

# HISTORIC TOURING TORQUE

May 2011

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

## *The House Keeping Issue*

- Inside:**
- Vale Graham Slater
  - CAMS wins back Targas
  - Club plates
  - Pointscores, championships and rules...



Pic ©courtesy Chris Ralph



### **2011 Meetings**

June 29 (AGM) August 31

October 26

Upstairs at the Rising Sun Hotel  
Cnr Raglan St & Eastern Rd, Sth Melbourne

**New  
dates for  
Club  
meets**

# Torquing Heads 2010/2011

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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
Winton Histories	Austin 7 Club	Winton (Short track)	28-29 May	Historic
<b>Round 3 State</b>	<b>ASSA</b>	<b>Sandown</b>	<b>23-24 July</b>	<b>VSCRC</b>
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.

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**See page 18 for full details!!**



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# President's Report



means we will face a true election – fantastic stuff! Make sure you come to the AGM to have your say and more importantly have an influence on the club and its makeup moving forward.

We've now secured a custodian for the club trailer and promotions role – fantastic stuff – who you ask? – come to the AGM and find out!

Fresh faces coming onto the committee, great relationships forged with our race promoters, ever growing rally area within the club and most importantly good racing numbers and interest

abounds the club at this time. All these factors and more make me confident that I leave this post at a great time in the clubs history! And to the new incumbent of the top post (and we don't know who that may be yet as there are several candidates!) I would say that how fortunate you will be to have the opportunity to have an influence on what is such a tremendous racing club – the very best of fortune to you in that quest and my committed support along the way.

## My last few words in print as pres – my how the last three years have flown!

The club is in great shape both on and off the track and the numbers that matter all indicate so. The club is also fortunate to be about to get its biggest committee shakeup in a very long while – another good thing for the club also and proof that there is vigor and interest within our own ranks. For the first time in many years it appears as though we have more people nominating for committee positions than there are positions which

As this edition goes to press we have just learned of the passing of our esteemed racing mate and club stalwart Graham Slater. My thoughts and prayers are for Carole, Scott and Melissa and the Slater family at this tough time. Graham remained positive until the final drop of the flag and he will long be remembered for his tireless and substantial contributions to our club. Blokes like Graham come along rarely and the HTCAV is far poorer tonight as a result of his passing. Carole has asked that those racing mates attending Graham's funeral on Wednesday may like to bring their classic cars out for the occasion – how thoroughly fitting indeed. On a personal note Graham has been a terrific contributor and sounding board for me during the last three years and as such his mark on this club is clear. The HTCAV is a far better club simply because Graham had influence on it. On behalf of the HTCAV and all Grahams racing mates I simply say – "Thanks and farewell mate".

I look forward to seeing many of you at the A.G.M,

Cheers  
*Deano*

## Position filled! You'll think it's Christmas

Shane Tobin has kindly undertaken to become the Club's Liaison Officer. He'll be the one looking after the Club trailer, taking it to the historic meetings filled with cheer and beer, welcoming the interstate competitors, listing the prize winners and getting them organized for the trophy presentations, etc.

Congratulations and many thanks Shane, we know you're mindful of your grave responsibilities (somebody stop me now).

## Historic peps

Ken and Glenda Zinner have been married for 50 years! On the 6th of May they celebrated their half century, not a bad innings for people who don't play cricket.

When asked to comment on this extraordinary achievement, Ken was heard to say "Well, aaaaaaar..."

It's the month of May – of course we need to talk about Christmas! Or rather the famous HTCAV Grand End-of-Year Presentation Award Night Knees Up Christmas Party to give it its full title.

It's on again on the same night, the first Saturday in December. Only the date has changed to protect the innocent – Saturday the 3rd. But the location hasn't, the Eden on the Park on Queens Road.

Last year was huge and seeing the hunged over persons at breakfast the next day was even better!

Put the date in the diary and book your room now at the special Club rate on 9250 2222.

Plus! John Brash and Rank Outsiders will be the Band once again. Rock on!



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Is my work ever done?

**Timing, they say, is everything. And this month, the timing of the Annual General Meeting means that we have to get the mag out now date so that voting forms and the like can get to members within the statutory time of one month before the AGM on June 29th.**

Unfortunately, it means that we won't have time to report on the Winton Historic in this issue and given the lack of events run since the last mag, it's a result-free issue, the first we have ever had inside a race year. So this month it's The Housekeeping Issue, like it or not.

And there are some very important things that we have to deal with, things vital for the Club to continue on its merry way.

Firstly, election of Committee Members for the year 2011-2012. For the first time in a few years we have a situation where a number of people have already put their hands up for consideration – hey presto, we have an actual election!

There's plenty of time for you to run yourself, if you'd like to get a seat and enjoy life in the Club's inner circle. Or you could nominate someone you think would be a good addition to the Committee.

But voting ideally means you've all got to get your bodies to the Rising Sun Hotel in South Melbourne to physically vote in the Committee members and office bearers. Attendances have

been down (why, we're not quite sure) so if you only make it to one meeting per year, please make it this one.

If it's simply not possible for you to be there, please make sure you fill out the proxy form and give it to the person you've nominated to vote on your behalf. Only the correctly completed forms can count, verbal proxies are not legal tender. There's more detail on the following pages...

The constitution... "it's the vibe, man..." Apologies to Tiriel Mora in The Castle, but even Dennis Denuto could see that there are bits where the constitution needs to be tightened up. Jervis and David Floyd have done the spadework, now you need to ratify it through your vote of approval...

With the new laws there will be more call for VicRoads Club reg through the Club and we have worked to get a process going which should be good for everybody; please see the article on that issue as well.

The next thing we have to look at is advertising in the Club - a lot of space is being taken up by ads, four pages at the last count. So you'll read about how we are dealing with that issue. While we're on ads you'll see that a very famous old banger is now up for sale. And so is his car.

John Mann has been selling cars all of his life. But I'd guess the old grifter will feel a touch sentimental when the famous Ole 54 finally leaves his hands.

This car is not just stock (it's far from stock!) it's a prized possession, an old friend he's battered with his beefy hands into compromising race situations only an ace could

retrieve from.

With more than 400 wins it's made its own history and represents something of a future investment. There are other parts there, and there's a bonus. When you ring John about them you get a free practical in how to sell stuff, and probably one or two of the worst jokes you have ever heard.

And thanks again to Brian Dermott for his Tarmac Tattle column. Boy, he must have had some very nasty experiences with CAMS, the views he expresses on which are his own and not necessarily those of the HTC/V. But it's very interesting to see CAMS clawing back a bit of ground lost to AASA, which can only indicate they are becoming more competitive.

And finally, sadly, we report on the death of Graham Slater, a longtime club pillar and a fantastic contributor to this magazine with his terrific race reports. Our article was originally written after he rang to say that he was "on his last laps" and wanted people to come to see him; the day after the article was filed Graham's life quickly came to a close. Oh dear. I hope that everyone takes the time to read it and reflect...

