

HISTORIC TOURING TORQUE

Magazine of the Historic Touring Car Association of Victoria - www.htcav.com.au Sept 2011

Muscle Car... Magic & Mayhem



- Musclehead Masters
- Musclehead Extermination
- Targa Cassic Adelaide
- GoodGood WoodWood

Pic Courtesy James Smith

**Next
meeting
Oct 26**

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Torquing Heads 2011/2012

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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
Winton Historics	Austin 7 Club	Winton (Short track)	28-29 May	Historic
Round 3 State	ASSA	Sandown	23-24 July	VSCRC
Winton Fest. of Speed	VHRR	Winton (Long track)	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



Next General

Meeting

8pm

Wednesday 28 September

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

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 now & book your room at the special Club rate on 9250 2222.

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



Preseditoro



Welcome to the September edition of Torque. The fact that it's now October is, well, one of life's little mysteries. Most magazines have a cover date of at least one month ahead, but we aren't most magazines and sometimes it seems more up to date to do it this way, given that we can go to print after the general meeting rather than before. In the past the mag acted as a call to action for the monthly meeting, but now with modern inventions like steam-driven email we can be reminded by other means.

Thanks to everyone who made it to the September meeting on a cold, wet and miserable night. The debate was warm enough to keep things interesting and the chief topic was the one that is probably the most important we face at the moment, that of driver standards.

The ridiculous amount of carnage at Muscle Car Masters (something like 27 cars, including write offs) followed an unfortunately prescient article in last month's mag that expressed horror with the standards at Winton Festival of Speed, which now pales into lesser significance by comparison.

A line has been drawn in the sand. It can't go on like this and the HTCAV is going to be working with the other HTC clubs to stamp out poor driving. We have to be reminded of who we are, what cars we drive and why we drive them. And it isn't to cart wrecks back on trailers to look for those hard-to-find panels and spend money and time getting back to square one while

missing yet another race meeting. It takes a long time to rebuild a race car.

A range of measures have been considered and several will be put into place as soon as possible. The article on driver standards gives you an idea of what can and will be done. Please don't be the person who next makes a driving error that results in

panel damage or receives the attention of the Clerk of Course. An example needs to be made of somebody. To show how serious the Clubs and organisers are that person will not get off lightly, no matter who they are.

Now to the positives. There were some terrific battles at Muscle Car Masters, and the classic cover shot of Bill Trengrove in the Mustang and Scott Fleming in the Lotus Cortina exemplifies that perfectly. Bill and Scott were hard at it all weekend, old and young, big and small capacities – exactly what good historic racing is all about – and not a mark on either car. Many thanks to James Smith for all the MCM photos and to Darren Knight for his report.

The other major event for historic touring cars was in another state and another discipline. Targa Classic Adelaide was run in perfect weather over three days on the fantastic roads of the Adelaide Hills and provided a mix of tight technical twisties and long sweepies, a few yumps and long downhill bits. I even saw 211kph on one short stretch before the cojones shrunk...

The HTCAV had three members and an ex-member competing. Brian and Linda Dermott in the Torana, your Preseditoro and Jeremy Browne in the Perana (the Mansfield Motorsport team), Richard Woodward and Neil Gibson in a Holden Monaro, and former member, mini racer and sprinter Steve Schmidt and Anthony Young in a beautiful 1968 Fiat 124 Sport AC who finished 37th outright and 11th

on handicap. Woody and Neil finished 19th overall and 5th on handicap.

The Mansfield Motorsport team was feeling pretty pleased with itself at the end of the first day, with both cars in 15th and 16th outright. But the next day poop fell from the skies on both cars. The Dermott Torana exploded a clutch on the first stage, the Perana dropped a pushrod on the third.

Luckily lurking at different but just the right spots in the Adelaide Hills were two enthusiasts – one of Toranas, the other of 302 Fords – who were each able to come up with the right bits to get the cars going again. With missed stages a good result was out of the question, but both cars completed the third day without drama.

And here's a great example of Club spirit: two extra crew members were needed for the service vehicles and on the first two days we were helped by Stuart Barnes and Paul Atkins, SA members who had recently been at WFOS and MCM (no damage!). Stuart and Paul were terrific and while waiting for bits for the Dermott's clutch Stuart managed to rescue a large koala that had been attacked by dogs and wasn't happy.

But when it saw what appeared to be an even larger koala climbing up a tree toward it, sleepy eyes met sleepy eyes in a moment of primal understanding and the koala somehow landed in the rescuing net below before it went off to koala hospital (not the Chinese restaurant where we all dined that night in the street party for competing cars). You can read all about the Adelaide adventures in Linda Dermott's article, as well as Brian's championship update. Many thanks to Hobart's Tim Jones for all the rally pics.

