

# HISTORIC TOURING TORQUE

June 2011

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

## *Rusty rips up Winton record*



### **Inside:**

- Historic Winton
- Announcing the Slater Sprint!
- New Targa Regs...
- Pointscores, championships and rules...

Pic ©ourtesy Martin Creely

**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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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)	13-14 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



various forms. Chris has also been a champion of the Club's push into the rally spectrum and his new Perana 347 should fly the HTCAV flag very quickly indeed all over Australia where he gets to run it.

Chris brings a new level of professionalism to the Club's executive committee and I for one think this is a change for the better. Coxy will continue his excellent work on the committee and by me taking the secretary role means Coxy will be free to concentrate on the club plate's scheme and the other areas that really matter – great stuff.

It's also time to thank two hardworking Committee members who are standing down. Pressure of business sees Michael Hibbert relinquishing the role of Social Secretary but his coup with running the Club's first competition event at Broadford early next year will keep him involved. Mat Jager is also taking some time on the bench, for many years Mat was the Club's Secretary and subsequently the AHTCA delegate, a role that he'll continue with.

My thanks on behalf of the whole Club to these two great contributors.

Graham Slater's funeral was a testimony

to the character and standing of the man. The turnout was simply huge and the Club representation was first class – I was so proud of the HTCAV and also so pleased for the Slater family to experience such a level of support at this tough time. Graham did part of his own eulogy and it was absolutely brilliant and tasteful – I was so pleased I experienced that, thanks yet again old friend!

I'm excited by the challenge of my own new role and even more excited about the new era the Club is about to embark on. Make no mistake about this, with Jervis and Ralph at the helm this club is in the absolute very finest hands we could ever wish to muster – how very good indeed.

Thank you to all my supporters over the last three years in my role as president of this fine club. It has been a tremendous experience I am most fortunate to have had, and I will have many warm memories of this time – thank you for the opportunity and I'm pleased to say that I believe that with the help of such a fine team on the committee we have managed to deliver real and positive change all for the better of the Club – mission accomplished – phew!

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

Cheers,

*Deano*

## Well I get one more chance to air my views – fantastic!

The AGM is this week and I'm absolutely thrilled to see new faces in the lineup and also an absolutely first class and eminently qualified new leader for our club.

The right honourable Mr. Chris Ralph has put up his well experienced hand to take the reins for the next term – how fortunate we are.

Chris is a highly experienced racer and previous State circuit Racing Series champ in the Group N ranks and has over the years competed in everything from Mustangs down to screaming high tech BMWs in

## You'll think it's Christmas

**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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# Editoro



**Strange sort of a mag this month. As we had to rush out the last one to comply with our constitution regarding the 2011 AGM this one has followed hard upon...**

But we do have some interesting stuff which I hope will warm you in the depths of this winter which seems to me to be a bit nipper than usual, either that or me old bones are getting closer to the surface.

Darren Knight has turned in a fine report on the Winton Historics, supplanted by shots from our old mate Neil Hammond and a new contributor, Martin Creely. There are some fine shots on his website [www.martincreely.com.au](http://www.martincreely.com.au) and you can download shots of your car from there. Many thanks to all three and to Brian Dermott for another comprehensive discourse on the tarmac rally scene is his Tarmac Tattle column.

Unfortunately I couldn't make it to Winton but there were some absolute ripper performances from what I can read on Natsoft and from what I've been told.

Chief among them would have to be our reigning Club Champion and Competition Secretary Russell Pilven whose David and Goliath performances in the Datsun 1600 were

nothing short of astounding. His lap time of 1.08.5 on Sunday morning would not only be clearly the fastest Under 2 litre time ever, it's probably the fastest ever Under 3-litre time as well (please contradict me if I am wrong).

Russ was only 1/100th of a second off getting fastest lap, which went to another storming Club stalwart, Michael Hibbert. Michael also took fastest lap in the last and was only just relegated to second place by a tenth or so behind Gary Edwards. More from Michael later...

The Nb racing was apparently excellent, with the fastest Mini being Jason Armstrong, whose battles with Quick Nick would have been fantastic to see. In the last Jason just kept Nick at bay, ahead of a charging Pete Melick and Jason's fellow Crow Eater, Robert Ford. Thereafter Andy Clempson led David Moran and ACT Club member John Harrison in a trio of Mustangs, Anthony Ramadge's Mini and a good performance from John Bendell in the Lotus Cortina. I hear the first race was also a cracker, with Hollywood engaged in a fine battle with Armstrong and Moran before taking victory.

