

HISTORIC TOURING TORQUE

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

Oct 2012

HTCAV Heroes Monster Muscle Car Masters



- Muscle Car Masters
- Phillip Island State Round
- URGENT News Phillip Island Classic
- Christmas Party
- Tattle

Pic courtesy James Smith

**Next
General
Meeting
Wed 31 Oct**


Historic Touring Car
Association of Victoria

**New Venue - Bell's Hotel
Cnr Conventry & Moray Sts Sth Melb.
8pm last Wed of the Month.**

Torquing Heads 2012/2013

		Work Ph	Home Ph	Fax	Mobile	Email
President	Chris Ralph				0418 318 934	president@htcav.com.au
Vice President	Jervis Ward	9690 4321		9690 4323	0409 137 629	vicepresident@htcav.com.au
Secretary	Dean Bryant	0417 012 526	0417 012 526	9551 5859	0417 012 526	secretary@htcav.com.au
Treasurer	David Floyd	9574 7733	9877 2243	9561 8731	0402 257 541	treasurer@htcav.com.au
Competition	Nick Cascone	0409 959 072			0409 959 072	competition@htcav.com.au
Membership	Jervis Ward	9690 4321		9690 4323	0409 137 629	members@htcav.com.au
Club Plates	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	gordon@coxys.com.au
Committee	Nick Cascone	0409 959 072	9859 1186		0409 959 072	nickcascone@netspace.net.au
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA						ahtca@htcav.com.au
Editor	Chris Ralph				0418 318 934	editor@htcav.com.au

Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

2012 Race Calendar

Event	Organisers	Location	Date	Type
Club Sprint	HTCAV	Broadford	Feb 5	Fun
Phillip Island Classic	VHRR	Phillip Island	9-11 March	Historic
Round 1 State	PIARC	Phillip Island	21-22 April	VSCRC
Winton Historics	Austin 7 Club	Winton (Short track)	26-27 May	Historic
Round 3 State	ASSA	Sandown	21-22 July	VSCRC
Winton Fest. of Speed	VHRR	Winton (Long track)	10-12 August	Historic
Round 4 State	VMCI	Phillip Island	13-14 Oct	VSCRC
Historic Sandown	VHRR	Sandown	10-11 Nov	Historic
Island Magic	PIARC	Phillip Island	24-25 Nov	Other



**You need it?
Call Coxys!
& great Club pricing**

**REVOLUTION
RACEGEAR**

COXYS
MOTORSPORT SPARES

31 B Clements Ave, Bundoora
Ph 9467 8900 or 0418 506 650

Coxys Revolution Racegear. Whatever you need he can get it and at great Club pricing.

PresEditoro



Around this time of the year there seems to be a sort of mystical gravitational pull that drags us ever faster towards the end of the year.

After the Grand Final and Bathurst things seem to go a bit crazy. After the Big Horse Race they go beserk.

There's a shed-load happening in the next nine weeks. So it's important that we all set some dates in place for the not-to-be missed events to round off the year. Let's run through them...

November 9,10,11 – Historic Sandown.

It's official, Eddie Dobbs' interesting category split of one grid Under 4500cc Nb + Invited + Under 2 Litre Nc, and the other Over 4500cc Nb + Over 2 Litre Nc will get up, despite a disappointing turn out of smaller Nb and Nc cars for whom this split was devised.

If you aren't entering please make sure you come and cheer. Join in the festivities in the pits on Saturday night for the knees up with The Rank Outsiders rocking to the sound of tops being ripped of tinnies...

November 24-25 - Island Magic.

Then it's the fun last race of the year, the one that always seems like 'after the exams' at school. Island Magic has a great feel about it, make sure you get an entry in for that one...

Get your points in!

The week after that it's pointscore madness as final scores are worked out and engraving grinds on into the night... if you have completed your interstate round for the year, **PLEASE GET YOUR POINTS IN NOW** to make it less stressful and more accurate!

December 1 - Presentation Night/ Christmas Party!

And this year it's going to be bigger and better than ever, make sure you book a room so you can crash in the best possible way – rat-arsed and clutching a trophy to your bosom.

The big thing this year is the band we have playing for you – the Leslie Avril Band fronted by the amazing Ms Avril herself. This larger than life performer can take you from smoky blues through to heartfelt country and beyond... the only 'done me wrong' will be if you don't go and see her.

Plus there'll be videos and quizzes and fancy fellas in funny suits with langorous, lovely louche ladies laying about, plus food, drink – and a table groaning with trophies.

Then it's bloody Christmas and we can all take a break.

Next up will be a proposed February Fun Day and this time we're proposing it

at Calder as Broadford is fully booked. Stay tuned for further news. This event may well be popular because...

...there's a big change with the Phillip Island Classic!

Since 2007 the VHRR have been dropping a category so all can get to enjoy this hugely popular meeting, now recognized as a major global historic event.

Historic Touring Cars are something of a drawcard and have had a dream run for the past five years - but our time had to come and next year, the HTC event will be for Over 3-Litre cars - the Under 3-Litre event will have a bye.

In 2014 both HTC categories will run and in 2015 the Over 3-Litre cars will have a bye. Both categories will then run through to 2018 when 'The Five Year Plan' will be evaluated.

This will mean that next year (and 2015) the Phillip Island Classic will not be a part of our point score. The Golden Oldies Championship will be based on the two Wintons and Sandown in 2013 and those with Phillip Island withdrawals will still have the chance to run in the two State rounds – which may instantly become more popular!

It will seem odd with only half of our 'family' of cars and competitors in the paddock next year but the decision has been



**Can't read this
magazine clearly?
Can't see those
racing lines?**

Maybe Bill can help!

For a comprehensive eye examination
and the latest styles in glasses, call - Bill Cutler

Optometrist and Contact Lens Specialist
678 High Street, Kew East 3102
Phone 9859 3962

made and we will have to adjust.

We appealed the decision and offered a firm suggestion to the VHRR that perhaps one grid of Group N cars was a viable alternative, this appeal was discussed but not upheld.

However this will now be a great opportunity for Under 3-Litre competitors to come and support the big engine mates and to help the Club run an even better meeting!

But if as a keen competitor you're feeling all dressed up with nowhere to go, you might want to consider...

Bathurst at Easter!

