

HISTORIC TOURING TORQUE

July 2007

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

***Great entry, great racing
at July Sandown!***



**DON'T MISS THE NEXT
GENERAL MEETING!**

8 pm sharp Wednesday July 25th

Bells Hotel, Moray Street South Melbourne

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TORQUE CONVERTER

Ah yes, hullo again. It's been ten years since I've sat in the editor's chair and it's suspiciously warm and somewhat bigger than it was. A bit like having big boots to fill, I suspect, but in the trouser department. Deano has done a magnificent job and everyone in the club has remarked on what a great thing the magazine is, which came top with no negatives as the most appreciated Club service in the recent Club Survey, of which more later.

So to begin with, a word of warning. I ain't very good these tricky publishing programs even though that's what my company does. (What do I do? Sssh.) So this first effort has been helped by the aforementioned ex-Ed and current-Pres while I gets me trainer wheels spinning...

It was excellent to attend my first Committee meeting – there are some exciting things in the wings and I can only re-affirm that the Club is in very safe and enthusiastic hands. What's more, all Committee members are intelligent and focussed on the common good of the Club, a welcome change from the memories of those earlier years when I came close to leaping over

the table and throttling a fellow member, and me a weedy peace-loving tree hugger with specs.

The magazine is a valuable conduit for the Club and serves to inform and unite us all. (Perhaps we shouldn't make it too good or be too fulsome in the minutes or nobody will turn up at the monthly meetings!) For everyone and especially those interstate, rural and otherwise occupied members it has a distinct job to do, as has the website, which is in for a pull-through and a big birthday. At the last general meeting, Escort punter Paul Cruse's brother Michael offered to help improve and look after it – we've got you pegged on that one Michael, there's no escape. Both magazine and website have a job to do in our future plans (not as yet finalised) as we seek to take the Club to the next level and broaden its appeal and application.

So the point is this: it's your mag. Input is need from as many as possible otherwise it's just the same old pap from the same old people, wonderful though that may be. Articles are great and new pieces from out of left field really are a welcome surprise and brighten the mag up. However

not everybody feels they have the time or the skill to write a whole article. But that shouldn't stop contributions. If I can gather little tidbits every month and put them into a sidebar (like they do in Auto Action and Motorsport News) then that will be fantastic and will make the magazine sing. Bits of news, gossip etc – of course, nothing hurtful or defamatory – can have a place and you needn't have your name attached unless you want to. Email your bits and photos to editor@htcav.com.au or direct to me at chrisralph@crc.com.au or if you don't do computers we'll type your stuff and scan your printed photos if you send them to Chris Ralph, Level 3, 150 Albert Rd South Melbourne 3205 Vic. A reminder that the deadlines for your articles, snippets, photos, enraged Letters to the Editor, advertisements etc is Monday 20 August.

In the meantime please enjoy your mag. Among the reports from office bearers and hero race callers of course we have the musings from the frightening mind of Mat Jager - delightful laugh-out-loud stuff and another life lesson contained therein – it's all about the journey. Please Mat, don't stop!

It's the middle of winter and what fun we're having. Last weekend's Sandown round, by all accounts, was a blast. I certainly had fun. The weather added an exciting element to the weekend. We had about 28 cars start the weekend. Down one unfortunately, with the withdrawal of the Jager "super" Falcon. The



Sunday morning race in the damp/wet was an exercise in tyre choice and weather reading.

I of course made the correct decision about tyres, but it was everyone else who cheated and ran wets! Bill Cutler must have been praying for one more lap as I struggled for grip as he had me in his sights and was just a few seconds behind, with me clearly unable to get any grip. And it's very pleasing to report we had plenty of close racing and no panel damage over the weekend. In fact, the racing was so close that in the main race on Sunday, Bill Trengrove beat Ray Challis by 2/10,000th of a second. The closest finish I can remember.

The number of entrants in events this year has exceeded the committee's best expectations. Congratulations to everyone. This will surely be our biggest year in terms of number of competitors per event.

We are obviously on a roll in regards to people wanting to race Historic Touring Cars. And why not! They are fantastic fun to race and the people who race them are a fantastic bunch of guys and girls

too! Which is probably why we picked up another couple of new members over the weekend.

Speaking of members, over the past 5 years or so, the Club has had an average turnover of about 20 members a year. That's 20 who don't renew. The committee have discussed membership and believe for our Club to grow we need to attract new members from outside the current circuit racing fraternity. Club days, hill climbs and sprints are all areas where we could find new members. To do that means we would probably have to recognise/reward those disciplines. As we develop a plan we will of course let the members know and ask for your input.

You may have noticed we had a higher than usual number of non-financial members reported at the AGM. In previous years we have sent reminder notices to non-financial members in April and that seems to have got the renewals in. However this year we didn't and as a result our membership numbers appeared down on the corresponding period from previous years.

We have now sent the reminders out and I am confident we will see membership renewals flow in shortly. We will as usual report the figures at the monthly general meetings.

New Committee

Welcome to new Committee members Alan and Deb Brown, Coxy and Ralphy. This will be a big year for the Club and these new people will help make it happen. And also thanks to the other guys for putting in again this year. Well done!

Pointscore

For anyone chasing trophies, the up-to-date pointscore is printed in this newsletter. The committee are currently looking at ways to

improve future pointscores and reward more people for their input, whether that be traditional circuit racing or other disciplines. And by re-jigging the class points allocated per race, the championship get closer and closer. When we have a recommendation we will of course put it up to you at a general meeting.

