

HISTORIC TOURING TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA - JUNE 2007
www.htcav.com.au



Rob Burns charging hard at Winton!



Henry Draper - Winton whiz!

A.G.M.—Come and have your say! (Wednesday 27th June)

Sponsor wanted -

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General MEETING

**Wednesday 27th JUNE
8.00pm sharp
'Bells'
Hotel & Brewery
Moray Street
South Melbourne**

CALENDAR OF EVENTS 2007

'GOLDEN OLDIES' HTCAV HISTORIC SERIES

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
March 9-11	closed	Shannon's Phillip Island Classic	1	yes
May 26—27	closed	Historic Winton	2	yes
Nov 11—12	TBA	Historic Sandown	3	yes

STATE RACING SERIES HTCAV CLUB POINTSCORE

EVENT DATE	ENTRIES CLOSE	EVENT	ROUND	HTCAV POINTSCORE
Feb 17	closed	Calder	1	yes
May 12—13	closed	Sandown	2	yes
July 14—15	4th JULY	Sandown	3	yes
Sept 1—2	TBA	Phillip Island	4	yes
Oct 20—21	TBA	Calder	5	yes
Nov 24—25	TBA	Phillip Island	6	yes

NEW MEDICAL PROCESS!

Dear Drivers,

Please find attached the link to the new medical examination process.

www.cams.com.au/go/medical

Here you will find all the information relevant to the new standards for licensing applications and renewals.

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Kind Regards

Cletus Ngoma

Officiating Administration Assistant

Confederation of Australian Motor Sport Ltd

Ph: 03 9593 7777

E-mail: cletusn@cams.com.au

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All photos in this issue; PHOTOGRAPHY Thanks to NEIL HAMMOND

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Highly irresponsible magazine. Anything which appears in this magazine or any subsequently published, does not necessarily represent the views of the Historic Touring Car Association of Victoria, its committee or its members. Any views expressed are solely those of the author of the piece in question.



PRESIDENTS RANT



A.G.M.—Come and have your say! Wednesday 27th June 2007.

June Presidents report

With the yearly elections coming up next week at the AGM, several of the current committee are planning on retiring while others, myself included are putting our hands up for another year, if you'll have us again. Mark Schatz is retiring and I believe Roddy may be too (nominations haven't closed as I write this). Thank you to both of you for years of hard work. Roddy has worked tirelessly getting trophies, doing the points and is always a reliable, approachable bloke with something to contribute. I wish I could say the same for Schatzy! And I can! Mark has been a pillar of common sense, has always strived to present near perfect minutes and has kept the clubs membership up to date like no other before him. Sad to see him leave. However he has expressed an interest to continue to help with the Club Strategy – pretty handy having people with MBA's pitching in!

AGM, is for the survey results to immediately be circulated amongst the committee, an initial meeting will be held no more than 2 weeks after and a working party and timeline established. Believe me this is exciting stuff and could be a big step forward for you, our club and the category in Victoria. Fingers crossed

Historic Winton

The Nb / Nc grid split at Winton, from all accounts, worked very well for competitors and spectators alike. The promoter too has reported back positively. This change was initiated by you, the club members. Especially the Nb boys. Therefore I was slightly disappointed in the number of Nb cars. I was hoping for another 5 or 6 at least. Having said that, it was still our biggest turn out EVER! So well done to all.

Sorry to the people who assumed I'd organised a dinner (and drink) as per previous years, but I was staying in the hills with

follow those up.

At the recent Phillip Island round – you know, the round that's not one of our rounds – there were also some issues. I have spoken to the powers to be and have had some satisfying responses from them. I am happy that everyone is trying to resolve the issues and find a way to fix it so it doesn't happen again.

Good luck to those racing at the Sth Aust Historic Touring Car Cup. I believe Rob Braune is the defending Champion and he's not too keen to give the trophy back!

6 hour

Well. It's on! We're doing the Phillip Island! One or two teams we're not sure. It's a ripper deal. If four cars run we expect to get about 45 laps each for about \$360 entry fee. It's a regularity with a fastest time of 1.55min. So the faster cars slow up a bit, but every time you go too fast you loose laps.

This will be an exciting foray into new a area



Welcome to team Whiteside—ably assisted by your new editor Mr Ralph esq.

Club Survey

A copy of the survey results will be available for anyone who would like a look at the AGM. There's only one copy at this stage, so please don't take it away. The plan at the moment, if the majority of the current committee get re-elected at the

Coxy and his crew, playing the bag pipes and warming our nuts (no need to say anymore)! Overall the Winton weekend ran well, but there were some hiccups. Especially scrutineering. This was beyond our control and Twiggy and myself have taken those issues to several people and will continue

for the club. Maybe next we can tackle some hill climbs. We'll need crew so if anyone is interested give Andy Clempson a call.

