

HISTORIC TOURING TORQUE

December 2010

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

The Huge-Arse (Bigger than Bum-per) Xmas Issue

Inside:

- Historic Sandown
- Island Magic
- Targa High Country
- All the winners
- And quite a bit more....



Pic courtesy Perfect Prints

**New
venue for
Club
nights**

**Historic Touring Car**
Association of Victoria

Next - General Meeting

To be advised - 2011

Upstairs at the Rising Sun Hotel

Cnr Raglan St & Eastern Rd, Sth Melbourne

Torquing Heads 2010/2011

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DRAFT - 2011 Race Calendar

Event	Organisers	Location	Date	Type
Phillip Island Classic	VHRR	Phillip Island	18-20 March	Historic
Round 1 State	PIARC	Phillip Island	16-17 April	VSCRC
Round 2 State	MGCC	Sandown	14-15 May	VSCRC
Winton Historics	Austin 7 Club	Winton (Short track)	28-29 May	Historic
Round 3 State	ASSA	Sandown	23-24 July	VSCRC
Winton Fest. of Speed	VHRR	Winton (Long track)	TBC August	Historic
Round 4 State	VMCI	Phillip Island	22-23rd Oct	VSCRC
Historic Sandown	VHRR	Sandown	5-6 Nov (TBC)	Historic
Island Magic	PIARC	Phillip Island	26-27 Nov(TBC)	Other

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.

Please see elsewhere in the magazine for the details.

We get 'em, please use 'em!

See page 18 for full details!!



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From the President



My dear friends at the HTCAV,

Our festive season is upon us and it's the time of year I love most. I get to thank amass the legions of people who collectively make the HTCAV such a special club to be involved with.

First and foremost I would like to thank your increasingly hard working committee who together by their efforts has yet again produced the right package of racing opportunities for our members no matter which genre of motorsport you are involved in. Your committee members give selflessly of their time and effort to the benefit of us all – I simply cant thank you guys enough; you are just the best in my book!

Next I need to thank our tireless life members who continue to give of themselves each in their own way to enrich this fantastic club, I made mention of these guys at the awards night and again I thank you.

Special thanks to our photographers, who throughout the year give our magazine crew the best material available to work with month after month. The HTCAV has fostered a special bond with this; loyal band of professional photographers and for this we are very blessed indeed.

Huge thanks to John Brash and The Rank Outsiders who gave our recent awards night the pizzazz it needed to elevate it yet again – you guys rock!

Thanks to Emily Sneddon for her help with pics from the awards night – much appreciated and congratulations on your recent academic success.

Huge congratulations and thanks also to the recipients of awards at our recent awards night. The awards also honour and recognize the efforts of those recipients and all the efforts and sacrifices that make our brand of Motorsport so highly regarded – thanks one and all.

Special congratulations to our new Club Champion for 2010 Russ Pilven who celebrated long and hard and so deservedly so – well done mate.

I save a special thanks for last – first to my mate and editor Chris Ralph for his tireless and dedicated skillful work on our magazine. It's such an onerous job and he does it with consistent excellence and to such great effect that this magazine has been the lynchpin of our Club's constant rise in status – thank you.

Secondly I save special thanks to my mate and new Clubman of the Year

– Jervis Ward. As I said at the awards night, there simply is not a person at the Club at the present time who gives of themselves so freely as Jervis and on behalf of the entire Club mate – I thank you.

This year has yet again seen an increase in all the tangible factors by which we measure the Club's growth and success. It's certainly an exciting place to be around and a special club that you can be proud to say you are a member of. If you have any doubt about this consider this; the awards night this year was a 50% increase in cost to attend due to the upgrade of venue and dining etc and yet we again saw around 130 members and friends attend to dance and laugh the night away. This place is on the move – watch this space!

Christmas is about family and the children in our lives. I wish that you all have a joyous festive season and that we all stay safe over this period.

I look forward to seeing all and more of you at the tracks next year,

Yours in racing,

Deano

Editoro



“And so this is Christmas...” as John Lennon once sang. It’s the 30th anniversary of his popping, so I thought I’d welcome you to our Bumper Christmas issue with a line from one of his worst songs ever...

In fact, this issue offers so much it exceeds Bum-per status – this folks is the HTCAV HugeArse version, bigger, better and coloured for your Christmas reading pleasure. A round of applause for Jervis, thank you ladies and gentlemen.

In it you’ll read all about the three major sporting events that have taken place since the last edition, plus our best social gig ever and all the winners for 2010.

The massive Sandown Historic meet and the delightful Island Magic event fill the pages with news of on-track battles, while the inaugural Targa High Country tarmac rally went off superbly well.

We have Brian and Linda Dermott to thank for this event: it was their idea, their choice of roads, their wooing of Octagon to make it happen. Beyond that, it was Brian’s idea to make the Club stronger by adding the rally arm to it and ranks have swelled accordingly.

Brian’s reporting appear on these pages, supported by images from the excellent Tim at Perfect Prints in Hobart who covers Tarmac events. Thanks to both. Thanks to Darren Knight for his on track commentary, Sandown race reports and general promotion of our racing and to James Smith for the images.

On it goes – thanks to Steve Duggan at Phillip Island for the Island Magic snaps, and of course to Emily “Snapper” Sneddon for her coverage of the fun and games at the Annual Presentation night and Christmas Party. (There’s some BIG news regarding Emily elsewhere in the magazine that has made Mum and Dad very, very proud...)

Humpys are again in vogue this month. The esteemed President thought so much about the Humpy at Sandown he wrote a short article on his experiences while former Speed Champion Gary Poole is re-creating the 1953 Monte Carlo run of Messrs Jones, Gaze and Davison 60 years after the event.

Thanks also to Brendon Hare, working extensively in Saudi Arabia whose passion for our class extends to trying to get us racing over there! Stranger things have happened...

And imagine my embarrassment to find that I had completely overlooked a Club member and racing legend, Scotty Taylor, who was racing a Lotus 18 at Goodwood. I may have even unknowingly bumped into him in the pits, as I did with the venerable Brique Reed. I received admonishment – and an article from his wife Elaine...thanks.

In a mighty Christmas hurrah Mat Jager has surpassed himself with wit, zane and clever observation in his preview of the award winners for 2010 in 2011. Thank you for all your efforts this year Parts Man/Weedkiller/Tyre Man Mat.

And there some new cars for sale. My old 2-door Cortina, recently refurbished, is being sold by second owner Brian Deveson. I can guarantee the quality of the original build which extends to

various bits at the back that makes it easy to turn it into a Lotus Cortina if one was of a mind. And Bill Trengrove has sent in an ad for the makings of what would be an excellent rally car as well as being a rare classic, a 1969 Savage Cortina complete with V6 Essex donk.

And so another year passes. It’s had its ups and down (and in my case over and overs) but the racing and rallying has been great. Congratulations to all the winners and especially to my old sparring partner and navigator, HTCAV Competition Secretary Russell Pilven, on his new title as Club Champion. The car and the way he drives it are both extraordinary...

My fellow Committee members should be warmly thanked: hard working, ripper chaps they be, none more hard-working than the Pres and Veep for whom we thank for another top presentation night. Hint: stay over next time, looking at all the ‘night after’ faces at breakfast is great fun!

Enjoy the read, stay safe and well over Christmas and New Year...

RalphE



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Bits 'n' Pieces

Emily Sneddon doing the 'Masters' next year!



What? Emily Sneddon doing the Touring Car Masters next year? But she's only done three laps in her road BMW behind the safety car round Sandown with her Dad! OK, no Touring Car Masters but Emily, armed with her Bachelor of Exercise has now been invited to do her MASTERS in Physiotherapy at Sydney University. Guess that Peter and Megan will have to shelve plans to buy those two consecutive numbers

Group A Commodores for a while... Well done Emily, you've done the Club proud and we wish you all the best in coat-hanger city!

Tach Terrors

At one stage or another we have all been bedeviled with a mystery ailment that seems to have been put in our way to test our resolve and/or drive us mad. The sort of gremlin that defies logic and seems to come and go at will.

Such a thing happened to the Editorial BMW on two successive rallies. In the Wrest Point Targa in January it appeared on the second day – a seemingly incurable misfire that no amount of changing of coil, plugs, leads or fiddling with mixtures of fuel flow seemed to fix.

