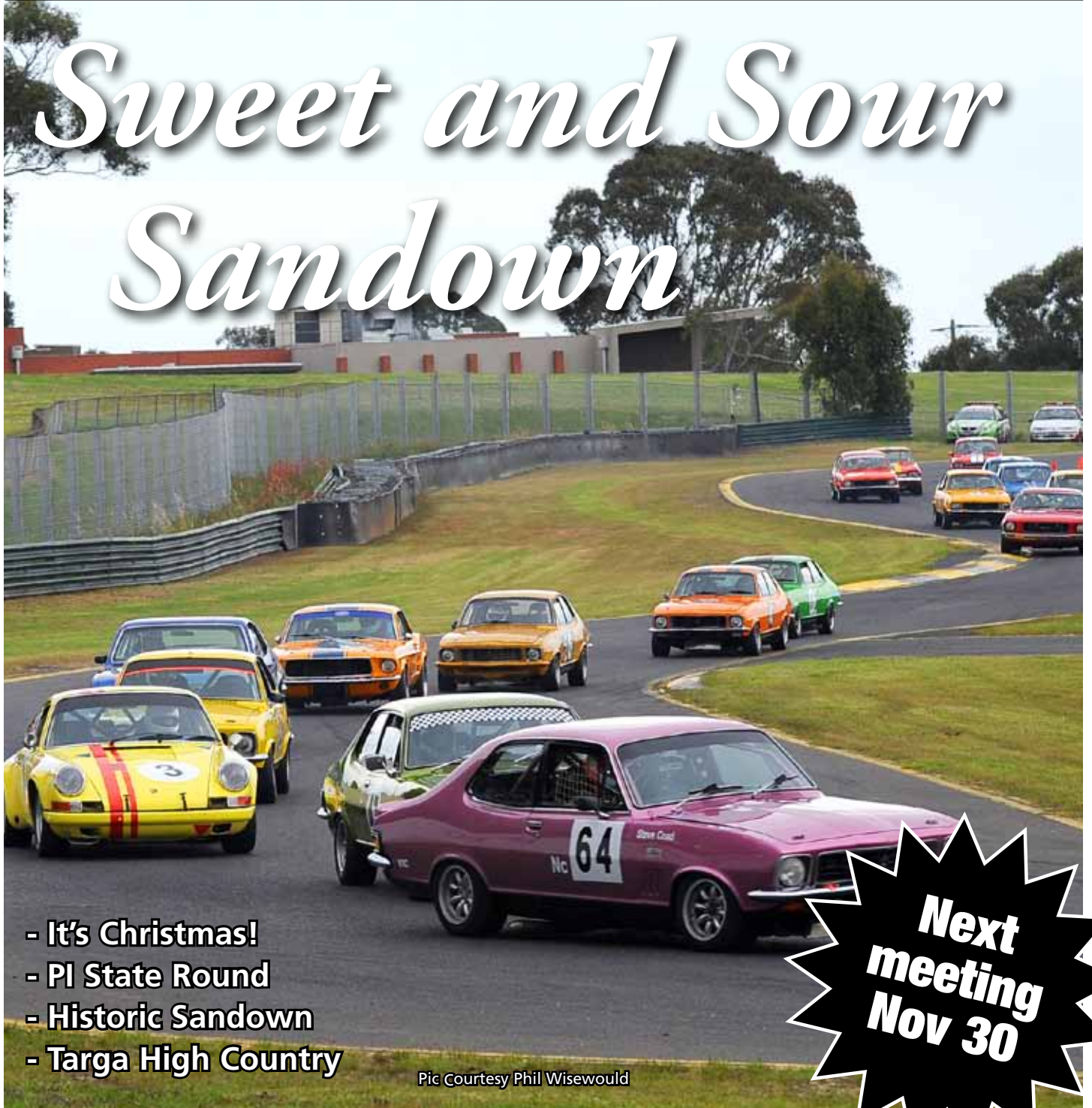


HISTORIC TOURING TORQUE

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

Sweet and Sour Sandown



- It's Christmas!
- PI State Round
- Historic Sandown
- Targa High Country

Pic Courtesy Phil Wisewould

**Next
meeting
Nov 30**

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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 (FBC)	Historic
<i>Island Magic</i>	<i>PIARC</i>	<i>Phillip Island</i>	<i>26-27 Nov(TBC)</i>	<i>Other</i>



Next General Meeting

8pm

Wednesday 30 November

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Pic courtesy Jim Jones

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Preseditoro



A big mag this month folks, with three motorsport events to report and some issues to discuss.

Big Issue

Driving standards are still the main

focus and the Club is still determined to effect a cleanup in our category. While the driving standards were good on the whole at Sandown Historics there was one unnecessary incident that wrote one car off, ruined another just recently rebuilt from Muscle Car Masters, and spoilt the race for everyone else.

The accident started with the sort of driving that had been specifically highlighted by the Committee, written about in recent magazines at length, formulated in the Club's Driving Code of conduct that was sent to all Sandown competitors with a covering letter warning of consequences, and mentioned specifically by the Clerk of Course in his briefings. And still one of the biggest accidents of the year happened, to our great sorrow.

The Club Committee believes that it had done all it could to warn competitors of the crackdown, clearly show what is acceptable on track behaviour and what is not through the Code and to indicate how serious we are in eliminating car-to-car contact in Group N racing. We are left with no alternative but to ramp up our efforts to stamp this type of driving out.

Please note that the HTCVAV is asking competition members to sign their acceptance of the HTCVAV Driver's Code of Conduct in order to be part of the HTCVAV Championship in 2012. These will be sent out with membership renewals.

Sandown

Great racing from all accounts and great after party with 'our' band The Rank Outsiders braving the heat to belt out songs from the day. Poor John Brash had not only to deal as crew with the sticking rear wheel cylinders on Michael Bugelly's Mustang in the afternoon swelter, but then switch in rockstar mode and bang into a bunch of songs for the thirsty multitude.