So to make it short. See you next Wednesday

Jervis

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Minutes – General Meeting 30 May 2007

Held at: Bells Hotel, South Melbourne

Meeting opened at: 8.15 pm

Apologies: Darren Knight, Ted Brewster, Mark Brewster, Bill Cutler, Chris Ralph, John Brash, Michael Bugelly, Bob Cracknell, Marty Lambert, Scott Slater, Justin Brown

Guests: None

New Members: John Dorian

Minutes from Previous Meeting: Moved to be accepted by Don Knight; and seconded by Rod Evans.

Business arising from Previous Meeting Minutes: None.

Reports:

Secretary:

Mail received: MBE Invoice & Statement; ANZ #1 Account Statement; ANZ Credit Card application; Mini Club Newsletter; VHRR Letter re: Historic Sandown; Appendix J Association Newsletter; D Twigg e-mail to CAMS; Justin Brown/Bob Cracknell correspondence

Treasurer:

As at 30 May 2007:

ANZ #1 Account: \$4458.02

ANZ V2 Account: \$12466.54

Investment Account (Esanda Debenture): \$1123.45

ANZ Term Deposit (due 13/06/2007): \$8506.62

Previous years' figures are with the auditor and the current years' figures will be sent to the auditor shortly. Financial statements will be tabled at the AGM in June

Treasurers report moved as true and correct by: John Bendell ; Seconded: John Luxmoore. Treasurer's report accepted.

President:

There were some issues reported by competitors as a result of the event held at Winton i.e. scrutineering, drivers' briefing, lack of effective PA in garage area. CAMS and Paul Hamilton have been contacted as well with regard to the targeted scrutineering issue. CAMS are adamant that the process is working in other states. The process and related issues must be resolved as soon as possible. The analysis of the club survey has been completed and a copy is available for perusal.

There does not seem to be universal support for the handicap format from members who raced at Winton. Whilst this may not be our preferred format, it is the organiser's prerogative to determine the format of our races.

Don Knight suggested that the new CAMS CEO be invited to one of our club meetings in the future.

Thanks to David Twigg for his efforts at Winton with getting the scrutineering completed in an orderly way.

Vice- President:

The review of Sandown has been very positive particularly with regard to the time saved with the new

arrangements for exiting the track after each race. There will be a focus on driving standards where a zero tolerance approach will be taken. Penalties will be either fines or suspension.

For targeted scrutineering at race circuits CAMS will provide their own equipment but there is still a debate as to who pays for the garage facilities where the car will be inspected. Also be aware that scrutineers will be tough on competitors who are found to be in breach of safety or eligibility issues. An example of this is a competitor who recently was fined \$4,000 for a certain safety breach. There is not a set schedule of penalties for breaches, but scrutineers have their checklist of 'must check' items. Members are reminded that it is and will be beneficial to keep some kind of record of the work that is done on your car at all times. It is also advisable to ask someone from the club to accompany you, if you are asked to attend a meeting with officials with regard to a breach issue.

Competition:

Congratulations to the following trophy winners from Sandown: -

Michael Bugelly, Simon Browning, Mick Stupka, Danny Myers, Stephen White, Dean Bryant, Ray Challis, Trevor Talbot and Tony Hubbard.

Entries for round 3 of the state series will be out soon – get them in as early as possible please. There is also an event at Mallala on the weekend of 30/06 – 01/07 with very attractive entry fees, facilities and additional activities. Please note that the state round at Philip Island over the Queens Birthday long weekend is not a club-sanctioned event.

Point Score & Trophies:

Updated pointscore will be in the next newsletter.

Membership:

As follows: Competition – 128; Social – 25; Life and Honorary – 6; Non-financial – 41.

AHTCA:

To be dealt with as part of the eligibility report.

H.C:

To be dealt with as part of the eligibility report.

Newsletter:

Mike Oliver's car (EH Holden) is for sale – approx. \$25K – has lots of new 'bits' and is a very well built car. Thanks to Troy Peters for the photographs from Sandown. We are always looking for new advertisers for the club magazine, so if you know of anyone who wants to advertise their products or services please let them know about our mag. June will be this editor's last edition.

Congratulations to the following competitors who receive Editors awards as follows: -

April – Bill Cutler; May – Tony Hubbard & Andy Clempson

Eligibility/State Council:

Letter to CAMS re: scrutineering at Winton – a letter has been written to CAMS with regard to the scrutineering issues from the event at Winton.

A Technical Bulletin re Tyres for 5th Category Group N & S Cars – CAMS has published a bulletin (also available online) with regard to this matter. The bottom line is that a new tyre list will be made available

by 1 July 2007 to replace the existing list and competitors will be able to use 60 & 65 series tyres on this list until 31 December 2007. The moratorium on 50 series tyres will definitely finish on 31 June 2007.

