

HISTORIC TOURING TORQUE

October 2010

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

The Goodwood Revival Issue



Inside:

- The good wood on Goodwood
- Heresy on Nb tyres
- 50 years of ATCC
- Tarmac report
- And a bit more....

Pic courtesy Chris Ralph

**New
venue for
Club
nights**


Historic Touring Car
Association of Victoria

Next - General Meeting

8pm Wed 27 October 2010

Upstairs at the Rising Sun Hotel

Cnr Raglan St & Eastern Rd, Sth Melbourne

Torquing Heads 2010/2011

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Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

2010 Race Calendar

| Track | Date | Type | Club |
|--------------------------|-----------------|--------------------------------|---------------------------|
| Phillip Island Classic | April 19-21 | Golden Oldie - Historic | VHRR / Mini Car Club |
| Phillip Island | April 17-18 | State Race Series | PIARC |
| Winton Historics | May 29-30 | Golden Oldie - Historic | Austin 7 Club |
| Sandown | July 24-25 | State Race Series | Sports Sedan Association |
| Winton (Long Track) | Aug. 28-29 | State Race Series | AASA |
| Phillip Island | Sept. 25-26 | State Race Series | Mini Car Club |
| Sandown Historics | Nov. 6-7 | Golden Oldie - Historic | VHRR / MG Car Club |
| Phillip Island | Nov 27-28 | Special - Island Magic | PIARC |

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See page 18 for full details!!



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From the President



Hello again to all our enthusiastic and passionate members. The HTCAV is definitely on the march as far as new members are concerned. The hard work done in promoting and taking our Club to the different genres of Motorsport is now starting to pay dividends. It seems as though not a month goes by when we don't have some new-to-the-Club members jumping on board and lately they seem to be the rally people getting the message – great stuff!

This month marks the start of the hot portion of our Club's calendar with only two more opportunities for the year as far as the Club championship is concerned and a little birdie tells me its up for the taking at this point – very interesting eh.

Behind the scenes our fantastic Committee has been processing a deluge of matters and not all of them positive I'm afraid. It appears we have a member who is about to participate in a CAMS inquiry and this has had an effect on the Committee. I'm so very proud of the dedication and resolve of our current Committee as they work our way through this (new to us!) range of issues. Although I'm certain we would all rather be spending our time on matters to improve our Club the reality is that we also have to attend to these matters as required so that a fair and just outcome can be gained for all concerned.

Our next shootout is at the legendary Historic Sandown in a couple of weeks time. If you are not running I suggest you come out to support those who are.

This year we have full grids in both Nb and Nc – how fantastic! Eddie has advised me that the organizing Committee is mindful of the fact that the Group N pit area is the same area used for motor bike purposes weekly and as such we now have to be very careful not to let any oil stay on the bitumen. They will provide oil clean up material if required – if you have a drip tray then bring it along to show that we are considerate of others – thanks.

Personally I'm very chuffed to be given the honor of being competition custodian of the well known ex Zinner 48/215 Holden. This car is now raced and owned by our own Rob Southouse and he reckons that after seeing the way I drove the Escort and Eddie's ex-Blanchard FE that I may have what's required to punt the 'grey'

appropriately. I'll do my best and it'll be a blast to drive one of the Clubs most loved cars yet again. Apparently one of the land's fastest greys in the Barrow FJ from NSW is coming down and Eddie Dobbs has been working feverishly on the famous ex-Blanchard FE, so with me thrown in for good measure it'll be on for sure – and the winner is – the crowds!

Get Wells

Our dear friend Megan Sneddon has had a quick trip back to hospital this month and I'm pleased to report all is well and she's on the mend. I called in to see her while she was still in hospital and she looked bright and bubbly which is a great sign. She was giving the nurses and doctors what for and from what I saw I reckon she pretty much had em all won over.

This month also saw our Committee man Marty Lambert in for a quick pit stop and a tune up. He sounds very bright on the phone and apparently all is well – great stuff, buddy. Only a day out of hospital he was on the phone and email about Club stuff – what a guy!

To my baby girl Amy who badly broke her ankle whilst we were hiking out Lake Tyers way in the recent school holidays – had to happen on dad's watch eh! She has had surgery and all appears well thankfully – I don't mind excitement, but not that sort I can assure you.

Officials

As I'm some of you would be aware I helped out at the recent Phillip Island state round in the capacity of paddock marshal for that event. Under guidance from the Mini Car Club and the Holloways I have been able to gain some valuable insights and skills in this regard. Over the years I have done various officials duties to help out at times and I can honestly say that you get more out of it than you give. The most important thing for a competitor is that it gives you a more balanced and real view on the sacrifices and efforts made by those fantastic volunteers who give of themselves so that we all may enjoy this amateur sport. If I'm not driving at the Classic next year I'll be in the paddock doing my bit to help the helpers. Huge thanks to Danny and the team for being such good instructors for me in that new role – these guys are unbelievable in their commitment to making the race track environs a safer and more enjoyable place for all.

I remind all our members to make sure you thank all and any volunteers you have contact with at the track so that they are aware we very much appreciate what they do. Anybody who feels they would like to assist in this regard please give me a call and I'll arrange it for you.

2010 AWARDS NIGHT (yes it's almost another repeat but its important!)

This event is filling fast now – wow! No late entries this year guys and girls so if you are coming get it ordered now – remember, you can't say I didn't tell you!

OUR AWARDS NIGHT – elsewhere in the mag you will see an ad for this event. This event will allow all members of the HTCAV to attend what will be a historic night in Historic Touring

Car Racing as we know it – how so you ask? This night will be the most prestigious and lavish social function / awards night ever run in this country for our category. If you want to find out what all the fuss is about I suggest you register your interest early and mark the calendar. Saturday evening 4th December 2010 at the Bayview Eden Melbourne @ 6 Queens Rd Melbourne. This venue is a marked step up from previous years and all for good reason! You now have the option to stay the night at the venue taking advantage of great Club discounts on this (very reasonable pricing!). Also everyone can now park 'on site' – phew what a nice change eh. The after parties should be fun I reckon.

We have listened to many of you who have requested a return to the old days of the dinner dance type affair. We are going to achieve a good compromise by still having our awards presentations as previous years but also make those presentations more efficient thus leaving time for some music and dancing just like times of old – great stuff!

The music will be live and I'm delighted to say we have procured the fantastic 'Rank Outsiders' to play this gig for us. These guys are the real deal and will rock the joint for sure.

Just like last year the fashions on the field will make a return seeing as it was such a huge hit last year – yes girls and guys this means you all have permission to buy at least one new outfit – sorry guys!

This year we expect an increase in support for this event by the colorful and interesting HTCAV Rally members – we would love to see plenty of you guys and girls at this historic event. Last year we had a taste of the sights of this genre of our sport and it was fabulous.

You can even pay by credit card now so give Jervis a call and get it done now!

Memberships

We'll announce how we went in this regard at the awards night but I can say that the Club has exceeded its target for this year – how wonderful!

Tyres And Roll Cages!

