

# HISTORIC TOURING TORQUE

September 2010

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

## *Tight racing at Winton*



### **Inside:**

- **Guest Editor**
- **Winton Festival of Speed**
- **Muscle Car Masters**
- **Rally Report**
- **A Competition Report - yes really!**
- **Floydy gets his own page - almost**
- **Other sweet bits....**

Pic courtesy Lena Porchenko

**New  
venue for  
Club  
nights**

  
**Historic Touring Car**  
Association of Victoria

**Next - Annual General Meeting**  
8pm Wed 29 September 2010  
Upstairs at the Rising Sun Hotel  
Cnr Raglan St & Eastern Rd, Sth Melbourne

# Torquing Heads 2010/2011

		Work Ph	Home Ph	Fax	Mobile	Email
President	Dean Bryant	0417 012 526	0417 012 526	9551 5859	0417 012 526	president@htcav.com.au
Vice President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	vicepresident@htcav.com.au
Secretary	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	dvap@bigpond.com.au
Treasurer	David Floyd	9574 8333	9877 2243	9574 8388	0402 257 541	treasurer@htcav.com.au
Competition	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Michael Hibbert	9379 2018	9379 2018		0418 354 364	hibnom@bigpond.com
Committee	Marty Lambert					
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA	Mat Jager	0409 427 667	9740 0575		0409 427 667	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au

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
<b>Sandown Historics</b>	<b>Nov. 6-7</b>	<b>Golden Oldie - Historic</b>	<b>VHRR / MG Car Club</b>
Phillip Island	Nov 27-28	Special - Island Magic	PIARC

## 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!!**



[www.booran.com.au](http://www.booran.com.au)

**You need it?  
Call Coxys!  
& great Club pricing**

**REVOLUTION  
RACEGEAR**

**COXYS**  
MOTORSPORT SPARES

31 B Clements Ave, Bundoora  
Ph 9467 8900 or 0418 506 650

*Coxy's Revolution Racegear. Whatever you need he can get it and at great Club pricing.*

# From the President



Welcome to my chat for yet another month. It's been a very busy month off the track for the committee and I'm delighted to report there's plenty of new stuff coming on line as a result of our combined efforts of late.

Jervis has done a remarkable job (is trying) with our on line shop – very exciting stuff.

New committee member Marty Lambert has taken on his role with enthusiasm and has already proven himself a solid contributor to the committee. As part of a new system for committee meetings we now take it in turn to be meeting chairperson, and this month Marty had his turn at the helm and did a fine job – thanks mate.

By the time you get this mag its possible that the last state round at the Island will have been run and won – none the less I'm delighted to say that I'm looking forward to my role this weekend as Paddock Field Marshal flying the HTCAV flag by helping out our mates at the mini club who continue to provide our members with racing opportunities. I'll be operating under the watchful eye of Danny Jonas who is the master at this position – I'm looking forward to the challenge. My two older boys are also helping out with timing so they'll have a good view of what goes on – what a wonderful opportunity for them eh?

Our numbers for this event are down by approximately 15% and this is a reflection of the entire meeting I'm afraid. There are a few conflicting factors at play this weekend so not such a bad result after all. Good luck and clean racing to all our guys having a crack this weekend.

## CAMS meeting

This month I was invited to attend a special meeting held at CAMS Melbourne office attended by most leaders of the major Historic racing clubs Australia wide and the major players from CAMS and the Historic Commission. The meeting was very enlightening for all concerned and it revolved around the impact that AASA is having on CAMS and our competitors amongst other matters relating to Historics at large. I have provided the committee with a detailed report on the events of the meeting and will provide our general meeting with the same information after

CAMS have issued the attendees with the minutes from that meeting. This should have been done by our October meeting so I will fill you all in on that at that time – its interesting stuff.

## Historic Sandown

The numbers are coming in slowly for this premier event. If you are running I urge you to get your entry in ASAP to assist the organisation of the event.

I'm delighted to be having a run in Rob Southouses famous ex Zinner humpy at this event in Nb. The Barrow humpy from NSW will also be at this event which will be a ripper. Eddie Dobbs FE has just had a major engine freshen (no I didn't break it!!) so should be on the money also.

Lets see now, we have the Southouse humpy with a brand new engine driven by Sandown regular yours truly and the reputedly quickest humpy in the land piloted by a skilled racer who has not raced this particular track before, and a club legend in the quickest grey powered FE in the land at one of his favorite tracks – we are all being coy about our prospects but I reckon it will be on for young and old! It'll be worth the admission price just to see the grey power boys fight it out – bring it on – hey Robbie, can you really put these things on two wheels – don't lie to me now!!!

Our mate Marty Lambert has entered the schmick new Alfa in Nc but seeing as he may be unable to compete (dependant upon a few things falling into place for him) I have accepted the role as first in line for the steer gig in this one also in Nc – that would be a first for me.

## 2010 Awards Night (Yes It's Yet Another Repeat But Its Important!)

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 – te he, 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

Our growth target for the year has been achieved which is very pleasing indeed. Next year our target membership will be a total of 242 paid up members. Given recent interest it appears we may make a healthy head start on that target starting now – great stuff – the HTCAV is well and truly on the march.

## Historic Winton

Following the club discussions and consultation with the competitors at this year's event, it has been decided that the HTCAV will request that the handicap be removed from next year's program. The Austin7 club has still not formally replied as yet but I've had verbal confirmation from their hierarchy to say our requests will be met for the 2011 event – great news.

## Tyres And Roll Cages!

This discussion continues to roll on and a very healthy debate it has become. The winners are of course – all of us! These discussions have created an environment where our members are discussing vitally important aspects of our sport in an open and frank way. This month that discussion will be facilitated yet again with a professional in the field as our monthly guest speaker.

## Guest Speaker

This month we are delighted to have David Brown from Brown Davis as our guest speaker to discuss among other things the importance of good roll cage design and implementation. He speaks from vast experience in the field and will no doubt dispel some of the long held myths in this regard – this will be chock full of valuable information for all competitors – don't miss it!

Speaking of missing it – unfortunately I will be absent this month due to family holiday commitments. Yes it does of course involve the kids, a land rover and myself – should be fun, the famous snowy river national park this time. So in my absence the right honorable Mr Jervis Ward will officiate this month.

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

Yours in racing,

Deano

# Editoro



Mwahahahahaaaaaaa, dear reader. Yes, that's right – the Establishment has been deposed, and your favourite rag is now under Revolutionary Rule! I for one have gone completely mad with power (although to be fair we were very nearly there anyway) and have taken over the Editorial chair.

Actually, it's not like that at all. While The Ralph is in the Mother Country traipsing around Goodwood and the like, he saw fit to deputise me for the job. There was some initial confusion when Chris told me I'd be doing the Eddy Toro for the mag – who'd name a bull Edward, after all, and why am I writing about him?

But with the aid of a lengthy explanation, many pictures and several sharp whacks, the record was set straight; and here we are! So, what does the Greatest Victorian Historic Touring Car Association Magazine Ever have in store for you this month?

Well firstly, some good news. There will be no CARma this month, so this bit here now represents the only time my rapier wit will be visited upon you. Well, in this issue anyway, for we have a celebrity filling in. Taking my place in (what I am assured is) the best spot – up the back – is no other luminary than Mr Harry Firth! Hope you'll excuse my enormous head, But The Fox happened to read my column last month (!?) and was moved to pen a response. Our esteemed President was heard to suggest that at least the backstop article would be written in English for a change. For mine, I think it's pretty special to have such a legend of our sport not only reading our humble publication, but contributing as well. Thanks, Harry.

Elsewhere, you'll find a report on all the action from the recent and enormous

Muscle Car Masters, penned by the man who called it on the spot – the REAL man with the golden tonsils, Darren Knight. And as ever, the ubiquitous James Smith has provided a surfeit of accompanying photographs. That's right, we have proof.

Closer to home, you'll also find a rundown on the Winton long track round from a couple of weeks ago. It's unfortunate that numbers were down at this round, as it really is an enjoyable meeting.

Now, how's this for a segue? On the very subject of diminishing returns, Rusty Pilven has some very interesting and, dare I say it, important questions to put regarding this club's racing future. Certainly in the short term. Make sure you check out the Competition Report for more.