You can read elsewhere regarding the Bathurst run for Group N cars at Easter – the entry is steepish but the chances to run at the fabulous circuit are few and far between and three days of racing with practice, qualifying and three x 20 minute races makes it sound like half a plan...

Past Event – Muscle Car Masters

You'll also read how the HTCAV Heroes came away with the gold in both Groups – Andrew Williams brained 'em in Group Nc while Bill Trengrove carried all before him in Nb after fighting off the persistent ex-Manton Mini of Andrew Bergman. And not far behind his old man Brent Trengrove showed great promise making to a podium while David Moran, and Richard Fairlam had mixed fortunes in the Mustang and EH respectively.

In Group Nc members flying the flag included Fraser Ross, John Harrison, Michael Hibbert (second outright in the feature race), Leo

Tobin, Rod Hotchkin, Stuart Barnes, Craig Miles, Keven Stoopman and Tony Hubbard – while Club Champ Russell Pilven did the usual giant killing act as one of the three under 2-Litre cars in a 45-car field...

Les Walmsley did very well in the Touring Car Master event as did fellow club members Jim Richards and Paul Freestone, while in Group C the Ian Ross Falcon finally behaved itself and Bill Cutler was always up the front in the BMW M3 in Group A.

Thanks to Darren Knight for his crisp reportage on the event and to old mate James Smith for the images.

Thanks again to Brian Dermott for his preview of the Targa High Country rally, which again clashes with one of our premier historic meetings of the year...dammit.

An amusing diversion ... went to the Bay to Birdwood run in Adelaide recently. This 1300-entrant event is a leisurely mosey up from a giant oval near Glenelg then along twisty hills roads, some of which are Targa Adelaide stages, to the car museum at Birdwood. Each year they rotate between

The Run (pre-1955, this year) and The Classic (1966-77), for which your historic road car would be eligible. It's way too slow for a competition car, but a lot of fun and would have been better if the great weather they had either side of the run day hadn't turned into windy and bitterly cold. Froze in the MG TC, but the wife, whose (unlikely!) idea it was in the first place, seemed to have a jolly time.

And finally, we end on a note of sadness as we farewell Club member Merv Ginger who passed away last month. There's an article on Merv, whom everyone remembers as a really fine bloke...

See you at the race tracks, club meetings and the mighty Christmas party...

Chris Ralph



Your editor was chased by one of these as a lad.



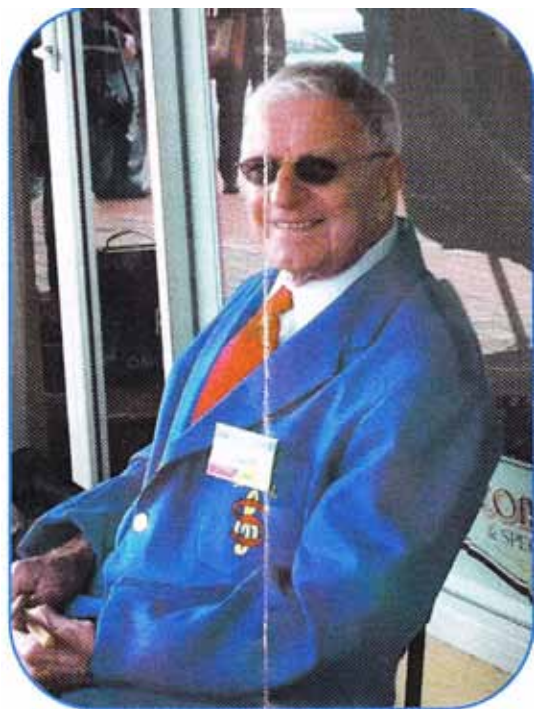
**BRAKE & CLUTCH PARTS SUPPLIER
AND REBUILDER**
DISTRIBUTOR OF FERODO PRODUCTS

- Full range of disc pads to suit cars, 4x4, cabs, club sport & racing cars
- Also carbon kevlar race pads, new & exchange brake shoes & clutch kits
- Disc & drum fly wheel grinding
- Same day service where possible

- Ex-change re-sleeved brake & clutch cylinders
- Honing & caliper overhauls on hydraulic master & wheel cylinders
- Commerical & industrial bonding
- Ceramic car & truck plates made to order

10 Webster Road, Dandenong, Ph 9792 2806 Fax 9794 0095

Vale: Merv (Mick) Ginger 3/1/1934 - 31/8/2012



Eddie:

Many newer members would not have had the good fortune to meet Merv (Mick) but for those who did, our lives were enriched.

He worked tirelessly for the Club and its members. His first love was of course his wife Margaret and family and his second was cars and in particular, racing cars. Whilst he was about the Club, few cars started on the grid without some input from Merv. In my case, most of my car preparation in that period was done by Merv until he felt he was too old to go on with that duty.

His legacy will live on in our hearts and memories and also in Merv's Magic Money Machine. The wooden box that we put our donations towards the drinks and nibbles at the end of a race meeting. His passing leaves a gap that probably won't be filled.

Watty:

I spoke at Merv's funeral, about:

His knowledge and help around the pits. His contribution to the building of the pointscore system via Swinburne. His financial wisdom, ie raffles and the 'MMM' - Merv's Magic Money Machine, which has become his ongoing legacy to the Club.

His assistance to Team Triumph, and a story about a complete engine assembly, by a team of four in one night, three days prior to a Winton, due to machine shop delay.

Merv, the "director of cleanliness", near drove me to tears, sending me back out to the cleaning bay (outside in the rain) – numerous times. It was a good engine that we put together. Obviously spotless internally with no machine shop residue attacking bearings etc!

But it was a very, very late night...

Lindsay:

The good times the jokes the interesting stories, those are things that we remember.

Merv may have departed our lives, but the memories of the times with him continue to be with us all.

The race cars, the Club and all the people involved were a big part of Merv's life. He loved coming along to the races, joining in and giving help and assistance wherever he could. The weekends away to Winton and Phillip Island he particularly enjoyed, including the get together for a drink at the track, and dropping in for a meal on the way home.

He also enjoyed coming to the monthly club meetings and getting together for a meal and a chat, then organising and running the Club raffle.

A great family man, he adored the love of his life his wife Margaret, his children and grandchildren, and was enormously proud of their achievements and what they were up to in their lives.

Merv will be missed but not forgotten.

