

HISTORIC TOURING TORQUE

March 2011

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

- Inside:**
- Phillip Island? We've got two reports!
 - Huge number of PI pix
 - Targa Historic Touring Car history
 - Feisty opinions
 - Historic snaps and more...



*A great Mann
calls it a day*

Pic @ourtesy sdpics.com

**New
dates for
Club
meets**



Historic Touring Car
Association of Victoria

2011 Meetings

April 27 June 29 (AGM)

August 31 October 26

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
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	9592 3030	9592 3030		0418 318 934	editor@htcav.com.au

Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

2011 Race Calendar

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

Don't Forget The Club Discounts!

As Club members you are entitled to massive discounts on a range of vehicles and parts at Booran Motors and entry fees for tarmac rallies run in Tasmania through Octagon Motorsport.

Please see elsewhere in the magazine for the details.

We get 'em, please use 'em!

See page 18 for full details!!



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.

President's Report



Hi guys and girls, remember me? Well it's been a while since I've been in print so I thought I'd jog a few memories.

Congratulations to all competitors who ran at the Phillip Island Classic for putting on a splendid show and red hot, clean racing – great stuff!

I was pretty ill for a few weeks leading up to this event which meant I had to withdraw from

the Top Gear show and only made it to Sunday at the island – a struggle but so worth it to see our Club put on a great show yet again.

Phil Barrow came down from Sydney in the FJ super car but unfortunately ran out of engines by Saturday night, so local humpy hero Rob Southouse came to the rescue and lent Phil the ex Zinner 48-215 for Sunday – I was so pleased to see the old girl howling at the island.

The fact we had a hiccup in our usual after-racing drinks etc at the island highlighted the need for the club to make available a new position for someone to take the reigns in this department. Club stalwart Graham Slater has more to say on this issue in this mag also!

See Ralph's ad elsewhere in the mag and there's an opportunity for someone who wishes to help out the club in a most positive way – I look forward to seeing who the lucky people will be.

Congratulations also to the HTCAV members

lucky enough to be asked to run at the Top Gear show here in Melbourne – keep your eyes peeled for the TV show on this, it should be a ripper! I believe a certain well-known Torana and a blisteringly fast red Imp made mincemeat of the tight new track! Rob Southouse's Humpy also did itself proud at the event.

On a personal note we're in the process of changing houses at the moment so times at a premium, but I'm pleased to say the new race car has been elevated up the order – house sorted then its all systems go for the new team Bryant racing car – at last!

Good luck to those venturing down to the Island again just prior to Easter – should be a great start to the State Series for the year. So many good and new cars having a crack yet again this year – who will make the running early this year I wonder – hmmm?

I look forward to seeing many of you at the next Club meeting,

Cheers
Deano

Wanna job?

Applications for HTCAV Club Liaison Officers now open.

The Club needs two people to look after its interests during the four Historic Race Meetings held in Victoria.

Tasks:

- 1. Looking after the Club trailer** and its contents, taking it to the meetings, setting up the flag, signs, holders for the brochures and stickers and bringing in the drinks and the ice.
- 2. Welcoming interstate competitors** and telling them about the après-race festivities and/or putting invitations under wipers on both days.
- 3. Manning (personing) the donations box** at after-race drinks and shaking it a bit.

4. Getting reminders put over the PA

And on Sunday afternoon:

5. Rounding up and reminding competitors - especially those who have won trophies – to attend prize giving.

6. Accurately listing prize winners and sorting the trophies for presentation.

Remuneration:

(What – you want to be paid for this?)

Each person would get a free entry ticket for each meeting – and a free Club membership the following year. A tender pass would be provided at each meeting too. And Committee members will always be on hand to help.

If you think we're making free with the Club's funds the extra money going into the donations

box will more than cover it. More importantly, any sponsorship interests would be protected. At Phillip Island, with the President not well enough to attend, the system flopped, not enough people attended, takings were down and we felt embarrassed when our new sponsors had no winners' hands to shake, even though the Over 3-litre race was late in the day and people were packing up and inter-staters leaving...

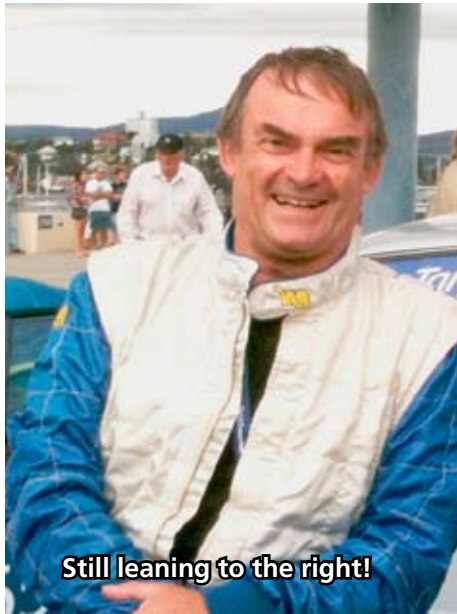
So if you're in the habit of attending historic meetings and have a towbar and room to store the trailer this could be nice little gig. Could be good for couples...

Contact the President, Vice Pres, Secretary or Editor with a resume of your qualifications: "Can tow trailer, get beer and have sufficient teeth to smile at people." Congratulations, you've got the job.

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

Editoro



Welcome to the March edition. This is the time the motorsport year truly gets into its stride. The two biggest events of the year for both the racing and rallying fraternity, the Phillip Island Classic and Targa Tasmania, are both reported on this month, although the latter is just about to happen and the former has been successfully concluded.

And what a success it was. Apart from a Sunday morning rain shower which briefly had a few people checking the pressures on tyres you mustn't call wets, (they're 'tyres that are good in the rain') the weather was brill all weekend and the photographs show it.

As expected, John Mann put on a mighty display for his final retirement from the sport he has served so well. His doctor told him this was the last hurrah and gave him another back injection to keep the arthritis at bay over the weekend.

Manny then proceed to keep the most of the others at bay, his drive on the Saturday afternoon was as good Mann stuff as I have ever seen. His second place with his fresh engined

but, ahem, pretty tired 289 against the monster 351 Mustang of Darryl Hansen on the Saturday afternoon was heartwarming stuff, with several lead changes but the extra power of the WA car proving too much down the straight.

There were plenty of other grand moments, of which you'll read elsewhere. We are fortunate enough to have a double serving of Island reports, with Darren Knight's crisp recording of how the races ran and Graham Slater's more in-depth view of the weekend. (Never knock back an article!) What's more we have a report from Paul Zazryn on the move up to Formula 5000 from the beautiful Jaguar 3.8. A highly successful debut, with Paul actually challenging for the lead in the last before finding that the Lola wasn't partial to having low fuel in the tank. Thanks also to Simon Browning for his neat little piece on the Top Gear event at the Showgrounds where various of our alumni shone and to Ian Ross who has found some very old (and very small) images from historic touring racing in the day in Queensland.

