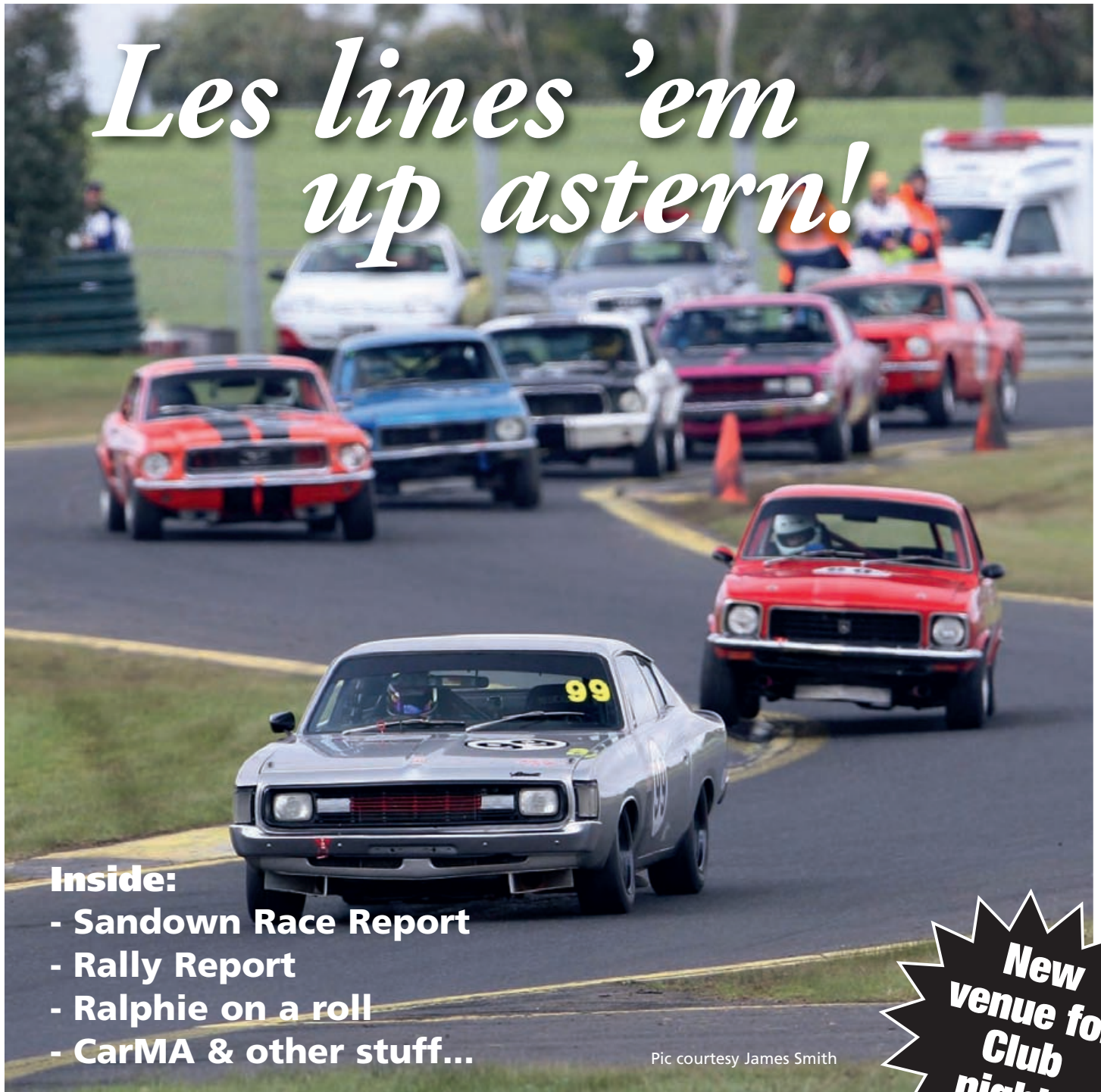


HISTORIC TOURING TORQUE

August 2010

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

*Les lines 'em
up astern!*



Inside:

- Sandown Race Report
- Rally Report
- Ralphie on a roll
- CarMA & other stuff...

Pic courtesy James Smith

**New
venue for
Club
nights**


Historic Touring Car
Association of Victoria

Next - Annual General Meeting
8pm Wed 25 August 2010
Upstairs at the Rising Sun Hotel
Cnr Raglan St & Eastern Rd, Sth Melbourne

Torquing Heads 2010/2011

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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

Don't Forget The Club Discounts!

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See page 18 for full details!!



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From the President



Gee, it seems as though this has come around quick this month – er wait a minute, it has! OK so this means this may be the quickest Pres report for a while – phew! Better to get it out of the way while the editor and VP have full use of their extremities prior to spending some time in the snow – half your luck boys!

Historic Sandown

Talking to Eddie Dobbs about this one I'm confident that this year will be the best yet, with plenty of enthusiasm coming from the organizing committee this year. It is after all our 50th anniversary of the Touring Car Championship here in Australia. We need to assist in getting plenty of suitable period vehicles to display at the event for an awesome avenue of cars from the early days when the history of this fabulous period was commenced. If you're not running you may elect to help out by putting your car on display for the weekend. I also need HTCAV members to help out on that weekend with many jobs involved in this display. If you can assist even for a short time it will be great – give me a call and let me know what days and what time you can spare – much appreciated!

2010 Awards Night (yes it's yet another repeat but it's important!)

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...

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.

Memberships

Our growth target for the year is getting so close now! I wonder who will be the lucky new member or re-signing member to be the special 'target' number member – hmm? We are very, very close indeed and still plenty of the year left – fantastic effort by all members, thank you.