The Club respectfully notes the passing of our mate Merv Ginger who was extremely active during the mid to late 90s with us. At Merv's funeral in Stawell the Club was represented by Ian Watt, Lindsay Cripps, Eddie and Margaret Dobbs, George Opoczynski and Justin Brown.

Eddie, Watty and Lindsay Cripps share their thoughts here. Couldn't have said it better myself, guys...

Email updates...

The Club emails regular, important information to members via email. This information is to help you and sometimes requires a reply.

However each time we email out we

get a whole pile of return emails, from old emails addresses, full mailboxes, and incorrect addresses.

If you are not receiving emails please email members@htcav.com.au and request

to be added to the list.

And if you change your email address please advise us as well.

Cheers - **Grumpy**

T&G Racecar Engineering



Fast and reliable

- Race engines
- Race gearboxes
- Race brakes
- Air diverters
- Diff setups
- Race chassis
- All types of welding
- Race suspension
- Alloy & steel
- Fabrication

Seymour 3660

Tel 0411 670 914

Over 45 years race experience - Right job! - Right price!

BIG, BOLD 'N' BRASSY

2012 HTCAV & Chrissy Party & Presentation Night
Saturday 1 December from 7.00pm.

The biggest party we've ever had – NOT TO BE MISSED!



Featuring: The Leslie Avril Band - A sensational lady singer with a voice and charisma that puts her in a class of her own.

"She is sexy, bluesy & sheer dynamite live & her stunning vocals electrify an audience with power, depth & aching honesty". "She shimmied, she shook, she strutted, she flaunted, and she flirted ... but most of all she sang... a voice full of power, style and class."

Good food, cold(er) drinks and the usual shenanigans!

Trophies, trophies, trophies!

Special Video and pics from the year's activities!

Special rate on your room - \$148.50 or \$175.50 with two breakfasts.

To secure your table BOOK NOW...

Bayview Eden on the Park, 6 Queens Rd Melbourne.

No parking problems

Rock on, sleep over then have some fun in the city the next day!

Book your room NOW at our special Club rates. Say you're with the HTCAV when you ring them on 9250 2222

Download a booking form online

<http://www.htcav.com.au/?p=1558>

Payment

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

Payment Method ☐ Cheque ☐ Money order

Payable to Historic Touring Car Association of Victoria

or Credit Card ☐ Visa ☐ Mastercard



Name on Card

Card No.

\$

Expiry Date

CVS No. 3 digits on back
printed on signature panel

Amount

Cardholder's Signature

Date

**Limited
Spaces.
Be Quick**



Cost Tickets \$75 per head. Tickets must be purchased by the monthly meeting on 28 November. No tickets issued on the night.

Bookings can be made with Jervis at members@htcav.com.au or return this form to Christmas Party, PO Box 5108 Middle Park 3206 **or fax it to 9690 4323.**



Eddie Woods

31 Capella Crescent Moorabbin 3189
Phone 9553 2517 Fax 9532 2485

The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

Flow bench testing and we also offer a range of general machining facilities

Muscle Car Masters. Sept 1 & 2

All pics courtesy James Smith

This year's event at the recently renamed Sydney Motorsport Park would utilise the full 4.5km extended layout. With the great man in attendance, the ARDC took the opportunity to christen it the Brabham Circuit in a move heartily endorsed by one and all.

With the extremely tight nature of the new infield extension, one V8 driver suggested yellow flags be flown at certain corners to help avoid the ridiculous carnage witnessed last year. A small car punter then countered with the mirthful suggestion to fly yellows on the front straight! (obviously to prevent the "small fry" getting blown away by the V8s). Funnily enough the powers that be elected not to take up either suggestion.

Nb

Two of the expected front runners were eliminated in practice when Scott Fleming (Lotus Cortina) had an engine issue and V8 Touring Car fast man Matt Hansen (Mustang) slammed side on into a fence after a caliper seal popped out. Hansen was sore but unscathed while the ex-Andy Clempson Ford will need some serious attention with the complete driver's side demolished.

Pole man Bill Trengrove (Mustang) soon found Andrew Bergan (Mini) proved to be a more than able replacement for Fleming in flying the small car flag. A huge dice for the lead played out between the pair in Race One while the Mustangs of David Moran and Brent Trengrove had a great battle with the Minis of Darren Burnes and Ben Tebbutt.

Max Ulrich retired his Mustang, as did Tebbutt shortly after, with Bill Trengrove taking the win from Bergan and Greg Toepfer (Mustang).

Race Two saw the same result for the podium with Bergan having no defence to the V8's speed on the front straight after repeatedly getting in front through the tight infield. A little further back the Minis of Burnes and Chris Collett battled the Mustang of Troy Williams. Driver of the race had to be Ben Wilkinson (EH) who finished ninth from rear of grid. Disc brakes? Nah, don't need 'em – they only slow you down...

Toepfer retired on the warm up lap in Race Three with Brent Trengrove arguing with David Moran (Mustang) over third

place until the latter retired with gear selector issues. Al Boughen (Customline) had a close dice with Lucky Phil Taylor (EH) as Brent's Dad Bill took another win from Bergan, with Trengrove Junior third after a big tussle with Burnes.

The final saw Wilkinson up into an impressive fifth before retiring as the Minis of David Wheatley and Mal Rutschack nipped at each other all race. Bill T had to work harder for this final win with Bergan again hot on his heels all race and Max Ulrich close behind in third.



Rob Southouse chased Allan Boughen's Customline.



They have some fast Minis up in NSW!



Automatic Transmission Specialist

Ph. 039758 0448 FERNTREE GULLY

www.awautomatics.com.au

WILL YOUR AUTO TRANS MAKE IT TO THE NEXT RACE MEETING?

We can help!

Get your transmission inspected, serviced or upgraded to tow that well-prepared,

no-expense-spared race car to the rack.

- Changeover Automatic Transmissions
- Transmission servicing and repairs
- Latest computer testing equipment
- General Automotive log book servicing

***'The most expensive transmission you will ever own
is the transmission that you don't get serviced'***

Call Andrew on 0416 221 953



Father and son, fantastic racing.



The Trengrove/Bergan battles were huge.



David Moran had plenty of Mustangs to play with.



Michael Hibbert continued his fantastic form.



Brent Trengrove grabbed his first podium.



Fraser Ross had mixed fortunes.