Next major event is the State Round at the Island, as well, everyone is madly preparing for Historic Sandown, including former President and current Secretary Dean Bryant who has bought himself a very nice silver BMW 2002. He is currently praying deeply for rain and having started early may well have some influence...

RalphE

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Driving Standards crackdown

All pics courtesy James Smith

Last month we ran an article on the carnage at Winton Festival of Speed. That has been now outstripped by the carnage at Muscle Car Masters where 27 cars were damaged, some permanently.

The HTC/V and the Appendix J Association of NSW have had enough, as have many of the competitors. The AHTCA will take this on as a national body, no doubt.

Starting right now, strict guidelines will be brought in to stop poor driving and strong measures will be taken in discipline to show that this is not just the usual huffing and puffing of a drivers' briefing.

While the Committee is yet to finalise everything it plans to do there some points that can be made very clear.

1. There should be no such thing as a racing incident in historic touring car racing.
2. Unless contact is made unavoidable by the car in front, the car following will be deemed responsible for contact.
3. All contact will be reportable.

This is what will happen immediately:

1. A note will be sent with supp regs for upcoming race meetings clearly stating responsibilities, expectations and consequences.
2. Special sessions with Clerks of Course for HTC drivers at race meetings.
3. Intense scrutiny of HTC driving standards by all officials

This is what will happen in the future:

1. An independent, experienced Driver Standards Officer will be appointed for major race meetings.
2. This person will liaise with drivers and the Clerks of Course to judge all incidents and recommend a consequence of drivers' actions.



3. A set of standards will be sent with renewals of Club competition memberships and renewing members will be asked to sign that they have read, understood and will abide by, those standards.
4. No signing, no participation in Club championship.

So watch this space. Other categories have cleaned themselves up, so will we. It seems incongruous that an historic category should have to self regulate so firmly, but recent history leaves no alternative.

Don't be the first person to be caught under the new rules – don't be the first person to be sent home for poor driving. It's not just about contact, but silly things such as careless re-entry to the track or failure to see things such as waved flags.

We hope that the measures taken will welcome in a new era of proper, sensible driving where competitors can have confidence to compete in their cars without the fear of foolish over-driving causing damage to either their cars or selves.

This doesn't mean you drive any slower or be any less competitive. Just remember to control the aggression, think twice before taking what appears to be the chance for that heroic charge up the inside or that amazing outraking move.

We are not hepped-up kids in Formula Ford, nor Ute drivers, nor any of the semi-pro wannabes. We are amateur racers of historic-era cars that we fund and run ourselves on limited budgets and dwindling spares in a nationwide atmosphere of mateship. ***We are here for fun.***



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Draft - Code of Conduct

INTRODUCTION

The Historic Touring Car Association of Vic (the Association) encourages competitive Group N historic touring car racing, but only in an environment where participants recognise the importance of the following principles:

- Safety of fellow participants
- Preservation of the vehicles
- Compliance with CAMS eligibility rules
- Enjoyment of participation

To ensure all participants understand these principles, the Association is developing a "Group N Code of Conduct" (the Code) which sets out the particular requirements. These include guidelines on the following topics:

- Attitude
- Safety & Awareness
- Driving Conduct
- Vehicle Eligibility

The Code is to be contemplated, understood and demonstrated by participants at all Group N historic touring car events.

A "Participant Agreement" undertaking is included at the end of the Code for execution by all Group N participants.

ATTITUDE

Actions that are not aligned to a historic motorsport attitude shall not be tolerated.

Historic motorsport is an amateur pursuit with no monetary reward offered for participation or success. As such a "win at all costs" approach is neither applicable nor acceptable in our category. This applies equally to on track driving standards as it does with compliance to specific vehicle eligibility rules.

Specifically, safety, vehicle preservation and courtesy must be demonstrated by participants at all times.

Notwithstanding significant differences in experience and skill, our category affords the right to every participant to enjoy their racing regardless of experience.

Camaraderie between participants is paramount to the success of our category and can only be achieved if the attitude in our sport is aligned at all times.

SAFETY & AWARENESS

Actions that compromise the safety of any participant, official or spectator shall not be tolerated.

Our vehicles are offered concessions in regard to compliance with modern vehicle safety regulations and must be driven accordingly, with the safety of fellow participants as the primary consideration in assessing on-track manoeuvres.

The racing category spans a twenty year period of vehicle development and performance. Participants must carefully consider the significant performance differentials between vehicle makes, models, and eras, and apply this consideration when on track in both qualifying

and racing environments.