Back in Melbourne it was discovered that the inlet manifold was not exactly a flat plane against the head, so air leakage was deemed the culprit and the car subsequently ran perfectly in two race meetings, a hillclimb and some extended road running. Job's right, obviously fixed.

Cut to Targa High Country in November. All preparatory running and first half of Day 1 – great. Day 1 afternoon, a miss creeps in. Saturday night – fiddling with fuel flow, replacement of plugs. Right again for Sunday – but then the miss gets worse. Everything we did seemed to fix it – for a few kilometres - then back it came and getting worse to the point where the car would die and then have to be jump started rolling in first to get a few more hundred metres of travel...

Dismayed and downhearted we pulled in to the service point where Andrew Lawry, Brian Dermott's engineer, having given up on logic had a lateral thought and pulled off the tacho wire – fixed! This time it was really fixed and we screamed up the Mt Buller stage on four cylinders at last, well down in the order but at least with a final moment of satisfaction.

So, lesson from this: when a miss defies logic, disconnect the tacho or rev limiter and see what happens. The 1971 tacho was getting a workout, there must be some ancient diode that could only take so much over a couple of days before it sent sabotage instructions to the coil. Given that I usually drive by ear and with a full face helmet couldn't often see the bloody thing anyway... bah humbug.

RalphE

Our man in the Middle East

Brendon Hare is working part of the year in Saudi Arabia and has stirred up interest in Australian historic touring cars racing over there. Could we be racing overseas? Who knows!

During late 2009 I attended the inaugural race meeting at Reems, Saudi Arabia's first FIA race circuit which is a major part of a motorsport complex. It's about 100Km west of Riyadh, a city with a population of about five million people in the middle of Saudi.

The meeting itself consisted of races for Radical sports and Porsche Cup cars. I was lucky enough to strap myself into a Radical for three laps. These things weigh next to nothing and have huge brakes and down force. Odd for a historic touring car driver used to lots of power no brakes and little grip!

I was fortunate enough to be invited as a guest of Bilal El Kurjeh, the general manager of the Reems Auto Club. For some reason Bilal decided to persuade the local and international media that I was a person of interest who was involved in motorsport in the real world!

So I was interviewed by NBC and the local TV channels about the differences between motor sport in Saudi versus and in Australia. I explained that in Australia that touring car racing was a major part of our motorsport heritage and often a grassroots pathway for those without big budgets but lots of determination and ingenuity and that many of our early top drivers had started with self-built and prepared cars. In Saudi most cars were professionally prepared and most drivers had stepped into world class cars right from the beginning.

During the later part of the interview I mentioned that I currently raced historic touring cars, a category that was indicative of where motor sport really got started in Australia and that it would be an idea to showcase Australian motor racing heritage via an historic event in Saudi. I was overwhelmed by the interest that this stirred up.

Bilal then jumped all over me to put together a presentation that he could take to sponsors and his board to fund a fair slice of the cost of staging an event at Reems.

With very timely assistance from Ralph, who dusted off some old F1 GP stuff that he had prepared and used I put together and made a Power Point Presentation to them the following week.

We then had various meetings with potential sponsors and club members regarding dates etc. About three months ago it was agreed we should aim for a race in Saudi for Jan 2011 (the second or third meeting of their season) Our Saudi friends then decided that they would like to try and make a Middle East series out of it and run a race in Abu Dhabi and Bahrain as well.

About this time things slowed down a bit as I suspect that there may have been some issues about fitting all of this in with the other venues as they have well established calendars and are launching a new 2 litre "Super Sedan" class. In early October Bilal advised me that it had become too hard with sponsors etc and we should try again for the 2012 season.

I will be back over there for almost six months soon and I will try to get a feel for the possibility of it ever coming off.

One part of me nags away that it will, as I have rarely seen so much enthusiasm involving grown up businessmen about anything, let alone a motor race meeting on the other side of the world. Then my rational side says what value is to anyone except me and 30 odd competitors who would agree with me in thinking it was a great idea...

However I will stay in touch with them and... *Inshallah!*

Brendon Hare

Historic Sandown 2010

The best historic motor racing ever!

Healthy grids in all Historic Tourer classes helped celebrate 50 years of the ATCC with mainly fine conditions throughout the weekend.

Group Nb

The Mustangs of Bill Trengrove, Tino Leo and Andrew Cannon ran in close company up the front until the latter lost touch slightly with the spirited battle ahead of him. Despite almost having no seat time in the past two years Leo put in some quick times. In the end Trengrove had a narrow win from Leo with Cannon third. Paul Zazryn (Mk II Jag) was a

strong fourth from Sandown debutant Phil Shepherd (ex Bailey/Sluice EH) then Vic Waterhouse (Mk II Jag), Ian Pringle (Mini), Nick Cascone (freshly painted Cortina), the Graham Gulson Alfa (as if it would be anything else..) and Tony Pejkoivic (EH). The Minis of Len Read and Paul Girt fought all the way to the flag for 11th. Phil Barrow (FJ) led home Dean Bryant (guest steering the Rob Southouse Humpy) even though the crank was found to be broken post race! An engine change later that night would see Barrow return on Sunday.

All Pics James Smith

Trengrove dropped the hammer in race two and grabbed an untroubled win from Leo and Cannon then Zazryn, Waterhouse, Shepherd, Pringle, Read, Gulson, Girt and Pejkoivic climbing back up to tenth after muffing the start. Cascone finished but would not return after dropping a cylinder. The final race again saw Trengrove streak away to take an easy victory from Leo with the flying Zazryn third in front of Cannon.

Group Nc

Fraser Ross in the ex-Marget Mustang made a great start to lead until Tony Hubbard (Camaro) blasted past on the



Braking battle into Turn 1



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Fractured Fraser Ross takes on the big guy.



Barrow wheels the Humpy after Jerry Lenstra



Bill was in top form

back straight. Daryl Hansen (Mustang) gathered up John Mann (Mustang) and Ross to climb to second as the Charger trio of Rob Burns, Michael Hibbert and Les Walmsley battled hard until Les lost an oil line and retired. Harry Bargwana (Mustang) was also out after breaking a shifter while Sandgroper Mark Jewell spun out after the throttle stuck open in his Torana. Leo Tobin (Mustang) vaulted up the order after qualifying down the field as Hubbard took a close win in front of Hansen with Ross next then Mann who was battling a miss. Burns was fifth then

Hibbert, Denis O'Brien (in the Shearer Mustang), Brian Potts (HT Monaro), Gary Edwards (Torana) and Geoff Taylor (Mustang) in tenth.

Race two saw a controversial incident at turn one on the second lap. The safety car came out after Hansen and Hubbard clashed following an intense battle that also included Ross. Hansen was out while Hubbard lost many places. Ross led after the re-start and went on to win with a battered Hubbard second after getting past Mann on the last lap. Walmsley finished



Bill Benic didn't Bendit

tenth from rear of grid with the amazing RX-2 of Ben Read in 11th. W.A.'s Stuart Young was the first Torrie home in 13th behind the Porsche of Mark Johnson.

Hubbard did not reappear for race three while Hansen would start from the back but elected to use the race as a test session for the unfamiliar Yokohamas. Mann and Burns jumped Ross at the start but it wasn't long before the lanky son of sports car racer Ian Ross took the lead and the eventual win with Mann second and Walmsley a strong third in front of Burns and Tobin. Further back former Cortina racer Stuart Barnes posted a finish after a troublesome weekend with his immaculate new '69 Mustang which would not have looked out of place at the annual Mustang Concourse at Dandenong Showgrounds the preceding weekend.

Darren Knight



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Deano goes Humpy

The President's personal view on his Historic Sandown weekend.

I was lucky enough to be competition custodian of the famous ex-Zinner 48-215 Holden now owned and raced by Rob Southouse and Mercbits racing. I'm pleased to say we set a new PB for the car in getting into the 1:39s for the first time ever - yay!

As most of you know I spent a few thousand race laps in a Ford Escort which was a good jigger. The experience of racing a 1948 technology sedan was an absolute blast, it absolutely screamed all weekend long.

Imagine this - it pulls up to 7000 rpm out of its straight six 2.5litre lump and simply goes like a jet in a straight line. Add to this a fairly standard suspension that kneels over under pressure which makes the car 'shift' its weight very dramatically in combination corners - think Dandenong Rd twisty bits - yeah baby!