Newsletter

This is our new Editor's first attempt at our monthly newsletter in its current format (meaning he was a previous editor). And I think Ralphy has done a great job, if you do too, give him a pat on the back or better still – send him some news items or articles. The more the merrier. Where would we be without the crazy CARma report??

Family Day

Once again we have been invited along to the HQ's Calder fun day. Last year this was a highlight for members, families and friends. Put it in your diary! The date is Saturday September 29 - Grand Final day! We'll have entries for you shortly!

House keeping

There is a special piece of business that needs to be taken care of at our August general meeting. The Club has always reported May 31 as our end of financial year. This was so the final financials could be correctly reported to members at the AGM in June. However our constitution states June 30 as the end of year. The Auditor has picked up the error and the committee believe it is best if we change the constitution to reflect the May 31 date. There is a notice in this newsletter giving correct and proper details.

See you next Wednesday

Jervis Ward
President

NOTICE OF SPECIAL MEETING

On Wednesday 29th August 2007 a special meeting of the Association will be held at Bells Hotel, corner Moray & Coventry Streets South Melbourne at 8:15 p.m. The Agenda shall include reports by President, Vice President and Secretary, Treasurer's Report, Competition Report, Membership Report and Pointscore Report. There shall follow discussion and voting on two Items of Special Business, namely:

Item 1

To amend the Club's Constitution as follows :

Rule 2 Definitions

Current wording:

“financial year” means the year ending on 30 June

Intended new wording:

“financial year” means the year ending on 31 May

Item 2

To accept the financial statements of the Association for the 13 month period of 1 June 2006 to 30 June 2007.
The Meeting shall close with General Business.

By Order: Deborah Brown Secretary HTC&V Inc.



NOTICE APPOINTING PROXY

I.....being a financial member of the Historic Touring
Car Association of Victoria appoint

.....to act as my proxy regarding the proposed amendments to the Constitution as outlined in the Secretary's Notice in the July 2007 Newsletter.

Singature of person appointing a proxy.....

Signature of person acting as a proxy.....

The Secretary must be given notice of this proxy no later than 24 hours before the monthly meeting on Wednesday 29th August 2007.

Return address: The Secretary, HTCAV, PO Box 16 Chadstone Centre VIC 3148



PROXY VOTE

I.....being a financial member of the Historic Touring Car Association of Victoria vote in the following way regarding the proposed amendments to the Constitution as outlined in the Secretary's Notice in the July 2007 Newsletter.

Item 1: To amend the Club's Constitution as follows :

Rule 2 Definitions

Current wording: “financial year” means the year ending on 30 June

Intended new wording: “financial year” means the year ending on 31 May

Vote YES Vote NO (please circle)

Item 2: To accept the financial statements of the Association for the 13 month period of 1 June 2006 to 30 June 2007.

Vote YES Vote NO (please circle)

The Secretary must be given notice of this proxy no later than 24 hours before the monthly meeting on Wednesday 29th August 2007

Return address: The Secretary, HTCAV, PO Box 16 Chadstone Centre VIC 3148



Greetings all. Good to be back on board with you all for 2007/8. I am sure it will be a great year for the club, especially on the track where healthy grids are continuing. Good stuff indeed.

Two items to report on this month. One is a change to the Constitution and a second one relates to our financial statements.

Our club is incorporated under the Associations Incorporation Act 1981. Under Section 22 of that Act, we are permitted to change our rules by special resolution. Section 29 of that Act says a special resolution is valid if three quarters of the members present at a meeting (including proxies) vote in favour of the resolution and that members have received at least 21 days notice of the resolution.

By publishing a notice in this July magazine, we are complying with the 21 days notice. This will allow us to vote on it at our meeting on the 29th August 2007.

Below is the resolution the committee will be asking members to vote on at the 29th August 2007 meeting.

In our current Constitution, under Rule 2 Definitions

Current wording:

“financial year” means the year ending on 30 June

Intended new wording:

“financial year” means the year ending on 31 May

Rationale:

The club has always used 31 May as its year end and Corporate Affairs have also pre printed this as

our year end on our Annual Statement that has been submitted for the last few years.

However the Annual Statement that has issued for this year, states the year end as 30 June.

We want to amend the year end to the one we have always used. The above amendment will correct the anomaly.

I shall ask the Club’s Secretary, Deborah Brown to list the above matter as Item 1 in the formal Notice of Special Meeting.

The second item is the financial statements for the 2007 year. We recently submitted to members the financial statements for the 12 months ending 31 May 2007. However in the light of the above anomaly we shall need to submit the financial statements for the 13 months ending 30 June 2007. There were very few transactions for the month of June 2007 so they will have little impact on what has already been presented. However to get things in order, I shall ask the Club’s Secretary, Deborah Brown to list the above matter as Item 2 in the formal Notice of Special Meeting.

(The next reporting period will be an 11-month year, being 1 July 2007 to 31 May 2008, and the one thereafter will revert back to the normal 12-month cycle being 12 months ending 31 May 2009.)

The above two items will get matters back on track.

David Floyd

Treasurer



Andrew Williams flew in the wet race, survived a spin and took the win...



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Apparel-ently so

Club apparel will be sold from der Coxy Wagons at race meetings! The new Committee member and beaming purveyor of pricey product will carry our stuff and display Club propaganda so people can take a proper gander at it when they rush in to grab their stuff. We'll have samples at our group tents with notes pointing to Coxy if they want to buy them, with a small Coxy tax. Another brick in the wall of Chez Cox? Another 15 minutes on the dyno to sort the Torana, I'd reckon.

