

HISTORIC TOURING TORQUE

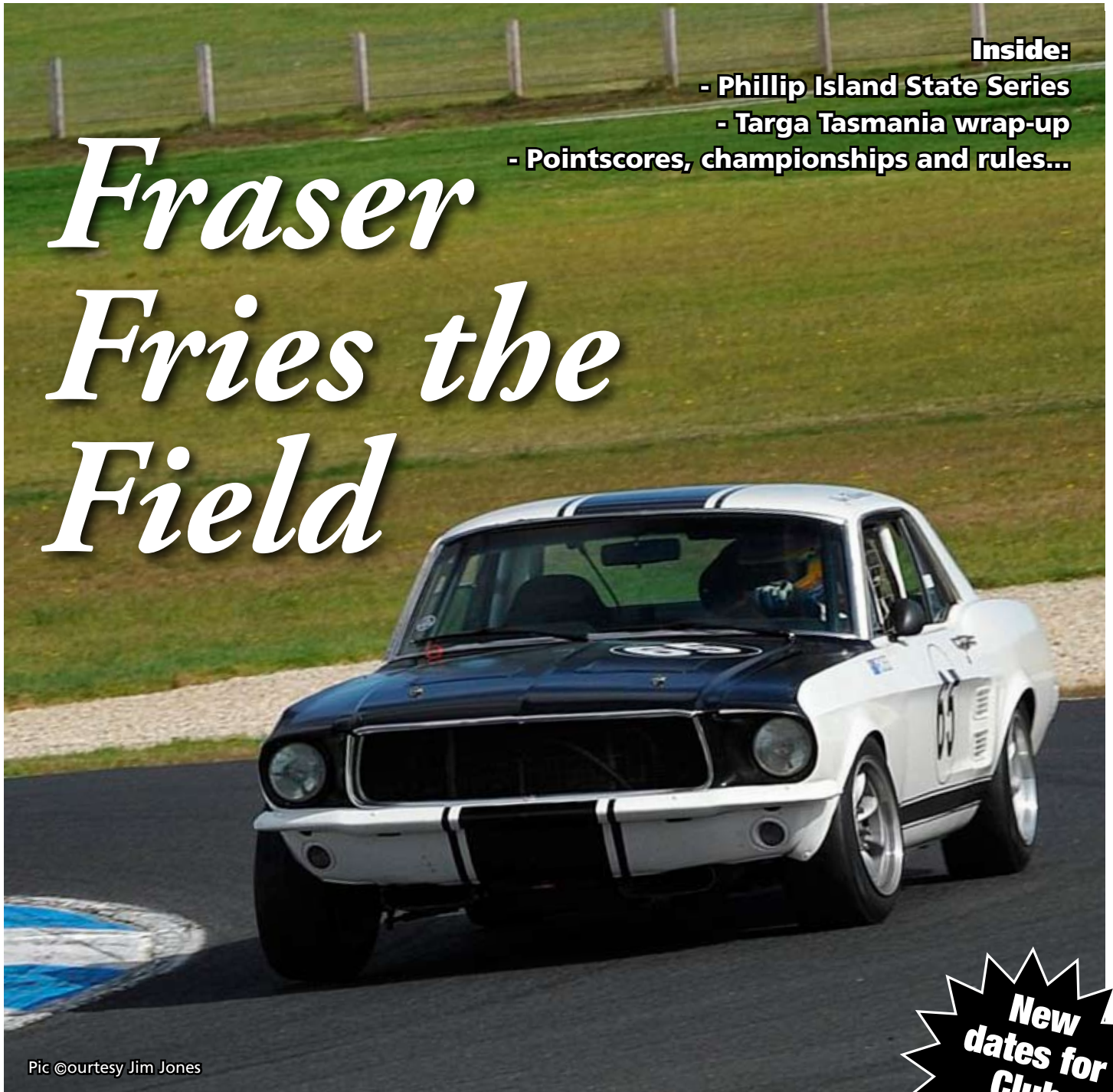
April 2011

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

Inside:

- Phillip Island State Series
- Targa Tasmania wrap-up
- Pointscores, championships and rules...

Fraser Fries the Field



Pic ©ourtesy Jim Jones

**New
dates for
Club
meets**


Historic Touring Car
Association of Victoria

2011 Meetings

June 29 (AGM) August 31

October 26

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

Torquing Heads 2010/2011

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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
<i>Winton Historics</i>	<i>Austin 7 Club</i>	<i>Winton (Short track)</i>	<i>28-29 May</i>	<i>Historic</i>
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.

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See page 18 for full details!!



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President's Report



Congratulations to all competitors who ran at the Phillip Island State round. The timing of events meant that it was our turn to get the dreaded late start late finish spot! This means that any delays during the day or with our late events means we can lose racing laps, which is exactly what happened on Sunday afternoon – grrrr! The good news is that it is highly unlikely we'll have the same issue next year – that's just the way it pans out and our guys were mostly pretty understanding which is a good thing.

We've had a little interest shown on our plea for a member (/s) to undertake the important club trailer and race weekend promotions gig. I would

hope that by the upcoming AGM we can announce the lucky person who has put their hand up for this – great stuff.

Whilst talking of the upcoming AGM it will be a most important night for the Club. The reason for this is there are several changes afoot within the Committee with a shake up of positions which should revitalize the Committee and bring fresh ideas to the table. We will have a change of leadership this year as three years seems about a fair term for me at the helm of this great club. I'm looking forward to taking on a new challenging role within the Club hopefully and I guess I'll find out what that is after the elections – bring it on, I say!

On a personal note I must say I've been honoured and most fortunate to serve in this position for the last three years, and this experience has given me the opportunity to work with and learn from the most amazing bunch of talented people who make up the HTCAV Committee. With most Committee members continuing their support and some new members coming on board it should provide this fantastic club with a fresh look and feel for the coming years. If you were ever considering stepping up for your club – now is the time to do it – I would

highly recommend the process to any member. Serving your club in this manner will allow you to understand more comprehensively just how our brand of Motorsport is run and how we fit into the broader scheme of things within the historic movement. It's an immensely enjoyable and informative process that I'm sure most Committee members would admit they probably get more out of it than they contribute – that's just the nature of the process as I see it.