This discussion continues to roll on and a very healthy debate it has become. A very warm thanks to our new member and safety guru David Brown who gave a ripper speech on the subject at last months general meeting. The fantastic effect of this is that the subject is now being canvassed at a higher level and the feedback I have had from many members has been fantastic. For the HTCAV to be prepared to be so active in discussion of this vital component of our sport is testament to the caliber of its members.

New Member Application Forms

Jervis and the Committee are to be congratulated on the new look application forms which are now very up to date and making it easier for new enthusiasts to get involved in our Club and what it has to offer – good stuff guys.

I look forward to seeing plenty of you at The Rising Sun on Wednesday,

Deano



Welcome to the October issue of Torque, the now internationally recognized organ of the Historic Touring Car Association of Australia, source of chat for historic touring car tarmac rallyists and downloaded darling thousands of times over by Persons of Interest across Australia and elsewhere.

Yes folks, this our international issue, reporting as it does on the events at the Goodwood Revival. When there is a dearth of local historic motor racing for touring cars, why, Torque charges off around the globe at personal expense to glean at least something for the next month's publication...

And when the Editor-at-Large did so last month, the Editor-in-Waiting did a sterling job, grasping the tiller with meaty hands and wobbling it this way and that, writing witty captions and stirring the pot in proper tradition. Well done and many thanks to Mat and of course to Jervis, who often does not get full recognition for the hours spent putting the magazine together, on the web and off to print. Thank you squared.

So you'll see that there's a lengthy and florid report on the wonderful Goodwood (yes, I know I'm going on about it a lot but it's been a month and I'm still smiling) and another article that might stir the possum a bit with regard to tyres for Nb. We'll wait for the fall out from that one.

The thought came while watching saloon cars at Goodwood and hearing a melliflously voiced thought by Brian Dermott, something about period racing

rubber being a good thing for old cars. Anyway, read the article and see what you think.

As an aside, Brian actually club-raced his Healey Silverstone at Goodwood before the circuit closed in 1966 and then became active in setting up an association for sports car drivers who wanted to keep and race their cars unmolested, ie, not changed into ModSports. The Historic Sports Car Club has since grown to be the largest club of its type in England.

So it comes as no surprise to hear that the now Mansfield local (and our very own Tarmac Tattle writer) was the prime mover in getting the Targa High Country rally up on the spectacular roads of north eastern Victoria. Brian and Lin will no doubt receive well-earned thanks from the rally community for their efforts, they've already had good press as have Andy "Hollywood" Clempson and his intrepid navigator Jervis "The Parrot" Ward – have a look at the press releases on www.rallysportmag.com.au

Just a couple of weeks to go and the excitement is mounting,

final car tweaks are being applied, stickers stuck on, helmets wired for sound, etc etc. It will be odd for your odd Editor not to be at Sandown, for the first time since 1983 or so, especially on such an historic meet. But with no race car anymore and an appealing event appropriate for the car I do have, I was lured into this expensive but exciting alternative.

Couldn't help thinking of John Luxmoore at Goodwood, seeing his two main interests - Cortinas and crumpet – artfully on show with the Glam Cab girls and their pink 220. The idea was to be snapped with the snappers, so I tried to look like Luxy but failed. Sometimes I try to sound like him, but John Brash is so much better at it than I am.

Don't forget to look at the For Sale pages, where Graham Slater has not one but two very valuable Toranas for sale and knowing Graham's standards the Group C car will no doubt be as flash as the Group N car.

So happy reading, good luck/viewing at Sandown and see you at the Club meeting on the 27th.

RalphE



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Goodwood Revival 2010

All Pics Chris Ralph

The best historic motor racing ever!

Don't care if you've heard this one before: "just do it". Put it on your bucket list, do not fail to have this experience if you possibly can. The Goodwood Revival is mecca for anyone who loves historic motor racing, a grand piece of theatre superbly done. The cars are magnificent, the circuit is superb, the spectacle outstanding, the racing at very close quarters in real cars worth millions. These chaps don't muck about.

Note that there's a difference between the Goodwood Revival and the Goodwood Festival of Speed, which is a motorsport celebration and hillclimb for cars of all ages held in June on a separate part of Lord March's Goodwood estate. The Revival is the September historic motor racing meeting that takes place at the Goodwood Circuit and celebrates its beginning in 1948 to its closure in 1966.

In fact it was an Australian, Tony Gaze,

a racing driver pre-war and a Spitfire pilot in it, who suggested to his chum Freddie March that the RAF Westhampnett aerodrome on his estate would make a splendid motor racing circuit. (Tony is an unsung, highly decorated Boys Own-type Australian hero. Best mate of Lex Davison, he married Diana Davison after Lex's death at Sandown in 1964. The two of them have been regular competitors at the Phillip Island Classic and, although Tony is now frail, were at Goodwood as special guests. His story is recommended reading: 'Almost Unknown' by Stewart Wilson, published by Chevron.)

The Revival takes place over three days.



Count the millions - and there were dozens of them...



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Everything was Big and Beautiful in the old days

There is one qualifying session for each group on Friday and one race for each on the weekend, with two exceptions. The St Mary's Trophy for saloon cars is run in two parts. On the Saturday the cars are driven by motor racing heroes, on the Sunday by their owners and the results are amalgamated. The Barry Sheene Memorial Trophy for bikes is also run on the same basis. All races are run for 20 or 25 minutes, except for the two-driver RAC TT celebration of one hour.

Imagine this: 140,000 people at a

motor race meeting, a historic meeting at that, and 70 per cent of them in period dress. Saturday, the biggest day, was sold out. Everything is period, in the closest detail. You can have a pre-66 haircut, ladies can buy suspenders and stockings (are my seams straight, ducks?), Tesco, the UK's largest supermarket chain has a fully functioning 1960s supermarket selling goods in period packaging, there's a complete reconstruction of the Earls Court Motor Show, dozens of period service vehicles, period fairground amusements and on and on it goes.

To make your way around the circuit, one that flows silkily as few others have done, simply climb aboard the large covered trailers which are towed by - a period tractor.

It was a celebratory year. In between races, Spitfires, Mustangs, Hurricanes, Lancaster Bombers and other craft flew overhead, with expert commentary in your earphone (provided free and pre-tuned, another excellent touch). Being the 70th anniversary of the Battle of Britain, there were serious remembrances, marching of brass bands down the pit straight, a short service by the local Bishop, solemn gunfire and a Battle of Britain memorial flight. (One wonders what the large contingent of Germans felt as this went on...) Wartime recollections extended to the complete cast of Dad's Army, or their perfect doubles, posing for photographs.

On track celebrations included 60 years of BRM and a tribute to John Surtees, both holding a special place in Goodwood history. It was 60 years since the ambitious Mk1 BRM had the first of its few victories and 50 years since Surtees had his first race on four wheels, both at this circuit. The Mk1 BRM was driven quietly but at the very end gave the crowd what it was waiting for - a few shrieking, other-worldly blips from its 1.5 litre V16 engine. The



Dad's Army on show



Row upon row of rare cars



The wailing 1.5 litre V16 BRM Mk1



Spin the prop, Ginger!