We're grateful to these and other suppliers of race words and to our good friend Steve Duggan of sdpics without whose continual generosity in allowing image use this magazine would be often unable to fully report Phillip Island events. As well, both Matt Griffin and Jim Jones have contributed photos after I found their shots at www.vhrr.com and if you look on the Club website there are some ripper ones there as well!

On the rally side the indefatigable Brian Dermott and navigator wife Linda are in the final throes of Targa Tasmania preparation, but he was

able to pen a scholarly piece on the history of the event and the role played by pre-73 touring cars.

Over the course of the event I will attempt to fill in his day-by-day reports on the website by going off the posted results and chatting with Brian nightly on the phone. And we can expect an event analysis in the next issue.

There's no better indication that a bloke's feeling better than a steaming Letter to The Editor. So in line with our best wishes in an article on Graham Slater last year, he is now demonstrating rude health with a stonking bake of recalcitrant drivers failing to turn up for prize giving – he has a very good point. Good to see you're back on form, Graham. The Club has a plan to fix the problem – please read the ad!

So have a great Easter and best of luck to all competing at the first State round at the Island in a couple of weeks. Haven't got anything to run? Make sure you read the classifieds!

RalphE



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



New hi quality Group 4 Spec components in stock now

- 4 link kits – heavy gauge steel body boxes, quality rod ends, Ford bushes to body
- Panhard rod kits – quality rod end, Ford bush, simple under-floor installation
- 2.2 and 2.4 ratio quick racks - heavy duty bronze bushes, extended tie rods, new alloy housings
- 2.4 quick rack kits; heavy duty rack bar, bronze bush & tie rod cups. Fit original Ford housings.
- Steel bubble arches mark 1 Escort, alloy forest & tarmac arches mark 2 Escort

2011 Phillip Island Classic

Group N

Under 3 Litres

Mazda RX-2s dominated qualifying with six rotaries in the top ten, led by Jason Humble, Gary Bonwick and Ben Read. Race 1 however proved it would be anything but a walkover for the wailing Wankels.

Read led after the first lap but soon came under attack from Humble and Wayne Seabrook (Porsche). Chris Ralph (in his Tarmac rally BMW) was out early with distributor dramas while Gary Bonwick (Mazda) fell off at MG and lost several spots. The BDA Escorts of Harvey Black Snr. and Errol Stratford argued with the Alfa of Bill Magoffin for a spot in the top ten.

Reigning Victorian Champ Russell Pilven's (Datsun 1600) charge ended when he was caught up in someone else's moment at turn one and retired. Humble regained the lead from Seabrook on the last lap and just held out for the win. Jason Black (BDA Escort) was a close third in front of Steve Land (Capri) and Read.

Seabrook withstood the rotary attack to win Race 2 with Humble and Read next after more fierce dicing (and giving each other the thumbs up whilst racing side by side!) followed by Land and Bonwick.

In a fantastic gesture Rob Southouse offered Phil Barrow his 48/215 for Race 3 after Phil's FJ suffered problems on Saturday. Murray Paddison (Mk.II Cortina) also returned after an engine swap.

At the front a battle of epic proportions erupted with four different drivers grabbing the lead at various stages. Further back the Grey-engined Holdens of Eddie Dobbs (FE) and Barrow were neck and neck as were the Minis of Pete Melick and Anthony Ramadge and Nick Cascone (Mk.I Cortina).

On the last lap Jason Black emerged from behind the Hayshed in the lead but then fell off

at MG, leading to an amazing finish with Humble edging out Read and Seabrook, the top three covered by .26 of a second! Black was fourth and Land fifth.

Read definitely had the eyes on for the final and took an early lead, looking solid until overcooking it at Siberia and taking a trip across the gravel.

The nutso dicing continued with Graham Russell (ex Malaure Mini) battling Stratford and the immaculate Alfa of Phil Simmie.

Black was desperate to atone for Race 3 and launched a last ditch attempt to beat Humble who seemed to slow momentarily, failing by just .006 of a second at the flag. So close was the finish the race timing actually corrected itself after initially posting Black as the winner.

Bonwick was third from Seabrook and Land with Read climbing back up to eighth. Humble later admitted he almost ran out of fuel within

The wheelin' Barrow Humpy was fixed, fixed again, then replaced by Rob Southouse's car.



Pic courtesy sdpics

sight of the flag, which explained the slowing down at the end.

Germany and Japan attempt domination again.



Pic courtesy Matt Griffin



Under 3-litre races were mighty close.

Pic courtesy sdpics

Pic courtesy Jim Jones



Oops, pardon my oversteer. Motherland bumps Fatherland.

Queensland's Errol Stratford looks after all the Team Black cars.



Pic courtesy Matt Griffin

Over 3 Litres

Russell Wright ('68 Mustang) bagged pole from Darryl Hansen ('69 Mustang), Rob Burns' (Charger) and John Mann ('64 Mustang) in his final, final meeting. Andrew Williams was quickest Torana in fifth followed by Tony Hubbard ('67 Camaro) who was plagued by oil surge issues and would take no further part.

In Race 1 Burns' Mopar threw a rod at turn one on the opening lap, leading to a Safety Car which caught the front runners by surprise as they exited turn 11 at full noise. The ensuing confusion saw the field concertina in slightly hairy fashion, the Torana of Stephen Bell ending up in the gravel trap at turn 12.

The ex-Jervis Ward Mustang of Grant Bingley sustained damage to the front end with the bumper bent skywards at a strange angle. Williams went out early after breaking a rear uni. Wright went on to win from Hansen and Mann who fought a big battle, as did Leo Tobin (ex Pearce Mustang) in fourth and Les Walmsley (ex Braune Charger) who held out the Toranas of Vince Macri and Angelo Taranto.

Bill Trengrove won the Nb battle in eighth. Further back, Joe Tassone struggled with understeer in his Pacer and finished ahead of debutant John Clarke in his first race in the ex-Tino Leo Mustang.

Mann made a great start to lead Race 2 after Wright had clutch issues on the warm up lap. Hansen utilised the 351 Windsor to great effect on the straight and grabbed the lead after a big battle with Mann.

Even after travelling across the other side of the country West Aussies Stuart Young and Mark Jewell found themselves still racing each other with their Toranas evenly matched. Fellow Sandgroper Hansen took the win from Mann while Tobin was third from Walmsley and Fraser Ross (ex-Marget Mustang) who started R.O.G. with Nb winner Andy Clempson (Mustang) almost alongside.

Wright posted the fastest lap on his way to 18th after losing nearly half a lap at the start.

Hansen assumed the lead in the final and kept the big 'Stang relatively straight exiting the hairpin, a place where he was losing time earlier. The same hairpin claimed Mann in his last outing, the veteran running wide and losing a few spots whilst holding down third. Ross grabbed the lead across the back of the circuit on the final lap but Hansen utilised a good entry onto the front straight to run him down at the flag. Wright was third from Williams, Walmsley, Tobin and Mann.

Darren Knight



Pic courtesy Matt Griffin

Capt. Andrew 'Ace' Cannon battled those pesky Toranas.



