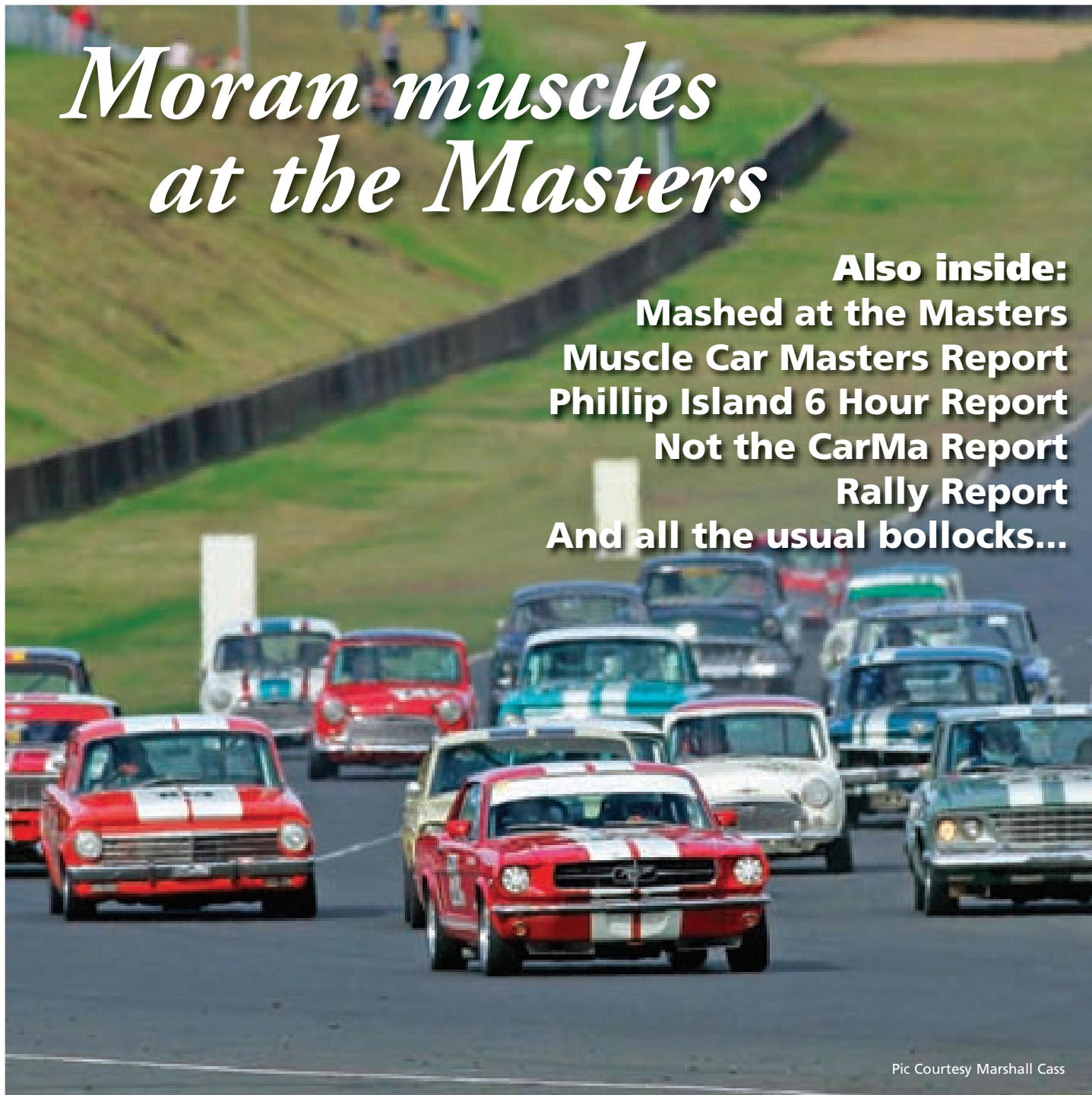
HISTORIC TOURING TORQUE

September 2008

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

Moran muscles at the Masters

Also inside:
Mashed at the Masters
Muscle Car Masters Report
Phillip Island 6 Hour Report
Not the CarMa Report
Rally Report
And all the usual bollocks...



Pic Courtesy Marshall Cass



Next General Meeting
8pm Wednesday September 24 2008
Bells Hotel, Moray Street South Melbourne

Torquing Heads 2008/2009

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The Great HTCAV Kids Xmas party

Sunday November 30 from 11.30am

Eltham Lower Park

Melways Ref Map 21 H10

The Club will supply your kids with:

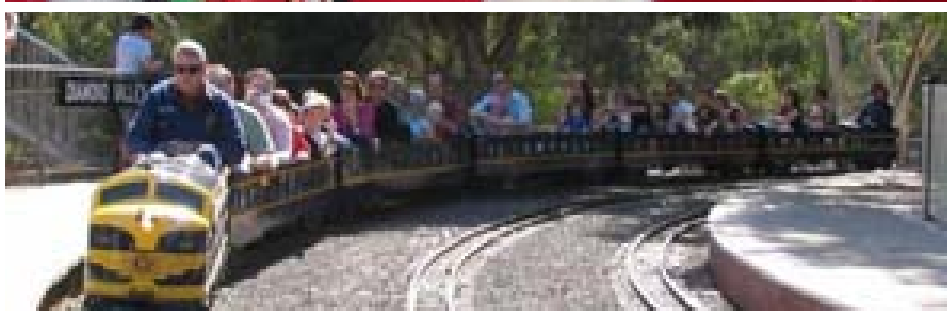
- * FREE Miniature Train Rides – no panel damage please
- * FREE Ice Creams – smear them all over Dad's face and the car seats.
- * FREE Bags of lollies – let's get excited!
- * FREE Mystery Fat Santa – sit on his knee and find out who he is...

BYO BBQ lunch and refreshments

The HTCAV race tent will be set up there early so we can grab a position
Don't miss this great Family Club Day – the miniature railway is a ripper – see www.dvr.com.au for details – your kids will LOVE it!

SEE YOU THERE!!!

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

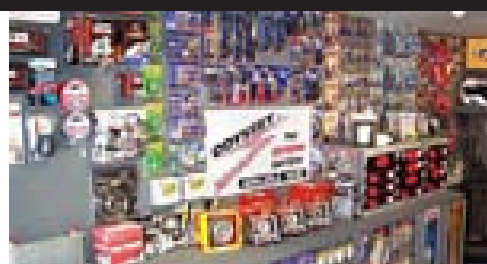


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Torque Steer



Another busy month at the HTCAV for sure. I've been putting off writing this month's report to allow time for the steam from my ears to cease and desist. We had a strong showing of Victorian entries to Muscle Car Masters this year but unfortunately there were many damaged race cars coming home after the event! This fantastic event is a real showcase of our brand of racing and more importantly the historic touring car brand generally. For this reason our Club chose to promote this event heavily resulting in the higher than normal number competitors who made the effort and sacrifice necessary to journey North.