Great to see Rob's ex-Zinner Humpy having a run.

McDiffs McStronger



Jeff McNamara's family company started in the 1930s and exports around the world. He now makes stronger diffs for Group N cars, call Jeff for any diff solution.

HQ upgrade:

- * PowrLok design
- * Steel clutch plates
- * 3.08 to 4.4 ratios
- * \$1200 + GST

Ford 9" upgrade:

- * Steel cover
- * Longer spline side gear
- * Larger clutch hub
- * \$390 + GST



Jack McNamara Differential Specialist Pty Ltd

25 Levanswell Rd Moorabbin 3189 Vic

Ph 9555 2213 email mcnamara@mira.net

www.mcnamaradiffs.com.au

Nc

The Hansen family fared little better in Nc with Daryl also out early after the rapid '69 Mustang suffered an engine malady in practice. Fraser Ross (Mustang) secured pole but then did not make it out on time for the start and had to claw his way back up the order after starting right at the tail.

Meanwhile Keven Stoopman (HQ) had absolutely nailed the start and almost shaved the inside wall on the way to passing at least four cars off the line. Tony Hubbard was out early with gear selection issues in the normally ultra reliable Camaro.

Andrew Williams (Torana) and Harry Bargwanna (Mustang) had a big battle as Jason Humble (Mazda) built a handy lead. Stoopman had a great dice with fellow Kingswood steerer Toepfer and the Charger of Michael Hibbert until the former suffered yet another frustrating engine drama.

Michael Anderson relinquished third place after spinning his Falcon on a dead Torana's oil, Ross also falling out of the top ten after hitting the same slick. Humble won from Bargwanna and Williams.

Victorian Williams won the next two races with Bargwanna and Humble each bagging a second and a third. Marc Ducquet (Galaxie) was back on his usual rubber (and still spectacularly sideways) after trying out the prospective control Dunlop during free practice. A proper back-to-back test is planned in the coming months.

Ducquet had a great stoush with Rod Hotchkin (Falcon) in Race Three until the big XY looped at the final corner. After climbing up the order all weekend Ross finally hit the front in race four before Williams moved back in front with the Mustang retiring trailing smoke.

Humble, Daniel Kennedy (Falcon) and Hibbert had a massive battle behind eventual winner Williams with the Charger bagging second from Kennedy who just edged out Humble for third right on the line.

With all the hand wringing over last years panel damage it was an incredibly improved performance from all involved and should be a permanent return to a driving standard more in line with the ethos of the category – to have fun and a bloody laugh. There ain't no sheep stations involved here folks!

Darren Knight

All pics courtesy James Smith



Jason Humble was his usual excellent self.



John Harrison had the ex-Nicholls Mustang motoring.



Andrew Williams had a ripper weekend.



Tony Hubbard went home happy.



Team Miles had a great time.



Russell Pilven was fastest small car, chasin' the Chicken, who had a ripper time.

SMCKA Performance & Competition parts
The English, Ford Specialists.
www.smckaperformance.com.au

New hi quality Group 4 Spec components in stock now

- 4 link kits – heavy gauge steel body boxes, quality rod ends, Ford bushes to body
- Panhard rod kits – quality rod end, Ford bush, simple under-floor installation
- 2.2 and 2.4 ratio quick racks - heavy duty bronze bushes, extended tie rods, new alloy housings
- 2.4 quick rack kits; heavy duty rack bar, bronze bush & tie rod cups. Fit original Ford housings.
- Steel bubble arches mark 1 Escort, alloy forest & tarmac arches mark 2 Escort



Sir Les Walmsley had three top ten finishes.



Jim's Javelin scored two podia.



Paul Freestone's Camaro did not behave.

Big changes to Phillip Island next year

But Bathurst at Easter is definitely on

If you're an Under 3-Litre driver planning to enter the Phillip Island Classic Festival of Motorsport next year then you're in for a surprise – they don't get a grid, so you won't get a start.

As a victim of its own success the organising club, the VHRR, has, since 2007 been forced to roster off a category every year so everyone can get a go at this increasingly busy meeting.

So in 2013 the Under 3-Litre grid gets a bye, the two full grids will return in 2014 and the Over 3-Litre will take a bye in 2015. The two full HTC grids will return until the end of the Five Year Plan in 2018.

As a club the HTCAV suggested that a single combined grid would be a fairer solution, this has been considered over the weekend and turned down; their rotational plan is now set in concrete.

But as a club the HTCAV can now show what we're made of with the small capacity competitors pitching in at the meeting to make it a roaring success, with the big car guys returning the favour in 2015.

As well, this meeting cannot now be included in our championships for 2013 and 2015. A fourth State round will be included in these years to make up the complement.

This is the 10-year rotational plan as it currently stands for the categories to be dropped.

2013 Group N Under 3 litre
2014 Group Sa or Sb Sports Cars
2015 Group N over 3 Litre
2016 Group C & A Touring Cars
2017 Group Sa or Sb Sports Cars
2018 & on to be notified at a later date



Under 3-Litre cars can use PI money for Bathurst.

**But Bathurst is on
– limited grid spots left!**

If you're missing the thought of a big meeting in the first half of the year there are still 15 grid spots left for the Group N event at Bathurst. At the time of writing the field is split 25% Nb, 75% Nc, and 30% under 3 litre.

You'll get five 20-minute sessions on the famed track – practice, qualifying and three races. That's a lot of track time so unsurprisingly the entry fee isn't cheap - \$1320 including GST. But if you're an Under 3-litre you won't have had to shell out for Phillip Island so it's not that much more, travel and accomm aside...

If you're interested, act quickly before the spots fill – email Troy Williams at tw@twmotorsport.com or call him on 0415 939 833 to get a registration form sent to you.

Life is all about change...



The giant Under 3-Big 3-Litre grid missing from next year's PI Classic!

Bean Counter Business

Greetings all. The July magazine contained the financial statements for the year being the income and expenditure statement for the 12 months ended 31 May 2012 and the balance sheet showing our assets & liabilities as at 31 May 2012. Both reports included prior year comparatives.