Sandown State Round

What a great weekend of local racing had by all who attended. Some old favorites making a comeback like Brian Deveson in the well known blue Cortina. Brian has a reputation as being a hard nut competitor and deservedly so! He is one of the very few drivers who even in that small car demands absolute respect on the track – he's a great racer to watch and he had a solid weekend – welcome back mate. Also back in the fray was my garage mate Michael Bugelly in the sexy Trans Am Mustang. He had a good weekend and even shouted his steed a new set of boots – things must be looking up in the economic markets – that's all I can say

about that one! The cream rose to the top of course with our club champ Nick Cascone putting on a polished performance all weekend – class, pure class! Rod Hotchkin put the Falcon GT on the podium for the first time – a sign of bigger things to come I reckon. This bloke is up and about and I reckon this is the first of many such efforts – great stuff!

Mick Hibbert and Les Walmsley punched it out in their class with both guys having good weekends in the finish. Andy Williams and Gary Edwards ran hot all weekend also pleasing the general's disciples. My old mate Ralphie even put the 'B' car on row three in his first qualifying back after his aerobatics at Winton – what a pro!

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 replied as yet but I'll keep you posted. This decision was based upon sound reasoning involving safety aspects as well as competitor wishes. It may have been quaint and a thing of convention but at the end of the day our competitors safety and wishes will take precedence.

Tyres And Roll Cages!

The recent general meeting discussions regarding tyres and roll cages have done exactly what they were intended to do! I wanted to make sure that all members thought a bit more about these vital issues and that's exactly what is happening. There will be more discussion in the coming months which will benefit all of us. Of course there is a bit of concern from some members about where all this is heading, but if you come to the meetings then you will of course know exactly what is going on in this regard. It is for this reason I urge as many as possible to attend the general meetings to make these discussions truly representative of the member's needs and feelings on the subjects.

Good luck to all competing at the Winton long track – I'll be there to cheer you on!

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

Yours in racing

Deano

Editoro



This year we've had magazines fat and thin, now we have magazine early, courtesy of the editorial team swapping tyres for things on their feet and doing a bit of schussing down the slopes at Mt Buller. However we'll have time to call in at the VHRR's Historic Festival of Speed on Sunday - we wish the VHRR all the very best for this inaugural meeting and hope the weather stays half OK - but it can snow all it likes Sunday night, thanks.

Joining Jervis and myself upon the Mount will be Bob Cracknell and with Brian and Linda Dermott making the day trip from Mansfield it'll be a proper HTC natterthon, we certainly won't run out of conversation topics on the lifts. Crackers is debuting his Tiga Sports 2000 (no, it's not pronounced "Teega", it's supposed to be "Tiger" according to Tim Schenken, the "Ti" part of Tiga with Howden Ganley) at the VHRR meet. These are terrific sportscar prototypes with a 2-litre Ford Pinto motor, so they're essentially Formula Ford 2000s with full aerodynamic bodies...

Oops, back to tin tops. The State round last month was a good meeting and it was good to see tight racing among the leaders. Les Walmsley had the dry races under control while Andrew Williams did his usual fantastic wet drive to win Saturday and take thirds on Sunday. His mate had smacked it into the wall on Friday so there was a bit of blue race tape to be seen...and a hidden

red face, I'd reckon.

Personally, it was an interesting experience to "get back on the horse". Overall it didn't really faze me, however I wasn't terribly keen to commit 100% to the corners for some reason. Running the silver car was only a shake down for the Targa High Country and there was no point in using up brake pads, tyres or engine, except just a little bit when Luxy was having a charge. It was great fun to see him rushing up behind me and I thought at the time the "Fast Johnny" sobriquet was right on the money!

One of the most pleasing things about the meeting was having a race report turned in by Graham Slater. It's good to see him back on the job and from what I hear from reports of the July general meeting, still feisty and firing - albeit in several directions at once.

And le grand patron photographique, Jamie Smith has favoured us with a disc of excellent shots, some of which we are proud to reproduce here. Check his ad on how to contact him for your glossy pic or hires download.

Speaking of photographers the Club was contacted by Patrick Kukla from South Australia who covers for Octane magazine in the UK. He was at Historic Winton in May and managed to get a series of long lens shots of my infamous rollover plus some other shots which he has kindly allowed us to use here.

Kind words, as usual, for the words of Mat Jager and Brian Dermott in their articles - and special plea for entries for the Grand HTCAV Club Rally.

After the success of the inaugural rally last year, it's on again on October 17 and I can thoroughly recommend the fun of pitting your brains against the sneaky Michael Hibbert whose clues to answers you have to find can lead to some startling results...Don't miss it and bring a club reg or interesting car on the day!

As you may know, Michael H, Michael Miceli, Andrew Williams and Robbie Southouse are all ex- Holden HQ drivers. Rob has decided to be more Humpy Holdenised and so is selling his two HQ racers, with a novel marketing method.

He'll lend the two cars to be run by El Presidente Bryant and El Presidente Vice Ward in the HQ race at Island Magic - gotta be there to see that! If nothing else it'll spur the ever shrinking Pres ever on so that Squawkington Parrot Esq gets no bragging rights.

See you at the August Club meeting at the Riser...

RalphE



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Sandown Wet 'n Dry

With the season now about half way through and a whole bunch of points still up for grabs the prediction of some close racing amongst all the classes was spot on the mark. Throw in a typical Winter Sandown wet-and-dry weather mix into the equation and the recipe for some "hot racing", is on the boil!

Qualifying: Damp and Dangerous.

With the Andrew Williams Torana looking very second-hand after a nasty off track excursion during Friday's free practice day, for those who had the choice of tyres for the final damp qualifying session would be critical.

Bill Trengrove's Nb Ford Mustang, Michael Hibbert (Charger E49), Fraser Ross in the ex Drew Marget Mustang and Les Walmsley in the rapid ex- Rob Braune E49 would just manage enough traction to occupy the first two rows of the grid from Club champ Nick Cascone (Cortina) and Chris Ralph



Hot Chicken, hot castor

Pic courtesy James Smith

who had brought the road rally/ race BMW 2002 to fill the void left by the race car he had unfortunately written off at Winton Historic (not a bad effort)!