Experienced participants are expected to demonstrate their advanced skill in safe and courteous conduct, whilst less experienced participants are expected to drive within their limits, and gradually build up their race craft from event to event.

No participant is entitled to drive outside their own limits, regardless of the performance of their vehicle.

Safe driving must extend to the pit paddock, marshalling grid and pit lane.

Participation in advanced driver training courses, race tuition initiatives and additional track time is encouraged to ensure all participants gain further experience in their vehicles, particularly with regard to dynamics and control.

DRIVING CONDUCT

Contact between vehicles in any circumstance shall not be tolerated.

Protocol for engaging with faster and slower vehicles in an overtaking environment must prioritise safety. Slower vehicles must maintain the racing line, and where possible acknowledge the presence of the faster vehicle and direct them past. Faster vehicles must not crowd or force slower vehicles off the racing line when passing and neither the faster nor slower vehicle should use the overtaking event to improve their track position in their racing group.

Overtaking at corners is the most likely occasion where contact may occur. Late braking resulting in out of control moves "up the inside" and crowding on the exit of a corner is not acceptable conduct. Participants must allow sufficient room at corners and be prepared to yield to a competitor in the interest of safety even if at the expense of track position.

Faster vehicles should complete their overtaking of slower vehicles at the exit of a corner, or on a straight, rather than attempting an overtaking manoeuvre at the entry to a corner.

At some race tracks, further overtaking protocol may be introduced to the group, and all participants are expected to abide by the protocol so agreed. For example, at Mt Panorama, a standing agreement is that there will be no race speed overtaking from the exit of the Cutting until the exit of McPhilamy Park.

All participants must be fully aware of the supplementary regulations applicable to the specific race meeting, and follow the direction of stewards and marshals at all times.

Particularly, a thorough understanding and observation of flag signals and starting protocol must be demonstrated at all times.

Participants that incur formal warnings or fines for any driving infringements (including flag infringements) from event officials will be ineligible for Championship points at that round.

Participants involved in more serious incidents shall be reported to an Australian

Historic Motor Sport Commission approved Driving Standards Observer (DSO) and may be excluded from the current and in some cases future events.

When Group N historic touring cars participate at events that are not national level CAMS 5th Category events, the Association shall ensure that the event officials are aware of the Association's Code and they shall be asked to ensure the Code is applied.

VEHICLE ELIGIBILITY

Vehicles that breach eligibility requirements shall not be tolerated.

The current CAMS Manual of Motorsport provides very clear guidelines with regard to vehicle specification and compliance.

A fundamental expectation of historic motorsport is that participants ensure that their vehicle complies with the eligibility rules at all times.

Camaraderie between participants is compromised when irregularities in vehicle compliance are detected.

Participants must ensure their vehicle remains in compliance by referring to the following source documents:

- CAMS Manual of Motorsport – 5th Category Guidelines
- CAMS Regulations relevant to the "Specification Year" of the vehicle

CAMS require that our vehicles are presented to the correct specification, and to this end shall continue to review compliance on a random but regular basis.

Participants whose vehicles are found to be non compliant at the time of a random CAMS check, or at subsequent detailed inspection may be stripped of any Championship points earned up to that point for that year.

The Association is keen to support CAMS in ensuring non-complaint vehicles do not participate in future events until the non-compliance issue has been rectified.

PARTICIPANT AGREEMENT

I have read and understood the Group N Historic Touring Cars Code of Conduct

By executing this document, I agree to abide by the principles set out in the Code to ensure a safe and enjoyable historic motorsport experience.

Signed _____

Print Name: _____

Date: _____

CAMS Licence No: _____

CAMS Affiliated Club: _____

Membership No: _____

2011 Muscle Car Masters

All picc courtesy James Smith

Huge grids and fantastic weather were the order of the day at Eastern Creek for the seventh edition of the Muscle Car Masters.

Nb

Pole winner Scott Fleming (Lotus Cortina) made a slow start and lost a few spots off the line, allowing Bill Trengrove (Mustang) to head the 46 - strong field into turn one. Ben Wilkinson (EH) qualified an incredible eighth and rocketed into the top five briefly before retiring. The Mustangs of Geoff Taylor and David Moran diced hard as did Graham Gulson (Alfa) and Andrew Bergan (Mini). Dennis O' Brien (Alan Shearer Mustang) pushed hard but could not catch eventual winner Tregrove with the next five drivers all Mustang mounted - Greg Toepfer, Andy Clempson, Moran, Taylor and Max Ulrich. Fleming was eighth.