Well done to all. I am sure the crowds would have waited for those last races of the day and they would not have been disappointed. I'd also like to have seen the Na cars driving there, Simca Arondes used to be a very popular race car in the day and the sight of a Mk7 Jag and A30s mixing it up sends a strong message about the truly fun aspects of historic touring car racing.

Now to some fine work by Michael Hibbert. He has contacted the guy who runs the Broadford track and has made arrangements for us to run our own very first HTCAV meeting there – a sprint event – early next year. He has also unearthed some interesting testing options at the track as well...see the articles later in the mag.

There's more – to celebrate the life and contribution to the Club made by the late Graham Slater, it and subsequent events there will be named The Slater Sprints. Together with a perpetual Slater Trophy for performances at the Phillip Island Classic, it's a way in which we can honour Graham in perpetuity. I reckon the old buzzard would be pretty happy with that!

Graham would have been hugely chuffed at the number of people at his funeral. I am sure I wasn't the only one hoping I'd get as many turning up at mine...

It was like an impromptu meeting of the Club with many members making sure they were there to say goodbye. In the end it was Graham saying goodbye to us: via a self-made video he said goodbye to all the people who meant much to him in his life and the HTCAV formed a large part of his thanks. True to form he managed to get the last word in, as usual...

Don't forget the AGM this Wednesday!

*RalphE*

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# 35th Historic Winton

## Fantastic Nb racing

Rumours of the Mini entrants requesting recent visitor, the Dalai Lama, to bring forth a holy rainstorm amounted to nothing, as glorious sunshine prevailed over the weekend.

### Group Nb - Race 1

The red flag came out in race one before the completion of the first lap after Ian Pringle's Mini split a diff housing. David Moran (Mustang) beat pole winner Andy Clempson (Mustang) off the line at the restart as the usual gigantic Winton short track Mini battles erupted in earnest.

The crowd were also entertained with perhaps the biggest roll up of Na cars seen in Victoria. The two Austin A30s of Greg Payne and Allan Bryson were joined by the Simca Aronde of Geoff Rose and the magnificent Mk VII Jag of John Tupicoff.

Clempson slipped into the lead on the last lap and took the win (along with fastest lap) from Jason Armstrong (Mini) with Moran third. John Harrison (ex Greg Nichols Mustang) had overcooked a late lunge for third place and fell off at the end of the back straight, glancing the tyre bundle on the way through.

Behind Moran in third was Nick Cascone (Cortina), with the Minis of Robert Ford, Pete Melick, Anthony Ramadge, James Willson, Stephen Bruce and Helen Lindner (from 17th on the grid – go Hellcat) rounding out the top ten.

### Race 2

Another red flag curtailed the early going in race two after Ted Brewster bogged his brick at turn two. Clempson stalled and fell to dead last at the restart with the field doing well to avoid the stationary Hollywood.

Armstrong made the most of it by grabbing the lead after falling off at the sweeper whilst leading before the red flag.

He was never headed despite the best efforts of runner up Cascone. Ford was third from Melick, Moran, Ramadge, Bruce, Harrison, Lindner and the recovering Clempson just in front of Phil Shepherd (EH).

### Race 3

The final saw former Club champ Cascone hurling the Corty at some amazing angles in his pursuit of Armstrong who eventually proved too strong.

Melick grabbed third after displacing Ford while Clempson held out Moran for fifth followed by Harrison and Ramadge. John Bendell (Lotus Cortina) had a strong run into ninth with Shepherd tenth.



### Group Nc

#### Race 1

The front row was left vacant in memory of Club stalwart and competitor Graham Slater, who lost his battle with cancer on the Thursday before the meeting.

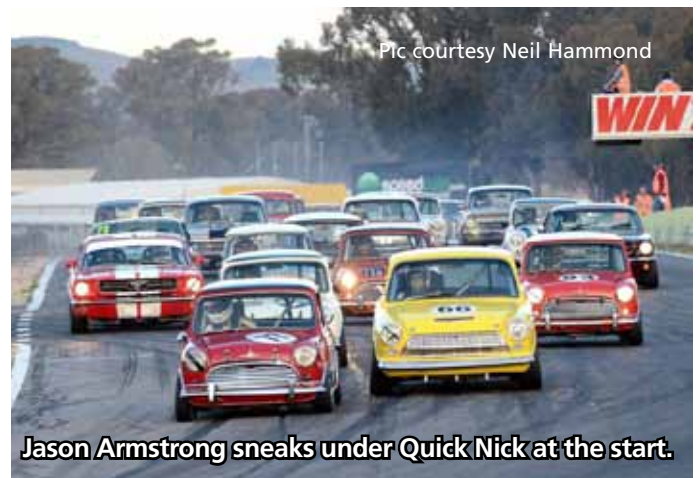
At the front of the grid it was a Bargwanna lock out. On the front row sat V8 Supercar star Jason on pole in Graham Hill's Mustang alongside father Harry in his own Pony car.