No more favours

Occasionally, and usually at the first meeting of the year, members who have forgotten to renew their memberships and urgently need a membership card to be able to race ask the appropriate Committee member to give them one - "Jeez mate I'll send the money next week, promise." And guess what. Nuffink. So now it's No More Mr Nice Club. You pay cash or cheque when you want your emergency club membership/licence, or you'll have an emergency of a different sort.

Ads, ads, ads

They work, funnily enough. They may not make the phone run red hot instantly but whether it's for your business or a classified car or component, if you're not on in front of your potential customers, you're not on. So keep the ads coming chaps and chapettes, and check the rates at the back of the mag.

Un Velocipede Extraordinaire!

The ex-Editor tells me of a really unusual and exciting new addition to our racing ranks. I'll tease this one out a bit here with a bit of a quiz... It's a hemi-headed COD car, European, FWD drive, allegedly 240HP and a scant 900 kg. Que? OK, more clues - it was

driven in the day by a current Club member, from the days of Appendix J in the early 60s to Improved Touring in the early 70s. Still nothing, give up? Not yet you don't, there's more - there were only 200 made, it was a French car built in Slough, England. It has no distributor, but sort of has points and four coils, the FWD has no constant velocity joints but double universal joints - and it was built in 1954. What?? Pardonnez- mois? Alors - it is a Citroen 11BL also known as the Citroen 11D - D for "Development model". Six inches (and 4 numerals) shorter and lighter than the Light 15, they were the test beds for the 4-speed ID19 model transmissions, whereas the Big Six model helped develop the famous Citroen oleo-pneumatic suspension.

So who is going to drive this Gallic gallivantier? None other than the soon-to-be-heroic Mick Stupka, who, just for something different thought he'd trade an impish little car with everything at the back for a considerably larger one with everything at the front. Naturally he has made a wonderful job of the Cit's restoration, in true Stupka style, and the car can thus be described as "abundant concourse" (French words highly applicable - courtesy of Google, in case you thought I was bi.)

Your humble editor remembers driving a Light 15 on skinny rims and Michelins in the 60s and was amazed at the gargantuan turning circle and heavy steering. This, the world's fastest example and the only one with a competition history, once raced on 14 x 9" wheels but CMAS has settled for 15 x 7", so any Mustang driver with lightly used sets can probably flog them to Mick for a couple of centimes. Still, he will have to swallow quite a few cans of spinach to park it on the dummy grid, I'd reckon. Alleged advice from Jack Johannsen-Weaver, the man who developed and drove the

car for around 12 years: "you just put the front wheels where you want them and flatten it and forget about what the back does." As a fellow Nc competitor (if the BMW is ever finished) I'll be wary of wildly wagging derrieres. And if it really has 240HP and 900 kg, try to hang on to the back of it down the straight...

One more from the Ark-ives...

Aaaark... Club Life Member, gearbox guru and gleam-domed Methuselah, Ken Zinner, will be interested to see his old mount prancing again at Sandown Histories. An Azure Blue 1953 Holden 48-215, name of JG 965, was purchased by KZ in 1962 at 46,000 miles, driven for 20 years as the family car, then converted to an Appendix J replica racer to remind its owner of his days at the wheel of a similar bulbous beast in the late 50s and early 60s. Ken raced it for 15 years until the first of his hearties, when it was sold to a chap called Kev in 1998 who used it in the FX/FJ Owners Club events before selling it to Rob Southouse, who has refurbished it and repainted it green with yellow stripes. Preparation on the car is being done by Club VP and noted denture dude, the Chopper Champ, Mark Barbour. (That should give it some extra teeth.)

In Ken's racing days many young drivers at their early race meetings became puzzled why they couldn't get past an old geezer in a humpy as Ken handed out free "follow me" lessons on how to drive a racing line. In the mid 80s he and his humpy doppelganger, Rob Jamieson, another racer from the era, were usually inseparable on the track always and always received popular applause from the crowds, whether for the cute factor, wow factor, or a mixture of both.

Not only gearboxes, but also race tracks

Not quite “built it with me own hands”, but close. Ken recalled how he used to travel from Warragul with a mate on a weekend when he was about 16 or 17 to take part in working bees at the Phillip Island, in the late 50s. Ken’s work was mostly clearing the brush but when the track was still dirt he took part in a couple of events to “settle the dirt”, namely a full-on sprint down the straight and a hillclimb, reverse-ways back through MG and up over Lukey Heights, where he came second in his humpy to a toff in a Jaguar. He also recalls that a few years later, driving in Stirling Moss-type brain bucket helmet, string-back gloves and held in by a lap belt and with no roll cage he rolled it coming on to the main straight, receiving a few scratches from the bushes as he bounced through. His biggest problem was being observed by a newly pregnant Glenda. No more racing – a 20-year sentence was then served – which is not that long in the life of a Methuselah. Next January, Ken, who started as an apprentice with Otto Stone and then Reg Nutt, will have been working on cars as a business and hobby for 55 years, something of a record no doubt, and certainly for this club!