Rusty's ruminations aside, there'll be another good reason to belly up to the next General meeting. David Brown is a talker of some renown, and will be giving us the benefit of his accumulated knowledge on (amongst other things) roll cages and whatnot. Off the back of extensive discussions on ROPS of late, this couldn't come at a better time. Take advantage of David's experience and make sure you front. If nothing else, you'll make it harder for the Holloways to win the raffle!

Make sure you rip out the entry form for the HTCAV rally, as well. It's on again this year, mainly because Michael Hibbert didn't manage to get anyone arrested during the inaugural running. Not that he's given up yet, mind you. Unfortunately Boris didn't go for a run in the first dig, but he's had a wash especially for the event and is ready to blow El Presidente's lumpen great Brit Barge back into the ditch whence it came.

One other soiree to ink into your collective diaries is of course the affair of the season in the HTCAV End

Of Year Christmas Awards Ceremony And Dinner Dance Thingy. You'll spot elsewhere in these pages all the information you require to secure yourself and your mischief support crew a spot on the grid for this one. And don't forget, this year there are garages on offer – don't forget to secure one, and ask for the discount as well. (Note to Nick Cascone; The Boss rang up to book our room, and got the price cut. Moral of the story, get a chick to do it!) Can't wait for the after party with the Hollywoods – better take the Monday off!!!

As usual, that's more than enough from me – enjoy the mag folks, safe in the knowledge that it'll be back in sane hands next month...\*

(\*Truth be told, it's in pretty good hands anyway. Where I'm concerned at least, the whole 'Editor' tag is more ceremonial than it is legitimate. Our very own Jervis "Psych" Ward does all of the work putting the thing together; all I had to do was this bit. Normally the Editor chases up all of the tardy late contributors as well – but as it turns out, that's me. Whoops.)

**Read on!!!**



**GET THE REAL RACING OIL**

**PENNZOIL 25W-50 RACING OIL**

Not GT Performance Pennzoil (Shell road oil) this is the real deal

**NOW AVAILABLE**

I have imported a small shipment from the USA

AVAILABLE IN QUART BOTTLES  
12 BOTTLES TO A BOX

\$120 per BOX + postage / courier

(May be available at the circuit if I am racing)

Phone or email  
credit card or direct deposit available

**JOHN HARRISON**  
0417 436 271 or 02 6366 3459  
email – [jacharro@yahoo.com](mailto:jacharro@yahoo.com)



# Winton Historic Festival of Speed

Due to a calendar malfunction there was no official HTCAV involvement at this inaugural VHRR Winton long track Historic Meeting; but we'll be there with bells on next year.

So there's no actual report as such, there were quite a few Group N cars, most of them from interstate.

Your editors happened to pass by and watched Fraser Ross in the Mustang street the field in Race 2 on the Sunday morning, the highlight of this competition being the extraordinary battle between Denis O'Brien in the giant Galaxie and Henry Draper in the

Mini, truly the two size extremes of Group N racing.

Henry kept a watching brief on the enormous swinging arse of the Galaxie, got past a couple of times but because it was the long track had eventually to concede to 7-litres and a gun historic driver...



Winners L to R, Leo Tobin, Darryl Hansen, Mr Porchenko Pic courtesy Lena Porchenko

Also fantastic to see the efforts of Linda Devlin, daughter of long time Club member Barry Devlin. Must be the genes and lots of practice – she's quick!



Pic courtesy Lena Porchenko

Elliott Barbour had a sorting session



WA's Darryl Hansen made no mistake and swept the field

Pic courtesy Lena Porchenko

**POWERCOM**

**Repairs to**  
Commodore VN - VT ignition modules,  
AU Ford climate control  
Commodore and Ford fan amplifiers,  
other model fan amplifiers

**Race car and custom auto wiring**  
– repair the old or replace new

**Mark Sully 0428 535 245**  
PO Box 274 Niddrie VIC 3042  
Fax 03 9366 6872

**Repairs to**  
all makes of bus, truck, boat audio  
systems, car stereos and CD players

**Installation of**  
blue tooth, car stereo, mobile phones  
& sat nav

**CAR STEREO REPAIRS**



Pic courtesy Lena Porchenko

Al McKelvie getting to grips with the ex-Tobin Torana



Allan Tillet chats with an old mate before taking his immaculate Cortina on to the track.

Pic courtesy Lena Porchenko

Results cribbed from Natsoft appear below:

**Qualifying:**

1 Darryl Hansen	Ford Mustang 5771	1:39.0460*
2 Leo Tobin	Ford Mustang 5000	1:39.4668
3 Elliot Barbour	Mazda RX2 2010	1:41.2505
4 Nick Cascone	Ford Cortina GT 1558	1:43.5475
5 Alan McKelvie	Holden Torana LJ 3300	1:46.0529
6 Allan Tillett	Ford Cortina 1500	1:52.6910
7 Gary Edwards	Holden Torana XU1 3362	

**Race 1:**

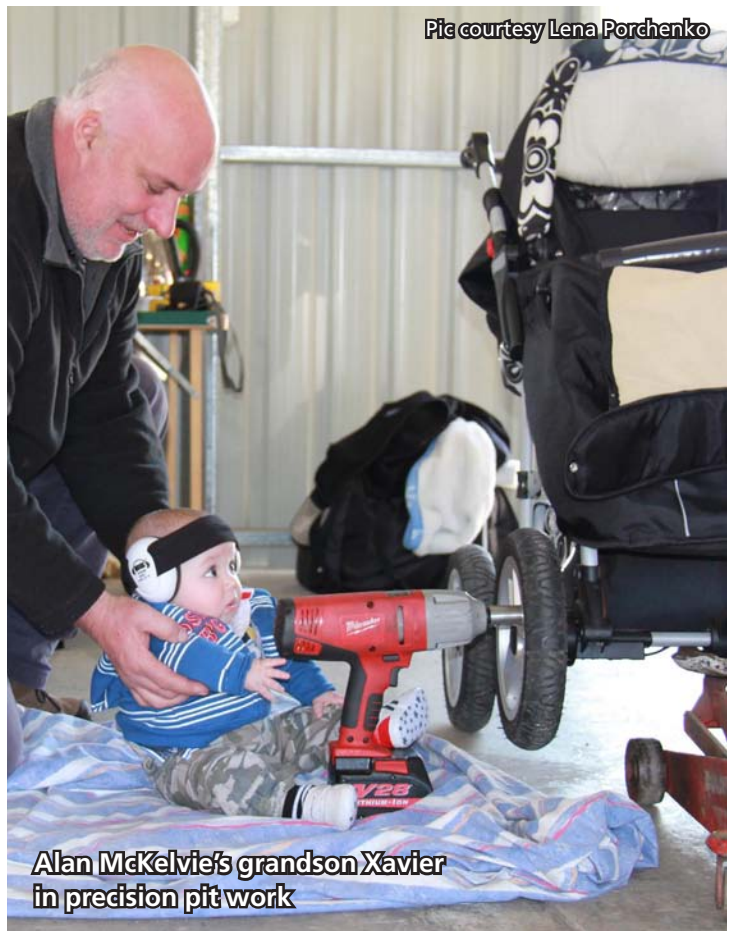
1 Darryl Hansen	Ford Mustang F'Back 5771	1:39.4488
2 Leo Tobin	Ford Mustang 5000	1:39.9925
3 Gary Edwards	Holden Torana XU1 3362	:38.7982*
4 Nick Cascone	Ford Cortina GT 1558	1:43.5690
5 Alan McKelvie	Holden Torana LJ 3300	1:45.5367
6 Allan Tillett	Ford Cortina 1500	1:52.7451
DNF Elliot Barbour	Mazda RX2 2010	1:41.4132

**Race 2**

1 Darryl Hansen	Ford Mustang F'Back 5771	1:38.9275
2 Leo Tobin	Ford Mustang 5000	1:38.5620*
3 Gary Edwards	Holden Torana XU1 3362	1:38.6430
4 Nick Cascone	Ford Cortina GT 1558	1:43.1824
5 Alan McKelvie	Holden Torana LJ 3300	1:43.1936
DNF Allan Tillett	Ford Cortina 1500	1:52.6326
DNF Elliot Barbour	Mazda RX2 2010	

**Race 3**

1 Darryl Hansen	Ford Mustang F'Back 571	1:38.4946*
2 Gary Edwards	Holden Torana XU1 3362	1:38.5426
3 Leo Tobin	Ford Mustang 5000	1:39.1774
4 Alan McKelvie	Holden Torana LJ 3300	1:43.0275
5 Nick Cascone	Ford Cortina GT 1558	1:42.7811
DNF Allan Tillett	Ford Cortina 1500	1:53.2073