The Bathurst winner would not complete the warm up lap however after a rear axle sheared. Michael Miceli (Falcon) would also not start after a fuel pump problem.

Gary Edwards

(Torana) made the best start to lead, before falling to the grunt of Tony Hubbard (Camaro) and then Harry Bargwanna, the two V8s finishing one-two with the incredible RX-2 of Ben Read third.

Edwards was fourth from Les Walmsley (Charger) who actually posted the fastest lap







Pic courtesy Marin Creely

**Pete Melick and Anthony Ramadge had a fantastic weekend together.**

on the final tour, then Russell Pilven (Datsun 1600), Steve Coad (Torana), Leo Tobin (Mustang), Rod Hotchkin (Falcon) and Michael Hibbert (Charger).

**Race 2**

Harry Bargwanna stepped aside for son Jason to take over his car in race two after a

suitable axle could not be found for the Hill machine. Miceli again just missed the start after the XW had an electrical problem later traced to a bad earth.

Stuart Barnes stalled his stunning Boss Mustang on the grid and the race director brought out the red flag just as the Ford finally fired up, but with the leader entering the esses had little option.

The red flag came out again after one lap when Jason Bargwanna broke a stub axle and pitman arm at turn one. Read was waved off the restart with a split oil cooler attracting a marshall's attention.

Edwards again nailed the start but eventually Hubbard proved too strong for the Torana and took a narrow win.

Walmsley was third from Coad then Hibbert who set fastest lap, Tobin, Pilven, David Noakes (ex Don Knight Escort), Hotchkin and John Burke (Charger). After the race Jason Bargwanna was asked by your race reporter if he intended driving the transporter home, to which he replied: "f@#k no, I'm walkin'!"

**Race 3**

Hubbard smoked the rear tyres in spectacular fashion off the line in the final allowing Edwards to streak away. Noakes made a brilliant start to be up to fourth having started eighth until he fell off at the sweeper.

Hotchkin joined him in the boonies after the rear brakes locked up as he tried to avoid the errant Escort. Hibbert climbed to second and began pressuring Edwards in a fantastic display of hard but fair racing.

In a dramatic final lap Hubbard went off at the esses but scrambled back on just in front of Walmsley. With former Torana racer Slater no doubt cheering him on from above, Edwards took an exciting win by .17 of a second from Hibbert with Hubbard just beating Walmsley to the line for third. Tobin was fifth from Coad, Miceli, Pilven, Peter Burchell (Mustang) and John Burke (Charger).

A gracious Hibbert commented post race that it was fitting that a Torrie took the final win in Graham's memory.

**Darren Knight**



**Geoff Rose's Aronde was the first Simca back at Winton for many a year.**

Pic courtesy Marin Creely



Pic courtesy Neil Hammond

**Jerry Lenstra's son Mark drove the wheels of his Imp.**



**John Harrison in the ex-Nicholls Mustang fend off John Bendell at Turn 1.**

Pic courtesy Neil Hammond

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Gary Edwards heads a hot field into Turn 1.

Pic courtesy Neil Hammond



Pic courtesy Marin Creely

Tony Hubbard's Camaro won the first two races.



Pic courtesy Marin Creely

Wintonmeister Gary Edwards won the last.



Pic courtesy Marin Creely

Michael Hibbert was a sensational Mr MoPar.



Pic courtesy Neil Hammond

Everybody had a winking eye on the weekend.



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# Announcing the Slater Sprint

**This is a Club first – running our own event! It's not a race meeting, but the next best thing, a full day sprint at the Broadford track, just 75 kms north of Melbourne, right next to the Hume Highway.**

Full thanks to Michael Hibbert to get this opportunity happening, as a parting gift to the Club as he steps down from three hardworking years on the Committee as Social Secretary.

The day, named after late Club stalwart Graham Slater, will have something for everyone with a mixture of rides for family, friends and sponsors, multi car lapping and timed sprints. It's planned to be a great mix of social, a bit of fun driving and a bit of fast driving.