Pic courtesy Jim Jones

Andrew Williams was Top Torana on Sunday.



Pic courtesy sdpics

Ah yes, horsepower and the use of. HO's put on a great show.



Pic courtesy sdpics

Here's how they lined up for Race 1.

2011 Phillip Island Classic

Groups A & C

In Race 1 pole winner Troy Stapleton (ex-Tim Slako Walkinshaw) spun the bags allowing Bill Cutler (Schnitzer M3) to grab an early lead. Troy Kelly (Re-Car VC Commodore) retired with a puncture as Carey McMahon (ex Skaife HR31 Skyline) lost a few spots after running wide at the hairpin.

Stapleton stalked Cutler and pounced on the last lap, taking a narrow win with Garry Kirwan (Jagparts Walky) third from David Towe (JPS M3), Jervis Ward (Brock M3) and the first Group C car home, Stephen Perrott (Roadways A9-X).

Stapleton made a better start in Race 2 as did Perrott who held third place initially before his five year old tyres started to count against him. Ed Singleton (STP VC) had a big dice with Perrott and Ward as Willie Van Wersch (MMM VC) retired at the hairpin.

Ford legend Murray Carter (guest steering his original XE Falcon at the invitation of owner Chad Parish) was slowed momentarily when the gear knob fell off and knocked the kill switch. Robert Ingram (Moffat Sierra) continued to be plagued by fuel pressure issues and came in. Stapleton won from Cutler, McMahon, Towe and Singleton.



Cowes is that way, see you at dinner.

Pic courtesy sdpics

Cutler rocketed off the line to grab the lead in Race 3 while Towe fell back to dead last after an off on the opening lap at turn one, with the chasing medical car getting a nice surprise (and a brakes test) after Towe was waved back onto the circuit.

Rod Hatfield (McRea Brothers L34) had a lose entering the front straight and just managed to keep it off the pit wall. Singleton wasn't so lucky, the Commodore spearing across the track in the same place after getting out on the wet grass after running wide at turn 12. The Safety Car was despatched to retrieve the damaged Holden as Dean Howe (L34) sliced through the field on his way to 12th from R.O.G., just behind the recovering Towe.

The Escort RS2000s of Nev Butler and Greg Keam had a great battle not far behind the ex Bo Seton/Don Smith Capri of Carl Muller. Stapleton won from Cutler and McMahon with Ward next then the amazing Mitsubishi Starion of Craig Neilson.

Stapleton controlled the wheel spin in the final and led from virtually start to finish while Ward went out after a fan belt shredded. Cutler and Kirwan completed the podium with Towe fourth in the last race for the first Team JPS – built M3. The black and gold machine is destined for static display and will be replaced by a later JPS M3 that finished fourth at Bathurst in 1987.

Darren Knight



Pic courtesy sdpics

Bill Cutler was constantly at the front end.



Pic courtesy Jim Jones

Jervis was always up there but DNFd the last.

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
Trade Enquiries Welcome

www.acww.com.au

A Classic Graham Review

The 2011 Phillip Island Classic was once again a roaring success and as usual our classic Historic Touring Car races added plenty to the total entertainment package. The thoughtless heroics that marred some of our races last year were gone, and both under and over 3-litre categories provided some fantastic duels with clean close racing all weekend.

Saturday

Under 3-litre spectacular: A 50 car grid was always going to provide action, and right through the field from Race 1 on Saturday morning the heat was on. Sydney driver Jason Humble in the RX2 had been a winner in previous years, but the gloves were off now with the rapid Mazdas of Gary Bonwick, local Mazda ace Ben Read, Steve Land's Capri V6, Wayne Seabrook's Porsche and Jason Black's Escort RS1600.

The mid and tail of field class action also looked tense and both the Saturday races provided just that, tight, tense and crowd pleasing entertainment. Ben Read was the surprise of the day starting well to grab the lead early from the fast starting Jason Humble, Wayne Seabrook, Steve Land's Capri and Jason Black's RS1600.

Bill Magoffin's Alfa GTV headed the next group, closely followed by a strong Cooper S field, led by Santino Di Carlo, Ian Pringle, Darren Barnes, Anthony Ramage and Ted Brewster.

Chris Ralph's BMW was out with a minor but thankfully easily rectified distributor fault, while Peter Melick, Paul Akins and David Wheatley led the rest of the mega field action.

Humble regained the lead and set what would be the standard for most of the weekend with a narrow win from Seabrook, Black, Steve

Land and the RX2s of Ben Wilkinson, Ben Read, Wayne Rogerson, Gary Bonwick and Bob Sudell. Fastest Lap. Jason Humble, 1.53.39

The second race on Saturday afternoon was just as exciting but this time the Seabrook Porsche would upset the apple cart. A brilliant start put the Stuttgart coupe into an unassailable lead and despite some yet again great challenges from Humble, Read, Land and Bonwick the Porsche went on to a narrow one second win from Humble, Read, Land.

Fastest Lap. Jason Humble, 1.53.84

Thunder Road: With the under 3 litre cars setting the standard the over would have to lift their game to get the big crowds attention.

Top contender Tony Hubbard had pulled the pin as the new US-designed sump imported especially for the new HiPo engine in the Camaro was proving useless and with massive oil surge Tony was reluctant to risk damaging the new power plant. James Frolley was in a similar dilemma with the Mustang spewing a bunch of needle rollers from the rocker assembly into the sump necessitating an overnight pull down.

This left the Mustangs of Fraser Ross, Queensland Russell Wright in his brand new 302 coupe, Darryl Hanson, Leo Tobin and veteran John Mann, in his last ever race meeting, to fire up the masses. Rob Burns had returned in the E49 Charger while Andrew Williams, Angelo Taranto and NSW visitor Vince Macri were the first of the massive Torana field.

Steve Coad, Grant Bingley, Ross Muller, Bill Trengrove, Andy Clempson, Mike Bugelly, Doug Growcott, Andrew Cannon and Stuart Young's XU1, were the quickest of the mid field cars. Lawrie Nelson was about to commence what was a frustrating weekend chasing an intermittent

electrical fault, while Scotty Taylor, John Clarke, Joe Tassone's Valiant Pacer, Alan Shearer, and the Toranas of Tim Fettel and Mark Jewell had the job ahead.

Russell Wright got a ripper start and gave Hanson, Mann, Macri, Tobin and Les Walmsley's Charger the job to do. A promising weekend for Burns ended when the E49's engine let go, giving John Mann a clear run at the leaders.

Leo Tobin had a great battle with Les Walmsley, Vince Macri and Angelo Taranto, the lead group maintaining a three to four second gap over the fiery bunch led by Trengrove, Muller in the Kingswood V8, The Mustangs of Cannon and Clempson followed by the Toranas of Young and Growcott.

It was an impressive win by Wright his new Mustang looking to be a good replacement for his recently sold XYGT Falcon. Daryl Hansen was around four seconds back in second closely shadowed by an overjoyed John Mann.