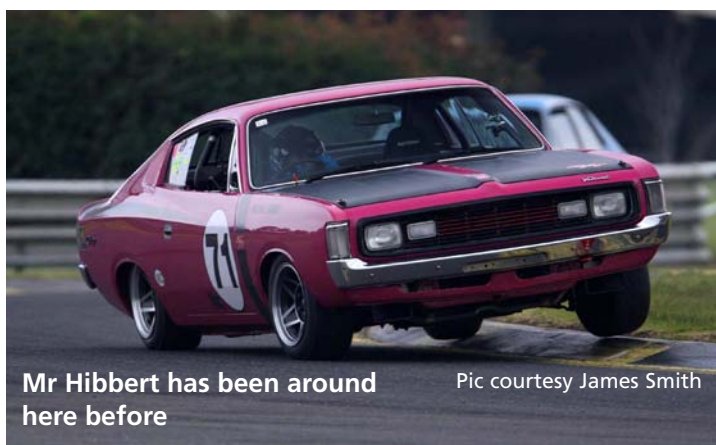
Leo Tobin in the now absolutely immaculate re-paneled & repainted ex-Darren Pearce Mustang, Rod Hotchkin's XYGT Falcon, Andrew Williams' XU1 and Brian Deveson's Cortina GT closed out the top ten.

Race 1: Williams Water Jet

As the weather looked uglier by the minute those who didn't have

the Dunlop D84 road tyre option were wearing the longest faces on the grid. Bill Trengrove nearly missed the start and pole when a casual trip to the rest room caught Bill out. A hurried jump into the driving suit and the red Mustang and an even redder faced driver only just made the cut.

Mike Hibbert made a brilliant start on the wet surface, as did Andrew Williams who slotted into second from row five. Trengrove was hanging on in third spot. Rod Hotchkin had also started well to hold fourth place from Les Walmsley, who was struggling for grip in fifth place, from Nick Cascone (Cortina), and a revitalized Chris Ralph in seventh. The Mustangs of Leo Tobin, Fraser Ross were close in eighth and ninth respectively. After a disastrous qualifier Gary Edwards (Torana), had blasted through from last place on the grid to take tenth place by the end of lap one. Geoff Taylor (Mustang) Mike Bugelly (Mustang) and Brad Westaway (Charger) led the next group from Brian Deveson (Cortina), Glenn Miles (Charger), "Fast" Johnny Luxmoore, Mike Stupka (Imp) and a very lucky Paul Dobson (XTGT Falcon), who with traction at a premium, had rotated onto the main straight barely missing the Armco giving Mick Stupka an anally



Mr Hibbert has been around here before

Pic courtesy James Smith

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Great 289 pose!

Pic courtesy James Smith



After just missing the wall in the wet Paul Dobson's Falcon pooped itself in fear.

Pic courtesy James Smith

tricky moment he was lucky to escape!!

Hibbert was struggling to keep Williams at bay, the bruised but still very fast XU1 pressing home the tenuous but superior grip of the Torana and moving into the lead by mid race.

Les Walmsley had dropped back to seventh place, the silver Charger still bereft of traction, eventually succumbing first to Cascone then Edwards who pushed the red Torana past the Cortina driver to hold fourth place until the finish. An elated Rod Hotchkin took third and his well earned first podium, behind Mike Hibbert in second place. The hard, well-deserved (in the prevailing conditions) win going to Andrew Williams.

Rumor had it there would be several people going home that night to bring back their wets for the following day's races.

Results:

1st. Andrew Williams. (Torana GTR-XU1), 12.47.12. (1.33.38), 2nd. Michael Hibbert. (Charger E49), 12.50.65. (1.33.69), 3rd. Rodney Hotchkin. (Ford

XY GTHO), 13.09.64. (1.34.21). Fastest Lap: Gary Edwards. (Torana GTR-XU1). (1.32.21).

Race 2: Hey Charger

With all the anticipated stress of another wet race day, Sunday dawned dull, cool, but above all, dry.

Gary Edwards made a brilliant start in the XU-1, as did Michael Hibbert in the Charger. Andy Williams just held second place and now was facing a full-on challenge from both Edwards and the Charger of Les Walmsley, the ex-Braune Mopar not restricted by the limited grip it suffered during the previous day's wet race.

Rod Hotchkin's XYGT led the next fiery battle group consisting of the Mustangs of Geoff Taylor, Mike Bugelly and Leo Tobin and Fraser Ross.

Glenn Miles was

just outside the top ten followed by Nick Cascone, Paul Dobson's XTGT Falcon, Steve Pillekers who had raced home on Saturday and with the help of father Jon had rebuilt the Torana's clutch operating assembly, Brad Westaway (Charger), then came Chris Ralph, the GT Cortinas of Brian Deveson and John Luxmoore with Bill Trengrove and Mick Stupka rounding out the field at the end of the first lap dash.

Walmsley began to assert the E49's power edge over the Toranas of first, Gary Edwards, then by mid race the Williams XU-1 also succumbed to the silver E49. Les then set about wearing down Michael Hibbert's immaculate Magenta Charger and with two laps to go Les took a narrow lead.

Both Williams and Edwards hadn't given up, both dropping into the mid 1.24s on the second last lap. Gary Edwards achieved a personal best with a 1.24.44. Les Walmsley went on to win from Michael Hibbert with Andrew Williams in third just ahead of a fast finishing Gary Edwards.

The mighty Mustang battle was initially resolved with Geoff Taylor getting the edge, over Leo Tobin, Fraser Ross and



Glenn Miles and Rod Hotchkin had lots of fun together

Pic courtesy James Smith

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Not Robbo and Ralphy. Luxy and Devo.

Pic courtesy James Smith



Pic courtesy James Smith

No negative for the Ralphy rally car, including camber....

Mike Bugelly. A last lap surge saw Fraser Ross win the drag to the line, from Taylor, Tobin and Bugelly with Bill Trengrove's Group Nb Mustang finally getting up to round out one of the best dices in the race.