So that's about it for May, an odd issue to read no doubt, but full of pivotal stuff vital for our Club...

Finally, please make every effort to get to the June meeting!

*RalphE*



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# Graham takes the chequer

**HTCAV club stalwart Graham Slater sadly passed away in the evening of May 26, after a brief reprieve from his brave battle with cancer. He was 67.**

One of the founding Group N competitors and Club members, Graham served the HTCAV over many years, through his work on the Committee, the long sponsor association of Rockwell Industries and his professional race commentary and reports.

In the last weeks Graham was amazingly matter-of-fact about his impending demise. "I have lived a great life," he said, "I have had the pleasure of a wonderful family, I've raced my cars on great circuits, I've experienced the excitement of the corporate world. Of course I would have liked a few more years, but..."

Only a couple of issues ago we wrote that you can tell when a guy's feeling better when he writes a stinking letter to the Editor, which he did regarding the embarrassing no shows at the trophy presentations at Phillip Island Classic. Unfortunately, that was the calm before the storm...

Graham could be feisty alright, a virtual terrier when he seized on an issue and wouldn't let go.

So it's quite extraordinary that he faced his last weeks with such monk-like acceptance. Last year, when he first became unwell he calmly made a goodbye video so everything would be just right at the funeral.

After decades of preparing for race meeting, you could say he was used to packing the trailer well ahead of time...

He had one last request, that people come and say g'day. Many took the opportunity to do that, but unfortunately time accelerated faster than his beloved Holdens; in the end his passing was swift.

A year ago the mag carried an article on Graham that outlined his life in motor racing. It's worthwhile reprising a few points to refresh the memory:

- In 1969 the young electrical engineer starts motor racing in the Winton 6-Hour Relay in his trusty Holden HR 186 S. Series Production racing in a 327 Monaro was cut short when Carole announced that first born Melissa was joining the pit crew.

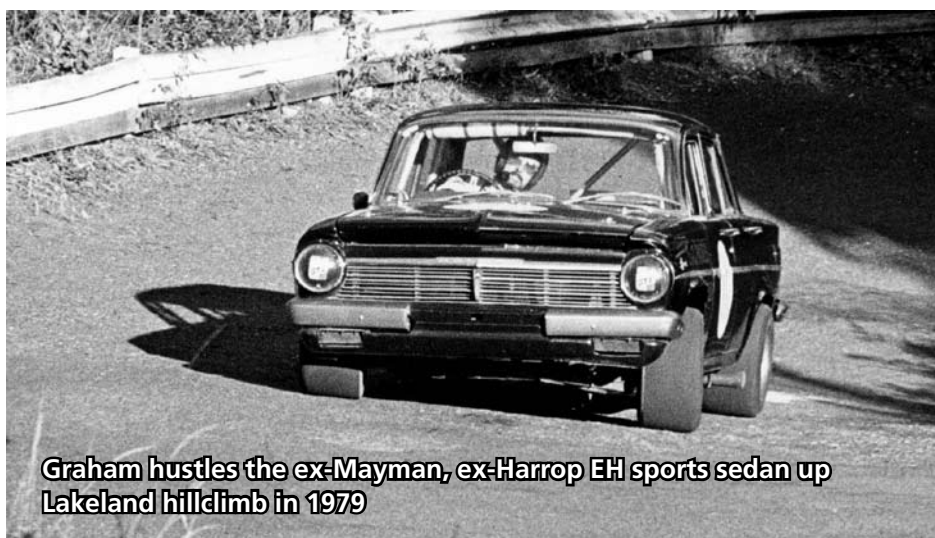
- With a Datsun 1600 Sebring Special Improved Touring Graham came 13th in the Australian Touring Car Championship round at Sandown behind all the heavies, winning all of \$75. Wins the Under 1600 class in the Victorian Hillclimb Championship at Lakeland, two years in a row, and the Datsun Cup.

- But Holdens held his heart and in 1972 he purchased the first of his XU-1s, a 1971 LC Bathurst Special. Wins the Victorian



**After his last race of a 41 year career.**

Pic courtesy Chris Ralph



**Graham hustles the ex-Mayman, ex-Harrop EH sports sedan up Lakeland hillclimb in 1979**



**Graham Slater's last race in April last year.**

Pic courtesy David Apostol

The Zephyr leads the Barry Batagol Jaguar at Sandown in the early 80s



Hillclimb Touring Car Championship at Lakeland outright.

- Starts writing about hillclimbs for Auto Action, which leads to race reports and a Melbourne column for Racing Car News.

- In his second Torana, John Stoopman's LJ, he very nearly wins his second outright Victorian Hillclimb Touring Car Championship in 1974.

- Then with the ex-Brian Mayman and Ron Harrop EH sports sedan he fettles a 12-port angle cut head and an XU-1 4-speed and gets good top ten finishes and hillclimb results.

- In 1976 Graham buys a genuine Bathurst 350 Monaro, a car that he kept. Wins his second Victorian Hillclimb Touring Car Championship and races it with great success into the late seventies.

- Builds a Mk111 Ford Zephyr for re-formed Appendix J racing, which he campaigns through into the early 90s.

- Buys a genuine 1972 Group C Torana, and with Scott builds the super-quick No. 47 Club Championship-winning Group N racer. Graham is always enormously proud of the outstanding results the car had with Scott at the wheel.

- After joining Rockwell Automation, he institutes a long and beneficial sponsorship of the historic touring car events at Phillip Island.

The HTCAV salutes a long-standing contributive member, competitor and writer of excellent race reports. Graham was an integral part of our scene from the beginning.

His devoted wife Carole a constant presence in the pits, ever ready to offer hungry racers a scone and a cup of tea, his son Scott a fierce racer who astounded all with the performance of their immaculate Torana XU-1, taking many victories and records and becoming HTCAV Club Champion in 2001, much to the delight of an enormously proud father.

Graham, thanks for everything mate. It's been a good race and you drove it very well...



The Team - Graham and Carole Slater.

Pic courtesy Chris Ralph

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# Tarmac Tattle

## CAMS Can

It came as a quite a shock to learn that CAMS had won back the sanctioning of the four Octagon branded Targa events, starting with Classic Targa Adelaide this coming September.

For the last four years, AASA has sanctioned motor sport so that it brought costs down, provided courteous officials and efficient dealings. This was in contrast to high charges and aggressive, over bearing officials that were the experience of many in the previous CAMS era.

One of the key AASA cost saving measures was that all contact took place with Octagon in Hobart - usually via the lovely Helen Coad - and latterly via the wonderful invention of the Team Console, which means you never have to fill in forms with a biro. Your licence was included in your entry fee and collected from the sign in desk at Documentation.

Now with CAMS on the we now have to pay \$211 each for our National Rally Licences, so if you are married to your navigator, that means \$422 out of the family budget, plus do an online rally lecture.

Immediately I wondered where this was leading to - dealing with both CAMS and Octagon, the misery of chicanes, the return to those terrible regulations, the spectre of ARCOM and stand over scrutineers, thousands of dollars on licences, logbooks, big medical expenses for jogging on a treadmill to VMax... Maybe it was time to give it all away.

