

HISTORIC TOURING TORQUE

Magazine of the Historic Touring Car Association of Victoria - www.htcav.com.au March 2013

Mighty Mustangs dominate Classic



- * Calder Fun Day Sprint
- * Phillips Island Classic
- * Targa Tas preview
- * Big eligibility news
- * New Club Plate rules
- * And the usual bollocks...

Pic courtesy Phil Wisewould

**Historic Touring Car**
Association of Victoria

General Meeting
8pm Wednesday Apr 24
Bells Hotel Sth Melbourne

Torquing Heads 2012/2013

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2013 Competition Calendar

Championship point score rounds for your best 5

Event	Organisers	Location	Date	Type
Round 1 State Series	PIARC	Phillip Island	April 6-7	State
Round 2 State Series	MG Car Club	Sandown	May 18-19	State
Round 1 Golden Oldies	Austin 7 Club	Winton Short	May 25-26	Historic
Round 3 State Series	ASSA	Sandown	July 20-21	State
Round 2 Golden Oldies	August 10-11	VHRR	Winton Long	Historic
Round 4 State Series	VMCI	Phillip Island	October 21-22	State
Round 3 Golden Oldies	November 8-10	VHRR	Sandown	Historic
Island Magic	PIARC	Phillip Island	November 23-24	Other

Plus one interstate round of your choice

And as well:

Graham Slater Fun Day (non-champ) ————— Calder ————— February 24

Phillip Island Classic (non-champ, >3ltr cars only) ————— Phillip Island ————— March 8-10

Australian Historic Touring Car Challenge (Muscle Car Masters) Sydney Motorsport Park Aug 30-Sept 1

Sick of Playboy & Easter Bunnies? Why not spend Easter with your Race car & Crew?

With all but a couple of spaces left for Easter Bathurst, Easter Mallala looks like a great alternative for those barred from Phillip Island! It's a tight small car circuit, and you can do Collingrove Hillclimb as well should you wish.

The HTCASA is running 2 grids at the Easter All Historic meeting at Malalla.

The proposed format is Over and Under 3000.

Free garaging for the Interstate Competitors. Stay tuned for more info earlier in the year or contact Darren Holliday at dwholliday@gmail.com

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PresEditoro



Grubby Pit Monkey.

Welcome to another year for Historic Touring Car racing in Victoria. Our competition year hasn't started in earnest yet, but there's been a lot going on...

The magazine is approximately a month later than usual: those who receive email updates will have read that this year we are doing bigger, full colour magazines, but fewer of them and timed to report on various events.

The evolution of this plan is mostly to do with the changing ways of the world, and even though we are an historic club we have to keep up with the Joneses and the timeses.

Once upon a time, the magazine was a newsletter, sent out before the general meeting each month. The newsletter and the meeting were the only two ways of communicating. Today we have new-fangled things like the website containing all the info and emails that can whizz out urgent news in an instant. At the same time the magazine has become something of a showpiece with lots of colour pix, ads and articles.

The reaction to the full colour Xmas edition was so positive that we're making them all colour for your reading pleasure (and please don't forget that considerate courtesy flush half way through...). If you only get the mag in printed form, yet have an email address, please tell us what it is so you can receive the updates.

So in this edition we have articles on Calder, Phillip Island, news on eligibility

and club reg, plus a bit more...

Club meetings and guest speakers

Part of the changing ways of the world mentioned above seems to be a drop off in attendance at monthly club meetings, so to help that we'll be having some high profile guest speakers this year. It's been a Catch-22: it's embarrassing to bring a hero along to talk to a mere 25 people, but we have to start somewhere...

Committee members David Brown and Nick Cascone have some good contacts between them, when we announce the names and dates, please support these meetings!

The Calder situation

Our Calder family day – the Graham Slater Fun Day Sprint – was held on Feb 24th on a very hot day. We were all holding our breath a bit regarding entries but in the end we were relieved to find it well-supported, even returning a \$500 surplus. You'll read in David Floyd's Calder article who the club heroes were, it was a huge effort to get it up and running in three weeks after getting the final go-ahead.

The back story is curious. We booked and paid for the event in October last year to Bob Jane's company, Calder Park Promotions P/L, which was removed as Calder management just before Christmas and replaced by Rodney Jane's company, Calder Park Raceway P/L.

No effort was made to repay the money, we will ask Bob for it nicely and if that doesn't work we'll probably join with the other clubs (most much more out of pocket than we are) in some sort of class action.

We had to decide on hearing of the problem whether to step back and minimise losses or to go ahead, pay again and put the event as a service for our members. We took the braver route, which although not without its hiccups, proved to be a good decision. David Floyd's article has more...

Phillip Island

Because the Under 3-litre cars were rostered off racing this year (full fields next year, Over 3-litre rostered off in 2015)

the meeting was not part of our Club Championship. But that didn't stop a big rollup of club members coming to watch and help at this ever-growing event.

Driving standards, our focus last year, were not an issue. There was virtually no car to car contact, save for a smack on a car nose



Eeeww! The things crew have to put with .

closely following one that died coming out of a corner and a small 'racing incident'. Fast cars coming through the pack did not skittle those in front, all in all good driving from everyone.

I spent the weekend as a pit monkey for the Jervis Ward M3, which had a few small issues such as a woof in a rotor, a new radiator made too small and a diff ratio too short to stay with the V8s down the straight. Good grubby fun and I was grateful to be in the shade.

Outside was my trusty tredley, which I really needed to slip down to race control for the Group N races and further down to the green paddock to our tents. Apparently elderly gents on treds need a helmet pedaling at walking pace through the pits. Bah humbug to OHS, if a straw hat is good enough for Ted the Tred Brewster, its good enough for me.

Speaking of Ted, he and Margaret each

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year put on a terrific spread of nibbles and liaise with getting the booze, er, drinks in for the after parties on Saturday and Sunday. This year they were aided and abetted by Clubman-of-the-Year Handy Dave with a club trailer that now boasts even more cleverly tailored storage space for club stuff. Well done and thanks to all.

Our first State Round, the first of the pointscore events, is now just a few weeks away and at the time of writing we have 16 entries for the and first entries are Under 3-litres, obviously missing their crack at the Island.

In the end, some Under 3-Litre cars did compete in the Classic, the big cars fell short at 44 entries (30 interstate, 14 local) and the organisers made some hurried phone calls one night to get some back fillers in. Had they contacted us we could have helped them out there...

Congratulations!

Feisty Appendix J stalwart Lenny Read and the lovely Bron, now Mrs Read, conjoined in holy matrimony the day before Calder, thereby robbing us of a few more entries whose heads may have been too Sunday-sore to contemplate strapping a battle bowler on top.

Knowing full well the terrible effect the smell of racing fuel and exhausts on a hot day can have on a delicate constitution, I can understand their reluctance. (Having narrowly avoided the dreaded heaving-into-helmet syndrome myself some three decades ago, and a decade before that experienced standing in a drivers' briefing when the whole paddock seemed to somehow rotate I think these new-fangled random breath checks in the paddock may have something going for them...)

Anyway, our congratulations to Lenny and Bron and no prizes for guessing what the theme was...



Len's Wedding Cake.

Get well soon...

Just heard that old friend and mad Mini punter Barry Devlin was caught up in the bushfires recently and spent some time in hospital... Hope that beard didn't catch on fire, mate, and that your injuries are repairing themselves rapidly.

Many thanks to the usual:

Jervis Ward for his indefatigable art direction and assembly of the mag, Phil Wisewould for the pix (FaceBookers can now see his shots of our cars, go to HTCAY - Phil), Darren Knight and David Floyd for the articles.

The last mentioned can turn his hand to anything and speaking of hands, HTCAY Rally Captain Brian Dermott unfortunately got his left hand caught in the blades of an upturned ride-on mower... luckily the glove caught the detached digits; the surgeons over many hours were able to re-attach them (barfl). No competition until the end of the year but brave sendings of the rally articles. Thank you so much, mate, so sorry for your predicament.

That's about it, see you at the State Round at the Island!

Chris Ralph

Short shifts

Big News for EH Holdens

In their 50th year Holden EHs are (very likely) to be allowed to substitute the later all-synchro HT 3-speed gearbox for the original. The final change to the spec sheet has yet to be enacted but the AHTCA has recommended the swap to the HPBEC. The changeover kit can be purchased: enquiries@earlyholdenparts.com.au

In company with the EH gearbox substitution, a similar submission has also been looked upon favourably for the Escort 1300.