Those who attended the Fun Days at Calder will get the idea, they were run by the HQ Association and as they kindly invited us to their days on more than one occasion we will be pleased to return the favour and invite them to join us as well.

Although the track has been built for motorcycles it's certainly broad enough to handle cars. Many clubs have run track days and car companies have even held press drives there.

People who've driven it report that is fun and challenging, fast and swoopy bits mixed in with tighter stuff with a fair amount of gradient involved.

To see more have a look at the videos at [http://wn.com/Broadford\\_Track](http://wn.com/Broadford_Track)

The Club has seized the opportunity and booked a day in February, before the Broadford calendar fills up. The date is not yet fixed but will either be the 12th or the 19th, as it all depends on the motorcycle people getting their calendars in place first.

That time of the year will be extremely handy for testing and setting up for the Phillip Island Classic, barely a month later. And these days, one never knows what the weather will be so it may not be a stinking hot February day after all...

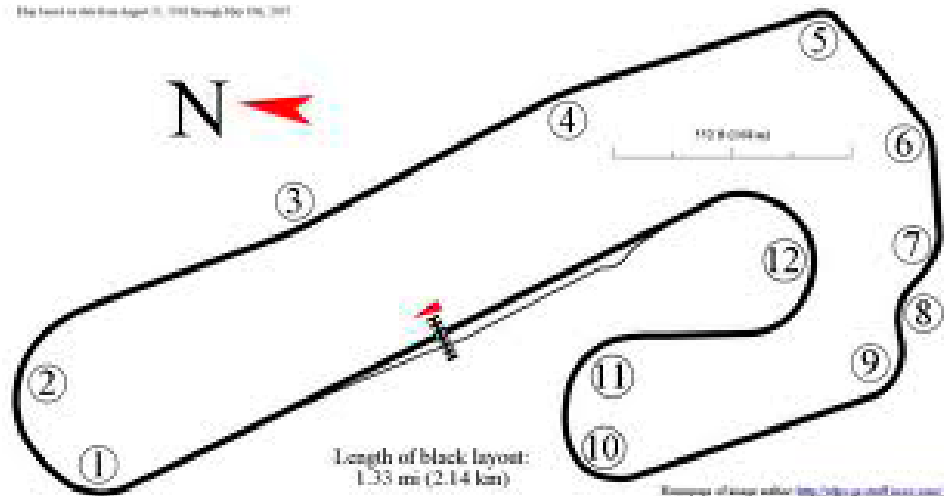
So put that time of year in your diary and please thank Michael Hibbert for his efforts so far. They don't stop there. Although Michael through pressure of business will no longer be able to be on the Committee, he's agreed to see it to fruition and will head a sub-committee to look after the event. (Hibby, you may be working even harder...)

But he'll need help, before and on the day. Now's the time for you to give back to the Club, call Michael on 0418 354 364 and pledge your support to give him a hand.

You'll be part of an historic occasion!



Big track in the hills August 15, 1991 through May 19th, 2001



Example of image editor <http://tiny.cc/mwdf1waw.com>

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# 2011 Financial Statements

## INCOME & EXPENDITURE STATEMENT

	1/6/10 - 31/05/11	1/6/09 - 31/05/10
<b>Income</b>		
Advertising	2,425.00	2,625.00
Annual Dinner (Net)	-61.10	635.83
Interest Received	956.79	696.14
Marquee Costs (Net)	95.50	802.32
Subscriptions	20,485.00	19,205.00
Total Income	23,901.19	23,964.29
<b>Apparel</b>		
Sales of Apparel	1,227.95	826.00
Opening Stock - at cost	-5,057.90	-4,320.10
Purchases of Apparel	0.00	-1,494.90
Closing Stock - at cost	3,928.00	5,057.90
Surplus on Apparel	98.05	68.90
<b>Total Income &amp; Apparel result</b>	<b>23,999.24</b>	<b>24,033.19</b>
<b>Expenses</b>		
Annual Trophies	4,171.76	5,332.57
Audit Fees	0.00	600.00
Bank Charges - A/c keeping	11.15	232.60
Bank Charges - Merchant	314.94	0.00
CAMS Fees	1,035.00	1,005.00
Childrens' Christmas Party	0.00	228.00
Depreciation	1,062.38	568.36
Filing Fees	40.90	107.00
General Expenses	227.87	72.20
Internet & Website Costs	867.87	720.11
Legal Fees	385.00	0.00
Magazine Costs	8,104.05	7,422.70
Marketing & Promotion	1,915.17	2,839.91
Membership Costs	1,315.61	2,429.80
Race Meeting Nibbles (Net)	767.61	32.87
Social events - other	89.80	199.10
<b>Total Expenses</b>	<b>20,309.11</b>	<b>21,790.22</b>
<b>Net Surplus/(Deficit)</b>	<b>\$3,690.13</b>	<b>\$2,242.97</b>