Then the rumours started to flow. Someone said that a great deal had indeed been done by Mark Perry of Octagon. Not only was the deal cheaper, but ARCOM (Mission: "...manage and guide rallying in a manner that is in the national interest," no fun there, then) is not involved, we'll keep to the Octagon Supp Regs and Octagon Championship rules, there will be no chicanes and even entry fees might start to reflect the higher cost of licences. Some of this sounds too good to be true but we can live in hope.

But thanks should go to Mick Ronke and Heather Wallace and the rest of AASA for leading CAMS to act competitively and to stop looking at tarmac rallying as a gravy train of rich ageing hoons

However, now all rally entrants will need a CAMS registered club.

Welcome to the HTCAV! Please just contact Jervis Ward and it'll be over fast and easy.



Early Classic winners Waldron-Gregory, LMS 1955 Fiat Abarth, Freestone-Freestone, MS 1948 Holden (5th), White-Yelds, 1961 Volvo 122S (25th).

### A TRUE HANDICAP

After filling our lives for many weeks, The Big One is over. The 20th running of that six day marathon adrenalin fest called Targa Tasmania is finished and we are all back home safe.

Shattered, knackered, broke but fizzing and sparking and thrilled beyond normal experience.

If you enjoy motor sport as a competitor, there really is nothing quite like Targa Tasmania. Not the 2 or 3 day sprint Targas, nothing on a race track, nothing on a road.

Nothing will scare, test, punish or reward you like Big Targa. And nothing will remove as much money from your account in such a short time. But then nothing will intoxicate you with such a visceral thrill.

But when the buzz had subsided, there was a fair bit of dissatisfaction among competitors in Targa Classic competition and a lot of it was focussed on the Classic Handicap Table.

An analysis by a bunch of experienced competitors showed the handicap system used in one way or another for 15 years, was a nonsense. While the Supplementary Regulations said that the handicap should: "allow true competition between vehicles of many ages ... with driver skill, mechanical performance and reliability determining the outcome", the handicaps had never included parameters which determine relative performance so had never been able to deliver this objective.

Although no one ever got to know how these mysterious second per minute handicaps were calculated, the magic potion was cooked up from age of the car (via the Category), engine capacity and level of modification - as in Standard Spec, Limited Modified and Modified - for 111 classes. These variables have no systematic influence

on performance.

The older, smaller and more standard your car - irrespective of things that do determine speed such as actual power, weight, frontal area or C of G - the easier the handicap. Not surprisingly, over many years V8 touring cars from the 70's were not particularly favoured and although the folk up the front were happy enough - even Tattle got on the podium - anyone with serious grunt languished.

Recently, grumbles had been building up. The handicaps had started to fluctuate by big amounts, adding or subtracting over 20 minutes over the event. Category 4 (where most HTCAV cars are found) was shifted into and out of Early Classic almost every start.

It turned out that the organisers were manipulating the values to give the opportunity to different corners of the 100+ car field and trying to persuade more early cars to enter by taking away the highly competitive Cat 4's. After all, went the thinking, everyone paid the entry fee, so everyone should get a turn with a chance to win.

Only one small problem with that: it was not what was in the regulations and was certainly not the 'true competition' most competitors wanted. There were some other wobbles from the usually rock solid Octagon and much heat and beef and blow in the emails flying around until finally Mark Perry called time and sent the working party off to work on a new system to deliver on what people wanted and what had always been in the regs.

The rumour is out that a decent size report has been produced with actual facts and equations and inputs from real engineers, so it will be interesting to see what happens in Camp Octagon next.



## ULTIMATE OUTRIGHT

Of course the key outcome of the silly handicap table has been that people tend to ignore it and focus on the Outright results off the standard base time. In our own HTCAV Rally Championship we use only the scratch times, arguing that this provides a solid result and the fastest car and crew will win our cups.

But of course that is not necessarily the fastest crew - that is, the crew which drives, navigates, prepares and manages the car and themselves best over all 521 competitive kilometres on the limit. They may be beaten by a lesser crew in a faster car.

More competitors have focussed on the 'Outright Competition', leading to the development of very modified 'Outright Cars'. In our sphere, this includes the Coad Monaro, the Mediecke Perana, the Cattlin Boss, the Freestone 48-215 and there are more, including David Cooper's ultimate A9X. And soon, our very own Editor's Perana will be sticking on numbers.

These cars are awe inspiring, displaying fabulous design and construction quality and performing right up at the front where previously only sports cars beginning with P were able to venture.

Another factor in the classic competition is increasing freedom of tyres and brakes in Targa events - all cars can now run wheels +2" diameter and width with the latest modern rubber and brakes. Classic cars compete intermingled with modern cars on the same stages in the same conditions and it is considered that classic drivers should have the same grip opportunities. Accident potential would be unacceptably high with cross plies and drum brakes.

But all that grip and stopping power can be cashed in as safety and as speed so of course classic cars are much faster relative to modern cars now, compared to 10-12 years ago. In 1999, the winning classic on Modern base times would have been 15th Modern; the 10th placegetter would have been 31st Modern.

In 2011, the winning classic on Modern times would have been 10th Modern; the 10th placegetter would have been 24th Modern. This closing up has occurred despite the arrival in Targa of very high performance, very high tech 2011 supercars from Nissan, Lamborghini, Porsche etc. all bristling with electronic aids and gizmos.

Without these enhancements allowed to classic cars, the gap from modern cars to classics would by now have widened by a large margin.

I must say that listening to the Coopermobile going up through the (5) gears to 8000 revs, breathing deeply of the dense Tassie air hanging in damp grey curtains over a dry Riana stage and then slowing from warp speed in about 10 metres before the four right was a spine tingling experience. But is it an A9X?

Er, yes. Later, starting behind him on a drenched Mt Black with solid rain drilling down, David was still not straight when he disappeared into the gloom at 400 metres - still no wet grip. But there was enough dry for this wonderful V8 to come second outright - and if we can't have one of ours on the podium, then better it be D.Cooper, mechanic and Tassie Torana guru.

### BATTEN DOWN

Ralphie did a wonderful professional job reporting on our Targa adventures every day late into the night. Next year he'll be down there with us in his BRIGHT ORANGE Perana, seeing if Big Targa is worth all it's cracked up to be. (It's not that bloody bright, Ed.)

This year, most of his sources were reliable but there were some distortions in his account of the Batten Batten Volvo's demise. I wonder where he got that from?

Mike Batten has written to put the record straight: "For the record we lost 11 minutes and would have been first Early Classic and 5th Classic Outright without the stop on Cethana. My original thought was that fuel had been taken out of the car and I put in a request for a derived time.

This was rejected (so it should have been Mike) I checked the records of fuel purchased by the service crew about a week ago and compared it to my records of what was put in the car.

There was a 12 litre error, so my only conclusion is the tank was not filled on the Friday night". It is so easy to underfill a cell from a drum and they paid the price.