Observed Licence Test days (OLT)

May 17, July 19, Aug 18 and Nov 8 – See cams.com.au for details.

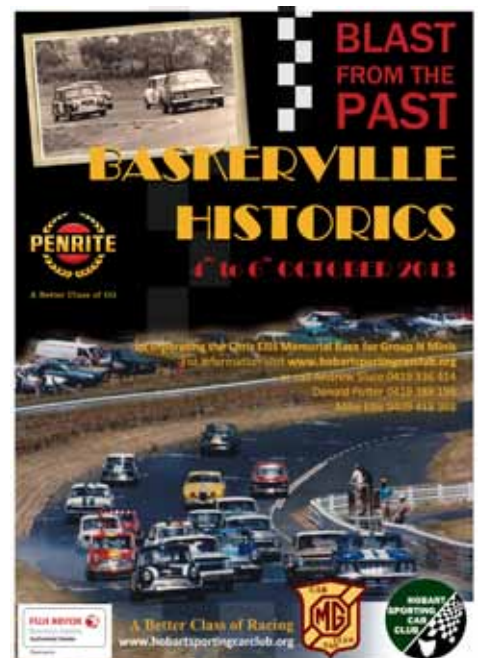
Calling the hounds to Baskerville

This year's Baskerville historic meeting plans to run an interesting Group N Mini only race as a memorial tribute to well-known Mini racer Chris Ellis who tragically passed at the beginning of the year. As well, Under and Over 3-litre races are planned for Group N.

So if you're a Mini racer start making plans now – all the info is on the poster reprinted here. It's a great little track and the hospitality and fun provided by the organisers is first rate.

Henry Draper is chasing up Mini competitors, why not have a chat to him on 0438 714 821 or email thatch@bigpond.net.au

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"Worst job I ever 'ad"

No doubt the naughty will remember Peter Cook and Dudley Moore as 'Derek and Clive Live' and the skit to do with lobsters and Jayne Mansfield's bottom. (No? Three unscripted hilarious albums. Google 'em.)

Well, the worst part of a presidential job is having to look after uncollected trophies and cart them to all the race meetings in the faint hope that a recipient may turn up. The unwanted collection grows in the garage of every president. What to do with them? They're valuable because each costs the Club a considerable amount to buy and engrave, but value is only a notion and they grow less relevant by the year.

Seems a shame to toss them, so I guess we'll have to mail them to people for their own garages... If you won one last year please let us know when you're coming to a general or race meeting so you can be united with your trophy.

By the way, if you don't want to receive any more trophies let us know before the presentation and we'll convert the cost into a charity donation for you.

Footnote: In my case some karma might be at play. About ten years ago having pushed the Mustang along the giant scrutiny line (remember them?) at Sandown, a scrutineer, whose undershot jaw and white beard gave him a capricornian look, had a short chat to me. Him: "Chris Ralph. Used to drive a Mini." Me: "No mate, Cortina before this." Him:



"You used to drive a Mini." Me: "Well, way back." Him: "1970 Winton Six Hour Relay in the Morgan Car Club team." Me: "Ah yes, that was me." Him: "I've got a trophy at home for you..." And did I collect it...?

CAMS Report

Hi there. The Victorian State Council meets every February, May, August & November. This is the forum where the clubs send a delegate(s) along to hear what has been happening from the various disciplines in the sport, the officials' section, the commissions, the CAMS board etc.

Our club delegate is David Twigg and I come off the interchange bench as the alternate delegate when David is away on business. I was at the February meeting and it was pleasing to see the CAMS meeting room full.

The new CEO, Eugene Arocca gave a brief overview of his plan for the organisation and what he had done to date. Very impressive speaker was realistic about what he knew about motorsport and what he did not know, said he wants to come back in 12 months to our state council meeting and see how he has performed. He has appointed a full time media officer, Leith Mulligan, a former TV sports presenter. He has made other changes including terminating some employees! He is also insisting CAMS employees attend at least 5 events for the year to get a feel of what is a happening at the various levels of the sport. Compared to the poor people skills of his 2 predecessors, he is miles ahead already.

The various panels then gave their reports, Officiating, Rally, Off Road, Speed, Motor Race, Motorkhana, Scrutiny,

Stewards, Hillclimb and Superkart. It seems most discipline are in for a good year with quite healthy fields of entries for their events. For example, there were 91 entrants at the first hillclimb round. It was interesting to hear that several panels have had little change in personnel in recent years and some are seeking some new members to come on board. It seems the issue of succession planning, or more correctly, lack thereof, is ever present in our sport. Ironically, I can see that part of the problem is that some of the people complaining about that are part of the problem: they will not move aside! One has been President of his club for 25 years, very commendable in many ways, but a very bad example of succession planning. There have

also been examples of good, young, new people keen to stand for positions on the State Council Executive and in all my years of attending the voting at the November meetings, I can hardly recall any of them getting voted in. [I have always voted for them]

A good start for OLT's, [Observed Licence Test] this year. 15 participated at Phillip Island recently, and all passed. This means they can progress from club sprints to circuit racing.

All in all a very encouraging meeting and 2013 should be a good year for our sport.

Signing off
David Floyd



File under driving standards, ROPS safety etc. Lakeside at the weekend. Pic Garry Saunders.

Calder? Hotter!

All pics courtesy Phil Wisewould

Our second Club Day, the Graham Slater Fun Day Sprint, was a great success. Many thanks to everyone who entered and became involved.

As you'll read elsewhere, it was touch and go whether it would get off the ground after the false start with once-was-a-hero Bob Jane and the subsequent negotiations with son Rodney whose company took over the Calder Park business just before Christmas. (Please Bob, can we have our money back?)

With everything ready to go but on hold we had to wait for the new Calder management to get it together. (Let it be said that they were helpful and wanted to get it all sorted. Full marks to Calder's Melissa Sullivan and ultimately, Rodney.) The team swung into action, headed by Daniele and Mat Jager with Svengali David Floyd hovering in the background.

Appeals were made to the MG Car Club, the VHRR and the Marque Sports Car Association as well as our own members to support the event and the trickle of entries finally reached the point where we could be

confident we wouldn't lose our shirt a second time. The gamble had paid off...

On the day, she was a stinker, mate. Calder has two modes: too cold or too hot and the switch was flipped to Mode Two. But that didn't stop everyone having a rippin' good time. Not so good for the officials, especially the flaggies, most of whom came from the MG Car Club – not ours, more on that later...

From our Club thanks to Floyd, Daniele, Twiggy, Simon Browning, David Handy Dave and Phil Wisewould for the photos and stumbling through the man-eating thistles to get them.

A HUGE vote of thanks to David Vernall for his role as Clerk of Course and the flaggies he brought with him for the MG Car Club and to the Maserati Club's Greg Aimers for the timing (for the second year) and to the scrutineers. We owe these Clubs big time and have a plan to pay back.

A few drivers overdrove, strictly against the Fun Day spirit and regs, unfortunately

they were all from our Club. Won't happen again, will it chaps...

For those who weren't there, the runs were split between single driver and plus passenger. Cars ranged from early 50s Australian specials through the recently pensioned V8 Supercars and current Touring Car Masters devices, with Clubmans, sports cars and historic touring cars all in for the fun.

Bragging rights in the single runs were shared between Gavin Bullas in the TCM Falcon XA and Craig Miles in the ex Dick Johnson Racing AU Falcon with Andy Clempson in his 'Mr Green' Fastback Mustang up there as well. It's all irrelevant, but it's on natsoff if you want to have a look.

And the winner was:

Winner, what winner? Of course there isn't a winner but both times we've struck a trophy and had Carole and Scott Slater present it to the person who best embodied the spirit of the day. Last year it went to John Clarke in his Mustang, this year John Alessi in the big red Monaro was the recipient. What



Tony Claringbold's Datsun turned grey from green last year.



Triffid-thistles watch Hot Chicken motor around.



Slater Trophy winner John Alessi.



Ben Dahlstrom's first outing in the ex-Holloway, ex-Brash Valiant.



Coxy had the pristine for-sale Torana tracking nicely.



Bill Cutler shook down the M3 ahead of Phillip Island.



Fastback Fury - Mark Johnson in the Ross Shelby leads.