Pic courtesy Lena Porchenko

Alan McKelvie's grandson Xavier in precision pit work



Pic courtesy Lena Porchenko

You've all been very naughty boys



Lena's squeeze Gary Edwards chased Hansen hard

Pic courtesy Lena Porchenko

*Australian Classic Wire Wheels*

**Dunlop Wire Wheels**  
to suit all makes and models

Including wheels, hubs, knockoffs, complete sets & accessories

Phone Paul or Gay Zazryn on  
03 9532 5322 or 0412 780 900  
Email [paul@acww.com.au](mailto:paul@acww.com.au)  
Trade Enquiries Welcome

[www.acww.com.au](http://www.acww.com.au)

# Tourers make Father's Day.

## 2010 Muscle Car Masters

Pic courtesy James Smith

Over 100 Historic Tourers rolled up to the Creek to join in the celebrations for 50 years of Touring Car racing in Australia. The sixth AMC Masters would again provide some spectacular action. Intermittent rain played havoc with many competitors set ups on Saturday with some gambling on wets which soon burnt up. The greasy track was still not to be taken lightly. In contrast Sunday was fine and dry and attracted a big Fathers Day crowd.

Nb

Greg Toepfer (Mustang) and Scott Fleming (Lotus Cortina) picked up where they left off last year by engaging in a great dice for the lead. Chris Strode found out the wet grass offered no help after coming off the circuit. The big Galaxie thumped one of the Creeks unforgiving concrete walls at undiminished pace, sending Chris to the Medical Centre for observation. Fleming was the first recipient of numerous black flags for moving before the start lights were extinguished but stayed out (as some others would also do). A time penalty post race gave the win to Toepfer with John Bryant a strong second in his just purchased ex Roger Oliver/Tony Parkinson/Alan Heath Falcon Sprint. Ben Wilkinson (the fastest EH in the land?) was third from Andy Clempson (Mustang) and the awesome Mk.II Jag of Vic Waterhouse. The Mini trio of Darren Burnes, Ian Pringle and Santino Di Carlo were next then Will Colton (Lotus) and Mathew Windsor (Cortina) rounding out the top ten. Race two saw Toepfer fall foul of the black flag which allowed Fleming a



Leaping Les Walmsley had the Silver Streak, ummmm, streaking.

slightly easier run at the front to eventually take the win. Bryant pushed hard to take second from Wilkinson and the Mustangs of Max Ullrich, David Moran, Clempson and Bill Trengrove who carved right through the field. Waterhouse was eighth then Colton and Burnes with Toepfer rejoining to finish 11th.

Fleming zoomed to an early lead in race three but then retired with an engine drama, leaving Trengrove and Bryant to stage a great dice for the win. The 'Stang just beat the Sprint at the line with Ulrich next then Toepfer and Waterhouse.



Stop looking at the camera, Russ!

and Waterhouse. Burnes had crossed the line in fifth but copped a time penalty for staying out after receiving a black flag for – you guessed it – moving before the start.

The Brown Panzer. Looks more red, actually.



Wilkinson posted a DNF after running in the top five on the penultimate lap while Greg Tkacz pushed the Studebaker up to eighth after starting 15th. In the feature race Bryant was a little slow off the line with Trengrove taking advantage to slip into the lead. Toepfer climbed up to second then retired as Bryant took up the fight for the lead, setting the fastest lap on the final tour. Trengrove just managed to hold on from Bryant with Ullrich close behind in third followed by Clempson

### Nc Division One

Rob Burns (Charger) made a great start to lead the early laps before Russell Wright (Mustang) and Glenn Seton (Capri) squeezed past. Paul Stubber (Camaro) moved up the order after tyre issues thwarted his qualifying attempts as Andrew



Glamma Stang! Fraser Ross whipping his horse.

Can't read this magazine clearly?  
Can't see those racing lines?

Maybe Bill can help!  
For a comprehensive eye examination and the latest styles in glasses, call - Bill Cutler

Optometrist and Contact Lens Specialist  
678 High Street, Kew East 3102  
Phone 9859 3962



Williams (Torana) and Cam Worner (Falcon) had a big dice. Wright took the win from Seton who was later relegated to 26th after not coming in after being shown the black flag. Burns therefore grabbed second from Wayne Seabrook (Porsche), Mick Donaher (Camaro), Stubber, Williams, Worner, Chris O'Brien (Falcon), Cameron Tilley (Pacer) and Michael Hibbert (Charger). In the fading light Donaher and Stubber quickly moved to the front in race two while Burns relinquished third place after coming in for a drive through penalty after yet another black flag. Wright retired the '68 Mustang as Stubber grabbed the lead only to have



**Greg Meredith's Tyre Wear Reduction Strategy was paying dividends.**

a half spin at the hair pin on the final lap, letting Donaher through to take the win. Chris O'Brien held out Seton for second with Des Wall (Geoghegan Mustang) fourth then the recovering Stubber, Fraser Ross (ex Marget '68 Mustang), Vince Macri (Torana), Jason Humble (RX-2), Hibbert and Harry Bargwanna (Mustang).

Stubber and Donaher again led the field in race three with Seton out early, soon to be joined by O'Brien, Bargwanna and Humble. Stubber took a relatively easy win while second and third across the line, Donaher and Wall, copped time penalties post race which elevated Macri and Ross

onto the podium. Wright was fourth from Williams, Steve Land (Capri), Darryl Hansen (Mustang), Burns, Ron Moller (Camaro) and Hibbert.

#### **Nc Division Two**

Queenslander Ethan Lind (Torana) led all the way to take a comfortable race one win from Les Walmsley (Charger) and Alan Burke (Falcon). Early pacesetter John Wilcox had the Torana up to second before retiring while Dennis O'Brien had a fantastic run in his gorgeous '63 (and a half) 427 Galaxie to finish fourth in front of Mark Forgie (Porsche) who just held off John Harrison (Torana). David Noakes (BDA Escort), Adam John (Capri), Stuart Young (Torana) and Paul Cameron (Torana) completed the top ten.

O'Brien pushed the big Gal into second behind Lind in the early stages of race two as Walmsley slowed then retired with a dud alternator. Lind took another



**Brown makes like two trailer park girls, and goes 'round the outside.**

comfortable win from Burke and Peter O'Brien (Falcon), then Harrison and a close following Alan Lewis (Capri) who had stormed up from 19th on the grid. Cameron, Young and Fred Brain (Monaro) were next then Dennis O'Brien and John.

Lind would not start race three after moving up to Division one. Peter O'Brien was never headed with Harrison second and Walmsley third from rear of grid. Cameron and Grahame Hill (Mustang) were next after Lewis gave up fifth place after receiving a drive through. Graham Jarrett (Camaro) was sixth from Brain, Young, Shane Wilson (Mustang) and Michael Anderson (Falcon). Peter O'Brien disappeared behind the hill and retired



**You're going the wrong way! Andrew Williams gets all retrospective.**

**Bill Trengrove has his Red Rocket fired up.**



**Eddie Woods**

31 Capella Crescent Moorabbin 3189  
Phone 9553 2517 Fax 9532 2485

## **The Head Stud Development Company**

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

Flow bench testing and we also offer a range of general machining facilities

No grid. What an array of cars!



whilst leading the feature race. Walmsley went on to take the victory with Harrison second and Cameron third from Hill and Lewis.

### ATCC 50th Anniversary Handicap

An assortment of cars of the same type that had won the ATCC from the '60s to the '90s put on a unique comparison between the decades. Des Wall in the '67/'68/'69 ATCC winning Mustang won comfortably but from second back the field finished incredibly closely. Rod Markland (ex Bob Forbes Racing GTR) just beat Max Ullrich (Mustang) for second with Glenn Seton (Ford Credit EL Supercar) almost alongside.

### Match Races

This year the Masters also recreated the popular match races held in the early '70s at Amaroo Park. Two cars each from Ford, Holden and Chrysler would score points over three two lap sprints. Each marque took a win with Chris O'Brien (Falcon), Paul Cameron (Torana) and Michael

Hibbert (Charger) all greeting the chequer. In the end Holden and Chrysler were joint winners after finishing equal on points.