From all accounts the racing was hard, fast and for the most part clean in the ordinary early weather but as soon as the sun came out the red mist apparently descended with disastrous results! Most incidents resulting in car damage appeared to possibly have been racing type incidents although one incident in particular appears as though it may not have been – gee I cleaned that up eh Andy? Andy Clempson spoke to me by phone on the way home Sunday and as a result of that conversation the Victorian club has issued a please explain to CAMS over the outcome and the way this incident was handled and we await the outcome of the CAMS look into the incident – more to come!

Over the years you have all heard me bang on about driver conduct and safety at race events. Let me remind those of you who may have thought we had put this issue to bed – driving standards are the single most important safety issue that we as competitors have total control over. The reason we have made an official request to CAMS to look at this incident is that we feel it is possible that driver standards may have been breached in this instance and if that is found to be the case, we will expect the outcome to deliver a clear message to all drivers that transgressing the required driving standards will incur heavy penalties. If you can't play by the rules - don't play.

Bottom line is that in my opinion this sort of thing should stop and it should end here. Over recent times at our local meetings, driving standards generally have simply been excellent and this is reflected on in the post race reports given by the relevant officials at these meetings. The number of red and yellow flag incidents over recent times has almost been zero and this leads to full time racing and a good showing of skillful driving by all involved. As the inspector says - *'we have a plan'*. It's times like this we learn to appreciate the good guidance and professionalism shown by blokes like him!

To those who came home with damaged cars I hope to see you all back on track as soon as possible

and to those who may have crossed the line (where ever you are!) – if you did and this is proven you will amend the way you drive or you will simply find another sport.

Historic Sandown

Numbers are steadily rising and it looks as though there may be a bumper field of historic tourers yet – if you want to be part of one of our finest events then I suggest you get your entry in now! If you are able to make your car available for hot laps during this event you need to contact either myself or Eddie Dobbs to give us the details – should be fun and we should do what we can to support our fellow club mates who are helping out here.

VSCRC (got it right his time buddy!)

Phillip Island state round run by our friends at the Mini Club is on 18th & 19th October with entries closing very soon on October 3rd. There appears great interest in this round given it's good timing for us this year so make the effort and come join us for a traditional state round at the Island run by the some of the best in the game – it's always a great event this one!

News around the traps

The famed and much awaited new Stupka Citroen race car is about to join the ranks in an upcoming event. Apparently the gentleman Imp punter is awaiting delivery of a new set of b%#*s before he gets it into action – tee hee. Consider this – for an eternity you have driven a 100 odd horsepower rear engine rear wheel drive and now you step into a 200 odd horsepower front engine front wheel drive – hmmm – this should make for some interesting times ahead me thinks.

Team Hollywood finally gets the mechanical issues sorted only to take a trip to the metal massages in a big way – sheez, some bloke at the Cosmos office has really got your number eh guys!

Le Editore suffers the same fate with the new Bimmer now mechanically on song but also sporting the new short wheelbase rear end treatment – hey Twiggy is it legal for him to run electronic parking sensors?

All round nice guy and quick Mussie punter Mr Buges seems to have similar issues with the Cosmos office after a date with a wall at Eastern Creek. Fortunately he is in high spirits and the Mussie will live to fight another day – great news.

I personally suggest that we fit the above mentioned cars with sonar protection to avoid any car making contact with the rear or side of these jiggers for at least a coupla years – whaddyareckon?

Thanks to Darren Knight for his entertaining and interesting insights into our racing during his interview at the last club meeting. It was also pleasing to see former president and new Alpaca farmer Don Knight in attendance last meeting also – great stuff.

I spoke to Tino Leo recently and he is in great spirits and recovering really well. He may even make an appearance at Historic Sandown to support Dom. Many guys have wished him well and we're really pleased to see he will make a swift and complete recovery.

TYRES

As you are all well aware by now the Dunlop tyre that was removed from our tyre list has since been returned to the list – a victory for common sense and huge thanks to the Historic Commission for their

efforts to consider this important issue out of session – a true service for our members and one we are grateful for. The AHTCA was instrumental in getting this actioned via a very swift and comprehensive round the states appraisal of what we were trying to do. Proof of the value of the AHTCA in action. Thanks also to all other state clubs and their AHTCA reps for showing good form in giving the required effort to make this happen.

COMMITTEE

The committee has been working on a number of issues of late and some things that have been discussed many times before but now are about to happen. The ones that are probably most important relate to membership, payments and the new speed championships and their widening in the coming years as a result of the huge interest they have created.

It appears likely that the speed championships will account for a large increase in our competition memberships – a good thing for all involved – more on this later.

PADDOCKS

The club has given notice to the State series organizers that we wish to be given space to keep all our competitors in the one location at events. They have agreed in principal to this so now it's up to us to make sure that when you pick a spot to set up in the paddock – double check it's in the right area. If you're not sure ask one of your committee in particular Paul Cruse or Russ Pilven will help out with this if you are unsure. This is crucial to us to be able to put on a united face and a united pit area show for the punters who come through the gate to come see what we do – it's vitally important to this club on a marketing basis. Please help your mates out by all pitting as close together as possible in the future.

GENERAL MEETING THIS MONTH

No guest speaker this month but we have plenty to discuss and I'm sure there will be some spirited discussion on the events at Eastern Creek to keep us all entertained anyway – hmmm. If you want to know what's new and what's coming up I suggest you make the effort to come join us. The numbers have been up lately which makes for good debate and banter.

Thanks to the guys and girls in the club working hard to ensure the upcoming PI state round and Sandown Historics are cracker events – let's support them as they support us.

KIDS CHRISTMAS PARTY

The weekend before the awards night we are having our first kids Christmas party. A really surprising number of members have put their names down to bring the kids and grandkids along to have some fun all together. Make sure you contact either myself or Michael Hibbert to register how many kids we need to cater for – should be a great day.

AWARDS NIGHT / CHRISTMAS PARTY

This event is the premier social event on our calendar and for those who have been to one you know just how good it is. This year promises to be as great as ever and with some really close results in the point score meaning some surprises for sure.

It's always great fun so make sure you get your tickets now.

Look forward to seeing many of you at Bells'

Yours in racing,

Deano

Editoro



“Spring has sprung, the grass is riz, I wonder where the birdies iz?” – let’s hope cars will be bustin’ out all over for the run to the flag at Christmas.

Entries for the big one at Sandown are growing after an email was sent reminding punters and if the usual last minute entries come in we should be assured of two fields.

There were two Group Nc fields last weekend at the Muscle Car Masters madness which was all very well and good, but then rain came to spoil the Division 1 and 2 logic. Your humble Editor and the similarly mounted Bill Cutler in BMW 2002s, Mark Brewster in his Torana and Michael Hibbert in The Heliotrope Hemi made it slipping and sliding into the first group and the first two wet races on the Saturday proceeded without any panel bending. But come the dry weather and your Ed was found to be seriously lacking as the car was not sorted and with the wrong settings chosen there was a relative lack of pace. The things you’d change after one lap of private practice had to be endured for six and eight laps in a very public forum. As Effie would say, “how embarrassment!” There are two choices – fix the handling or ask Ted Brewster how to The Rain Dance.