And speaking of thirst, guys and girls we have a problem when alcohol is consumed before the end of the last race of the day – this is strictly verboten, nein, nicht etc. Curb your thirst until the final flag is waved or exclusion from the meeting and points loss could be the consequences.

A second area where improvement is needed is to do with safety cars – bunch up! Staying 100 metres behind the car in front gives you no chance to regain your position on the re-start and is even more unfair on those behind you. Better to be too close than too far away and be on the gas early, even though you're probably half asleep after a few laps dawdling.

Many thanks to all our Club members who laboured so hard behind the scenes to make sure the meeting was a success. As ever, Ted Brewster with the marquee organization – and he was rewarded by his Mini blowing up – but never mind Ted here's a great Sandown shot of you from 40 years ago! Shane Tobin did a fantastic job as the Club Liaison Officer and our membership drive netted SIX new members – excellent. And Andrew Clempson stepped up to the plate in true Hollywood style as a brief Master of Ceremonies.

One guy who has been helping us in so many ways for so long and who probably does not get the recognition and thanks he should is Darren Knight: always there as the



Ted at Sandown circa 1970!

voice of historic touring cars, his intimate knowledge of people and machinery and their individual histories is invaluable for us and the spectators. And then he writes it all up quickly in a crisp race report for this mag – many thanks Darren, we are in your debt. Last on the Sandown thankyou list is Phil Wisewould, a new contributor who has kindly supplied our shots.

Phillip Island State Round

Many thanks to Bob Lorch for his excellent report and to our friends Steve Duggan of SDPics and Greg Llewellyn from Narra Photography for the shots – and to Bob himself for a couple of neat ones.

Our old mate Jim Jones also sent in shots of Scott Slater at the Bryant Park Hillclimb and we chose a great moody shot with the thunder clouds in the background, but unfortunately we have no report to go with it.

Targa High Country

Another excellent event put on by Octagon right here in our own state on

really great mountain roads. Read about it elsewhere with pics by Tim Jones of Perfect Prints who is unstinting in his help for us. The only downside of Targ High Country is that it seems to clash with Sandown. Next year will be a difficult decision with the new Preseditorial BMW finished also ready to race, I suppose it will depend on points on each side of the competition divide. If all goes to plan the new car should be caged by Christmas.

Christmas! Christmas!

If you haven't made your bookings for the Dinner (and also the Bayview) then please do so! It will be our big social hurrah 2011, bring along your friends, stay the night and make it a big one with us...

Coming up next year

The first ever HTCVAV Club track event will take place at Broadford in early February. Part social, part semi-competitive, you'll be able to give friends, family, sponsors and others rides in the morning and there'll be some sportier type events in the afternoon.

We have been fighting to get a firm date as we have to wait for the motorcycle chaps to settle their calendar but as soon as we have it we'll let you know. Bring your comp car or your fun car – there'll be food and refreshments etc.

Ian Ross is already organizing the Winton Festival of Speed for the 11th-12th August next year and will be making Group N racing THE FEATURE of the meeting. The Top Ten Shootout and the Enduro with pitstop were very popular, so it'll stretch to 25 laps next year! Talk to someone who did it – they'll tell you it was a top event.

And finally

Good luck to all competitors at Island Magic, one of the best meetings of the year. The points race is still excitingly close and will not be revealed until the night – we will put out the Christmas issue after the party with a full breakdown of results and the Island Magic report.

Chris Ralph

Phillip Island State Round

22nd & 23rd of October, 2011

A total of 16 Historic Touring Cars made up the entry list for this spring time meeting at the Island comprising 11 Ncs & 5 Nbs.

Qualifying

Saturday morning qualifying on a dry track saw Fraser Ross in his 68 Mustang taking pole with a 1.50.48 second lap followed by Gary Edwards in the Torana with a 1.52.25 second lap... I must say it was lucky it wasn't wet as Fraser apparently lost his wet weather tyres and rims when they fell off the trailer near Lang Lang Proving Ground on the way down to the Island during the night, that was after changing engines due to a dropped valve and if anything else couldn't go wrong, he left his race suit at home. (Everything always happens in threes they say!)

The rest of the field tagged along behind with Angelo Taranto next in his Torana, Steve Coad in his Torana then Andy Clempson after having issues with a stuck throttle through turn one (could have been ugly) but he kept it under control only destroying one front tyre, locking the brakes up.

Next in line was Craig Miles in the Charger, with Rodney Hotchkiss (Falcon GT) next then Stephen Bell (Torana), Alan McKelvie (Torana), John Smallman (Escort) after a long layoff, Leo Tobin (Mustang)

took it easy running in a new engine, then Steve Watt (EH Holden), David Brown (Datsun 1600), Johnny Luxmore (Cortina), Michael Stupka in the Imp with John Eeles bringing up the rear with the Mini.

Race One

Gary Edwards blazed into the lead after Fraser Ross seemed to miss the start, then Gary held onto it until Hollwood suffered terminal suspension damage after whacking the back of a kerb coming into Honda on the first lap - this caused the Safety Car to be deployed while the officials and the crash crew tried to move the car off the track, not easy without a Tilt Tray Tow Truck and winch setup, which were unavailable for this meeting.

The race resumed on the fourth lap of the eight lapper with Fraser getting past Edwards into the lead, then Leo Tobin getting past Edwards also, for second place on lap five.

Angelo Taranto quietly crept up to the back of Edwards in the last few laps but Edwards was able to keep him at bay to claim third place. In a great drive for the big blue Falcon GT, HotChicken claimed fourth, Stephen Bell from Tasmania was sixth,

Alan McKelvie in seventh, John Smallman in eighth, then David Brown in the Datto, Steven Watt in the Holden Premier, Fast Johnny, Mick Stupka, John Eeles.

Coady sort of stopped and caught fire on his way back to the pits, while Clempson pondered the slow life on three wheels, both obviously were DNFs. Unfortunately the Miles Charger lost its oil pressure somewhere in the pits and did not make the start grid.