Fastest Lap Russell Wright. 1.52.32

The afternoon event was another great show of power. Wright had accidentally reverse connected a spark plug on the V8 Windsor, fouling the Mustang and a slipping clutch while charging back through the field stymied the chance of another win. Andrew Williams sidelined the Torana with a broken tailshaft universal, but John Mann's brilliant start put "Olde 54" into the lead for a couple of laps. Hansen's 351 power eventually won out pushing the 289 powered machine back to second, still finishing some six seconds ahead of Tobin, Walmsley and a fast finishing Fraser Ross and Andy Clempson.

Fastest Lap. Russell Wright. 1.50.55.



Enormous Under 3-litre field was typical of touring car grids.



Pic courtesy Matt Griffin

Led by Jason Humble the Mazda wedge was dominant.

Sunday Reflections.

After some great competition on the previous day, expectations were again at a peak as another horde of expectant fans filed through the gates.

Wayne Seabrook's Porsche coupe headed the under 3-litre grid with Land and Black the only cars from the mother land confronting the hordes RX2s from the Land of the Rising Sun. Ben Read again started well eventually succumbing to Humble's relentless attack, finishing second just ahead of Seabrook's Porsche then came Jason Black, Steve Land ahead of a brace of RX2s.

Fastest Lap Jason Humble. 1.53.21

The 6-lap Historic Touring Car Cup in the afternoon sponsored by Tyres & More was again a crowd pleaser. Seabrook jumped to an early lead before Humble eventually took the win after Read had a moment at MG corner and lost a bunch of places. General consensus was that this weekend had produced some of the best under 3-litre races witnessed at the Classic so far. Long may it continue.

Fastest Lap Jason Humble. 1.54.05

The Big Finale: The only missing segment from the over 3-litre was a couple of Camaros to really challenge the domination of Mustangs. With Hubbard out all weekend and the spectacular Camaro of West Australian Ron Moller a non-starter this year, it was again up

to the big field of FoMoCo pony cars to turn up the volume.

That they did. John Mann made his second last start a classic and grimly kept the bigger engine Mustangs at bay for a couple of laps.

Hansen powered past mid race but it was local lad Fraser Ross who powered into the lead taking the victory by nearly three seconds from Hansen, and Mann.

Leo Tobin split the six cylinder cars of Walmsley and Williams, the latter damaging the gearbox, necessitating a change for the expected fiery grand final. Ross Muller, Steve Coad, Andy Clempson, Andrew Cannon, Mike Bugelly and Doug Growcott were all closely matched and gave the crowd plenty to cheer about mid field. Lawrie Nelson struggled with the Torana's ongoing electrical problem just ahead of Scotty Taylor's XU1. Fastest Lap. Russell Wright. 1.50.77.

The Andrew's Autos Historic Touring Car Cup grand final was delayed a by a mass of oil dropped in the previous race and unfortunately some of the crowd had gone home. Nonetheless,

when the cars hit the bitumen the action was hot.

Daryl Hansen was determined to win the big one and took the lead early. Ross tried but just didn't have the grunt while John Mann had an untimely off at Honda corner on lap three dropping the old girl (that's the car), back a few places and robbing John of a podium for his last event.

Russell Wright at last managed to keep the flying Mustang on track and took over third which he held behind Hansen and Ross till the finish.

The red hot dice between Andrew Williams and Les Walmsley saw the XU1 driver by a mere second from the Charger while Leo Tobin, John Mann who recovered to seventh, Steve Coad (XU1), Group Nb Mustangs of Andy Clempson and Bill Trengrove rounded out the top ten.

Fastest Lap Fraser Ross. 1.51.01

Summary

This year the Classic would have to be again a landmark event and we are lucky to be a part of it. Let's hope the support continues as the exposure for our category and the standard of competition is as good as any of the TCM events in spite of the lack of television and the poor coverage by the out-of-touch so called motor racing magazines!

Graham Slater



Pic courtesy sdpics

Silverado - the Ed sneaks up on Mark Schatz who had a great weekend.

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!



NSW President Dave Roberts was king of the Imps.

Pic courtesy Jim Jones



Ben Read tried VERY hard.

Pic courtesy Jim Jones



Pic courtesy sdpics

Russell Wright's immaculate 302 set the pace, had an R2 problem but charged back in the last.



Pic courtesy sdpics

Fraser Ross DNFd early but just missed victory in the last.



Pic courtesy sdpics

Eddie Dobbs' FE is so well trained it'll sit up and beg.



Pic courtesy sdpics

Bill tried using Grant Bingley's bumper as a can opener. Only works on stubbies.



Pic courtesy sdpics

No cause to be Humble - Jason was again the class act in Under-3 litre.

Pic courtesy sdpics



The old bloke was magnificent in an unequal fight.

Pic courtesy Matt Griffin



Tim Fettell's weekend ended early!

Pic courtesy sdpics



Wayne Seabrook's Porsche gets a break into the lead.

Vic's fastest Mazda kept the northerners honest, Ben Read driving this time.



Pic courtesy sdpics

What size do the Nice Torque Thrusters come in?.



Hollywood must be fond of 50c pieces, but set a cracking time in R2.

Pic courtesy sdpics



Club Champ's Datsun snarls at the arch enemy after being Mazdered earlier.

Pic courtesy sdpics



Pic courtesy Matt Griffin

Bob Sudall shows how well Mazda handle these days.



Pic courtesy Matt Griffin

302 Mustangs are still top gear.



Pic courtesy sdpics

Bill Magoffin's pretty Alfa GTV was only slightly faster than Phillip Simmie's version.

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



The Group A & C field was the biggest ever.

Pic courtesy sdpics



Pic courtesy Jim Jones

Nearly! Expensive tintops at risk...



Pic courtesy sdpics

Fat Cats were big, bold, beautiful.

My first race in a F5000

Pursuing a lifelong dream I finally bought a Lola T332 from America last year, brought it home and stripped and rebuilt it.

This provided many challenges in itself but after a steep learning curve and help from a lot of people including my crew chief Graeme Rogers and the rest of my team (and our very own Ken Zinner) we finally got the car back together and ready to race at the Phillip Island Classic.

Having never raced one of these cars and only having a couple of test days I felt quite apprehensive rolling out for the first practice session of the weekend. This was the first time I had been on the track with other F5000 cars and, boy, did they look big! How do you pass and run side by side in these things?

We made it through practice with no problems, changed a few things on the car set up (as if we knew what we were doing) and went out for qualifying and ended up 5th on the grid. We were all quite amazed and extremely happy with this result.

Race 1 and we started off 5th and ended up 3rd behind a very quick car from England and Paul Stubber in his Indy car, so we were the first Aussie F5000 home.

Race 2 and we started off 3rd and were dicing for the front when we started getting fuel surge until it stopped. Apparently they won't pick up the last couple of inches of fuel in the bottom

of the tanks. Lesson #25 for the weekend learnt.