### Group C&A

#### Race One (C&A)

David Holc (VL Walkinshaw) made a great start to lead until Glenn Seton (M3 Evo) squeezed through on a very greasy track. As the track dried V8 Supercar star Jason Richards (A9X) moved past Bob Tweedie (Sierra) and Chris Collins (VH Commodore) to grab third. Bill Cutler (M3) dropped out of the top ten with electrical gremlins as recent Lakeside race winner Brett Maddren (Mustang) and Gary Collins (VL Walky) climbed the order. Veteran Don Holland was back behind the wheel of the first

RX-3 to reappear in Group C ranks as Richards steered the Paul Stubber owned ex-HDT machine to the win in front of Chris Collins with Holc and Seton next, after going the wrong way with tyre selection. Maddren was fifth then Gary Collins, Terry Ashwood (GTR), Jervis Ward (M3), David

Towe (M3) and Norm Mogg (VL Walky) rounding out the top ten.

### Trophy Races

Seton led all the way to notch up the Group A win with Ashwood just beating



Hibbert struggled with his glovebox-mounted gearshift.

Holc to second after the Commodore held the Nissan out for most of the race. Gary Collins was fourth from Rod Markland (GTR) who along with Seton and Ashwood all went under Holc's lap record from 2008. Chris Collins took out the Group C event with his job made slightly easier (but only just thanks to the strong field) by the retirement of Richards after the A9X broke a diff.

### Group A Race three

Sunday's dry track was no help to Maddren who was out early with Ashwood just holding out Gary Collins for the win by .0001 of a second (!) after some great racing. Holc was less than a second back in third with Rod Markland only inches behind. Seton was next then Cutler who just beat Carey McMahon (HR31 Skyline) and Ross Donnelley (Sierra), followed by Mogg and Towe.



Yep, that's a vinyl roof... NOICE!

No, it's not - that's mustard.



Leeeeaan, Billy!

**Group C Race three**

Chris Dubois (VH Commodore) made a great start as did Lindsay Woollard (A9X) and Dean How (L34) though Richards was slicing through from the back and into the lead into double quick time. Chris Collins came in for a drive through after receiving one of the 4000 black flags handed out for start line infringements over the weekend. Ed Singleton (VH Commodore) pushed hard but could not catch race winner Richards with Dubois third then Howe, Collins, Woollard, Michael Turner (A9X), Justin Nilsson (Nissan EXA), Chad Parrish (XE) and John Mina (XD).

**Feature Race**

Incredibly, Richards' diff let go again



In case it slipped your attention, That's 2 Godzillas behind me!

and put him out on the first lap. Ashwood and Holc then engaged in a massive dice for the win with Holc grabbing the victory by just .001 of a second. Seton was third from Markland who just beat McMahon

then Chris Collins, Singleton, Mark Taylor (VL Gp.A) then Towe just inches in front of Ward.

*Darren Knight*



Cursed by jealousy. Hollywood's green-eyed monster in full flight.



Seton on pole - again!



Managed to slip another in!



Thought he got away with that one. Paul Girt carefully picking his lines.

**T&G Racecar Engineering**



**Fast and reliable**

- Race engines
- Race gearboxes
- Race brakes
- Air diverters
- Diff setups
- Race chassis
- All types of welding
- Race suspension
- Alloy & steel
- Fabrication

**Seymour 3660**

**Tel 0411 670 914**

**Over 45 years race experience - Right job! - Right price!**

# Competition Report.

## Wow a comp report, whats up with the world?????

Well, it's been a while since I've had a topic that demands I sit at the 'puter and contribute to this fine mag. So I should offer my thanks to the boys who do such a good job each month to supply a mag that we are all truly proud of! While I won't make you laugh as the CARma report does (Don't worry Rusty, you're only human – Ed.), I will give you something to talk about.

By the time you read this the final round of the 2010 State Racing Series will be run & won. Our topic for discussion is therefore 2011. We see a continuing fall in the numbers of the 2010 state race series, and a change in the makeup of grids in that those still competing are the mainly big cars. Next year (2011) will most probably see our club supporting 4 historic rounds; our 3 normal Golden Oldies rounds & the new VHRR Winton long track round. If this is in fact the case, then I see an issue for our state series Going Forward\*.

When we last surveyed the club we found out that on average we each only raced at approx. 3 meetings a year. Armed with this info, we rearranged the amount of events we support as part of the club Pointscore. As history shows, we are a HISTORIC race club more than anything else. This leads me to surmise that if we were to just continue on into 2011 with the calendar as it currently exists, I believe

we would hit a new low in the state race series.

If we have a 4 historic race series next year plus our old favourite Island Magic plus a good selection of interstate meetings, that may well satisfy the competition hunger for the majority. I think we would, unfortunately, likely fail the State race promoter's expectations. I would like to propose a new Victorian State Race Championship structure for 2011.

How would you like to participate in a ONE MEETING State Race Championship???? This idea has NO parameters set as yet. It may be a 3 or 4 races (with two grids), having points scored in each race going towards the crowing of the state champion. Each of the 3 or 4 races maybe a different format i.e.: Grids could be split into Nc / Nb, then under / over 2lt, then Fastest / Slowest (Er, that's, "Less Fastest", Russell - Ed.) etc. The main aim is that we set up a State Championship open for any member to win on THAT weekend.

What we need to know is YOUR comments! The above are just my ideas based on observations from this & previous year's history. The State Race Committee needs our commitment soon for 2011 season and they need to be able to count on our support.

The state race series is promoted and funded by the individual clubs who run the meetings. When we say we will support an event we need to provide at least 20 cars on the grid. Based on this year's series & the new opportunities our club has in 2011, if the current format is maintained we will fall short of our obligations.

If we give our support to race meetings and the organising clubs allow for a 20+ grid and we don't meet our obligations THEY lose money! If we only request one meeting and can deliver say 80 entries (2 grids), they can sell our grids for the rest of the year to other classes and therefore hopefully make the State Series stronger & more profitable.

I hope that you will all come along to this month's meeting to give your comments on this very important issue Going Forward\*. We will offer this issue up at the general meeting so we can get your thoughts & ideas. If you can't make the meeting and you have something to say please contact myself or any other ~~committee member~~ with your comments list of demands.

*\*Russ Gillard*

(Note: (Mis)management may edit the Comp Report to: - a) Rectify atrocious spelling and grammar, and/or b) Extract the wee from our mate Rusty.)

## New Club snapper

'Lena the Lens' snaps State Round

Canon cutie captures the action at August Winton in August

Lena Porchenko\*, the hot pitlane squeeze of hot-shoe Holden driver Gary Edwards snapped some great shots taken at the State Round on August 29th.

The racing was tight among the eight competitors. Darryl Hansen from WA left his ex-Stillwell Mustang here from the VHRR Winton Festival of Speed two weeks prior and was rewarded with pole and victory in each of the three races.

Behind him Leo Tobin took second places, except for the last when Gary Edwards got past after a Lurid Leo spin in Turn 1. Gary had problems in qualifying but rebounded in the usual way, while

Elliot Barbour qualified third in the Mazda and DNFd the rest of the time – sorting in public can be kinda frustrating – and he had TCM racing the following weekend at Eastern Creek.

Nick Cascone yet again lowered his times and set a PB for the long track while the big news was the addition of two new competitors – Alan McKelvie in Leo Tobin's yellow Torana and Allan Tillett in a neat green Ford Cortina.

The former battled hard all weekend with Quick Nick, while the latter had a great return to racing after many years, he and Tony Hubbard were mighty adversaries in the old Sports Sedan days...

\* Please, nobody tell Mrs Lyn Edwards about Lena Porchenko. Oh, alright, it's her artistic alias...

**More congratulations  
Elliot Barbour, on your  
first win at a  
National event.  
Race 2 MINI CHALLENGE,  
at Phillip Island,  
Auto action [page7]  
at least have published  
the fact you won and  
came third outright for  
the round.  
LOOK OUT 2011.**

# General Meeting Minutes

## 25th Augustus Gloop 2010

At The Rising Sun Hotel South Melbourne. Meeting opened @ 8. 20 pm with about 30 in attendance.

### Apologies, guests & new members.

APS- Ian Watt, Leo Tobin , Ian Cromarty , Nick Cascone ,Bill Cutler ,mark Shatz , Michael Miccelli ,Rod Evans , Jill Hergt ,Fast Johnny ,Michael Bugelly ,John Brash ,Justin Brown, Kenny Corporate. Why do we bother?