General Business:

Accommodation at Winton – Ken Zinner has accommodation available at a time each year to coincide with Historic Winton. Please contact Ted Brewster for details

Christmas function – proposed for 1 December at Watsonia RSL. All details to follow later
Special resolution for AGM – P Sneddon, R Evans, G Slater, D Bryant spoke on the matter. As the special resolution had already been published, it would need to be voted on as published and cannot be amended at this stage.

Committee members – we are looking for new committee members for next year. Please nominate before the specified cut-off date

Get well wishes from all to Chris Ralph

Thanks to all members who assisted Michael Hibbert at Winton viz. Justin Brown & team and Ian Watt & team

Thanks also from Gordon Cox to all who assisted him at his 'comeback' at Winton

Racer magazine – latest edition out 31/05 – 01/06.

Please support this publication

Historic Sandown – the VHRR have announced that there will be some additional great viewing points opened up for this event

Meeting closed at: 9.42 pm

Minutes Annual General Meeting 28 June 2006

Held at: Bells Hotel

Meeting opened at: 8.23 pm

Apologies: Eddie Abelnica, Alan Brown, Stuart Brown, Deborah Brown, Paul Dobson, Peter Snedden, Graham Slater, Scott Slater, Michael Bugelly, Mark Brewster, Brendan Hare, Les Walmsley, Ken Zinner, Michael Hibbert, Michael Miceli, John Bendell

Members present: 54

Guests: None

New Members: None

Minutes from Previous Annual General Meeting: Minutes moved to be accepted by Marty Lambert; Seconded by Jill Hergt. Minutes approved.

Business arising from Previous Annual General Meeting Minutes: None.

Minutes of the Previous General Meeting (May 2006): Minutes moved to be accepted by Justin Brown : Seconded by Andy Clempson. Minutes approved.

Business arising from Previous General Meeting Minutes (May 2006): None.

Reports:

Secretary:

Correspondence: 2 x MBE Invoices; ANZ Bank notice re: V2 Plus Account; ANZ Bank Statement #1 Account; ANZ Bank Term Deposit Maturity Advice; Memberships

Treasurer:

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MEETING MINUTES



As at 28 June 2006:

ANZ #1 Account: \$7128.17
ANZ V2 Account: \$12000.00
Investment Account (Esanda Debenture): \$1123.45
ANZ Term Deposit: \$8278.35

As at 31 May 2006:

ANZ #1 Account: \$5851.17
ANZ V2 Account: \$12000.00
Investment Account (Esanda Debenture): \$1123.45
ANZ Term Deposit: \$8076.98
Petty Cash: \$75.00

In Summary:

Total Income for the Year: \$22,658.27

Total Expenditure for the Year: \$16,169.57

Operating Surplus for the Year: \$6488.70

Total Assets (Members Funds) at end of Year: \$33,531.98

The club's accounts are unaudited and it is not a statutory requirement. However it is deemed appropriate to have the club's accounts reviewed by an independent, appropriate and relevant party. The committee has agreed that such a review should take place at the end of the current (2006/07) year i.e. 31 May 2007.

Treasurers report moved as true and correct by: Eddie Dobbs; Seconded: Danielle Jager. Treasurer's report accepted.

President:

Thanks to everyone – members and the committee for participating in the club's activities. The committee over the last year has tried to tidy up some of the 'little bits' that make up the 'big picture'. The biggest issue going forward will be to keep up the level of racing where it is now and to grow it if possible in the face of increasing threats and pressures within the sport. Previously collected data will be used to craft a strategic plan for the club for the future. Part of our communication process going forward will be to create an internet forum for members.

Vice- President:

The committee has been proactive in steering the club in the direction its been going. There is a lot happening in our sport and thanks to all members for their participation.

Competition:

Well done to everyone who competed at the Phillip Island round of the VSCRC. Entries for the next round (about 12) are coming in and those who have not yet entered should do so as soon as possible. A display has been organised at Repco Moorabbin on 15 July to promote the series and if possible we should provide a vehicle to support their event. The VCSRS remains the key series for us and we should continue to support it as the series continues to provide us with an affordable, regular programme of events.

Thanks to the committee for their support to the role of competition secretary and to all members for their support as well during the year.

Point Score & Trophies:

Congratulations to trophy winners from Phillip Island who are: -

Class Winners: Paul Dobson, Mike Oliver, Bill Cutler & Dean Bryant. Outright winners are: - 1st - Jervis Ward, 2nd - Ray Challis, 3rd - Rod Evans

Any ideas for trophies are welcome – please let us know.

A special thanks to Rod for his effort in managing to get all trophies done in time for our presentation night, notwithstanding being let down by the engraver.