Pic courtesy Bob Lorich



Pic courtesy SDpics.com

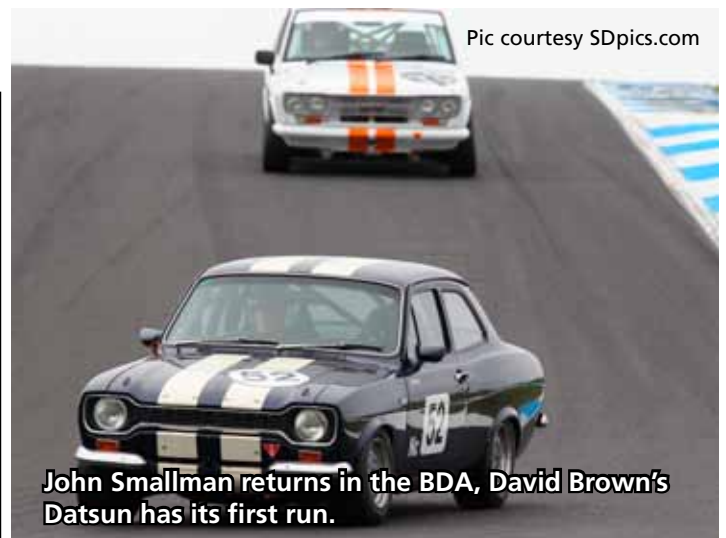
Craig Miles' neat Charger was naughty.



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Pic courtesy SDpics.com

John Smallman returns in the BDA, David Brown's Datsun has its first run.



Pic courtesy Narra

Hollywood gets a towjob.

Race Two-Sunday

Sunday dawned with sunshine and warmer weather for all the competitors. The morning race on Sunday was held up for a little while as the officials extracted an Audi that hit pit wall at great speed. Inspection of the car in question revealed how well the crumple zones on modern cars work with not even a roof crease or a crack in the windscreen evident, but the front was totally flattened back to the suspension towers by the impact, if this had of been an Historic Touring Car I am sure very serious injury would have occurred.

The front row was 'game on' with Fraser Ross and Leo Tobin going head to head into the first corner and Leo winning the drag then Leo holding the lead for another lap until the 'young gun' Fraser got past on the second lap. Meanwhile HotChicken had dispatched both Gary Edwards and

Angelo Taranto and was in third place at the end of lap one.

The race progressed with Fraser cruising to a two second victory over Leo, while HotChicken had the blue Falcon flying in third place some 15 seconds in arrears. Fourth home was Gary Edwards then Angelo Taranto in fifth who had crept up from a dismal start. In sixth place was Stephen Bell, then Coady & Clempson who had been swapping places all race long.

The little cars of Smallman & Brown were next followed by the EH of Steve Watt, then Fast Johnny, John Eeles in the Mini and last but not least was Mick Stupka in the little Imp. Alan McKelvie was a DNF with a broken engine while the Miles Charger was retired for the meeting.

Race Three - Sunday Arvo Nine Lapper.

The boys were excited, so much so that

the big blue HotChicken Falcon actually spun out on the warm up lap, he was definitely excited!

The two 68 Nc Mustangs blasted off the front row again in a drag for the first corner, this time it was Fraser Ross first with Leo Tobin and Gary Edwards nipping at his heels, by the time they came around for the first lap it was clearly, Ross, Edwards and Tobin, followed by Angelo Taranto, Rodney Hotchkin, Andy Clempson, Steve Coad then Stephen Bell.

Taranto and Clempson were improvers while Hotchkin dropped back, blaming his tyres.

Taranto briefly passed Tobin for third place on lap six however Tobin quickly woke up and eventually finished in third behind Fraser and Edwards. With Taranto in fourth, Clempson brought up fifth in his Nb Mustang, ahead of HotChicken, Bell,



Pic courtesy Narra

The bell tolls for Hollywood...



Pic courtesy Narra

Last Johnny Fuxmoore found Eeles slippery.

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It was great fun down the order.

Smallman, Brown, Watt, Eeles outriving Fast Johnny for eleventh and Mick Stupka bringing up the rear. Once again Steve Coad didn't make it to the end and retired on lap four with gearbox issues.

All in all a good low key weekend with some good clean racing between the drivers, and there was not one panel damaged by competitors all weekend except for Hollywood of course who damaged his own when the wheel tore off.

Bob Lorich

Pic courtesy SDpics.com



Steve Coad outrunning the bigger bangers.

Pic courtesy Narra



Leo Tobin held Fraser off early.

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Phillip Island State Round...cont



Pic courtesy Bob Lorich

Can you imagine what bulls#t is being spun here...



Pic courtesy SDpics.com

Gary Edwards challenged.



Pic courtesy SDpics.com

Fraser Ross dominated.