Guests: Dick Savy, David Brown and Clive Massel.

Discussion on previous minutes. Prepared by Mat Jaggier

Everything above board as usual.

Moved. M Holloway Seconded. Sneds

Secretary's correspondence

I can't find Chadstone!

### Treasurers report.

The old beige trouser man was firing off one liner's like a fiscal Rodney Rude!

Funnier than Barbara from BANK WORLD!

Moved Jervis Seconded Bendell

### Presidents report:

Last months Raffle winners were

Leo Tobin's mate (no, not the grim reaper) the other one. And Janis Holloway.

We have a guest speaker for the September meeting .The famous David Brown.

Not tractors, Roll Cages...

Bad news, Jo Coad the Cams Historic

coordinator was injured in a bus crash. The club wishes Jo a speedy recovery.

This year is the now over documented 50th anniversary of touring car blah blah.

(I read an article that suggested V8 Supercars would like to run a legends meeting at Sandown, not unlike MCM. Everybody wants a slice don't they?)

So we have a HUGE night planned for the 4th December presentation evening.

Good luck to those running at Winton this weekend.

The Historic Sandown organisers would like to know how we would like to grid up this year. NB /NC? Minis all in NB? Mustangs all in NC? What do you think?

The decision to reduce the number of available meetings on our Calender has so proven to be successful, however the latter half of the year may say differently.

Point score:

Im not sure whats happening here

### VP report.

Jervis says the EFTPOS facility will improve our bottom line and bring the money in faster. Very good Jerv, you won't get Floyd's job that easily!

### AHTCA report.

Mat says he is looking forward to the Muscle Man Masters!

The rest of us will be watching what happens at Eastern Creek!

He also noted that the AHTCA website is crap and needs a lift.

### HCC Report.

nuffen

### Competition report.

This weekends Winton long track State round is looking very lack lustre. With only 8 entries? Where are all the cars? Are you unhappy with the Calender, please talk to the committee. This sort of turn up will harm our chances of running next year.

### Membership.

Almost 220

The Social Pages.... Magazine

Next month the editor will be Mat Jager, so expect something a little weird!

The car rally will be on the 17th October so come along in one of your other old shitters and have some fun. The starting point will be at Albert Park.

The Dutch man and Lamb Bert will work on a root? Good luck with that!

### Eligibility...

All we know, is he's called THE TWIGG.

Some talk of the Holden cylinder heads. No you can't have one!

### General business.

Historic Sandown looking for display cars, contact Eddie Dobbs.

There was a short discussion on the Sandown splits and it was decided to leave it as NB/NC and leave the Minis and Mustangs as the are.

Raffle winners were David Brown and Hungry Bob!

Meeting closed at 9.55pm

*Coxy*

## Lakeside. August 7 & 8



# 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
<b>Over 5000cc</b>										
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
<b>3501-5000</b>										
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
<b>3001-3500</b>										
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
<b>2001-3000</b>										
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
<b>1501-2000cc</b>										
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
<b>COD</b>										
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
<b>Over 3000cc</b>										
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
<b>2601-3000cc</b>										
Rodney Gelston										0
Richard Fairlam										0
John Bourke										0
Tony Pejkoivic			30							30
Brent Trengrove										0
Roy Wilkinson										0
Ben Wilkinson	31									31
<b>2001-2600cc</b>										
Eddie Dobbs	31									31
Brendon Wilson										0
Rob Southouse										0
<b>1601-2000cc</b>										
Ian Cuss										0
Bill Benic										0
<b>1301-1600cc</b>										
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
<b>1001-1300cc</b>										
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
<b>Under 1000cc</b>										
Michael Stupka	31		30	31						92

# Attention - Speed Champs

## The 2010 Trident Cup Series

The Victorian Historic Racing Register, the VHRR have their second round of the series coming up soon.

Saturday 2nd October – HAUNTED

HILLS BRYANT PARK

Entry forms and supp regs are on the VHRR website at [www.vhrr.com](http://www.vhrr.com)

Or contact the Event Secretary, David Floyd AH 9877 2243 E [timelyaccounting@optusnet.com.au](mailto:timelyaccounting@optusnet.com.au)

Why not come and give this venue a try? It is near, and has replaced the Morwell Hillclimb.

**Mark it in your diary now.** See you there!

Also check out [www.gippslandcarclub.com.au](http://www.gippslandcarclub.com.au) for more information about the venue.

## Historic Sandown

November 5th 6th 7th looms again for this great event. Last year there were over 400 entries for the first time. Wow, you'd want to be a part of that for sure. The event is again named Return of The Thunder and the theme is 100 years of Alfa Romeo and 50 years of Touring Cars. Right up our alley!

### 2 key things you need to do :

Enter before Monday 4th October to

make sure you get included in the printed program.

If you want a marquee spot, make sure you order one with your entry as they are being handled initially by the VHRR. [So please do not call Ted Brewster] If you have already entered and did not order a marquee when you should have, contact David Floyd [treasurer@htcav.com.au](mailto:treasurer@htcav.com.au) or phone him on AH 9877 2243.

The Sandown complex is being upgraded and several improvements will be in place by November.

The club will hold its traditional Saturday night BBQ and music will be provided by the same band as last year, the Rank Outsiders.

Watch this space in subsequent magazines for more updates and hear Eddie's updates at our monthly meetings.

## Bean Counters Report

Greetings all. Here is an update on our financial position. As you would recall, our financial year ends on 31 May so the period to 31 August 2010 represents 3 months of activities. As far as our club goes, this is not a busy 3 months from a financial viewpoint. [That is quite handy as there is a bit on with Historic Sandown, a great event to be involved with again.]

Our funds in the bank are as follows :

	31/8/10	31/5/10
Cheque A/c	\$ 2,937.33	\$ 1,293.68
ANZ V2 A/c	\$ 5,658.24	\$ 5,611.33
ANZ Term Deposit	\$ 19,001.42	\$ 18,882.44
<b>Total Funds</b>	<b>\$ 27,596.99</b>	<b>\$ 25,787.45</b>

During the last 3 months the main item of income has been

subscriptions, \$1,010, representing 10 new members. Minor interest income has also accrued. Many of the advertisers who were invoiced in May 2010 have since paid in the last 3 months and these accounts for most of the increase in the banks balance. We thank them for their support.

During the last 3 months the main items of expenditure has been printing and postage of the magazine, at an average of \$700 per issue.

That's it really; see I told you there was not a lot to report! Anyway, always good to touch base and let you know where we are at.

Signing off

*David Floyd*

## New GREAT HTCAV Car Rally 2010

**SUNDAY 17th OCTOBER**

Entries open Now and Close On 14/10/10. But – We Need To Know Numbers ASAP

**So Fill In The Entry Form Now!**

Last year's event was FANTASTIC so it's on again.

Start from Albert Park, travel to mystery destinations following devious clues.

NOTE: THIS IS NOT A RACE! THE MOST CORRECT ANSWERS WIN!

But it's a great opportunity to exercise Club Permit and interesting cars - family and friends welcome. Mystery finish destination but with Hot Club Soup and BBQ.

One entry form per car:

ENTRANT NAME  
TEAM NAME  
VEHICLE TYPE  
NUMBER OF PEOPLE  
BBQ LUNCH YES NO  
PHONE HOME  
PHONE WORK

PHONE MOBILE

EMAIL

Fax this form to 9551 5859 or email [social@htcav.com.au](mailto:social@htcav.com.au)

Further regulations may be issued for this event: WATCH THIS SPACE!



Any old banger will do!

# Targa Britannia...

## And we weren't there!

The Poms put on a Targa event specially for us and no one went - how crap is that? The 2010 running of Tour Britannia from September 7th to 9th was when, as a result of approaches from the HTCAV, the organisers arranged a 'Targa Class'. But when the GFC arrived and confidence slumped, everyone decided this was not the time for a big spending bonanza and we pulled the pin. But true to their word, the team went ahead and put on the show. But there were two lonely modern cars running in 'our' Class - an MX5 and a modern Aston Martin Rally GT, surely not what was intended. Yeah, we kind of let them down. Sorry, people.