Since then, the 3.25 month period from 31 May 2012 to mid September has been a steady period. Details are as follows:

Our funds in the bank are :

	8/9/12	31/05/12
Cheque A/c part 1	\$1,123.45	\$1,123.45
Cheque A/c part 2	\$14,721.20	\$16,729.33
ANZ Term Deposit	\$21,331.04	\$20,604.50
Total cash funds	\$37,175.69	\$38,457.18

During the last 3.25 months the main items of income have been subscriptions \$1,015, magazine advertising \$1,700 and

interest \$727.

The main items of expenditure for the same period have been magazine costs, averaging \$750 an issue including \$150 postage and the \$1,000 deposit we have paid for the annual dinner in December.

Our merchant facility cost is averaging \$30 a month which is quite reasonable and it gives members the benefit of being able to transact with eftpos. Many thanks to Gordon Cox who has processes all these transactions for us.

Detailed financial statements for the above 3.25 month period were tabled at the September committee meeting. This allows the committee to measure and manage how we are going. That's it for this month. See you at the September club night.

Signing off

David Floyd

Historic Sandown - Return Of The Thunder, Big Bad Sandown

9-11 November 2012

Help celebrate the 21st running of this event run by the VHRR and do so in the 50th year of motorsport at Sandown.

Assuming enough cars enter, we are looking at 2 grids :

One to be Nb cars up to 4,500 cc and Nc cars up to 2,000cc

And the second grid to be Nb cars 4,501 cc & over and Nc cars 2,001 cc & over

Early bird entries close Monday 1st October.

Entry forms are on the club's website.

Hooning on High

Tarmac Tattle

In only 7 weeks, the road which has carried hundreds of thousands of skiers in cars, 4WDs, busses and coaches up Mt Buller to the best snow in Victoria, will be closed for hooning. And so will two more of the most testing driving roads in the State – from Mansfield through the Wombat ranges where the bushrangers roamed to the Italian settled wine town of Whitfield, then over the rugged, twisting, switchback shoulders of Mt Terrible to Eildon and its breathtaking Skyline Road.

Targa High Country is coming to Mansfield – on Friday 9th November the town will be closed for motor racing. Where 40 kph can now seem too much as shoppers wander the High Street, V8s and twin turbo supercars will be braking from 160kph for the roundabout opposite the pub and across from the Courthouse. The local police, so familiar with the illegal antics of high speed visitors from Melbourne, will guard the streets so the racers can max their cars.

As an exercise in democratic freedom, it is hard to think of anything as evocative as the tarmac rally, when speed and driving skill take over the roads and all the mimsers have to keep clear. Locally, everyone loves it, can't wait to see the stars in action.

In the supermarket, people stop Lin and ask how we're going, is the new engine done yet. Everyone knows what happened in Tasmania. The Shire wants to put the Torana in the centre of the Spring Parade to promote their viewing platforms – a great local initiative, catch a bus from town which takes you out to a very remote and terrific viewing spot where you can eat and drink all day as the racers tackle a tricky series of 3s and 4s down the edge of the mountain while an ex competitor commentates. This is F1 quality hospitality in the middle of nowhere and it's a fraction of what you pay in Albert Park. Worth trying.

This is the third running of the Victorian Targa and it looks likely to be the same course as 2011 which means a hectic 238 competitive kilometres in only

two days, coming back to Mt Buller village each night. The track needs respect – it will offer up extremes of driving experience and candidates for some of the hardest sections of any Targa course:

- Fastest (every car can reach its max in the 1100m long straight through the remote Alpine forests, beating the longest straight on Mt Arrowsmith by 500 metres)
- Longest, steepest uphill (Mt Buller)
- Most testing technical section (Big River)
- Fastest, longest 9 right (Powers Lookout)
- By far the most exposed security park.

So although it's all over in a weekend, with only one day off work, you come away feeling like you've had a pretty good reaming. And the car is ready for a bit of TLC.

This year, total classic entries are down from 65 to 52 with seven weeks to go - and there are always some last minute entries. Although the high dollar has capped the prices on the important things you need for racing – like tyres – it has taken the gloss off many of the businesses that support motor sport entrants. New and used cars, transport, building and construction are industries where motor sport is popular but business is soft. Without the Freestones, the Ullrichs, the Cattlins, the Battens, with none of the Kents from Tassie and Ralphie now retired, the pre-73 touring car entries are looking a bit weak - from 19 to 12 so far. Rumour has it that Len and Gayle might grab a last minute entry after the big wedding and if Cap'n Richard Woodward can find a nav we'll see the yella Monaro smoking the stages. Although watch the 7R> on Whitfield, Woody - the bank still bears a Monaro shaped dent.

Of course, the THC is the fourth and final round in the 2012 HTCAV Rally Championship – and in a bid to put victory out of reach of any one else, the Wilson

brothers are coming back in their wonderful dark blue original Perana from Canberra. With up to 21,000 points available for the win, this would seal it. But with no entries from Pete and Sari Ullrich, Andy White and Ash Yelds or our own Chris Ralph, the way is open for the Colin Byrne and Paul Stoopman to get on the HTCAV podium in their astonishing 71 Alfa GTV 2000.

In THC last year, this young crew of engineers were only just ahead of the Tattle Torana, but in Tasmania the LMS Alfa performed right at the front of the Classic field outright until a broken carb linkage set them way back. If there is an Alfa near the top of the Classic Class, these guys can pass the Jensen and the Amazon ahead in the HTCAV rankings – a result in the top 10 outright should do it.

Wayne Pflingst ran John Loth's Datto in the gruelling Targa Adelaide but the heavily improved XU-4 is back in action for THC. Now boasting 15" wheels and Proflex shockers with a host of detail improvements, this MS Torana has also had a rebirth as a 1971 LC to squeeze into the Early Classic competition with Tattle. This crew also has a chance to move up the rankings but a lot will depend on what happens when they have to drop their worst performance – your best two results count.

Lurking just behind the Queenslanders is the indomitable Steuart family and their little Ford Anglebox, which we can expect to be flying now the missing 500 revs have been persuaded to turn up for duty – this is now a limited modified Anglia which will pull 8000 rpm.

Jack Waldron and Vin Gregory are the only other crew in the HTCAV Top 10 which have entered THC this year. Last year they won the handicap event in that tiny little car, just beating the Freestones' interpretation of an early model Holden tarmac rally car. This crew also will have to drop their worst performance and the handicap event is a more competitive battleground for this Fiat 750.