Wait, there's more: "Another

correction to the article is that Paul only had to run about 300 metres to the farmer's house. We were very lucky as Cethana is the only settlement in the whole 37 km stage" So 300 metres not over a kilometre as we reported - and not event-ending like it would have been if it had stopped 10 kilometres earlier.

But when bad luck joins your team, it often enjoys itself so much it can be hard to get rid of. Last weekend, Mike towed his rally Datsun 1600 with the Troopie all the way up to Queensland for Paul to compete (with Jennie Cole calling the notes) in the ARC round.

But after a decent P10 on the Saturday ahead of several WRX and Evos, the Datsun's engine blew up with a hole through the block on Sunday. As if this was not enough, as Mike headed out with Troopie and trailer to recover the remains, the Troopie's gearbox/transfer case assembly failed as he was leaving Imbil.

As the gloom of a Queensland forest night descended on the wreckage of their weekend, it must have seemed a long time since the glorious win in Targa Tasmania 2010. The moral of this tale is to make the most of any good fortune which comes your way - the next event will probably be a downer.



Paul Freestone greets his crew after at last finishing in the 'Moment of Madness' and on the podium. This very determined crew nailed 5th Outright and 2nd in Early Classic.



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In order to maintain the excellent reputation of the HTCAV and to protect it from any potential issues relating to Club Registration permits the Club requires the following.

1. Any person requesting the Club's endorsement for VicRoads vehicle registration under the Club Plate Scheme (CPS) must be a financial member of the Club. The HTCAV is obliged to inform VicRoads when CPS holders become un-financial members of the Club.
2. That member must complete the HTCAV Club Registration application form.
3. The application must be accompanied by either a Victorian RWC or a statement of suitability for the vehicle to be driven on the road under Club registration.
4. This statement must be provided by a suitably qualified person, that is, one of the many mechanics who are members of the club or a reputable mechanical repair workshop.
5. The applicant must provide the completed HTCAV application form, the Vic Roads application form, the RWC or statement of suitability, two colour pictures of the vehicle and a once only \$25.00 application fee to cover administration. Any application will be refused if all the relevant documentation is not provided.
6. Applications will be processed with reasonable efficiency however up to 30 days should be allowed if the application is to be discussed by the Committee, which reserves the right to refuse applications not in the spirit of the scheme or likely to reflect negatively on the Club.
7. The Club will maintain a formal log book listing details of each vehicle registered to be driven on the road under HTCAV/VicRoads Club registration.
8. It is the duty of the vehicle owner to advise the Club of any relevant changes in status of the driver or vehicle.
9. VicRoad Renewal forms must be signed the HTCAV Club Registration Officer annually.



# Club Permit Application Form

Date \_\_\_\_\_

Name of applicant \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Signature of applicant \_\_\_\_\_

HTCAV Membership number \_\_\_\_\_

Make and Model of car \_\_\_\_\_

Competition or  Road Competition number \_\_\_\_\_

Purpose for vehicle registration? \_\_\_\_\_

Name of vehicle checker \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Signature of vehicle checker \_\_\_\_\_

Name of HTCAV CPS Registrar \_\_\_\_\_

Signature of HTCAV CPS Registrar \_\_\_\_\_

## Payment

Return your payment to: Historic Touring Car Association of Victoria Inc.  
PO Box 16 Chadstone Centre Victoria 3148.

## Payment Method

Cheque  Money order  Card Card

Payable to Historic Touring Car Association of Victoria Inc.

***There is a once only \$25.00 application fee to cover administration.***

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CVS No. 3 digits on back  
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Amount \$ \_\_\_\_\_

Cardholder's Signature \_\_\_\_\_

Date \_\_\_\_\_

**Historic Touring Car Association of Victoria Inc.** Assoc. # A0009105K ABN 59 070 047 761  
PO Box 16 Chadstone Centre VIC 3148 [www.htcav.com.au](http://www.htcav.com.au)

# Club Plate Scheme

## The Grey areas



Thanks to a booklet produced by the excellent Australian Organisation of Motor Clubs we are able to cherry-pick a few bits and pieces to help explain away the grey areas that may not be easily viewable through the VicRoads site.

To download the full detail, go to the AOMC website here <http://www.aomc.asn.au/CPS2011.htm>

The Victorian Logbook Club Permit Scheme is administered by VicRoads under the VicRoads Business Rules. Victoria Police ensures compliance with the scheme.

Some issues of the Scheme may not be specifically addressed in the Regulations and VicRoads Business Rules and so may be open to the subjective interpretation and consequently fall within a "grey area". As a consequence, where the interpretation is

unclear, the AOMC recommends that the permit holder take a conservative position!

Given the significant benefits and modest fees, users of the scheme must consider it a privilege rather than a right.

Abuse of the scheme could result in far reaching implications to the individual, their club and the Permit Scheme in general, such as:

- Fines for driving an unregistered vehicle, or
- Loss of your individual Club Permit, or
- Loss of your club's authority to operate the Club Permit Scheme, or
- Cancellation of the Club Permit Scheme for all enthusiasts.

The introduction of the logbook scheme also places conditions on Clubs and individual club members to ensure the intent of the scheme.

To this end, Authorised Clubs have been required to enter into an agreement with

VicRoads. In general, the Logbook Club Permit Scheme applies to vehicles 25 years and older with a rolling 25 year year cutoff.

In summary, the Logbook CPS requires

that:

- The holder is a financial member of a club,
- The vehicle is safe and roadworthy,
- The vehicle is not used for commercial purposes
- A logbook entry is made if the vehicle moves more than 100 metres from the vehicle's garage address.

Note that a "day" in a logbook entry is from 12 midnight to 12 midnight. Here are a few extra bits of info re the CPS scheme.

1. A CPS registered vehicle cannot be used for hire or reward. (Hence things like a regular business in wedding transport is not permitted).

2. You can tow a trailer with a Club Permit Vehicle as long as the trailer complies with all the normal rules

3. You can put a truck or semi on the CPS, they can be listed in their own right.

4. Learners can drive a CPS plated car, subject to their normal rules. So can P platers but note that the vehicle insurers may impose restrictions on drivers of vehicles less than 30 years old. Remember that only a fully licenced driver can drive and LHD vehicle.

5. You must notify VicRoads of any changes in address etc. CPS data has its own computer. If you do not do this you may not be sent a renewal.

6. Modified vehicle be used under the Club Permit scheme.

7. Mechanics and others may test your vehicle on the road as long as they fill out the logbook

8. You can drive it interstate, but check WA, the CPS laws are changing there

9. Club Permit Vehicles must not be used for carrying goods for hire or for personal or business gain. So you can't use it to take parts to sell at a swap meet, for example.

10. You can sell your vehicle with

CH plate and transfer it to the new owner provided the new owner is a member of the same club and the plates will be re-issued for the same vehicle. The vehicle will need to be re-permitted to the new owner by submitting a new application, safety inspection or Certificate of Roadworthiness and the appropriate fees.