Pre 1960 can be a lot of fun



Surtees tribute paraded bikes and cars from 1950 to his own Surtees F1 and F2 cars of the early 1970s and was led by Surtees himself in his 1964 world championship winning Ferrari 158.

And the racing? So very close, so very spectacular. Sixteen races, each of them a Trophy Race commemorating a short time span with cars matched closely to minimize performance. For example, the 1958-62 Formula Juniors all had rear drum brakes, next year it will be the turn of later FJs with rear discs. The saloons this year were pre-60, next year it presumably extends to 1966.

Imagine in the pre-1950 GP and Voiturette race seven Alfa Romeos, eight ERAs and six Maseratis being driven in the true tail-sliding, arm-waving manner as if a world championship depended on it.

Or 31 big banger sports prototypes from 1963-66: Lolas, McLarens, Ford GT40s, Ferraris and more. Or a similar number of their predecessors from 1955-60: Astons, Jaguars D-types, Maseratis, Lister Jags and Lister Chevrolets ... race after race saw impeccable, incredibly valuable historic warriors get a thorough using.

At the age of 80, and recovering from falling down his own lift well earlier in the year when the doors opened but there was

Powersliding everywhere



no lift to step into, Stirling Moss raced his OSCA in his original helmet to cheers from the crowd. He had won his first race in a Cooper 500 at the first Goodwood meeting in 1948.

But which races drew the most people



Bodywork wouldn't get past Twiggy!



Big and little battles raged

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Jim Richards drove a Morris Minor!



Unfamiliar Tatra 2.5 litre V8, familiar colour scheme...

to the fence, populated the grandstands fully, had spectators leaping to their feet with oohs and aahs and the commentators talking in their highest registers?

Yes, it was that global favourite, the saloon cars. Humble but hot sedans in furious battle captured every imagination. On Saturday, the names had their race. Martin Brundle in an Austin A35 (fastest lap). Derek Bell in a Jaguar 3.4. Jackie Oliver in a Ford Anglia. Christian Horner in a Sunbeam Rapier, Jim Richards in a Morris Minor 1000, Paul Radisich in a Russian Gaz Volga, and so it went.

On Sunday it was the owners' turn. Welshman Grant Williams in the famous BUY 1 Jaguar 3.4 Mk1 he shared and won with Derek Bell was spectacular. The car was never square except on the straights, although fastest lap went to the

second placed Mk1. A mighty Austin A95 Westminster, the winner on Saturday in the hands of multi Le Mans winner Tom Kristensen, was third on aggregate.

The sight of these cars, from gargantuan Mk VII Jaguars to A35s, A40s, MG Magnettes, Volvos, Vanguards and Volga – even a bellowing Tatra with its rear outboard 2.5 litre V8 – drifting door handle to door handle on Dunlop Racing tyres was key to the crowds' excitement. Inspection in the pits revealed that many of the smaller cars would not have passed Australian eligibility scrutineering regarding bodywork (and who could guess what else) which might account for tiny BMC and Ford cars hunting down the Jags and big Fords.

Eventually, this extraordinary party

had to come to a close. While the several acres of traders in and outside the track continued to sell to last minute purchasers, prize giving took place on the balcony overlooking the start finish line, where winning cars from every race were lined up two by two.

After a moving thanks and farewell from Charles, Earl of March, whose tireless personal efforts and passion for motor racing and history has made this extraordinary event possible, the several hundred swaying people on pit lane joined in as the Vera Lynn lookalike sang "We'll Meet Again". The emotion was palpable.

RalphE



No mucking' about with this lot



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Fifty Fabulous Years

The tale of Touring Car racing in Australia



Forrest's Elbow

Pic courtesy Autopics

When the dapper doyen of Australian motoring journalists, David McKay, crossed the line 50 years ago at the Gnoo Blas circuit near Orange in New South Wales to win the inaugural Australian Touring Car Championship, he started something very big.

That one-race Cup marked the first time that hotted-up family cars were legitimized with their own championship. A tradition began that would capture the imagination of a nation and begin the tribal Holden-Ford rivalry that now drives the V8 Supercar Championships of today.

Sedans had been raced since the early fifties, often in "run what yer brung" butcher's picnic events, or in with sports cars in GT and Production races, and increasingly, in hotly contested races of their own. The most popular mounts were the 48-215 and FJ Holden models and on that February day in 1960 a fleet of eight Humpies chased the battling 3.4 litre Jaguars of McKay, Bill Pitt and Ron Hodgson into motoring racing history. Behind them trailed Austin Lancers and Morris Majors, two Simca Arondes, a Peugeot 203, and a lone NSU Prinz.

The sixties was a decade of massive



Is it Ace?

change and Australian motor racing, particularly with touring cars, changed fast. The newly formed Appendix J racing (named after its section in the rule book) saw the revolutionary Mini, the basic-but-fast Ford Cortina variants and the tough, home grown EH Holden challenge the Jaguars. By mid-decade, light often beat might. These cars are represented by the Group Nb Historic Touring Cars you'll see racing this weekend.

But half way through, the game

changed big time. In December 1964 a Ford Mustang competed for the first time. In early 1965, if you didn't drive a Mustang, you weren't in the hunt. To the end of 1972, Improved Touring Cars, as the series was now called, was dominated by V8s. The big gun Mustangs of legends like Moffat, Geoghegan and Jane would be eventually beaten to the Championship by Norm Beechey's Monaro, while the 2.2 litre Porsche 911S (deemed a touring car because it had a "back seat") led the smaller challenge along with Ford Escorts, Alfa Romeos and Minis. You'll see these cars in the Group Nc races.

However, throughout the sixties a parallel series had been running. The Armstrong 500 for Series Production cars, or Group E, began at Phillip Island before moving to Bathurst. These annual enduros for supposedly stock showroom cars, with classes based on price rather than capacity, became very popular with manufacturers as well as with the public.

As they came to realise that what won on Sunday sold on Monday, the Big Three - Holden, Ford and Chrysler - engineered their Bathurst specials. Holden began with the Monaro then went the



Winton 1965



Simca Arondes Winton 1965

Ted at PI 1962.



nimble route with the Torana, Ford went for brawn with the mighty Falcon GT with HO variants, Chrysler started with the Pacer and ended with the Charger. Series Production races became a feature of race meetings everywhere, with hotter

versions of these cars also competing in Improved Touring.

In 1973, the rules changed again. Series Production and Improved Touring blended into Group C, a blanket touring car formula that ran until the introduction of the "global" Group A in 1985. This format which saw cars from around the world race on Australian soil became the Holden-Ford two horse race from 1992, that was eventually named V8 Supercars.

This weekend Group A and C cars will make Historic Sandown history with a 15-lap event in which drivers make a pit stop for a sash to be put into their cars,

emulating the endurance races of the era.