Membership:

As follows: Competition – 146 (LY – 136); Social – 32 (LY - 32); Life and Honorary – 5 (LY - 5); Non-financial – 25 (LY - 33).

Our membership remains in great shape. Thanks to all members who renewed their membership early which made things a lot more efficient and manageable in terms of maintaining the database and getting membership card out without undue delays.

Generally, it has been a pleasure to serve on the committee of the club and have observed that as a club we are able to debate rigorously yet constructively the issues that need to be debated, in a manner that we as a club should be very proud of. All members are applauded for their valuable contribution to the activities of the club on and off the track!

AHTCA:

The AHTCA appears in the June edition of the club magazine. The AHTCA would like to assist with a national series should the need ever arise. The AHTCA has better rapport with the HTCEC with a permanent member on the committee.

H.C:

The Historic Commission met recently at Oran Park to discuss and resolve outstanding issues. It's been an interesting year with a lot going on with regard to the rules. There are issues that are yet to be resolved and it is anticipated that these will be tackled and successfully resolved. Overall the category is in good shape. As far as clubs are concerned, the HTCAV rates highly in terms of how it is run, the support it provides to the external administrators and the camaraderie amongst its members.

Newsletter:

Thanks to all advertisers who have supported the magazine throughout the year. Thanks to the committee for their reports and to all contributors of articles

for the magazine, without who the magazine would not be as it is today. A special thanks to Darren Knight for his contribution to the magazine and club in general – thanks and well done. Get well wishes to Lou Renato. Editor's awards this month go to Eddie Abelnica and Jill Hergt – congratulations!

Eligibility/State Council:

The highlight of the year was certainly the two day meeting of eligibility officers at which the decisions made should provide stability for the category for the next few years. The meeting also resolved most of the 'grey' areas arising from regulations being reviewed and reissued. All bulletins are published on the CAMS website and is available for all members to access. However, there are specification sheets that are yet to be completed. Thank you to all members for their support and cooperation throughout the year.

Special Business:

The following proposed changes to the club's Association Rules as published in the May 2006 copy of the club magazine were decided as follows: -

Rule 12: That the annual subscription for the calendar year following the current one, shall be determined by the committee at their October committee meeting each year. Members will then be notified of the annual subscription at the November general meeting of members. The subscription will then apply for the calendar year that commences on the following 1 January

Motion carried in the affirmative unanimously (by show of hands of members present)

Rule 23 (2): Delete this (following) rule in its entirety i.e. A candidate may only be nominated for one office, or as an ordinary member of the committee, prior to the annual general meeting

Motion carried in the affirmative unanimously (by show of hands of members present)

Election of Committee of Management & Office Holders

The meeting was handed over to John Brash the nominated returning officer. All current positions of the Committee of Management and Office Holders were declared vacant. Nominations received are to the Committee of Management and as Office Holders as follows: -

President – Jervis Ward

Vice President – Mark Barbour

Secretary – Mark Schatz

Treasurer – David Floyd

Office Holders – Russel Pilven, Dean Bryant & Rod Evans.

All nominations for all positions are re-elected unopposed and are therefore declared elected for the 2006/07 year.

Meeting closed at: 9.09 pm

For the consideration of H.T.C.A.V. members, and to be voted upon at the A.G.M.

Addition to the Constitution of the Historic Touring Car Association of Victoria

Insert into the Constitution in the appropriate paragraph the following wording:

“ Executive and ordinary Committee members may only serve a maximum of three consecutive terms (3 years) including any change of portfolio held”

“ In the event of a situation where a disproportionate number of members are due to retire from the executive(75%) and it is deemed by the incumbent committee to compromise the efficiency of the committee, a vote of members at the AGM would be available to address the situation for one further term”.

Purpose of the addition:

By enforcing regular turnover of key identities within the club seek to achieve four aims.

1. Ensure entrenched ideologies potentially driven by one or two identities are not allowed to continue without question.
 2. Encourages the incumbent committee to identify hidden talent within the club and encourage greater participation.
 3. Ensures a regular turnover of committee members will inject fresh thinking into the activities of the club and thereby giving the best opportunities for member growth and continued strong voice at competition level.
- Remove the notion held by many floor members that the enthusiastic and willing can be left to carry the load of club administration for an indefinite period.

Moved: Don Knight

Seconded: Graham Slater

**You can now nominate
for both Officers
& Ordinary Committee
positions**



AGM NOTICE & AGENDA

The Annual General Meeting of the Historic Touring Car Association of Victoria Inc. is being held on Wednesday 27 June 2007 at 8:00 p.m.