What a missed opportunity. The Supp Regs for Tour Britannia say: "Additionally there will be an invitation class for pre 1981 cars running to the Australian Targa regulations and / or for modern GT cars. These cars will run at the end of the field and will not be eligible for overall or class awards, other than that for Class T." Of course the main competition is run to FIA Appendix K which is some way from either Group N or Targa specs.

Describing itself as a 'Race Tour', Tour Britannia is a mixture of Targa style closed road stages on private estates and around stately homes with transport sections to full on races at race circuits. Each year there are new stages and fresh race and stage venues linked by quiet roads with the bulk of the 2010 event in Cheshire and North Wales. It started at Oulton Park with a 20 minute race then via several short road stages to more races at the new circuit at Anglesey. The second day involved a

mixture of rally stages, traditional British hill climbs and a race at Mallory Park. Most of the well known circuits have been used since the first event in 2005 including Silverstone.

The organisation team is nothing short of motorsport royalty - Fred Gallagher won WRC events reading the notes for Toivonen, Waldegård, Vatanen and Kankkunen then became Clerk of the Course for the RAC Rally before many years involvement with the Dakar. Alec Poole won the BTCC for Mini Cooper and had a long career in endurance sportscars before running the Nissan works team. And Graham White is Director of the HSCC, now by far the most important club for historic competition in the UK. (Tattle was a founder member of the HSCC, which evolved in the mid 60's under the leadership of the late Batty Haig, and competed in many early races in the Healey Silverstone).

So it really is a surprise that the entry for such a well conceived event in its fifth year with a brilliant course and impeccably organised was only 21 cars in Competition and 17 cars in Regularity; plus of course the couple of Targa cars. There is a cross section of cars, from aristocratic pre war Talbot team car and WO Bentley 3/8 mixed with Porsche 911's (which win everything) and our kind of cars - Escorts and Mustangs and a sprinkling of Healeys, MG's, Jags and the inevitable specials and eccentrics. There are almost more classes than entrants so most people come away happy. But not the Elan 26R which retired after an 'impact with a tree'. Not the best car for that sort of thing ...

When the brand new Targa High Country has a full house of 229 cars plus a waiting list, when our great historic races are fully subscribed, why is this UK event so poorly supported?

Well, cost could be one reason. The entry fee is an eye watering \$6,800 which buys you both crew members, sporting fees, road books, event plates and

competition numbers, dinners throughout the event with wine, lunch each day and prize-giving ceremony plus service crew. Targa High Country costs \$1550 (Early Bird) which has no food and wine but everything else including your licence. It makes the trip over to the UK for two days of sport into a very big budget item.

On the other hand, competing in Europe at the big historic events is pretty hard for Australians running Group S, Group N or tarmac rally cars because of the cost of conforming to Appendix K and obtaining the necessary log books - licences are not so hard. Because Group N is so similar to limited modified Targa specs - race cars really only need a second seat, Terratrip, intercom, registration and insurance, although disc brakes on the back would help - the Tour Britannia format does open up a path to run at the famous tracks.

With our Club's mix of race and rally competitors, this remains an interesting option for those interested in overseas competition. If anyone's interested in trying again, let me know.

### Round 3: Targa West

Targa West finished on 29th August after 225 competitive kilometres around Perth. It was down to 21 classic entries this year after 27 in 2009, all from WA. As usual, but rather weirdly, all the HTCAV eligible entries are made by Ford. The best, in 12th position overall, was Frank Huber and Wayne Turner in their 1964 Futura Coupe Sprint; this crew rebounded from a very fraught 23rd spot last year. They lead home six others, with last years tenth placed and best HTCAV entry, Lea Welch and Julian Smith in the 1972 Escort, having a poor run to 16th overall this year.

The HTCAV Rally Championship scores from Targa West have not changed the order after two rounds, with the Huber-Turner Ford coming into 27th spot in the Championship standings.

No Eastern HTCAV crews have made the long haul to Perth for some time and this year, six Eastern crews including Kevin Weeks stayed home. It is possible that this is due to the Targa West sanctioning by CAMS, whose rule book is getting further and further away from Targa Tasmania every time a revision is sent out. It seems as if no one is willing to cop the cost and inconvenience of changing the cars nor of having to buy a CAMS licence just for one event. Especially when the AASA licence is



Tour Britannia Camaro





Tour Britannia Race

Pic courtesy Tattle

included in the entry.

**It's Really Happening !**

After months of talk and planning and expectations about Targa High Country, there are now some different looking cars to the usual array of utes and muddy 4WDs moving around the High Country roads. More locals in Mansfield and Jamieson and Tolmie are talking to us about spotting the maroon GT3 (Freestones), FPV Falcon (Battens), Turbo Cayenne (Esplin, Hetherington), Mazda MPS (Team Mazda), dark blue Clubsport (who was that ?) hunting apex on stages such as Barwite, Powers Lookout and Big River. And these recce crews are giving us feedback - 'Mate, it's QUICK!' - 'Mate, it's going to be hard' - 'Amazing - the locals pull over and wave us past with a thumbs up!' - 'Everyone is so friendly' - 'Big River is going to be big test - this'll be an endurance event' - 'I was worried about Murrumbah downhill - but it'll be fine' - 'Eildon is very technical'.

Although the best snow season for many years will see the Buller road charges in place for some weeks yet, the gate staff allow recce crews through free of charge and without chains if you convince them you are a fair dinkum competitor doing recce.

The warnings in previous Tattles about the state of the unsealed section on the Eildon road have come true. With nearly 200 mm of rain in few weeks, the area is sodden but despite this the Shire's road building contractors are out there preparing the road for the magic sealcoat. This 'extreme road building' display is not just for us Targa competitors but responds in part to the time limits for spending the Government money; so yes there will be soft wet gravel instead of sharp rocks to drive on. You recce car will get muddy.

The entry just published shows 229 entrants including those not yet invited, which is a full house. Of these 97 are Classics (up to 1981) and 22 or 10% are eligible for the HTCAV Championship (HTCAV are therefore 22%

of Classic). This is an amazing turn out for a new event, with pretty well all the top crews entered, and the 22 HTCAV eligible crews compare with 23 entered for Targa Tasmania and 26 entered for Targa Wreast Point. There is a notably poor turnout from Tassie including no Kents; and Andrew White in NT and Ashley Yelds in NY are not able to get the Volvo Amazon ready in time.

But the quality is there in spades - six of the Championship Top 10 have entered, including the Battens (Volvo PV544) , Woodward/McCrow (Monaro 350 GT), the Ullrichs (Jensen CV8), Cattlins (Boss) and after a grim Targa Tas, the Freestones are back with the 'early model' Holden which has had a make over including a shorter diff. There are five newcomers to the HTCAV Championship, including the Scott/Jankowiak Hillman Hunter. Since the Mansfield Whitfield road was part of the original London Sydney rally route, this crew will no doubt reminisce about the scene of the sole notable period victory for this sturdy pommie workhorse.

This is only the second 2010 HTCAV Rally Championship event which Paul and Mike Batten have entered so they keep all the points they gain in this event; those entering their third rally will drop their worst score. Any finish score will be

more than the Kents unless a last minute decision from the Devonport Bunker sees them heading north for November. Come on guys, we have to come and learn your bumpy, narrow goat tracks, the least you can do is test your mettle on our well made roads. So it looks like the Battens will stay favourites for the Big Prize to be presented on the HTCAV's Night of Glamour at the Eden Hotel on December 4th.

But the 'Little Red Shoe' will face a big challenge. The THC has many big mountains to climb (and dizzy downhill) not least being the 16 km Mt Buller stage with its 3 steep hairpins, which has to be done twice. Starting outside Sawmill Settlement, this stage has a longer and faster run in than the version used in the Mt Buller Sprint and stops before the climb up from Horse Hill. There are other big uphill, including Skyline (done twice) and Whitfield. The Big Cubes from Chrysler, Ford and the General will test the little Volvo on these stages in the hands of Woodward, Cattlin and Ullrich, experienced and determined drivers in well sorted V8's.

Then there are the dark horses - track stars Andy Clempson and Jervis Ward in Andy's Mustang, who so nearly had a podium at Targa Wreast Point. And Port Macquarie car dealer and motorsport legend Andrew Miedecke in a Perana; after a lifetime in single seaters and at the top level in Australian touring cars, completing 13 Bathurst 1000's in 1999, we will be surprised if car 434 is not 'up there', especially on a track where no one has previous knowledge.