Rod Hotchkin wasn't able to repeat his great performance from the previous day but clearly led home the Charger of Glenn Miles, further back was Paul Dobson then came Stephen Pillekers and Brad Westaway. Nick Cascone was the first of the under 2 litre cars from Chris Ralph, John Luxmoore Brain Deveson and Mick Stupka's ever reliable Hillman Imp.

With the first four place getters all within a few tenths on lap times an action packed final was guaranteed.

Results:

1st. Les Walmsley. (Valiant Charger), 8:36.40. (1:23.54*), 2nd. Michael Hibbert. (Valiant R/T Charger), 8:37.37, 3rd. Andrew Williams. (Torana GTR-XU1), 8:38.72. (1:24.55). * Fastest Lap. Les Walmsley. (Valiant Charger), 1:23.54.

Race 3: Walmsley Wins a Thriller

With weather conditions now not an issue it was back to the old Sandown formula of cubes versus handling.

Leo Tobin had discovered a crack in the sump of the rapid ex-Pearce Mustang. Some very careful welding was the order of the day, in an attempt to ensure Leo could at least make the grid for what was going to be a "cracking" point score ten

lapper.

Gary Edwards and Leo Tobin both made a brilliant starts, jumping in behind the Walmsley Charger, with Andrew Williams, Fraser Ross and Michael Hibbert. Bill Trengrove's Nb Mustang just had the edge over the Mustangs of Geoff Taylor and Mike Bugelly, the entertaining on-going pony car battles a welcome carry-over from the previous race.

Glenn Miles' Charger had moved in to the top ten, followed by Rod Hotchkin, Steven Pillekers' XU-1, Brad Westaway and John Alesi's HQ GTS350 Monaro. Nick Cascone's Cortina was again first of the four cylinder cars leading the Cortina GTs of Deveson and Luxmoore.



Leo Tobin's Mustang in resplendent new livery.

Pic courtesy James Smith



Do little cars get scared?

Pic courtesy James Smith



Reckon they were trying?

Pic courtesy James Smith

By mid race it was clear that the combination of experience and a strong engine would be hard to upstage, as Les Walmsley resisted all comers. The temporary repair on Tobin's sump finally called it quits and with three laps to go a reluctant Leo pulled the Mustang into the pits before it deposited a sump load of oil onto the track.

Fraser Ross now had a clear second

place, while Andrew Williams had moved ahead of Gary Edwards to take over third spot.

The Wangaratta-based Torana driver hadn't given up however and produced a creditable personal best lap of 1:24.16. Williams wasn't about to surrender his third place, and as the race drew to an exciting nose-to-tail finish it was Les Walmsley in his second win for the day,

by a little over a tenth of a second from Fraser Ross, with Andrew Williams five seconds back in third, less than a second clear of Gary Edwards.

Michael Hibbert was next followed by Bill Trengrove, Mike Bugelly and Geoff Taylor. Rod Hotchkin and Glenn Miles closed out the top ten, followed by Nick Cascone, Brian Deveson, John Luxmoore, and Mick Stupka.



Buges is back!.

Pic courtesy James Smith



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Despite a few dramas, Gary Edwards was on top of it

Pic courtesy James Smith

Results:

1st. Les Walmsley. (Valiant Charger), 14:14.04. (1:23.04*), 2nd. Fraser Ross. (Ford Mustang), 14:20.17. (1:23.59), 3rd. Andrew Williams. (Torana LJXU-1), 14:20.09. (1.23.89). * Fastest Lap. Les Walmsley. (Valiant Charger), 1.23.04.

Summary: What! What! What!

What a great race meeting. What about the great dices. What about the energy and excitement our category generated to entertain the spectators.

Sure we were a little down on numbers, twenty entries and around eighteen starters per event but the absolute closeness with clean tight competition proved we can do it without the crash and bang unfortunately present in a couple of other categories.

The Toranas pressing the torque of the Chargers and the classic battle of the Mustangs and GT Falcons for a moment I thought I had slipped through a time warp and was back in the early seventies - Great Stuff!

The conduct of the meeting was once a gain a credit to Colin and Gale Smith and the Australian Sports Sedan Association members who helped the meeting to run so well.

The next meeting is of course at Winton (August 28-29) under the stewardship of the AASA and if it's as good as last year we're in for another spectacular event.

Graham Slater.



Pic courtesy James Smith

Les Walmsley was as immaculate as his new trailer.



Sorry, Bill. We just had ro run this shot..

Pic courtesy James Smith



Pic courtesy James Smith

Wet winner Andrew Williams took dry thirds, despite his mate biffing it on Friday.



Pic courtesy James Smith

John Alesi rolled up for the last race

'Andy 'Ints

Amazing De-Gunk Treatment

Preparing a shell or wanting to get rid of sound deadening and anti-NVH stuff? Depressed at the thought of days chipping away? Answer: dry ice. Get an esky filled with pellets of dry ice (Supagas in Dandenong, for example) and, wearing gloves of course, pour some over the sound deadener. Make a cup of tea. Sip tea quietly while listening to clicking, cracking, fizzing etc. When ice has evaporated a few minutes later, lever up sound deadening to find clean metal. Bingo! Yes, you'll still have to muck around a bit in the crevices, but this method can save you days, I'm reliably informed. For the back of the rear seat area, make a plank with some wood and pile the pellets on top...

Diesels in the snow

Amazing tales one hears about skiers returning to their alpine car parks

and finding their SUVs are not going anywhere. In really cold weather diesel can solidify and the fuel system fill with a gelatinous substance that takes much time and money to clean out. Answer: fill or generously top up with Alpine Diesel from one of the towns in the area before you go up to your mountain. It won't freeze on you – but you'll notice a performance drop at lower altitudes until you can fill up with the regular stuff again. It has to be a really cold snap for diesel-into-goo, but you can never tell when that might happen...