## BALANCE SHEET

	31/05/11	31/05/10
<b>Assets</b>		
Cash on Hand	75.00	75.00
Cheque Account	3,510.22	1,293.68
Term Deposit	19,636.62	18,882.44
ANZ V2S Part 1	9,690.17	4,487.88
ANZ V2S Part 2	1,123.45	1,123.45
ANZ V2S subtotal	10,813.62	5,611.33
Total Cash funds	34,035.46	25,862.45
Apparel on Hand - at cost	3,928.00	5,057.90
Advertising Debtors	1,650.00	2,425.00
Sundry Debtors & Prepayments	1,877.00	2,535.00
Total Current Assets	41,490.46	35,880.35
Equipment at Cost	6,548.58	6,548.58
Equipment Accum. Dep'n.	-2,299.04	-1,236.66
Equipment at w.d.v.	4,249.54	5,311.92
Total Assets	45,740.00	41,192.27
<b>Liabilities</b>		
Sundry Creditors	857.60	0.00
<b>Net Assets</b>	<b>\$44,882.40</b>	<b>\$41,192.27</b>
<b>Members' Funds</b>		
Surplus b/f	41,192.27	38,949.30
Current Year's Surplus	3,690.13	2,242.97
Total Members' Funds	\$44,882.40	\$41,192.27



I know who Andrew Cannon is...  
... but who's the guy taking his photo?

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# Wattage



**I have been reminded twice during May of the value of motor sport in a person's life.**

Peter Sneddon noticed I was not on the grid at Winton. He knew I was just returning from a business trip to Ireland, and he wanted to make sure I was aware of the situation with Graham and his family, and what a wonderful celebration of Graham's life and his family's involvement and successes in motor sport his funeral would represent and to make sure that I would be there. Motor sport gives you a very valuable and close network...

The other was two weeks earlier, on the Sunday morning I awoke in Dublin, having arrived late Saturday after enduring the 30+ hrs flight from Tullamarine.

I could hear downstairs what had to be a 60's Jag.

What had occurred is that my hosts, having some inkling of my involvement in historic motor sport had arranged for entry into a local rally. Seventy four very fine machines, mainly British, firing through the Irish countryside.

I navigated first in a 1967 MGB that was exceptionally well driven, just as well as the operating speed of this machine was somewhere between 80 & 95 mph, and then in a magnificent 1963 3.8 Jaguar, Manual Overdrive, spoked wheels, the real deal. The torque on that thing up long winding hills was just awesome.

These guys had no reason on earth to go to such trouble for an Aussie they knew little about.

But it sure put a smile on my face after a long trip, at the start of what had the potential and proved to be a pretty trying couple of weeks.

I will not try to analyse why this would be, just suffice to say that this kind of mateship, consideration and respect is something that I've observed and enjoyed during my 35 years in motor sport.

Thanks guys. Oh and as for the Guinness...not a bad drop! (As far as you can remember, Ed.)

*Ian Watt*



## Test & Tune at Broadford

**Not only is the Club holding its first ever event at Broadford early next year, but in the organizing Michael Hibbert also discovered that you can test your car there on the first Thursday of every month.**

What a great opportunity! The cost is only \$190 for driving over the seven hours.

Scrutineering is at 8.00am with Drivers Briefing at 8.45am. Timed laps start at 9 am and conclude at 4pm. The canteen will be open for breakfast and lunch.

You'll need a proper helmet, non-flammable clothing and an L2 licence. You can enter and pay online here [www.australianarmacchallenge.com/events-article.php?n=15](http://www.australianarmacchallenge.com/events-article.php?n=15) or go to [www.australianarmacchallenge.com](http://www.australianarmacchallenge.com) and click on events.

The ATC run these days and there's always the proviso that if they have too few entrants then the day will not go ahead, so you need to check with them before you set off. To see the track click here [http://wn.com/Broadford\\_Track](http://wn.com/Broadford_Track).

You can also find out more regarding the circuit and times by contacting Martin Doxey on (03) 5784 4163, or 0416 275 422, or alternatively you can email him at [broadford@motorcyclingvic.com.au](mailto:broadford@motorcyclingvic.com.au).