The second event was red flagged and declared a non race following some first lap carnage involving a number of cars. Race three saw Fleming embark on an amazing climb through the order to take a popular win with Trengrove holding out O' Brien for second after a big battle. The appropriately named feature race then showed all that is good about the category with Fleming and Trengrove putting on a stunning display of hard but fair racing as they battled for the lead. The 'Stang was better on the straight

while the Lotus was dynamite in the corners. Ulrich got up to fourth before retiring as Helen Lindner (Mini) and Phil Barrow (EH) had a great scrap. Trengrove took a narrow win from a gallant Fleming with Clempson elevated to third after Geoff Taylor was excluded after copping a start line black flag.

Nc Division One

Fraser Ross (Mustang) continued his recent speedy form by starting from pole but soon found himself battling the awesome ex Geoghegan Mustang of Des Wall. Two of the fastest Torana pilots in the land, Kevin Heffernan and Vince Macri were out early as Wall proved a bit too strong for Ross with Harry Bargwanna (Mustang) third in front of Andrew Williams (Torana) and Daniel Kennedy (Falcon). The black flag for an alleged jump start came out for Ross in race two which left Wall and Bargwanna to engage in a monumental battle for the lead. Macri again retired as did Scott Bargwanna (in father Alfs Torana) and recent Winton Festival of Speed stand out Phil Woodbury (Mazda)

who claimed tenth in race one. Harry just held off Wall in the run to the flag with Kennedy third and Muscle Car Masters first timer Tony Hubbard (Camaro) fourth just ahead of Williams.

The Safety Car slowed proceedings after a first lap incident in race three that saw the rapid Torana of Ethan Lind eliminated. After the restart Bargwanna pounced at the turn nine hairpin and went on to again narrowly defeat Wall with Ross just holding out Williams for third. Toepfer (Mustang) beat Hubbard home for fifth.

Harry duffed the start in the feature race and fell to fifth while Williams blasted off the line before losing a few spots after copping some panel damage. Toepfer retired whilst holding fourth place and Leo Tobin creased the front of the ex Pearce Mustang after finding one of the Creeks



John Clarke had great fun



Bill Trengrove rockets away at the start

unforgivingly close concrete walls. A Wall of the Desmond variety proved too good in the end with Ross second from Harry Bargwanna and Michael Hibbert (Charger).

Nc Division Two

'65 Bathurst winner Bo Seton (Capri) started on the front row alongside pole man Alan Mayne (Mazda) but missed the start and dropped a few places. Graham Russell (Mini) and Ian Sawtell (Torana) had a huge dice as Stuart Barnes (Boss Mustang) posted the fastest lap and moved up the order. Michael Kennedy (Falcon) went on to win from Gary Jackson (Monaro) and Mayne, with the two Capris of Quentin Bland and Ryan Strode next followed by Barnes and Seton. Bo retired in race two which saw a repeat of the podium from race one. The undoubted highlight was the performance of Marc Ducquet in his awesome 427 Galaxie. The huge Ford finished sixth after starting from rear of grid.

Kennedy spun the bags off the line in race three allowing Mayne to scoot away into the lead. David Noakes immaculate BDA Escort suffered serious damage after a tangle with a Torana. Ducquet posted the fastest lap which was eclipsed soon after by Graeme Hill (Mustang) while Kennedy copped the dreaded black flag. An incident involving several cars brought out the Safety Car with the race finishing under yellow, Jackson the

victor from Mayne and Ducquet. Hill was quickly into stride in the feature race while Ducquet retired after running in fourth. Hill grabbed the lead from Jackson and took the win with Kennedy third in front of Kyle Foster (Torana) and early leader Mayne.

Group C&A

Terry Ashwood (GTR) and former open wheeler star John Smith (Supra) leaped frogged front row starters Rod Markland (GTR) and David Holc (Commodore) before Markland charged past both into turn one to take the lead. Shortly after the GTR ran wide and tagged a wall putting Markland out. Chad Parrish retired the ex Murray Carter Falcon in a plume of smoke after splitting an oil cooler, joining Bill Cutler (M3) who went out on lap one. Smith held off Ashwood in Godzilla to win with Holc third followed by Carey McMahon (HR31 Skyline), Norm Mogg (Commodore) and the first of the Group C runners Jason Richards (HDT A9-X). Car owner Paul Stubber had entered the car

under the name "Fcuik Cancer Racing". And yes, it did sneak into the programme.

Markland missed the all -Group A second race as the ex GIO Racing GTR was being repaired. Ashwood flew the Nissan flag and took the win after an entertaining battle with eventual runner up Smith with Holc third.