Clever HTCAV headwear

It's cold, you're outside. You have an equal need to keep ears warm and keep either rain or bright winter sun out of eyes. Which HTCAV head gear – beanie or cap? (Or both and look like a real wally.) Answer: beanie, but by cleverly flipping the club logo forward so it's sort

of horizontal it'll give you enough of a peak to do both jobs. Amazing! But you might - just might - still look like a bit of a wally...

Get up, stand up...

Got a sore back? You'll notice it most getting out of a chair or up from the couch. Human beings want to look at their feet then push on them to a sort of half upright position then sort out the upper body from there – that's when you'll groan. Standing up this way bends the back forwards and increases the discomfort. Answer: look up as you get up. You'll "fall upwards", your back will stay straighter and it won't hurt as much. (You can also imagine unseen hands gently lifting your head upwards, for an even better result.) If this sort of stuff intrigues you, google or read about the Alexander Technique...

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

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TEAM NAME

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NUMBER OF PEOPLE

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Also check out www.gippslandcarclub.com.au for more information about the venue.

Important election notice!

Julia Gillard met with the Queen in England. She asked her, "Your Majesty, how do you run such an efficient government? Are there any tips you can give to me?"

"Well," said the Queen, "the most important thing is to surround yourself with intelligent people."

Julia frowned, and then asked, "But how do I know the people around me are really intelligent?"

The Queen took a sip of tea. "Oh, that's easy; you just ask them to answer an intelligent riddle."

The Queen pushed a button on her intercom. "Please send David Cameron in here, would you?"

David Cameron walked into the room and

said, "Yes, Your Majesty?"

The Queen smiled and said, "Answer me this please, David, your mother and father have a child. It is not your brother and it is not your sister. Who is it?"

Without pausing for a moment, David Cameron answered, "That would be me."

"Yes! Very good," said the Queen.

Julia went back home to Australia and asked Wayne Swan, her Deputy Prime Minister the same question. "Wayne, answer this for me. Your mother and your father have a child. It's not your brother and it's not your sister. Who is it?"

"I'm not sure," said Wayne. "Let me get back to you on that one."

He went to his advisors and asked every

one, but none could give him an answer. Finally, he ended up in the men's room and recognized Tony Abbott's shoes in the next stall.

Wayne asked, "Tony, can you answer this for me? Your mother and Father have a child and it's not your brother or your sister. Who is it?"

Tony yelled back, "That's easy, it's me!"

Wayne smiled, and said, "Thanks!" Then, he went back to speak with Julia.

"Say, I did some research and I have the answer to that riddle. It's Tony Abbott"

Julia got up, stomped over to Swan, and angrily yelled into his face, "No, You idiot! It's the English Prime Minister, David Cameron!"



General Meeting Minutes

July 28, 2010

Held at The New Place That We Go To Now, South Melbourne

Meeting Opened:
Eventually (i.e. 20:21).

Apologies

Dropped from the side were Cox G., Holloway J., Cruze P., Brown J., Brewsters T. & B., Dobbs E., Bendell J., Lambert M., Zinner K., and several others that sadly fell unacknowledged. Wonder we managed to field a team at all, then.

Gussed

The good lady Holloway (Janice, if one is familiar), and some fellow known as 'Porous' who was alleged to be guilty of something. Possibly the overly-easy passage of fluid.

New Members:

Hopefully not Country Members. Now, we're just taking a stab at this, mind, but the newest fellows to the fold were Al McAlvie (purchased the pristine Tobin Torana), and Barry Lyons, last seen adding ballast to an XY Falcon.

Minutes

Not sure we squeezed this bit in on the night, but we can rest assured that there were some from the last dig, and most illuminating they must have been.

El Presidente

Deano cast his net of praise and rejoicing both far and wide, welcoming back to the party such luminaries as the unsinkable Graham Slater, and the irrepressible J. Brash, Esq. (Of course, Brashy didn't notice because the cheeky bastard spent the evening chatting up my wife. He even refused to submit to the customary hand checks.)

Pete Sneddon was thanked for returning the votes to get everybody back in at yon elections. Of course there was no vote; an intrigued ranga PM was rumoured to be seeking his services for August.

The Awards Night got a right spruiking, and was expected to be Dazza Eastlake HUUUUUUUUGE.

Deano reckoned that the recent Sandown State round went at least most of the way orf. Most competitors were clearly cheating, as there were relatively few retirements – with the notable exception of Dobbo's Falcon which had been winged. There were also a healthy number of coves that gave it a crack, bearing out the veracity of the decision

to not have too many race meetings in a year, what.

The club's position on support of and for club rego was clarified, to the accompaniment of interesting discussion. Michael Holloway provided valuable advice that might just keep one out of pokey.

The alternative grid splits from Historic Warwick (or Hozza Wazza to his mates) were discussed.

Pointscore

Stuff happens and continues to do so. Deano pointed out who got points. Bill Trengrove was alleged to have gone to the dunny at Sandown, and apparently took ages – they say that tarmac is a real bugger to dig through.

President O'Vice

Jerv was talking about setting up an online store, from which funds might be easier to embezzle – he's got a Group A car to support now, after all. Facilitation of same expected to be aided by the EFTPOS machine that had now arrived.

AHTCA

Mat had nothing of value to add. If you'd ever read his Facebook posts, you wouldn't be at all surprised.

Treasury Dept.

David sang out numbers that sounded more impressive than a winning bingo card. Best. Treasurer. Ever.

Treasurer's report decently proposed by F.J. Luxmoore, seconded by The Inspector. The ayes have it.

President's Report II: Electric Boogaloo. (This time, it's for stuff he forgot about before)

Deano noted that the proposed Hysterical parade at Sandown would now be a static one. Any members in possession of van der Graaf generators were asked to assist.

Historic Commission

Nowt new to report at this juncture. (I think a 'juncture' is like when your tyre goes flat at a T-intersection.)

Competition

Rusty reckoned Sandown went roily good. Various and several backs glowed to the application of vigorous patting. Good on youse, fanks fer cumman. (Love youse all, end em eh.)

Entries would be sent out soon for the last round of the VSCRC; one of the last chances to knock off your rivals – not

literally, of course.