It was all very willing in the first corner or four with angry bogans in Muscle Cars swarming all over, intent on revenge on the upstart 2-litre that belonged in Group 2. A good smack in the boot in thick traffic down the hill into the braking area of Turn 4 was duly delivered as a warning or just through laziness, using a little car to lean on to save brakes. In each of the last four meetings I have driven in a touring car I have been hit on the first lap. Is there a pattern here? Is one expected to factor in major panel work for every outing at a big meeting?

The driving standards at Eastern Creek were appalling. Cars passing under yellows,

reds, safety cars, drivers hopping out to fix their cars and rejoining, and general overdriving were the order of the day. Poor Mike Bugelly who was on a charge in the last race came up behind a slower driver in a Falcon desperately trying to hang on to things at Turn 9 on the last lap, just three corners from the end of the race. Losing it completely the Falcon cut straight across Mike and took them both infield and into the concrete wall. The damage on Mike’s car is enormous. Unfortunately the other driver had to be carted away in the ambo and Mike was given a lift back to the pits in it. Seething with anger Mike felt he shouldn’t say anything as the bloke was injured but managed to express his disapproval by breaking wind meaningfully in his general direction before alighting from the vehicle.

The Andy Clempson story is even more bizarre – please see the separate article for a story that would be laughable if it wasn’t so serious.

On the lighter side at the Musclehead Masters – having been washed out all Friday with constant rain, our cars were duly sent out on an equally wet Saturday for the qualifying session in pissing rain. On leaving the dummy grid to take to the track the last official we saw was just at the entrance to the pit exit. He was in full rain poncho and hat, water dripping off him everywhere, and he was holding up a large sign for all the drivers to see. It said: “Wet Weather”...

Not having seen our Biante cousins in action for some time I must say I was very impressed with the racing they put on. The cars were fast and the battles were very good. The whole Biante thing was very slick and professional and came on very much as the well-organised junior Serious Race Category in the pits. Their own Merchandise Van, their own Biante Crew Rest Rooms, their own Biante Girls (leastways I think they were Biante girls but somehow I can’t seem to recall the signage for competing attractions. This camel toe is brought to you by...), and of course their own brand new hyper-excited man at the mike.

I half expected to see the ghost of Mike Raymond Past as a giant red-sportscoated balloon tethered to the commentary box as Mr Aunger soared and swooped his vowels into registers so high one feared his strings might break. At one stage I thought Darren Knight might be having at him like a stripper at a best man on a bucks night, so explosive were the squeaks and squawks. For our Darren was indeed in the box with him and sounded like the voice of reason, much like James Hunt used to in order to ameliorate the vocal excesses of Murray Walker. Darren maintains that like Mr Hunt there was the odd time when he may have turned up a bit too soon after a soaking in ouzo, but unlike him never nipped out for a spliff in the quiet bits. And of course the mention of Darren brings me to a neat segue...

OK, fall on the sword time, here it is – WE WUZ WRONG! Last month we published an article under the reactionary title “Knight Knobbed – Biante Bones Gob Boy” in which your hapless editor stated that Darren Knight found he had lost the Biante Touring Car Masters national commentary gig by ringing the Winton circuit before the July round. This was incorrect. Darren found out by emailing Doug Willesdorfe-Greene from Qmedia, the Biante category managers. He was then phoned then next day by Doug and Glenn Ridge to have it explained in person. The article also intimated that he received an “unceremonious dumping”, where in fact at Winton he was applauded by all for his contribution at the competitors meeting on Saturday and presented with thankyou gifts and acknowledged at the final presentation on Sunday evening. Ceremony indeed. I have no wish to be the Andrew Bolt of the historic touring car fraternity and apologise for the feeling of offence I have obviously caused the TCM chaps by this error. *Mea culpa, mea culpa*, please pass me the knotted leather whip. I’m just off into the vestibule, *mea culpa, mea culpa*...

There is no CarMa report this month as Mat Jager and The Lovely Danielle Jager have nicked orf on a holiday. May I wish them a lovely time and I’m sure that upon return the fertile, febrile Mind of Mat will be full to brimming with left field observations about life and all who sail in her... We await the next mutterings with renewed fascination.

And now for the ultimate in bizarre. For those who use one of those new-fangled devices, a Computer, you can click on a Group N race at Bathurst which is entirely digitally devised and constructed and comes from...wait for it... Brazil! Yeah, I know, beats me too. Anyway click on <http://www.youtube.com/watch?v=6Y5Y7vxUwp0> for a squizz.

RalphE



Pic Courtesy Marshall Cass

Mashed at the Masters

It was a battered lot of Victorians who limped home down the map after a visit to the Muscle Car Masters on September 6 & 7.

The Editorial Bimmer banged up the in back, the Bugelly Mustang nose totally re-arranged in a far more expensive accident, Ray Challis touched up in the Torana, Gary Treloar in the Camaro – the list goes on.

But for sheer madness, Andy Clempson's fourth race in the Nb category takes the cake. Between driver indiscretions and official ineptitude, this story beggars belief...

Race 4 for Group Nb started with a red flag shown at Turn 3 following a start line crash when a Cortina shunted a stalled Jag. Between Turns 3 and 4 three cars passed Hollywood under a red flag at full race speed! Meanwhile the car originally on pole breaks down and stops at the back of

the track. It is alleged that the driver got out of car, lifted the bonnet, and fixed the car himself. He then restarted and passed everybody to re-grid in his original position. But wait, there's more. Upon the restart Andy was 3rd into Turn 2 and was hit by a car out-braking himself by approx eight car lengths, according to the skid marks. He was T-boned at high speed forcing him off-track and sustaining heavy damage.

He then rejoined and the red flag appeared at Turn 3 due to yet another start line incident. Then a Turn 4 (the next corner), a yellow flag is then displayed... nonetheless – he was then passed by three cars yet again. But wait, there's even more. Driving at slow speed with the SC board displayed at Turn 6 Hollywood was hit along entire left side of his car with such impact that his car went 1½ car widths sideways and forced off-track by the impact. Andy's shoulder and jaw were injured, as

was his car, again. However he rejoined the circuit and finished the race.

But wait - unbelievably, there's more – and this is where the story veers towards the farcical. On return to the pits he presented immediately to the stewards' office and protested the Turn 2 incident, the Turn 6 incident and the red flag passing generally. He was directed to the Clerk of Course and repeated his protests but was told to wait in his garage as they were running behind time and no reports were in relating to any incidents at that stage. Andy then went to the medical centre where staff were surprised to see him as no incident had been reported. He was held 45 minutes for observation and released. Approximately one hour later he was called to stewards' office where the C of C wanted confirmation of the Turn 6 incident, to match the reports he now had in hand. Andy again requested that the Turn 2 incident be reviewed and was subsequently directed to the Competitor Relations Officer where he and Bob Lorch (part owner of vehicle) reiterated their story. Andy and Bob were asked to wait in their garage and 30 minutes later the CRO returned saying that the named cars had left the circuit and that nothing could be done because the drivers were not present at the track to defend themselves.

Andy and Bob were advised to "take it up with your own club when you return home".