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Historic Sandown

All pics courtesy Phil Wisewould

5th & 6th November 2011

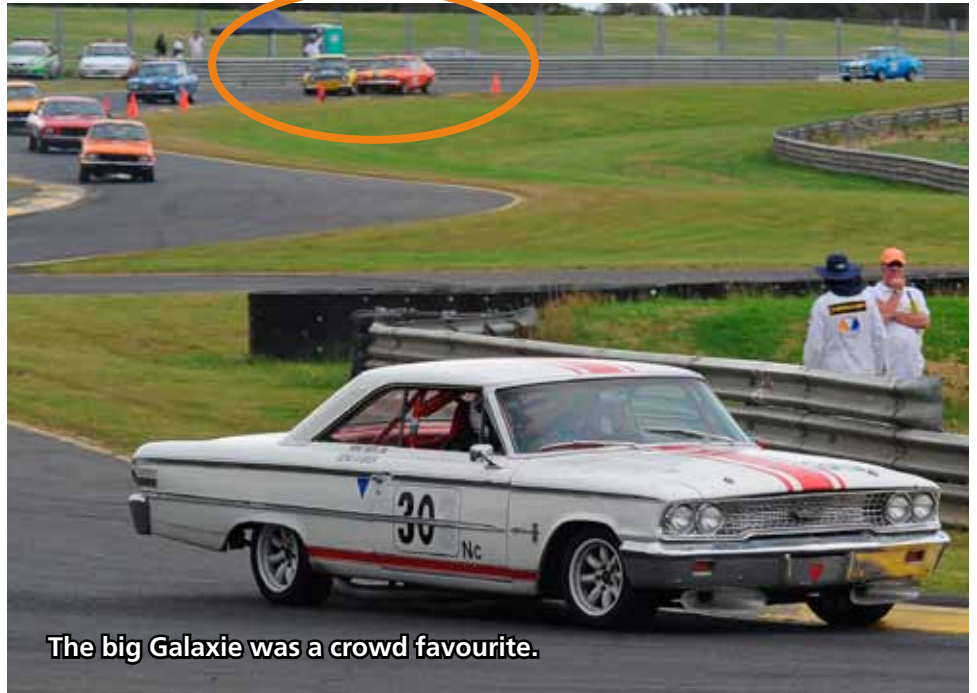
Group Nb

The Mustangs of pole winner Bill Trengrove and Andrew Cannon engaged in a spirited duel for the lead in the opening race. The `Stangs of Andy Clempson (bent accelerator) and Greg Toepfer (radiator hose) were early retirements as was Geoff Taylor (Mustang) with gear selector issues which also troubled Clempson after he rejoined.

Doug Juniper (EH) and Dean Bryant (ex-Chris Ralph BMW) had a great scrap as did Rob Southouse (48-215) and James Holloway (Mini). Trengrove kept Cannon at bay to take the win with Alan Shearer (Mustang) third.

Race two saw Clempson and Taylor lock horns in a fantastic dice the whole journey as Ian Pringle (Mini) and Justin Brown (BMW) also entertained. Sandown first timer Paul Truelove (Lotus) ended a disappointing weekend with shifter issues again, this time with a borrowed unit after his original shifter failed in race one.

Marty Lambert (Alfa), Mick Stupka (Citroen) and Michael Holloway (Mini) annoyingly still equipped with mud flaps) had a great battle as Trengrove took a close win over Cannon who showed fine speed



The big Galaxie was a crowd favourite.

despite a lack of regular racing in recent times.

Shearer took third while Taylor just held out Hollywood after their epic battle for fourth. Trengrove elected to start at the back for the final after discovering a potential electrical issue just before the start but he was soon climbing up the order as Cannon led.

to run in second early as the Cortinas of Ted Perkins, John Luxmoore and Simon Browning put on a great re-run of those classic Corty battles of the mid `90s when up to a dozen of the Pommy Fords were running around. Cannon took out his maiden Sandown victory after a great drive with Trengrove second and Clempson third.

Group Nc

Clempson made the start of his life

Daryl Hansen (`69 Mustang) blasted away from pole with the two `68 Mustangs



Fraser Ross ran a 289 spare engine.



The Doug Juniper Dean Bryant dice was great to watch.

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Rob Southouse's Humpy heels.

of Leo Tobin and Fraser Ross (running a 289 after dropping a valve in the 302 at Phillip Island) arguing over second place in the early going. Dylan Innes was stranded on the back straight with a stuck throttle in the Torana which brought out the Safety Car, chewing through a number of laps as the XU-1 was removed.

Hansen just beat Ross for the win in the mad dash to the flag after the yellows were retracted with Tobin third. John Alessi bunkered his HQ Monaro on the last lap while Les Walmsley parked the Charger with engine issues.

Anthony Read (Mazda) made his customary rocket start in race two to mix it with the V8s near the front as Harry Bargwanna (Mustang) slugged it out with Tobin. Ross tried hard but could not catch eventual winner Hansen while Bargs nabbed third. Rob Marshall fell out of the top ten on the last lap after the very neat XY retired.

Tobin made a great start in the final to grab the lead until Hansen blasted past on the back straight. Denis O'Brien retired his awesome Galaxie after showing plenty of pace in the earlier races as Andrew Williams (Torana) moved up to fourth.

The Safety Car was despatched after a big incident on the approach to Dandy



Mike Bugelly returned but had sticking rear wheel cylinders.



The Nb Mustangs were an exciting act as usual.

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Ted Perkins tips it in chasing Last Johnny.

Road corner. The Capri of Brendon Hare and the BDA Escorts of Peter Owen and David Noakes were involved with the latter two suffering massive damage forcing them out on the spot while Hare continued.

The clean-up resulted in a one lap sprint to the flag with Hansen making it a clean sweep from Ross. Tobin was third on the road but copped a post race penalty dropping him to fourth behind Bargs. Williams was fifth from Rod Hotchkin (XY) who snuck past Michael Hibbert (Charger) on the last lap after a huge dice.

Darren Knight



Justin Brown and Ian Pringle danced together.



Daryl Hansen finally got a much wanted podium.



Understeer big and small.



This sort of thing must end now.

Historic Sandown

All pics courtesy Phil Wisewould

Groups C & A

Garry Kirwan (VL) would not start after qualifying third fastest with an alternator mount coming adrift. Fellow Walkinshaw steerer David Holc started from pole and led early while Stephen Perrott (A9-X) came in with fuel issues that would plague him most of the weekend. Ross Donnelley (DJR Mustang) was also out with fuel dramas after the foam in the tank escaped into the system.

Holc took the win from Adrian Allisey (VL) and Norm Mogg (HRT VL) who had to work hard to hold off Mike Roddy (TWR XJ-S). Holc again led early in race two as Jervis Ward (BMW M3) continued to be hampered with overheating issues thanks to a dying radiator and the Germans liking for dispensing with a fan of any sort under the bonnet.

Bill Cutler (M3) had a better run but the long straights of Sandown made it hard against the booming V8s. Holc won from Mogg who just held off Troy Kelly (VL) with the DR30 Skyline of Craig Neilsen not far adrift.

The final was a 15 lapper with a compulsory pit stop for windscreen stickers required between laps 5 and 10. An early Safety Car to remove the stranded XD of John Mina slowed up the field after Kelly beat Holc off the line.