The meeting will be held at Bells Hotel, corner Moray & Coventry Streets, South Melbourne, Victoria

Agenda

- 1) Transact the ordinary business of the meeting comprising of:
 - 1.1 Confirmation of the minutes of the previous annual general meeting, 28 June 2006;
 - 1.2 Confirmation of the minutes of any general meeting(s) held since the abovementioned annual general meeting;
 - 1.3 Receive the reports from the committee;
 - 1.4 Action a statement required under Section 30(3) of the Associations Incorporation Act 1981.
- 2) Transact any special business for which sufficient notice has been given. (Sufficient notice being 21 days notice of such business being sent to all members).
 - 2.1 The special business shall comprise of the following item as proposed by Don Knight:
Insert into the Constitution as Rule 23 (7) the following wording:

"Executive and ordinary Committee members may only serve a maximum of three consecutive terms (3 years) including any change of portfolio held"
"In the event of a situation where a disproportionate number of members are due to retire from the executive (75%) and it is deemed by the incumbent committee to compromise the efficiency of the committee, a vote of members at the AGM would be available to address the situation for one further term".
- 3) Elect officers and ordinary committee members.

By Order

Mark Schatz
Secretary HTCAV Inc.



Historic Touring Car Association of Victoria (HTCAV)

Notice appointing a proxy

I _____ being a financial member of the HTCAV appoint
_____ to act as my proxy in the election of officers and
ordinary members of the committee, at the Annual General Meeting of the HTCAV to be held
Wednesday 27 June, 2007 at Bells Hotel, Moray Street, South Melbourne.

Signature of member appointing the proxy _____

Signature of member acting as proxy _____

Date _____

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



Historic Touring Car Association of Victoria (HTCAV)

Proxy vote

I _____ being a financial member of the HTCAV vote
☐ For ☐ Against the proposed change to the Constitution as notified in
the Annual General Meeting Notice and Agenda as published in the May 2007 newsletter.

Signature of member _____ Date _____

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148



Historic Touring Car Association of Victoria (HTCAV)

Committee nomination form

I _____ being a financial member of the HTCAV nominate
_____ for the following position(s) (Please tick) on the committee
of the HTCAV at the 2007 Annual General Meeting of the HTCAV.

☐ President ☐ Vice President ☐ Secretary ☐ Treasurer ☐ General Committee

Signature of Proposer _____

Name & signature of seconder _____

Signature of nominated member _____ Date _____

Note: This form **MUST** be returned to the Secretary no later than 20 June, 2007

Return Address: The Secretary, HTCAV, PO Box 16, Chadstone Centre Victoria 3148

The Bean Counters Report

Greetings all. I hope this note finds you well. At the last committee meeting, Jervis said he wanted each committee person to write an annual report. He then looked at me and said "Now make sure the Treasurer's report has some humour in it." As Manuel in Faulty Towers would say, Kai? Surely the Treasurer's report and humour are a contradiction in terms? Aren't the 2 concepts mutually exclusive? I mean, does Jack Newton swim in a circle?

Well, humorous or otherwise, here we go. I'll start by talking outside my portfolio and say how good the committee were to work with again this year. All had the club's interests as their main focus and a lot of work was put in.

Good stuff.

During the year I have again kept the Treasurer's reports at our general meetings fairly brief and relied on magazine articles every few months to keep members informed of where we are at financially. In this way, the general meetings can tick along well and by putting articles in the magazine, all members get informed.

Our financial year ends on 31 May. The results for the year are reflected in the Profit & Loss Statement and the Balance Sheet reflects our Assets and Liabilities. You may recall at last year's AGM we said that an audit of the figures for both the year ended 31 May 2006 and 31 May 2007 will be conducted. This has been

actioned and the books for the 31 May 2006 were sent to the auditor a while ago and the books for the 31 May 2007 year were sent within 2 weeks of the end of the financial year. At the AGM, audited financial statements will be tabled any questions relating thereto can be asked.

In closing I would like to thank you for your support during the year.

I am standing again for Treasurer and if no other dude has put his or her hand up, then chances are I shall get in and I can then look forward to another year in our great club.

Signing Off

David Floyd



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EDITORS Report



Farewell from the current editor as this appears likely to be

my last edition of this our fabulous club magazine. I am stepping aside at the end of my term as editor to allow the eminently qualified, well respected and hugely knowledgeable Mr Chris Ralph to fill this position. Chris has enthusiastically put up his hand to take over the reigns, and personally I believe this is a great step forward for the mag. Chris is a long term racer of Cortina, Mustang, open wheeler and soon to be BMW fame. His line of business allows him the expertise to take this mag to the next level and benefit us all in the process. I take this opportunity to both thank him and wish him well—great stuff.

I would also like to thank the ever growing band of supporters who have allowed me to improve this mag over my term. Our photographers, James Smith, Damian Petrie, Neil Hammond and Troy Peters have all given freely of their time, effort and expertise to give us the best quality race photo's in the land. How do I qualify that you say—well even the commercial boys have been chasing us to get these sort of pics, how fortunate we are—thanks guys. You are all simply the best!