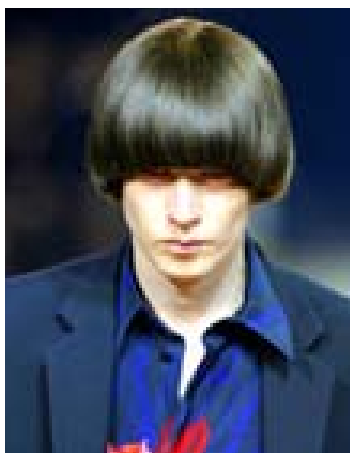
And that's what's happened. The Club is taking up the cudgel and your newly re-invigorated AHTCA is likely to present a national harrumph about all this in a big way. Watch this space.

RalphE

Victorians return home from the Musclehead Masters



The HTCAV look-alike competition



Last week the man who sorely needs another feed, Mat Jager, correctly identified Bert the Plumber off the ABC TV show 'Doc Martin' as David Twigg, former cricketer and Fujitsu air-con spruiker Mark Taylor as Michael Miceli and Force India F1 boss Vijay Mallya as Coxy. This month for your \$20 dinner have a go at Lord Kitchener, an un-named haircut model and Richmond star Matthew Richardson. Hint: for the first two, just think hair. For the last, think lair.

Muscle Car Masters

Eastern Creek, Sept.6-7.

The fourth annual Dads Day power party continues to grow each year. More legendary drivers and cars put in an appearance and race entries are still climbing. Nearly 30 Nb, an amazing 90 plus Nc and the biggest Group C & A grid ever seen combined for some fantastic action across the two days. Nc was separated into two divisions based on lap times from qualifying. Saturday was wet and soggy but Sunday brought glorious sunshine and a dry track, which ironically led to more incidents compared to the wet Saturday.

Nb

Scott Fleming (Lotus Cortina) was a standout performer all weekend. Pole position, three wins and running at the pointy end in the final until retiring, proved his blistering speed.

Saturday: Race 1.

Fleming was never headed in the wet opening race, while Eastern Creek debutant Andy Clempson (Mustang) bagged second place half a minute ahead of Ben Wilkinson (EH) after an excellent drive in monsoonal conditions.

Saturday: Race 2.

Conditions abated slightly for Race Two but the order remained the same



with Clempson having led the opening lap before Fleming nipped up the inside. Bill Meeke (Falcon Sprint) had a couple of moments trying to climb up the order while Paul Trevethan (Lotus Cortina) snared another fourth after qualifying third fastest.

Sunday: Race 3.

Dry weather was the norm for Race Three with Fleming soon back out in front but the highlight was the performance of Garry Brown (Nova). The Queenslander looked strong in second place until Greg Toepfer (Mustang) eventually put him back to third, though Brown was still well clear of Clempson, Max Ulrich (Mustang) and Meeke at the finish. Mike Dyer (in Grahame Hill's Mustang) bagged seventh right on the line after blasting

past a hapless Bob Hayden (EH) and Ken McGann (Cooper S) who in turn just beat David Moran (Mustang). After a sensational 11th outright in race one Jerry Lenstra (Imp) posted a DNF with heavy frontal damage.

Sunday: Race 4

The recent discussion about safety during start line incidents will no doubt come up again after not one but two accidents in the final event. Lining up mid pack, the gorgeous Mk.II Jag of Victor Waterhouse was cleaned up by the Cortina of Kerry Hughes on the grid with very heavy damage to both cars. At the restart Ben Tebbutt (Cooper S) ended up in the wall after some jostling, with the Safety Car despatched for a lap to remove the bent Brick. Meeke finally had the Sprint in stride and moved into the lead. Phil Taylor (EH) retired with frontal damage and Fleming suddenly slowed on the front straight whilst in second just after starting the last lap. Meeke won comfortably from Toepfer who was handed a 60 second penalty post race leaving Ulrich second and Brown third. Alan Boughen in the crowd favourite Customline put in an absolutely stunning drive from the back of the grid after brake problems surfaced in race three. Tenth outright and lap times in the 2 mins flat region were just reward for the trip down from Bris-vegas.



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Pic Courtesy James Smith

Nc
Division One

This turned out to be no less than a two man war between Simon Phillips (Torana) and Glenn Seton (Capri).

Saturday: Race 1.

Seton won the wet opener but was

Seton and Phillips. Jose Fernandez (Doug Westwood Falcon) retired with distributor issues that would plague the team all weekend and Harry Bargwanna spun, bringing out the Safety Car. Matt O'Brien (HQ Monaro) also spun as Phillips took a hard fought win narrowly over Seton. After a great drive Humble just beat Jack

disaster for the Bargwannas in store, both Scott and Harry retiring. Macri also came in after holding down fourth. Bob Cox (Mustang) was slicing through the field until spinning back down the order with Rob Braune (Charger) and Darren Pearce (Mustang) engaging in a great dice for fifth. Seton took another extremely close win over Phillips with Elsegood third and Mick Donaher (in father Laurie's Camaro) next then Braune.

Sunday: Race 4:

After climbing to tenth in race three Fernandez was out early in the final race with dizzy woes and Cox parked the Pony with suspected valve train problems. Yet again Seton was hounded by Phillips all race but triumphed in the end with Elsegood just beating home Pearce for third. Scott Bargwanna bagged sixth from the rear of the grid and Cameron Tilley (Pacer) had his best finish with an eighth.

Division Two,

Saturday: Race 1 & 2.

Paul Axiak (HQ Monaro) won the opening race on a very slippery track with Greg Young (McNamara BMW 2002) a fine second from Ray Challis (Torana) in third. Young made the most of the

pushed by Phillips who still set fastest lap by nearly a second. Scott Bargwanna took father Alf's Torana to third whilst uncle Harry's Capri expired early as did the Bo Seton machine. A yellow flag just after the start of the race saw several competitors get swamped by those following who did not heed the yellow. The race saw the reappearance of Mark Duquet's awesome 427 Galaxie after an absence of a few seasons and a very pretty 3 litre BMW CSL (a.k.a. Batmobile) driven by Pete McNamara. The sight of John Bryant back behind the wheel of his Monaro was also great to see after his fearsome F5000 crash at Phillip Island earlier this year.

Saturday: Race 2.

This saw Jason Humble (RX-2) bolt off the third row to mix it up early with

Elsegood (Eric Standford Falcon) to third with Vince Macri (Torana) next.

Sunday: Race 3.

This saw a dry track with another



Pic Courtesy James Smith



Pic Courtesy James Smith

Muscle Car Masters (cont...)

even wetter conditions for race two with an almost flag to flag win from Daryl Hansen (Mustang) who was sixth in the opener with Axiak, Leigh Turner (ex Kevin Stoopman Monaro) and Toepfer (HQ Kingswood) next. Leo Jameson (RX-2) had climbed to third outright until a spin at the hairpin while Challis relinquished fourth after a pit stop.

Sunday: Race 3

The dry conditions for race three helped Axiak to hook up nicely and grab the lead until Hansen powered past. A black flag (one of many metered out over the weekend) for an alleged jump start put Hansen way back down the order as Toepfer and Greg Luca (Torana) engaged a big dice for the lead. Toepfer looked set to take a close win until the gear shifter came out just before the line allowing Luca to sweep past for the victory. Steve Land (Capri) just beat Andrew Whiteside (Charger) to third with Brian Potts (Monaro) edging out Alan Reid (XY Falcon) for fifth after a big dice also involving the Falcons of Joe McGinnes and Jason Foley.