Of course, we had to start off the rear of the grid after the DNF so started 24th a long way back. (Ed: Mr Zazryn humbly omits that he went from 24th to 4th, astonishing stuff.)

Well, this was interesting and I learned a lot about driving one of these cars in traffic for 12 laps. My neck, shoulders, ribs and just about everything else was sore but we could hardly believe what a great weekend we had.

The car ran beautifully and was a joy to drive. If anyone has the chance you should have a drive of one of these cars, they are fantastic.

(No that wasn't an offer!)

We are off to the Grand Prix this week so that will be a different story with a great line up of international drivers, but if we run midfield and stay out of trouble I will be very happy.

Paul Zazryn, F5000 driver.

(Ed: Paul well exceeded his expectations again. Far from mid-field he finished 7th in both races. What's more he'd broken a finger on Thursday wrestling with a wheel nut, but soldiered on with his breakage. Who does he think he is – Mark Webber?)



Pic courtesy sdpics

Our own F5000 hero, Paul Zazryn had a magic debut.

Tarmac Tattle

The twenty year fang

We all know that the years are rolling by too fast, but surely it can't be 20 years since the late John Large invented the new sport of tarmac rallying from his position as Chairman of CAMS (and later Australia's representative on the Board of the FIA) and developed it in Tasmania.

John also gave this new type of rallying-for-racers a new name - Targa. It was, he said, in memory of the Targa Florio, a road race around the island of Sicily right at the foot of Italy which, after 68 years, finished in 1973. Well, yes, it is that long ago.

John Large loved the cars which turned up to race in his event. One year, during a tour of the assembled cars in the Silverdome in Launceston, John and his entourage paused his pre event inspection. He chatted to a crew about the history of their car - he was well versed.

Now JL was a very big man, so it was with some trepidation that he was invited aboard the squashy racer with side intrusion bars and cage everywhere. He beamed and in a trice had plonked his huge hand on the tunnel, plunged the left leg in and in an instant the right leg was shrunk to fit and there he was gripping the wheel, fingering the gear lever. "How about a fang?" he asked. It seemed he was only slightly joking.

From the first event in 1992 to 1998, the

Another three years and it's Platinum, then Diamond. If you want to do well against the Base Times as well, then the Trophy is at risk and maybe the true test of Jim Richard's prowess is that he has a Diamond Trophy and many wins too. For normal people, winning a 'Plate' as it's called, is enough of a result.

Targa is a 2000 km event with close to 500 competitive kilometres over 6 days, starting with a mad race round the streets of Georgetown to seed the field.

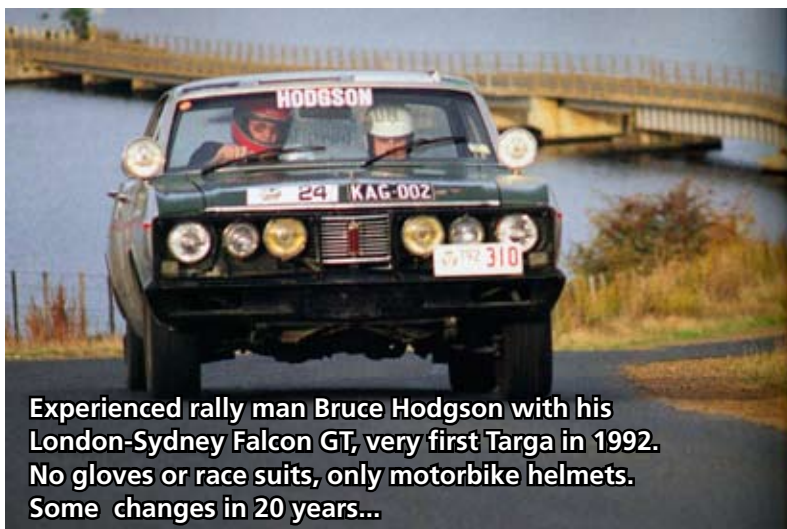
The roads are often rough and steep and tortuous and there are jumps and gorges and long drops - it rains a lot, sometimes it snows, the log trucks coat the tarmac with diesel and it's very gruelling.

Targa has the reputation of being the toughest motor sport event which amateurs can do and cars and crews get a mighty pounding. By the end, everyone is stuffed and the cars will need some TLC.

Right from the very first

event in 1992, pre '73 touring cars have always formed a good chunk of the classic field - usually around a third, stretching from the 50s right up to 1981. With this level of attendance, how will history judge the performance of 'our' cars over the first 20 years?

Well, although no pre-73 touring car has ever won the outright Classic Competition either in the handicap or scratch scoring periods, there have been



Experienced rally man Bruce Hodgson with his London-Sydney Falcon GT, very first Targa in 1992. No gloves or race suits, only motorbike helmets. Some changes in 20 years...

some podiums and a decent roll call of class and category places.

Significantly, most of the drivers of pre-73 touring cars which made it to the podium are HTCAV members. Racers seem to be the best rallyers.

The first time a crew driving a pre-73 car sprayed Targa champagne was in 1998, when Steve and Rachel Coad brought their original XU1 home in 3rd place in the Outright Classic Competition - the handicap event - running in standard specification. (This was only eight weeks after Rachel had given birth - so it was not an easy thing for these HTCAV Club Members!)

The following year, HTCAV members Henry and Ros Draper got one step higher in the innocuous looking baby blue Mini in 1999 with 2nd place - a mere 59 secs behind the winning Sunbeam Tiger. Then after a two year gap Jon Siddins and Graham Copeland grabbed P3 in Graham's 1969 Datsun 1800 H510 behind a Porsche RSR and an A9X.

Then there was a bit of a wait for the new era of outright scoring on common base times to start in 2007, which brought Steve Coad to the podium in 3rd spot for the second time - nine years after the first - this time with local pace note specialist Jamie Vandenberg navigating the 1972 orange Monaro GTS.

When it started, show and shiners were unsure what a Targa was. This local 59 Cadillac Coupe de Ville had a short career, things like this have not been seen since.