Thanks also to our regular contributors with their accurate reporting of their club office roles—sometimes late but never missing in action—a great result and thanks once again guys. Thanks to the funniest scribe in the house—Mr Matt Jager who's stories continue to be the most read and liked bit of the mag. I've said it privately but now for all to hear—you are indeed a funny man Mr Jager! Thank you! Huge thanks to our president Jervis Ward who has provided huge input of materials and advice for me over my term. The mag is what it is largely due to his influence. Your value and contribution to this club is nothing short of outstanding and I'm honored to have liaised with you during these terms as editor.

There are exciting times ahead for this club and our brand of Historic Touring Car Racing, and for that reason I am putting my hand up for the general committee once again, and will be delighted to be involved for another term in that capacity should the members agree. A working party is being established to assist the club in its operations going forward into the future and will have the responsibility of identifying ways to both improve and preserve our clubs values, heritage and participation into the future. I look forward to being able to

assist in this process should the members allow me that opportunity.

As the end of the current term of club committee approaches I can't let this opportunity to pass without saying how proud I am to be part of the current committee, who's efforts have elevated our club to the position it currently enjoys. Our participation rates, competition entry numbers, member satisfaction levels and public awareness indicators are at an all time high and the result is that the general mood and feeling around the club is one of positivity (*it's all right cos Ralphy won't use non words like this one eh!*) — great stuff eh!

Fresh back from Historic Winton and it was a mixed bag of emotions for me I can assure you. After a true all nighter on Thursday just to get there—a high! Then a successful run in day on Friday—yay! Then meeting and greeting all our HTCAV mates on Saturday morning—fantastic! Then the scrutineering debacle—I must be getting grumpy in my old age cos I was one of the many who were nearly prepared to pull stumps and simply go home. More on this later I'm sure but the simple facts are this—it doesn't matter who's to blame, if the event promoters want us back they simply have to get the act right or we just won't come. I'm sure I'm not the only member who feels that after the effort, cost and sacrifice of time we all make just to be able to compete and put on a show—to be treated with the contempt that we were by being made to endure the scrutineering debacle just isn't on. Get it right guys or you simply will lose the interest of racers like me—of this I can assure you! I felt very sorry for the scrutineers as they were in the line of fire and quite clearly it wasn't their doing. As usual it was most likely politically motivated by the Motorsport Beurocracy and us, the providers of the show and paying customers were made to suffer the consequences. In normal business this is commercial suicide and if the organizers and Motorsport hierarchy don't see it that way—then more fool them. Enough said! Driving standards—for goodness sake, it's not rocket science is it—this is amateur sport boys and if you need to win at all costs then go find another category to bang fenders with. Mistakes happen to us all and cars get bent and banged but poor driving and lack of care is simply avoidable with a bit of consideration, respect and general care. Call me a woos if you like but I'm not alone in my thoughts and whilst I prefer to race hard and tight, it simply ticks me off to see guys try to steer

beyond their ability for no apparent reason.

I'd hate to see our category become like some of the others who's mantra seems to be that it's ok to crash consistently—sorry but it just doesn't need to be that way. Our driving standards prior to this event had been the best in recent history and yet at Winton that appeared to dissipate as did the damn rain! Of course there was also a fair amount of really good clean close, tight and hard racing as well, and to those guys and girls who put on that part of the show—congratulations!

Commiserations to those who suffered damage both body and mechanical over the weekend. We know how it feels and we wish you all speedy recoveries.

Congratulations to those who had successful campaigns and special mentions to a few;

Eddie Dobbs, the FE must be one of the most loved cars in the land judging by the public interest and he even got to drive it onto the trailer! Robert Braune—you are a true living legend to many! So quick and just a nice guy as well eh! Welcome to Andrew Whiteside and the hey charger crew—love those orange wigs, boys (*and Emma!*). Nice pit side rendition of Daddy Cool's Eagle Rock also—maybe some karaoke is in order for the Chrissie party I think—my monies on team Whiteside for that event! Has anyone else noticed how good our 23y/o Stuart Brown is doing in the Yellow XU1? Must be the family support that spurs him on I reckon and just fantastic to see! Both his mum and dad have put their hands up for committee and personally I think that is a huge bonus for this club. Gordon Cox finally debuted the cool orange XU1 but first up gremlins spoil the power party and he had to make do with following the little orange safety car around for a fair bit of the weekend—don't worry buddy, they all start off staring at my bum but once you get it on six you'll forget who I even am—te he! You were in good company anyway as there was even one of Stuttgart's finest behind us at the flag on Sundays final—gee did I really say that—must be my last column! So how do I fill in the final editors column—hmmm, what comes first to mind. It's a no contest really, I'm just so proud to be part of this fine club and so glad that we have so many families who attend our races and that provides my own kids with quality company to enjoy on race weekends. The kids all insist on coming now and that just about says it all for me eh! Huge thanks to my own crew—I really do think you are the best! !Arrivaderchie—Deano.