Sunday: Race 4.

Toepfer did not front for the final which saw Reid grab the hole shot and leap from sixth on the grid to snatch the lead into turn one. Luca spun out of second as Whiteside and Peter O'Brien (XY Flacon) argued over third until



Pic Courtesy James Smith

the Charger copped a black flag (as did Land and Luca). Des Wall (Geoghegan Mustang) continued his inexorable climb to the front and took the win from Reid, O'Brien, Hansen and Potts. Mark Jewell (Torana) just beat Mick Terry (Torana) home for sixth after a great battle. The Mustang of Michael Bugelly and XW of McGinnes came to grief on the last lap, both cars sustaining major damage after hitting the inside wall exiting the hairpin.

Darren Knight



Pic Courtesy James Smith



Pic Courtesy James Smith



Pic Courtesy Clark Media Services



Pic Courtesy James Smith



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Competition!!!

Phillip Island State Round October 18 and 19 October

Always a good meeting and a great chance to boost those points!

Don't miss out – enter now!

Historic Sandown 8-9 November

Here it is straight from the horse's mouth - thanks Eddie:

Our Group N entries are slowly coming in and we have filled the first grid. Thanks guys but please keep them coming. At this event we are also highlighting the early Holden drivers as previously mentioned and this is progressing well. Friday practice will include an OLT feature so you could feasibly get your license Friday and compete on the weekend.

So far I have had a lukewarm response to the parade laps with passengers and need quite a few more punters for this.

Please contact me on 9791 1444 during B.H. as I rarely carry my mobile.

The Bean Counter Report

Greetings all. Time for an update on our financial position. At the AGM in June, we tabled the financial statements for the year ended 31 May 2008.

Here is a snapshot of how our funds have been travelling in the 3 months since 31 May 2008.

During the last 3 months our income has comprised subscriptions, \$225 and interest received, \$336. Obviously this is not a period during which subscriptions are renewed but it is pleasing to get some new members. In fact during September, which is outside the above reporting period, we have received another \$300 in subscriptions so that's good.

During the last 3 months the main items of expenditure have been printing of three issues of this first class magazine, at an average of \$720

Funds in the bank are as follows :

	31/8/08	31/5/08	30/9/07
Cheque A/c	\$2,237.88	\$4,132.36	\$3,605.52
ANZ V2 A/c	\$8,739.69	\$8,629.35	\$12,635.68
ANZ Term Deposit	\$17,660.50	\$17,413.13	\$8,750.52
ESANDA Debenture	\$1,123.45	\$1,123.45	\$1,123.45
Total Funds	\$29,761.52	\$31,298.29	\$26,115.17

each; website hosting costs, \$208 and membership costs for envelopes and raffle prizes & look a like prize winners.

Such as they are, detailed financial statements for the above period were tabled at the September committee meeting. While those three months showed expenditure exceeding income, that is normal for this 3 month period.

However when the big picture is examined we are in a very sound

financial position.

Not a lot else to report on. Corporate Affairs have received our Annual Statement and all is in order there.

See you at the next clubnight. (Oh, and keep those Historic Sandown entries rolling in please. The entries close on Monday 13th October)

Signing off - David Floyd



Pic Courtesy James Smith

Phillip Island 6 Hour slog

Only hours after last year's fantastic 6 hour it was decided we'd have another go this year. Steve Coad, Andy Clempson, Rob Braune any myself agreed it was so much fun we couldn't miss this years.

Unfortunately Rob Braune couldn't make it so we thought a smaller four cylinder car would make a good match, particularly with the changing weather



Pic Courtesy Grease Monkey

conditions we experienced. Rusty Pilven was an easy choice; great driver and great car. Plus it motivated Russ to fix his car after last year's Targa dent.

The 6 hour relay is NOT a race, it's a regularity. You're not allowed to go faster than a 1min 55sec and there are several clever and stupid ways to get bonus and



Pic Courtesy Grease Monkey

penalty laps applied. Plus there's a big advantage to run consistent and close lap times.

Entries opened months ago and ALL 40 spots were full within a week. The organisers

then approached CAMS to have the grid increased to 50. Keep in mind this event is open to Level 2 license holders and any car that's safe.

So we're running with Hyundai Excels, Lotus' as well as Honda Civics with wings tech-screwed onto the back of them. There were some very dodgy cars there but the officials kept an excellent eye on the cars and drivers. Some drivers experiencing track time for the first time. So you really need to be aware the whole time and give drivers more room than normal.

The organisers thankfully arranged to have the track open on Friday night so we could all drop off our valuable machines. It had been raining for several days and the paddock and grass areas were really wet. I had to tow Clempson's F-truck with trailer out of the trailer park, in the dark, after Boof decided to go paddock bashing. That little detour cost them 1/2 a slab to borrow a snatch strap from PIOPS.

Saturday was practise with each car needing to do a minimum 3 laps to qualify. Russ needed to get a feel for his car and Andy had a new motor to sort out so we sent them out first. Andy blew a hose off his new oil pressure thingy-mu-gig evacuating 3 litres of oil, under pressure, straight onto his extractors – right through turn one – thanks mate!

By 5.30pm that night the team manager has to lodge each car's nominated time. This

is the real fun part of the weekend – “What time can I consistently do?”, “what if I get



Pic Courtesy Grease Monkey

held up” etc. We were allowed to change our nominated times by 9am on Sunday and we did. The 3 V8s opting for 2.02 and Rusty a 2.07. It was dry but we knew weather was coming. Clempson and Coad did the first few stints having some pretty average tyres. Each driver is allowed a maximum 15 laps per stint with a minimum 15 minute break.



Pic Courtesy Grease Monkey

So you can't just pit and go out again. Russ and I both had tyres “with more tread” so we waited for the weather to come. And boy did it. Steve Coad and I had a burnout competition from the pit exit to the track proper. Steve's awesome Monaro letting rip



Pic Courtesy Grease Monkey



in 1st, 2nd and third. One of mine got the thumbs up from several track marshals. The rain just made the burnouts longer.

Driving in the rain is great fun. It's fun, fast and frightening – all at the same time.

The organisers issue time sheets every hour or so, so we knew where we were. Our team were winning for the first 3 1/2 hours until the weather came. But what worried me more than the weather was Holloway and his itty-bitty team of Minis who were lurking in 5th. I knew they were just waiting for the rain. As our times spread due to the weather, we rapidly slipped down the time sheets as Holloway climbed. We fell as low as 18th. Russ unfortunately got caught behind some inexperienced drivers resulting in some very slow times blowing his regularity factor apart. In the end after running in the weather we finished a worthy 5th place. And

congratulations to all the Holloways for their excellent 1st place. They know how to win this event and now we do too.

This is such a great event our team had within an hour of the finish already worked out our attack for 2009. We know how to win but we've decided to try to win by sheer speed and not tactics. All we need is good weather. We also thought it might be funny to run a team of Suzuki Mighty Boys. If they break down you can just leave them there.