**The first available day is Thursday July 7th – not far away!**

*Many thanks to Michael Hibbert for this information.*





# 2011 Race Championship Pointscore

Driver	Rd 1	Rd 2	Rd 3	Total
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## NC Over 5000

Tony Hubbard	3		37	40
Rod Hotchkin	31		28	59
Karl Wittick		31		31
Michael Miceli			12	12

## Nc 3500-5000

Rob Burns	3			3
John Mann	37			37
Fraser Ross	40	33		73
Leo Tobin	33	32	32	97
Les Walmsley	35		40	75
Michael Bugelly	15			15
Stuart Barnes	13		15	28
Craig Miles	7	19		26
Michael Hibbert			37	37
Peter Burchell			22	22

## Nc 3001-3500

Andrew Williams	32			32
Angelo Taranto	25	34		59
Steve Coad	37	26	33	96
Doug Growcott	35			35
Lawrie Nelson	9			9
Alan McKelvie	25	19	11	55
Tim Fettel	9			9
Stephen Pillikers		28	3	31
Gary Edwards		39	40	79

Driver	Rd 1	Rd 2	Rd 3	Total
--------	------	------	------	-------

## Nc 2001-3000

Ian Watt	27			27
Ben Read	34			34
Brendon Hare			31	31
Ant Read			14	14

## Nc 1501-2000

Mark Schatz	29			29
Russell Pilven	40	37		77
Peter Owen	3			3
Chris Ralph	31			31
David Noakes		21		21
Justin Brown		26		26

## NB COD

Michael Stupka	31			31
----------------	----	--	--	----

## NB Over 3000

Andrew Cannon	21			21
Bill Trengrove	38			38
Andy Clempson	41	33	35	109
David Moran		28	35	63
Grant Bingley	26			26
John Clarke	20	23		43
John Harrison		22		22

## Nb 2601-3000

John Bourke		27		27
Phil Shepherd		34		34

Driver	Rd 1	Rd 2	Rd 3	Total
--------	------	------	------	-------

## NB 2001-2600

Eddie Dobbs	31			31
-------------	----	--	--	----

## Nb 1301-1600

Nick Cascone	37		34	71
John Luxmoore	17			17
Paul Watson	30			30
Simon Browning		31		31
John Bendell			27	27

## Nb 1001-1300cc

Anthony Ramadge	43		39	71
Ted Brewster	23		27	50
Helen Lindner	29	31	31	91
Ian Pringle	18		3	21
Peter Melick	25		46	71
James Holloway	11			11
Len Read			3	3
John Eeles			23	23

## Under 1000cc

Michael Stupka			29	29
Jerry Lenstra	31	24		55

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 and VSCRC 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		

# Tarmac Tattle

## Sorting the regs, now CAMS is back...

**Here's a happy surprise - Octagon has confirmed that it is dropping the Targa Tasmania entry fee for 2012 'by \$450 or more' to allow for the costs of acquiring CAMS licences for two crew members.**

Even if the sceptic might be looking out for a licence price rise from a fee hungry CAMS bureaucracy eager to pillage the tarmac rally fraternity, Octagon are doing the right thing by us.

And Len, Paul, Andy, Steve, David and the rest of the 'Outright' cars can relax - the regs were never AASA regs, they were Octagon regs and the cars have to conform to those, not the set of regs which you download from the CAMS website.

Over the last four years, many differences have developed, of which the C1, C2, C3 terminology replacing SS, LMS and MS is the least troublesome. The LMS/C2 regs are the least affected but the C3/MS has become significantly different on key issues such as capacity - Octagon says capacity is free, CAMS limit you to +17%. In fact, for anyone approaching the sport to build a new car could end up with the wrong information. It remains to be seen how CAMS deal with this within their Manual and website.

Will we see a separate set of Tarmac Rally Regs called Octagon Regs be posted? There is no mention of this in any of the 22 separate regulations governing road and rally cars available at the moment.

One compensation for dealing with CAMS is talking to Geoff Weir in the licensing department, that wonderful man who helped nine ageing Big Healey drivers get through 12 races in five months to get their H1 licences to compete at Bathurst in 1998; when you deal with him, everything is so easy, nothing is too much trouble and you would never know Geoff is bravely battling liver cancer. And for anyone who has had any

CAMS licence within the last few years and has competed in Targa events, it's a simple renewal of your previous licence. No lectures, no doctors, nothing annoying after all. Good on you, Geoff.