The Group A Trophy race saw Ashwood black flagged for yet another alleged jump start, which had many wondering why such harsh penalties were being applied so frequently at a non championship (and basically historic) event. Smith looked set to collect until the Supra Turbo retired on the last lap, handing Holc the Trophy with Mogg second after a big battle with McMahon (who finished third) and Chris



Tassie member Spike Jones was quick before ...



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2011 Muscle Car Masters...cont

All picc courtesy
James Smith

Dubois (fourth) in the ex Moffat Sierra.

Richards lit the fuse in the all Group C race and walked away from the field after an early Safety Car period to retrieve the ex Ray Kaleda A9-X of Nick Stipanovic. Shaun Tunny (A9-X) and Ed Singleton (Commodore) engaged in a big dice until the latter retired the famous ex STP machine, nicknamed "Elvis" by Alan Grice. Richards won after posting some very quick laps with Steven Perrott (A9-X) next then the Bluebird Turbo of Adam Workman.

The combined feature race saw some early dicing between Ashwood and Holc until Craig Neilsons Starion expired in a

cloud of smoke right in the middle of turn one. Confusion reigned just before the Safety Car arrived, and the re-start was a bit messy as well. Holc went on to win with Ashwood second on the road in front of Richards and David Towe in the last of the M3s to be built by Frank Gardner and Team JPS. Ashwood was later hit with a 30 second penalty to his race time, as was McMahon who was fifth on the road. The penalties relegated them to tenth and 19th respectively.

Darren Knight



Easy-Goin' Dave was touched



Vince Macri's cunning reverse manoeuvre didn't pay off



Tony Hubbard was a marked man



Hollywood and Geoff Taylor were evenly matched



Stuart Barnes set a fastest lap in one race



Michael Hibbert put in a polished performance



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Adelaide, Oh Adelaide

Tarmac Tattle

Well, it's over. We did it. And we had some fantastic excitements. And we had some awful, miserable times too. On balance? A memorable adventure, some thrilling drives - but burdened with some big negatives.

After the 103 classics (up to 1985, Categories 1 to 6) of Targa Tasmania, it was a bit lonely with only 57 turning up for battle in Adelaide - although in addition there were also some Category 7, up to 1991, which run as Early Modern normally. The local bigwigs think that the classics are slow old cars, driven by old blokes - they don't want hoons in modern hi-tech supercars zooming around their roads. They pretended Tony Quinn was not doing 260 past their front gates in the early Skyline.

Clerk of Course Stuart Benson had got more comp kms into one less day than the old Classic Adelaide, cut the entry fee by \$2000 and managed to preserve most of the treasured stages - and added interesting variations (e.g. Castambul, Macclesfield) while preserving others (e.g. Montacute, Coromandel).

Some were gone altogether as some Shires vetoed the inconvenience - no one except Cameron Wearing misses the Basket Range, but many miss that glorious open main

road from Strathalbyn to Macclesfield. Make no mistake - these Adelaide Hills stages are some of the most testing in the sport, with some great classic friendly surfaces and some terrible ones.

Accelerating up over 200 kph on the main road to Macclesfield and then that T Junction turn right - so much G on the Gorge that your head is banging on the cage - getting the endless sequence of 7's on Clarendon to flow - the never ending concentration of all that bendy shit on Montacute. These and many others are serious tests.

The 57 classics included only ten of 'our' pre 73 touring cars - so many of our stars had other engagements, including the top five in the 2011 HTCAV Rally Championship.

Of our ten heroes, no fewer than three were in Peranas. The winner was the bright blue V8 Capri of Don Todd and Dean Tighe, with strange silver trunking in the back that look like factory aircon ducts, hydraulic handbrake (hope the cable one works too) and looking very modern and un-70's. It

was certainly pacey, coming in fourth overall, only four secs off the P3 74 Porsche Carrera RS and 20 secs off the P2 Porsche.

Kevin Weeks was a pretty massive 3 mins 17 out in front, after Tony Quinn had blown the motor on the last kilometre of the last stage when he was running the Weeks Porsche very close. How cool is that -



Editorial Perana on the Gorge Road.

Kevin won the event of which his company Superloc is the main naming rights sponsor.

Second was an interesting combination of Mike Lamprell being navigated in the glorious red '64 Mustang by SA's top driving instructor and previous winner Cameron Wearing (in the Cochrane's Perana which has gone north to compete on dirt). Next came Bernie and John Wilson in the muscly dark blue Perana ("Mate, it's a real one") and then Cap'n Richard Woodward and new nav Neil Gibson in the familiar Yellow Monaro GTS. Less familiar was the lowly position of the throbbing 350 Chev - was the toll of being a media tart in pursuit of the Qantas Pilots Union goals getting to the cool ex military test pilot? No - it was the loose steering idler causing some random action under braking. This car has now come back to Limited Modified Specs under the care of the Tilley's in Sydney and certainly got going well on the last two days.