Jervis



Pic Courtesy Grease Monkey



Pic Courtesy Grease Monkey



Pic Courtesy Grease Monkey



Pic Courtesy Grease Monkey



Christmas party & presentation evening

Saturday 6 December 2008

“Upstairs” at Watsonia RSL

6 Morwell Avenue Watsonia Victoria. Victoria’s No.1 award winning RSL

\$50 per head

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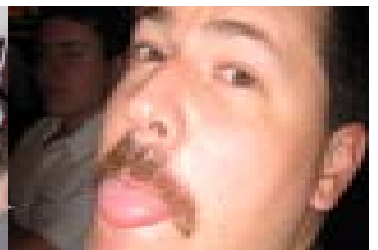
Name _____

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**



August General Minutes

27 AUGUST 2008

MEETING OPENED 8.20PM

APOLIGIES Bob Cracknell, Mark Shatz, David Floyd, Mark Brewster, Ian Watt, Michael Bugelly, John Brash, Ken Zinner, Fast Johnny, John Bendell and probably many more.

GUESTS Greg Davis, Allan Dyer.

MEETING SUSPENDED FOR GUEST SPEAKERDARREN KNIGHT.

TREASURERS REPORT BY DEAN and printed elsewhere in the Magazine.

A note on Historic Sandown, that marquee fees need to be paid with your entry.

PRESIDENTS REPORT BY DEAN

Congratulations to all competitors at Winton AASA.

Speed championship points are starting to take shape as more people submitting their results and looks good at this stage.

Pointscore including the Speed Championship will be printed in the next mag.

Can someone please hand out these raffle tickets? (I remember when we used to sell them, must be the sign of a healthy economy!)

Last month's winners receiving a lobster each towards a free feed were: - Peter the meat eater Backhouse and Mat low fat Jager.

Congratulations to Chris Ralph and his trusty sidekick Jervis for doing such a great job with the Club mag. It really is looking great. Apparently Jervis has been whipped like a RENT MULE into working on the mag.

Vic State Racer magazine would like us to contribute financially to their production. Will be considered.

Good news that Tino Leo is on the mend.

WHERE ARE THE ENTRIES FOR HISTORIC SANDOWN???? We need to fill 2 grids so get 'em in QUICK!

For anyone needing it there will be an OLT (Observed Licence Test) run on the Friday practice for Historic Sandown.

Dean and the RENT MULE going to the State Race Series meeting next week to nut out the calendar for next year.

We have Robert Dunt, of CAMS will be attending the October committee meeting, should be very good for us to voice any concerns...

Phillip Island entries close on OCT 3 so get 'em in quick; I don't want to come last so help me out with some 5 cylinder Toranas.

The KIDS XMAS PARTY is being organised for the 30th November. Please support this, bring your kids, grandkids, the neighbours kids, who cares? As long as we have a good day for the littlies. It's at ELTHAM PARK a very nice spot and the kids will get train rides and lollies and get to sit on some fat bloke's knee and talk about play stations and Nintendo wees. Is that a Japanese custom? WOW!!!

VICE PRESIDENTS REPORT.

Jervis is becoming obnoxious.

AHTCA REPORT with Chuck Jager.

The D93J Dunlop MOIST (not really wet) Tyres have in principal been accepted back onto the tyre list. When this happens it shows that when the AHTCA is given the opportunity it can be a useful body. Congratulations to all involved, particularly Bill Cutler, Chris Ralph and Mat Jager.

COMPETITION REPORT.

Next years Calender at this stage looks like 2 Phillip Island, 2 Sandown. + the usual Historic meetings. At this stage it looks as though we will not run the AASA events, so no Calder or Winton. Bill Cutler suggested an even spacing between the meetings would be better weather CAMS or AASA...

MEMBERSHIP

About 190, the membership mule said, rough enough.

The Speed Championship is starting to gain momentum so we should see some more members next year.

MAGAZINE REPORT

Ralph reported that his article about Darren Knight may have contained some inconsistencies regarding the actual events that took place during the alleged knobbing. For these and any other untruths he most humbly apologised.

He even got a email from Glen Ridge, who said there will be no gift shop for you if you don't behave! And you can forget the Diamond set momento from Bruce and Walsh.

Nothing like a bit of pot stirring is there?

The look-alikes in the last mag were: - Bert the plumber from some pommy show was David Twigg. Mark Fujitsu stailers favourite air was Michael Miccelli. And last but not least, the Indian chap whose name eludes me for the moment was supposed to be ME, well, how very dare you!!! Thankyou, come again. And these were won again by Mat (I have very little else to do other than eat)Jager.

Chris then thanked his faithful rent boy, Jervis and said he was excited!

About the speed championship.

THE TWIGG REPORT

There was a meeting on the 5th August about the reorganisation of the board of cams?? I think that's what Twigg said.

The sport & club development officer, Robert Dunt wants to work with the clubs more than before. This is obvious from his desire to meet with our committee. Great news.

The I.A.M.S.S. division of CAMS is looking at the life of racing harnesses with a view to extending their life.

A proposal to mount ignition modules on the firewall of twin cam Escorts has been circulated and universally accepted.

This modification will be added to the build sheets for the twin cam and BDA Escorts only. Therefore negating the need for a rule change.

This proposal was rejected on a previous occasion because it was

requiring a rule change for all cars, so was knocked back by the HCC.

If you think you have a case for a part substitution or change, the best place to start is with our man Twigg and work through him and Mat Jager. Any ideas should first be floated at a meeting so all competitors are aware of what may be going on. Open and transparent governance. (Heard that one before).

On the negative side, there seems to be no systems in place to let the EOs know what's going on. Rebecca at CAMS is working hard to tidy up some of these things, and Twigg says he's giving her a nudge. (Say no more).

The raffle was drawn by the lovely Danielle, and the winners were Simon Browning and Lindsay Lohan, who'll be experiencing an all you can stomach smorgasbord at the Bells Hotel slop and plop dining lounge. (No offence bells)

Please get your entries in for Historic Sandown.

GENERAL BUSINESS

No one knows who owns what numbers so can we have an up to date list published please?

Eddie Dobbs said we need to lift the entries for Historic Sandown or there won't be 2 grids.

Graeme Slater spoke about the new HAUNTED HILLS hill climb circuit in Gippsland. There's a spot to score some points in the speed championship.

Thanks to everyone for coming and particularly our guest speaker Darren Knight and of course Don Knight as well.

MEETING CLOSED AT 10.00PM

The Secretary *Cockie*

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Club Racing Championship Points!