There have been many changes in the last three years and most for the better, I feel. Club membership numbers continue to grow at a steady rate and we now have membership numbers over 250 for the first time ever and rising! The Club now caters for many genres of the sport and the rally segment in particular has added a real flair and substance to our brand and image as a club – I'm so pleased this expansion has occurred as I believe it will be the catalyst which allows this club to survive well into the future as the racing culture and classes change as the years go by.

I take this opportunity to thank our members one and all for the opportunity I have been given over the last three years – I'm just so proud to be involved with this fantastic club.

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

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.

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Editoro



Yes, yes, we know it's late and you're getting the April issue in May. But there was a giant East-A-Zac break and anyway, that gave us time to fit in a bit more reportage from Easter doings in various states.

So this issue is pretty well chockers with April motorsport news, with the month starting off with Targa Tasmania. For my sins I wrote a day-by-day blog of the event as it happened, which appeared on the website.

That now appears as an article, along with the scoring for the HTCAV national rally championship, courtesy of Brian Dermott. Courtesy of Graham Slater we have another scholarly report on the doings at the mid-April Rd 1 of the State Series at Phillip Island, and courtesy of Stuart Boyd there's a short note on Bill Trengrove's fun at Easter Eastern Creek. Jim Jones has sent us some shots from Easter Mallala, as well as providing some great shots from the Island. Jim spent 10 years on the racetrack medical side with F1 and MotoGP, now working as a paramedic he has time to follow historic motor sport and we're grateful to have him on the team - if you prang make sure you land at his feet, he might save you as well as snap you. You can purchase his shots through www.vhrr.com.

Which leads me to again make the point - how lucky we are to be indulged by professional photographers who rely on photo sales for their livelihood, but unfailingly supply us with shots when asked. We owe them big time,

without their charity the mag would be greatly impoverished. For example the Phillip Island Classic shots last month from Steve Duggan at www.sdpics.com.au had a retail value north of \$700 - and every Island and Winton meeting he happily releases shots gratis for us. Tim Jones at Perfect Prints in Hobart, www.perfectprints.com.au, does the same as does Jarrod Leonard at www.angrymanphotography.com.au (he's really not angry at all...)

Can I please ask you to support these guys through buying off their websites. And please make sure you visit our own Club website, it's getting thousands of hits daily - but are you making enough use of it? You can register easily then blast away on the forum and read all sorts of bits and pieces. It and the magazine are fast becoming the virtual club meeting - while the Club gets stronger the meeting attendances are weaker.

And thanks to our own professional photographer, John Brash, for the Editoro shot above. We went to the French Car Day on May 1 with the Matra (which won a prize) and thoroughly

enjoyed ourselves poncing about, as is plainly evident. Very odd to go to a car meeting on a Sunday and have nothing to do but laugh. No potential Group N cars there, save for an R8 Gordini and Peugeot 203 for Na, unless a flat-top V8 Simca Vedette gets you hot.

Bill Cutler, BMW and Historic Commission hero, has been in the news, with a big spread on him and the M3 in Motorsport News. He's sneaking off the Nurburgring for a steer and we wish him all the best.

Cars for sale this month include the fast Roddy Evans Cortina which is value priced at \$23K and the Editorial BMW silver rally/race car which I humbly suggest also offers value as a car that lets you do any event you like: racing, rallying, hillclimbs, Club runs, going to the shops. It has to go to part pay for a slightly heftier bit of rally kit...

Thanks to all the other contributors and please spare a thought for Graham Slater who is being attacked by another nasty at the moment, let's hope he fights this one off as he did the last...

Good luck to those competing at Winton, don't anyone try to exceed my 8.5 barrel roll record set there last year. I hear four (4) Toranas were written off in the one accident at Lakeside on May 1 - please be very, very careful with your cars, bodies and souls.

RalphE



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The Triumph & Tragedy

All Pics courtesy Jim Jones

Round 1. Victorian State Circuit Racing Championship.

As usual the first round of our popular State Series was full of surprises. It was obvious that many teams had had the thinking caps on over Christmas, extra development and even a new paint job was on display with each hoping their investments would pay off.

Looking down the entry list it was obvious that in spite of the fact that numbers were disappointingly low, the cars that fronted the starter were well capable of putting on a spectacular display.

With both Camaros of Tony Hubbard and Darren Collins missing and Geoff Taylor grounded with an engine problem, it was up to the Mustangs of Fraser Ross, Leo Tobin, Andy Clempson and David Moran, plus the increasingly quick GT Falcon of Karl Wittick to uphold the big V8 honours.

Gary Edwards, Steve Coad, Angelo Taranto, Steve Pillekers, Alan McKelvie and Taswegian member Steve Bell provided a formidable Torana challenge. Throw in the recently updated E49 Charger of Craig Miles then add in the well matched mixed four cylinder brigade led by Helen Lindner (Cooper S), Simon Browning's

GT Cortina, John Eeles (Cooper S) then round out with Mike Stupka's unique Citroen 11D and yes, there would definitely be some interesting dices.

Qualifying - Mustang Leads.

Obviously aiming for another good year in what would have to be one of the quickest 302 Mustangs we've seen for some time, Fraser Ross Set the benchmark pole time, with a 1:50:25. Leo Tobin replied in his similar immaculate 302 Mustang with a 52.64, just ahead of flying Torana trio of Edwards 1:52:73, Coad 1:53:73 and Taranto 1:53:88.

Craig Miles was on fire and comfortably cleared Moran, Pillekers, Wittick and McKelvie who rounded out the top ten. Andy Clempson was unusually down the order, next in P11, ahead of Helen Lindner, Steve Bell and Simon Browning.