Once the poor cousin of "proper racing cars", touring car racing has become Australia's premier formula, its Formula 1. David McKay, the gentleman amateur who formed Australia's first professional motor racing team, Scuderia Veloce, the equipe that raced open wheelers, sports and touring cars, must have been amazed to see family sedan car racing grow to become the mega-million dollar business it is today. He passed away on December 26th 2004.

RalphE



First lap Calder '69

John Reaburn Sandown May '65



Jim McKeown Sandown May '65

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The editor returns from the UK with a head full of crazy notions

As you'll read elsewhere this particular pilgrim has returned wide-eyed from the extraordinary Goodwood Revival having witnessed strange and wonderful things.

What did the experience tell him? That the market in nostalgia is huge. That nostalgia for old cars (even crappy ones) and anything to do with old motoring is huge. That interest in historic motor racing is enormous - and not just with the old folks like me and thee. And, sigh, that it was the historic touring car races that grabbed the interest of more, if not all, spectators over there, just as they do over here.

Let's take that last point and ask why. Perhaps it's identification with a particular car or era or memories of one's own experiences or those of mum and dad. Perhaps there's a fun aspect to it, as it's far removed from the serious insect stuff of professional motor racing. Perhaps it's the sheer spectacle of it all, because it's different.

And why is it different? Because the cars not only look different and are unadorned with advertising clutter, they drive differently. Why's that? Because they take the corners in a graceful drift, which not only looks more spectacular and even a touch incongruous, but also seems to be very effective.

And why do they do this? Because they are driving on period style racing tyres that give a lot of grip to a point and then start to slide in a very controllable user-friendly fashion, even for the gentler driver.

Let's hold that thought and look at the Australian situation with historic touring cars.

Historic motor racing is growing popularity and touring cars are usually the

most popular category for reasons similar to those above. Next year it seems we will have four historic race meetings on our calendar and their number is likely to grow rather than decline Mervyn Ford, as the Proime Minster would say.

Recently there has been a lot of talk about separating the Group Nb and Nc categories at historic meetings and the races at Sandown next week will be run along those lines, as they were at Winton.

This Sandown format is something of a return experiment having last been tried in 2004 when the Mustangs ran off into the distance and there was a certain amount of punter confusion as to why those cars were running both sorts of races.

Generally speaking the separation of races into big and little cars: under/over 3 litres (or if one was to be historically accurate and wanting even closer racing - under/over 2 litres) has given close encounters through the field and has been easily understood.

But the Nb/Nc split argument doesn't go away, in which case... a radical thought: to give the Nb cars their own flavour, personality, style and spectacle why not race them on period racing rubber?

They would then

come from being often the slower cars in Group N to becoming the more spectacular as Mustangs, Jaguars, Cortinas, EHs, Minis and more will fire through the corners at hugely entertaining slip angles.

Bonuses: Less sticky tyres are less stressful on wheels, bearings, steering and the integrity of the body (and less likely to tip over in a slide, harrumph). While the initial cost may be higher, they last for ages and are usually pretty good in the wet so possibly only one set would be needed.

How well do they last? Having witnessed the drift fest that was saloon racing at Goodwood I felt sure that the bigger cars especially would end up with tyres as bald as an egg. Imagine my surprise when I could detect no visible wear on the tyres of the winning Jaguar that had been



thrown around to an almost insane degree, and took a picture to prove it. And if you ask those who have driven other category historic cars on Dunlops (or Avons) they will probably tell you the same story; my own short experience in a Lola told me of their grip in the wet, as for wear I believe the same set is on the car today after a couple of years of racing.

So that's the outrageous idea. Yes there are questions to be asked and answered, such as what happens if I want to run in a State round – I'll either be outclassed running against Ncs or will need another set of wheels and tyres and change the suspension etc but that requires discussion at another time. And my lap times will be slower!

But what about Nc? Why shouldn't they have period tyres? Well, perhaps they should but the sorts of tyres the Australian tourers ran on in the 65-73 period are not as available as the older style tyre (excepting Hoosiers and Goodyears etc). Tourers



They all drifted, whatever the size

generally moved away from the upright tyre whereas the other racing categories didn't.

And that idea wouldn't give Nb cars their separate gig, so to speak, which might also have the advantage of drawing more people back into the earlier category.

I shall end this heresy and turn it over to the pundits for discussion. No bombs in

the letter box, please... just turn up for the October General Meeting and wave your arms in furious agreement or dissent - it's only an idea, one that would need to pass through many hoops many times but it's worth an airing?

RalphE

Oily Drips at Sandown

This is not a reference to your crew but a plea by the organisers to have a drip tray or an old strip of carpet under your car to keep oil off the pit tarmac.

Our cars? Leaking oil? Surely a case of mistaken identity, but nonetheless, please comply!



Hanging out on Sunday. HTCAV Car Rally 2010

The HTCAV Fun Rally was just that
Congratulations to our social secretary Michael Hibbert yet again for a ripper day



out in our social cars.

Another good turnout of people and cars made the day a success. The weather tried its best to intervene but the HTCAV spirit came to the fore and we pushed on to have a great day and drove along some fantastic roads and countryside to

finally end up in Hanging Rock for the obligatory BBQ and banter.

Some of the stars of the show were Jill and Rod's amazing Chevy Nova road car - what a cracker! Ian and Jan Watt's unrestored mint P5 3500 Rover - luvverly motor, guv! The Ralphmeister's one-only-in-Australia Matra DJet coupe - probably one of the higher performance cars in the crew department - managed to come home long after the rest of us, due to some trouble with the navigation - but after all that they finished second outright!

Ian "Smokey" Cromarty in the all wheel drive Porsche looked tough in black but the two winners were Team Grey Power of Les Walmsley and partner and Jan, along with Fast Johnny and Lena and in the trusty Territory.

Team Boris (the Jagers) misread the rules to finish first home with the X5's



tyres a-smokin' but ran last in the points – er, questions? Team Toffy (named for the standard of vehicle, not the state of the kids' noses) in the Wange Wover came in a creditable equal fourth with about twenty others! Crew Coxy had some pre-grid dramas with a tiff of sorts between the crew but managed to come home strong in equal fourth.

A great day with great people - remember to come along next year for a fun day out.