Then add brakes that sort of work - some of the time. You can actually lose a pedal just through lining wear in one race - hmm! The total result is a wild ride that commands your attention but more importantly is total fun and exhilaration the whole way round.

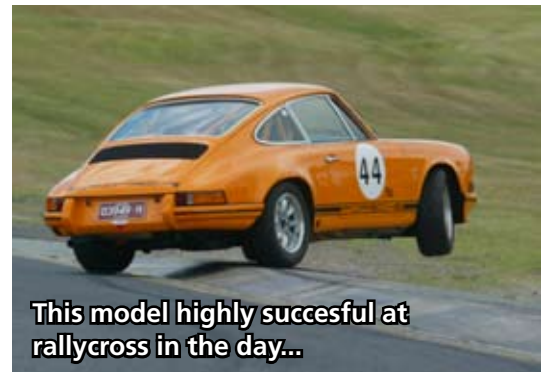
Being an old car it has its nuances like all the others but the overall package is a sound one that is very mis-understood by most racers who judge them on their outward appearance.

If you ever get the opportunity to have a steer in one of these 'greys' I suggest you grab it with both hands and take the ride of your life - they are bloody fantastic!

Thanks to Sue and Rob for thier endless enthusiasm and passion for our club and our sport - I was so proud to pilot around the oldest Vic Group N car on the weekend and do the old Humpy proud.

Yes Rob - she is a very good old nail indeed!

Deano



This model highly successful at rallycross in the day...



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Mick and his trusty Imp



Paul was Girt by Ted



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Tino was back on form.



Paul Zazryn's Jag was hugely quick.



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Historic Sandown 2010 cont...

Groups C & A

Pole sitter Gary Collins (HRT Commodore) spun the bags off the line allowing Ross Donnelly (Seton Sierra) to lead until the Collins Walky blasted past on the back straight. Adrian Allisey (Smerdon Commodore) retired after a clash with Norm Mogg (HRT Commodore) and Stephen Perrott (Roadways A9-X) as did Donnelly with engine dramas that would end his meeting. Collins won from son Chris (Gp. C Commodore) with Mogg third then Perrott, Craig Bowering (ReCar Commodore), Ed Singleton (STP Commodore), Gary Kirwan (Gerald Kay Commodore), Bill Cutler (BMW M3), Lindsay Woollard (Roadways A9-X) and 1970 Bathurst third place man Don Holland in Shaun Tunneys ex Bob Forbes A9-X. Race two saw the ex Gibson Motor Sport HR31 Skyline of Carey McMahon climb the order after a race one DNF until he hit the curb at turn one after a big dice also involving Singleton and Cutler.

Witnesses claimed the Nissan shot at least three feet in the air before lobbing in the sand trap with just a little bit of damage to the front splitter. The Collins family finished almost side by side for another one - two with Mogg third. Neville Butler posted a finish in the debut of his ex John English RS2000 after fuel problems in race one. Gary Collins won the 15 lap final that featured a compulsory pit stop that required teams to affix a sticker to the front and rear screens.

Mogg went out early with gearbox dramas while Allisey leapfrogged Chris Collins during the pit stops and just held out the Group C machine in a great dice for second that went right to the flag. Mike Roddy ('85 Bathurst winning Jag) was fourth in front of Cutler.

Darren Knight



The ex-Percy Commodore pointed properly



Bill Cutler kept the big bangers honest



The legendary Don Holland



The ex-Tweedie Seton Sierra is back in business.



Must be the Peter Stuyvesant RX7 smoking in front.



It was on from the start.



Not even Hollywood could match that flame...



Savage Cortina!

Bill Trengrove has sent through an ad for a Savage Cortina. That's not just a Mk1 with bald tyres and a locked diff in the wet but a rare and proper jigger made in the UK in the late 60s.

The Mark II Savage Cortina V6 was the product of former Willment Racing star Jeff Uren and his company Race Proved Performance and Racing, who took a stock 1600E and transplanted a Zodiac V6 engine under the hood.

It featured seam welded chassis members down the sides of the engine bay and a new cross-member with suspension mounting holes drilled for negative camber.

Stiffer progressive rate front springs were used, in conjunction with revised damper settings and an additional anti-roll bar.

At the rear special springs were used with a very stiff section ahead of the axle to combat wind-up. These springs were designed so that the front linkage would act as a locating swivel for the axle (so no radius arms) while the rear linkage supported the weight of the car. Larger capacity adjustable dampers were used and the attitude of the axle relative to the springs was changed by the use of wedges.

Other mods included a new wiring loom, battery in the boot, bigger alternator, an uprated exhaust system, a special rear end ratio and 22 pint cooling system. Braking saw harder pads and linings, along with a revised master cylinder and servo.

Savage badges were fixed to the boot-lid and front quarter panels, while V6 badges were fitted to the rear quarter panels aligned with the turn indicators. Around 1100 were made.

Anyone looking for a neat historic tarmac rally car could do a lot worse. Basil Green in South Africa made similar weapons for the track before taking the concept one stage higher with the Perana – Capris with 289s in them – of which there are more now than when he built them. Peranas are now the weapon of choice for these events, with heroes such as Any Miedecke driving them.

Look for the ad at the back!



Jerv's Snaps!



Changing the F Truck's pads after cleaning the Mt Buller Stage while recc'ing - pre event!



Finding out the front brakes on the race car were leaking the day before Targa High Country



Yes! He really is cleaning the inside of the car with a pressure cleaner!

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Island Magic 27-28 November

All Pics SDPics.com

Report by Magic – I wasn't there. So no breathless blow by blow descriptions, just a general overview courtesy of the magic of Natsoft and a bit of loose chatter drifting about.

From all accounts it was a Saturday of half and full wetness for Qualifying and Race 1, with a dry track on Sunday. The event was notable in that two HTC AV father and son combos took part: Ted and Mark Brewster; Ian and Stephen Watt driving the old Lindsay Cripps EH Holden. 2009 Club Champ Nick Cascone not only drove the wheels off the Cortina all weekend but also raced in the 1-hour Sportscar race in his boss's LHD Porsche 993 working his way up to 15th before handing back to a more conservative driver.

There were three EH Holdens, two BMWs, four Mustangs, five Toranas, two Cortinas, and lone examples of Camaro, Charger, HO, Mini, Triumph and Citroen. Nothing if not an eclectic mix for the most relaxed meeting of the year, famous for "it's almost Christmas, after the exams" feeling...

HTCAV Rookie of the Year, Fraser Ross, showed again that he drives with a maturity beyond his years topping qualification and taking both races on

the dry Sunday. He sneaked on to a slippery pole over a second clear of that cagey Island expert, Scott Slater, ahead of Les Walmsley, Bill Trengrove, Stephen Pillekers, Leo Tobin, Gary Edwards, Andy Clempson and Mark Brewster.

Overseas raider Spike Jones from Tasmania in the BMW was next ahead of Geoff Taylor, soon-to-be Club Champ Russell Pilven was next ahead of Spike's co-raider Phil Shepherd in the EH, a returning Bill Cutler in the BM and Ted Brewster.

A debuting Steve Watt was next ahead of the EH maestro Tony Pejko vic celebrating a BIG birthday appearing courtesy of his very supportive family, then came Brighton's Best Butcher Daryl Duff in the neat Camaro, Nick Cascone running in his hastily rebuilt engine, Alan McKelvie in the ex-Tobin Torana, Ian Watt, Fast Johnny Luxmoore, Mick Stupka in the bump-steering, head-for-the-trees Citroen and Rod Hotchkin in the not-well HO. He returned on Sunday to fight on.

Saturday's race was seriously wet with several competitors electing to pull in after the warm up lap, on which Geoff Taylor, doing his tyre warming squiggles lost it into the wall between Honda and Siberia and was out for the remainder.

Reinmeister Scott Slater scored a win over Tobin, webfooted Mark Brewster, Edwards, Pillekers and Ross. Then came the flying fun boys of Pilven, Walmsley, Hollywood Andy Clempson and Nick Cascone who dived as close as they could see. Spike won the BM tussle and the rest of the field filed gingerly home...