In the absence of the Kents, and with no Classic Adelaide this year, this is the last round in the HTCAV Rally Championship series and so will show who is THE BEST historic touring car crew.

*Brian*



Targa West Ford Sprint

Pic courtesy Tattle

# 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](mailto:members@htcav.com.au)

You can now pay by VISA or Mastercard! Wow!



## Check out the Club Forum @ [htcav.com.au](http://htcav.com.au)

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

## 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 Glenhuntly 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](http://www.booranholden.com.au)  
[www.booraneuro.com.au](http://www.booraneuro.com.au)

[www.cranbourneholden.com.au](http://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
3. Regular updates on the impact Oz Child Unite is having in your community
4. Access to Oz Child Unite website providing business networking opportunities.

Go to [www.ozchild.com.au/unite](http://www.ozchild.com.au/unite)



# [www.booran.com.au](http://www.booran.com.au)

# Thanks to our sponsors



For professional DVDs of the Phillip Island Classic and Winton Historics as well as lots of photos of Group N cars and other Historic vehicles contact Rob Lang on 0412 001 263 or email [roblang747@yahoo.com.au](mailto:roblang747@yahoo.com.au)

For all your photographic and promotional presentations



**James Smith Photography**

m: 0412 564 296 e: [james.smith1@bigpond.com](mailto:james.smith1@bigpond.com)

## Marshall Cass Photography

Mobile: 0418 888 977

Phone: (07) 3341 6392

Fax: (07) 3423 0033

Web: [www.marshallcass.com](http://www.marshallcass.com)

E-Mail: [mcphotos@bigpond.net.au](mailto:mcphotos@bigpond.net.au)

Studio: 38 Dromos Street,  
Eight Mile Plains.

P.O. Box. 4147

Eight Mile Plains, 4113.

Brisbane, Queensland.



**TRACKSIDE  
RACE & RALLY**  
TYRE SERVICE 9761 5557



**Hoosier**  
RACING TIRE

Most sizes available for Gp. N  
& Gp. S. Call now for this  
years requirements.



HOOSIER/STREET TD



TOYO RA-1  
205/60R13  
185/60X13

5.50-15  
5.00-15  
& soon  
4.50-15



VINTAGE TD

2b 161 Canterbury Rd  
Kilsyth (03) 97615557



## Bonny Art

The motor Sport Photography of Damian Petrie



Attending all rounds of the Victorian and NSW state championships.  
See [www.racephotos.com.au](http://www.racephotos.com.au) for samples and check out the economic price list.  
0402 131 771 or 03-9579 4216. [bonnyart@hotmail.com](mailto:bonnyart@hotmail.com)

# DUKES BODY WORKS

Quality Crash Repairs  
With a 3 Year Guarantee.  
Insurance Specialist

RACV Selected Crash Repairer  
GIO Recommended Repairer  
Oven Baked Enamel - Measuring System  
24 Hour Towing

Phone: **Trevor Talbot**

(BH) 5996 7888, Mob. 0418 336 335

# Torquing 'Em Up - Classifieds are free!



## Group A BMW E30 M3

The real deal! CAMS and NZ CofD. Ex '87 JPS Bathurst Car, '88 Brock Richards Mobil. '90 2 litre Tourer. '93 2ltr Bathurst winner. New Slicks and wets on rims. Rims have been pulled apart, crack tested, blackdye-chromated repainted and rebuilt. All suspension pulled down, inspected, crack-tested and rebuilt with new bolts and rose joints. Hubs pulled down and rebuilt. 1st outright 2010 Phillip Island Classic. Rare 6sp Getrag - Prodrive straight-cut dogbox. New FIA Fuel Cell. Original log books tracing full history. Racing weight 1040kg. Ready to go NOW. Can be raced in Sports Sedans as well as Group A racing. \$295,000 Jervis 0409 137 629.

## Ford Capri doors

1 left & 1right, very good condition, \$380neg. for the pair  
Contact Andrew Tickner 0419 557 226



## Group Nc Porsche 2.3 litre

Upgraded from 1971 911E to European Le Mans lightweight 911ST 2.3 litre specification

at great expense by top Sydney Porsche workshop Autohaus Hamilton over nearly 5 years. Around 220 bhp twin plug fuel injected 2.3 litre engine includes all the best internals.

Pinned lightweight crankcase, lightweight Pauter conrods, high comp JE pistons, RSR 906 cams, Carrera 3.2 oil pump, gas flowed cyl heads, etc..... Its the best of everything. just ask me!

All invoices available. \$100,000 ono.

Robert Tweedie 0408 162 762.

<http://www.ibcholdings.com.au/cars/index.html>



## GTHO

For sale, 1970 xw GTHO phase two replica. Huge h/p 351 cleveland, brand new close ratio 31 spline top loader, tilton clutch

and hydro thrust, hurst shifter, gold track diff, all sorted and ready to race, podium finish every time, very low maintainence, bulletproof car (Mafia??). Gotta go as new project ready to start. Ask around then call Michael Miceli 0148 386 727 VIC # 69

## 1964 Studebaker Lark Group 'N' racer



Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares. Bathurst

2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible!

Gordon 0418 270 494 (02)60328190 AH.



## Twin Cam Escort

Genuine CK49 shell 3/72 194hp L block Quaiffe straight cut gearbox Ford Motorsport diff 7inch hotwires extremely well presented group Nc car with CAMS Log Book. Car is ready to race contact David Noakes 0407 928 121

Eastern Creek 1.56 Phillip Island 2.00 Bathurst 1.54 Sandown 1.32 car capable of quicker times



Est 1953, over 40 years experience

**BRAKE & CLUTCH PARTS SUPPLIER  
AND REBUILDER**  
DISTRIBUTOR OF FERODO PRODUCTS

- Full range of disc pads to suit cars, 4x4, cabs, club sport & racing cars
- Also carbon kevlar race pads, new & exchange brake shoes & clutch kits
- Disc & drum fly wheel grinding
- Same day service where possible

- Ex-change re-sleeved brake & clutch cylinders
- Honing & caliper overhauls on hydraulic master & wheel cylinders
- Commerical & industrial bonding
- Ceramic car & truck plates made to order

**10 Webster Road, Dandenong, Ph 9792 2806 Fax 9794 0095**

# Torquing 'Em Up - Classifieds are free!



## 1959 FC- Holden Group Nb "No. 53"

Australia's only FC with a current logbook, which it has had for the past 27yrs. Ready to race. An immaculate well-sorted car with a Zinner gearbox. A rare model, it is sure to appreciate in value strongly. Reluctant sale. POA. Contact Brendan for more info BH: 03 5996 5040 AH: 03 5998 3787.



## Ford Escort Mk1 RS2000

Body Work,  
Welded seams  
Steel roll cage  
(welded)  
Sound deadening  
removed, Forest  
wheel arches,

New boot floor fitted, Fuel tank filler hole removed, Reverse lights removed, Engine 2L Pinto, All internals lightened, balanced and nitrided crank, Lightened and balanced flywheel, Big valve head, 520X camshaft, vernier cam gear, Flat top pistons Std bore, ARP stud kit for bottom end, Schorcher electronic ignition, Twin 45 Weber's, Twin throttle cable set up, Winged and baffled engine sump, Block has been decked for compression, Premium Unleaded fuel, Gapless piston rings 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, Too much more to mention.....

matt.hunter@vantageautomotive.com  
Tel No (02) 8014 4236  
Mobile No 0401 804275



## 1968 Mustang Grp Nc

Built from sand-blasted straight shell. 2 pack blue paint inside and out. Welded in Race-Tec tubing certified cage. Good seat with matching passenger seat. 302 mexican block.

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.

## For Sale

1974 F350 Ford ramp deck transporter.full lockers and cupboards. Electric winch, tyre rack (8 rims),160 litre fuel tank, alloy rims with good tyres. 351 cleveland, manual, power steering, white paint, very reliable, will fit mustang /camaro size cars. \$18000 ono

Phone STEVE BYE 0417 112519

## For Sale

302 Mexican block with spare steel caps. \$1400  
Phone STEVE BYE 0417 112519

## 48IDA Weber carburetors

New. 3 of with air cleaners \$2400 will not separate Ring: Lawrie Nelson 03 9710 1091 or 0412 182 848

## Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 5977 8771 or 0408548133.

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

# Firth sallies Forth



without his knowledge on an XR GT race car...