Deano

2010 Pointyscore

| NC | Hist P.I. | SRS P.I. | Hist Wtn | SRS Sdn | SRS Wtn | SRS P.I. | Hist Sdn | Is M P.I. | Int' St | Total |
|--------------------|-----------|----------|----------|---------|---------|----------|----------|-----------|---------|-------|
| Over 5000cc | | | | | | | | | | |
| Mat Jager | | | | | | | | | | 0 |
| Darren Collins | | | | | | | | | | 0 |
| Michael Miceli | | | 3 | | | | | | | 3 |
| Leon Bell | | | | | | | | | | 0 |
| Karl Wittick | 34 | | | | | | | | | 34 |
| Tony Hubbard | | | | 32 | | | | | | 32 |
| Daryl Duff | | | | | | | | | | 0 |
| Rodney Hotchkin | 27 | 21 | 27 | 34 | | | | | | 109 |
| Andrew Tickner | | 26 | | | | | | | | 26 |
| John Alessi | | | | | 3 | | | | | 3 |
| | | | | | | | | | | 0 |
| | | | | | | | | | | 0 |
| | | | | | | | | | | 0 |
| 3501-5000 | | | | | | | | | | |
| Robert Braune | | | | | | | | | | 0 |
| Michael Bugelly | | | | 23 | | | | | | 23 |
| Paul Dobson | | | 19 | 3 | | | | | | 22 |
| Glenn Miles | | | | 7 | | | | | | 7 |
| Jody Mason | | | | | | | | | | 0 |
| Darren Pearce | | | | | | | | | | 0 |
| Geoff Taylor | 3 | 15 | | 29 | | | | | | 47 |
| Michael Hibbert | 33 | | 36 | 39 | | | | | | 108 |
| Andrew Whiteside | 7 | | | | | | | | | 7 |
| Gary O'Brien | | | | | | | | | | 0 |
| John Mann | 46 | | | | | | | | | 46 |
| Bradley Westaway | | 19 | | 9 | | | | | | 28 |
| James Frolley | | | | | | | | | | 0 |
| Peter Burchell | | | 23 | | | | | | | 23 |
| Robert Burns | | | 39 | | | | | | | 39 |
| Ian Cromarty | 3 | | | | | | | | | 3 |
| Craig Miles | 3 | | | | | | | | | 3 |
| Leo Tobin | 21 | 33 | 23 | 9 | 31 | | | | | 117 |
| Les Walmsley | 33 | | 11 | 36 | | | | | | 80 |
| Fraser Ross | 13 | 28 | 31 | 35 | | | | | | 107 |
| Grant Bingley | 21 | | | | | | | | | 21 |
| 3001-3500 | | | | | | | | | | |
| Mark Brewster | 9 | 25 | | | | | | | | 34 |
| Scott Slater | | | | | | | | | | 0 |
| Graham Slater | | 17 | | | | | | | | 17 |
| Kevin Stoopman | | | | | | | | | | 0 |
| John Harrison | 23 | | | | | | | | | 23 |
| Peter Sneddon | | | | | | | | | | 0 |
| Doug Growcott | | | | | | | | | | 0 |
| Gordon Cox | | | | | | | | | | 0 |
| Brian Dermott | | | | | | | | | | 0 |
| Angelo Taranto | 27 | | | | | | | | | 27 |
| Gary Edwards | 41 | 46 | 3 | 29 | 34 | | | | | 154 |
| Scotty Taylor | 3 | | | | | | | | | 3 |
| Andrew Williams | 44 | | | 37 | | | | | | 81 |
| Ray Challis | 17 | 25 | | | | | | | | 42 |
| Stuart Brown | | | | | | | | | | 0 |
| Brett Smith | | | 35 | | | | | | | 35 |
| Laurie Nelson | 3 | | 21 | | | | | | | 24 |
| Jon Pillekers | | | | | | | | | | 0 |
| Steven Pillekers | 7 | 31 | | 10 | | | | | | 48 |
| Steve Coad | 19 | 37 | | | | | | | | 56 |
| John Bourke | | | 30 | | | | | | | 30 |
| 2001-3000 | | | | | | | | | | |
| Ian Watt | 21 | | | | | | | | | 21 |
| Mark Barbour | | | | | | | | | | 0 |
| Timothy White | | | | | | | | | | 0 |
| Ben Read | | | 32 | | | | | | | 32 |
| Brendon Hare | | | 27 | | | | | | | 27 |
| Ant Read | 39 | | | | | | | | | 39 |
| Darren Hill | | | | | | | | | | 0 |
| Mark Johnson | 22 | | | | | | | | | 22 |
| Stephen White | | | | | | | | | | 0 |
| Robert Hare | 3 | | | | | | | | | 3 |
| 1501-2000cc | | | | | | | | | | |
| Bill Cutler | | | | | | | | | | 0 |
| Mark Schatz | | | | | | | | | | 0 |
| Justin Brown | | | | | | | | | | 0 |
| Russell Pilven | 43 | | 38 | | | | | | | 81 |
| David Noakes | | | 20 | | | | | | | 20 |

| | | | | | | | | | | |
|-------------------|----|--|----|----|--|----|--|--|--|----|
| Peter Owen | 25 | | | | | | | | | 25 |
| Spencer Rice | | | | | | | | | | 0 |
| Gary Edwards | | | | | | | | | | 0 |
| Paul Cruse | | | | | | 22 | | | | 22 |
| John Smallman | | | | | | | | | | 0 |
| Chris Ralph | 23 | | 18 | 22 | | | | | | 0 |
| George Opoczynski | | | | | | | | | | 0 |
| Dean Bryant | 28 | | | | | | | | | 28 |
| Marty Lambert | 22 | | 22 | | | | | | | 44 |
| | | | | | | | | | | 0 |
| COD | | | | | | | | | | |
| Mick Stupka | | | | | | | | | | 0 |

| NB | Hist P.I. | SRS P.I. | Hist Wtn | SRS Sdn | SRS Wtn | SRS P.I. | Hist Sdn | Is M P.I. | Int' St | Total |
|---------------------|-----------|----------|----------|---------|---------|----------|----------|-----------|---------|-------|
| Over 3000cc | | | | | | | | | | |
| Andrew Cannon | | | | | | | | | | 0 |
| Bill Trengrove | 34 | | | 31 | | | | | | 65 |
| David Moran | | 22 | | | | | | | | 22 |
| Rod Evans | | | | | | | | | | 0 |
| Tino Leo | | | | | | | | | | 0 |
| Andy Clempson | | | | | | | | | | 0 |
| Trev Talbot | | | | | | | | | | 0 |
| Paul Zazryn | 27 | | 30 | | | | | | | 57 |
| 2601-3000cc | | | | | | | | | | |
| Rodney Gelston | | | | | | | | | | 0 |
| Richard Fairlam | | | | | | | | | | 0 |
| John Bourke | | | | | | | | | | 0 |
| Tony Pejkoivic | | | 30 | | | | | | | 30 |
| Brent Trengrove | | | | | | | | | | 0 |
| Roy Wilkinson | | | | | | | | | | 0 |
| Ben Wilkinson | 31 | | | | | | | | | 31 |
| 2001-2600cc | | | | | | | | | | |
| Eddie Dobbs | 31 | | | | | | | | | 31 |
| Brendon Wilson | | | | | | | | | | 0 |
| Rob Southouse | | | | | | | | | | 0 |
| 1601-2000cc | | | | | | | | | | |
| Ian Cuss | | | | | | | | | | 0 |
| Bill Benic | | | | | | | | | | 0 |
| 1301-1600cc | | | | | | | | | | |
| Nick Cascone | 37 | 34 | 36 | 37 | 34 | | | | | 178 |
| Simon Browning | | | | | | | | | | 0 |
| Brian Deveson | 3 | 3 | | 28 | | | | | | 34 |
| John Luxmoore | 30 | | 27 | 26 | | | | | | 83 |
| Colin Doolan | | | 31 | | | | | | | 31 |
| Rod Evans | | | | | | | | | | 0 |
| John Bendell | | | 15 | | | | | | | 15 |
| Paul Watson | | | | | | | | | | 0 |
| Stuart Barnes | | | | | | | | | | 0 |
| Gary Rowe | | | | | | | | | | 0 |
| 1001-1300cc | | | | | | | | | | |
| Anthony Ramadge | 3 | | 27 | | | | | | | 30 |
| Peter Melick | 3 | | 17 | | | | | | | 20 |
| Ted Brewster | 3 | | | | | | | | | 3 |
| Henry Draper | | | 40 | | | | | | | 40 |
| Len Read | | | 33 | | | | | | | 33 |
| Colin Taylor | | | | | | | | | | 0 |
| Steven Ginis | | | | | | | | | | 0 |
| Len Nation | | | | | | | | | | 0 |
| James Holloway | | | | | | | | | | 0 |
| Ian Pringle | 4 | | 33 | | | | | | | 37 |
| George Ginis | | | | | | | | | | 0 |
| Paul Girt | 43 | | | | | | | | | 43 |
| Helen Lindner | 41 | | 21 | | | | | | | 62 |
| Under 1000cc | | | | | | | | | | |
| Michael Stupka | 31 | | 30 | 31 | | | | | | 92 |