With a bit of grip Fraser Ross muscled home in the Sunday opener and head of the similar Mustang of Leo Tobin, followed by Slater, Walmsley, Edwards, Clempson, Trengrove, Mark Brewster and Pillekers. The under 2-litre boys were next: Pilven, Jones and Cutler before the big HO of HO-HO-Hotchicken.

It was Fraser again in the main event, leading home the Toranas of Edwards and Slater, with Andy Clempson fourth with a PB, ahead of Trengrove and the recovered Hotchkin, Pillekers and Leo Tobin. Pilven snuck ahead of Mark Brewster and Walmsley, who'd had a problem on Lap1 and Spike Jones, his BM battle buddy Cutler not starting with alternator problems. Nick Cascone headed Ted Brewster, Pejko vic, Watt, Luxmoore and Stupka over the line to round off the year's competition.

RalphE

Mick Stupka's Citroen handling is improved, still scary.



New chum Alan McKelvie quickly came to grips with the ex-Tobin Torana.



Fraser Ross took pole and two races



BM's battled big time.





Leapin' Leo Tobin about to shoot down the chute.



One eyed Les Walmsley succumbed to Toranas in the wet.j



Birthday Boy Tony PejkoVIC had a ripper weekend



New Club Champ Russell Pilven was best of the Under 2 litres.



Tas raider Spike Jones was impressive



Steve Watt's debut year went very well.



Proud dad Ian was always neat.



Hollywood played with the little guys in the rain.

Tattle

It's over - the second year of the HTCAV Rally Championship has been completed.

Fifty one pre-1973 touring cars entered another four rounds in three states, accounting for up to 30 per cent of the Classic field. Sixteen did more than one event. Just over half ran to Modified Specification, some of these very high budget and purpose-built to get the most out of the regulations. Anyone competing in every round of the Championship would have driven flat out over 1135 kms of Special Stage - most of the Top 10 drove flat out over 715 kms.

This year the championship started in January with Targa Wrest Point, down the Huon River near Hobart. George Nittis from NSW was our first leader in his Ford GT and Tasmanians Mick Cross and Leigh Chaplin second in Mick's genuine Group Nc race Torana. Tassie locals Scott Kent and son Wayne were third in the Mustang.

Early May was the Big One - six days and 504 competitive kilometres of Targa Tasmania in wet and stormy weather. The drive of the year was put in by Paul Batten navigated by Dad Mike in the innocuous looking Volvo PV544 to come 2nd

outright in Classic, beaten only by the Broadbent Porsche RSR. The Battens duly took over the lead of our Championship. The heavy metal of Richard Woodward and Dave McCrow in the '69 Monaro GTS and the Ulrich's Jensen battled each other all the way to the end with the Monaro emerging narrowly on top. In their brand new Boss Mustang, Len and Gayle Cattlin went faster every day to grab 4th. Last year's

All Pics Perfect Prints

2nd placegetter Drew Kent was faster than brother Scott but Scott's Wrest Point result kept him ahead in the Championship.

The sheer skill and concentration and determination by these crews in ancient cars with big V8s in atrocious wet and slippery conditions on the narrow roads of Tasmania was inspiring. It proved yet again just how good you have to be to succeed in tarmac rallying.

Round 3 was WA's Targa West in August, but this had only eight pre-73 entrants and therefore no impact on the Championship leaders. With Classic Adelaide gone (but expect this wonderful event back in an earlier month) the next event was our own local brand new Targa High Country.

The HTCAV had quite a hand in getting this together (such modesty, Ed.) and we applaud the incredible work of Octagon and particularly Mick Ronke at AASA who had the job of sanctioning the event. There had never been a tarmac rally in Victoria before and Mick found that the "hoon legislation" was not over-ridden by closing the roads. In a huge administrative and legal effort, AASA got the regulations changed just in the nick of time - the Friday before it all started! Next time you meet him say "good on you, Mick".

Targa High Country saw the emergence of the Capri Perana as a major force with Andy Miedecke winning the



Editorial BM was fouled by errant tacho wire



High Country's Mother and Father were faultless on their runs

Classic event outright, cleaning up all the Porsches and Zeds; it was the Cattlin's Red Boss which came next pre-73, ahead of two other Peranas, getting the edge on the Ullrichs. The writing may be on the wall for the Limited Modified 1963 Anglo American CV8 next year - the superb and sophisticated Boss may have its measure.

But for our Club of Group N racers, a big move was the decision of some of our heroes to try out the rally form of the sport. Andy Clempson and Jervis Ward in Andy's Mr Green Mustang fastback and the little silver Bimmer of Chris Ralph with Russ Pilven lined up for Wrest Point. The fire breathing Mustang frightened the regulars with some very fast times until the shifter broke; Ralphy frightened Russ with a spin and then a misfire slowed them.

Targa High Country saw the racer crews out again but with a similar outcome - Mr Green struggled with fuel supply and Ralphy, now with neighbour John Winterburn calling the notes, found the misfire from TWP still hanging around until the Andrew Lawrie pulled the tacho lead off. But the regular rally people know that when these guys prepare properly, they are going to be up at the front.

Congratulations to all HTCAV Targa competitors: to finish is a grand achievement in itself.

Brian Dermott



The Mighty Woodward Monaro ran out of brakes ...and into a bank.



Andy Miedecke won Targa High Country in the Perana Capri



Hollywood and Jerv thrilled the locals...and themselves



Doesn't that whet your whistle!

The 2010 Rally Championship

Most Pics
Perfect Prints

So now to the Champions for 2010...

This year, all our winning crews are family groups - in third are father and son team of Scott and Wayne Kent in their. In second, in the new red Boss Mustang are husband and wife Len and Gayle Cattlin. And the winner for 2010 is once again husband and wife Pete and Sari Ullrich in the Limited Modified 1963 Jensen CV8.



Just as in 2009, our 2010 rally Champions and new Club members are Pete and Sari Ullrich seen here on the Targa High Country podium where they won the Early Classic Handicap. Their self-prepared 1963 Jensen CV8 runs Limited Modified Specification, meaning only four speeds - but 700Nm of Chrysler torque fixes that problem. Retired from building maxi yachts - like Brindabella - the Ullrichs had a great Targa Tasmania, battling closely with the Woodward Monaro GTS all week and breaking clear of the other Championship contenders with a strong result in Targa High Country.



Second was another of the famous Classic Couples - Len and Gayle Cattlin in Red - a brilliant Modified Spec Boss Mustang. Len's concept was given exquisite life by ex-Williams F1 mechanic Peter Turk, but its only test before Targa Tasmania was a lap of the Cattlin's Park Orchards home before heading to Station Pier. Despite the rain and fog, the car got faster every day as Len and Gayle learned what it needed and ended up 12th overall in classic. The flowing mountain roads of Targa High Country suited Red Boss perfectly and they were the second HTCAV car home behind the winning Perana of Andy Miedecke.



The older Mustang of Scott and son Wayne Kent from Tasmania came third, beating brother Drew this year, who came fifth. The Kents started the year with Targa Wrest Point and despite the brand new V8 blowing a smoke screen, the white and blue Ford came home 8th. They followed that with a strong Targa Tasmania, only just beaten by Len and Gayle into being 6th HTCAV car home. That was the end of the Kents' year but it was good enough to hang on to P3.



The drive of the year was by Paul Batten in the family PV544 Volvo in claiming second outright in Targa Classic. In a memorable performance, this old touring car was faster than all but Rex Broadbent's Porsche Carrera RSR on the wet, windy and slippery roads of Tasmania. Only a last minute decision to accept a works drive in an FPR Ford Falcon for Targa High Country kept the Battens from challenging for the 2010 HTCAV Championship, having led it for most of the year. Paul's commitment can be judged by the opposite lock on the Volvo crossing a very narrow wooden bridge on the Merseylea stage.



New members Peter and Roslyn Killick from Hobart have campaigned their beautifully prepared and very reliable 1965 Ford Cortina in the shorter events with considerable success. In Targa Wrest Point they were the best of the Cortinas and second in Category 3. They followed that up in Targa High Country - one of the few Tasmanian crews to make the trip - with third in Category 3 a mere two seconds ahead of the Arundel Cortina. In the HTCAV Championship they came home 23rd overall and 6th in Category 3. We wish this very professional team good luck for 2011.