Mansfield Motorsport went down with two cars, the new and untried 1970 Capri Perana with Mr Editor Ralph wearing the gloves with rally star and World Rally Champ competitor Jeremy Browne calling the corners, and the well sorted ex Group N LC Torana of Mr and Mrs Tattle. Jeremy Browne was also coaching and rating Ralph - from 'shit mate that was a bit untidy' (9th

outright and your Editor was on it) to 'hmm that was OK' when it was a still pretty good 15th but with very cautious steering inputs.

The orange Perana had had its more alarming engineering features corrected in Mansfield and the set up test by Paul Batten gave it a tick with a list of must do's. But the motor was an unknown factor. So when it went on to seven cylinders in Leg 2 as a pushrod gave up, Gus Muscara from Mansfield aided by local and HTCAV Cortina racer Paul Atkins had no problem finding a Windsor in a nearby paddock and soon Mr Ford was happy back on eight. They only lost three stages.

In a strange quirk, just as the Perana was breaking its pushrod, the Kermit Green Torana split the (new in March) PBR pressure plate when it landed the long jump



Precise moment when the Dermott clutch exploded

on Mt Lofty. How we drove in top gear 25 kms to rendezvous with Andrew Lawry and local farmer and Mustang racer Stuart Barnes at Roger West's classic workshop in the Coromandel Valley is a story better told by Linda. Of course Stuart had a very useful mate - Gavin at Xtreme Clutch, who grabbed a Holden HD cover, riveted on two more straps and delivered it out to us in only two and a half hours, allowing time for the multi skilled HTCAV racer Stuart to rescue a wounded Koala. When we got going again we had lost the rest of day two. Bummer.

The last day was great lusty, high speed fun - being out of the running reduces the pressure and we had some super drives on these wonderful roads we know so well. Soon it was time for the last stage and having made a few extra wee stops, 403 lined up for the start with Tony Quinn and Kevin Weeks behind. Neither of the leaders wanted to be behind the Torana - the threat

of losing a few seconds overtaking could decide the event.

Quinny tried in vain to slot into the queue behind Kevin, then he offered us \$200 to baulk Kevin and then Kevin offered to double anything which Quinny had offered ... As the line moved along towards the start, I told both what to expect from us - we pull right over and slow down. Then it was our turn to go and for the first time in some 1200 special stage starts - we stalled with everyone watching. Nothing is more peaceful than a stalled rally car when it should be heading for 7,000 revs

Tony Quinn caught us and disappeared and we settled down to some serious Gorge work; at last, near the end, the lights of the Weeks Porsche loomed and he passed - then, suddenly and shockingly, in front of us was a smoking red Skyline and Weeks dived past the exploded Nissan and knew he was the winner. And we were there with our video to record it.

So what about the negatives? Well, CAMS has taken over tarmac rally for a period of three years ("it was just the money" said Octagon). With CAMS scrutineering comes obnoxious and overbearing behaviour, which dear Glynn Schievels, now technical advisor, was not always able to protect us from. Glynn's last AASA scrutineering at Targa Tasmania was a model of how it should be done - three lines of cars passing through scrutineering points where just one aspect was dealt with at a time. In Adelaide, a whole posse of CAMS people descended on us all at once - while I was inside



The Wilson-Wilson Perana diced with the Ed before the latter's pushrod stopped pushing

checking the lights, a scrutee was taking out the extinguishers and dismantling the boot to find the kitty litter and getting the helmets jammed between seats and cage and another was under the bonnet counting return springs and generally messing up our carefully prepared race car. No one checked the exterior cut out worked, which the AASA guys did in Tasmania to find it didn't until we loosened it. That could have saved our lives.

Another bloke was calling for the apparel and so Lin laid out our gear. In no time this ageing lout was ridiculing Lin for having a pair of socks with the wrong numbers and waving her underwear aloft triumphantly finding more old numbers. Incensed, but as a CAMS licence holder for 15 years, an old hand at dealing with rude scrutees, Lin showed him the right gear; but unfortunately I had put my old gloves in the bag and left my new ones in the flat, so had to go and buy a brand new pair from a beaming BSM salesman nearby who



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Pic courtesy Agostino Muscara

cheerfully announced that was the eighth pair of gloves CAMS had sold for him that day. How many socks? "Lost count mate, I've sold out of them". So excited was this CAMS hit squad to have roughed up a couple of old Vics they forgot to send us to have our tyres marked.*

Later, at the Gala dinner and prize giving, where Glen Ridge was in great form with his very funny insider jokes, the SPECTRE, sorry CAMS, VP spoke to us all and I was impressed how similar to Ernst Stavro Blofeld he seemed. No doubt the CAMS training benefits from his personal touch. Why don't these newcomer officials get the wonderful long serving people of CAMS, such as Geoff Weir, for whom nothing is too much trouble to get your licence, to run their customer service training?