General Meeting Minutes

29 September 2010

At The Rising Sun Hotel South Melbourne.

Meeting opened @ 8.35 pm with about 45 in attendance.

Meals were late and a bit of a shemozzle!

Apologies, guests & new members.

Apps – Mark Shatz, Len Read, Frazer Ross, Graham and Scott Slater, Donald Duck, mat Jager (sick) yeah sure Mat!

Guests

John Winterburn, Ralph's neighbour and navigator for Targa whatsit?

New Member(s)

Ian Ross, famous Shelby owner and father of Fraser.

Discussion on previous minutes

Moved Sir Holloway. Seconded Lamb Burt

Secretary's correspondence

Well if it weren't for people who cared there would be no correspondence.

Treasurers report

David gave his report and added there was nothing to add! Typical accountant behaviour!

Moved. Hibby. Seconded Eddie Dobbs

Presidents report

Well, we had to endure the stand in Prez as Dean was away working on holidays or something. Jervis prattled on and winged because he didn't get his dinner, worlds full of starving people Jerv, but do go on! But he did say Dean will give a report in the mag.

Pointscore:

Michael Hibbert, the new numbers man said, with 2 rounds to go, here is your top 5.

Edwards, Cascone, Ross, Tobin and Hot

Chicken!

Also get your interstate points in to Mick QUICK!

VP report.

The EFTPOS machine is alive and well so any payments you need to make, membership, Xmas tickets etc, just let the appropriate committee member know your numbers and your money will be extracted without any pain at all.

AHTCA report

Mat home in bed with a wog!

HCC Report

Bill Cutler told of some discussions regarding windscreen banner advertising. This may be a little easier to organize in the future.

And there was talk about groups A, C and N at the Bathurst 12hr race in February.

Competition report

Next event Sandown Historic, 30 NB and 27NC so far. Some still to come in.

Island Magic is the last event for the year and entries close on the 8th Nov.

Our numbers at the State rounds this year have been pretty low. Are the state rounds still attractive to our category? Given the numbers this year you would say no. However there was a lot of grumbling at the suggestion we drop them from the calendar.

The suggestion was made by Russell, and supported in principle by the committee that for next year we run at a single state round and call that the "State Race Championship". The idea is at that one meeting we would possibly have a full grid and the winner of that meeting would be crowned the Champ. Well it seems that idea wasn't that agreeable so at this stage we will work on running three state rounds and also the August VHRR

Historic festival of speed which according to Ian Ross will be somewhere between the 15 and 30th August 2011.

Obviously the committee has some work to do on this subject.

Membership.

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The Social Pages.... Magazine

The Rally on the 17th October. Starts at Albert Park and finishes god know where! Great Fun last year so bring your kids, special car or your dog, whatever you want. BBQ and a couple of light beers at the end if you're good!

Ralphy thanked Jervis and Mat Jager for producing the mag in his absence.

Next month GOODWOOD.

Eligibility... all we know, is he's called THE TWIGG.

Next meeting Tuesday 5th October. We expect a full report Twiggy!

General business.

Our guest speaker David Brown of Brown Davis was an excellent speaker indeed.

(Even after waiting about 12 hours for his meal).

A very thought provoking presentation. Now I could tell you all about this but I won't because when we have speakers of this calibre we want as many members to come along as possible. This type of technical stuff is fantastic.

Also a special note of Thanks from Ian Watt on behalf of his son Steve for all those that helped him with his first meeting at Phillip Island. A few gremlins, but Steve found out first hand at his first meeting what this club is all about!

Meeting closed at

10.45pm

Coxy



Phillip Island late 50s

Pic courtesy Autopics

Tarmac Tattle.

High Country Men

The new tarmac rally based on Mt Buller is rapidly approaching and will have a record number of paid up members of the HTCAV competing. Racers turned rallyists are Clempson/Ward and Ralph/Winterburn with the Dermotts now permanently retired from the track.

New HTCAV rally Club members are there in abundance, bringing a family look to the names - the Cattlins, the Ullrichs, the Battens and Cap'n Woodward fresh from yet another brush with a surgeon's knife.

So maybe it's time to warn the crews about the recyclable and very green friendly touring car which lurks out there in the steep, dark and windy forests clinging to the sheer cliff faces of Victoria's High Country - and more particularly the rugged types who built it.

The photograph nearby shows the crew posing after the prototype had successfully completed its first downhill runs. Named after the slopes on which it was constructed, the Mt Cobbler Special has a parallel twin trunk chassis with joints more flexible in twist than bend. The Cobbler has live axles front and rear to keep the very wide 12" slicks firmly flat on the track surface. First models will be delivered without steering for use on special forest tracks with built up sides to keep it in there and plenty of undulations to facilitating stopping on non flat surfaces.

Two of the engineers in our exclusive photo are well known to some HTCAV members. Brett Smith (2nd from left) is the former proprietor of Speed Limit 1000 in Dead Horse Lane and looked after the Mansfield Motorsport Torana during the 2006 Championship and then bought it. He is now in charge of maintaining everything mechanical on Buller, from utes to buses to lifts to piste bashers. So time consuming is this job, it kept him off the track all year and now Brett has now sold the green ex-Walmsley, ex-Dermott Torana to "a bloke in Mill Park". Freed from the disciplines of the HTCAV Championship, Smith has let loose with this new forest racer and honed his skiing sufficiently to cream Jervis in a recent mountain top shoot out before running off with the blonde.

First on the left is Mansfield Motorsport Torana guru and mountain man Andrew Lawry who has built and then rebuilt the Mansfield rally Torana out of his DUB Engineering workshop since 2006. When Mansfield Motorsport attacked the first walk of the year along the Tasmania's snowbound 80 km Overland Track recently, Andrew and wife Michelle were there too. No surprise then that the forest racer you see here was so adapted to the environment.