Blam! Craig Miles' new toy fires up the fun.



Old sparring partners sparred.



Jodie Mason came down from Benalla to charge up the Charger.



Last year's Slater Cup winner John Clarke leads the Bugelly Mustang and this year's winner John Alessi.



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did he do? He did a lot of runs and gave a lot of rides and he's a good bloke. What else would you need?

Next time:

We'll be running numbers on windscreens to making timing easier, we'll have our own 2-way radios AND we'll be having many more of our own members helping out... look to the article on club rego for more on this.

Chris Ralph

1 Very Bad Point & 3 Very Good Points Regarding Our Calder Day

Greetings all. Now I bet the phrase "1 very bad point" in the headline grabbed your attention, correct? OK, here are four key points from the Graham Slater Fun Day Sprint at Calder last month.

Very bad point.

Last August I suggested to the committee that we look at having another track day and could I check out some venues? They said yes. Broadford was not available and Calder was the next one on the list. [Two key reasons for that were no 75db noise restriction and its proximity to Melbourne.] In September & October I liaised with the venue hire manager on several occasions and we eventually agreed on a date and a track hire fee of \$5,600. This was paid in late October and then six weeks later we read in the press that Bob Jane has lost the right to operate the venue. His son, Rodney Jane, takes over and any booking fees paid to Bob Jane, are not to be honoured by Rodney Jane. We then find out that several other clubs have also been caught out, one to the tune of (allegedly) \$21,000 and another to the tune of (allegedly) \$28,000.

At this stage no club has received any of their funds back from Bob Jane which is very disappointing. His organisation was paid money in good faith and he was

unable to fulfil the obligations for which his organisation was paid. [From a personal viewpoint, this is very upsetting. I have been involved in organising events since 1992, at numerous venues including several at Calder in the 1990s. To have been duped in this manner is unforgivable.]

We are currently working with other clubs to see what we can do to get our money back.

Very good point 1.

We then thought, maybe we could still have the day? We revised the budget and liaised with the Rodney Jane organisation to see what could be done. A lot of time was spent in January with the hiring agreement being the main hurdle. But we made it happen and finally, three weeks before the event, we released the supp regs and entry forms.

Very good point 2.

For the Club's second event, we wanted to get some succession planning happening with the organising committee. We made a good start last year with several people being on the organising committee. One of the main people involved, a 55 year old Caucasian male from Blackburn South, was keen to hand over the Event Secretary role to someone else. Danielle Jager put her hand up and did a fantastic job. Well done and many thanks Danielle.

Very good point 3.

We only had three weeks to receive entries. Emails, websites, phone calls, faxes and smoke signals were used to rev matters up. [I assume Twitter & FaceBook, whatever they are.]

The response from the entrants

was fantastic. What a great effort by those to support our event at such short notice. They really made it happen, 63 of them. Many thanks.

We also knew some key people at other car clubs who helped, Greg Aimers from the Maserati Club did the timing for us, David Vernal from the MG Club was our clerk of course, several MG members came & flagged etc.

Finally, it was very pleasing to see Carole & Scott Slater attend, in their superb HG Monaro. Thanks for making the trip in that heat Carole & Scott.

So that's it. We shall look to run another track day in 2014, at a venue yet to be discussed!

Signing off

David Floyd



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New Falcon about to eat old Falcon. And a Ferrari.



John Bourke's immaculate Torana harrassed.



Gary Treloar tried out the TCM Camaro.



John Eeles was quick in the Mini.



Mat Jager was tickled peuce having his car running.



Gavin Bullas' big Falcon was overall fastest.



Hillclimb specialist Russ 'Speedy' Meade.



Sir Les Walmsley's TCM Monaro was impressive.



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2013 Phillip Island Classic Historic Touring Cars

All pics courtesy Phil Wisewould

Race One:

Former V8 Supercar driver Mick Donaher had set a blistering 1:48.9907 in qualifying at the wheel of father Laurie's Mustang but it was Daryl Hansen (Mustang) who led into turn one in the opening race.

Donaher went through at Honda as third place Alf Bargwanna had Angelo Taranto (Torana) and the Mustangs of Harry Bargwanna and John Harrison all over him in an epic dice.

Grant Bingley (ex Ward Mustang) hit the grass at full noise entering the front straight but recovered but Andrew Broderick (Torana) was not so lucky. The XU-1 dropped a wheel off and speared nose first into the pit wall with fairly hefty damage the result.

Harry Bargs used some V8 grunt to power past Alf on the front straight, giving his brother a friendly wave on the way through. Andrew Cannon parked his

Mustang with an oil cooler issue as Alf also retired after the Holden began to smoke.

Donaher won easily from Hansen who copped a time penalty post race having been adjudged to have jumped the start. Harry Bargs was then elevated to second from Taranto, Harrison, Steve Coad (Torana), the Falcons of Rod Hotchkinn and Darren Smith, Andrew Whiteside (Mustang), the relegated Hansen and Nb winner Bill Trengrove (Mustang). Third fastest qualifier Leo Tobin (Mustang) did not start after the 302 Windsor made an ugly noise in qualifying.

Race Two:

Rob Marshall (ex Miceli Falcon) suffered a fuel pump failure at the start of race two and had to be pushed off after everyone did an excellent job avoiding the stricken big Henry, which had gridded up 11th. Stuart Barnes was also having issues with his immaculate Mustang and did not complete a lap.

Hotchkinn made a great start to slip into second as Donaher again set up a winning lead. There was another massive battle for the minor placings with Hansen threading his way through into second. Ian Cromarty (XT) came in after throwing a fan belt while new boy Andrew Girvan (Torana) blew a head gasket.

Wayne Rogerson (RX-2) harried John Bryant (Falcon Sprint) who broke into the top ten and looked set to win Nb until a front calliper locked on with two corners to go.

Donaher won from Hansen then Hotchkinn, Harry B and Smith who blew an oil cooler right at the flag. Island debutant Shane Atwell from W.A. finished an impressive 12th in the ex Peter Burchall Mustang. Bingley won Nb in 13th.

Race Three:

Donaher again led early in race three but suddenly slowed approaching turn twelve after the gearbox cried enough, putting him out for the remainder. Harry B and Harrison raced hard for second with Hotchkinn coming in after a valve blew and deflated a tyre.



Ang Taranto took the fight to the V8s.



Stuart Barnes exuberant after finding the gremlin.



Bill Trengrove battled with WA's Shane Atwell in the ex-Burchell car.



70% of the field was from interstate.

Coad and Taranto had a huge dice as Hansen was untroubled for the win with Harry B second from Harrison and Smith. Whiteside was fifth in an encouraging run for a car still early in its development. Bryant climbed from 31st on the grid to be tenth outright and win Nb.

Race Four:

In the final Rogerson made an electric start from 8th on the grid to almost nip at Hansen and Bargwanna off the line. Officials later deemed it was a little too electric and he received a jumped start penalty.

Smith got up into third until Harrison went through and began pressuring Bargwanna. Meanwhile brother Alf was back out having a guest steer thanks to a generous offer from Ian Sawtell after Alf's own Torrie was parked after race two with a worrying vibration.

Hansen was never headed in a tidy drive and went on to win from Harry B and Harrison, the two smaller-engined Mustangs pushing all the way but not having the extra neddies to seriously challenge Hansen.

Smith was fourth from Whiteside and Taranto with Nb winner Bryant in seventh.

Darren Knight



Captain Cannon and Grant Bingley danced divinely.



Harry Bargwanna and John Harrison had great dices.



Another local HO has joined the fun, Darren Smith chases The Chicken.



Old foes Barwana and Hansen.



John Bryant's Falcon has some mumbo.



Mick Donaher didn't lack any power.



'Over 3 Litre' Mazda chases John Bryant's Falcon Rallye Sprint.



Qld's Lionel J. Murphy in his gentlemans carriage.



Steve Coad was right up there.



Welcome back to Ian 'Smokey' Cromarty in the Falcon.



Toefer loops, Alan Mayne poops.



Robert Marshall had mixed fortunes driving two cars.



Over 3Litre inductee David Brown under Lawrie Nelson.



Sydney member Andrew Whitside had a successful weekend in the new car.



Tasmanian Toranas lean seawards.



A loose Mick Donaher worries Dave Flood.