The other massive, for us possibly irredeemable negative is the Adelaide traffic. It might only be a few kilometres to the stages from the Wayville Pavilion (a great spot even if the carpet is not good with tight LSDs), but it is a horrible, tense and frustrating business. In the morning it is certain to stuff the seeding which can spoil your day big time. The main problem is that the lights don't change twice so opposing traffic can speed on their way, with only

right turners waiting, it gives each of the four roads waiting a - very long - turn. Meanwhile your ancient racer, which soon will be reaching up and beyond 200 kph is made to idle for five minutes or more.

Octagon has a wonderful team of boys and girls and they create a great vibe for competitors - but even after the huge entry fee cut, Adelaide is still a very expensive event and it just is not the grand event it used to be. And those big gum trees still grow out of the tarmac.

NO CHANGE AT THE TOP OF THE HTCAY RALLY CHAMPIONSHIP

Adelaide was a low scoring event - although boasting 212 competitive kms, the low number of entrants keeps the scores low.

The Top Five don't change, but the Wilson-Wilson Perana moves up to fifth displacing the Battens and Bob Edwards slides into the Top 10, despite this being his third event - he only keeps his best two scores. The Kermit green Torana is in a battle with the irrepressible Wayne Pfingst's 5-speed but otherwise pretty Group N spec four door Torana (The XU-4). Wayne too has to drop one score, which allows the green Torana to keep a miniscule lead over the yellow one.

And please note that Chris Ralph is the first person to need two cars and three navigators to come 24th in the Championship. Most manage a higher position with fewer resources.**

HI THERE HIGH COUNTRY

Soon nearly 177 competition cars, three times more than Adelaide, will be gathered at the top of Mt Buller for Targa High Country which runs from Nov 4th to 6th. Since the field is up the Mountain, there are plenty of places to stay in Mansfield so consider coming up and buying one of the Shire's viewing packages - a bus out to a great location where there are seats, shelter, grog and food then the bus back for an all in price. This is also good for rellies and friends of competitors, who usually struggle to see any action.

Of the 177 cars, 68 (38% - a lowish proportion) are classics and of those 22 or a third are pre '73 touring cars and that's a very strong proportion. But with no Len, Gayle, Steve, Rache, Andy, Paul, Mike, Pete, Sari etc, it's like the front of the field is missing. Scott Kent is coming and if he finishes can be expected to win our Championship and it will be good to see a Kent running on a different island. But



Pic courtesy Brian Dermott

Koala cuddler Stuart Barnes gets one from Paul Atkins

Paul and Christine Freestone's dry-sump, five speed Holden 48/215 is a real chance for victory if the Kents were to find the Vic roads a bit unfamiliar and the Humpty has done with spitting the dummy.

* Our Tattle gets snippier as he gets older

** See what I mean?Ed.

Brian Dermott

2011 HTCAY RALLY CHAMPIONSHIP After 2 Rounds

		29-30 Jan Targa Wrest Point	5-11 May Targa Tasmania	14-17 Sept Classic Adelaide	Total Best 2 Rds		
1	Kent - Kent	1965 Ford Mustang	3MSF	13,293	59,915	73,208	
2	Freestone - Freestone	1948 Holden 48/215	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	Wilson - Wilson	1971 Ford Capri Perana	4MSH	0	47,932	7,504	55,436
6	Batten - Batten	1961 Volvo PV544	2MSE	0	55,226	55,226	
7	McClintock - Skinner	1968 BMW 2002ti	4LMSB	0	45,327	45,327	
8	Edwards - Wright / George	1971 Ford Falcon GT	4MSG	7,174	34,386	x	41,560
9	White - Yelds	1961 Volvo 122S	2LMSD	0	40,638	40,638	
10	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	0	33,344	1,120	34,464
11	Pfingst - Loth	1971 Holden Torana	4MSE	4,642	29,697	x	34,339
12	Large -Dredge/Woodcock	1972 Ford Falcon GT	5MSH	9,284	20,840	30,124	
13	Stuart - Stuart	1962 Ford Anglia 105E	3LMSB	0	26,571	26,571	
14	Ogg - Farrell	1970 Alfa Romeo Guilia GTV 1750	4MSB	0	23,966	23,966	
15	Waldron - Gregory	1955 FIAT Abarth 750	2LMSA	1,477	17,714	19,191	

Devo does Goodwood

Club members Brian Deveson, Michael and Janis Holloway and Michael Bugelly (and possibly more) went to the Goodwood Revival this year. Here's a note on Devo's adventures.