As a footnote to the write up on our Championship, its great to see that a brand new entrant to pre-73 racer-going-rallying has entered Targa High

Country. Andrew Miedecke is a very well known name in Australian motorsport, his colourful career earning him the soubriquet of 'Mad Andy'. Look out for him - he's car 434, a 1970 Ford Capri Perana, so he won't be slow and may put some pressure on the established names if the car delivers for this ex professional race turned Ford dealer.

Now 60 years old, Miedecke started his racing career with 2nd in the Australian Formula Ford Championship in 1974 and in V8 Supercars claimed 3 wins in 14 starts including a podium with Mark Larkham in a Falcon EL in 1997. Rather ominously, this is one newcomer who is certainly not rusty, winning the recent "Return of the Mountain Masters" with Jack Elsegood in V8 utes at Bathurst last Easter and he told the media afterwards "I don't know why I stopped racing, that was just great". So maybe we'll be seeing more of Andy Miedecke in future rounds.



The Mighty Flintstone Forest Racer



Pic courtesy Tattle

Tight at the top

The fourth and final round of the HTCAV Rally Championship will be run and won by next month - the inaugural Targa High Country. Based on Mt Buller and in Mansfield, there are 98 Classics including 20 HTCAV eligible cars out of a total 230 entries.

The current leader of our Rally Championship is Tasmanian Scott Kent and son Wayne from Devonport in the self prepared white and blue Mustang. This is a major achievement and results from strong showings in Targa Wrest Point (despite an oil leak which laid a smoke screen for miles) and a wet and treacherous Targa Tasmania. But with two events on their slate, Scott would have to dump his worst result if he ran in Targa High Country and he deemed it unlikely that he would do better on unfamiliar roads. So he's not coming and nor is third place brother Drew Kent who also has two scores.

With a miniscule lead from the father and son team of Mike and Paul Batten in the little red 2.3 litre Volvo PV544, change at the top is to be expected with the Battens entered and probably 26,200 points or thereabouts on offer for the winner.

This Volvo, which looks very ancient, came very close to winning the entire Classic competition in Targa Tasmania this year and is guilty of annoying other competitors who perceive old Volvos at the bottom of the performance hierarchy. If you are peddling hard in a Porsche RSR to keep ahead of this ancient old Volvo

it is not good for your self confidence and many competitors get grumpy.

Apparently, at the line up for Cethana, a very confident driver of a Mitsubishi Evo 10 asked if he could start in front of the Volvo because he was well up in the modern competition and did not want to be baulked by a much slower car. No problem said Paul, a very polite young boy, and the Evo moved ahead. It was pouring rain and of course the Battens caught the Evo very quickly, but Important Driver was engrossed at what was ahead and never in his worst nightmares thought the old Volvo would have caught up 30 secs. After an aggravated period of horn blowing failed to work, Paul executed a dodgy pass down the inside under brakes to surprise the Evo crew into instant capitulation. The 1961 Volvo eventually passed two more modern cars on that stage and when it was all over the Battens came 18th outright in the combined modern and classic field. That surely is the definition of an annoying competitor.

But with the Tasmanians not entered,



After a torrid Targa Tas the Freestones are out for revenge

fresh hopes arise for the two more glorious big bangers in 4th and 5th spots currently. Richard Woodward and Dave McCrow in the 69 Monaro GTS and current HTCAV Champions Pete and Sari Ullrich in the totally insane 7 litre Jensen are clearly in the frame for at least a podium finish, especially if the track is dry.

The Mighty Mountain awaits us all at the end of each day and Buller is nothing if not a power climb so the Battens with 230 bhp pulling a tonne may struggle to keep with the big grunt behind them.

Anyway, we are all set for an enthralling finale to the Championship and Mr and Mrs Tattle will be interested mobile spectators from the kermit green Torana.

Brian

2010 HTCAV RALLY CHAMPIONSHIP

| Pos/Crew | Vehicle | Class | Rd 1 | Rd 2 | Rd 3 | TOTAL TARGA TASMANIA | TARGA WEST | AFTER 3 ROUNDS |
|----------------------------|------------------------|-------|---------------|----------|---------|----------------------|------------|----------------|
| | | | 30-31/1 TARGA | 27/4-2/5 | 26-29/8 | | | |
| | | | WREST POINT | | | | | |
| 1. Kent - Kent | 1965 Ford Mustang | 3MSF | 16,036 | | | 36,792 | 0 | 52,828 |
| 2. Batten - Batten | 1961 Volvo PV544 | 2MSE | 0 | | | 52,416 | 0 | 52,416 |
| 3. Kent - Krawczyk | 1971 Ford Falcon GT | 3LMSH | 5,064 | | | 43,344 | 0 | 48,408 |
| 4. Woodward - McCrow | 1969 Holden Monaro GTS | 4MSH | 0 | | | 48,384 | 0 | 48,384 |
| 5. Ullrich - Ullrich | 1963 Jensen CV8 | 3LMSF | 0 | | | 45,864 | 0 | 45,864 |
| 6. Latter - Latter | 1967 Datsun 1600 | 4LMSC | 11,394 | | | 31,248 | 0 | 42,642 |
| 7. Cattlin - Cattlin | 1969 Mustang Fastback | 4MSH | 0 | | | 39,312 | 0 | 39,312 |
| 8. Kenny - Fitzpatrick | 1971 Jaguar XJ6 | 4MSG | 6,541 | | | 22,176 | 0 | 28,717 |
| 9. Pfingst - Loth | 1971 Holden Torana | 4MSE | 3,587 | | | 23,184 | 0 | 26,771 |
| 10. Large -Dredge/Woodcock | 1972 Ford Falcon GT | 5MSH | 1,500 | | | 25,200 | 0 | 26,700 |

Membership update

If you haven't paid your 2010 membership renewal, then you won't have got this newsletter and won't know why!

All membership cards have been mailed out. But you won't know that

either 'cos your cheque is not lost in the mail, it's just not been sent!

If you're telepathic ring Jervis on 0409 137 629 or email him at members@htcav.com.au

You can now pay by VISA or Mastercard! Wow!



Check out the Club Forum @ htcav.com.au

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

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

Booran Holden Cheltenham

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

Booran Holden Dandenong

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

Booran Holden Caulfield:

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

Cranbourne Holden

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

www.cranbourneholden.com.au

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


1. Invitations to events and information (Corporate, Recreational and Industry Networking Events)
2. The use of Oz Child Unite logo to identify your support
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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).