Mogg almost came in a lap too early as Holc regained the lead after stopping and went on to win (and earn himself the Driver of the Meeting Trophy) with Kelly second and Mogg third.

Darren Knight



Holc hung in there all weekend. And got Driver of the Meeting



Rolling starts were an interesting adjustment.



Clive Palmer would still be proud.



Hey there's Jerv...



Took 11 years to get a "two off the deck" shot!

Targa High Country

Tarmac Tattle

All pics courtesy Tim @ Perfect Prints



The Arundel-Verge Cortina has orig steering wheel and fishing pole gearlever - lighter!

If you didn't have the best time at Targa High Country last weekend, give up the sport. You won't ever do a better tarmac rally.

This event had everything - fantastic well-engineered roads with classic friendly surfaces, power straights and climbs, technical and tight sections, an enthusiastic and supportive community, glorious, gorgeous lush green mountain country in which nestled deep blue lakes. Our cars in their bright 70s colours were always a focus for the big crowds and there was strong support for the enterprising Mt Buller and Mansfield Shires viewing platforms out on the stages - where the experienced and knowledgeable John Bourke was commenting. And giving free critique of your driving in the pub after ("Mate, you took two bites at that corner"). And the sun shone warmly and the wind blew a fresh spring breath over our hot activities.

Which was just as well - the security park was out in the open on the very steep Summit Road and if we had received a weather lashing it would not have been such fun and many classics would have been cold, soggy and steamy for the first stage.

But then those glamorous Octagon Girls who make everything happen would have just worked a bit harder to cheer us up as they ruled with the long rod of authority direct from the COC. The old guard might whinge about the modern style of Targa but I say it's great - our era of the 60s and 70s saw the emergence of 'the girl in charge' and Helen and Carly and Anna and all the others do a very hard job with great style and persistence.

Less attractive and very annoying were CAMS. In Adelaide it was underwear, on Buller it was shoe laces and triangles in the boot. Still no check of external cut-outs and someone had forgotten the tyre paint

so no tyre marking until just before the Prologue. Happily, Graham Palmer was there to smooth everything over - later I suggested to the non motorsport experienced CEO of CAMS that he should put Graham in charge of the scrutines to inspire a professional and service oriented approach. They have six months before

Targa Tas to smarten up. (Tattle will not stop biting CAMS' ankles! Ed.)

The field was a bit down on the first year but still 65 classics - pre-86 - lined up, well up on Adelaide. 19 of those - no less than 29% - were pre-73 touring cars. But it was like the front two rows were missing - the Battens couldn't bring the PV544, the Cattlins were going to Bathurst with the Coads, Cap'n Richard Woodward was busy giving Joyce his juice, Pete and Sari Ullrich (and twice HTCVA Rally Champs) could not uncrack the Chrysler's crank in time - and superstar Andy Miedecke had gone racing. Which freed up the diminutive Daniel Willson to nav for Ralphie and save him 70 kilos.

But on the bright side, Scott and Wayne Kent brought the mighty Mustang from Tasmania to challenge the Vics on their home ground. Leading the HTCVA Championship after the first two rounds, they had to do THC to have any chance of keeping the lead. So for the first time since 1999, the Kents crossed the water - and found that great rally roads exist outside Tassie. Scotty had a faraway look in his eye at the Welcome Party after a hectic recce ("there are plenty of long drops") and during the event battled an over-heating clutch - never a good feeling when the left foot meets no resistance - but ripping out the carpet seemed to help and Mr Ford gave his best

to bring them home in a solid 14th spot and first in Category 3MS. Now we know the Kent Mustang goes just as well on the mainland.

The main feature of Targa High Country 2011 was the arrival of four 1971 Ford Capri Peranas - of which only one, that driven by Bernie Wilson, is a real one built in South Africa by the Basil Green operation. This is a very nice classic rally car - handsome and classy in dark blue, with neat interior and muscular stance. Bernie comes from the ATC and his brother John from NSW, but they combine into a strong rally team and after spending two days fighting off TRV8s, sundry Porsches and Zeds they took a solid fourth outright.

The winner was another Perana, with extreme preparation - big air dam and rear spoiler with very modern looking interior. Its baby blue colour belied its fearsome



The world's only XU-4 had a good run.

pace as Queenslanders Donn Todd and Dean Tighe leapt away to win by a huge margin of nearly three minutes from the very experienced John Siddins' MS Zed. This was their second win in six weeks - following on from victory in Adelaide. Here is the emergence of a top crew - we will hear more from them. How do I know? Well, their time up Buller of 10:23 was identical to the Miedecke-Wilson Perana in 2010, but 30 secs faster than their own time last year.

Third in the pre-73 tourers was our



The Stuart-Stuart Anglebox is a rapid little thing..



Bob Edwards flings the Falcon through the last corner.



The Dixon-Anger 6.5 litre Monaro from Frankston.

very own President Chris Ralph with Daniel Willson. In only his fifth tarmac rally, Chris did the Club proud in a car which had a big mid corner push and serious overheating despite some hurried measures to improve things after Adelaide. Coping well with the stress and distraction of a water gauge stuck at 120 deg and a car which shunned the thousands of apex, this crew persevered and were rewarded with a top 10 position, in amongst some highly credentialed crews. And thanks to some very determined work by Andrew Lawry and Gus Muscara to keep the water in and the V8 firing

Well up in fifth spot, in their first outing this year, were Colin Byrne and Paul Stoopman in a very well driven and nicely

prepared 1971 Alfa Romeo GTV 2000, which snuck home a mere 2 seconds ahead of Lin and I in Kermit the Green Torana..

And talk about Toranas makes you think of the bright yellow XU4 of Wayne Pfingst and

John Loth - a four door car ingeniously decorated to seem like a four door XU1. Running along the high speed channel between the trees of the Tolmie Stage, Mellow Yellow came up to overtake and whammo the screen shattered at 175 kph. Not the best fun - especially since the screen was severely obscured. Have I got a spare? Yes, grab it from my shed - when the roads open of course. They decided to press on - windows up created a pressure area in the car which kept out the wind up to over 160 kph. Then, lining up for the return trip on the King Valley stage, a bloke in a van cruises up the closed road, stops opposite Wayne and announces: "I've come with your

windscreen". How he got there so quickly from Wang no-one knows but he did it in time and Wayne got his screen. Support NE Windscreen Services in Wangaratta!