Winton Pics



Team Reed's new steed—watch this space folks!



Coxy's ripper new Torana looked awesome!



Pete Melick stunned the bricksters at Winton!



Welcome to Taranto in the ex-Reed Torana.



'Lightning' Lenny Read sizzles at Winton.



What a car—simply awesome to watch!



Great to see Justin Brown back hard at it.



Ted Brewster consistently fast at Winton.

31st Historic Winton

Winton's reputation for terrible weather at Historics time again proved unfounded, with glorious conditions across the weekend. The brave souls who attended the V8 Supercars the previous weekend would disagree however, the many puddles still in the paddock a week later proof of the heavy rain those spectators endured. For the first time the big Historic Tourer grid would be split into Nb and Nc, in contrast to the usual fastest and slower groupings.

Nb

Henry Draper made one of his rare appearances and showed he has lost absolutely none of his Mini maestro skills. Draper landed pole and was untouchable in both scratch races, winning easily from Andy Clempson in the only Mustang entered. The most exciting racing was found a little further back between a whole fleet of Minis. In the first scratch race Tasmanian Chris Ellis just beat home fellow Cooper S drivers Pete Melick and Lindsay Seibler, who was competing in his first circuit race for nearly twenty years after being one of the leading Brick punters in the mid eighties. Len Read (Mini) was close behind in sixth then Ian Pringle (his Mini converted back to Nb after previously running as Nc), fellow Croweater Paul Atkins (Cortina), Tassie Grant Bingley (ex Bailey/Sluce EH) and Ted Brewster (Mini).

Draper again leapt out to a big lead in race two as Mike Oliver (EH) ran wide at turn one and Clempson and Seibler had a great battle in the early stages for second. Jerry Lenstras horror run at Winton continued after he clouted the wall at turn two and ripped off a wheel. The Imp lunched an engine in major fashion at last years event. Eddie Dobbs was finally having a good run with the ex Blanchard FE, hounding Brian Deveson (Cortina) with Brent Trengrove (EH) also joining in. Bingley had wild excursions at turn one in consecutive laps, electing to bail out and watch after the second lose into the sand. Draper won from Clempson and Seibler, who held out Read, Ellis and Melick after another fantastic dice. Pringle was seventh then Atkins, Brewster and Anthony Ramadge (Mini).

Sydney Mini steerer Troy Williams won the handicap from Ramadge and Mick Stupka (Imp).

Nc

Pole man Robert Braune (Charger) was equally dominant with two wins but there were some great battles for the minor placing's. Drama unfolded at turn one of the first scratch race when the fast starting Alfa GTV 2000 of Spencer Rice was tapped into a spin after a clash between front row starter Rob Burns

Anthony Read RX-2, which had recovered from fuel pump wiring dramas on the warm up lap. Michael Hibbert was almost alongside in ninth (the third Charger in the top ten) with John Bourke (Torana) completing first ten.

The second scratch race was a much calmer event, again easily won by Braune who was nevertheless giving the Mopar the berries onto the front straight and getting the tail way out there.

Hubbard held out Burns for second by a very small margin with Alf Bargs fourth



Stu Brown put in another sensational performance at Winton!

(Charger) and Tony Hubbard (Camaro). Rice received heavy damage to the rear of the Alfa after at least three of the following pack could not avoid him. Ian Watt (Triumph 2500PI) retired after he also received a knock in the melee, the engine actually found (post- race) to have moved on its mounts.

Queenslander Kevin Heffernan, driving his father Johns original Group C Torana (now running as Nc) had a great battle with Harry Bargwanna (Capri) while Don Knights wretched weekend finished after the Twin Cam Escort holed the block. During free practice on Friday, Knights Graham Ritter-liveried Ford had sustained heavy damage after the Bingley EH spun and rolled back into his path. Braune took an easy win from Burns and Hubbard after an intense and sometimes heated battle for second. Alf Bargwanna (Torana) was next then Gary Jackson (HQ Monaro), Heffernan and Harry Bargwanna. Finishing its debut in eighth was the brand new

then Heffernan, Jackson, Gary O'Brien (HQ Kingswood), Harry Bargs, Hibbert and Edwards. Bill Cutler (BMW 2002) was the first of the four cylinders in both scratch races by finishing 11th in both events.