What’s happening with the Club Survey

Thank you from the Committee to those who filled out the Club Survey sent with the 07 renewals. The response was great. What happened to it was this: it was put through the most sophisticated marketing planning program in Victoria and possibly Australia, courtesy of its inventor, the now-retired Brian Dermott, and as a favour from the company he founded with Linda, BDA Marketing Planning. This company is employed by forward-looking major companies to assess

the structure of an organisation and recommend general marketing directions and the Club, having had this process applied, can now plan how it can shape up for the future, from the 31-page report we now have. It told us what we had suspected – that unless the Club adapts to face inevitable change it will slowly fade in relevance and size. A marketing sub-committee has been established and will work towards a set of strategies to promote the Club and thus strengthen it... this in turn will make the Club more able to align with the needs and expectations of existing members and also make us more attractive to newer members. Expect to see methods to cater for and attract people who may want to compete at a different level from circuit racing, to introduce more family orientation, ways of looking to reduce costs, improve communication and raise our profile.

“Watch this space” department

While you’re watching and waiting for the Survey stuff you can also keep any eye out for new things coming up, including a freshened pointscore – making it more rewarding to come second and third in your class, so the winner doesn’t always take all; a bit of strong-arm stuff on the idiocy of having to have your car scrutineered by multiple methods to the detriment of everyone’s good humour at Winton, and a happy, scrappy slap happy Go Kart Championship later in the year.

How close is our racing?

In Race 3 at the last Sandown meeting Bill Trengrove beat Ray Challis into second place by 2/10,000th of a second - .5513 vs .5515. This must as the Club’s closest finish ever. Of course, there’s been a protest. Ray reckons Bill cheated and put his Dorian in his front bumper...could be

there’s a disparity between the painted line and the timing line. There certainly is at the Island. Last year a young Formula Ford mate bested another in a tight finish across the strip and lifted off, where the other contender didn’t and was awarded the win on electronic recording. So if you’re neck and neck, keep the Wellington in until well past the line!

Special thanks

With the magazine deadline being so close behind the last race meeting (1 day) we were looking the barrel of no pix for the magazine, not a good omen for this brand new recycled Editor. Luckily Peter Clark of Clark Media Services happened through the garage of Team Whiteside and offered to come to the rescue with a brace of shots to get us out of trouble. Many thanks to Peter, who can be contacted on 0421 588 823 or clarkmedia@dodo.com.au. Then Rob Lang of Grease Monkey Concepts bowled past when we were putting it together and gave us some more. Lucky, huh? Rob’s number is 0412 001 263.

Slightly more Raffish, wot?

On reading the CarMa report, I detect allusions to a certain simpering screen actor who has found fame by (a) using the alternative pronunciation of your Editor’s proud family name (b) putting in some OK performances with some leading ladies and (c) being led by a very leading lady into the Qantas loos mid-flight for a bit of hanky panky rumpy pump, who then blabbed for money to the daily blurts. I hasten to assure readers that ’twas not I, although Qantas did send me a congratulatory email, claiming that the airline’s name is actually an acronym for *Quickies Available Now Toilet Ask Staff*.



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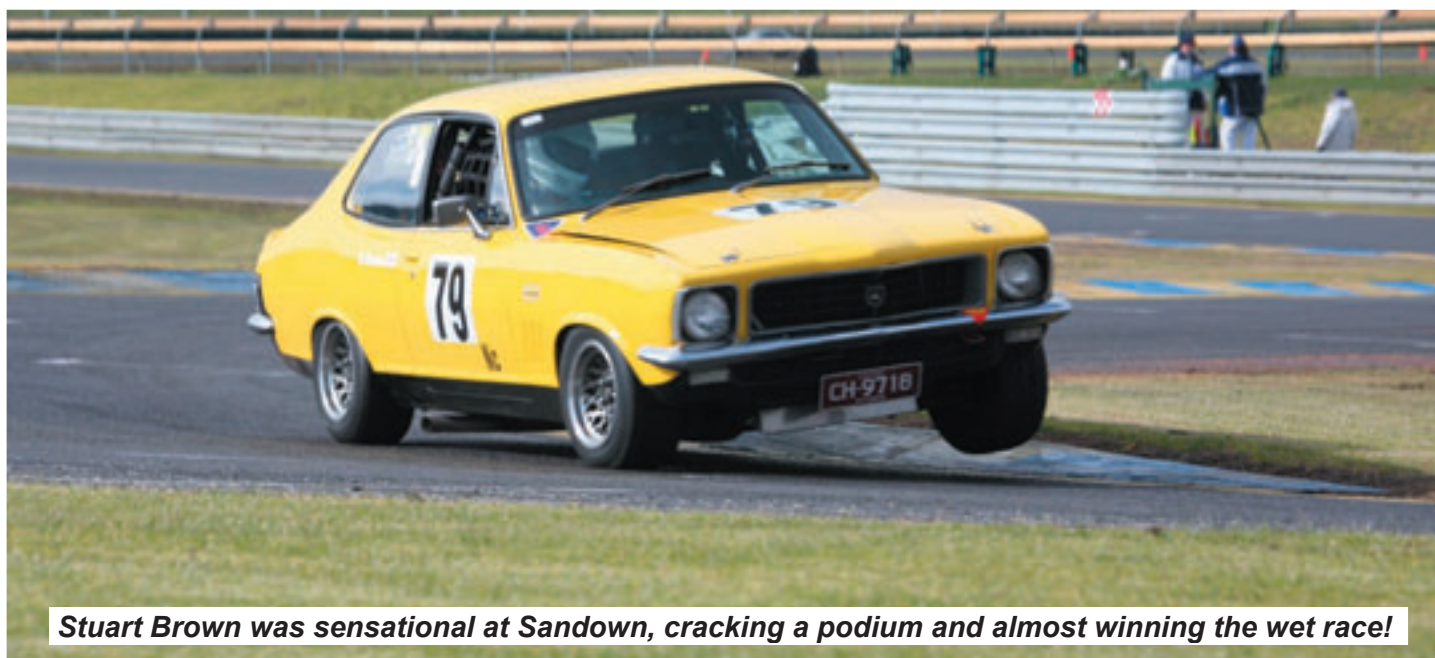
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Stuart Brown was sensational at Sandown, cracking a podium and almost winning the wet race!