If there was an award for entertainment then the HTCAV's own Andy Clempson and Jervis Ward in Andy's Mr Green fastback Mustang would have won it. This fire breathing Ford with screaming V8 caused a stir when it tyre smoked its way through Targa Wrest Point. When the times came in, the regular rally crowd were a bit shocked – they were amazing. Only a loose bolt in the shifter kept the racers off the podium in their first event; it happened again in Targa High Country - great noise, great times but too much fuel pressure. Once the car gets a rally makeover, this team will be special stage winners.

2010 HTCAV RALLY CHAMPIONSHIP		Round 1 TARGA WREST POINT	Round 2 TARGA TASMANIA	Round 3 TARGA WEST	Round 4 TARGA HIGH COUNTRY	TOTAL BEST 2 of 4 ROUNDS	WORST SET ASIDE				
1	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	0	45,864	0	19,740	65,604	LMS	1	
2	Cattlin - Cattlin	1969 Ford Mustang Fastback	4MSH	0	39,312	0	22,260	61,572			
3	Kent - Kent	1965 Ford Mustang	3MSF	16,036	36,792	0	0	52,828			
4	Batten - Batten	1961 Volvo PV544	2MSF	0	52,416	0	0	52,416			
5	Kent - Krawczyk	1971 Ford Falcon GT	3LMSH	5,064	43,344	0	0	48,408	LMS	2	
6	Woodward - McCrow	1969 Holden Monaro GTS	4MSH	0	48,384	0	0	48,384			
7	Latter - Latter	1967 Datsun 1600	4LMSC	11,394	31,248	0	0	42,642	LMS	3	
8	Pfingst - Loth	1971 Holden Torana	4MSE	0	23,184	0	10,920	34,104	3,587		
9	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	12,449	0	0	15,330	27,779	LMS	4	
10	Kenny - Fitzpatrick	1971 Jaguar XJ6	4MSG	0	22,176	0	5,460	27,636	6,541		
11	Ogg - Farrell	1970 Alfa Giulia GTV 1750	4MSB	0	19,656	0	7,140	26,796			
12	Large - Dredge/Woodcock	1972 Ford Falcon GT	5MSH	1,500	25,200	0	0	26,700			
13	Moylan - Chance	1964 Ford Galaxie	3MSF	0	25,704	0	0	25,704			
14	Miedecke - Willson	1970 Ford Capri Perana	4MSH	0	0	0	24,570	24,570			
15	Henry - Harding	1965 Alfa Romeo Giulia Super	3SSA	4,009	20,160	0	0	24,169	SS		
16	Smith - Smith	1966 Holden HR X2 Premier	4MSE	6,119	17,640	0	0	23,759			
17	Freestone - Freestone	1948 Holden 215	2MSF	0	22,680	0	0	22,680			
18	Wilson - Wilson	1971 Ford Capri Perana	4H	0	5,040	0	16,590	21,630			
19	Todd - Tighe	1971 Ford Capri Perana	4MSH	0	0	0	21,210	21,210			
20	Waldron - Gegory	1955 FIAT Abarth 750	2LMSA	0	15,624	0	5,250	20,874	5,275	LMS	5
21	Nittis - Francis	1969 Ford XY GT H0	4MSH	18,357	0	0	0	18,357			
22	Cross - Chaplin	1972 Holden Torana XU1	4LMSE	17,091	0	0	0	17,091	LMS	6	
23	Killick - Killick	1965 Ford Cortina	3LMSD	8,651	0	0	8,400	17,051	LMS	7	
24	Clempson - Ward	1965 Ford Mustang	3MSF	7,596	0	0	7,770	15,366			
25	Arundel - Verge	1963 Ford Cortina	3LMSD	6,963	0	0	8,190	15,153	LMS	8	
26	Diprose - Daly	1969 Ford Falcon GT H0	4LMSH	14,981	0	0	0	14,981	LMS	9	
27	McClintock - Skinner	1968 BMW 2002ti	4LMSB	0	14,112	0	0	14,112	LMS	10	
28	Harper - Challis	1968 Ford Falcon	4LMSH	13,504	0	0	0	13,504	LMS	11	
29	Bevan - Bevan	1961 Volvo PV544	2SSD	0	13,104	0	0	13,104			
30	Devine - Devine	1962 Morris Mini	3LMSB	0	11,592	0	0	11,592	LMS	12	
31	Davison - Davison	1955 Austin A30	2MSA	0	11,088	0	0	11,088			
32	Ralph - Pilven/Winterburn	1971 BMW 2002	4LMSB	2,954	0	0	6,720	9,674	LMS	13	
33	Huber - Turner	1964 Ford Futura Coupe Sprint	3LMSB	0	0	8325	0	8,325	LMS	14	
34	Ridge - Edwards	1971 Ford Falcon GT	4LMSH	8,229	0	0	0	8,229	LMS	15	
35	Scott - Jankowiak	1971 Hillman Hunter	4LMSB	0	0	0	7,350	7,350	LMS	16	
36	Jones - Smythe	1953 Holden FJ	2MSF	7,174	0	0	0	7,174			
37	Growden - Pelusey	1970 Ford Falcon XW GT	4LMSC	0	0	6750	0	6,750	LMS	17	
38	Welch - Smith	1972 Ford Escort Mk 1	5MSB	0	0	5625	0	5,625			
39	Van Wegan - van Wegan	1968 BMW 2002 Ti	4LMSB	0	5,040	0	0	5,040	LMS	18	
40	White - Yelds	1961 Volvo 122S	2LMSD	0	5,040	0	0	5,040	LMS	19	
41	White - White	1963 Austin Mini Cooper	3MSA	4,853	0	0	0	4,853			
42	Stewart - Zanotti	1965 Ford Mustang GT 350	3MSB	0	0	4500	0	4,500			
43	Quinn - Paine	1973 Holden HQ	5LMSE	4,431	0	0	0	4,431	LMS	20	
44	Bunting - McPeake	1964 Ford Cortina GT	4LMSC	0	0	0	4,410	4,410	LMS	21	
45	Badger - Cations	1970 Ford Escort Mk 1	4MSA	0	0	3150	0	3,150			
46	Penechelle - Trager	1970 Ford Falcon XY	4LMSC	0	0	2025	0	2,025	LMS	22	
47	Thomson - Thomson	1970 BMW 2002 Ti	4LMSB	1,500	0	0	0	1,500	LMS	23	
48	Bulk - Bulk	1961 Ford Anglia	2MSD	1,500	0	0	0	1,500			
49	Rogers - Moss	1971 Ford Falcon GT	4MSH	1,500	0	0	0	1,500			
50	Chaplin - Smith	1971 Datsun 1600	4LMSB	1,500	0	0	0	1,500	LMS	24	
51	Lingford - Lingford	1971 Ford Capri Perana	4MSC	0	0	900	0	900			

Humpy to Monte!

Our intrepid Holden 48-215 exponent, Gary Poole, is known for his enthusiasm for the model and its illustrious sporting history. Now the mad bugger is set to re-create the 1953 Monte Carlo Rally adventures of Lex Davison, Tony Gaze and Stan Jones (father of Alan) by entering a replica of the '53 car in January 2013 for the 16th Rallye Automobile Monte-Carlo Historique, marking its 60th Anniversary.

He starts a fact finding recce next month by watching the start from Glasgow, (where the Humpy started in 1953) going to Monte Carlo and travelling some of the rally route.

This is a brave and worthy re-creation as it was the first time a team of Aussies competed overseas. Significantly it was in a touring car, one built and prepared in Australia.

The anniversary re-creation has the backing of Tony Gaze, the sole surviving team member and Gary is of course looking for sponsorship.

What a worthy and historically relevant adventure to get behind! If you're interested contact Gary at Cheryl and Gary Poole at Derrinallum on 0408

503 366, (03) 5597 6592 or email at poole1995@yahoo.com

In the meantime, here's a story on the subject...

When Lex Davison and Stan Jones left for Europe to meet up with Tony Gaze and compete in the Monte Carlo Rally in January 1953, they were full of missionary zeal, out to prove to the world that Australia's car industry was world class.

At the time, the local industry was in its infancy as it moved from assembly to full manufacturing with cars of its own design, such as the original Holden.

Writing in Australian Motor Sports magazine in March 1953, Davison said he entered the rally to show that industrially, Australia had come of

age, that the country had a capable engineering industry and was no longer "a country of aborigines and back-country sheep herders".