With some of the times so close fireworks were predicted and a great weekend under sunny blue skies (yes, the Island even delivered that), was set in stone. Or so we thought...

Race 1- Ross Jumps Out.

As the cars lined up for the first race it was obvious the drag to Doohan Corner would be a close fought moment. Not to disappoint that's exactly what happened, Fraser Ross gained the edge with the Toranas of Gary Edwards, Angelo Taranto and Steve Coad slipping past Leo Tobin's Mustang to head the field at the end



Simon Browning got a few oily bits going.

of lap one. Steve Pillekers had also made a great start and headed Dave Moran, Andy Clempson, Karl Wittick and Alan McKelvie. Helen Lindner was the first of the under 2-litre cars just ahead of Simon Browning, Mick Stupka and John Eeles (Cooper S) having his first race at the Island.

The Ross Mustang already appeared to have the edge but start line officials had detected a jumped start and the Mustang driver's race would all of a sudden turn sour as a drive through penalty would now apply.

Adding insult to injury, a safety car was called as oil on the track near Lukey Heights caused what was thankfully a low range incident between the spinning Mustang of Leo Tobin and Angelo Taranto's XU1.

Fortunately both cars were able to continue without major damage. The safety car however prevented Fraser Ross from executing the drive through until the end of the second last lap and losing what would have been a clear win. Coad had spun the Torana out of contention on turn two while in third spot on lap four allowing Taranto onto the podium.



Helen Lindner was the quickest Under 2-litre



Aaah, a peaceful island setting. What could be nicer.



Can Leaping Leo Tobin leap away from Edwards and Taranto?



Oooh - Hollywood on the wild side...



...but he managed to collect it

Gary Edwards took full advantage and shot the Torana into an unassailable lead. Tobin had a narrow lead over Taranto for second while Clempson had managed to get past Moran for fourth. Edwards went on to take a clear win from Tobin, Taranto, Clempson, Pillekers, Karl Wittick was seventh with Alan McKelvie, Steve Coad, Helen Lindner and David Moran completing the top ten.

Results: Race 1:1st, Gary Edwards (Torana GTR-XU1) 11.09.43. 1.52.43, 2nd. Leo Tobin (Ford Mustang) 11.13.30, 1.53.40. 3rd. Angelo

Taranto (Torana GTR-XU1). 11.14.32. 1.54.35. * Fastest Lap: Fraser Ross, 1.50.77.

Race 2 - Making Amends

The Sunday morning race would be a whole new ball game! Ross would start from the rear of grid, Craig Miles had the Charger back in action and Tasmanian member Steve Bell had replaced a holed valve in the XU1. Edwards and Tobin fronted the starter with Taranto and Clempson on row two. Steve Pillekers, Karl Wittick, Helen Lindner and Dave Moran completed a tough top ten, but when the lights went out all eyes turned

to the rear of the grid, timing how long it would be before the Ross Mustang charged through to the lead.

Edwards made a stellar start but Tobin got the edge taking over the lead before the end of lap one. Fraser Ross was closing like a space shuttle on re-entry and was already up to sixth behind Clempson, Wittick and Taranto. By lap two Ross had powered through to second and clearly had the Tobin Mustang in his sights. Tobin managed to hang on for another lap then Ross made his move taking the lead pushing everyone back a place.

The order was now Ross from Tobin and Edwards; Taranto was fourth ahead of Coad, Clempson and Wittick. David Moran was just ahead of Craig Miles' Charger and Steve Pillekers, who was struggling with carburettor jetting in the red Torana. Helen Lindner continued her fantastic weekend in the Cooper S and led the under 2-litre cars again, from Simon Browning who was losing oil from the Cortina's differential via a badly leaking axle seal, but still managing to stay ahead of Alan Eeles and Mick Stupka.

With Ross setting a fastest lap of 1:50:83 in his chase for the lead the end result was never in doubt. Gary Edwards drove a strong, aggressive race eventually taking second spot from Leo Tobin on the last lap with Angelo Taranto fourth well clear of Steve Coad, Andy Clempson, Dave



Inspector Maigret followed the criminals from a distance

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Nice to see Steve Coad back.

Moran, Craig Miles, Karl Wittick and Steve Pillekers completing the top ten.

Fortunately this was a really enjoyable race as what was coming up for the 8 lap final was "AABD"! (An absolute bleeding disaster...)

Results: Race 2. 1st, Fraser Ross (Ford Mustang). 13:18:09.*1:50:83. 2nd, Gary Edwards (Torana GTR-XU1). 13:25:87. 1:53:25. 3rd, Leo Tobin (Ford Mustang). 13:26:56. 1:53:42. *Fastest Lap: Fraser Ross. 1:50:83.

Race 3 - Could It Get Any Worse? Yes It Can!

Because of late notification the inclusion of the revived Manufacturers Championship category PIARC was forced to shift categories down so Historic Touring Cars ended up being scheduled for a 5.15 start.

If that wasn't bad enough when the time came, due to safety cars in the Formula Ford (as usual), and Sports Cars before us, the actual start blew out to 5.30pm!



Gary Edwards did a great job and hung on the Mustangs.

Of course Ross got the start followed by Edwards, Tobin and the rest of a the field of fired up Senior Citizens plus a few young bucks all ready to release the pent up tension caused by the extra late start. That was the recipe for what could have been sensational race – but, it wasn't to be - on lap 3 with a good race developing Steve Bell's Torana decided to evacuate the oil from the sump and the resultant oil slick from turn four onwards meant the promoters had to red flag the race.

The end result was of course with only two and a half laps completed, the race was a "non event". Lucky some of the guys are under 40, otherwise you would have seen a whole field of "Grumpy Old Men" and a lady.

Results: Race 3 - nil, nada, nix.