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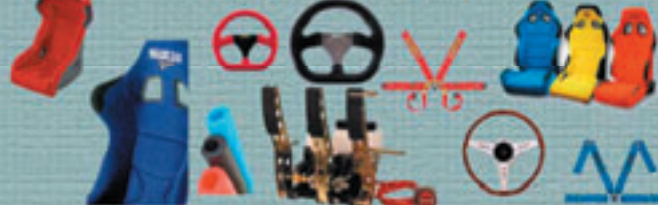
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Hi to you all, and welcome to my first official competition report. Thanks a million to Russell Pilven for all his hard work over the past couple of years - he's left the competition side of the club in great condition. For those of you that were not at Sandown on the 14/15th of July you missed out on a cold but very entertaining weekend of top class racing. For those who did go and particularly those who competed - THANKS.

What an absolute credit to our club and its members, each and every driver was fantastic, the racing was spectacular, extremely close, and most of all, without incident. I know every driver had a ball, we raced in both wet and dry, with some daring slides, and long sideways drifts just to entertain the crowd, in the wet and the last race Sunday, WOW, the times tumbled, and the gap between 2nd and 3rd was just 2,10,000th of a second, how close is that! The most pleasing aspect for me over the weekend was to see the diverse range of cars that ran, great to see all the smaller class cars out there, really having a ball, dicing with each other. The action was right through the field and that's what makes this class of racing, cars of large or small capacity just

getting out and racing against each other and having fun, and most importantly, all going home in one piece.

The other pleasing thing was to see drivers after the race with big smiles on their faces as they discussed the race with their fellow drivers and crews. As both your Competition Secretary, and your Competitor Rep on the SRS, it makes my job worthwhile to see such good numbers of cars turn up, well presented, and race so close and safe, and to see everyone get on so well. I hope that means that we as a committee must be doing the right thing by its members. I saw some pretty average driver behaviour and attitudes in a lot of other classes at the weekend and I shall be bringing that subject up at the wash up meeting for the round.

We really are streets ahead of any other category in the driver behaviour stakes - well done everyone. But let's not rest on our laurels, we need each and every car to get out and race and support those who run these meetings for us, as we really do have one of the finest racing series in the world, and you better believe that! Thanks again everyone, it was a great meeting.

Mark Barbour
Competition

Following the Scrutineering fiasco caused by the Winton Motor Raceway's imposition of scrutineering conditions on the Austin Seven Car Club on the Wednesday prior to the race meeting, the HTCAV approached CAMS.

We contacted CAMS State Manager, Steven Daws, requesting information on the CAMS response to the Winton situation and what steps CAMS had taken to assist.

We were informed that CAMS became aware of the situation on the Wednesday afternoon and that WMR has cited their OH&S policy as the reason for the imposition. WMR had also mentioned the Coroner's advice as part of the OH&S Policy.

CAMS legal people were advised of the situation but due to the short time involved and the lack of details from WMR they were unable to take any action before the race meeting.

Steven advised us that a full report would be presented to the next State Council Meeting (August 10) and that the HTCAV would be kept informed.

The issue will be followed up and members will be kept informed.

At Winton a few of our cars had the Target Inspection carried out by Scrutineers. These generally went smoothly with only a couple of minor operational issues arising.

At the recent Sandown meeting five cars had the Target Inspection carried out and the operation went very smoothly with each car.

David Twigg
Eligibility



Grids wrap around the corner - excellent for a State Series meet!



Helen Lindner had a top weekend, finally getting off the Ps after 5 years ...

ALL TORQUE, ALL ACTION

VSCRC Round Three Sandown July 14-15

Jervis Ward (Nb Mustang) took two wins to close in on current State Series points leader Tony Hubbard who was absent this weekend. Torana fast man Andrew Williams won an action packed second race on a damp Sunday morning after starting from the rear of the field.

Race One

Gary O'Brien (HQ Kingswood) did not line up after being fourth fastest in qualifying thanks to diff problems. Pole man Ward spun the bags allowing fellow front rower Andy Clempson and Bill Trengrove (all Nb Mustangs) to leap frog him into turn one. Ward quickly recovered



to power back into the lead on the back straight. Williams charge to the front ended after exhaust problems and

a bad miss forced him into the pits. Meanwhile Trengrove was climbing back up the order as Stuart Brown (Torana) battled the immaculate Charger of Michael Hibbert. Mark Brewster (Torana) vaulted into the top ten after completing just one lap in qualifying as Ray Challis (Torana) began to hassle Clempson in third. At the front Ward looked set to claim victory until Trengrove mounted a last ditch effort on the final lap, failing in the end by just half a length. Clempson was third by a similarly tiny margin in front of Challis. Stu Brown was fifth, then Hibbert, Paul Dobson (XT Falcon), Brewster, Marty Lambert (Torana) and rookie Steve Pillickers (Torana) completing the top ten. Fastest lap: Trengrove 1:33.5926 (lap four).