Davison's quest for international recognition began late in 1952 when he received confirmation that he

could enter the famed Monte Carlo Rally the following January.

Today, the Monte Carlo Rally is the jewel in the World Rally Championship crown, but in the early 1950s it was regarded as the toughest test of man and machine in the motorsport arena, a sort of Bathurst endurance race of its time. Manufacturers entered teams of factory-prepared cars.

Little was allowed in terms of modifications to the cars. The rally was a true test of production cars in much the same



way as the Round Australia rallies, and later Bathurst, would become in this part of the world.

With little time to prepare a car, Davison bought a second-hand Holden that had already done 6000 miles (9700km) and was well run in. In the two weeks they had to get it ready for shipment to England, they and an enthusiastic band of helpers, including Repco's Charlie Dean, who designed the Maybach racer driven by Jones, stripped its engine gearbox and differential and prepared them for competition.

It was fitted with extra fog lights, "flamethrower" driving lights and an extra 10-gallon fuel tank in the boot with an electric fuel pump in case of problems with the original mechanical pump.

Finally it was topped off with a coat of British Racing Green paint, over which was added kangaroo motifs on each side of the bonnet, together with the word "Australia" on the boot lid.

The green and gold had become Australia's official racing colours after Tony Gaze, an Australian racing in Europe at the time, had painted a gold loop around his ex-Stirling Moss British Racing Green HWM racer for the 1952 Belgian Grand Prix.

Once ready, the Holden was shipped to Tony Gaze, a highly decorated fighter pilot with the Royal Air Force during World War 2. He had stayed on in Europe at the end of hostilities to take up motor racing.

To prepare for the rally, Gaze had borrowed a Holden from the Lucas company in England so he could get some experience driving the car before Davison and Jones arrived from Australia.

"The rally car went much better," he said. "They'd obviously done quite some preparation for the rally, of course, and it went quite a bit better."

The Aussie team started the rally from Glasgow with the British entrants, while others started from one of the other five starting points around continental Europe. The first section took them on a circuitous route non-



stop over three days through England, Belgium, Holland and France before arriving at the finish in Monte Carlo.

Along the way they encountered some atrocious conditions, with fog, snow and ice hampering their progress almost the entire way.

All three shared the driving and navigating duties, with one trying to sleep in the Holden's back seat while the other two raced to keep on time.

When they reached Monte Carlo to end the road stage, the Holden team was well placed in the top 100, having arrived with no loss of time.

The final results were then determined by special driving test in Monte Carlo, in which Jones managed to finish in fifth place, and a tight and twisting 76 km average speed rally stage in the hills behind the principality, which they had to complete at 47 km/h.

The cars were locked away by officials after the driving test, so Davison, Jones and Gaze had no car to check the stage before they had to drive it the following day.

They eventually borrowed a car and did a lap of the stage, but only after watching the rival "works" teams doing

lap after lap in their spare cars.

Their relative lack of knowledge of the stage cost them any chance of a high finish, and they dropped down the field to a disappointing but still creditable 64th.

"We really didn't expect to do as well as we did, given that we were up against full 'works' teams," Gaze said.

It was a great against-the-odds result and was greeted with wild enthusiasm back home. According to Gaze, it also put motorsport on the map in Australia.

"It really changed the way motorsport was treated in Australia," Gaze says. "Before Monte Carlo motorsport rarely got any coverage by the press, but we got a lot of publicity and after that motorsport got much more coverage."

Davison and Jones were lauded by Holden management at a function held at Fishermans Bend after they returned to Australia. Their efforts were rewarded when they were presented with a cheque to help with the costs of the rally, and they each drove away in a new car.

RalphE

Dancing the night away...

All Pics Emily Sneddon

2010 HTCAV Presentation Night

The biggest and best ever HTCAV Presentation night and Christmas Knees Up took place in a semi-posh Queens Rd hotel in early December.

The term 'a howling success' comes to mind but in case that fabulous historic band, The Rank Outsiders fronted by the impish John Brash takes offence, we'll call it "absolutely bloody fabulous" so we can only get pinged for swearing.

It was indeed a great night and Brashy's band made it more so. Deftly keeping the volume under legal limits, the tight R & B outfit brought back the big ones from the era, with club members belting out the words as they shook, shimmied and sashayed on the dance floor.

President Dean looked regal, lord of his domain, newly slimmed and in love after a self imposed sabbatical (see, good things do come to good blokes) he controlled the evening with aplomb. His sinuous sidekick, Veep Ward, played varying roles from bouncing Beelzebub to footy club comic and worked hard to make the night a success. This was just the final chapter in an intense period of organization for these two guys, they have to be thanked profusely. No wonder Jervis was awarded Clubman of the Year on the night.

Had there been an award for outrageous dancing he would have won that and deadheaded at the end of the night for best unfocussed eyes with newly crowned Club Champion, Russell Pilven. Aah, the benefits of accommodation on site!

Thanks to everyone who attended, it was a ripper occasion: enjoy Emily Sneddon's snaps!





WikiForm

Next year's HTCAV Club Champs announced!

This whole Wikileaks thing has been all over the media this week. That in itself wouldn't be so much of a problem, except that the excess exposure it's generated means that all of the real, important news has been pushed aside.

Right now there are hundreds of thousands of people still waiting with baited breath to find out which cream will turn their bingo wings into a low-cost credit card that can prevent their fat kids from becoming dodgy Lebanese builders – all with surgery-free aftermarket boobs. The nation is in disarray!

And the leaks themselves are quite inflammatory, as well. Quite a bit of name-calling has come to light, to the point where several countries' parents have had to be called in for a conference. (Rumour has it that France got a lengthy detention out of it, but wagged with Israel that day. And that'd probably be the end of that because while France might well be a poof, people are scared of Israel – 'cept us, of course.)

But all of that is small potatoes, because this correspondent has an informant on the inside of Wikileaks itself. We were going to call this informant Deep Throat, but that made it too hard to stay serious on the phone. (Particularly when they live at Pakenham Upper. I mean, come on!)

Our stoolie has provided shocking secret documentation skimmed from several prominent bookmakers which, had it been released before last Saturday, might well have turned this organisation on its head. Or it might have just started a punch-up at the Chrissy party.

Either way, we can now confirm that we have in our possession the HTCAV 2011 Club Championship Form Guide. See below for the whole shocking, exclusive, truth!



The Contenders:

Hotchkin, R. – Falcon.

Updates to package during year. Race suit still seems to fit, though. Going pretty quickly, could be one to watch. May not be taken as serious challenger by some, however, as appears to be enjoying self.



Cascone, N – Cortina.

Feisty competitor, car unnaturally quick. Also unusually wide. This condition exacerbated by rumours of sock-knife. Combined this may make overtaking an unhealthy proposition. Previous champion knows what it takes to get job done. Also now has colour-matched tow vehicle – which (apart from helpful fluffy dice) will make absolutely naff-all difference to on-track performance.



Stupka, M – Imp.

That bloody thing's TINY, innit?! Continues to amass points while cunningly running fewer laps than most everyone else.

Careful timing means never having to grid for race starts – usually on it from second half of warm-up. However this scheme, while clever, might not actually be making much of a difference to final race placing. Do not discount for class win.



Tobin, L – Mustang.

Upgraded from Torana. This should have meant one less of them, but the ruddy things are like Medusa's hair. How many did they actually make, anyway? It's like Phase III Falcons, for goodness' sake – of the 300 built, there's barely four thousand left! Anyway, this pilot has something with some hoof now, so one to watch. (Yes, we meant that.)



Hibbert, M – Charger.

Far too few vowels in name to be driving a Spagjet, but seems to make it work quite well. Likes to recreate "Hey, Charger!" advert from period, but seems to struggle with hand orientation. Very quick combination, despite girly pink colour. Extremely slippery customer when wet.



Ross, F – Mustang.

Exceptionally well turned-out team with performance to match. Vehicle's heritage means that new-to-category pilot has a lot to live up to, not just in terms of results but also hairdo – but measuring up well thus far.



Luxmoore, F.J. – Cortina.

The driver everyone aspires to be able to impersonate, this evergreen performer just keeps getting faster with age. Some suggest it's the injections that cause that.



Walmsley, L – Charger.

Another Wog Chariot driven by a fellow whose name doesn't end in a vowel. The vehicle itself does look like the staff car for the Legitimate Businessman's Social Club, which is something. Lightning quick, not to be overlooked.