Summary

If the numbers of entries influence the placement of a category in the program format then looking at our numbers - only 16 cars after Geoff Taylor was a non starter - we need to step up our member participation. As I see it, due to some less than encouraging political statements some members are doing it tough or not keen to outlay the monies necessary to enter a meeting.

Somehow we have to grow the participation rate - VSCRC promoters don't make huge profit margins and need our support. The ramifications of not doing so are bigger than you think. So check the competition calendar and make that extra effort for the next round, let's set the standard and show the other classes we are on our game.

Graham Slater



Craig Miles found more Kilometres per hour



Stephen Pillekers wound up his bollockers

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Targa as it breaks...

A day-by-day account of Targa Tasmania 2011 for pre-'73 Historic Cars vying for the HTCAV national Tarmac Rally Championship. This was written daily from the results and Brian Dermott's quick phone calls (there is such a thing!) from the event and posted on the website, then reconfigured for the mag.

Leg 1 - Wednesday

The event that's been called the "greatest motorsport adventure" is now properly underway and results show that historic pre-1973 Touring Cars are well-represented in the results of Leg 1, comprising five stages: Lilydale, Kayena, Howell, Moriarty, Merseylea, Nook and Sheffield.

It's clear that the 1970 Capri Perana of Miedecke is making every stage count, while many will be dialing themselves into this motoring marathon more slowly. They've already powered into second place on this early stage.

Not far behind, Club members Len and Gayle Cattlin are breathing hot on their heels in third in the monster Mustang, while in 8th, members Peter and Sari Ullrich in the first of the Early Classic cars, the 1963 Jensen CV-8.

The big Chrysler donk blew a hole in the head before the event so they're in limp mode until they can bung it up with goo and keep the water in it...to hold 8th is a great effort in those circumstances.

In equal 12th are Club members Paul and Christine Freestone in the Humpy SuperCar and Wayne and Scott Kent in the '65 Mustang, just ahead of Mike and Paul Batten in the 1960 Volvo PV544 in 14th and Drew Kent and Paul Krawczyk in the '71 Ford Falcon GT in 15th.

Bernie and John Wilson in another Perana are 24th; our very own Tarmac Tattle, Brian (and Linda) Dermott are quietly warming up the green Torana in 30th, Andrew White and Ashley Yelds have the '61 Volvo 122S in 32nd, ahead of Steve McClintock and Jann Skinner in 33rd in a 1972 BMW 2002ti while another Club member, Bob Edwards with navigator Craig Wright have the big blue '71 Falcon GT in 39th.

The hilarious Scot, Andy Bryson with nav Jason Rowley holds 44th in the nuts Imp, while down in 62nd and 63rd the '61 Anglia of Ross and Jill Steuart heads Neville and Lorraine Smith's '66 Holden Premier X2!

The Pfinst/Loth Torana is 51st while back in 83rd the George and Virginia Bevan '64 Volvo PV544 holds a small margin over the A30 of Simon and Amanda Davison. With something obviously amiss, the giant '72 Falcon GT Coupe of Ray Large and David Dredge tails out the field in 92nd.

So that's the first day, easing into this endurance event. Brian Dermott reports on a day of fabulous weather – but who knows what awaits them as the event unfolds...

Leg 2 - Thursday

Pre-1973 Touring Cars continued to hold their own in Leg 2 as the tour moves into the famous sections of North East Tasmania in perfect picture postcard weather. But rain is on the way...

Eight special stages faced competitors, starting with the famous Sideling, then moving on to Ledgerwood, Moorina, Weldborough, Pyengana, Elephant Pass, Rossarden and Longford.

Overall results at the end of Longford show the 1970 Capri Perana of Miedecke/Willson has hit the front of the Classic Outright standings, wresting away the lead from the Launceston lads Cooper and Dann in their roaring A9X. After two Porsches and Datsun 240Z the Cattlin's Mustang

The Freestone UberHumpy brained 'em.



Pic courtesy Perfect Prints.

is the next HTC, in 6th, two places ahead of the Ullrichs in the mighty Jensen.

Peter spun the Jensen at Longford, clouted a kerb and bent the diff housing – must have been a helluva thump! With special dispensation teams worked all night to get it straightened and now they'll be looking for a finish rather than a win. Apparently there's a great pic on the front page of today's (Friday) Launceston Examiner.

Another two places further back, the Freestone UberHumpy (fettled by a team of seven) is edging out the Batten/Batten Volvo PV544, doing an even more startling job in the dry to hold this position. There's then a three-place gap to the Kent/Krawczyk Falcon GT, besting the family rivalry with the Kent/Kent Mustang by two spots – they're in 16th, four minutes behind the leaders.

Back in 25th the Wilson Perana heads the Dermott Torana, steady in 28th and just 18 seconds ahead on the McClintock/Skinner BMW. The White/Yelds Volvo Amazon spun the centre out of a pulley, had no water pump or generator but recovered and lie in 38th, the Edwards/Wright Falcon GT in 43rd, and the mighty Bryson/Rowley Imp in 48th ahead of the Pfinst/Loth Torana 'XU-4'.

The Steuart 105E Anglia in 54 heads the legendary Kenny/Jackson XJ6 in 59, the Henry/Blake Giulia Super in 61, and the Smith X2 in 65th. Utber/Kaye Vauxhall Cresta 74, Bevan PV544 79, Davison A30 82, and the Large/Dredge Falcon GT 85th.

Brian reports that a front is coming through tomorrow and the weather is definitely heading for the worse... watch the Batten Volvo climb up the rankings then!

Leg 3 – Friday

After three days of intense competition there has been some major action, the battle has raged for the Classic lead - and the rally isn't even way through yet! That shows you how the importance of the last two days, and how a sure, steady start is a good strategic move if your eyes are on making



Pic courtesyangrymanphotography.com.au

The amazing Batten Volvo topped a stage and would have been a contender if not for a 'fuel problem'.



Pic courtesyangrymanphotography.com.au

The consistent Kent Mustang didn't put a foot wrong for 8th outright.

it to the finish of this gruelling event.