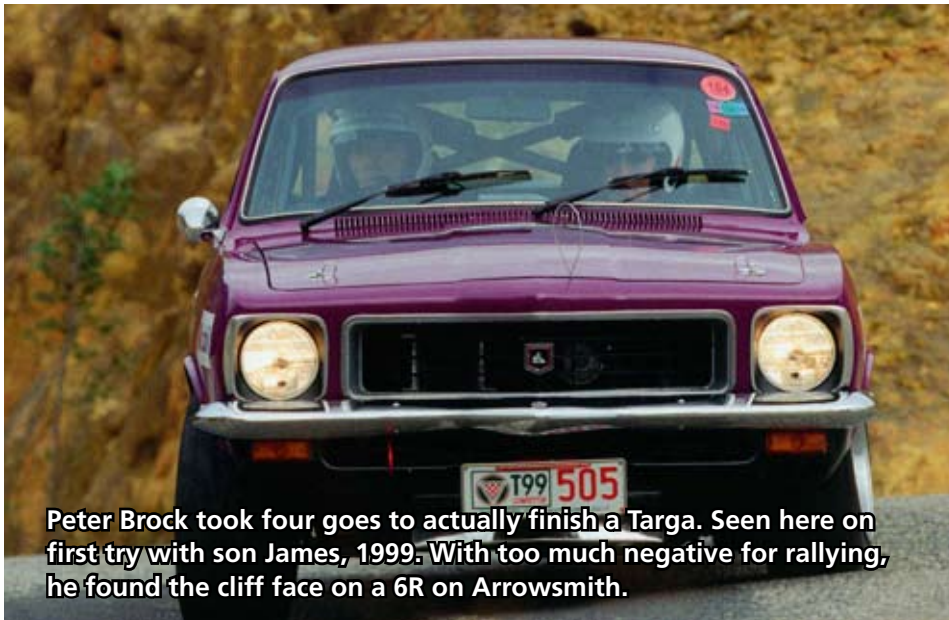
structure of the competition changed from year to year. The classes and categories and outright and handicaps were bewildering and confusing. From 1998 to 2006, the concept of a Classic Competition separate from the Modern was introduced and the only results issued were the handicap.

From 2007 onwards, the Classic has been a dual competition, with both Outright and Handicap results published and awards presented.

Through it all, there has remained one constant - the highly coveted Targa Trophy, which you only get by finishing every Targa stage within the Trophy time. If you do this three years running you get a Gold Targa Trophy.



Garry and Laura Quigley fly the Falcon in the pouring rain of Targa 2001; they did not get a plate.



Peter Brock took four goes to actually finish a Targa. Seen here on first try with son James, 1999. With too much negative for rallying, he found the cliff face on a 6R on Arrowsmith.

This was a fantastic drive in very challenging conditions which left Steve exhausted and realising that the big old touring cars, however well developed, were so much harder to do well in than the nimble sports cars - Porkers and Zeds mainly.

In 2010, we come to one of the greatest drives in Targa history, when Prodrive development engineer Paul Batten put his Dad's ancient 1961 Volvo PV544 into 2nd in foul weather conditions.

But HTCAV member Mike Batten had been trying for 15 years to win the handicap, so decided to give up 2nd on the Outright podium to be the winner by a massive margin on the Early Classic handicap. Under the rules, they copped a 'Podium Penalty' so the record books will always show they came only 4th Outright.

So what can we expect over the next decade? Of the 173 pre-81 Classic Cars entered in the 20 year anniversary Targa Tasmania of 2011, which will start on April 5th, 26 or 15% are pre-'73 touring cars. In 2005 it was 30 cars out of 103 entries or 29%. Some other types of cars, such as the Big Healeys and Triumphs and MGs, have almost disappeared completely. No one wants the old touring cars to be next.

You used to be able to buy a decent LC / LJ 2 door (for example) shell for a few hundred dollars and a decent runner was a few thousand. No longer! A competitive pre-'73 LMS car ready to start will need a budget of at least \$50,000 and an MS supercar with V8 and all the tricks can be anything from \$200,000 upwards.

For these numbers, you have a wide choice of modern stuff. To still want to go pre-'73, you have to want the thrill of wringing out a race tuned pushrod with straight cut gears screaming, turning into those blind corners on the gas and feeling the thing settle and grip, making an ancient family car perform like an easy-peasy turbobox. And the satisfaction of flying past them in the pouring rain ...

Among the measures being offered by the organisers to stimulate the older cars (which remain the firm crowd favourites) is an Early Classic competition with significantly easier handicaps.

But this is not attractive to competitors - that smacks of manipulation and no one wants to win

a competition based on a dodgy handicap.

Fortunately, the emotional appeal of our cars seems to be intensely felt and the rational decision to save cash by going modern appeals only to a minority.

The HTCAV Championship is there now and crews are slowly getting used to the idea that they don't have to beat all the sports cars to be on a podium. So maybe that will help. And with 55 to 60 pre-'73 cars scoring in our Championship each year, we are still a very major presence in the tarmac rally scene.

Targa Tasmania has always claimed to be the ultimate rally and it has certainly proved to be the ultimate adventure for many Club members.

So many of the Targa stages are etched in the folklore - flat out on tippy toe round the 9L under the wires across the top of Cethana in pouring rain, three abreast braking for the 6L left after the crests of Rianna, the 55km marathon of Arrowsmith, the insane challenge of The Sideling, the greasy adverse camber of Roseberry, the terrifying Corkscrew out of Queenstown - there are so many challenges.

Coming through all the tests intact and doing so well they sprayed champagne has been a life experience for some HTCAV members.

And that's something John Large would have been exceedingly happy about.

Brian Dermott

Pics scanned from "Targa Tasmania - the ultimate rally 1992-2001 the first ten years" edited by Michael Browning and published by Octagon



Club member Henry Draper - here with Graham Palmer, not wife Ros - flies over the railway at Ross in 1997; the Ross township is no longer a stage.



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

Eddie Woods
 31 Capella Crescent Moorabbin 3189
 Phone 9553 2517 Fax 9532 2485

The Bean Counters Report

APRIL 2011

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 March represents 9 months of activities.

Our funds in the bank are as follows :

	31/03/11	31/03/10
Cheque A/c	\$8,669.83	\$4,742.11
ANZ V2 A/c part 1	\$4,636.94	\$5,569.94
ANZ V2 A/c part 2	\$1,123.45	\$1,123.45
ANZ Term Deposit	\$19,378.59	\$18,882.44
Total Funds	\$33,808.81	\$30,317.94

During the last 9 months the main item of income has been subscriptions, \$17,735, with \$14,800 of it occurring since early December 2010. It is very pleasing to see subscriptions coming in at a healthy rate. Many thanks to Jervis for handling this task again for us. His

membership report at the last committee meeting said membership levels were ahead of this time last year, so that is good news. We should get to our 200 membership target in a couple of months and can keep growing from there. The great work Brian Dermott keeps doing on our rally division, and Chris Ralph's support of that in this magazine is starting to take shape.

We also had our annual dinner in December. The 127 attendees had a great night, the number being v. similar to the previous 2 years, 128 and 133 respectively. Barrie & Ben Read and their spouses and support crew contributed 5 attendees, Russell Pilven bought 6 tickets, Michael Hibbert 6, Angelo Taranto 6, Ian Watt 8 and Dean Bryant 12. Fantastic effort by those folk thanks. The raffle proved popular with \$1,465 raised, again very close to the previous 2 years, \$1,460 and \$1,500 respectively.

The cost of the annual trophies was \$4,171.76 which was in line with our plan. By the time we do all the capacity classes, account for State race and Historic meetings, then add Speed and Rally, and our special awards, Ian Raper memorial, Ian Jones memorial, encouragement and others, there are many to hand out.

At the February & March committee meetings, detailed financial statements were tabled and a discussion was held. This allows the committee to measure and manage how we are travelling. The club is on target for a surplus of around \$2,000 for the year ending 31 May 2011.