WIN WINTON FESTIVAL OF SPEED

WINTON FESTIVAL OF SPEED

AUGUST 10 & 11, 2013

2 DAYS OF HISTORIC LONG TRACK RACING

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Winton Penrite Precision

Big Targa - Tarmac Tattle

All pics courtesy Perfect Prints

When it's still dark at 6.30 and the air no longer stinks of burnt gum leaves, when you start to stack the firewood and check the programming on the heating at nights, that's when Targa Time begins. You pull the car out and go for a drive (rally cars are registered see, if you want to test it you just hoon off) and make your list of jobs. Order tyres – four or six this year? What about weather – long range charts for Tassy look drier. Maybe we'll get the six. Then we'll need an extra wheel and somewhere to carry it in the barge. OK, there's no room. Last time there wasn't either.

For old hands, the three sprint events – Wrest Point down the shitty roads of the Huon Valley, Adelaide now in winter and very fast and thrilling, High Country packing in super challenging and technically difficult roads which exhaust you - are fun and get you in the mood, but nothing compares to the 5 day, 2000+ km Targa Tasmania. This is the marathon motorsport event for grownups, the most testing thing an amateur can do on tarmac. 'Brain dead' is the most common response by competitors as they finally switch off in the car park under Wrest Point Casino in Hobart. If it's been dry and speedy for three days to wear out your tyres, but wet, windy, and icy down those epic West Coast roads, then you won't get a response at all from behind those staring, lifeless, adrenalin burnt eyes.

At the end of January, Targa Wrest Point took place and after the dramas of last year's big accidents, the 2013 event went off peacefully. The heroes from Targa High Country, the Rallimax prepared, Canberra based 69 Camaro of Max Williams and Bruce Bush, continued up front where they had left off but were pushed very close (only just over a minute) by Tas dwelling rally



Oh, those sexy swing axles + naughty neg!.

veterans Ray Large and David Dredge in their 72 Falcon GT. Even more creditable was the Killick family Cortina which won.

Category 3 in a fine display of

consistency and reliability, beating 3 Escorts and a few overheating V8s . So now a Cortina is third in our Rally Championship. On outright speed.

Results from TWP were:

HTCAV 2013 Rally Championship pre 73 touring cars: Targa Wrest Point results & Standings after Round 1; 36 Classic Entries, 208 kms

				Outright Position	HTCAV Position	Total Points
499	Williams	Bush	1969 Chevrolet Camaro	7	1	11856
501	Large	Dredge	1972 Ford Falcon GT	8	2	10816
388	Killick	Leary	1965 Ford Cortina MK1	19	3	7696
408	Pfingst	Loth	1971 Datsun 1600 SSS	21	4	6448
210	Waldron	Gregory	1955 Fiat Abarth 750	27	5	4368
365	Brentzell	Heimsohn	1965 Ford Shelby GT350	29	6	3120
301	Bryson	Millich	1964 Hillman Imp Rallye	31	7	1872
468	Harper	Board	1968 Ford Falcon GT	DNF		

The art of yumping - a little bit.



The Killick/Cleary Cortina was brilliantly quick in Targa Wrest Point.





Angry Imp of Andy Bryson and Wheelie Milich.

With less than 5 weeks to the start of the Prologue, most of the entries are in and it all looks a bit thin. The whole classic field numbers only 61 so far, 10 down on last year, 40 down on the 09 anniversary and a staggering 64 down on the same entry 10 years ago, when Mr and Mrs Tattle last stood on the podium. Third out of 124 entries on a pissing wet, freezing cold track. Back then, we had 33 pre-73 cars, this year only 16 – 10 fewer than last year. Oh dear, the names are so familiar – Cattlin, Draper, Ulrich, Batten & Batten, Byrne & Byrne, Kent, Dermott. At least 120 Targa events in that lot.

Well there are reasons – injuries (one competing, one mowing the lawn); trying a new adventure such as the Panamericana and

Car No	Driver	Vehicle	Class
210	Waldron	Gregory	1955 FIAT Abarth 750
215	Freestone	Freestone	1948 Holden 215
222	White	Yelds	1961 Volvo 122S
230	Davison	Davison	1955 Austin A30
301	Bryson	Milich	1964 Hillman Imp Rallye
355	Priddle	Guymer	1963 Ford Zephyr
361	Steuart	Steuart	1962 Ford Anglia 105e
364	Edwards	Wright	1964 Ford Falcon Sprint
408	Pfingst	Loth	1971 Datsun P510 SSS
438	Ogg	Farrell	1970 Alfa Romeo Guilia GTV 1750
449	Woodward	Gibson	1969 Holden Monaro GTS
471	Wilson	Wilson	1971 Ford Perana
501	Large	Dredge	1972 Ford Falcon GT
573	Bossie	McLoughlin	1973 Holden Torana XU1
581	Mann	Kidd	1972 Ford Escort Mk1 RS1600

single seater circuit racing; a few cheesed off, a few run out of cash.

But relax team, the field which is going is bursting with talent and experience, look at this list in number order:

After some great success in the handicap events, and fifth in our Championship after one round, the famous little Fiat from Melbourne with Jack Waldron and Vin Gregory aboard is back for the

billionth time but when outright speed is in play, Jack and Vin may not stay 5th.

By contrast Chris and Paul Freestone, flushed with the huge success of Freestones Roadhaven at Aireys Inlet, have given over all their car prep to Dick Savy. After 3 DNFs in three races with the TCM Camaro the Freestones made the shift and at Top Gear Eastern Creek Paul ended up P5. So we are all hoping that the early model will finally reach its potential as an 'outright' car.

Andy White and Ash Yelds will come together again from London and Darwin to peddle their baby blue ex-works look alike Amazon and as we all know after their 3rd spot last year (ahead of Ralphy's Perana) they

are to be feared on a slippery track. Their good mates Ross and Jill Steuart are back with 9000 rpm now fully liberated in their little white Anglia (about 1500 rpm more than before) so watch out. Stand on a wet cold corner in the middle of some freezing Tassy forest and wait for the cars to come and most will do what you do, break late but smooth, turn into the apex, feed in the power. Only one car does not lift off for your corner and that's Ross – drifting flat up to the apex and away.

Three heavy metal contenders bar the way for anyone else to succeed in Targa Classic this year.

Cap'n Peter Woodward, navigated by 'Nadger' (Neil Gibson) who helped our President get to the finish last year, has put a lot of effort and budget into the familiar yellow Monaro to – in theory – go slower. He's pegged back the spec from MS to LMS and has already found handling, stability, grip at the hands of another experienced prep crew. No one goes harder than Richard, especially when the conditions are adverse. He loves a fight and he knows those Day 5 stages really well.

Then we come to our Club Champions, Bernie and John Wilson from Canberra, in that original Perana. Beaten by tyre wear in Targa High Country, the cooler and smoother roads of the Apple Isle may help their cause, although big HP and cold wet roads are not ideal conditions.

Finally, if Ray Large and David Dredge can take confidence from their Top 10 finish in Targa Wrest Point, then their self-prepared Falcon GT has a chance. Certainly, the nooks and crannies of the Course are well known to this local and frequent crew.

OK, so who's going to win our Targa Tasmania Championship?

The Wilsons are my pick for the dry, with Woody close and threatening especially if it's wet. Andy White will be keeping them honest, closer if it's wet. The dark horse is clearly the Freestones Early Model – we've seen it fail so often, it's hard to believe. But if Savy Motorsport can work some magic and that car finished fast, it has to win.

Having refreshed the orange Perana after its brave P15 last year, Chris Ralph is selling up instead of trying for a top 10, which he is very capable of achieving. It will be interesting to see how he relives those intense experiences via the net rather than via steering wheel and the reality of the endeavour.

Good luck to everyone in a pre 73 touring car heading down to Tas – we look forward to chronicling your adventures in the next copy of the HTCAV Torque Mag.

Brian



The aptly-crewed Large_Dredge Falcon was second in TWP.

Helping take the 'bile' out of eligibile-ity..

Along with (don't mention the rubber things that touch the road) eligibility is the thing that stirs competitors more than any other.

But things are looking up. No, you can't suddenly run silly out-of-period parts, but at least now there is a method that competitors can use to test their substitution options.

There has been no change in philosophy regarding historic relevance of the cars we run. We don't want our cars to be sports sedans or improved production. But as the cars grow older it makes a certain amount of sense to consider period substitutions that might help keep cars on track or bring cars out of garages.