11. You can park your CH plated vehicle in the street up to 100 metres from your house, any further and you have to write in the log book as a journey.

12. The location of a single CPS plate is not defined by VicRoads but the AOMC recommends that it be attached to the rear of the vehicle, consistent with the use of a

### Trade Plate.

13. If you buy a vehicle on full reg and want to put it on the CPS you do not need to pay Stamp Duty.

14. If you drive your vehicle somewhere and someone drives it back, both drivers' names and signatures must appear in the log book.

Remember you must nominate either 45 or 90 days when applying to VicRoads. If you use more than your allotted numbers of days within 12 months your vehicle is unregistered. You will need to go through the application process again.

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# You can now nominate for Officers as well as Ordinary Committee positions



## AGM NOTICE & AGENDA

### NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Historic Touring Car Association of Victoria Inc. is being held on Wednesday 29 June 2010 at 8:00pm.

The meeting will be held at the Rising Sun Hotel, cnr of Raglan St and Eastern Rd, Sth Melbourne.

### AGENDA

1) Transact the ordinary business of the meeting comprising:

1.1 Confirmation of the minutes of the previous Annual General Meeting, 30 June 2010;

1.2 Confirmation of the minutes of any general meeting(s) held since the abovementioned Annual General Meeting and not previously confirmed;

1.3 Receive the reports from the Committee;

1.4 Action a statement required under Section 30(3) of the Associations Incorporation Act 1981.

2) Transact any special business for which sufficient notice has been given. (Sufficient notice being 21 days notice of such business being sent to all members).

2.1 Changes to our constitution and voting

3) Elect officers and ordinary Committee members.

By Order

*Mr Gordon Cox*

Secretary HTCAV Inc.



# 2010 AGM Minutes

## Historic Touring Car Association of Victoria

June 30 2010

Rising Sun Hotel South Melbourne  
Meeting opened at 8.15 pm with 33 in attendance.

### APOLOGIES

Mark Shatz, David Twigg, Justin Brown, Graham Slater, Rod Evans, Mark Brewster, Michael Miceli.

### GUESTS

Janis Holloway, Mitchell Lambert.

### SECRETARY Gordon Cox

Minutes from previous meeting proposed as true and correct

Moved. John Bendell

Seconded. Michael Hibbert

Minutes from previous AGM proposed as true and correct

Moved. John Luxmore

Seconded. Ken Zinner

### PRESIDENT Dean Bryant

The meal tickets were dished out to Hollywood and Twigg (both starving)

The awards night will be bigger than Ben Hur, (one of Zinner's school chums) even bigger than Deans Bum! Don't miss out, book your tickets early.

The Club extends its condolences to the family of Dallas Crane who recently passed. A much loved HQ stalwart and friend to the HTCAV. Dallas will be very sorely missed as he was one of those "doers" that make clubs function and provide so many with the opportunity to do what it is that we all love. There is no provision for General Business during the AGM so we will have an impromptu discussion about tyres after the meeting.

Congratulations to all those competitors at the Winton Historic. Hot racing, cold conditions and of course Ralph's Big Bang theory was tested. Well perhaps God was on his side. The lesson is, don't trust em, they might bite!

We will have a presentation on Head and Neck restraints after the near miss with the Ralph man. Time to do a safety audit on your car and gear.

Thanks to the committee from Dean "the greatest improvement to the Club is the respect we have amongst the racing fraternity." The diverse collection of people on the Committee has made for some heated debate but always level headed decisions.

A special mention to Jervis and Chris for their tireless work on the magazine.

A great publication that is attracting members it is driving and promoting our club and receives many positive comments.

A huge effort from those two guys.

The decision to reduce the number of

competition meetings in the last year has proven to be a positive step. We have put on a good show with strong numbers at all events, running approximately one per month. A break of three weeks between meetings seems to be about right. The Winton Festival of Speed will be supported next year as unfortunately this year the timing is just not right for our club.

### VICE PREZ Jervis Ward

Jervis said he has done very little this year.

### TREASURER David Floyd

David was "Timely" with his report and had nothing to say.

Moved Marty Lambert

Seconded Russell Pilven

### MEMBERSHIP Jervis Ward

Competition .....170

Life.....7

Social .....36

Non-Financial .....19

### COMPETITION Russell Pilven

Entries for the July State Round are at 10. Please get your entries in now.

Russell told of the fun that was had at Baskerville and suggested everyone has a go. He also mentioned a blind left hander that you really must see? What?

The Chris Ralph crash at Winton was a very scary thing indeed. Ralph described it as being somewhat like a brick in a cement mixer. Russell and many others would like to see the handicap race at Winton replaced with a normal scratch race.

Michael Hibbert suggested that the Sports Sedan Assoc need to send out entries to competitors.

The organising committee for Historic Sandown were receptive to our party idea. They also reported that races would be split NB / NC. Heehaw

There was then some discussion whether Mustangs should in fact be in NB? What about the 130% rule at Sandown and Phillip Island when running NB NC?

### POINT SCORE

Paul Cruse has decided to hang up his calculator and concentrate just on the speed championship points.

Everybody in the NC handicap at Winton received 8 points.

### AHTCA Mat Jager

Very little to report.

### HISTORIC COMMISSION

We are very fortunate to have as members of our club, Bob Cracknell and Bill Cutler.

Bob congratulated the club on being proactive on the safety front.

CAMS are looking to replace the SA95 standard on helmets in 2012.

The HCC has been looking into the finances; however CAMS can not give the

information that the commission needs. Bill Cutler has done a lot of work to get to the bottom of this issue. There will be difficult times ahead for CAMS, with competition from the AASA. Group N, on the other hand is in fine shape according to the Commission.

Bob also said that in principle he would support splitting the group N and S tyre list. Russell asked about the continued use of alloy cages? Bob suggested that any change would need to be driven by the clubs via the AHTCA.

### MAGAZINE Chris Ralph

Ralph has written two articles for the mag on his big crash. Make sure you read em.

He went on to thank all the well wishers and a huge thankyou to the safety crews for their swift action.

### SOCIAL Mick Hibbert

There will be an entry form in the next mag for the October car rally.

### RAFFLE WINNERS

Janis Holloway and Marty Lambert

### Election time

Meeting was handed over to the returning officer Peter Sneddon.

Peter Sneddon chaired the meeting.

### Business:

The minutes of the AGM held on Wednesday 24th June 2009 were confirmed as true and correct.

The reports of the committee were received and accepted.

The statement required under Section 30(3) of the Associations Incorporation Act 1981 was read out and accepted.

The Chairman reported that nominations for all committee positions had been received and in all cases only one nomination was received for each position. The following were duly elected:

### Officers:

President Dean Bryant

Vice President Jervis Ward

Secretary Gordon Cox

Treasurer David Floyd

### Ordinary members:

Russell Pilven

Michael Hibbert

Marty Lambert

Mat Jager

Chris Ralph

There being no other business, the Chairman congratulated the incoming committee and closed the meeting at 9:25pm.