Day 3 saw the field face another eight stages in the central north of the state, in order: High Plains (plenty of drifters), Dunorlan, Stoodley, Devonport, Palooa, Mt Roland, Deloraine and Quamby Brook (which included the aptly named Bogan Road...).

At the end of Day 3, Port Macquarie car dealer and ex-touring car driver Andrew Meidecke has muscled the Ford Capri Perana into the outright classic lead - a pre-73 touring car leading the Porsches! But the Broadbent/Randell Porsche are hot on their heels and with Saturday's front coming the sports car could well take them.

Len and Gayle Cattlin's Targa finished in retirement when the huge horsepower, huge budget engine blowing into several huge bits, a terrible shame for the front-running HTC.

That means the giant-killing Volvo PV544 of Paul and father Mike Batten in 8th is the second-placed tourer, just 24 seconds ahead of the Freestone's Holden, both of whom lead the Early Classic section. Again, the Batten's performance on dry roads has been outstanding, especially when considering they have to look after their supersoft tyres for the expected rain today and tomorrow as the rally moves west and south.

Still hanging on and nursing their bent diff and axle housing are the Ullrichs in the Jensen who hold 30 seconds over the Kent Mustang in 11th while a minute down the road the Kent/Krawczyk Falcon holds 15th.

The Wilson/Wilson Perana is in 22nd just 50 seconds in front Brian and Linda Dermott in the Torana who are now expected to climb up the rankings courtesy of the bad weather looming.

Two minutes back the McClintock/Skinner BMW 2002 holds 29th, ahead of the White/Yelds Volvo Amazon in 32nd, recovering after the mechanical problem on Thursday.

63rd, the Henry/Blake Alfa Giulia 65th and the Smith X2 in 70th. Jack Waldron and Vince Greogy hold 75th in the tiny Fiat Abarth, Utber/Kaye hold 81st in the Cresta ahead of the Devine Mini, the Bevan Volvo PV544 in 87th and the Davison A30 in 90th, 37 minutes behind the lead car but doing well in handicap.

The Large/Dredge Falcon GT coupe is listed in 93rd.

Halfway through, the Early Classic Handicap (pre-65) HTC standings read: Freestone, Batten, Kent, Waldron/Gregory, White/Yelds, Steuart, Bevan, Devine, Utber/Kaye, Davison.

A gap down to 44th finds Edwards/Wright in the big Falcon, a minute and a half behind the Volvo while less than two minutes behind them and seven places down the Imp of Bryson/Rowley holds ten seconds over the Pflugst/Loth 'XU4'.

The Steuart Anglia is in 51st, the Kenny/Jackson XJ6 in

In the Late Classic Handicap (pre-86) the HTC order stands: Ullrich, Meidecke/Willson, Kent/Krawczyk, Cattlin (retired), McClintock/Skinner, Dermott, Edwards/Wright, Wilson, Bryson/Rowley, Pflugst/Loth, Smith, Kenny/Jackson, Large/Dredge.

It will be fascinating to see what the all-important second half turns up - stay tuned!

Leg 4 - Saturday

As expected, the serious end of Targa Tasmania turned up the screws as Leg 4 found competitors heading west and south as the weather set in.

Andrew Miedecke's Classic Outright leading Perana did not show up again after Cethana, the second of the day's stages after Mole Creek and followed by Gunns Plains, Riana, then the wet Hellyer Gorge, Mount Black, Rosebery and Rinadeena. This will be the second Targa event scoring a DNF for the popular and very quick Andrew, someone showing a great interest in historic touring cars and the efforts of our Club.



Pic courtesyangrymanphotography.com.au

Town stages seem to get the lads over excited.



Pic courtesy Perfect Prints.

The Miedecke-Willson Perana was awesomely fast but failed to finish.



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Pic courtesy angrymanphotography.com.au

A display of power in Georgetown brought the Ullrichs undone in a big way...

Cethana was not kind to Brian and Linda Dermott, either, they came upon a 5-right to find themselves on gravel courtesy of corner cutting, had a minor off and were gently ditched by a soft bank giving way and couldn't continue (sounds very familiar to your Editor). They will complete the rally, but out of contention.

Something unknown happened to the tiny heroic Volvo of the Battens on this stage as well, dropping from 9th to 31st in the standings. But by Gunns Plains they were back in 28th and, fired up, they topped Classic outright on Mt Black and were second only to double World Champion Walter Rohrl on Rosebery and Rinadeena! This amazing effort saw them back in 15th by the end of the day.

So at the end of Leg 4 the Freestone UberHumpy led the Kent Mustang and the Ullrich Jensen in a wedge of HTC cars from 6th-8th, just a minute separating them on the stage and overall. Overall, the Broadbent/Randall Porsche is holding out the Cooper/Dann A9X by just over three minutes.

The Kent/Krawczyk Falcon in 14th holds out the Battens with the Wilson Perana steady in 19th and the McClintock/Skinner BMW 2002 in 22nd, with the White/Yelds Volvo Amazon two back in 25th. The Edwards/Wright is next tourer in 35th, and then there's a big gap to the Dermotts in 50th, the Steuart Anglia and Bryson/Rowley Imp in 56th and 57th, the Kenny/Jackson XJ6 in 62nd and the Smith Holden in 64th, the Large/Dredge Falcon in 73rd, the Utber/Kaye Cresta 79th and the Bevan Volvo 81st.