To everyone in the HTCAV, I strongly recommend a trip up the Melba Highway to Yea and then a cruisy trip to Mansfield for the Prologue and then a day on the Mansfield Shire viewing platform. Call Nic Nye at Mansfield Shire on 03 5775 8555 to find out all you need to know. It will be a good introduction to the sport of racing legally on public roads – maybe next year, you'll be lining up with us!

Brian Dermott

HTCAV Rally Championship 2012

Pos	Car no	Driver	Navigator	Car	Class	Cumulative Points Rd 3
1	471	Wilson	Wilson	1971 Ford Perana	4MSH	54,810
2	383	Ullrich	Ullrich	1963 Jensen CV8	3LMSF	51,765
3	222	White	Yelds	1961 Volvo 122S	2LMSD	45,675
4	484	Ralph	Gibson	1970 Ford Perana	4MSH	42,021
5	487	Byrne	Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	37,758
6	408	Pflingst	Loth	71 Holden Torana/71 Datsun 1600 SSS	4MSE	36,219
7	361	Steuart	Steuart	1962 Ford Anglia 105e	3LMSB	32,277
8	355	Priddle	Guymer	1963 Ford Zephyr	3LMSE	28,457
9	501	Large	Dredge	1972 Ford Falcon GT	5MSH	23,142
10	210	Waldron	Gregory	1955 FIAT Abarth 750	2LMSA	20,868

Tony strokes it home

Phillip Island State Rd October 13-14 2012

All pics courtesy Phil Wisewould

It was a relatively lazy three from the three for Tony Hubbard at Phillip Island after an uncharacteristic run of niggles in the mighty Camaro over recent meetings.

He won with relative ease over Rod Hotchkin in the blue GT HO in all events while the person who looked earlier to be the go-guy, polesitter Leapin' Leo Tobin in the Mustang, was plagued in the races by brake trouble – not the sort where you have insufficient retardation, but too much. The bushes of a rod (not Hotchkin) in the brake balance area had become worn and reluctant to release things after this Tobin Brother buried his size 10 into the appropriate pedal.

Twice he roared from the back of the grid to join the top three before succumbing to this small but very annoying malady. The Overtaker is not happy being retarded.

Not having seen the Saturday I can however report that only Leo and Club Champ Russell Pilven in the Datsun 1600 failed to make it to the end in that day's race, the latter due to a failed coil pack.

The Sunday morning race I did see the highly entertaining battle between Russell and Gentleman Jack Smallman in his BDA Escort. Like Leo, Russell roared through the field until he reached Smalls, who found he could exit corners a bit faster and so amused himself keeping "We've got the Power..." behind him to the finishing line, all in the most gentlemanly fashion, of course. The two caught Alan McKelvie by the time they reached the line. All three were grinning hugely as they peeled themselves out of their racesuits.



What does he care, he's a tyre dealer...

And regarding this item of clothing Jon Pillekers was lucky not to have to call urgently for the drycleaners after he went wide coming on to the straight and underwent a wild and grassy ride on the wet outer. He became bogged and couldn't continue; luckily the only mud was external.

In the Appendix J Challenge, Paul Trevethan's Lotus Cortina held sway on Saturday, his chief challenger, Len Read, having clutch hydraulics issues. This reversed on the Sunday morning but gremlins returned in the afternoon as the Lotus was again the front, before retiring. This allowed Simon Browning to over take the ailing Mini for an Nb win and PB time. When asked why clutchless gearchanges were a problem with a dog box, Len returned blank stare, grin and ungenerous character reference, in that

order.

Robert Marshall has been doing very well, getting to grips with the big red ex-Miceli HO (famous fo' his ho's, yo...) and had inherited two third places before retiring in the last. His mate Kevin Galvin also joined the fray (and the Club) in a Monaro which treated its new owner with the typical disdain shown by many race



New member Kevin Galvin's ex-Youlden Monaro was spiteful.

cars to new owners – unreliability. Built in the 90s by the Youldens and driven initially by Luke in our races, it's been in NSW for some years. Welcome Kevin, we hope the Mo stops being a Ho very soon...

In the last race, Rapid Russell Pilven took the last spot on the imaginary podium as John Smallman's handling issues that disallowed him to pursue over nine long laps.

Indeed, with a number of cars retiring, disparate levels of performance and no close battles it challenging to keep up a bright line of patter, alone and high up in the commentary position. Reminded me of five equally spaced cars over 20 laps at Winton in the early 90s, the only bright moment being when chiropractor Justin Brown retired the XM Falcon, allowing me to suggest he was perhaps coming to make an adjustment...

With no such opportunities for weak



This was the order for the weekend.



Simon Browning was top Nb in R3.

wit available to me this day I blabbed inconsequentially to a miniscule audience, not even convinced the mike was working.

But soon folks, a little baby blue BM will rescue me (and unfortunate audients of my blither) from all this and I'll be out there again on the right side of the Armco.

Can't wait for Sandown, just hope I can remember what one is supposed to do and that the new car gremlins look on me kindly.

Chris Ralph



The Smalls-Pilvo battles were good.



The Appendix J challenge was fun to watch.



Great Leapin' Chicken gets the jump on Tony Hubbard.

2012 Pointscore

Driver	Hist 1 PI	State 1 PI	Hist 2 Wint S	State 2 Sand	Hist 3 FOS	State 3 Wint PI	Hist 4 Sand	Isl Mag PI	I'state rd	Total Pts
NC										
Over 5000cc										
Tony Hubbard	43	37			3	40				123
Rod Hotckin	21		31	33	35	33				153
Karl Wittick										0
Darren Smith										0
John Alessi				21						21
Keven Stoopman	3			27						30
Andrew Tickner										0
Darren Collins	25			40						65
Robert Marshall	28	21			23	19				91
Mat Jager		3								3
Kevin Galvin						9				9
3500-5000cc										
Rob Burns										0
John Mann										0
Fraser Ross	46				3					49
Leo Tobin	35	32	27	37	33	4				167
Les Walmsley										0
Michael Bugelly										0
Stuart Barnes	25									25
Craig Miles	3			12	11					26
Michael Hibbert			34		40				41	115
Peter Burchell										0
John Harrison	27									27
James Frolley		29		3						32
Ian Cromarty	23									23
3001-3500cc										
Andrew Williams	27									27
Angelo Taranto					45					45
Steve Coad					28					28
Douglas Growcott	29									29
Lawrie Nelson	3									3
Alan McKelvie	13	25	34	35	19	34				160
Tim Fettel		29		28						57
Stephen Pillekers		24		11	31					66
Jon Pillekers						19				19
Gordon Cox										0
Scott Slater	46									46
Stephen Bell			3							3
David Landry				9						9
Mark Brewster	35									35
Andrew Mumford	13				17					30
Colin Taylor	17									17
Alistair MacLean					31					31
2001-3000cc										
Ian Watt	24									24
Ben Read										0
Brendon Hare			19							19
Ant Read			34							34
Brian Beasy										0
Robert Hare	30									30
Mark Johnson	37				22					59
1501-2000cc										
John Smallman	37	31	35	31	28	29				191
Peter van Summeren	42		35							77
Russell Pilven	3		46		37	32				118
Vince Parisi	30		3		3					36
Chris Ralph										0
David Noakes										0
Justin Brown										0
David Brown			15		26					41
Spencer Rice										0
Jerry Lenstra	3									3
Lance Jones			29							29
Mick Stupka***	31			31						62
1101-1500cc										
James Holloway	31									31
Michael Holloway										0