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Suspension/Steering. World cup cross member, Close ratio steering rack, Adjustable lower control arms (TCA), Billet alloy adjustable strut tops, Bilstein shock absorbers x 4, King springs and height adjustable, Adjustable front sway bar, Turreted rear shock mounts, Rear radius arms, Pan Hard rod set up, Alloy strut brace. Brakes/Driveline. Atlas rear end with ZF 4.6 LSD fully floating, Single piece tail shaft, Type 9 Sierra 5 speed with close ratio Quaife gear set (overdrive 5th) Short shift, Willwood 4 spot calipers and vented and slotted front discs, 2 spot rear calipers with floating discs, Hydraulic hand brake (lockable), Stainless braided hose throughout, Pedal box with cockpit adjustable control. Interior Equipment/Wiring, Fully rewired, circuit breakers, VDO dash and extra gauges,
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1968 Mustang Grp Nc

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4 downdraft webers, roller

cam, electronic ignition, gilmer belt drive pulleys, aluminium radiator, oil cooler, 485 hp @7100 and 400 ft /lbs torque (Gene Cook dyno). Just had total freshen up. Dyno hrs only. Trick big diameter jet hot coated headers, close ratio short ext housing. Zinner top loader just refreshed by Ken. Rose jointed hurst comp+ shifter, hydraulic throw out bearing, triple plate clutch with 3 new tilton plates, full floater, 9 inch diff fitted with 3.7 Tru Trac centre and finned drums. Over ride rear track rods (legal on 68) 31 spline axles. Kelsey Hayes front calipers, adjustable balance bar, carbon kevlar pads, brake ducting front and rear, GT Falcon rear brakes with carbon kevlar shoes. 2 way adjustable Koni shocks front and rear, adjustable front sway bar, panhard bar on rear. Car is set up to run on radials. Fast no expense spared well built race car. Sandown 1.24, Phillip Island 1.54, Bathurst 2.39 with average driver. Comes with 2 spare axles 4 spare rims and tyres. 4 wet tyres, spare 3.4 crown wheel and pinion and various bits and pieces. \$75, 000 (couldnt be built for that) freighted to Melbourne. Phone STEVE BYE. 0417 112519 for more info.

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For Sale

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Mexican block all the info on the motor is available Dennis Johnson built. Toploader close ratio box and spare maintained by Ken Zinner, triple plate clutch Tilton internal throw out bearing. Gold Trac diff 9", 3 ratios go with the car, diff housing and axles made by Sydney Competition Warehouse. Kelsey Hayes front callipers, Koni shocks all round. Body and trim in excellent condition, car comes with various spares, 4 spare rims and tyres. Enclosed car trailer is available. Car is located in Mount Gambier SA contact Peter Burchell 0418827273 for more details. Selling price \$80,000

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Fear and Loathing in the Western Suburbs.



Quite recently, El Presidente was relating a wretched tale of anguish and affliction involving a member of his immediate pit crew, which had occurred whilst on a recent trip away. In classic Griswaldian holiday style, the poor scamp had allegedly kicked a beach and contracted a condition known as "FUBARed Fetlock". This in and of itself is surely unfortunate, but almost beside the point here. The issue was, ultimately, that the local hospital system failed to provide first aid. In fact, all aids down to about twelve. Deano was said to be so incensed that several hippies tried to light him so they could get their mellow on. Eventually

some local 'orchardists' took time out from making concrete shoes to slap some plaster on the wound, and Team Bryant took once more to the highway.

All very serious stuff, to be sure. But then, that's what family holidays are all about, isn't it? In fact, if there isn't injury/fights /copious vomiting involved, all that 'serenity' might well drive one mad! Or at the very least be an indication that one or more children have been misplaced. (In my family, such a situation was known as 'lightening the load', and would result in laid rubber, a round of photo-album burnings and a general swearing to silence.)

But we're examining the therapeutic health system here, and seriously, Deano's experience seems to be the way with hospitals now. Most are under-equipped and - they'll tell you - over-worked to the point where finding someone to simply GIVE a toss is nigh impossible, as tosses are usually on backorder. Add to this a morbid fear of being sued (thank the Yanks – broad generalization - for exporting their litigious attitude here) and you have a group of 'care givers' who would rather do nothing than do the wrong thing. Or make the wrong decision. Let someone else take the blame.

As an example of this, a few years ago The Boss damn near cut her little finger off in a ridiculous yet disturbingly funny garden shear accident. I know I should assume a solemn visage when it comes to familial injury, but it has to be put on hold when it comes to this one. We still can't work out how she managed it. For goodness' sake, they're garden shears. Manual garden shears. You need to operate each of the two large handles - with a hand each - to make them work. How. The. Blimmin'. Heck. Do you get your hand caught in the blades?

Anyway, we managed to collect both pieces of treasurer and front at the nearest (read, public) emergency room to be told that our options for service were manifold. As the – only - nurse who would apparently deign look at that specific injury type wouldn't start for

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another four hours, (TRUE!) we could either wait until then, go away and come back - losing our place in the line - or, "Just go somewhere else". Furthermore, we would need to remove our car from the emergency car park because there was a fifteen minute limit and the vehicle most certainly would be both fined AND towed. Oh, and could we wrap something around that hand, it's dripping blood all over their floor.

When I pointed out the disturbingly large discrepancy between the apparent lack of urgency in fixing a bleeding patient and the effortless, speedy ease of handing out tickets I was threatened with removal by security, and The Boss along with me. My suggestion that the two teams (tickets and stitches) swap places surely didn't improve the situation, but I can't really be sure - my eyes were well and truly spinning around by now. It also didn't help that I made a quick 360-degree turn and pointed out several white-coated stethoscope-wearing numbskulls slouching against any remotely upright surface drinking coffee and looking in a pointedly bored manner at their watches. Again I can't be certain, but I might (might, you understand) have asked if they were filming an episode of Scrubs there that day. I love that show.

So sure, I could have found another park and stayed, but come on; it was

Christmas, and I was missing the Scooby Doo special all this while. Besides, it had been made very clear to me that if the contents of the back of my strides didn't remain a mystery, my crew chief would have no boo-boos rectified this day. I therefore had no option but to leave The Boss there by herself until she rang me (SEVEN hours later) to say she'd been looked at by this miracle nurse. Who incidentally while sewing in the (nine) stitches said something to the effect of, "This should have been looked at right away", in the 'I'm-so-much-better-than-you' tone that medical people spend one whole year of University learning. As though it was DANIELLE'S fault that she'd all but exsanguinated all over the waiting room floor! The Boss actually asked why this particular nurse had to be the one to fix partially severed digits as opposed to the countless hordes milling aimlessly about (she wasn't quite so poetic about it, though), and couldn't get an answer that made any sense at all through the drug-induced fog of the half of a panadol she was given for her 'discomfort'.

It was immediately following this giggle fest that we decided to procure PRIVATE HEALTH INSURANCE, and

determined that if ever such a thing was to happen again, we'd just call an ambulance (assuming Intergraf isn't on the fritz) and demand to be taken somewhere nice. Luckily so far, we haven't had to test the theory in an emergency sense. Touch wood... oh, this table's laminate. Well, same thing! It'd also come in handy if ever I score a ride in a helicopter while playing with speedy motor cars. Just saying, something for you to consider is all.

Oh, and do you know that to this day, the Boss refuses to do any yard work of any kind, and yet won't allow me to get rid of those nasty plants by covering any more of the yard with concrete. Or shed. You tell me, does that sound fair?

Now that is pain and anguish for you.

Mat



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