In the notice from Octagon on 18th May, it is clear that CAMS rules on ROPS, extinguishers, harnesses and apparel must be followed but there is no apparent difference to anything which we've always had except on the ROPS as discussed below - but please check the dates on your belts. And dig out the old CAMS logbook - many will still have their old one containing the CAMS ROPS document folded up inside.

Cars will be mainly Group 3C RCO (Rally Car Other) - but if you check up what that is supposed to be, the CAMS approved car does not conform at all. That's because it conforms to the CAMS Tarmac Rally Regs which never did conform to Group 3. Back when, CAMS never got round to issuing Tarmac Rally logbooks which matched their own regulations.

So when AASA gave us all Passbooks for free, which recorded the basic identifying info on the car, it didn't matter, which goes to show that none of the CAMS rigmarole is needed, it simply creates stuff to do which costs competitors (the CAMS \$80 fee plus the cost of getting car and scrutineer together).

Meanwhile, new cars being built, or cars developed in the last four years which do not have a logbook, will have to get one from CAMS. For all Logbook queries Carly Zmendak advises us to contact Peta Thomas on +61 3 9593 7790 or at [peta.thomas@cams.com.au](mailto:peta.thomas@cams.com.au) and for technical and eligibility queries contact the very knowledgeable and positive thinking Rupert Rodrigues on +61 3 9593 7763 or at [rupert.rodrigues@cams.com.au](mailto:rupert.rodrigues@cams.com.au).

Rupert will explain that the priority for the logbook is conformity to safety requirements

(which are no different to AASA) and any eligibility matters will indeed be managed with reference to the Octagon Tech Regs. However, eligibility and conforming to the Technical Regs is primarily a matter for Octagon and



**The Kent Mustang leads our championship and are even venturing across Bass Strait.jpg**

policed via their scrutineers. Hmm... It looks like problems of eligibility and classification - of which the worst examples occurred this year - will still require vigilance from competitors unless Octagon put more resources behind it.

And it is a really good idea to get any new logbook before the end of 2011, whatever your next event. That's because a new Schedule J ROPS requirements are being introduced from 2012. The new regulations are phased with the status of competition but all Targas are National Level so it means that rally cars with two people must have a double diagonal brace and all cars must have a full cage not a half one.

CAMS also says "there are only a small number of retrospective elements to the new regulations. One change that will affect most is the requirement for FIA or SFI standard padding in the head region to improve safety in this important area. A staged implementation through to 2013 will apply, depending on the status of event entered".

Referring to Schedule J and a quick call

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# MUSTANG 'ALLY

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to Revolution confirms that for national competitions and lower, roll bar padding where your head can contact the bars must be to FIA or SFI specification. Oh really. That's the horrid hard and bulky square section stuff which keeps falling off and can easily be cut in two by constantly tweaking cable ties up tight. That nice comfy round padding is no longer eligible for anything, despite it working fine, as we found when we roll tested our cage.

So despite our misgivings initially, CAMS is proving to be pretty good to deal with provided you get the right person. Although AASA is no longer involved, their legacy lives on in the effects of the healthy competition which they still provide in terms



**The Meidecke-Willson Perana will attack Adelaide and High Country.**

of moderating excessive fees and dealing appropriately with enthusiasts.

#### **Getting HTCAV's great deal on Targa High Country**

The HTCAV has arranged another special deal for Club Members who want to run in Targa High Country on November 4-6.

You get the early bird price of \$2190 instead of the rack rate \$2790 right up to close of entries. But you cannot enter on line because the website won't accept it. So to get the deal now please email Carly Zmendak, [Carly.Zmendak@octagon.com] or phone

#### **Tasmanians lead HTCAV Championship**

**The top five places in this year's HTCAV Tarmac Rally Championship are very close after two rounds:**

<b>2011 HTCAV RALLY CHAMPIONSHIP After 2 Rounds</b>				<b>29-30 Jan TARGA WREST POINT</b>	<b>5-11 May TARGA TASMANIA</b>	<b>TOTAL</b>
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



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her on 0407 659 170 and be ready with four things: a need to enter Targa High Country, your HTCAV membership number, the last Octagon event you took part in (so your details can be uploaded with your application) and an \$800 deposit.

If you have not competed before, then Carly will guide you how to complete the online info. It's a lot of info but you only have to do it once and there are no biros or handwriting involved.

#### **Tasmanians lead HTCAV Championship**

HERE HERE

As usual, the Kent family is well represented, with current leader Scott Kent and son Wayne in their trusty 65 Modified Spec Mustang only a small gap ahead of brother Drew in the Limited Modified Falcon GT.