How it works now:

Final decisions are made by the Historic Commission through the Historic Production Based Eligibility Committee (HPBEC). This has not changed and the judgement criteria have not changed.

But the HPBEC now works closely with the Australian Historic Touring Car Association (AHTCA) our national body comprising the five state HTC clubs.

The state presidents are usually the delegates and the AHTCA votes by majority decision as to whether a substitution has

general support. The AHTCA is an advisory body, it doesn't make the rules, the HPBEC does.

The new involvement of the AHTCA creates a more 'ground up' method of operation where members can have a say.

Level One and Level Two Substitutions:

Level One substitutions are simpler, they apply to one make of car and offer no substantive performance improvement. There is a different approval pathway for these sorts of applications, as shown by the chart. Typical examples include two gearbox applications currently being considered, the HT 3-speed gearbox for EH Holdens and the Type 3 gearbox for 1300 Escorts.

Level Two substitutions are, well, everything else. Anything that can apply to more than one car, or have the potential to affect performance is considered to be Level Two.

Criteria:

The five key criteria haven't changed: will there be no performance gain, is the part no longer available, is the cost exorbitant, is it similar in design and appearance and is it made from similar materials?

Unarguable supporting evidence has to accompany the submission, including part

numbers and photographs or drawings. There's a lot involved in mounting a submission – many have failed because people did not do their homework properly.

The CAMS/AHTCA Component Substitution form must be used, this is available for download on the website at www.htcav.com.au

Precedence:

There is no precedence, this is not the law. Each case is judged on its merits, if one substitution is approved it does not follow that another will also be.

Full reasons are always given for acceptance or rejection.

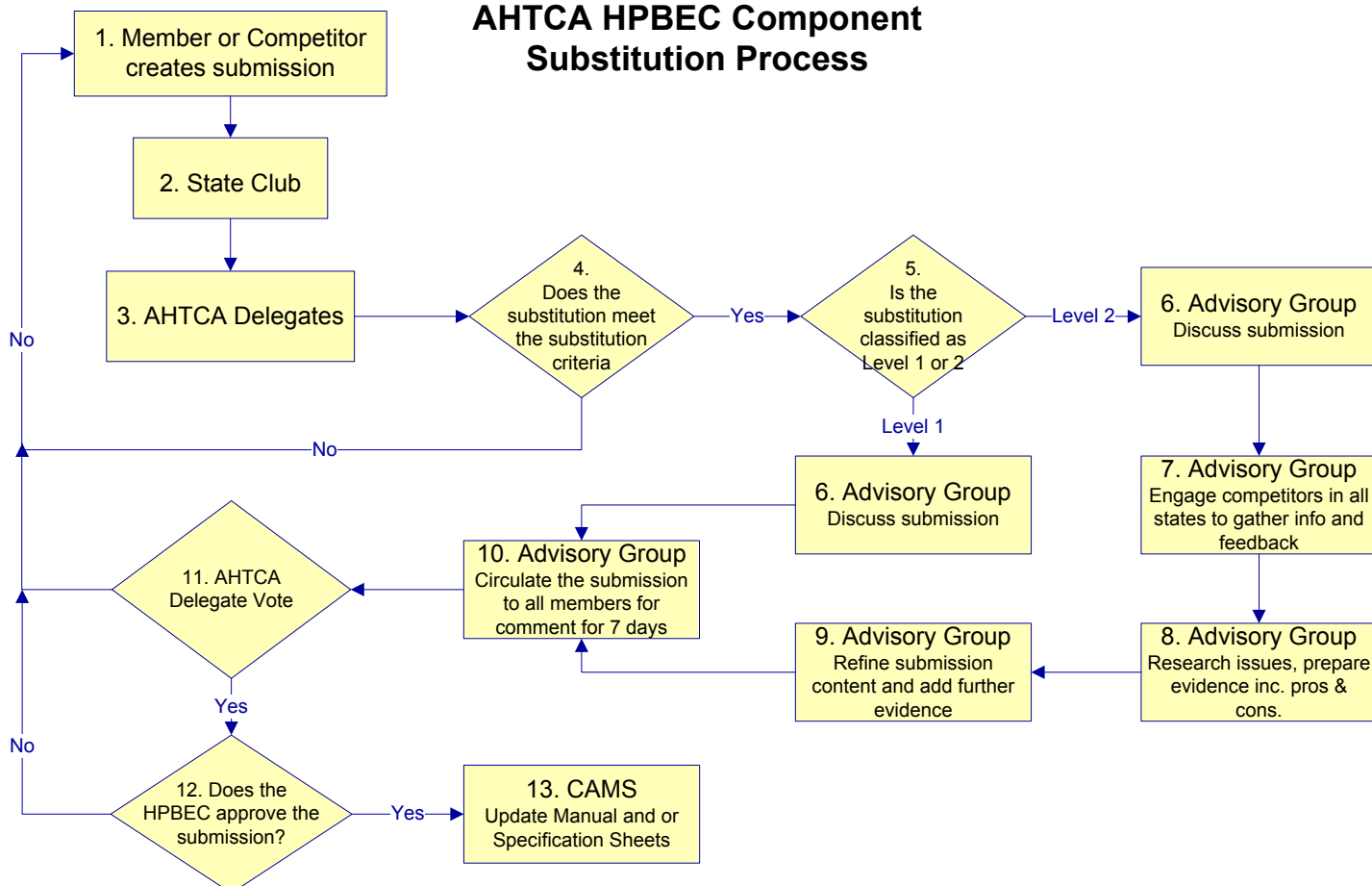
Usual reactions:

Dogs in the manger wake up and howl when it appears that a competitor in a different car may be able to run a substitute part.

"That will make them more reliable!" If performance gain is measured by whether your competitor's car is likely to finish a race, then one needs a nice cup of tea and a bit of a re-think.

"What about me? If they get that, you have to give us this..." As above, each case is different and will be judged on the criteria. As ever, a quick email to David Twigg at

AHTCA HPBEC Component Substitution Process



eligibility@htcav.com.au or phone on 0414 875 922 might save a lot of time. An extra gear than your car had in the period, or disc brakes when not originally supplied? Don't bother.

"Other historic classes don't get these freedoms" A good argument but historic touring cars do not have a COD (Certificate of Description) as per genuine cars from the era, and thus not the ultimate value.

With one or two exceptions, the cars are replicas that represent the period, as are Group S sportcars. They are also more numerous than COD cars and thus have a high volume of parts used.

COD cars usually use different parts and there is a controlled substitution process for them as well. Please read the accompanying article by NSW President Marc Ducquet on this matter...

Things to consider:

1. The hard line is still hard. This new involvement of the AHTCA will not open the floodgates and nor should it. The very reason why historic racing is so popular is because the rules are so tight and long may they remain so. Other countries have granted too many freedoms; they bemoan their laxity and look to Australia and CAMS as the model they should have followed. Once it's gone, it's almost impossible to get it back.

2. We are a class-based racing category and club. The appeal of the category lies in the wide range of makes, models, sizes and ages in the same events. We race against similar cars, an Imp will never beat a Camaro. If one model gets a substitution it is of most interest to others in that class category.

3. Cars are going faster. Improvements in consumables such as lubricants, fuels, tyres, things like the size of batteries, weight of seats etc, technical input into tuning and set-up and so much more means a steady improvement in performance. This is inevitable from Mini to Monaro, it can't be controlled and may well strain older components. The hard liners may say "driver slower" but how do you do that? We are historic racing, so we have to control the hardware as much as we can, while being sensible about it.

4. Substitutions are

options, they are not mandatory, but will be added to the specification sheet if passed.

In the pipeline:

Very likely to be approved but not quite through the door are two Level One substitutions. The first is the 3-speed all-synchro gearbox for EH Holdens. It is 11kg heavier but can be fitted and a conversion is available for the steering column so there is no meaningful change in appearance with the shift linkages.

This was the run-on gearbox from the non-synchro box used in the EH. While there's an ability to get back to first easier, first is not a gear often used on tracks around Australia.

The second is the Type 3 gearbox for Ford Escort 1300 models, which had a unique one piece gearbox and bell-housing, which have become almost extinct.

The asked-for gearbox can take more power, but the engine cannot deliver a huge amount. Both of these have been seen, so far, as not delivering any meaningful performance advantage, but an ownership one.