Membership

We're positively awash with awesome folks at present, to the tune of 215 real ones, and 18 who aren't quite there yet. Good work to us!

Sociability

Michael reported that the (non-competitive rally competition that wasn't a race yet would inevitably be treated as such because we don't know anyone that's quite that gung ho, do we?) would be held on or around the 17th of October. Start tuning the Wolseley now!

Magazine

Ralphy reckoned it was the grouse. Special mention to Brashy looking very rock in his pic, found within said publication. Still didn't notice; still trying to crack onto The Boss.

Eligibility / State Council (yes it's called that again, thankfully)

There was a SC meeting soon, and Twiggy wanted to deputise someone. Lots of shuffling, no volunteers. Seems nobody's into posses anymore. (No, posse.) It was also made perfectly clear that the use of electronic aids (ooh err!) was banned AT ANY TIME during a race meeting.

Despite Jerv's best efforts, there was precious little talk of tyres.

The General's Business, into which we snout

It was reported that Ken Zinner's website was currently not working. Perhaps the password had been hacked. Graham Slater spoke passionately and at length about roll cages, safety devices, and tyres. There was extensive discussion over this from most present (except for Brashy; bending The Boss' ear still), with some clarifications offered by Twiggy and Rusty on some points.

Someone else said something about tyres, and then to general confusion, Andy Clempson told us that he likes his hands.

Sned mentioned a smelly helmet, which finally got the attention of The Brashmeister, who probably thought he was being rude.

Graham Slater thanked everyone for supporting him during his endurance event, which was currently enjoying a brief pitstop.

Meeting Closed

At an amazingly early 21:39. Good on youse all!

Roll of a roll

Pics courtesy Patrick Kukla





Launch one, lose one.

Launch one - Targa High Country

It was a freezing cold day last Wednesday 4 August but despite the frigid weather there were four cheerful, noisy, brightly coloured local rally cars lined up in front of the old Mansfield Station to show the official party of Pollies (the local State MP but no Minister) and Shire Councillors including the Mayor, what to expect from a Targa Rally. The bright green Tattle Torana XU1 was there - having been let out of hospital for the day in the middle of a big operation for a new front end - plus two Big Healeys and a Hyundai from the State Rally Championship.

The other reason to celebrate was the opening of the Mansfield to Yea 'Rail Trail', so in addition to the rally cars there were plenty of shivering bikers. Although the bikers got to whizz off along the new track, we did not get to do a Targa start up the High Street. That pleasure will have to wait for November.

The launch ceremony explained how all of us competitors can be relied on to spend lots of money, not just on the event but on something which the local officials called 'pre-visits'. After all the speeches I sidled up to the politicians and tried to explain that these visits were not glorified piss ups but hard work with pace notes to 'recce' the stages - but to people who spend a lot of their lives teaching that 'speeding' is evil, the whole idea of 'rally driving' is a bit foreign. They prefer to think of it as touring around in nice old cars enjoying the pretty scenery. There might need to be some PR done by

Octagon here.

The new CEO of Mt Buller Management Board is an impressive bloke called John Huber, an American who was head hunted from Hamilton Island to run a cold resort. He made a very strong speech of commitment to Targa High Country as a Summer Event for Buller and afterwards asked us a lot of good questions about the event and the cars. The management group are clearly determined to make it work for them and the enthusiasm of the people supporting Octagon was very evident.

Amber Gardner, who some of us met down in Tassie for Targa Wrest Point when she was spruiking the Buller event, was there with her new toy - a full on TV quality video camera and trained assistant to work. This team of killer blonds went around interviewing people until they froze to death. Linda unfortunately talked about her 'adrenalin rush' in the navigators seat of the Torana and no doubt this bit of video will crop up somewhere embarrassing.

With the event now only four months away, there is still a lot of info to be released. The course is published on the web site and recce notes can be printed out and the starts and finishes of the stages are painted, so recce can start. But if the snow season runs up to the end of September, it will be hard to recce Buller - the bit of road which will have a huge bearing on results. The course for the Town Stage around Mansfield is not yet out, arrangements for the security park and servicing up on Buller not yet

released. However, rumours are emerging that the documentation, scrutineering and crew briefings will happen up on Buller and the Town Stage in Mansfield will start from there with a transport stage all the way down to town. As a precaution, we are booking into our accommodation for the Thursday night as well.

Judging by calls we've been getting, weekends around the middle of October look like being very heavy on recceing. And with the Buller road in winter mode, the Eildon road potentially very slow as sealing work gets underway - at first lots of engineering, drainage, channel and culverts - members are advised to plan and book their trips in good time. And arrange to do Skyline and the Eildon stages northwards on the way up to Mansfield, tackle the King Valley and Buller on second day and the Eildon stages southwards on the way back home. A one day recce is not going to work.

Note that Skyline will be run twice in the same direction. Lunch will be after the first run through, then a second run before heading back down the road to Jamieson and 57 kms of stages - Eildon, Mt Terrible and Mt Buller. This loop allows plenty of time for the morning stages to be cleared before we attack them the other way.

Coming off record winter rainfall - Eildon may be 50% full by the time of the event - we should expect November in the High Country to be warm, wet and windy. Many mountain men around here are warning us to be prepared for anything - and the nights up on Buller could be very rugged.

But definitely not colder than the arctic wind which attacked us so viciously at the press launch last Wednesday.