Race Two

Alan Brown did not line up after suffering clutch problems during race one.

Overnight rain saw the other Torana lads licking their lips pre



race with many puddles covering the circuit. But it was Ford V8 man Trengrove who led early after a quick getaway – too quick however as he was soon in to serve a drive/through penalty for jumping the start. Former Sandgroper Andrew Whiteside (Charger) looped the Mopar at turn two on the opening lap. Newcomer Angelo Taranto (ex Liam Reed Torana) retired after breaking an axle as Williams sliced through the order with O'Brien following him after also starting down the back. Justin Brown (BMW 2002) retired with diff dramas while Ward and Clempson struggled for grip. Williams took very little time to burst into the lead with O'Brien right on his tail and Stu Brown right on the HQs bumper. Suddenly the lead trio came upon the Triumph of Ian Watt, the concertina effect resulting in Williams receiving an inadvertent tap from O'Brien. The Torana spun around but rejoined in third with Brown now the leader. O'Brien redressed the tap situation by allowing Williams into second as Brown looked comfortable in the lead, until being served the Commentators' Kiss of Death – a glowing endorsement which moments later saw him looping out of the lead at Betta Electrical corner. Brown rejoined in third

as Williams and O'Brien battled at the front, the Torana building just enough margin to take the win by less than two seconds from O'Brien and Brown in third. Clempson was almost half a minute back in fourth

after a great dice with Ward in fifth. Bill Cutler (BMW 2002) was inches behind in a fantastic sixth despite a last lap excursion with Challis next after struggling for grip then Trengrove, Dobson and Hibbert. Fastest lap: O'Brien 1:33.5926 (lap four).

Race Three

Clempson made an electrifying start to lead Williams into turn one as Ward again smoked 'em up. Laurie Nelson (Dobbs Capri) came to a stop on the front straight as Williams and Cutler both came in for penalties for jump starts. The drier conditions were much more to Ward's liking as he led from Clempson who suddenly veered into the pits after suffering a cracked block after running in second. Williams also retired after breaking an axle as O'Brien lost ground after an excursion at turn one. Ward now had an untroubled run to victory as Trengrove just beat Challis to the runner up spot by .0002 of a second! Lambert was a solid fourth from Hibbert then Dobson, Brown and Taranto (who had a great battle to the end) followed by Pillekers and O'Brien. Fastest lap: Ward 1:23.3379 (lap three).

*Darren Knight
Torque Tube*

So, I've managed to burn out yet another editor then. It's not even as though I really had to work at it all that hard, either. Just a bit of 'send in the column really really mega late' here, and some incredibly poor syntax and grammar there, really. Add a bit of slagging off of all and sundry for them to find and weed out with a deadline not just looming but whizzing merrily past, and before you can say "Miceli's got man-boobs like Pammy" they're running for the hills screaming obscenities about moronic columnists and foaming at the mouth. Cue evil laugh (Mwah hah hah hah hah haaaaaaah...), crack knuckles, my work here is done.

Except, of course, that they've now gone and chucked a (spit) professional at me. And that's not to cast aspersions upon Messrs Knight and Bryant, but this new guy; he does this kind of thing for a crust.



Nuts torqued, our intrepid columnist meanders in his motor...

He's hardened as it were. Inured to the rantings and foolhardiness of those such as I. Upon hearing the news that Monsieur Rafe* was to take over, I went into a bit of a cold sweat. And NOT the kind one has to pay for. (Don't pretend you don't know what we're talking about, nudge, nudge, wink, wink, SAY NO MORE!)

For here, dear reader was someone who was less likely to tolerate my windbagging and padding – like I'm doing here, for instance. Seriously, before the start of this sentence there were 237 words – count 'em – and yet I haven't actually said a damn thing. Pure gift. No, Monsieur Rafe* would demand something meaningful, like a real writer would produce. A piece that just for a change was actually going somewhere, whether it actually eventually got there or not. The CARma juggernaut is by comparison yet to make steerage way, but for a little while there by gee we were excited about the news that we might start moving soon.

Well I'm making a stand. Actually, it'll be more of a sit, or indeed a 'lounging around'... Standing being so wearisome, and all. I'll not be dictated to by this new, er, Dictator! My public has come to expect a certain (low) standard from me, and I'll be damned if I'll sit busily and industriously by and in the process let that public down, who- and where-ever that person may be, should they exist beyond the realms of one's imagination.

So take that, Monsieur Rafe*; the CARma report is going to continue just as it has always been. An over-long, pointless waste of space. And if that isn't good enough, then FOR THE LOVE OF DECENCY END EVERYONE'S SUFFERING, WOULD YOU?!?!?! Or I can just keep punching this rubbish out, your call.

The Boss decided recently that if she must be seen

in public in my company, then she might just as well look professional doing it. Kind of an excuse if you will, like 'You're right; I wouldn't be here either except that I'm overseeing my investment', or some such. Accordingly, she organised for the JMS (heh heh) team to have a line of apparel to call its very own.

All was going quite well too, as long as the questions emanating from the Boss-lady remained reasonably simple. What size are you now, Lardarse, that sort of thing. No wuckas, that's all easy enough.