Edwards, G – Torana.

See? Torana – what'd we tell you? (We're probably lucky not to have more of them on this list, to be honest.) Harry Firth wasn't the only Silver Fox that could get one of these things cracking, apparently. Serious competitor despite easygoing personable demeanour. Could be a spy – partner takes a lot of pictures. Also a former champ looking to do repeat business.



Trengrove, B – Mustang.

It's a Mustang, Jim, but not as we know it. This Nb car regularly punches above its weight, and beyond its reach. Driving faster than ever now having been pushed by rapidly improving team mate. Don't let state of trousers fool you.



Zazryn, P – Jaguar.

Vehicles of this type were traditionally steered by jolly red-faced chaps who said, "Raww-ther, what!" whilst out bagging

a brace of pheasant with the Purdeys. But this isn't Blighty, and over here these cats get grabbed by the scruff of the neck and thrashed as though they're stolen, apparently. Car also bucks trend set in stone for this make by refusing to continually break down; driver may indeed have done deal with devil.



Pilven, R – Datsun.

Despite being told that there's a reason this car company is no more, harbours an abnormal love for the marque. (Know the difference between a 120Y and a golf ball? The golf ball can be driven more than a hundred yards.) Also, disturbingly, quite enjoys the rain. This could be the result of many years' rallying – perhaps all that pounding around in the rocks shook something loose. Combination ludicrously fast, but to date no proof has surfaced of NOS bottle; performances might well be legit, which is a worry. No doubt here – has clearly signed contract with Beelzebub. Outside smoky chance.

Well, there you go – any wonder the silly tool that released all of those secrets is in jail. His information is atrocious!

Mat

Big Winners, big grinners

Club Championship - Outright

John Mann Cup - Top Ten

Scored from your best five events in 2010

1st Outright	Russell Pilven	Datsun 1600	200
2nd	Fraser Ross	Ford Mustang	190
3rd	Gary Edwards	Holden Torana XU-1	187
4th	Nick Cascone	Ford Cortina	178
5th	Bill Trengrove	Ford Mustang	162
6th	Michael Hibbert	Valiant Charger	158
7th	Leo Tobin	Ford Mustang	155
8th	Michael Stupka	Hillman Imp	154
9th	Rod Hotchkin	Ford Falcon GT HO 150	
10th	John Luxmoore	Ford Cortina	148

The Golden Oldies Awards

Total points from three Historic meetings

Group Nb

Ted Brewster Trophy Under 1000cc	Mick Stupka	Hillman Imp
Peter Manton Trophy 1001-1300cc	Ian Pringle	Morris Cooper S
Jim McKeown Trophy 1301-1600cc	Nick Cascone	Ford Cortina
Brian Sampson Trophy 1601-2000cc	Ian Cuss	Triumph 2000
Bill Jane Trophy 2001-2600cc	Eddie Dobbs	Holden FE
Kim Jane Trophy 2601-3000cc	Tony Pejkoivic	Holden EH
Tino Leo Trophy Over 3000cc	Paul Zazryn	Jaguar 3.8

Harry Firth Trophy

Group Nb OUTRIGHT	Nick Cascone	Ford Cortina
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Group Nc

1101-1500cc	Michael Holloway	Morris Cooper S
1501-2000cc	Russell Pilven	Datsun 1600
2001-3000cc	Ben Read	Mazda RX3
3001-3500cc	Gary Edwards	Holden Torana XU-1
3501-5000cc	Michael Hibbert	Valiant Charger
Over 5000cc	Rodney Hotchkin	Ford Falcon GT HO

Group Nc OUTRIGHT	Russell Pilven	Datsun 1600
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Club Championship - By Class

Best results from any five meetings

Group Nb

Under 1000cc	1st	Mick Stupka	Hillman Imp
	2nd	Jerry Lenstra	Hillman Imp
	3rd	Ted Brewster	Morris Cooper S
1001-1300cc	1st	Ian Pringle	Morris Cooper S
	2nd	Ian Girt	Morris Cooper S
	3rd	Ted Brewster	Morris Cooper S
1301-1600cc	1st	Nick Cascone	Ford Cortina
	2nd	John Luxmoore	Ford Cortina
	3rd	Colin Doolan	Ford Cortina
1601 - 2000cc	1st	Ian Cuss	Triumph 2000
	2nd	Dean Bryant	Holden 48-215
2001-2600cc	1st	Eddie Dobbs	Holden FE
	2nd	Dean Bryant	Holden 48-215
	3rd	Tony Pejkoivic	Holden EH
2601-3000cc	1st	Tony Pejkoivic	Holden EH
	2nd	Steve Watt	Holden EH
	3rd	Ben Wilkinson	Holden EH
Over 3000cc	1st	Bill Trengrove	Ford Mustang
	2nd	Paul Zazryn	Jaguar 3.8
	3rd	Andy Clempson	Ford Mustang

Group Nc

1101-1500cc	1st	Michael Holloway	Morris Cooper S
	2nd	Russell Pilven	Datsun 1600
	3rd	Lance Jones	BMW 2002
1501-2000cc	1st	Chris Ralph	BMW 2002
	2nd	Mark Johnson	Porsche 911
	3rd	Ian Watt	Triumph 2.5 PI
2001-3000cc	1st	Ben Read	Mazda RX3
	2nd	Gary Edwards	Holden Torana XU-1
	3rd	Andrew Williams	Holden Torana XU-1
3001-3500cc	1st	Stephen Pillekers	Holden Torana XU-1
	2nd	Fraser Ross	Ford Mustang
	3rd	Michael Hibbert	Valiant Charger
3001-3500cc	1st	Leo Tobin	Ford Mustang
	2nd	Rodney Hotchkin	Ford Falcon GT HO
	3rd	Tony Hubbard	Chevrolet Camaro
Over 5000cc	1st	Karl Wittick	Ford Falcon GT HO
	2nd		
	3rd		

State Race Series

Total points from four State meetings

Group Nb

Under 1000cc	1st	Mick Stupka	Hillman Imp
1301-1600cc	1st	Nick Cascone	Ford Cortina
2601-3000cc	1st	Steve Watt	Holden EH
Over 3000cc	1st	Bill Trengrove	Ford Mustang

Group Nc

1501-2000cc	1st	Justin Brown	BMW 2002
1501-2000cc	1st	CODMick Stupka	Citroen 11D
2001-3000cc	1st	Ian Watt	Triumph 2.5 PI
3001-3500cc	1st	Gary Edwards	Holden Torana XU-1
3001-3500cc	1st	Leo Tobin	Ford Mustang
Over 5000cc	1st	Rodney Hotchkin	Ford Falcon GT HO

HTCAV Rally Championship

Four rounds in three states

1st	Peter and Sari Ullrich	Jensen CV-8
2nd	Len and Gayle Cattlin	Ford Boss Mustang
3rd	Scott and Wayne Kent	Ford Mustang

HTCAV Speed Championship

1st	Peter Weymouth-Wilson
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Norm Beechey Trophy

Fraser Ross

Fire & Rescue Rookie of the Year

Fraser Ross

Hard Luck Award

Chris Ralph (not again!)

Teams Award

Team Mercbits - Rob Southouse

Ken Raper Memorial Trophy

Paul Zazryn

Ian Jones Memorial Trophy

Michael Hibbert

Clubman Of The Year

Jervis Ward – as voted by the members on the night



Scotty Taylor - Elaine's view

Shame on me. I went across to Goodwood, wandered around, got into the inner pits, took photos, came back and wrote about it, little knowing that one of Australia's legends racing there was also a member of our Club – Scotty Taylor, whose name I have known for decades for his on track exploits, mostly in touring cars. A gently admonishing email from Elaine Taylor put me right, she was also kind enough to write an article and I have gleaned some images off the internet to go with it. My apologies Elaine and Scotty, but many thanks for this piece.

Scotty received an invitation from Lord March to race his Lotus-Climax 18 (mind you he did not receive it til July – it was sitting at Pam's in the Midlands) – he was there too – name in the brochure, to drive at this magic event.

The car, a 1961 open-wheeler ex John Dawson-Damer has done many F1s, had not been on the track in England since Scotty acquired it but Sid Hoole's boys transformed it to its previous glory with a spit and polish and a few adjustments and Scotty enjoyed the drive at Goodwood in September, 2010 and side attractions and events.