Lose One: Classic Adelaide

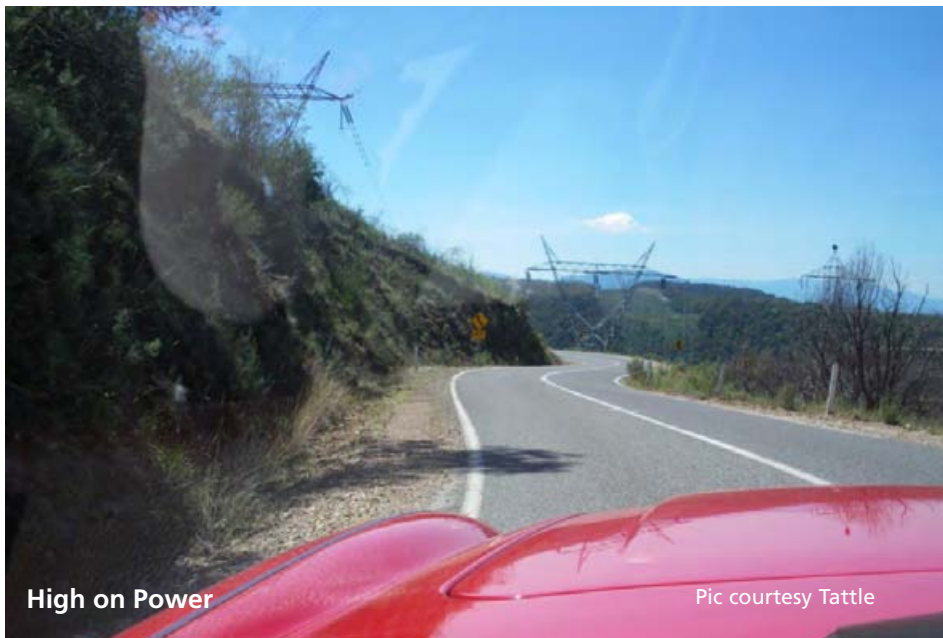
As we prepare for a brand new Targa in November, one of the original tarmac rallies looks as if it has bitten the dust, at least for now.

Classic Adelaide was a magnificent event, at least up until the last few years when sour notes started to creep in and of course the 2009 event had a tragic and depressing conclusion. The creditors meeting back in April revealed that Ferriers had been appointed to



Kinks 4R

Pic courtesy Tattle



High on Power

Pic courtesy Tattle

investigate the insolvency of Silverstone Suncoast Rally (as it was finally called) and how a \$1.5M debt was built up; and in particular, if the couple of dozen competitors who had paid their entries for 2010 would get their money back. Local enquiries have revealed many conflicting rumours (Octagon has bought it, has not bought it, is interested, is not interested etc). But even after all the assets have been sold (including all the signs and markers to the last Clerk of the Course) it seems as if no significant money is likely to be recovered.

Ominously, the 2009 event was the 13th consecutive running of Classic Adelaide, and it is deeply sad that there were fatalities during the first one in 1997 (Ian Cocks) and last one (Garry Tierney and David Carra). Perhaps inevitably, this double tragedy was the last straw for an event which had started to disappoint competitors on many fronts - and only some CAMS related.

But it was not always so. Classic Adelaide was conceived by Dean Rainsford in the wake of the loss to Melbourne of the Formula 1 Grand Prix. 'Adelaide Alive' was then a strong brand and Dean, ever the entrepreneur, married the newly successful 'Targa' rally event from Tasmania with the Governments' desire to maintain its motor sport presence and with his personal contacts in the classic motorsport world to create a new event. He secured SATC support and Australian Air Express as sponsors and assembled a brilliant team lead by Clerk of the Course Jeremy Browne.

Jeremy laid out the course as he always wanted a rally to be - loops out

from the city so you could sleep in the same bed every night - and set about winning over the local councils. The result was a fantastic course which included some breathtaking stages - insane main road blasts such as from Strathalbyn to Macclesfield, the heart in mouth plunge down the Gorge Road almost into the centre of Adelaide, the torturous, tumultuous Basket Range or Montacute, the technical challenge of the Chain of Ponds and the power blast up Eagle on the Hill. And such stages set the keynote of Classic Adelaide - really difficult but very rewarding roads.

By 1999 David Edwards had become Marketing Director and soon after he bought out the Rainsfords and the event began to take on its very posh character. Many competitors got to know Sir Jack,

Stirling, Murray Walker, Denny, Walther and Win as David Edwards brought these stars to the event. And there would always be a dozen or so Gullwings or Ferraris or an SLR in Mille Miglia paint or a casual D-Type or GT40 doing something noisy. The politicians were very supportive and Tattle remembers being impressed by State Minister Jane Lomax Smith who just loved the old Torana, and was yet another with an uncle who had the quickest one ever.. The after party was also amazing - black tie and long frocks in the company of the Adelaide social glitterati as the big shiny cups and 'steering wheels' were presented to the rhythm of a live band.

But most will remember Adelaide for THE HEAT !!! It was always so hot in the old cars. Sweat (dehydration) and heat exhaustion were the enemies and by the last stage everyone was just yearning to get out of the slow moving Adelaide traffic.

After years of dipping into his pocket for a substantial 5 figure sum each year to give us old car hoons a real treat - and despite the very pricey entry fee - poor David Edwards seems to have gone missing. The Government says that after the insolvency firm has finished its investigation and the rights are sold, then it would be willing to get things going again. The event is valuable to the SA economy, they say.

So far, no one has said whether the competitors will return to the Adelaide cauldron now we have such a classy and cool alternative closer to home.

Brian



How fast?

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



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

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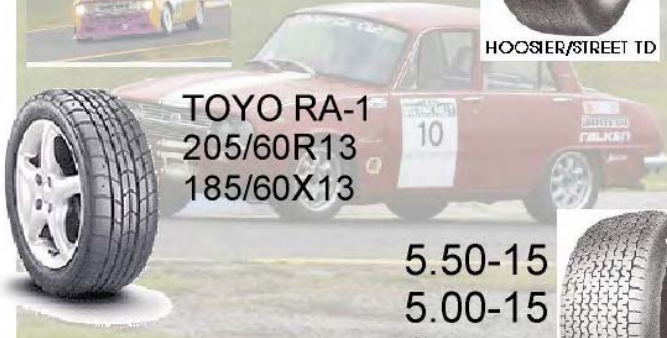
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CarMA - Breaking the Racer's Code



You know, few pursuits with which we sporting types seek to occupy our time are as mythologised as ours. Freakish talent, paranormal perception, and a stag-like capacity for rumpy-pumpy are just a few of the things for which race drivers have earned the reputation – even if by their own hand. (And yes, I saw the pun lurking in the shadows there, but went ahead anyway.) And though we ourselves choose to believe that most of the stories of superhuman ability are true; overwhelmingly they simply are not. Let's take a look at a selection of these myths, and see if we can't bust them, eh? Those with a vested interest in perpetuating them won't like it, but then like any mythbuster we might get to blow stuff up, if we're lucky.