We cannot leave the Targa High Country results without lamenting the demise of the Ron Harrop designed 48-215 of Paul and Christine Freestone when the brand new, revs to 9000 rpm, concrete sealed, alloy-headed Red Motor DNFed. It is an astonishing machine - looking like an Original Model but sounding like another car entirely - the clutchless changes in the close ratio dog box keeping the gorgeous howling six perfectly on the boil. It has the look and feel of a classic but the attitude of prize fighter. What a treat.

If you've ever wanted to try this sport, start with this event - it's a thrilling but compact initiation to our special world of high speed car control. Next is Big Targa, with big course changes to the six day marathon. But first, we have to conclude 2011.

Here is how THC finished for pre-73 touring car runners:

2011 Targa High Country									
Pre 73	Car	Crew	Car	Class	Position	65	HTCAV	Sub	x238
Pos	No				Classic	Outright	Points	Total	Comp
					Outright	Pos		Points	Km's
1	411	Todd - Tighe	1971 Ford Capri Perana	4MSH	1	64	28	92	21,896
2	471	Wilson - Wilson	1971 Ford Capri Perana	4MSH	4	61	24	85	20,230
3	484	Ralph - Willson	1970 Ford Capri Perana	4MSH	10	55	20	75	17,850
4	351	Kent - Kent	1965 Ford Mustang	3MSF	14	51	16	67	15,946
5	487	Byrne - Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	16	49	12	61	14,518
6	403	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	17	48	8	56	13,328
7	432	Dixon - Anger	1971 HQ Monaro GTS Coupe	4MSH	19	46	4	50	11,900
8	428	Van Wegen - Van Wegen	1968 BMW 2002 Ti	4MSB	25	40		40	9,520
9	408	Pfingst - Loth	1971 Holden Torana	4MSE	29	36		36	8,568
10	361	Steuart - Steuart	1962 Ford Anglia 105e	3LMSB	35	30		30	7,140
11	556	Ford - Ford	1972 Ford Capri Perana	5MSH	38	27		27	6,426
12	427	Randall - Birrel	1970 Ford XY GT	4LMSG	39	26		26	6,188
13	410	Kenny - Fitzpatrick	1971 Jaguar XJ6	4MSG	40	25		25	5,950
14	311	Arundel - Verge	1963 Ford Cortina	3LMSC	42	23		23	5,474
15	210	Waldron - Gregory	1955 FIAT Abarth 750	2LMSA	43	22		22	5,236
16	494	Gilbert - Gilbert	1970 Datsun 1600	4LMSB	44	21		21	4,998
17	486	Byrne - Newbold	1971 Alfa Romeo GTV	4LMSB	DNF				
18	364	Edwards - Wright	1964 Ford Falcon Sprint	3MSF	DNF				
19	215	Freestone - Freestone	1948 Holden 215	2MSF	DNF				

Thoughts on High

All pics courtesy Tim @ Perfect Prints

It's ironic that the initials THC stand for two diverse things. The first is TetraHydroCannabinol and the other is Targa High Country. The former is the active ingredient in cannabis, a.k.a. marijuana, the latter an active ingredient in Australian Tarmac Rallying.

The former can get you high for a couple of hours, the latter can keep you high in anticipation for weeks with an intense high for three days and an afterglow that comes down as gently and naturally as a 747 coming in to land. That's of course if everything has gone well.

The only obvious conclusion is that both are drugs and over indulgence can cause pain and cost money; nor can you be guaranteed that you won't have a bad trip, a risk lessened by the quality of your gear. And of course, the same applies with all forms of motorsport, horseracing, sailing and all the other sorts of competitive madness from which we human beings seek euphoria in the adrenalin and endorphins that a good result will bring.

Some say the motorsport high is like a religious experience. Octagon Tarmac rallies come with their own travelling chaplain, who must have one of the better gigs on God's Earth. He gets to follow all the rallies in a new Mustang with his missus, eagerly awaiting his chance to minister unto the needy. When we were stuck at the side of the road with the bonnet up in the Adelaide event he cruised alongside and wound the window down. "Terminal?" he enquired mildly. "Not as far as you're concerned," I had the unusual presence of mind to say... with an indulgent smile Marty motored on.

Some say the motorsport high is like sex. John Fitzpatrick, noted vintage/PVT competitor for decades and recent publican of The Swallow in Port Melbourne said exactly that when queued ready for the off in the navigator's seat of the legendary Reg Kenny's Jaguar XJ6. The heat being what it was we both agreed that our underpants were suitably damp for his analogy to be



The Kenny-Fitzpatrick gentleman's carriage.

about right.

Strange things can occur on a rally, disquieting things. On the Skyline stage we came around a blind five right and noticed tyre marks leading across the road from the apex. Further around the corner, a bit of dust hanging in the air... and no car ahead. Realisation dawned that the Subaru that started 30 seconds in front of us must have gone over the edge, we were too far past to stop but raced to tell the officials at the end of the stage.

On rounding a corner on a subsequent stage, drivers at the side of the road making frantic slow down motions revealed a smoking Mitsubishi EVO across the narrow road, leaving what appeared to be an impossibly narrow gap between it and the savage gutter to the right. Cars were banking up but when the ex Percy/Grice Walkinshaw managed to squeeze past it seemed that Capri probably could as well. We raced on but the stage was cancelled as a result of that rollover.

Is rally driving better than circuit racing? Are cats better than dogs? They're similar but vastly different. On a circuit every smooth corner is a known quantity, grip levels may change slightly from lap to lap or vastly if fluid is present. On a rally stage every corner will always be different and you only get to do it once. Each has varying grip levels and surface profile, many of the corners are blind and you commit according to the number your co-driver reads out to you, with just enough in reserve for emergencies but on the nose enough to chase those vital seconds. After 16 stages and 200+ competitive kilometers we tied in 10th overall out of 65 starters with the Cook/Cole Carrera RS, one miserable second more and we would have been out of the magic top ten in the Overall Classic final standings.