# Proposed Constitution changes

## NOTICE OF SPECIAL MEETING

On Wednesday 29th June 2011 a special meeting of the Association will be held at The Rising Sun Hotel, corner Raglan & Eastern Roads South Melbourne at 9:00pm.

### Agenda:

Confirmation of proposed amendments to the Club's Constitution as follows:

#### Rule 2: Definitions

Regarding membership

##### Current wording on definition

"member" means a member of the Association.

##### Intended new wording

"member" means a member of the Association. A member may be in one of three categories: competition members, being those who compete in motorsport events; social members, being those with an interest in historic touring cars but who do not compete in motorsport events for championship points; and life members being those recommended to the membership by the committee for their contribution to the club.

##### Rationale

To reflect the three categories of membership we have.

Regarding notification

Current wording on definition

None

Intended new wording

Notification means communication via printed or electronic means.

##### Rationale

The Constitution refers to notifying members on various matters but is not always consistent on the method. This change is consistent with current technology.

#### Rule 4: Membership

Regarding designation of membership officer

##### Current wording

Various references to the Secretary entering members names in the register and maintaining the register.

##### Intended new wording

Secretary or designated Membership Officer.

##### Rationale

In our club, the membership officer may or may not be the Secretary. This change will recognise the status of the person undertaking that role.

#### Clause 12

Regarding notification of subscriptions falling due

##### Current wording

The annual subscription for the calendar year following the current one, shall be determined by the committee at their October committee meeting each year. Members will then be notified of the annual

subscription at the November general meeting of members. The subscription will then apply for the calendar year that commences on the following 1 January.

##### Intended new wording

The annual subscription for the calendar year following the current one, shall be determined by the committee at their October committee meeting each year. Members will then be notified of the annual subscription at the next general meeting of members. The subscription will then apply for the calendar year that commences on the following 1 January.

Secretary or designated committee member.

##### Rationale

Our club may or may not meet monthly. So the reference regarding members being notified at the November general meeting would now change to notification at the next general meeting.

#### Rule 5: Register of Members

##### Clause 3

Regarding access to membership register

##### Current wording

A member may make a copy of entries in the register.

##### Intended new wording

Deleted

##### Rationale

The Constitution was written before Privacy Laws become so prominent. Clause 2 still allows a member to inspect the register of members free of charge. This is regarded as sufficient access for members.

#### Rule 7: Discipline, suspension and expulsion of members

##### Clause 1

Regarding typographical error

##### Current wording

Subject to these Rules, if the committee is of the opinion that a member has refused or neglected to comply with these Rules, or has been guilty of conduct unbecoming a member or prejudicial to the interests of the Association, the committee may by resolution-

##### Intended new wording

Subject to these Rules, if the committee is of the opinion that a member has refused

or neglected to comply with these Rules, or has been guilty of conduct unbecoming a member or prejudicial to the interests of the Association, the committee may by resolution-

##### Rationale

In the last line, the current wording says "may be resolution". It should say "may by resolution".

##### Clause 3

Regarding misuse of word

##### Current wording

A member of the committee to confirm or revoke a resolution passed under sub-rule (1) must be held not earlier than 14 days, and not later than 28 days, after notice has been given to the member in accordance with sub-rule (4).

##### Intended new wording

A meeting of the committee to confirm or revoke a resolution passed under sub-rule (1) must be held not earlier than 14 days, and not later than 28 days, after notice has been given to the member in accordance with sub-rule (4).

##### Rationale

In the first line, the current wording says "member of the committee". It should say a "meeting of the committee".

By Order

**Gordon Cox**

Secretary HTCAV Inc.

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**Historic Touring Car Association of Victoria  
(HTCAV)**  
**Notice appointing a proxy**

I \_\_\_\_\_ being a financial member of the HTCAV appoint  
 \_\_\_\_\_ to act as my proxy in the election of officers and  
 ordinary members of the committee, at the Annual General Meeting of the HTCAV to be held Wed  
 29 June, 2011 at the Rising Sun Hotel, cnr of Raglan St & Eastern St , Sth Melbourne.Victoria

Signature of member appointing the proxy \_\_\_\_\_

Signature of member acting as proxy \_\_\_\_\_

Date \_\_\_\_\_

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



**Historic Touring Car Association of Victoria  
(HTCAV)**  
**Committee nomination form**

I \_\_\_\_\_ being a financial member of the HTCAV nominate  
 \_\_\_\_\_ for the following position(s) (Please tick) on the committee  
 of the HTCAV at the 2011 Annual General Meeting of the HTCAV.

- President     Vice President     Secretary     Treasurer     General Committee

Signature of Proposer \_\_\_\_\_

Name & signature of seconder \_\_\_\_\_

Signature of nominated member \_\_\_\_\_ Date \_\_\_\_\_

Note: This form **MUST** be returned to the Secretary no later than 22 June, 2010

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



**Historic Touring Car Association of Victoria  
(HTCAV)**  
**Committee nomination form**

I \_\_\_\_\_ being a financial member of the HTCAV nominate  
 \_\_\_\_\_ for the following position(s) (Please tick) on the committee  
 of the HTCAV at the 2011 Annual General Meeting of the HTCAV.

- President     Vice President     Secretary     Treasurer     General Committee

Signature of Proposer \_\_\_\_\_

Name & signature of seconder \_\_\_\_\_

Signature of nominated member \_\_\_\_\_ Date \_\_\_\_\_

Note: This form **MUST** be returned to the Secretary no later than 22 June, 2011

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



# 2011 Race Championship Pointscore

## Points for financial members only

<b>Nc over 5000cc</b> .....	<b>Rd1...Rd2.....</b>	<b>Pts</b>
Tony Hubbard .....	3 .....	3
Rod Horthkin .....	31 .....	31
Karl Whittick.....	31 .....	31
<b>Nc 3501-5000cc</b>		
Rob Burns .....	3 .....	3
John Mann .....	37 .....	37
Fraser Ross .....	40 ..... 33.....	73
Leo Tobin .....	33 ..... 32.....	65
Les Walmsley .....	35 .....	35
Michael Bugelly .....	15 .....	15
Stuart Barnes .....	13 .....	13
Craig Miles .....	7 ..... 19.....	26
<b>Nc 3001-3500cc</b>		
Andrew Williams .....	32 .....	32
Angelo Taranto .....	25 ..... 34.....	59
Steve Coad .....	37 ..... 26.....	63
Douglas Growcott .....	35 .....	35
Lawrie Nelson .....	9 .....	9
Alan McKelvie .....	25 ..... 19.....	44
Tim Fettell .....	9 .....	9
Stephen Pilkers.....	28.....	28
Gary Edwards.....	39.....	39
<b>Nc2001-3000cc</b>		
Ian Watt .....	27 .....	27
Ben Read .....	34 .....	34
<b>Nc 1501-2000cc</b>		
Mark Schatz .....	29 .....	29
Russell Pilven .....	40 .....	40
Peter Owen .....	3 .....	3
Chris Ralph .....	31 .....	31