With crews now running on adrenaline, the

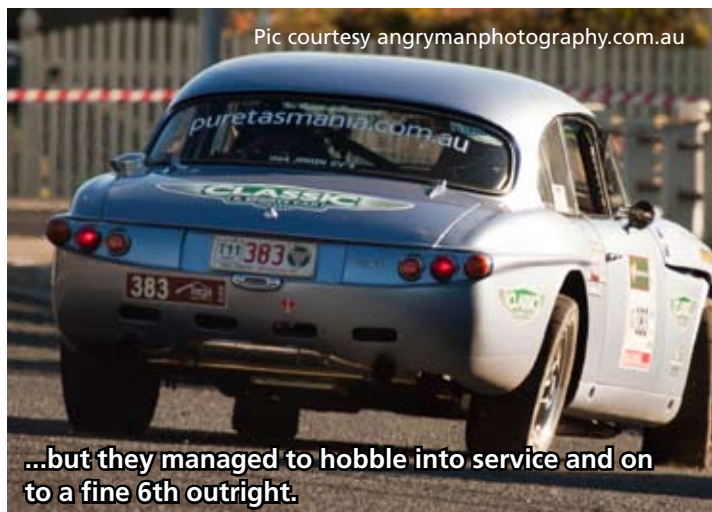
last day looks to be fine weather. (This proved very much not to be the case!)

The Final Day - Sunday - Leg 5

Another extraordinary journey over: the 2011 Targa Tasmania has been completed and pre-73 Historic Touring Cars acquitted themselves handsomely.

Merely to finish is an achievement, the endurance for both men/women and machine and the intense concentration over five days coping with a wide variety of conditions must be exhilarating, taxing and after it's all over, exhausting. There was a wide variety of weather and road conditions, from perfect late summer to extremely heavy rain, and everything in between.

Three of the top ten finishers in the Classic Outright— a



Pic courtesy angrymanphotography.com.au

...but they managed to hobble into service and on to a fine 6th outright.



Pic courtesy Perfect Prints.

The Cooper-Dann A9X kept the Porsches honest.



Pic courtesy angrymanphotography.com.au

Perana sniffs a fence.

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Pic courtesy Perfect Prints.

Tiny Fiat Abarth of Waldron-Gregory took the Early Classic Handicap honours.

class that includes a plethora of Porsches and other sports cars up to the mid 1980s – were HTC cars and all of them were Early Classic (pre-66) runners: the Freestone 48-215 Holden Supercar in 5th, the Ullrich Jensen 6th and the Kent Mustang 8th. (Eighty three Classic cars finished, only four of the twenty retirements were HTC cars, including front runners Miedecke/Willson in the Perana and the Cattlin Mustang, both with engine problems, the others being the Davison A30 at a late stage and the Stewart/Zanotti Mustang GT 350.)

Next HTC finishers were the Batten Volvo in 13th and the Kent/Krawczyk Falcon in the 15th, the Wilson Perana in 19th and the McClintock/Skinner BMW in 20th, who actually topped the Classic time sheets on Molesworth stage on the last day.

The White/Yelds Volvo 122 recovered for 25th and back in 37th the Edwards/Wright led home the recovering Dermott Torana in 39th and the Pflingst/Loth Torana in 46th.

A gap back the other Stuart Anglia in 52nd, the Henry/Blake Alfa Giulia in 56th and the Bryson/Rowley Imp in 60th ahead of the Large/Dredge Falcon in 63rd and the Kenny/Jackson in 67th, the Fiat Abarth of Waldron/Gregory in 69th and the Smith X2 in 70th. Bringing up the tail were Utber/Kaye in the Vauxhall Cresta in 77th and the Bevan Volvo in 81st.

The Ullrichs were fourth and the first HTC car home in the Late Classic Handicap, ahead of the McClintock/Skinner BM and the Kent/Krawczyk Falcon for the (theoretical) touring car handicap podium. In the Early Classic Handicap tourers not only stood on the real podium but dominated it. The rules with their complex balance of car size, age and category saw the Fiat Abarth 750 of Jack Waldron and Vin Gregory, 69th in Classic Outright, stand on the highest bit of wood, ahead of the Freestone Holden and the White/Yelds Volvo. Fourth and fifth were the Batten Volvo and the Kent Mustang.

Now for the stories I have gleaned from Brian Dermott, just before the fit 70-year old and his ex-champion sprinter 60-year old wife/navigator set off for their post-Targa morning run round Hobart!

First, their own story – they were lucky to stay in the event after they slid off on Cethana as the Sweep Vehicle was just a few hundred metres behind the Recovery vehicle. If the Sweep passes you, that's it, you're out. But the Recovery guy was kind and blocked the road as they hauled



Pic courtesy angrymanphotography.com.au

Gravel grounded the Dermotts after a 20 minutes penalty fought back to 38th.

the Torana out, as the Sweep's siren ee-awed in frustration.

They hared off down the road with the Sweep behind them and although they dropped the stage and were given a 20-minute penalty they were able to work their way up from 50th to 39th. They were 14th outright on the wettest stage, Molesworth, and without the penalty would have finished 18th, their best yet.

And what of the mystery ailment that befell the giant-killing Batten Volvo on Cethana, the first stage on Saturday, which dropped them from 9th to 31st? The Battens, or more specifically father Mike, is a fanatic on car preparation and rally management, including precision fuel consumption estimates so they can carry just enough and save precious weight. On Cethana they'd judged eight litres and it wasn't enough.

Poor Paul had to run a kilometre back to the last spectator point, where he was directed to a nearby farmer who sold him five litres of 'farmer's fuel' in a dirty can for \$30. He then ran back to the car (a round trip of some 3-4 kms) carrying the can and they set off again, suitably miffed.

But it must have given them some pleasure later in the day to actually top the Classic Outright list on Mount Black, ahead of the Broadbent Porsche and finish just behind Walter Rohrl in the works Porsche on the next two stages. On the final day they were always in the

top ten, with the exception of the last stage they slipped to 19th for an unknown reason. All up, to finish 13th was outstanding – who knows where they could have been had things been different...

Mention must go to the Ullrichs who soldiered on after a kindly local re-engineered their back axle and hub carrier after smiting a kerb in a Georgetown display of power, to finish 6th was great. The Freestone Holden finally showed some of its mighty potential although it's still far from watertight apparently and Paul and Christine had wet feet on the last couple of days. Paul used his helmet air-conditioning system from his Fujitsu Supercar to help demist!