That's it for this month. See you at the April club night.

Signing off

David Floyd

Touring Car Racing, Queensland, 1960s.

Pics courtesy Ian Ross



2011 Pointscore

With tablePoints from Phillip Island Classic for financial members only.

Nc over 5000cc	Pts
Tony Hubbard	3
Rod Hotchkin	31
Nc 3501-5000cc	
Rob Burns	3
John Mann	37
Fraser Ross	40
Leo Tobin	33
Les Walmsley	35
Grant Bingley	13
Michael Bugelly	15
Stuart Barnes	7
Craig Miles	7
Nc 3001-3500cc	
Andrew Williams	32
Angelo Taranto	25
Steve Coad	37
Douglas Growcott	35
Lawrie Nelson	9
Alan McKelvie	25
Tim Fettell	9
Nc2001-3000cc	
Ian Watt	27
Ben Read	34

Nc 1501-2000cc	Pts
Mark Schatz	29
Russell Pilven	40
Peter Owen	3
Chris Ralph	31
NC1101-1500	
James Holloway	31
Nb Over 3000cc	
Andrew Cannon	17
Bill Trengrove	32
Andy Clempson	35
Nb 2601-3000cc	
Nb 2001-2600cc	
Eddie Dobbs	31
Nb 1601-2600cc	
Nb 1301-1600cc	
Nick Cascone	34
John Luxmoore	19
Nb 1001-1300cc	
Anthony Ramadge	40
Ted Brewster	21
Helen Lindner	26
Ian Pringle	17
Peter Melick	23
Under 1000cc	
Jerry Lenstra	31
<i>Michael</i>	

Letter to the Editor

Supporting Our Sponsors

Once again the participation of our Group N category in the annual Phillip Island Classic was a success. Good numbers (although a little down in the over 3 litre class), good racing, and as usual a great crowd reaction.

All good so far until the post race activities which included the all important sponsor trophy presentations. Where were the class winners and place getters? In the much vaunted over 3-litre, shamefully most were missing!

While I understand a small number of competitors had to catch a boat back to Tasmania most other competitors could have at least stayed that extra hour to firmly demonstrate to the sponsors, who put up the dollars to maintain the high level of trophy presentation we have supplied over the last 14 years, is appreciated.

A sponsor's end goal is "ROI". This is corporate jargon for Return on Investment and these days can win or lose support in a flash. I have been happy to organize and co-ordinate our under and over 3-litre sponsors and trophies for

the aforementioned last 14 years. But at this year's presentations I was quite honestly embarrassed by the lack of attendance. Having spent the last 25 years of my corporate working life looking at the "ROI" success or not of marketing or product promotion programs, believe me when reasonable amounts of sponsorship monies are involved we seriously need to lift our game.

Do we really want to return to the days of certificates or cheap tin or plastic trophies? I think not!

Below I have listed some constructive suggestions which I submit to the committee of the HTC AV and the members at large, for discussion, review and resolution, at both general meeting and written communication levels.

Many key committee members are competitors at the Classic hence understandably organizing an on the spot presentation and refreshments event at the end of the meeting can be potentially a burden best passed to another non competitive official of the club. e.g. A subcommittee ordained for that specific purpose.

Communication with competitors is critical at the meeting. The simple issue of an A4 style communiqué on the Sunday morning would increase competitor awareness, and potential presentation attendance. Also notify commentators to mention in pre race comments, this happened by accident this year because we found out very few knew about the presentations. Communication!!

With corporate type sponsorship we need to ensure our introductions give accurate, name, rank and serial number, as our sponsor representatives step up to hand over the trophies. If we are to gain a sponsor for a potential series the execution of these sort of procedures are a must do. Understand the protocol and courtesy necessary at such proceedings.

All of these comments I have put in writing are made with the end goal being the assurance of the ongoing support of our category by satisfied sponsors who have been shown their input has had a two way benefit to all parties. I look forward to a positive result.

Graham Slater

General Meeting Minutes

23rd March 2011

At The Rising Sun Hotel South Melbourne. Meeting opened @ 8.15 pm with about 35 in attendance.

Apologies: Marty Lambert, Mark Brewster, James Holloway, Leo Tobin, Sneddons, Mat Jager, and the list went on.

New Members: Shane Tobin (a dead ringer for his brother!)

Secretary's correspondence: Just a whole pile of letters n stuff!

Treasurer's report: In the mag as usual. David reported several big tables at the prez night. Thanks to those people for helping to make up the 147 guests.

The raffle returned about 1400 odd bucks! David also reported that the MG State Round will have a regularity component. Good opportunity for future racers to get out and have a go.

Moved: Hibberway Seconded: Holloway

President's Report: Congratulations to Russell Pilven and all the other class winners and trophy recipients on a great effort for 2010.

A huge thanks to Jervis for his work on the new website and the magazine, both look fantastic.

Marty Lambert will investigate the possibility of a new meeting venue.

The meeting dates for this year will be printed in the magazine and will be bi-monthly! Just like Jerv!

The CAMS investigation into an incident at Phillip Island in 2009 returned a result of no

charges being laid.

March a big month, Shannons Phillip Island Classic, the Top Gear show and of course the F1 Grand Prix. Some of our members will be running at the Top Gear show.

Point score: Michael Hibbert urges you to get your interstate points to him so they can be allocated to you. But remember if you haven't paid your membership, NO PAY NO POINTS!

VP report and Membership: The vice turkey advised we have 8 new memberships in today! The target for 2011 is 250. Looking good.

AHTCA report: Mat home in bed with a different wog!

HCC Report: Even less than Mat's report! Competition Report: Two big grids for Phillip Island. Oversubscribed in under 3lt with 10 (count them) Rotaries in, most probably OVER 3lt. not yet decided.

Marquees under control. First state round is April 16, 17 at Flip Island. The first of three rounds for Group N. We will not be running the MG round prior to Winton Historic. Speaking of Winton Historic, entries will be out soon.

Also of note: 42 Group A and C cars at the Island.

Could we provide some people to work at the MG round given we aren't running?

The Social Pages:

With the stand-in Mick Hibbert, Marty Lambert, the social man is following up a couple of ideas so keep an eye out.

Magazine: Ralphy reported a couple of glitches in the mag. It will still be monthly but

not always at the same time.

Eligibility: State council meeting early Feb. Cams talking to Winton about their track licence. Winton Historics... CAMS or AASA???

Raffle winners were Big Rexy Colliver and Greville Arnel.

General business.

1. Hollywood reports that the website is very important to the Club. And he is right. He proposed that we do something in the way of a gift for Jervis, but most people said *#ck him!

He then uttered the S word..... SPONSORSHIP!

He talked about the way category sponsorship has played a big part in the success of the TCM series. Costs are rising, is it time for change?

Well, it probably is and there were some encouraging words from Bill Cutler.

The HCC would look upon a sponsor arrangement in a positive way if the circumstances were right. Hollywood will investigate further.