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

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

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CAR STEREO REPAIRS

2008 Championship Calendars

HTCAV Race Calendar

Track	Dates	Type
Phillip Island	18-19/Oct	State
Sandown	8-9 November	Golden Oldie
Island Magic	22-23 Nov	Special



HTCAV Speed Champs

Graham Slater		
P.I. hillclimb Round 3 2008	14 pts	
Steve Jones		
Sandown HSV sprint 10/2/08	12 pts	
Sandown HSV sprint 24/5/08	13 pts	
PI Alfa CC sprint 05/07/08	14 pts	
Sandown FFCC sprint 13/07/08	13 pts	
Andy Clempson		
Clipsal Rally	??pts	

Track Day Calendar (not exhaustive)

September 24th – Calder - Maserati
 September 20/21 - P-Island - PIARC
 October 11th – P- Island - BMW
 October 12th P-Island -Jaguar
 October 26th – S'down Maserati
 November 8/9 – P-Island - PIARC

Hillclimb/Sprint (not exhaustive)

Oct 11/12 – Mt Tarrengower VHRR
 November 15/15 – Rob Roy MG
 Date tbc Haunted Hills Vic Champs

2008 National Calendar

Event Type & Date	State, Track	Event Name	Promoter
Historic 27-28 Sept	NSW, Wakefield Park	Wakefield Park Historic	HSRCA
State 4-5 Oct	Qld, Morgan Park	Qld State Championship Rd 3	WDSCC / CAMS
State 18-19 Oct	Vic, Phillip Island	State Race Rd 6	
Special 1-2 Nov TBC	SA, Mallala	SA Historic Touring Car Cup	HTCASA
Historic 8-9 Nov TBC	Vic, Sandown	Historic Sandown	VHRR
State 15 Nov	SA, Mallala	S.A. State Champs Rd 4	SCCSA
Special 22-23 Nov TBC	Vic, Phillip Island	Island Magic	PIARC
Special 22-23 Nov	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special 28-30 Nov	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA

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HTCAV Rally Championship News

The fourth Quit Targa West in Perth had 87 entries in all, an increase on previous years (but less than a third of the Targa entry). There was also a new and unique category called The Challenge where there is a speed limit of 130 kph monitored by an onboard GPS device - if you speed you're out. Surprisingly there were six classic entries including 2 of 'our' cars. Since no other event runs this class, I'm ignoring it and hoping it doesn't catch on.

Perth's Steven Jones is the youngest competitor to win a tarmac rally, taking the honours in the Competition Modern class ahead of Jim Richards (Porsche 911 GT2) and Kevin Weeks (Lamborghini Superleggera). Behind the wheel of a Nissan Skyline GTR, 24-year-old Jones took the lead from Weeks on Saturday and held off the far more experienced tarmac drivers over the 10 stages run to win by 15 seconds. This is a truly epic achievement.

There were 18 entries in the Classic Competition including five historic tourers. Former World Rally Championship driver, Alister McRae dominated the Competition Classic Class from the opening stage of the rally to win by a huge margin of over 7 minutes ahead of the very experienced David Moir (who runs the WA Fuelwatch scheme in real life) in his familiar 240Z in second and Michael Miller in a Holden VH SS Commodore in third.

Frank Hubers' Futura Coupe went out on Leg 3, leaving only 4 historic tourers as finishers - in bold below. The Hogan Escort is a '74, so is not included:

These results show how our planned Championship offers an incentive to potential members to compete on a fairer basis. But of course, we'll soon have folk in 74 to 81 muscle cars wanting to be in.

The Muscle Car Masters demo show was interesting. Although 12 spots in the Heritage Hot Laps were allocated to

Toyota race driver John Bourke and our Kermit Green Torana XU1 which represented tarmac rallying and promoted Targa via the door panels in gratitude for sponsoring the tent (and on Thursday night through Sunday morning, it was a wonderful haven from the lashing rain).

At 7.35 am on Sunday and I had to ask the crowd around the cars to step back so I could take pictures. An hour later and for the rest of the day, this photo would have been impossible - the scrum around the cars was impenetrable. When we had to go out for our demo laps, it took a while to clear a passage. I paced out 180 metres along the queue waiting for Alan Moffat's signature on the way to get Harry Firth to sign our Targa picture.

The tarmac rally cars all had experienced racers on board so although there was a mixed field of cars and we were supposed to go at 80%, in fact it turned into a very interesting flat out blast on shagged tyres - mine had done Targa and lots of testing. There were some interesting other cars doing these 'Heritage Hot Laps' including Charlie O'Brien and Gary Rogers in Toranas. Charlie O'Brien told me he's tried Targa once and rolled so thought it was too dangerous for racers!

Talking to the crowd was very interesting. I was struck by the knowledge



the tarmac rally cars, various problems prevented all but three from turning up. So it was the Yellow Monaro HT with 600 bhp Chev 350 of Qantas Captain Richard Woodward, the bright red Torana SLR 5000 with 650 bhp of former works

TARGA WEST CLASSIC RESULTS - Competition (no Challenge)

Driver	Co-Driver		Vehicle	Total	Diff	Tourer?
1 Alister MCRAE	Bill HAYES	Porsche	911 RS 3.0 IROC	1:45:44 AM		N
2 David MOIR	Vicki MOIR	Datsun	240Z	1:53:11 AM	07:27.0	N
3 Michael MILLER	Luke MARSLAND	Holden	VH SS Commodore	1:55:11 AM	09:27.0	N
4 Mark O'KANE	Jeff SADLER	Holden	Torana A9X	1:55:56 AM	10:12.0	N
5 Kim STEWART	Frank ZANOTTI	Ford	Mustang GT350	1:56:00 AM	10:16.0	Y
6 Hans DE CORTI	Mark DE CORTI	Porsche	911 Carrera RS	1:56:28 AM	10:44.0	N
7 Lea WELCH	Justin SMITH	Ford	Escort	2:01:07 AM	15:23.0	?
8 Mark DOBSON	Graeme DOBSON	Triumph	TR7	2:03:12 AM	17:28.0	N
9 Josh HOGAN	Katie HOGAN	Ford	Escort Mk1 RS2000	2:16:08 AM	30:24.0	Y
10 Davyd HOOPER	Angela HOOPER	Audi	Quattro	2:33:06 AM	47:22.0	N
11 Paul PERNECHELE	Ben TRAGER	Ford	XY Falcon	2:12:00 AM	26:16.0	Y
12 Graham ROMYN	Gray MARSHALL	Holden	Torana GTR XU1	2:14:30 AM	28:46.0	Y



Race Territory!

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



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Pic Courtesy Grease Monkey

of these folk - beyond the usual 'My Uncle Joe had one of these' - asking if we had a floating axle, what jets in the carbs etc. These fans seem to only follow Aussie touring cars. Which raises the issue once again of the importance to Targa of a separate promotion of its' classic event - and for this audience, maybe a separate award for the historic tourers - call them muscle cars, that's what they are now known as. Our proposed Championship has a real role to play but 1973 may stop too soon.

Finally, there is a new tarmac rally event launched by Targa Tasmania and sponsored by Wrest Point, called Targa Wrest Point, from 31.1.09 to 1.2.09. The famous Hobart casino is owned by the

Farrell family, who have been steadfast supporters of motorsport over many years. The format is more like Rally Tasmania, in that travel is on Thursday night with documentation and scrutiny on Friday. The event runs on Saturday and Sunday morning with a finish lunch party allowing everyone to head back to Devonport for the Spirit sailing on Sunday night. The course is basically the old Targa Day 3 stages down in the Huon Valley, with the startling addition of a stage along the 30 km road to the Tahune Airwalk. Entry fees are incredibly low - well below \$2000. Wow !