Although not in our category, hooray for the Cooper/Dann A9X, and immaculately prepared car (check the first three images for Day 2 on the Targa website) which finished second to the Broadbent Porsche in Classic Outright – a great performance by Aussie muscle against the Hun hordes!

I am looking forward to taking part in this great motoring adventure next year. Having upgraded to a Perana from the BM (old blokes need a bit more power to get to the corners faster) I was following the results of both marques closely. The Wilson Perana finished in 19th, the McClintock BMW in 20th...hmmm

RalphE



Pic courtesy angrymanphotography.com.au

The classic Utber and Kaye Cresta motored away at the end of the field.

2011 Rally Championship Pointscore

2011 HTCAV Historic Touring Car Rally Championship after two rounds

Brian's done the numbers – you can see there are weightings per competitive kilometre so the 6-day Targa event brings in a heap more points than weekend jaunts like Targa Wreast Point and Targa High Country. Take it away, Tattle...

The Freestones are the Holden filling in

a Ford sandwich and split the Kents - the Mustang ahead of the GT this time. Ullrich suffered from his kerb bashing episode - although an all nighter got the things straightened and ready - and the Battens suffered badly from the running out of petrol problem. Not the first time Mike has done that...

Based on previous years, the Kents will have done their dash now, only doing the

Tassie events - but new interest is being shown from the Devonport Bunker about maybe Trying Targa High Country; about time we saw how good these blokes are on our roads. The Freestones will probably do at least one other. Then other is the question about the Ullrichs and Battens and will Adelaide in September be wet? This could be a very close competition this year if more of the top runners go to more events.

2011 HTCAV RALLY CHAMPIONSHIP After 2 Rounds

				29-30.Jan TARGA WREST POINT	5-11 May TARGA TASMANIA	TOTAL
1	Kent - Kent	1965 Ford Mustang	3MSF	13,293	59,915	73,208
2	Freestone - Freestone	1948 Holden 215	2MSF	0	65,646	65,646
3	Kent - Krawczyk	1971 Ford Falcon GT	3LMSH	11,816	52,100	63,916
4	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	0	63,041	63,041
5	Batten - Batten	1961 Volvo PV544	2MSE	0	55,226	55,226
6	Wilson - Wilson	1971 Ford Capri Perana	4MSH	0	47,932	47,932
7	McClintock - Skinner	1968 BMW 2002ti	4LMSB	0	45,327	45,327
8	Edwards - Wright	1971 Ford Falcon GT	4MSG	7,174	34,386	41,560
9	White - Yelds	1961 Volvo 122S	2LMSD	0	40,638	40,638
10	Pfingst - Loth	1971 Holden Torana	4MSE	4,642	29,697	34,339
11	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	0	33,344	33,344
12	Large -Dredge/Woodcock	1972 Ford Falcon GT	5MSH	9,284	20,840	30,124
13	Steuart - Steuart	1962 Ford Anglia 105E	3LMSB	0	26,571	26,571
14	Ogg - Farrell	1970 Alfa Romeo Giulia GTV 1750	4MSB	0	23,966	23,966
15	Waldron - Gegory	1955 FIAT Abarth 750	2LMSA	1,477	17,714	19,191
16	Kenny - Jackson	1971 Jaguar XJ6	4MSG	0	18,756	18,756
17	Smith - Smith	1966 Holden HR X2 Premier	4MSE	0	17,193	17,193
18	Devine - Devine	1962 Morris Mini	3LMSB	0	15,109	15,109
19	Utber - Kaye	1961 Vauxhall Cresta	2LMSE	0	13,546	13,546
20	Bevan - Bevan	1961 Volvo PV544	2SSD	0	11,462	11,462
21	Cross - Chaplin	1972 Holden Torana XU1	4LMSE	10,550	0	10,550
22	Ralph - Winterburn	1971 BMW 2002	4LMSB	5,908	0	5,908
23	Bryson - Rowley	1964 Hillman IMP Rallye	3LMSA	3,376	0	3,376
24	Manning - Richardson	1971 Ford Capri GT	4LMSD	2,532	0	2,532
25	White - White	1963 Austin Mini Cooper	3MSA	1,899	0	1,899
26	Clark - Clark	1965 Ford Cortina	3LMSC	1,688	0	1,688
27	Miedecke - Willson	1970 Ford Capri Perana	4MSH	DNF	DNF	0
28	Killick - Killick	1965 Ford Cortina	3LMSD	DNF	0	0
29	Cattlin - Cattlin	1969 Ford Mustang Fastback	4MSH	0	DNF	0
30	Davison - Davison	1955 Austin A30	2MSA	0	DNF	0
31	Henry - Harding	1965 Alfa Romeo Giulia Super	3SSA		DNF	0



2011 Race Championship Pointscore

Points for financial members only

Nc over 5000cc	Rd1...Rd2.....	Pts
Tony Hubbard	3	3
Rod Hotchkin	31	31
Karl Whittick.....	31.....	31
Nc 3501-5000cc		
Rob Burns	3	3
John Mann	37	37
Fraser Ross	40..... 33.....	73
Leo Tobin	33..... 32.....	65
Les Walmsley	35	35
Grant Bingley	13	13
Michael Bugelly	15	15
Stuart Barnes	7	7
Craig Miles	7..... 19.....	26
Nc 3001-3500cc		
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
Nc2001-3000cc		
Ian Watt	27	27
Ben Read	34.....	34

Nc 1501-2000cc.....	Pts
Mark Schatz	29.....29
Russell Pilven	40.....40
Peter Owen	3.....3
Chris Ralph	31.....31
NC1101-1500	
James Holloway	31.....31
NC1001-1500 COD	
Michael Stupka	31.....31
Nb Over 3000cc	
Andrew Cannon	17.....17
Bill Trengrove	32.....32
Andy Clempson	35..... 33.....68
David Moran.....	28.....28
Nb 2601-3000cc	
Nb 2001-2600cc	
Eddie Dobbs	31.....31
Nb 1601-2600cc	
Nb 1301-1600cc	
Nick Cascone	37.....37
John Luxmoore	17.....17
Paul Watson	30.....30
Simon Browning.....	31.....31
Nb 1001-1300cc	
Anthony Ramadge	43.....43
Ted Brewster	23.....23
Helen Lindner	29..... 31.....60
Ian Pringle	18.....18
Peter Melick	25.....25
Under 1000cc	
Jerry Lenstra	31.....31

Any Questions re point score ; Please contact Michael Hibbert on 0418354364 or Email 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 DNF, 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		

Adventures of the Bills

Bill Cutler races M3 at The 'Ring!