It's a little like facing a bowling machine: you wield your bat at challenges coming rapidly from every direction, but you do have someone sitting there giving you an inkling of where the next one might come from. In this regard it is very much a team



sport, which is why experienced teams can make less powerful cars outperform bigger, newer or fancier ones, the best example being the 1960 Batten/Batten Volvo PV544 which regularly trounces modern stuff (we felt a great degree of satisfaction passing a new Subaru whatever, picking up 30 seconds early in a stage). If you can successfully navigate the Targa websites you'll find that apart from outright Classic standings Early Classic (pre-73) is run as a handicap and the older and smaller your car the better your score will be – a new handicap metric is currently being considered.

Sitting beside me was the amazing Daniel Willson from Hobart, regular co-driver with Andrew Miedecke and winner of the event last year. Hardly ever looking up, Daniel reads his own notes in a steady voice, never once going off and presenting them always at the right point before the corner – it's an art to do this. I was lucky to borrow Daniel for this one-off occasion. Already in demand by overseas teams Daniel has one other thing weighing lightly in his favour, he tips the scales at 46 kgs... we carried more fuel as a result! Daniel and his twin brother James are Mini specialists and have 50 of the little buggers. They've raced their Group N Mini at Winton and are demons around their home track of Baskerville. Daniel is also a chick magnet of the first order, rally ladies of all ages, shapes and sizes rush up and clutch him firmly to their bosoms...

And now, I guess, the Big One. A three-day rally takes it out of you, the six-day Targa Tasmania event must be a tremendous test of team and car. But if it's on the bucket list, bring it on. We need more mid-corner front grip and to find out why all the oil rushes into the top of the engine when held at high revs. It's disconcerting to be doing 6,500 in top (approx 215 kph) and see the oil light come on.

Chris Ralph

2011 Rally Champs all done.

All pics courtesy Tim @ Perfect Prints

This is the third year of the HTCAV Rally Championship. The first two years were won by the Limited Modified Jensen CV8 of Pete and Sari Ullrich – would they make it a triple? Sadly, in this year's Targa Tasmania their youthful exuberance got the tail out too far and a dramatic curb clobbering in Longford ensued. Despite a massive all night effort which got them going again, the Purple Plastic Peril was never quite as good - and indeed six months later the after effects were still conspiring to keep them out of Targa High Country. They finished the year in fifth spot in our Championship.

In fourth, after a strong result in the two Tasmanian rounds, came the second placed crew from the 2009 Championship, Drew Kent and Paul Krawczyk in Drew's 1971 Limited Modified Ford Falcon GT. This crew is our best LMS crew this year, as the MS cars surge to the front in the outright (i.e. scratch) scores which we use. The greater freedoms allowed in MS such as lightweight panels and five speed gearboxes - and their increasing reliability - makes it harder for LMS to compete. Only a healthy Jensen Interceptor still has the power to weight in LMS to be a threat - and indeed comes second LMS this year.

In third comes the first husband and wife crew in the 1948 Modified Holden 215 - Paul and Christine Freestone. They're also the first couple

to be inducted into the Targa Hall of Fame and in Targa Tasmania this year at last achieved the kind of result they have been working for - a fifth overall and best of all the pre-73 Touring cars, ahead of all the Peranas and the Jensen and the Battens even with two soaking wet days. As we recount earlier, their new motor failed in Targa High Country, leaving them to rely solely on the Targa Tas score. It is good enough for P3 all by itself but if they had managed even 20th in THC they would have won our Championship.

If? Would have? Motorsport thrives on what might have been. What actually happened this year is that a Perana has grabbed 2nd spot in a determined late season burst. Bernie and John Wilson had a modest Targa Tas, coming in



The Wilson Perana came second in our Champs.



Beautiful swift Maranello Motors Alfa of Byrne-Stoopman on top of the mountain.

READ CAREFULLY!

Len Read wants friends and fellow competitors to know that he does a lot more than Webers and Minis, and that he can help YOU. Most of the Minis in a Group N grid have had input from Len, from complete cars for Ian Pringle and Kevin Brown (everything, including engine, suspension and panel work) to work for Len Nation, Paul Girt, Mal Rutschack, Anthony Ramadge, Pete Melick and more. Len has also had input with Gary Edwards' Torana, Mick Hibbert's Charger, looking after Doug Growcott's car and fully building Marty Lambert's old Torana. Group C cars include work on A9Xs for Stephen Perrott, Shaun Tunny, Stuart Hayes, Dean How's L34 and Anna Cameron's XU1. As well, all sorts of restorations and conversions for road cars are carried out. Email Len at Irea5327@bigpond.net.au or call him on

0408 548 133

19th Outright only just ahead of Steve McClintoch and Jann Skinner in the 1972 BMW 2002 Ti (who have now switched to a Mazda RX7, DN'ing in THC). In Adelaide they came in 10th in a small field but in Targa High Country they were on song, coming in 4th in a much stronger field.

The Todd-Tighe Perana, which dominated in Adelaide and around Mansfield, did not contest the Tasmanian rounds and so are back in 14th; but if their pace and reliability continues, expect this crew to be up there in 2012.

And the winner is? Scotty Kent and his son Wayne in the 1965 Ford Mustang in Modified Spec. This crew comes from a splendid Targa tradition of the Kent family of Devonport, and thanks to the website VillagePic, I can tell you that at least one member of the Devonport family has been involved in the event since 1993. Drew Kent, a former speedway racer, was first to tackle the event, followed by the rest of this Ford family. Now they have competed a total of 73 times, with five family members involved in the event. Drew has raced in 16 Targa events, his brothers, Scott and Leigh, 12 and 10 respectively. Their father Graham has run 13 times and mother Pat 11 in their 1936 Ford Coupe (which found the Roseberry stage too slippery in Targa this year, ending in the bank) and Scott's sons, Wayne four and Rodney once, and Leigh's son, Dylan, once. The rivalry between Drew and Scott has been particularly intense as Drew's 1971 Ford Falcon XY GT and Scott's 1965 Ford Mustang compete in the same class.