We (Noelene and I) stayed in a B&B about 20 minutes west of the circuit avoiding most of the Chichester traffic. All the other guests were repeat customers from previous visits to Goodwood so the atmosphere was good. We arrived on the Thursday and went over to the track to find our way and collect our tickets.

We got to the ticket office and they had to re-issue our tickets because they were unable to find them printed and waiting for us. Luckily I had produced copies of our booking emails which locked in what we had booked and paid for. The bonus was the provision of a Lavant Car Park Pass for the weekend as compensation for the delay in the ticket office.

Friday was the best weather wise. Blue sky all day and about 18-19 degrees. We teamed up with Mike Smith and his wife (a WA Cortina racer whom I originally met at Mallala 10 years ago) and after a couple of phone calls we connected.

We all had grandstand seats and retired to the Woodcote Stand at the end of the Lavant Straight. We watched most of the practice sessions and were pretty fascinated by diversity of the historic TC competitors. One of the features for Mike and I was how it is possible to actually drift the historic touring cars in a reasonably big way using Dunlop Historic Racing Tyres. (Mike and I think that this is definitely the way to go in Aus). The range of cars include three Galaxies (one was Paul Trevethan's former Red monster), BMWs, Alfas, Cortinas, Minis, Jaguars, one R8 Gordini, one very nice Anglia, one Fiat Abarth, one SAAB 96 Sport (3 cyl), one Chevy Corvair. What a melting pot.

Historic touring car events were conducted over two days; the first Saturday was with professional drivers, then on Sunday with the owners or the owner's driver. Both days the racing was of a high standard; Mike and I watched the events from Woodcote stand and were able to take many pictures. Another feature that impressed us was the use of bitumen run off areas. The drivers who overdid it in front of us were able to regain control on the bitumen and rejoin the race, not get bogged in the kitty litter and cause double yellows.

Saturday was overcast all day with a wet

track to start with which dried out at the meeting progressed. The wind blew from the south along the start/finish straight and had one hell of a chill factor. Although we were sitting in the grandstand you could hear Mike's wife's teeth rattling (she was dressed for a summer day) and only thawed out with a hot bath in Saturday night.

Sunday was a dreadful day weather wise. Wet track in the morning which never really dried right out. The guys that rode in the Barry Sheene Memorial Trophy were the real heroes with the wet and slippery conditions and they were taking no prisoners.

Luckily, the second part of the historic TC event was in the dry as the track had improved quite a bit. It was a classic race Galaxie versus BMW versus Mini. It was very entertaining to watch. Full marks going to the eventual winner in the BMW (Richard Shaw) then James Wood in the Galaxie and Nick Swift in the Mini. (And swift he was). All the results are now available on the Goodwood web site if you want to see individual comparative lap times etc.

Late Sunday afternoon the heavens opened up during the sports car prototype race and caused major havoc. A real pity with their power to weight ratios.

One of the difficulties we had at the beginning was in understanding what was going on as the result of the method of classification of the races. All by a particular names. (e.g. Brooklands Trophy) which

virtually had no meaning to us. It took a while to be able to relate the name of the race to the type of car entered.

There was a complete range of historic and classic cars competing from rear engined 500cc F3s to sports/racing prototypes, a 45-minute race for a complete field of E Types. Once again the Goodwood web site has all the details.

Personally I'm not all that fussed about the period costumes as some went a bit far for my taste. (Poms love uniforms). However, there were lots of people getting into the spirit of dressing up and everybody had a great time. (Noelene had a 1960s Beatles T-shirt on and I scored a pair of Pertec overalls from the Donington GP Museum).

The aviation display was also superb. My favourites where the Supermarine S6 which won the Schneider Trophy in 1931. (The forerunner of the Spitfire). A superb Spitfire prototype replica, ten Spitfires, a B17 Superfortress and as it was the 75th anniversary of the Spitfire, several formation flypasts including a flypast in the company of a Lancaster bomber. There were 30 aircraft on display which was a great bonus to attending the meeting.

There were more displays than it was possible to get around to. Maybe I'll see more next time! (If there is a next time).


Brian Deveson



Pic courtesy Brian Deveson

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All pics courtesy James Smith



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