Driver	Hist 1 PI	State 1 PI	Hist 2 Wint S	State 2 Sand	Hist 3 FOS	State 3 Wint PI	Hist 4 Sand	Isl Mag PI	I'state rd	Total Pts
NB										
Over 3000cc										
Andrew Cannon										0
Bill Trengrove	34	0								34
Andy Clempson										0
David Moran		22	37	34						93
Grant Bingley	27									27
John Clarke			24		29					53
John Harrison										0
Geoff Taylor										0
Brent Trengrove			30	27	32	22				111
2601-3000cc										
John Bourke			21							21
Phil Shepherd	34		40							74
Steve Watt	27			31						58
Douglas Juniper			27							27
Richard Fairlam			33							33
Quentin Ferry					22					22
2001-2600cc										
Eddie Dobbs	3		31		31					65
Rob Southhouse	3									3
Philip Barrow	3		22							25
1601-2000cc										
Ian Cuss			31		22					53
1301-1600cc										
Nick Cascone										0
John Luxmoore	30	27	27	31	29	19				163
Paul Watson										0
Simon Browning		34				34				69
John Bendell										0
Ted Perkins	31		34		24					89
1001-1300cc										
Anthony Ramadge			27	14						44
Ted Brewster	26		17	28						71
Helen Lindner		34								34
Ian Pringle	43		29							72
Peter Melick	36		37							73
Len Read		24	15	35						74
John Eeles		26								26
Henry Draper			21							21
James Holloway						3				3
Lindsay Siebler	3		38							41
Paul Girt	28									28
Under 1000cc										
Michael Stupka		31				31				62
Jerry Lenstra										0

Any Questions re pointscore: please contact Chris Ralph on 0418 318 934 or pointscore@btcau.com.au



Thanks to our sponsors

Marshall Cass Photography
 Mobile: 0418 888 977
 Phone: (07) 3341 6392
 Fax: (07) 3423 0033
 Web: www.marshallcass.com
 E-Mail: mcphotos@bigpond.net.au
 Studio: 38 Dromos Street,
 Eight Mile Plains.



**For all your photographic
and promotional presentations**



James Smith Photography
 m: 0412 564 296 e: james.smith1@bigpond.com

POWERCOM

Repairs to
 Commodore VN - VT ignition modules,
 AU Ford climate control
 Commodore and Ford fan amplifiers,
 other model fan amplifiers
Race car and custom auto wiring
 – repair the old or replace new

Mark Sully 0428 535 245
 PO Box 274 Niddrie VIC 3042
 Fax 03 9366 6872

Repairs to
 all makes of bus, truck, boat audio
 systems, car stereos and CD players
Installation of
 blue tooth, car stereo, mobile phones
 & sat nav

CAR STEREO REPAIRS

**TRACKSIDE
RACE & RALLY**
 TYRE SERVICE 9761 5557

Hoosier
 RACING TIRE

Most sizes available for Gp. N
 & Gp. S. Call now for this
 years requirements.



HOOSIER/STREET TD



TOYO RA-1
 205/60R13
 185/60X13

5.50-15
 5.00-15
 & soon
 4.50-15



VINTAGE TD

2b 161 Canterbury Rd
 Kilsyth (03) 97615557

TOYO **BRIDGESTONE** **FALKEN**
 Motorsport

**DUKES
BODY
WORKS**

**Quality Crash Repairs
 With a 3 Year Guarantee.
 Insurance Specialist**

RACV Selected Crash Repairer
 GIO Recommended Repairer
 Oven Baked Enamel - Measuring System
 24 Hour Towing

Phone: **Trevor Talbot**
 (BH) 5996 7888, Mob. 0418 336 335

Torquing 'Em Up - Classifieds are free!



Ford 289/302 Race Heads

Group N/S legal World Products Windsor Junior cast iron cylinder heads. Only two events since full freshen up including over \$2,500 of new parts. Ferrera SS valves, Isky springs (suit roller), titanium retainers, triple cut seats, std ports gasket matched gasket matched only. Made 540hp and 390 ft/lb. ex Jim Richards, ex Fraser Ross Mustang.

Price: \$4,500

Contact: Mark 0409 509 508



Group Nc Escort 1300GT

Looking for a very well sorted Nc log booked race car? This is one of 6 racing in Australia and is the perfect race car to learn the ropes. This is a great car for regularity racing too.

This well-known Victorian and NSW car has been maintained fastidiously and is race ready.

Beautifully prepared and is very fast and competitive. Engine and gearbox are fresh. Sale includes set of near new Kuhmo race tyres (1 race old) and some minor spares.

Car is located in Maitland NSW. I am happy to assist buyers with interstate delivery.

If you have a genuine interest in this great little car, please feel free to call Ian Wilks on 0438 438 765 or Dean Bryant on 0417 012 526.

Offered for sale at \$28,000.