Scotty's son Colin (who has driven his Mini at local Tassie Tracks and Phillip Island) was there to be part of this exciting weekend – dressed in old white overalls – looking the part. Colin saw every race and took hundreds of photos of all the wonderful old racing cars (most of them there to race and most of them old open-wheelers) and old planes on view for those thousands of people, some dressed up in the period of the 1950-60s, walking and



looking at the goings on over the three days of historic racing.

They have a theme Ball for the Drivers – Dracula and his Bride, this year, with a fabulous band, so that everyone ate, drank and danced all night.

Scotty has driven at Goodwood before in a McLaren Sports Car and a Lotus 24 (this one also at Monaco Historics 2008). Scotty was there holding out Peter Brock's lap board in the pits at Goodwood when Peter raced the Ian Tate's engine in the old Holden in 2006.

Scotty drove his Cooper Bobtail and Cooper T45 at Silverstone a month previous (I watched Scotty race but did visit "Waddesdon Manor – the Rothschilds fabulous home, display of art in every form (except perhaps an old car)

owned by the National Trust, don't miss it.

Since this year's Goodwood, Scotty has raced at Nurburgring (Germany) where they have spent millions on new buildings, stands and motel at the track (for the F1 racing) and it has a great Museum. Last



year at Nurburgring he was presented with a "Driver of the Day" trophy from his Club (HGPCA). Scotty drove at Spa (Belgium) in the Cooper T53 just after a thunderstorm – so it was very wet and slippery but still an exciting circuit in the forest and hills. Scotty and Brique Reed drove the Cooper Bobtail at Spa in the 1-hour race and finished - in the wet. Silverstone has a 1-hour race too – most of the normal racing time is 30 minutes – some even with a rolling start, the drivers have to run to the cars, I thought – a bit different!

Scotty has a Fiat Motorhome over in England so he is able to drive to and from (and not get lost from Hotels) and camp at all the different tracks in England and in Europe (free power, usually restaurant and facilities) and has his push-bike to carry him over to and about the pit area.

These meetings evoke a passion for motor racing and history with each meeting



different, hundreds of different car entries each time, thousands of people over the weekend (not too many on the wet ones) and each track in a scenic situation, to enjoy, with a hunger for more next time.

Scotty has had 40 fabulous years in racing – first race in the Argit, an open wheeler bought from Harry Lefoe in 1970 and raced at Phillip Island in September or October 1970 where he came 1st (I was pit-crew – 7 months pregnant).

Scotty built the Fiat 500 with a Holden Engine and raced around the Hume Weir, Winton, Calder. Then it was Holdens, various models over the years at most of the Tracks (not Perth/Darwin – though he has now been to those tracks as a spectator).

He was at the Bathurst 1000 for at least 21 years (6th was best but usually in the first 20 home, with other drivers – Kevin Kennedy, Roger Hurd, Bill Attard (one of the mechanical Attard wizards) and Stephen Bell. Stephen and Scotty have done



Scotty has been at Monaco for viewing F1 and has driven a Tom Pryce F1 at the Monaco Historiques, driven at the British Grand Prix in a support race, sat in the stands at Indiannapolis and Montreal. Saw the fabulous concert of Celine Dion in Las Vegas.

apprenticeship in Melbourne and happened to work on old racing cars and of course lots of other old road cars, so he knows of the beauty as well as the grease and technical workings of cars – it is in the blood, he has bumped/met the famous on the different tracks, had a few spins and a few DNFs – has lived his dream and is continuing with his driving at home and overseas in his aluminium Coopers and sedans.

Scotty has been going over to England for months for the past five years and has driven his cars on tracks that he had heard and read about over the past 40 years – Donington Park, Oulton Park, Silverstone, Goodwood, Snetterton, Brands

He's thinking a sending, next year, to England a Mini Cooper, under 2 litre, to race in the Legend/Master Series. He's been on the exercise bike and walker this morning – keeping fit for now and next year.

This has taken me some hours to write, so not sure whether I should be sending this to you, but it has annoyed me over the years that we don't get to appreciate the efforts of some people – the unassuming, but the small achievers.

(Ed's note: Small achiever? Come off it – Scotty is a legend and living the sort of life now that I could only dream of. What a story!)

Elaine Taylor




Targa Tasmania twice too. Third at Sandown in his Holden, raced on the old circuits such as Surfers Paradise, Oran Park, Lakeside, the South Australian circuits.....and this month around Baskerville in a Torana, driven at Symmons Plains and at Phillip Island in the Torana and the Cooper Bobtail.

Hatch, Mallory Park and in Europe – Pau, Dijon, Porto, Nurburgring, Spa, Monaco, Circuit de Croix en Ternois, and Monza, even hillclimbs at Prescott and Shelsley Walsh and there are still many more circuits to do such as Ledenon and Algrave.

Scotty did his mechanic



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Prefix CG 78 JC Ser. 41096. Sido 310888 Mod.12938

89642 gen. miles, 2 owner vehicle. 3000cc V6 engine (not original), lightened flywheel, 650 Holley, 4-spd gearbox, twin plate clutch, 7.75 inch 4.11 ZF diff, VDO instruments.

Body stripped to bare metal and re-sprayed "Diamond White" Assembly started, car is believed to be complete and should be easy to assemble. There are many more photos available.

Darren Deren is selling on behalf of his mother, contact on 0408 007 351 to inspect. Car is in Geelong.

Offers around \$20,000



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It has been very successful in tarmac rallies with a number of class and category wins .

Over the years it has been maintained by a number of people. Recently Rian Nott, Mobile 0423 198 288, Then Bill Santucciono of Duvall Motorsport, 03-9588 1725 who has recently rebuilt the rear end.

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Fresh motor built by Broadwalk, with dyno sheets (1 meeting old) with new roller rockers, valves, pistons, rods, billet cam, and sump. Escort cam followers. Faced Pressure Plate with new clutch. Reconditioned 45 DCOE Webers, Reconditioned alternator, high torque starter, front calipers with new pads and faced rotors. Reconditioned close ratio gearbox with steel syncro rings. Two sets of wheels with 4 x Toyo 185x60R13s and 2 x 205x60R13s, also one meeting old. Diffs include a 4.1 CIG, 4.4 Salisbury, and a 5.1 CIG in good condition. Ample combinations of tyres and diffs for most circuits. Dorian Timer included.

Spares: Reconditioned close ratio gear box, Lucas starter and solenoid, ignition components, Blue Holley, SH oil pump, gear change, Pitman shaft, 1st motion shaft and gearbox banjo and axles. Spare set of faced rotors. Spare body panels include: front mudguards, bonnet, boot lid and passenger's door. Spare grill, lenses and moldings. Supplied with older stile tandem trailer fitted with hydraulic brakes and light truck tyres.

Other bits include jack stands and racing jack.

Performance: Sandown 1.34s, Phillip Is best 2.01s usually around 2.04s, Winton 1.12s, Eastern Creek 2.00s, Mallala 1.28s.

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Group Nc Holden Torana GTR-XU1

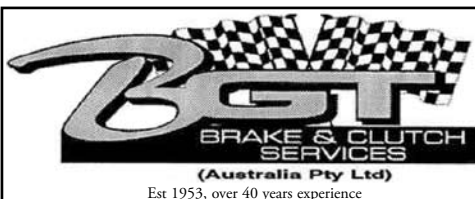


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Group C Holden Torana GTR-XU1

Factory plated Torana GTR-XU1. This car is painted in the original "Royal Purple", the factory colour which was one of the rarest colour options available in this model. This car has never had an accident (doors close as new), and comes with a Group C CAMS log book with racing history at Calder, Winton and various Victorian Hillclimb venues, competing in Victorian Hillclimb Championship events. Rebuilt original LSD, M21 gearbox and XU1 cylinder head. Engine is in top condition but does not have original block, fitted with works camshaft (53L105) or LX. Interior trim is in excellent condition as is chrome work. Comes with Globe mags & new tyres. Note: This car comes with a known history and was raced by a close personal friend of mine. If sold in Victoria the black & white XU101 registration plates come with car. If sold without plates the sale price will be reduced by \$5000. Full price \$95,000 (limited negotiation). Phone Graham Slater. 03 5968 3059 or 0419 202 047.



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