<b>NC1001-1500 COD</b> .....	<b>Pts</b>
Michael Stupka .....	31.....31
<b>Nb Over 3000cc</b>	
Andrew Cannon .....	21 .....
Bill Trengrove .....	38.....38
Grant Bingley .....	26.....26
Andy Clempson .....	41 ..... 33.....74
David Moran.....	28.....28
John Clarke.....	20.....20
<b>Nb 2601-3000cc</b>	
<b>Nb 2001-2600cc</b>	
Eddie Dobbs .....	31.....31
<b>Nb 1601-2600cc</b>	
<b>Nb 1301-1600cc</b>	
Nick Cascone .....	37.....37
John Luxmoore .....	17.....17
Paul Watson .....	30.....30
Simon Browning.....	31.....31
<b>Nb 1001-1300cc</b>	
Anthony Ramadge .....	43.....43
Ted Brewster .....	23.....23
Helen Lindner .....	29..... 31.....60
Ian Pringle .....	18.....18
Peter Melick .....	25.....25
James Holloway .....	11.....11
<b>Under 1000cc</b>	
Jerry Lenstra .....	31.....31

Any Questions re point score ; Please contact Michael Hibbert on 0418 354 364 or Email [hibnom@bigpnd.com](mailto:hibnom@bigpnd.com)

## Pointscore Rules 2011

- Only HTCAV financial competition members are included in the pointscore.
- Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
- The Competition Calendar shows which events are eligible for points for a year.
- Only HTCAV financial competition members are included as starters in eligible Victorian events.
- Three points are allocated for participating (signing on) at an event.
- One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
- In a handicap race eight points will be allocated to each and every finisher of that race
- Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
- Championship Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event. Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
- At interstate events all class cars are counted as starters - not just HTCAV members.
- It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
- If a car commences qualifying, it is counted as a starter in all races wether it actually starts them or not.
- If a car starts a race, but has a DNE, it gets 0 points, but is counted as a starter.
- Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
- If members change classes their points stay within each class but can be added for Total Points.
- Members may race as many classes as they like at an event, but can score points in only one nominated class.  
  
This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
- Other race series such as the VSRS andVSCRC use different methods to score their series. This does not affect the HTCAV's pointscore system.
- Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
- In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
- Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

### Points Allocation - Per Race

No. of Starters	Finishing Position					
	1st	2nd	3rd	4th	5th	6th
6+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

### Classes

NB	Over 4500	NC	Over 5100
NB	3000 - 4500	NC	3501 - 5100
NB	2601 - 3000	NC	3001 - 3500
NB	2001 - 2600	NC	2001 - 3000
NB	1601 - 2000	NC	1501 - 2000
NB	1301 - 1600	NC	1101 - 1500
NB	1001 - 1300	NC	Up to 1100
NB	Up to 1000		

# Deals for HTCAV members

## The HTCAV-Booran deal at a glance

### New cars

- Holden - HSV
- Suzuki - Citroen
- Peugeot - Fiat

You pay invoice price only and Booran Holden rebates money to OzChild.

### Used Cars

You pay cost price after they have prepared them for sale and Booran Holden rebates money to OzChild.

### Parts

You pay invoice price only.

### What you have to do

- Make sure you show your current Club Membership Card to establish your bona fides.
- Make sure you say the word "Oz Child".
- Thank them very, very much.

### Booran Holden Cheltenham

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

### Booran Holden Dandenong

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

### Booran Holden Caulfield:

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

### Cranbourne Holden

217A South Gippsland Hwy Cranbourne,  
3977  
Phone: (03) 5995 4555  
Fax: (03) 5991 1655  
www.booranholden.com.au  
www.booraneuro.com.au  
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If you have a small business (or a large one) membership of Oz Child Unite could be very beneficial to your bottom line, not to mention your corporate soul. Among other stuff, you'll get:

1. Invitations to events and information (Corporate, Recreational and Industry Networking Events)
2. The use of Oz Child Unite logo to identify your support
3. Regular updates on the impact Oz Child Unite is having in your community
4. Access to Oz Child Unite website providing business networking opportunities.

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



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

## The Ad game

At the last Committee meeting we had a review of the ad situation in the magazine.

### Classifieds:

They've been creeping up in both size and number and now take up around 20 per cent of the magazine.

We love the ads and so do the readers. We'd like to think that many of the happy endings uniting new owners with new cars came about through these pages.

But as much as we all want to bang on about how fantastic our cars are, some of the loving descriptions are simply

vamping the total space available.

So we have decided that ads will run for a few months and then will be transferred to the website.

We will run a list in the mag of recently appearing ads with a short description, price, contact details etc with a re-direction to the website where the full gushing descriptions of your now unwanted darlings can be found.

### Display

With more than 250 printed magazines and more than 200 online hits per month, the magazine is a pretty hot property

Yet still the rates remain absurdly low, probably because many Club members advertise and we can't bring ourselves to charge them commercial rates.

So potential advertisers, please take advantage of our sooky business practices and sign up now!

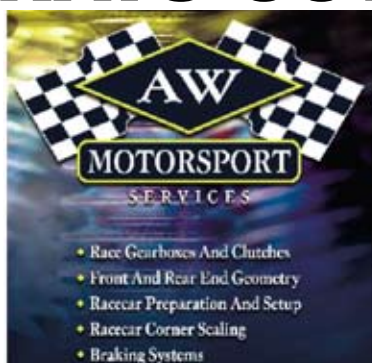
### Ad rates

Full page, inside rear & rear page..	\$600.00
Half page .....	\$350.00
Quarter page .....	\$200.00
Sixth page .....	\$150.00
Business card size .....	\$75.00

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Call Andrew on 0416 221 953



# Torquing 'em up - Classifieds are free!

## Moran Sale

03 9570 3953, 0438 655 114 or  
djmglobal2@optusnet.com.au

**1973 LJ Torana XU1:** Full bare metal resto end 2010. Salamanca Red, Black trim with Hounds Tooth cloth inserts. All new chrome and rubbers and new trim. JP engine (non matching number) just rebuilt with triple Webers. Have original factory triple Stromberg carbies, manifold & linkages. New clutch, LSD, globe wheels and tyres. \$56,000

**1976 LX Torana 5.0 lt. SS Hatch:** Full bare metal resto end 2009. Glacia White and black paint. New trim, chrome and rubbers. Rebuilt 5.0lt, 394 bhp, Tremec TKO 5 speed, 10 bolt LSD, 4 wheel discs. 120 lt alloy drop tank. 10" Simmons rear, 9" front. \$65,000

**1968 HK 327 Monaro:** Warwick Yellow with black trim. Rebuilt 400 hp 350 motor, rebuilt Saginaw gearbox. Original matching number engine included with car. Fitted with 15 inch performance (Minilite) wheels and new tyres.

Full resto done 14 years ago but trim is new. P.O.A.