A new car:

Also about to be judged is a submission to have the 1967 Chevrolet Nova included on the list of cars with a racing heritage in Australia between 1965 and December



1972.

A comprehensive submission from a Sydney competitor proved that the 67 model which only differed outwardly from the 66 model by a few trim changes had been raced by Tony Bowden and John Kay in Adelaide. Disc brakes were an option in this year, and so the car raced with disc brakes in the period.

Previous applications had been made for the Beechey Nova to run with disc brakes, but that car had not used them and so the application was not proceeded with. But after being sold to Bowden and Kay, it did, and with the evidence supplied, approval looks likely. It's all to do with homework and facts...

And the round rubber things we can't mention:

Also in the wind is a re-think on how the aspect ratio of a tyre should be measured... there's only one way to measure the height of a tyre, but there are two ways to measure the width - stay tuned!



The 67 Chev Nova will be added to the list of Nc cars.

Opinion Piece: 'Read On' - Appendix J Revival

I read with interest Marc Ducquet's comments and feel I must put a slightly different perspective on some of them. It appears to me that the article asked more questions than it answered. I could waffle on about the writer and his Chevy Nova or how one of the past EH drivers he listed, addressed a few issues for his Camaro, but this is not what this discussion is about. So, read my thoughts with the intension of continuing discussion.

In a perfect world the idea of "run what ya brung" is a good one. Unfortunately it is not a perfect world. We are all bound by one word. Competition! All competitors want to be competitive. At least in our chosen sport we don't have to deal with the use of drugs. That said, Bill will choose a car he can race and feel that he will be competitive. Rather than ask why, we should encourage Bill to build a car "in the first place". I believe it's because of this attitude Bill is now only choosing a car that has few, if any weaknesses. As an example in Nb at least, he is choosing a Mini or a Mustang. Just have a look at the photo on page 18 of our end of year magazine and you will get the idea.

In Nc it is a different story. Many more cars to choose from because they have got the bugs ironed out. Each car has an advantage and disadvantage and generally they are pretty reliable. If we are serious about emulating racing of the period, then we should consider moves to get a more even balance of different cars on the Nb grid. I noticed in that same photo a lone Falcon at the back. Maybe with a little thought and allowing the use of 5 stud wheels and the 200ci engine with a manual transmission we might encourage another on the track. There are many more simple things we could allow to encourage other cars. And we haven't yet considered the age of the drivers racing in our category. Not too many young blokes relate to a car from the 1960s. So why would young "up and comers" consider racing a thing that is uncompetitive and is going to break every time it hits the track? He's not.

As for the list of modern parts and lubricants available to us now and the fact that there is not much inside a Mini power plant that was made by BMC and nothing

under the bonnet of a Mustang that was made by Ford, how could we expect someone to build a Nissan Prince GT for example? Don't forget the Fords are now running "after market" blocks and cylinder heads. All cars with 14" wheels are now on 15s. Mazda RX2 rotaries are now running single distributor housings and RX3 gearboxes and rear axles. Alfa Romeos are running special cast engine blocks inside the original block called a mono block. All of these cars are being raced because they have been developed and allowed certain freedoms. It is far too late to expect competitors not to ask for certain things to improve reliability. Yes, I know this generally means slightly better lap times, but according to Marc, not that much it seems. So this proves that the request from competitors seeking substitution for reliability up to now is a sound one.

Tyres are continually being improved for grip and durability and this means that we need to continually upgrade other aspects of the car. This aspect could have been addressed to a degree with the use of a control tyre I think. Don't forget that there were four classes of touring car in the 1960s. Yes, four: Appendix J, Series Production, Improved Production and Sports Racing (closed). "Improved"? What does that mean? Anyway, I digress.

Maybe we could allow some freedoms and not issue a Grp Na, b or c log book but a log book that would suit "Sports Racing" (closed). Maybe Nd for example. Yes I know that there is a category for Historic Sports Sedans, but the term "Sports Sedans" wasn't coined until the early seventies and now caters for original cars. I believe that there is

an avenue here that could cater for Grp N cars that don't comply with the relevant rules. Ring a bell? Exactly what

happened in the period. Sports Racing (Closed) was a category developed by race organizers after 1964 to enable owners of Appendix J cars that did not comply with the new rules to continue racing and on the whole were combined with "series" and "improved" cars where necessary. Sports cars were called "Sports Racing" (open) and gave the organizers the avenue to combine them also. Rules were pretty sparse and basically maintained that the car in question had a seat and doors and mudguards. I am not advocating this, but I think something could be done. I am trying to include an answer here. It is dangerous lighting a fire without an extinguisher on hand. So we have successful and well supported Nc with many options and many parts substitutions and we have Nb with very few options with fewer substitutions. Obviously the squeaking wheel got the oil.

In Victoria we have fast and reliable Nc competitors who do well interstate. Most of our Nb cars are run by some of us who are ready to hang up the helmet. It is time that we consider where we go from here. It is time we take off our competitive hat and select one that is more suited to preserving the racing for a few years yet. I don't think I will put some ones nose out of joint with these comments but if I did I care and now apologise. Don't tell it to the fairies. Tell me.

And on another subject, I need to know what rounds we should support for this year for the Appendix J challenge. At this point I think it works well with the 4 state rounds. Any thoughts?

Len Read



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Opinion Piece: **Stirring the possum a bit more...**

I was surprised and heartened by the amount of positive response I have received by both phone and e-mail regarding the short opinion piece on Historic Touring Cars in the HTCNAV mag late last year.

Generally the only comment received is negative, because all those who agree with you just nod their heads silently, so you only hear the naysayers. The theme throughout -except for the one that told me where to go and the other that suggested a certain anatomical position - is that we are racing cars of a period and in a specification that reflects that period. The same as all the Historic categories. The one topic that was head and shoulders above the rest was the issue of cylinder head substitution for V8s that were built in the millions. I was supplied copies of E-Bay and CraigsList ads that confirm that you can buy 289 Hi Po heads, Mexican blocks, 462 and 492 Chev cylinder heads and on and on it went. There will be those that say that the "old heads leak or crack or whatever". Isn't that what modern practices, such as cast iron welding and heat treatment and LOCTITE Vac Sealing processes are designed for: reclamation of old components?

Personally, I spent four years finding a 427 block after ventilating one at Barbagello in 2003 and that block had to have eight (8) sleeves in it. Unfortunately Ford only made 13,000 427 blocks and 4,000 of those were destroyed in Nascar Racing!

The balance are the engine of choice for

Shelby's and GT 40's and are rare indeed. So what, you might say. The point I am making is that the guys with Grey Holden motors make do with what they have and they weren't produced in the millions either - is the next step a 149 red motor in a Humpty? No way! And that is the response from the Humpty Honers. Do we go the path of 202s in EHs because 179s are hard to get? I wonder what the owners of the Milano GTs or the Pitstock Special would say about that idea. More Group N "I want it, I need it and I want it now" - because I am too lazy to chase up the HISTORIC component that I should run? Hmm?

The bottom line perhaps, is that the true historic racer perseveres with what they have and is rewarded by a sense of achievement, and there is another group within our

category that, because they have the resources to buy newer, better replacements, aren't interested in doing the hard yards chasing parts because they don't have the time or the inclination.

HISTORICS Definition: providing evidence to the facts of history. You could then say, without fear of contradiction, that if you change the specification from actual period to later components (other than consumables and don't carry on about brake components) then it is no longer Historic. This category would be Improved Production, so maybe there is a category for those who can't be bothered with the Historic component.

Marc Ducquet

President

Historic Touring car Assoc of NSW



Big, varied field at Lakeside March 15/16.

Australian Historic Touring Car Challenge

Imagine 200 Grp N cars at one meeting! Muscle Car Masters 2013 is shaping up as the category's biggest event ever.

Wow, this looks like a ripper meeting with plenty of opportunity for smaller, older cars to run with each other. As Victorians we'll get a fuel subsidy as a result of the naming sponsor's fee being redistributed to competitors.

- Fathers Day weekend (Aug30 - Sept1)
- Sydney Motorsport Park (Eastern Crk)
- 200 Group N cars expected
- Group Na/Nb Division 1 & Division 2

- Nc Under and Over 3500 cc
- Group Naming Rights Sponsor
- Fuel subsidy for interstaters
- Catered function and major trophy presentation
- Entry fee at \$395, deposit by July.
- Plus there's talk of having state 'teams' in each race for a bit more fun.