As well as being our Rally Champion this year, Scott is also a key provider for the Targa event - his trusted right hand man Deano brings fuel to

the loneliest, coldest and wettest parts of Tasmania every year. Just when you think that this time they must have skipped, there is the familiar trailer looming out of the gloom.

Scott and Wayne started this year with a 5th overall in Targa Wrest Point (and the best of the pre-73 tourers) followed by a fighting 8th in Targa Tasmania; with another strong score in the High Country, and only the best two counting, the Kents had to drop the TWP result but it was enough for a convincing but not dominant win.

The results for the top 30 competitors are listed below. Go to the website for all 46 entrants in our Championship in 2011.



Monster Sports Sedan-like Perana of Todd-Tighe was dominant.

2011 HTCV RALLY CHAMPIONSHIP			Targa Wrest Point	Targa Tasmania	Classic Targa Adelaide	Targa High Country	Best 2 of 4
1	Kent - Kent	1965 Ford Mustang	3MSF			15,946	75,861
2	Wilson - Wilson	1971 Ford Capri Perana	4MSH			20,230	68,162
3	Freestone - Freestone	1948 Holden 48/215	2MSF			DNF	65,646
4	Kent - Krawczyk	1971 Ford Falcon GT	3LMSH	11,816		52,100	63,916
5	Ullrich - Ullrich	1963 Jensen CV8	3LMSF			63,041	63,041
6	Batten - Batten	1961 Volvo PV544	2MSE			55,226	55,226
7	Dermott - Dermott	1971 Holden Torana XU1	4LMSE			13,328	46,672
8	McClintock - Skinner	1968 BMW 2002ti	4LMSB			45,327	45,327
9	Edwards - Wright / George	1971 Ford Falcon GT	4MSG	7,174		DNF	41,560
10	White - Yelds	1961 Volvo 122S	2LMSD			40,638	40,638
11	Pfingst - Loth	1971 Holden Torana	4MSE			8,568	38,265
12	Steuart - Steuart	1962 Ford Anglia 105E	3LMSB			7,140	33,711
13	Todd - Tighe	1971 Ford Capri Perana	4MSH		9,072	21,896	30,968
14	Large -Dredge/Woodcock	1972 Ford Falcon GT	5MSH	9,284	20,840		30,124
16	Ogg - Farrell	1970 Alfa Romeo Guilina GTV 1750	4MSB		23,966		23,966
15	Ralph - Winterburn/Browne/Willson	1971 BMW 2002 / 1970 Ford Capri Perana	4MSH	5,908		17,850	23,758
17	Waldron - Gegory	1955 FIAT Abarth 750	2LMSA		17,714	5,236	22,950
18	Kenny - Jackson	1971 Jaguar XJ6	4MSG		18,756		18,756
19	Smith - Smith	1966 Holden HR X2 Premier	4MSE		17,193		17,193
20	Devine - Devine	1962 Morris Mini	3LMSB		15,109		15,109
21	Byrne - Stoopman	1971 Alfa Romeo GTV 2000	4LMSB			14,518	14,518
22	Utber - Kaye	1961 Vauxhall Cresta	2LMSE		13,546		13,546
23	Dixon - Anger	1971 Holden HQ Monaro GTS Coupe	4MSH			11,900	11,900
24	Bevan - Bevan	1961 Volvo PV544	2SSD		11,462		11,462
25	Cross - Chaplin	1972 Holden Torana XU1	4LMSE	10,550			10,550
26	Van Wegen - van Wegen	1968 BMW 2002 Ti	4LMSB			9,520	9,520
27	Lamprell- Wearing	1964 Ford Mustang	3LMSF		8,064		8,064
28	Ford - Ford	1972 Ford Capri Perana	5MSH			6,426	6,426
29	Randall - Birrell	1970 Ford XY GT	4LMSG			6,188	6,188
30	Woodward - McCrow / Gibson	1969 Holden Monaro GTS	4MSH		6,160		6,160



The Freestone's fierce Uber-Humpy eventually coughed.



Mr & Mrs Tattle get twisty in town..

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The Ad game

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

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Display

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

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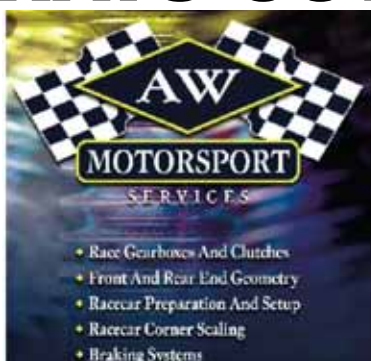
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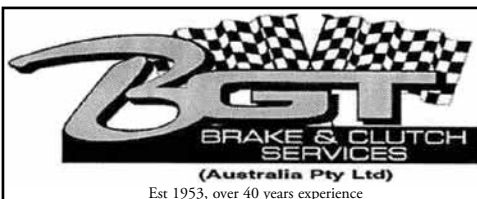
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STOLEN

URGENT HELP

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30" enclosed trailer, Mini Cooper S Group N race car, tools and spares were stolen from the; Plumpton Hotel (Link to Google Maps below) 556 Richmond Road, Glendenning NSW 2761 (02) 9626 9766

At 5am, Wednesday 7th September.
It was partially captured on surveillance cameras.

Rego of Trailer

SA: S297TBL

Enclosed race trailer. Rear opening door, side entry door. Kitchen at front. Historic Touring Car logos on the side.

Austin Cooper S Mini
Light Blue with a Dark Blue roof, number 46.
Full Group N race spec.

Please contact with any information:

Mal Rutschack

0419 150 046

rutschacks@iprimus.com.au

or

Darren Holliday

0417 688 244

dwholliday@gmail.com



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