But then. Ahhhhhh, then. (Calm down, I'm getting to it.) The talk

turned to logos, and what form they should take. We want the world to know the character of our folly, after all. The Boss had both myself and a quasi-professional logo designer type dude from her work come up with some suggestions over a couple of days. (Hey, it was more important than anything Sol had for him to do.) And then the poor misguided girl asked us guys to decide which one was better!!! C'mon Boss, don't make me cue up the evil laugh again.

As the poor lamb was so clearly mystified, I decided to break with tradition and tell her something useful. Gather 'round, this could help you, too.

You see, when a) there are only the men involved, a difference of opinion of the slightest kind can see something reminiscent of the hundred-years war erupt, with any (dude-type) passerby getting drawn into the maelstrom and taking a stand one way or the other without prior need of an understanding of the issues. Certain knowledge that one may indeed be wrong is no

inhibiting factor; in point of fact, the wronger you is, the harder you argue, etc. Check out CNN if you don't believe me.

However... When b) there is a WOMAN not only involved but also directly related to said verdict, then all men concerned back off to a distance of about 9,000 kilometres, which we call MSWDD, or Minimum Safe Woman Decision Distance. From this vantage point of course you cannot possibly hope to see what is going on; but then this is precisely the point. There can be no recriminations against you (the man) because she (the woman) said either yay or nay to the thing in question, and is therefore solely responsible for how sucky it may look. The trade off is that the Kudos are hers if it looks fantastic, but seriously; we're not POOFS, right? What do we care, as long as the shirt covers the six-pack/slab, etc?

And to those of you who would suggest that such a small thing cannot be held against one... Getting real itchy in the trigger finger department on that laugh. Why, I'd be willing to bet that Methuselah (no not Zinner; the other, younger one) was on his deathbed trying to get some rest, all the while weathering an ear bashing from his beloved about the stupid toaster he got for said consort on the occasion of her twentieth birthday. Or something like that. You can see the picture I'm daubing on the outhouse wall here, can't you?

Suffice it to say, the shirts turned up and looked half respectable, the Boss was happy, and your loyal scribe was able to go back to DEFCON 3 and start closing one eye when he slept again. So everybody won then, eh?

As this article was originally to be due on the Friday before Sandown, and as the JMS fishing trawler was slated to perform at said event, I had the bright idea of writing the article on same in a pre-emptive manner. I'd have banged on for a bit about how everyone else was obviously cheating, or at the very least they were slightly mean because they just wouldn't wait for me. And it was sure to be a spot wet at some point; more talk about our brave protagonist and the traffic-cone he seemed to be sitting on after each session. We'd have to throw in some blame to the Torana hordes, simply for being Toranas of course. And cast aspersions upon the lineage of the pilots of those indecently quick Wog-Chariots, before offering up the latest installment of my not-quite-so-very long-running battle with one Stu Brown, who would probably have disappeared up the road by now anyway.

But to criminally mangle some old writer guy; Sandown was at one end of town, the race car was at

the other, and ne'er the twain shall meet. Of course, it would be difficult to actually shift Sandown, and there's no reason why the car would never go there, but what I'm trying to convey is that it wasn't about to transpire this time. I was just trying to create some drama. Some mystique, if you will.

You see, even though we had been locked in our (documented) hyper-feverish preparation program, it still came down to a few late night sessions in the couple of days leading up to the round. And so it was that at about ten o'clock Thursday night I decided it might be something of a good idea to change the oil. I had entertained plans to change the coolant as well, but had (of course) run out of time. Well, bless our little engine's Ohio-born heart, it decided to combine the two jobs for me and save some time. You see, when the oil came out, it was just a little bit greener and wetter than I'd normally prefer to see.

What all of this means is that there's a bit of a freshen-up on the horizon for our poor little Clevo, and perhaps a bit of a tickle to improve the power-to-weight equation. Like the shirt says, I just need fifty more horsepower...

So that's the reason we weren't racing – rumours that we were scared of what Stu would do to us, or indeed frightened of the weather – are certainly not unfounded, but in this case not true. Exactly.

So, those CARma buggers got me for the waving thing after all, eh?

*If that poncy toilet-shagging actor-bloke with the stupid mid-Atlantic accent can get away with calling himself Rafe, I see NO REASON why our very own Ralph can't do the same. I mean, I'm not suggesting that he has to knock off a hostie, that's really a choice for him to make. We can't force him, can we? No really, can we?