The HTCNAV is right behind this meeting and will encourage participation (the Editor may even let bygones be bygones and go himself...) as it will be the first time

that so many Group N cars will all be in the one place at the one time.

As always it's good to have a 'show of hands' to help in the prep for the meeting, which Marc Ducquet of the Historic Touring Car Association of NSW will be working so hard to make outstanding.

Please send us an email or phone call with your intent, and get on to booking accomm at Rooty Hill RSL!

Chris Ralph

**Grp N
2013 feature
category**



Pointscore Rules 2013

1. Only HTCAV financial competition members are included in the Club pointscore.
2. To be eligible for Club trophies, you must have raced at a minimum of 2 meetings or have had a minimum of 2 cars competing in your class.
3. Club points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
4. The Club Competition Calendar lists which events are eligible for Club points in a year.
5. Only HTCAV financial competition members are included as starters in eligible "Victorian" events.
6. Three points are automatically allocated for starting qualifying at an event.
7. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
8. In a handicap race eight points will be allocated to each and every finisher of that race
9. Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
10. Club Points are calculated from a competitor's best 5 events during a year,

which may include one nominated interstate event. Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.

11. At interstate events all class cars are counted as starters - not just HTCAV members.
12. It is the competitor's responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
13. All cars that commence qualifying, even if they don't finish, are counted as starters in all races whether they actually start them or not.
14. Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
15. If members change classes their points stay within each class but can be added together for Total Points.
16. Members may race as many classes as they like at an event, but can score points in only one nominated class. This one class may be nominated post

event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.

17. Other race series such as the VSRS and VSCRC use different methods to score their series. This does not affect the HTCAV's pointscore system.
18. Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
19. In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
20. Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

Points Allocation - Per Race

No. of Starters	Finishing position and points					
	1st	2nd	3rd	4th	5th	6th
6+	14pt	12pt	10pt	8pt	6pt	4pt
5	13pt	11pt	9pt	7pt	5pt	
4	12pt	10pt	8pt	6pt		
3	11pt	9pt	7pt			
2	10pt	8pt				
1	9pt					



Competition Numbers - on sale!

Please note: this list has been cleaned of non-competitors and non-financial members, so there are numbers available. If you're sharing a number or expect to appear with a car within the next five meetings or so, please apply to Competition Secretary Nick Cascone on competition@htcav.com.au. If you're superstitious and your lucky number has just become available, you could try that on too but everyone would expect to see you much luckier in the future.

No-one owns a number, but we understand how nice it is to have a regular one on your car. To have a number you need to be a financial

competition member who has competed in the last two years or intends to do so within the next year.

Ultimately the Chief Steward or Race Secretary of the meeting issue the numbers for each event. However the Club tries to allocate numbers to our members to save members money and angst. Many events do not allow triple digit numbers, so that leaves 180+ competition members vying for 99 numbers. We often supply a list of the HTCNAV member numbers to promoters of Victorian meetings. In most cases they will give preference to the HTCNAV member for those allocated numbers on the list over other entrants.

The same rules apply interstate which is why you often end up with a different number when your race interstate.

When we have more active competitors than numbers we have devised a sharing system of "a" numbers, involving reallocation of unused or infrequently used numbers where we try to pair people on the same number who are less likely to run in the same event. So if we have a new member join with an Nc Mustang we would look to use the same number as used on a small Nb car like a Mini or maybe Cortina. No "a" signage will appear on the cars.

No.	Name	Surname	Vehicle Type				
1	Club	Champion	Whatever	50	David	Moran	Ford Mustang Nb
2	John	Alessi	Holden Monaro	51	Michael	Lemmens	Holden Torana GTR-XU1
2a	Grant	Bingley	Ford Mustang	52	John	Smallman	Ford Escort BDA
3	Mark	Johnson	Porsche 911	53	Ian	Cromarty	Ford Falcon XR GT
4	Tony	Pejkovic	Holden EH	54	George	Opoczynski	Volvo 144 Nc/Volvo 122Nb
5	Len	Read	Austin Cooper S	55	Steven	Lunn	Ford Lotus Cortina MK2
6	Dylan	Innes	Holden Torana GTR-XU1	56	Doug	Juniper	Holden EH
7	Ted	Perkins	Ford Lotus Cortina	57	Simon	Browning	Ford Cortina
7a	Jeremy	Mantello	Holden Monaro	58	Colin	Doolan	Ford Cortina GT
8	Glenn	Everitt	Ford Falcon XY GT	59	Andrew	Williams	Torana GTR-XU1
8a	Neil	Thompson	Ford Falcon XY GT	60	Brian	Deveson	Cortina GT
9	John	Bourke	Holden Torana GTR-XU1	61	Michael	Stupka	Hillman Imp GT (x2)
10	Andrew	Cannon	Ford Mustang	62	Peter	Burchell	Ford Mustang
11	Paul	Dobson	Ford Falcon GT	63	John	Luxmore	Ford Cortina GT
12	Kevin	Stoopman	HQ 4 Door Monaro	64	Brent	Trengrove	Holden EH/Ford Mustang
13	Rod	Evans	Ford Cortina GT	65	Brian	Beasey	Ford Capri V6
13a	Stuart	Barnes	Ford Mustang	65a	Fraser	Ross	Ford Mustang
14	Tony	Claringbold	Datsun 1600	66	Nick	Cascone	Ford Cortina GT
15	Patrick	Dwyer	Holden Monaro HQ Coupe	66a	Peter	Sneddon	Holden Torana GTR-XU1
16	Russell	Pilven	Datsun 1600	67	Ian	Watt	Triumph 2.5 PI
17	Alan	McKelvie	Holden Torana GTR-XU1	68	Steve	Watt	Holden EH
18	Marty	Lambert	Alfa Romeo	69	Michael	Miceli	Ford Mustang
19	Ian	Cuss	Triumph 2000	70	Matt	Jager	Ford Falcon GT
20	Bill	Benic	Volvo 122	71	Michael	Hibbert	Valiant Charger
21	Brendon	Hare	Ford Capri V6	72	Andy	Clempson	Ford Mustang
22	Bill	Trengrove	Ford Mustang	73	David	Brown	Datsun 1600
23				74	Michael	Bugelly	Ford Mustang
24	Tony	Hubbard	Chev Camaro	75	Rob	Southouse	Holden 48-215
25	Justin	Brown	BMW 2002	76	Rob	Southouse	Holden 48-215
26	Jervis	Ward	Waiting, waiting	77	Gordon	Cox	Holden Torana GTR-XU1
27	Eddie	Dobbs	Holden FE	78	Laurie	Nelson	Ford Capri V6
28	Phillip	Pearmain	Jaguar MK11	79	John	Brash	Valiant Pacer
29	Spencer	Rice	Alfa Romeo	80	Gary	Edwards	Holden Torana GTR-XU1
29a	Andrew	Girvan	Holden Torana GTR-XU1	81	Angelo	Toranto	Holden Torana GTR-XU1
30	Vince	Parisi	Alfa Romeo	82	Mark	Schatz	BMW 2002
31	Jill	Herget	Chevrolet Nova	83	Peter	Owen	Ford Escort RS1600
31a	Ben	Read	Mazda RX2	84	David	Landry	Holden Torana GTR-XU1
32	Paul	Cruse	Ford Escort Twin Cam	85	Tino	Leo	Ford Mustang
33	Paul	Girt	Morris Cooper S	86	NUMBER RETIRED		
34	Richard	Fairlam	Holden EH	86a	Karl	Wittick	Ford Falcon XY GT
35	Mark	Brewster	Holden Torana GTR-XU1	87	James	Frolley	Mustang
36	James	Holloway	Morris Cooper S	88	Andrew	Tickner	Holden Monaro
37	Craig	Miles	Valiant Charger E49	88a	Phil	Sheppard	EH Holden
38	Anthony	Ramadge	Morris Cooper S	89	John	Harrison	Ford Mustang Nb
39	Michael	Holloway	Morris Cooper S	90	John	Bendell	Lotus Cortina
40	Steven	Coad	Holden Torana GTR-XU1	91	Chris	Ellis	Morris Cooper S
41	George	Ginis	Morris Cooper S	92	Phillip	Dunkin	Holden HQ
42	Ted	Brewster	Morris Cooper S	93	Peter	Melick	Morris Cooper S
43	Tim	Fettel	Holden Torana GTR-XU1	94	Dean	Bryant	BMW 2002
43a	Gary	Burton	Jaguar MK11	95	Chris	Ralph	BMW 2002
44	Darren	Hill	Porsche 911	96	John	Clarke	Ford Mustang Nb
44a	John	Eeles	Morris Cooper S	96a	Ray	Challis	Holden Torana GTR-XU1
45	Peter	Whitten	Holden Torana GTR-XU1	97	Jim	Collins	Chevrolet Camaro
46	Leo	Tobin	Ford Mustang	98	Helen	Lindner	Morris Cooper S
47	Scott	Slater	Holden Torana GTR-XU1	99	Les	Walmsley	Valiant Charger E49
48	Rod	Hotchkin	Ford Falcon XR GT				
49	Jody	Mason	Valiant Charger E49				

Club Plates – the new rules



For a couple of years now the Club has been allowing entrée to social members whose sole purpose is to have a conduit whereby they can gain a very cost effective Club Plate licence for their car or cars.