**1988 Walkinshaw Commodore Build # 306:** 500+ bhp, 355 Neil Burns stroker, all the best bits including programmable Motec ECU + brand new Porsche 930 Turbo Injectors. Ferrari F40 Brembo brakes (rotors & calipers). Fully prepared Tarmac car: 5 Targa events in NZ, 5 podium finishes. Multiple trophy winner. Accident free, complete original interior preserved in plastic. 10 point bolt-in cage for easy conversion back to road use. 12x17" wheels, 6x18" with new Dunlop Tarmac rally tyres. Plus 8x18" new wheels still in boxes. Fully adjustable suspension platforms, adjustable/rose joint camber, castor and panhard rod. Complete spare suspension set up built to same specs also available plus sequential fuel injected spare engine. \$80,000 - \$90,000 depending on spares package.

**1965 Mustang Group Nb Race Car:** Fresh engine with quad Webers and fresh Ken

Zinner gearbox. 12 wheels with 8 brand new Bridgestone tyres and 4 Dunlop wets. Spare Ken Zinner toploader and 3.9 diff ratio. Other spares include correctly tuned and jetted 750 Holley on Edlebrock manifold, new front discs and 2 sets of pads. \$70,000

2004 Tilt Trailer with electric winch: Complete overhaul before Christmas, new axles, hangers/couplings, brakes, commercial tyres. \$5,500 ono

**1988 VL Commodore Rally Car:** Fully prepared 3.0 lt/5speed, 14 point welded roll cage. CAMS Log Booked. Fully seam welded, Bilstein suspension, many spares. New Sparco seats. Terraphone, Terratrip. Plus spare drivable 3.0 lt/5speed sedan, Bilstein suspension and 6 spare alloy wheels & tyres. \$14,500

**Factory near Moorabbin Airport:** 200m2, 36m2 upstairs air con lounge, 16m2 storage above toilets. 6 m high walls, full height pallet racking across back wall. Floors just freshly painted. No GST payable as this is privately owned. \$295,000

## Editorial BM for sale



The Editor humbly offers for sale his 1972 race/rally BMW 2002. CAMS Historic and AASA logbooks, eligible as Group Nc racer and 4LMSB Early Classic tarmac rally car. Around 200 HP, 3.9 diff, tii brakes, Bilstein shock absorbers. Brakes and handles better than my race car did. Good enough for 2.02.5 at Phillip Island in March and 13th handicap/20th outright in January's Targa West Point against the 1980s sports cars. Club reg, really enjoyable to drive, can be taken shopping, on club runs, hill climbs.



Calibrated Terratrip and intercom, 15 x 7 (rally) and 14 x 6 (race) alloy wheels. Very pretty (orange stripe is vinyl wrap, comes off), a true all-rounder in excellent condition that can be further developed depending on its

intended use. \$28,000.

chrisralph@crc.com.au or 0418 318 934.

## Australia's Fastest Imp

The car was built to the Group Nb rule book. This car holds the class lap record at all the circuits on the east coast,

(except LAKESIDE Qld, as we have never run there.)

- Body: Very rare 12A shell
- Gearbox: Jack Knight close ratio - with various spare ratios
- Differential: ZF locker 4.857:1

- Drive Train: Formula Ford axle and CV drive coupling
- Engine: Powerful 120HP from a 1040cc B1 eng
- Billet steel crank
- Arrow Engineering conrods
- Cosworth cam buckets
- Billet alloy cam carrier
- Billet custom cam shaft

- Custom 4:1 Coventry Climax style exhaust
- Graham Russell cylinder head
- JE custom raised crown forged pistons
- Suspension: Koni adjustable coil over shocks
- Clutch: Tilton clutch and pressure plate.

Best Results:

2007 4th Outright NSW state championship.

2009 3rd Outright Oran Park short (Wet weather race)

2010 1st Outright Morgan Park Qld. Historic Race Meeting.

SALE PRICE including some spares is only \$22,000 Contact: Jerry Lentra 0411 183 001



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# 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 Johnny'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 Trevethan on 0427 885 075

## Group Nc Holden HQ V8 Kingswood



Personal reasons force sale of brand new car built from bares shell. All new suspension and steering. 4 spot BMW callipers, fully balanced 308, L34 heads, SS valves, springs, cam lifters, roller rockers, ACL Race pistons,

650 double pumper Holley, Mallory distributor, new extractors, power steering pump, alternator, starter motor, billet steel flywheel, button clutch, recond M21 gearbox, 10 bolt 3.55 spool diff, billet axles. All new race interior, latest spec steel roll cage. CAMS log book. Includes spare set of brand new wheels (still in boxes), tyres, wets, numerous engine, gearbox & diff spares. \$25000.00 Contact John Kingcott 0438 886 053

# Torquing 'Em Up - Classifieds are free!



## Group A BMW E30 M3

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

## Ford Mustang car No. 54



### The redoubtable John Mann offer for sale...

Arguably Australia's most winning touring car ever, more than 400 races won over 30 years. Still a front running car with lots of spares to run either NB or NC.

Fresh sealed 289 engine by Dennis Johnson only two meetings old. Dyno sheets available. Would like it to be sold to a good home.

Genuine buyers please.

Phone John Mann on 0418 310 472



## GTHO

For sale, 1970 xw GTHO Phase II replica. Huge h/p 351 Cleveland, brand new close ratio 31 spline top loader, tilt clutch and hydro thrust, Hurst

shifter, gold track diff, all sorted and ready to race, podium finish every time, very low maintenance, bulletproof car. Gotta go as new project ready to start. \$55,000

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. Final Price \$75,000-No Spares. Contact: Carole Slater. 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 Carole Slater. 03 5968 3059.



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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.....

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- Set of 48 IDA Weber carburetors. Machined out to 52mm, 302 manifold and linkages, Large box of Weber spares, jets and chokes, linkages etc.
- 289 manifold and 4 barrel carburettor only used once.
- T10 magnesium close ratio gearbox with 98/10 steel gears with heavy duty extension housing. Only used once in Commodore Cup; in top condition.
- Assorted spares: pistons for 302 and 289 con rods, cranks
- Kelsey Hayes calipers machined and widened.
- Three sets of 14x6 lightweight lookalike Minilite wheels.
- One set of genuine Ford GT HO steel wheels. Stamped on wheels "made in Canada"

Phone John Mann on 0418 310 472

## 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

## Nb Consul Cortina GT



For Sale 1963  
Cortina GT, Ex Derry  
Robinson (B.G.T)  
Log Booked since  
12/02/1988.  
Front running car in  
class, Motor new, not  
yet run in.  
Datsun crank, forged  
pistons, Lotus rods.



New valves, Clive Camshaft, Large sump with external pick-up.  
Toyota starter. Fresh close ratio Gearbox, Fresh 4.44.Limited Slip diff, Capri brakes, coil over struts.

Comes with trailer, spare wheels fitted with Yokohama Advans, spare 4.44 diff centre. Spare intermediate gearbox and remote shifter, New Pitman shaft – low carbon alloy case hardened steel  
Large range of parts and panels also available. Sandown: 1.34, Winton: 1.13, Philip Island 2.02. **\$23,000 as listed.**

Spare parts & panels negotiable

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