“True” says Harry, “because we used to do thousands of miles in them before the race”. At least four sets of 500 miles for the early Armstrong and Bathurst 500s, he said, citing the practice with the Singer Gazelle for the Rootes Group, the Triumph Herald for the Standard Motor Company (only Harry could get one to last 500 miles...) and the Ford Falcon for

head,” he told me, “shun elaboration!” The same goes for driving on the track, treat it like a business was his advice – “when in doubt – back off. When your radar says problems, it’s no deal.”

Harry reserved withering scorn for the “gunnas and should’ve wons” and those who write 30 years later about how they cheated in their day. “I was CAMS Chief Scrutineer for three years,” he said, “I’d catch them, then CAMS would exclude them for a suitable period that finished a couple of days before the next event, so I left for historic racing.”

Any other secrets Harry? “There’s an old saying: ‘win a race to win a heart’. The ultimate was being a Bathurst winner on his way to the presentation dias being dragged into a caravan for a post race service.”

What? A lube and oil change? A spanner check on loose nuts? Heavens forbid! In those days? Groupies hadn’t been invented then, had they? Gosh, they’re probably somebody’s grandmas now – maybe... Nanna, did you ever go to motor races when you were younger? You did! Eeeewwww!

Wow – the old Fox, eh...

Many thanks to Harry for getting in contact and sharing a bit of history, especially the naughty bits.

Memo to self – must drive faster.

**RalphE!**

## Proof that at least someone has read Mat Jager’s column at least once!

When the phone rang I could hardly believe my ears (other can’t believe my nose...).

The great Harry Firth was on the line, spurred on by something that he’d read in Mat Jager’s CarMa Report.

That the interest of a legend was piqued by something that Mat had written sent me briefly into a fit of jealousy, hmmm, I thought, perhaps I had better read the bugger’s witterings as well one day, sort of the good editor thing to do I suppose...

Mat had written that Harry Firth, the Silver Fox, legendary gun driver, superb tactician and team manager, Holden and Ford tuning guru, discoverer of P. Brock etc., could detect a minor adjustment of one or two thousandths of an inch made

FoMoCo that he drove to victory with Bob Jane.

You had to be fit in those days for the enduros, he went on to say, as the physical requirements were the opposite from “just turning and corner driving”. The “wheels” had to come first, before family and mortgage and a close second to the business that allowed you to go motor racing in the first place.

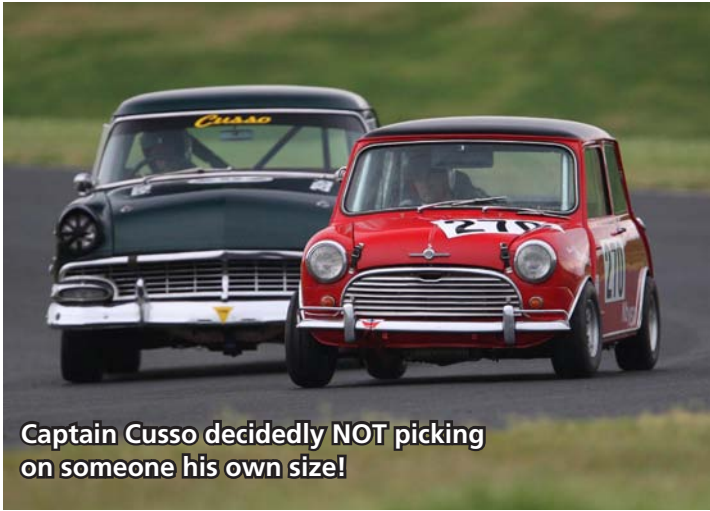
It was the ultimate experience, he said, to purchase or design a car, prepare it, co-drive it and stand on the dias as he did in 1963 and 67, spraying champagne on the crew below. Winning as Team Manager was just as big a thrill.

It all came down to preparation, putting in the hours, and looking for the simplest, cheapest way to fix a problem. “Listen to the computer inside your

<h2 style="text-align: center;">GRAPHTEXT SIGNS</h2> <p style="text-align: center;">VINYL SIGNAGE &amp; STICKERS</p> <p style="text-align: center;"><b>Signs and Computer Services</b></p>		
<h3>Computer Services</h3> <ul style="list-style-type: none"> <li>• Back to basics PC tuition &amp; assistance.</li> <li>• PC setup &amp; installation.</li> <li>• MYOB &amp; Quickbooks setup.</li> <li>• All general PC help.</li> <li>• Web site design &amp; maintenance.</li> <li>• Internet &amp; email setup.</li> </ul>	<h3>Sign Services</h3> <ul style="list-style-type: none"> <li>• Vinyl lettering.</li> <li>• Magnetic signs.</li> <li>• Car, truck &amp; boat signs.</li> <li>• Banners.</li> <li>• “A” boards.</li> <li>• Logo design.</li> <li>• Safety signs.</li> <li>• Displays.</li> <li>• Window signs.</li> <li>• Layout &amp; design.</li> </ul>	<h3>Digital Printing</h3> <ul style="list-style-type: none"> <li>• Gerber Edge thermal printing service.</li> <li>• Vinyl decals &amp; stickers.</li> <li>• Fridge magnets &amp; magnetics.</li> <li>• Promotional Product labels.</li> <li>• Contour cutting.</li> <li>• Full colour printing.</li> <li>• Many material types &amp; colours.</li> <li>• Clear background window stickers.</li> <li>• Business identification stickers.</li> <li>• No minimum number.</li> </ul>
<p><b>Contact : Lindsay Cripps</b> 3 Dunvegan Cres. Dandenong 3175</p>	<p><b>Phone : (03) 9792-3020</b> <b>Fax : (03) 9792-3060</b> <b>Mobile : 0407 802 815</b></p>	<p><b>Email : lindsay@graphtextsigns.com.au</b> <b>Web : www.graphtextsigns.com.au</b></p>

# More muscle....

All pics James Smith



Captain Cusso decidedly NOT picking on someone his own size!



Max Ulrich found plenty to be negative about...



Justin Brown getting held up by a Camaro!



Hibbo's Pink Bits are all wet. Ooh Err!!!



Falcon: Latin for, 'Opposite Lock'.



Once he popped, he couldn't stop!  
Ian Pringle in action.

**Great NEW  
Club Apparel  
available from  
Coxy! NOW!**

**SMCKA** 

**PERFORMANCE**  
*funny name-serious parts*

PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS  
[WWW.SMCKAPERFORMANCE.COM.AU](http://WWW.SMCKAPERFORMANCE.COM.AU)



**Essendon Tyrepower** opened in March 2004. After 6 years of working & growing we have now moved to **392 Keilor Rd. in NIDDRIE (Only 2kms from the old store).**  
The new premises have the best of everything we need, to give the service you deserve!

**Here's what we'll do for your race and rally cars:**

**KUMHO, TOYO, BRIDGESTONE, DUNLOP & ADVAN** Race tyres supply & fitting.

Race car **WHEEL ALIGNMENT** & set up (The **BEST** around).

Race car **PREPARATION, MODIFICATION, REPAIRS & TUNING.**

In car **TWIN CAMERA HD DVD** recording with data logging (Day or Weekend hire avail.)

**Here's what we'll do for your road cars and trailers:**

Full mechanical servicing for your Tow car, your daily driver, 4WD or company Fleet car.

The best selection of tyres and wheel alignments to suit your day-to-day driving needs.  
Trailer repairs, rejuvenation, modifications, servicing and preparation.



So get the job done right by calling your Club mates Russell, Paul or Ricky  
@ **Essendon Tyrepower** Tel: **9379 2616** Mob: **(0419) 527 188 A/H**  
Or e-mail us at [essendontvrepower@bianpond.com](mailto:essendontvrepower@bianpond.com)



**WELD AWAY ENGINEERING PTY. LTD.**  
(Used & **RECOMMENDED** by **Essendon Tyrepower**)

**Corey Rogers (HTCAV member)** is "Weld Away". Corey is a highly certificated Welder of **ANY** material: Alloy, Stainless, Cr-Mo, Steel etc. with experience in many fields of sheet metal work, component design & fabrication, boiler-making & general engineering.

Corey is willing & able to assist with all aspects in the engineering field and the end result will always meet expectations. **"Many club members already race on Weld Away products!"** So for all your metal needs don't hesitate to call Corey on **0401-191-626**