Funny how people soon take advantage of easy-going offerings (border control anyone?) We noticed the rorts begin: one licensed facility was safety checking and approving multiple cars to the same person/s, whose idea was to cheaply register for-sale vehicles so they could be test driven by potential customers on the road. This was stopped by limiting the number of new vehicles per member to two in anyone year.

While there have been no more attempts to milk the system, concern was expressed at a recent Committee meeting that maybe we weren't be true to ourselves and were straying a bit too far from our roots.

We provide possibly the easiest pathway to Club Plate licensing, but it's a bit of work for Gordon Cox who runs the scheme for the Club. The money we charge hardly covers admin and postage. Yes, we're grateful for the funds but... there was a bit of unease about it all.

It's a service to members of a racing club, which is what we are, but we end up serving people who have no major interest in the club... is this the way we want to go?

Cut to the Calder Fun Day Sprint on February 24th...

The call for volunteers went unheeded when we needed support the most and we were put in the embarrassing position of having to ask members of other clubs to do our marshalling and flag-waving for us - because our own small hard-working team was down on numbers. We now owe the other clubs big time and we are still no closer to having a team of people on hand



meetings

- Contributing to the magazine
- Other stuff you can think of

Here's what you can do with other clubs:

- As mentioned earlier we owe the MG Car Club for the tremendous help they gave us with our club event at Calder
- Mike Herlihy was our Clerk of Course and is the best person to contact at davidvernall@bigpond.com The competition director is Ken Price at competitiondirector@mgcc.com.au
- So you could experience the joys of flag marshaling or serving at a race or hillclimb meeting. They have a hillclimb at Rob Roy (great fun) on 28 April and a race meeting at Sandown on May 18-19...

This club works very hard to serve its members. The work is done by only a handful of people and we're looking to spread the load. There's an old saying: 'you only get out of it what you put in to it...'

HTCAV people who put in get a huge amount back in satisfaction, friendship and achievement, but people can burn out and we need back up!

to run any similar event we might want to put on.

So the Committee has decided that, true to the original compact between VicRoads and the clubs regarding usage of club plates, we will be granting club plate registration and renewal approvals to those who actually take part or put something back into the Club or into motorsport.

What does this mean?

It means that we have a resource that can help the Club and other clubs in their ongoing efforts to serve the membership and the sport we're all here for. And that resource can help the Club somehow.

So next time you send in your renewal application it would be a good idea to add a post-it note or whatever stating the way in which you have contributed to the common weal.

Here's what you can do with our Club:

- Flagging, officiating or helping at our events
- Helping out Club people at race



Torquing 'Em Up - Classifieds are free!



Nc Torana LJ

Torana LJ Nc. Ex Bargwanna, Ex Ian Jones, Ex Adrian Read. This car has all the good bits including 48 Webers, Eddie Woods head, Dana diff, Volvo calipers, BMW rotors, fine spline axles etc. This is one of the 3 LC Toranas run by the Bargwanna bros in NSW. Has never been road registered. It was run as a sports sedan by Ian Jones and then rebuilt to its present spec by Adrian Read. Could be eligible for Grp C. Has been raced sparingly lately but has been maintained and ran at PI classic over the past years. Comes with spare wheels, diffs and various spares. A trailer is included if the price is right. **Please ring Doug on 0419519170 or Len Read for inspection on 0408548133. Asking around \$40,000.**

Car Storage/Workshop Space To Let.

Space in a well-equipped Moorabbin factory. A double space (single space with dedicated hoist storing two cars) is now available and another single space will also be free. Seven HTCAV tenants share hoist and various workshop items, engine dyno also on site. Fully alarmed and patrolled. Suit car storage (esp double space) or competition cars. Very reasonable rates.

Email chrisralph@crc.com.au or call Chris 0418 318 934.



See Coxy for those special moustache balaclavas.



1968 Mustang Trans AM

This is one of the most reliable and potentially quickest NC Mustangs, and has been maintained regardless of cost with all the best bits including: Dennis Johnson built 302 with A4 block and all the best gear – 520 plus HP (Gene Cooke dyno), Zinner rebuilt close ratio Toploader, New Tilton triple plate clutch, pressure plate and hydraulic throw out bearing, Harrop fully floating 31-spline with TruTrak, Koni 2 way adjustable shocks, Reconditioned Kelsey Hayes front calipers and new rear drums and shoes, Cobra Automotive extractors and new exhaust system, Weber carbies. A full range of spares is available at additional negotiated price, including 8 spare wheels, brand new Dunlop wets, reconditioned wide ratio gearbox, spare Gold Trak (3.7), axle, diff ratios, discs, pads, drums and assorted body panels.

**Base price with trailer (which includes tyre rack) - \$95,000.
Contact Michael Bugelly 0414 915 404**



1970 Ford Capri Perana

Awesomely fast, easy to drive, potential Classic Targa winner in the right hands or easy convert to TCM car or sports sedan. Stroked 302 to 347ci, Toploader, Falcon AU GT LSD with billet Moser axles, Nissan R32 brakes. Super strong, great engineering, ready to go. \$85,000 **Chris Ralph 0418318934 chrisralph@crc.com.au**



1972 Mk1 Ford Escort Twin Cam. This car has an Historic Grp Nc log book, but is so immaculate I took the roll cage out. It must now move on to someone who will use it. \$30,000 or nearest offer. **John Smallman, 0418 355 950.**

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Torquing 'Em Up - Classifieds are free!

Historic 1970 M1 RS200 Ford Escort Rally Car.

Genuine CK49 Body and is believed to be the original Bruce Hodgson car which was rebuilt by the late Ken Harper. It is ready to go rallying. \$24,000 or close to it.
John Smallman, 0418 355 950.



That "Datto"

Simply put, this car is fun for all ages! The results say it all: triple Club championship winning car, multiple lap records, easy to drive, thrilling in corners and a giant killer at the tighter tracks.

This fantastic car is the result of more than 10 years of racing and development by Les Collins and my now quite depleted bank account. This car is easily the fastest & most fun to drive under 2lt. Nc car for sale in Aust! It's dependable and takes little maintenance, I will share all development and specs with the new buyer and offer support if required. This is a complete, ready-to-go turn-key set up including a full spares package & trailer! The price is less than 1/3 of cost and we can negotiate about the package, BUT don't call unless you are serious about owning this legendary car, this is not a fire sale! Russell Pilven 0419 527 188, rustyp510@bigpond.com, essendontyrepower@bigpond.com, 9379 2616

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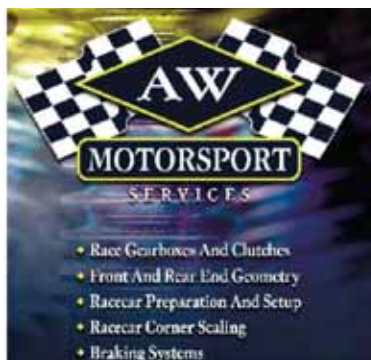
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Torquing 'Em Up - Classifieds are free!

Historic race workshop space now available.

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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**



Signed up for married life - groom smiles in delirium.



Ford Mustang car No. 54

The redoubtable John Mann offer for sale...

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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



Ruby - world's fastest Hobbit wedding car

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**



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- LED lights
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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 0411 717 167



Arguably Australia's Greenest Nc Mazda RX2

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