Before having a crack at the parables themselves though, I'd just like to tackle the issue of context. By the use of the term 'we', I am of course referring to Race Drivers, regardless of category, series or class. All formulae from Un to Vee, as well as anything wheeled in between,

traditionally require the services of a steerer of some kind. Accordingly, for the sake of consistency we're going to play the averages and lump everyone in together. And speaking of lumps, my very good self shall hereby be considered to be included. Not because I necessarily possess any of the traits we're exploring, either. One of the advantages of writing your own column is that you get to include yourself where you'd not ordinarily be invited. And besides; in the interest of accuracy, I can really only apply personal experience to the questions at hand (again with the pun).

So, to the stories. Firstly, it is fabled that we (see, already doing it) have a superhuman ability to detect the minutest changes in setup or car balance. As the tale goes, some smart character in Harry Firth's team once made an unauthorised

adjustment of one or two thousandths of an inch to his XR GT race car. We're told that the Fox then did a couple of laps, pulled back into the pit and said, "Very funny. Now change it back."

That sounds really cool and all, but surely this is purely fabrication. Not that it's impossible for a driver to notice things about his car, of course, far from it. Why, I recall a time when during a race I cataclysmically broke an engine in the Monster Cortina. So in synch with my mount was I that, even though the throttle pedal was pressed quite firmly against the floor, the utter lack of either sound or motion eventually told me that there was probably something amiss. So, without wishing to say that this particular myth is busted, surely not everybody is quite so naturally aware.

It is also suggested that, so able are racers, we can do things in ANY car at which mere mortals could only marvel. This assumption was in large part confirmed for me just the other day, while my daily driver was being winched from its resting place at the bottom of a particularly nasty roadside drainage ditch. In point of fact one of the chaps doing the winching – who incidentally is NOT a race driver, was moved to suggest that he, "Couldn't understand how you managed to get the bloody thing in there in the first place". Naturally, I could only accept this statement as an admission of inferior skill.

The bad news, incidentally, was that the ditch in question was situated more or less directly in front of the Craigieburn

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Cop Shop. As one might expect, this led to a concern that there may be some type of uniformed attendance at this alleged incident in said alleged ditch, resulting in official assessment of assumed factors causing same. Speed, alcohol, drugs – none of these were involved, though perhaps to the untrained (read, non-racer) eye it may have appeared otherwise.

Thankfully (this is the good news), it was both quite dark and rather damp, so – and I say this with the greatest of respect of course – Mr Plod didn't see fit to make an appearance.

In the washup, while prevailing conditions may have conspired to keep me out of prison, they also hampered the salvage operation; but more importantly may indeed have played a large part in the initial vehicular placement (allegedly). Quite happy to suggest that this legend has been effectively held to a draw.

Dipping into the classics, I'm reliably informed that there has been a long held belief amongst the general public that racers are obscenely wealthy. Someone is undoubtedly making money out of motorsport... For instance Ron Dennis appears to have cash pouring out the Wazoo, but then he never seems to be all that happy about it. The same may well go for Mark Schatz's Celtic doppelganger; a man who usually appears in the form of one T. Walkinshaw, and seems burdened to the point of irretrievable crankiness by the trappings of success.

Thankfully

our bloke's much nicer. Such extreme examples aside, I can only suggest that you couldn't possibly hope to make a small fortune from racing unless you started with a really big one.

Let's take myself as an example of the ridiculous nature of this fairy tale. My circumstances are perfectly illustrative, for while having always been quite poor, I never knew true poverty until I came into possession of a race car. (You know the story, started out with nothing; still have some of it left, and so on.) On the strength of that, you could reasonably say that this myth has been cracked open and its innards are leaking out.

But the final word there should go to a motorsporting acquaintance that was fortunate enough to drag in a handy win on the lotto. Angling (as mates do) for a spot of sponsorship, I asked what he intended to do with the winnings. After some brief thought he said, "Dunno mate, I'll probably just keep racing until it's all gone." Actually, in the end he spent probably half of it on hookers, booze and gambling. The rest he just wasted.

Finally, and perhaps most importantly, it is generally suggested that your garden variety racer would put a retired (intact) racehorse to shame in the dual fields of variety and frequency. Honestly - with one notable exclusion - I simply cannot see how this got about, not that I've ever minded being thought of that way, of course.

The chap to whom I refer is of course

one F.J. Luxmoore, a man who spends more time thinking about baseball than any major league player ever did. (Contrary to popular belief, he didn't acquire the moniker 'Fast Johnny' in a race car.) His laundry list of repetitive strain-related back injuries tells its own story when his chosen sport largely entails remaining comfortably seated.

But apart from such an obviously gifted gent, this is one myth clearly founded in lies. Again we can draw on my own well of experience. I've often climbed suggestively from the car post-race, jauntily hoisted a brow and enquired of the nearest attractive woman, "So. Did you see me out there?" Despite a high rate of application, this seemingly fail safe method is evidently yet to cause the target audience to want to bring her girl parts anywhere near me. And if it doesn't work for me, well... That is one squished myth.

So there you are, it's all rubbish and most racers aren't the gods you mortals naturally always held us up to be. Okay, so I promised there might be explosions, and on the surface it would appear there were none (although there was the – alleged – thing with the ditch). Well, don't be too disappointed yet. Just keep an eye on the news – based on that little lot of shattered illusions I'm inclined to anticipate one or two around home in the near future. Not that it'd bother me too much, of course. Being a racer, I'm quite bomb-proof.

Cheers

Mat

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