MAKULU SERVICES

EXCLUSIVE VEHICLE STORAGE



photo © Peter Ellenbogen

UNDER PERSONAL SUPERVISION OF CLIVE MASSEL - MULTIPLE CONCOURSE WINNER

- Secure brick warehouse
- No public access
- Collection and delivery by appointment only
- Short and long term rentals
- Limited number of bays
- Free scratch - proof dust covers
- Communal Hoist

Trickle charge

Tyre checks

Wash - down

Valet

Car towing

Engine starting

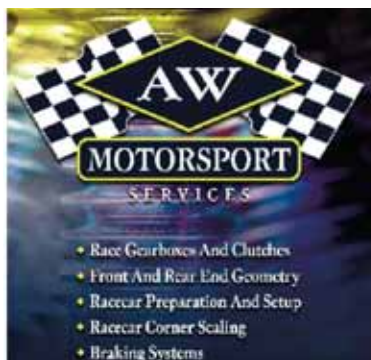
Unit 1 Edgcombe Ct, Moorabbin 3189 - Melbourne
 email makuluservices@gmail.com Ph: 0401 523 713

KEEP THE UV RAYS OUT!

PROTECT AND PRESERVE YOUR RACE RUBBER IN STORAGE. WATERPROOF POLYESTER TYRE COVERS WITH CARRY HANDLE BLACK/GREY or BLACK/BLACK, 3 SIZES S/M/L

SET OF 4 = \$100.00 Or \$25 EACH

Call Andrew on 0416 221 953



Torquing 'Em Up - Classifieds are free!



RF87 Van Diemen

Historic Group FC Formula Ford. Fully restored and has only competed in two race meetings.

Fitted with a Graham Ritter built engine. Large quantity of new spares and wheels.

This is an English car and is painted in Van Diemen works colours. Asking price \$28,000 Phone Brian Beasy 03 97355090



Arguably Australia's Greenest Nc Mazda RX2

Genuine front running car, guaranteed to annoy big\$ V8s! One race since full engine rebuild producing 209hp atw with dyno sheets. 2nd at Winton Historics 2012 and consistent top 10 outright car. Under 3ltr lap record @ Sandown 1:25.8, laps PI 1:53.7. This car is well known and has full history, just jump in and race! 100% best bang for buck on the market. Call for full details. (Please note Nitrous has been disconnected)

\$35,000

Extensive spares package also available \$5,000 (Needham C/R box, Wheels, Doors etc)

Anthony Read - 0421 006 383

Barrie Read - 0400 054 358



Devo's '64 GT Cortina

To be Sold as a Complete racing package.

Built by Broadwalk Engineering.

Brother/sister car to

Fast Johny'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 Package also available.

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



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

Torquing 'Em Up - Classifieds are free!



Group Nc 1972 LJ Holden Torana GTR

Completed 2006, it has minimal race miles and is in very good condition. Original GTR (numbers no longer match). Some say the "best looking Torana on the track".

Good HP 202 (3.3 blue) Knife edged crank. M21 G/box BMW rotors Volvo callipers. 13x7 Sprint masters with new Toyos, Minilites with Kumhos. Good amount of spares. You get everything in the deal. Business commitments have made it difficult for me to race to any satisfying degree. \$37,500. Gordon 0418 506 650



Brand New Tandem Trailer/s

- Full width checker plate floor with two storage bins which will hold up to 8 wheels/tyres plus trolley jack, stands etc. No need for tyre rack which keeps a low centre of gravity and reduces wind resistance and increases fuel economy.
- Suit large car ie; Camaro/Mustang.
- Jerrycan holder for two containers.
- 2000 kgs load sharing axles/rocker suspension.
- 15" Alloy wheels
- Override hydraulic brakes with hydraulic hand brake.
- Swing jockey wheel.
- 2.2m long side out ramps for easy loading.
- 3000 lbs electric winch with cordless remote for extra easy loading.
- LED lights
- VIN plated and ready for registration.

One in Melbourne, one in Perth. Can help with transportation to other states. \$6200 each. Please call David Moran (0438) 655.114



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



FORD MUSTANG Nb or Nc

Geoff Taylor offers for sale his Mustang, you choose Group Nb or Nc.

Full roller Dennis Johnson sealed motor with all the good gear, including custom headers and exhaust system - dyno sheets available. Close ratio Toploader gearbox, Tilton clutch, Goldtrak diff with floating axles. Konis all round, fuel bladder, electronic ignition.

Spares include rotors, rear drums, brake calipers, consumables, 16 x wheels (8 x 8", 8 x 6"), 4 x new Bridgestones, 4 x Dunlop 'wets'. Only weighs 1285 kg, top running car in the right hands. Nothing to spend, trailer available if required.

\$85,000. Geoff Taylor 0418 304 668

**Direct all advertisements to editor@htcav.com.au Ph 0418 318 934
or go to <http://www.htcav.com.au> and post it there.
Old Classified can be found on the Forum as well.**



Essendon Tyrepower opened in March 2004. After 6 years of working & growing we have now moved to **392 Keilor Rd. in NIDDRIE (Only 2kms from the old store).**

The new premises have the best of everything we need, to give the service you deserve!

Here's what we'll do for your race and rally cars:

KUMHO, TOYO, BRIDGESTONE, DUNLOP & ADVAN Race tyres supply & fitting.

Race car WHEEL ALIGNMENT & set up (The BEST around).

Race car PREPARATION, MODIFICATION, REPAIRS & TUNING.

In car TWIN CAMERA HD DVD recording with data logging (Day or Weekend hire avail.)

Here's what we'll do for your road cars and trailers:

Full mechanical servicing for your Tow car, your daily driver, 4WD or company Fleet car.

The best selection of tyres and wheel alignments to suit your day-to-day driving needs.

Trailer repairs, rejuvenation, modifications, servicing and preparation.



So get the job done right by calling your Club mates Russell, Paul or Ricky
@ **Essendon Tyrepower** Tel: **9379 2616** Mob: **(0419) 527 188 A/H**
Or e-mail us at essendontyrepower@bionond.com



WELD AWAY ENGINEERING PTY. LTD.

(Used & RECOMMENDED by **Essendon Tyrepower**)

Corey Rogers (HTCAV member) is "Weld Away". Corey is a highly certificated Welder of ANY material: Alloy, Stainless, Cr-Mo, Steel etc. with experience in many fields of sheet metal work, component design & fabrication, boiler-making & general engineering.

Corey is willing & able to assist with all aspects in the engineering field and the end result will always meet expectations. **"Many club members already race on Weld Away products!"** So for all your metal needs don't hesitate to call Corey on **0401-191-626**