2. Two new sponsors for P.I, thanks to Graham Slater.

Over 3Lt: Andrew's Autos.

Under 3Lt: Tyres N More.

3. More over 3Lt cars needed for the island.

4. We need to decide on the race format for the VHRR Festival of Speed by next committee meeting.

Meeting closed at 9.45pm

Coxy

HTCAV Stars in 2011

My son and I went to TOP GEAR LIVE on Sunday March 13 at The Showgrounds. I could not believe how big the event was; thousands of people, numerous display cars ranging from the exotic eg Pagani Zonda, AC Cobra through to competition cars and Minis of various shapes from the Victorian Mini Club.

Courses were set up around the buildings for demonstrations from drifting cars and for the competition cars to drive round one at a time against the clock.

Ant Read in the green Read RX2 put in a quick time whilst we were there and was only 6 secs slower than the fastest time of a Mitsubishi Evo. Many

HTCAV cars were there including those of Len Read, Mick Stupka, Nick Cascone, Eddie Dobbs, Andrew Williams, Ben/Ant Read, Steve

Coad, Ian/Fraser Ross, Jervis Ward (Group A M3). We were impressed by Steve in his orange Monaro, unbelievably sideways on a tight section of the circuit.

These cars were provided for the duration of the weekend from late Thursday through to Monday or Tuesday and there were 10 shows in total.

We were there for the Sunday morning show with Jeremy Clarkson, James May and local Shane Jacobsen. I thought the presenters did well but there was a bit too much stunt driving and "fireworks" for my liking. The car soccer was good using 3-wheelers, a Kingswood Ute and a Morris 1800. We came to the part of the show when cars are judged to be cool or uncool and the audience displayed their choice. There was a Lambo, Ferrari, Porsche etc and finally a Toyota Yaris.

After the Yaris was voted Uncool, Jeremy asked; "Does anybody own a Yaris? Is anybody brave enough to own up to driving a Yaris?" Somebody put their hand up.


Jeremy was so impressed that they would admit to owning one that he had to go over and interview them.

We looked at one of the big screens to see who this special person was and blow me down, it was Margaret Dobbs! And when he saw the empty seats alongside Marg and Eddie, Jeremy concluded that as well as being uncool, Yaris drivers didn't have any friends either.

So, first HTCAV star, Russell Pilven, in the Tyrepower adverts and now, second HTCAV star, Marg Dobbs... Who will be the next?

Simon Browning

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

For all your photographic and promotional presentations



James Smith Photography
m: 0412 564 296 e: james.smith1@bigpond.com

Marshall Cass Photography
Mobile: 0418 888 977
Phone: (07) 3341 6392
Fax: (07) 3423 0033
Web: www.marshallcass.com
E-Mail: mcphotos@bigpond.net.au
Studio: 38 Dromos Street, Eight Mile Plains.



P.O. Box. 4147
Eight Mile Plains, 4113.
Brisbane, Queensland.

Bonny Art
The motor Sport Photography of Damian Petrie



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

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



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!



1969 Cortina Savage Gt 4 Door

(only built as 4 door)

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

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

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

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

Offers around \$20,000



An Historic 1968 Ford Falcon XT

A two time London to Sydney competitor, with a distinguished history.

Built in Adelaide by Gil Cameron at Road and Track 1991 as a long distance rally car for

London Sydney endurance events. CAMS logbook No S1942

See list of events it has competed in, never involved in any serious accident.

The car was built for Mark Minarelli in 1991. Then bought by John Rudajs and Rex Growden in 1994. The car was bought from them by Chris Stephen in 2001.

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

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

A truly no expense spared project which has produced the ultimate long distance historic rally car, Has also run very successfully in bitumen Targa type rallies with several class and category wins. A fantastic car to drive and proud to be the owner of. A replacement estimated build cost over \$100,000. In ready to go condition, with a large assortment of spares included

For a complete tun down on the car and history contact Chris Stephen 0418 123 255

I am looking for around \$65,000



Devo's '64 GT Cortina

To be Sold as a Complete racing package.

Built by Broadwalk Engineering. Brother/sister car to Fast Johny's No 63. All the usual body modifications including Steel Cage, Monte Carlo Bar and Watts Link rear end. Vello seat with 6 point Sparko belt. EN36A (low carbon alloy case hardened steel) steering Pitman Shaft.

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

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

Other bits include jack stands and racing jack.

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

Asking \$35,000 the lot.

If you want to have a go at racing this car is a great way to start. For more contact Paul Trevetan on 0427 885 075



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.



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 **\$35,000**

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



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

Group Nc Holden Torana GTR-XU1



First time offered - this factory plated and authenticated multi-Championship-winning Torana GTR-XU1 is undoubtedly one of the most successful

6-cylinder Group Nc cars in Australia. Comes with all the best equipment including Harrop fully floating differential, Detroit locker, 3 diff ratios, Wayne Mahnken engine with 300 plus HP, Argo rods, Ross pistons, Eddie Woods head, HM1 headers, custom inlet with 3 x 2" adjustable bowl SUs. Fully sorted suspension, Konis/Kings etc. Fitted with genuine 7 x 13 Minilite mags fitted with AO48R Yokohamas, includes set of 7 x 13 hotwires fitted with AO48s, plus 6 X 13 Globe mags fitted with Dunlop D93s. Includes spare short engine. Reduced \$80,000-No Spares. Contact: Graham Slater. 0419 202 047 or 03 5968 3059

Group C Holden Torana GTR-XU1

Factory plated Torana GTR-XU1. This car is painted in the original "Royal Purple", the factory colour which was one of the rarest colour options available in this model. This car has never had an accident (doors close as new), and comes with a Group C CAMS log book with racing history at Calder, Winton and various Victorian Hillclimb venues, competing in Victorian Hillclimb Championship events. Rebuilt original LSD, M21 gearbox and XU1 cylinder head. Engine is in top condition but does not have original block, fitted with works camshaft (53L105) or LX. Interior trim is in excellent condition as is chrome work. Comes with Globe mags & new tyres. Note: This car comes with a known history and was raced by a close personal friend of mine. If sold in Victoria the black & white XU101 registration plates come with car. If sold without plates the sale price will be reduced by \$5000. Full price \$85,000 (limited negotiation).

Phone Graham Slater. 03 5968 3059 or 0419 202 047.



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
- Commercial & 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!

Zinner boxes

KEN ZINNER offers for sale two Zinnerized Holden items at reasonable cost.

EH gearbox rebuilt and ready to go \$650, EH 3.55 diff \$100. Call Ken - 9568 0363



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

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.



1968 Mustang Grp Nc

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

1965 NC Ford Mustang



This car is very clean and has the potential for development for the caring driver/mechanic, excellent body with all the right parts. New motor not run in 289

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

Dunlop Formula R SP Sport D93J

205/60/15 Tyres x4. In VGC, only used in the wet, \$500. Contact Jim Collins phone: 0419 552 875 (VIC)



Silvio Berlusconi asked for an 18 year old Escort...

**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.**



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



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**