Club BMW Supremo, Bill Cutler, has been asked to share the wheel of a BMW E30 M3 in a support race for this year's 24-hour Nurburgring Classic.

The "Youngtimer" 3-hour support race is a hotly contested historic event for GT-style cars that fields no fewer than 260 entrants, so it'll be

on for youngtimers and oldtimers alike.

The drive happened as a result of Bill and Sue going to Le Mans Classic last year to watch Alex Elliott (well known UK BMW driver and restorer) race his 1973 ETCC winning CSL racer, co-driven last year by Adrian Brady, who races an ex-JPS Jim Richards 635 here in Group A.

At Nurburgring, Alex and Adrian will be in Alex's Group A E30 M3 (like Bill's) while Bill will be sharing a similar car.

What a fantastic opportunity for Bill and what a pleasure it is for the Club to be able to cheer on one of its own in such a high profile international event.

He's promised a full report when he gets back.

Go Bill!

Bill Trengrove Up the Creek!

Festival of Sporting Cars Eastern Creek, Easter 2011

After a successful stint at the Bathurst 12 Hour meeting in early February, Team Trengrove trekked up the Hume again this Easter to give the red pony a run on the green grass (and tarmac) of Eastern Creek. The Festival of Sporting Cars 3 day event drew a total of 37 Group N entries with Bill being the sole Victorian entrant.

The weather was kind with temperatures in the low to mid 20's and a breeze gentle enough to appreciate the aroma from the nearby rubbish tip. Slight drizzle early on Sunday morning was not enough to bring out the wets.

Racing was extremely competitive with a total of 7 races on offer over the 3 days. Standout quicks at the pointy end were Vice Macri in the very quick Torana XU-1 and the young David Kennedy in the fast ex Jack Elsegood '71 Falcon GTHO.

Starting from 8th on the grid in Race 1, Bill worked forward to finish 4th. After a change of diff ratio before Race 2, Mr Constancy finished 3rd outright in each of remaining 5 races contested.

Cam Worner in his Falcon and Ross Muller in the HQ were both quick but not able to finish on the podium but overall finished ahead of Marc Ducquet in his Lightweight ? (1700kg) but very wide 427 Galaxie. Marc was improving rapidly after changing from Hoosiers to new Potenza rubber.

The highlight was the battle between Bill and Bob Cox in his '66 Mustang, touted as the fastest 289 in Australia. After "paint swapping" close racing Bill was one point ahead of Bob in the Point Score after the 6 races contested and easily took the Easter chocolates for Nb.

Stuart Boyd



Bob Cox looking at the Mustang 'paint swap' meet.



Pic courtesy Jim Jones

Club member, Stuart Barnes, at Mallala Easter Historics



Pic courtesy Jim Jones

Mallala Easter Historics



Pic courtesy Jim Jones

Mallala Easter Historics



Pic courtesy Jim Jones

Mallala Easter Historics



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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 Wreast 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.

For Sale - 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
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- Engine: Powerful 120HP from a 1040cc B1 eng
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- Arrow Engineering conrods
- Cosworth cam buckets
- Billet alloy cam carrier
- Billet custom cam shaft
- Custom 4:1 Coventry Climax style exhaust
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- 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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1969 Cortina Savage Gt 4 Door

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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

Ziz from Zaz

XY Falcon Race Car Project



Perfect for Group N or Tarmac Rallies.

2 shells, 1 excellent race prepped XY shell with suspension, alloy drop tank, panhard rod and 1 roll caged XW, and plenty of spare panels for both.

Lots of good 351 Cleveland engine bits inc machined block, 4 bolt caps, forged pistons, steel rods, steel and cast cranks, new rollmaster timing set, 4v & 2v heads.

Complete 302 spare engine. 2 C/R race prepped toploaders, bellhousing, 9" diff & 16:1 steering box. Tilton pedal box, dash, new console and shaker. Too many parts to mention, not much needed to complete.

To be sold as complete lot for \$25,000 ono.

Selling to make room for new project. Phone or email Paul Zazryn for more info or photos on 0412 780 900 or paul@acww.com.au

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.

Group Nc Porsche 2.3 litre

Upgraded from 1971 911E to European Le Mans lightweight 911ST 2.3 litre specification at great expense by top Sydney Porsche workshop Autohaus Hamilton over nearly 5 years. Around 220 bhp twin plug fuel injected 2.3 litre engine includes all the best internals.



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

All invoices available. \$100,000 ono.

Robert Tweedie 0408 162 762.

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



GTHO

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

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

Group Nc Holden Torana GTR-XU1



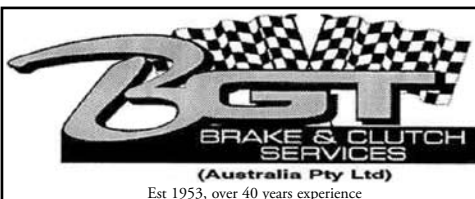
First time offered - this factory plated and authenticated multi-Championship-winning Torana GTR-XU1 is undoubtedly one of the most successful

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 in 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).

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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.....

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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,
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Comes with trailer, spare wheels fitted
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