Splitting them in P2 is the Early Model Supercar of Paul and Christine Freestone, an alloy head red motor, dry sump and fabricated suspension helping this astonishing Classic to some great stage times (don't you just love that car - its inspiring to see such work in the modern world).

But it is all very close - the Champions from the past two years are very much in with a chance from only a whisker behind and even the Battens in fifth would be within reach, especially if we get a wet track.

So far, both events have been in Tasmania and the Devonport-based Kent's know those tracks as well as anyone. And both have got their score bag full with two rounds unless they can get a better result - meaning scoring more points - in one of the remaining rounds.

The other top five crews have only done Targa Tasmania, so their chances of moving up depends on them entering another round and so far, none has entered Targa West or

Classic Targa Adelaide. So we know that after round four, it is very likely that Scotty will still lead.

It will all come down to Targa High Country and there we can reveal that the Kent Mustang has entered its first mainland event for many years and the Kent crew will be there in force, including Dean, whose smiling face is a beacon of relief when emerging with an empty tank from the lashing rain and gloom of a Tasmania wilderness. And if the Kent Falcon, Freestones, Ullrichs or Battens want to take the HTCAV Championship, they have to enter another event.

Already we know that there are two potential winners which will not be in the HTCAV Championship frame this year - the Mediecke Perana and the Catlin Boss.

Andy and Dan Willson were leading Classic Outright when they went off on the very same corner which caught Tattle out in the Big Healey in 2002 - a deceptive 6 left which tightens on the drive up from the second hairpin on Cethana. The Perana drifts wide and there ahead in the very same bushes where Healey had a soft landing is a car already stuck. Trying to pull the Perana back on the road was too much for the grip and it spun into the opposite wall (watch it yourself on YouTube).

Len and Gayle were lying 7th Outright when the Big Boss stopped on Quamby Brook, at the end of Leg 3, so depriving Len of the chance to renew his love affair with the legendary Leg 4 stages. But while it was going, this magnificently crafted classic tarmac rally car was living up to its expectations and we'll be watching out for a great result down in Adelaide where both the Boss and the Perana are running. But however well they go, they can't beat any of the top five.

*Brian Dermott*

# Deals for HTCAV members

## The HTCAV-Booran deal at a glance

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- 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.

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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:

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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!

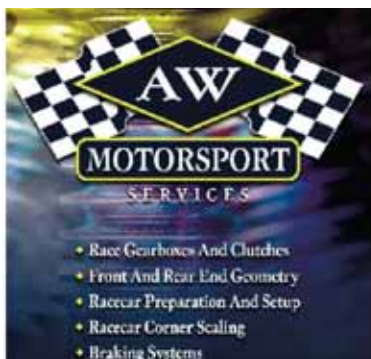
### Ad rates

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

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# 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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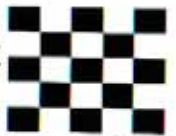
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# Torquing 'Em Up - Classifieds are free!



## 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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# Torquing 'Em Up - Classifieds are free!



## Ford Escort Mk1 RS2000

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

New boot floor fitted, Fuel tank filler hole removed, Reverse lights removed, Engine 2L Pinto, All internals lightened, balanced and nitrided crank, Lightened and balanced flywheel, Big valve head, 520X camshaft, vernier cam gear, Flat top pistons Std bore, ARP stud kit for bottom end, Schorcher electronic ignition, Twin 45 Weber's, Twin throttle cable set up, Winged and baffled engine sump, Block has been decked for compression, Premium Unleaded fuel, Gapless piston rings  
Suspension/Steering. World cup cross member, Close ratio steering rack, Adjustable lower control arms (TCA), Billet alloy adjustable strut tops, Bilstein shock absorbers x 4, King springs and height adjustable, Adjustable front sway bar, Turreted rear shock mounts, Rear radius arms, Pan Hard rod set up, Alloy strut brace. Brakes/ Driveline. Atlas rear end with ZF 4.6 LSD fully floating, Single piece tail shaft, Type 9 Sierra 5 speed with close ratio Quaife gear set (overdrive 5th) Short shift, Willwood 4 spot calipers and vented and slotted front discs, 2 spot rear calipers with floating discs, Hydraulic hand brake (lockable), Stainless braided hose throughout, Pedal box with cockpit adjustable control. Interior Equipment/Wiring, Fully rewired, circuit breakers, VDO dash and extra gauges, Too much more to mention.....

matt.hunter@vantageautomotive.com

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## 48IDA Weber carburetors

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

## Manny's hot race bits.

- 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

Rod Evans 0411717167

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