Mat Jager



2007 POINTSCORE

	VMRC RD1	Hist PI	VSCRC 1	Hist Wint	Rd 3 Sand	Total		VMRC RD1	Hist PI	VSCRC 1	Hist Wint	Rd 3 Sand	Total
NCA Over 5000cc							NBA Over 3000cc						
Tony Hubbard	0	0	43	34		77	Bill Trengrove	0	24	16	0	30	70
Matt Jager	31	0	27	0		58	Jervis Ward	0	43	0	0	40	83
Gary O'Brien	0	26	23	27	22	98	Andy Clempson	31	33	32	30	23	149
Michael Miceli	0	19	0	0		19	Trev Talbot	0	0	29	0		29
NCB 3500-5000cc							NBB 2601-3000cc						
Robert Braune	49	45	0	46		140	Richard Fairlam	0	43	0	0		43
Michael Bugelly	0	0	37	0		37	Mike Oliver	0	20	0	27		47
Paul Dobson	12	0	0	16	36	64	Brent Trengrove	0	23	0	34		57
Peter Burchell	0	0	0	3		3	NBC 2001-2600cc						
Rob Burns	0	23	0	39		62	Eddie Dobbs	0	4	0	30		34
Geoff Taylor	36	3	0	0		39	NBD 1601-2000cc						
Michael Hibbert	30	29	27	33	40	159	Ian Cuss	31	31	0	30		92
Andrew Whiteside	0	0	0	19	17	36	NBE 1301-1600cc						
NCC 3001-3500cc							Simon Browning	31	30	39	0	33	133
Trevor Talbot	0	58	0	0		58	Brian Deveson	0	0	13	38	31	82
Mark Brewster	0	0	27	0	15	42	John Luxmoore	0	21	26	25		72
Scott Slater	42	0	0	0		42	Colin Doolan	0	45	0	0		45
Graham Slater	0	21	0	0		21	John Bendell	0	43	0	0		43
John Harrison	0	42	0	0		42	Lou Renato	0	0	0	23		23
Andrew Williams	0	3	40	0	21	64	NBF 1001-1300cc						
John Bourke	24	0	0	33		57	Anthony Ramadge	0	25	0	17		42
Doug Growcott	0	6	45	0		51	Peter Melick	0	0	0	38		38
Gordon Cox	0	0	0	20		20	Ted Brewster	0	46	0	29		75
Angelo Taranto	0	0	0	41	15	56	Chris Ellis	0	0	0	45		45
Peter Knight	0	3	0	0		3	Len Read	0	43	0	41		84
Garry Edwards	24	0	0	42		66	Colin Taylor	0	30	0	17		47
Martyn Lambert	0	0	0	3	30	33	Helen Linder	31	19	0	17	31	98
Scotty Taylor	0	9	0	0		9	NBG Under 1000cc						
Ray Challis	43	33	51	0	52	179	Michael Stupka	0	0	31	30		61
Stuart Brown	0	0	9	26	45	80	PLEASE NOTE: Check your points shown here against						
Alan Brown	0	3	15	0	3	21	your own records and remember that if you are not, or						
Laurie Nelson	0	12	3	0	6	21	were not at the time of an event, a financial member, you						
Steve Coad	0	33	0	20		53	will not score points. The Pointscore Rules are shown						
Steven Pillekers	0	0	15	0	24	39	elsewhere. Email your adjustments to Dean Bryant at						
NCD 2001-3000cc							pointscore@htcav.com.au						
Ian Watt	31	34	0	21	31	117	REMAINING 2007 CLUB CALENDAR						
Robert Hare	0	30	0	0		30	GOLDEN OLDIES - HTC AV HISTORIC SERIES						
Timothy White	0	0	0	36		36	Nov 11-12 Historic Sandown 3						
Ant Read	0	0	0	27		27	STATE RACING SERIES HTC AV CLUB POINTSCORE						
Brendan Hare	0	0	0	3		3	Sept 1-2 Phillip Island 4						
Stephen White	0	30	31	0		61	Oct 20-21 Calder 5						
NCE 1501-2000cc							Nov 24-25 Phillip Island Island Magic 6						
Bill Cutler	0	47	0	38	47	132							
Mark Schatz	0	0	0	0	25	25							
Justin Brown	0	0	0	20	12	32							
Russell Pilven	0	15	0	0		15							
Daniel Myers	0	0	12	0	37	49							
Peter Owen	0	0	15	23		38							
Don Knight	0	9	0	3		12							
Gary Edwards	0	34	0	0		34							
Paul Cruse	31	0	0	0		31							
NCF 1101-1500cc													
Dean Bryant	22	31	31	30		114							



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1. Only HTCAV financial competition members are included in the pointscore.
2. Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
3. The Competition Calendar shows which events are eligible for points for a year.
4. Only HTCAV financial competition members are included as starters in eligible Victorian events.
5. Three points are allocated for participating (signing on) at an event.
6. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
7. In a handicap race eight points will be allocated to each finisher of that race.
8. 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.
9. 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.

10. At interstate events all cars are counted as starters - not just HTCAV members.
11. It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
12. If a car has a DNS in a race, it is not counted as a starter and points do not apply to that car for that race.
13. If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
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 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, VSCRC and Biante 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".

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No. of Starters	Finishing Position					
	1st	2nd	3rd	4th	5th	6th
6+	18	15	12	9	6	3
5	17	14	11	8	5	
4	15	12	9	6		
3	13	10	7			
2	11	8				
1	9					

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The fantastic TOYO R888 race tyres have again proven to be both fast in all conditions and very driveable from turn one, lap one to the checked flag! They are now available in both 205/60R13 & 185/60R13 (The latter is still in very short supply).



What makes you go so Fast?

When a 1600cc car wins the up to 3lt. class, an amazing number of people need to ask this question. Just having the best tyres at the perfect air pressure is only a start. How your car applies power, carries corner speed and stops has a lot to do with wheel alignment. We spend a min. of 2 hours before every race setting up the car to use what power we do have, to the fullest.

At ESSENDON TYREPOWER we have just installed the latest BIESBARTH 8 sensor wheel alignment computer. This is the best and most accurate alignment system on the market. Not only will it give us every possible angle of your wheels but, it also produces a full chassis measure and report of your race car. Even better than the best machine, we have 2 of the best and most enthusiastic wheel alignment technicians to set up your car. Just ask Jervis about our service & results.

RRP \$79

Buy 4 TOYO R888 tyres and have your race car aligned to receive a FREE 100% accurate Floyd pressure gauge.

Call Russell or Ricky on 9379 2616 to take up this great deal



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