This would be a good idea as a trial event for anyone wanting to give rallying a go. For our cars, some of the Huon

stages are quite rough - the descent of Cygnet Hill is a 200 kph trip with a big stop at the end and the challenge is always to have the wheels on the ground when you push the pedal. But the Airwalk road is nearly new and superbly engineered hotmix with almost no straight bits. Go well there - and no one has ever raced it before - and you'll win the event. 403 won't be able to go (it's the fire season in the High Country) but we'd be keen to support any member who wants to try it. For more www.targawrestpoint.com.au

Brian Dermott



Pic Courtesy stolen from the net



Pic Courtesy stolen from the net

Winton & ~~Wimber~~ are almost HERE!

Are you ready for them ???

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



KUMHO TYRES



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

Tech Torque...

HTCAV Club Forum

It's here!

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

www.htcav.com.au/phpbb3/index.php
or just enter the usual way.

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

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

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

to raise with CAMS and AASA - which will be forwarded to the committee to discuss and action.

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

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

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

FORUM	TOPICS	POSTS	LAST POST
 General A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	10	18	by TheParrot ☺ on Mon Jul 07, 2008 1:05 pm
 Technical The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MiniCooper38 ☺ on Thu Jul 17, 2008 8:51 pm
 Video links/Photographs/Other media etc. All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	24	26	by piquet ☺ on Sun Jun 29, 2008 10:19 am
 Classifieds Classifieds including cars and parts for sale, wanted or swap. Private ads only.	21	30	by TheParrot ☺ on Thu Jul 17, 2008 12:01 pm
 Feedback Constructive criticism or things you would like added to the board. Post problems you are having with the board.	1	2	by TheParrot ☺ on Tue May 13, 2008 9:01 pm
 CAMS / AASA Enquiries. Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committees 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

Deals for HTCAV members

The HTCAV-Booran deal at a glance

New cars

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

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

Used Cars

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

Parts

You pay invoice price only.

What you have to do

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

Their details

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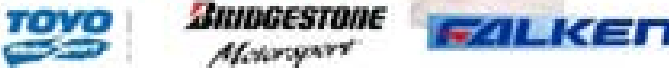
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2008 Pointscore Rules

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

Points Allocation - Per Race

No. of Starters	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



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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



For Sale! Group N's most loved Escort!

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

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

Expressions of interest - contact Dean Bryant on 0417 012 526



1972 Nc Lotus Twin Cam Escort

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

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

Is it Weber or Webber?

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



For Sale. Hey Charger

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

Car was built by Lloyd

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

Jeremy 0418 545185 or jeremy@mantelloholdings.com.au



FOR SALE 1964 Ford Cortina GT \$17,000 ono

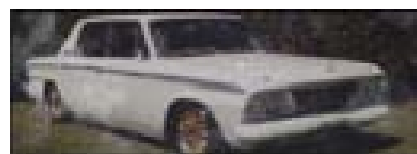
Originally built by Gordon Cox from a rust free shell, fitted with a Brown Davis full alloy cage. Great history - well-built, well-sorted championship winner in the hands of Drew Marget, also owned and driven successfully by Les Walmsley and Mat Jager. Fresh motor only two meetings old. Great entry into Historic Touring Car racing, comes with spares, must go to a good home.

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spares. Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible! Gordon 0418 270 494 (02)60328190 ah.

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

Not the CARma report!

In the loo of a CarMa report, Mat Jager on a trip around the Northern bits has sent us a few postcard shots just to make us feel jealous. But why we'd be jealous of those legs I have no idea...

Seems they went to the Deep North and gamely suffered a sunset cruise or so, then floated across to Darwin, as one does, to visit the Darwin Aeronautical Museum and ... Hidden Valley. Here's an excerpt of his Matted thoughts...

"The Boss with 'Sweetheart', which had apparently been a dude croc. Why you'd

give such a poovy moniker to a bloke that's over FIVE metres long and weighs 800 kgs, I don't know. The Boss steadfastly refused to go anywhere near a croc more animated than this. Must have seen the look in my eye. (Still smarting over being made to leave the aero museum...)"

"Thought that if we did at least ONE motorsport-related thing, we could call this a Fact Finding Mission and claim expenses. (Receipts to follow.) This is about all we saw of Hidden Valley, which we found – according to The Boss – at 'the bottom of a gully, or something'. 'Or in a 'valley',

perhaps Boss?" Doubtful scowl. "Well, I SUPPOSE so." Sigh. Anyway, Hidden Valley is dry, dusty, hot, surrounded by sparse bush, and it's about nine gazillion degrees in the shade. Kind of like Winton in the summer, but times a thousand. There was also a kart facility, advertising some kind of super high performance kart hire. They've evidently discovered something about Briggs & Strattons that no-one else has clicked to yet. Predictably, The Boss wouldn't let me find out."

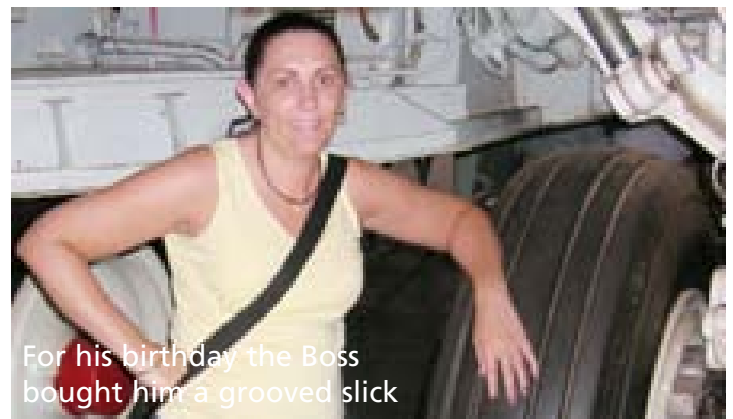
Thanks Mat, for thinking of us so warmly, even when on hols...



Mat not hidden at Hidden Valley



We're up here and you're not!



For his birthday the Boss bought him a grooved slick



No wonder Daniele's eyes are red

Tyring Torque

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

As available on the CAMS website.
www.cams.com.au

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

65% ASPECT RATIO INFORMATION
Group NA

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

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

**Dunlop
D93J is back
on the list**

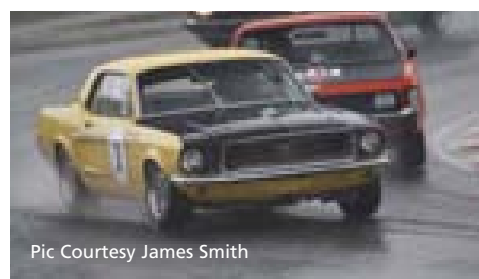
» Eligibility – Approved Tyre List - Group N & S

Quarter 3/2008

2



Pic Courtesy James Smith



Pic Courtesy James Smith



Pic Courtesy James Smith



Pic Courtesy James Smith

Marquee Spots

Attention All Historic Sandown Competitors

If you usually have a marquee spot as part of the HTCAV marquee, then we can confirm that this will happen again this year.

However this year you do not book the marquee spot directly with Ted Brewster. You do it as part of your entry form and the overall organising club, the VHRR will handle it. They will then give Ted a list to work with and we shall be all together in the usual place, next to the marshalling area.

So please direct all marquee bookings to the Entry Secretary, David Floyd, AH 9877 2243, E timelyaccounting@optusnet.com.au and he will handle it.

Section 8: 5th Category - Historic Cars

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