The handicap was red flagged while Watt led Paul Dobson (XT GT Falcon) and Dean Bryant (Escort 1300GT) after Alf Bargwanna spun and was collected lightly by Gary Edwards (Torana) who stalled. Just as the red flag came out Edwards got going again but it was too late. The new Ford versus Holden/GM race was also cut short when Peter Owens BDA Escort expired and dropped copious amounts of oil on the front straight, lobbing him into the sand at turn one. Burns, Braune and Justin Browns BMW 2002 all followed him in after slipping off on the slick.

Darren Knight
HTCAV



HTCAV Winton stalwarts Paul Dobson & Ian Watt hard at it again!



Sideways, backwards, frontwards—any way you like it Braun is quickest at Winton—again!



A poignant moment at Winton this year—the Brock Austin 7 racer.

Winton 07



Michael Hibberts 'way cool' charger getting on the pace at Winton!



The Brock / Munday / Tait Goodwood racer - Australia's own international 'humpy'!

Biante Touring Car Masters – Round Three

Eastern Creek, N.S.W.
June 9-11, 2007.

After a week of pouring rain in N.S.W. Camaro driver Steve Mason poured on the power with an almost flawless performance at the Western Sydney circuit. Pole position, two wins and a close second to former Biante Series champ Brad Tilley (Falcon) ensured Mason retained the points lead over the consistent Alastair MacLean ('68 Camaro).

Monsoonal conditions during the week and further showers during Saturday morning saw the days practice session cancelled and moved to early Sunday morning. Track conditions thereafter were dry until a shower late in race three saw the race distance cut by a lap after the spinning Porsche of Rory O'Neil was collected by Les Walmsley (Falcon) who was then hit by the unlucky Mick Wilson (Charger).

Race One (ten laps)

Mason led into turn one as front row starter Gavin Bullas (Boss Mustang) ran wide and dropped a few places with W.A. round winner Eddie Abelnica (Boss Mustang) squeezing up into second. V8 Ute racer Gary Baxter (Falcon) was hounded by Greg Toepfer (driving MacLeans "for sale" Torana) while Cameron Tilley (Charger) pressured his cars owner Garry Treloar ('68 Camaro) and Tony Hunter, racing his immaculate '69 Camaro for the first time this season. Brad Tilley grabbed second from Abelnica who was struggling slightly with the wrong set up as Drew Marget ('69 Mustang) finally went through on Walmsley after a great dice. Treloar speared off at turn one after having a big dive under Hunter for ninth but rejoined after ploughing through the muddy outfield

Bullas climbed to third and then second after a great battle with Brad Tilley.

Treloar retired after a radiator hose blew off, thanks to a radiator cap issue and mud blocking air flow to the 350c.i. Chev. MacLean made a very neat pass on Abelnica to slot into fourth as Cam Tilley had to ease back after a bonnet

pin broke. Mason took the win from Bullas and Brad Tilley, then MacLean, Abelnica, Marget, Walmsley, Greg East (HQ 308), Hunter and Toepfer completing the top ten. Fastest lap: Mason 1:48.5268 (lap two)

Race Two (ten laps)

Mason had a frantic moment on the dummy grid when he discovered his helmet was still sitting back in the marquee. An urgent relay of runners finally got the skid lid back to Mason but he would have to start the race from pit lane. East and Cam Tilley fared worse, having been deemed allegedly too late to the dummy grid and denied a start at all. Alone on the front row, Bullas leapt out to an early lead but more drama followed when he was shown a black flag for an alleged jump start (a similar questionable decision also befell Formula Ford racer Taz Douglas in the next event). Hunter meanwhile was absolutely flying, a change in set up on the car allowing him to slice through the field and slot into fourth after going under MacLean, who was scrambling for grip on old tyres.

Bullas pitted for his drive-through penalty as Abelnica and Brad Tilley locked horns in a fantastic battle for the lead. Tilley's big XY seemed to be better in the corners while Abelnica was really hooking up down the front straight with the high revving Boss 302 on full song. By now Mason, far and away the quickest man on the circuit, had clawed his way onto the back of the lead pair. Suddenly a small touch between Abelnica and Tilley saw the Falcon go through into the lead. Abelnica had been desperately trying to hang on but could not sustain the pace as his handling faded, and he soon dropped back to fourth. The quartet of Wilson, O'Neil, Toepfer and Steve Hoinville ('68 Mustang) had a fierce battle just inside the top ten as tyre smoke began to pour from the rear of Mason's Camaro as he threw everything at Tilley, who was keeping the Falcon in exactly the right spot at every turn and not allowing Mason a "sniff" at all. Treloar's radiator dramas returned and suddenly Hunter fell from an excellent third after getting "too excited!" in his own words and running wide around the back of Corporate Hill

Onto the straight for the final time Mason drafted right up to Tilley's bumper for a final attempt but just missed out in an exciting finish that had the Ford fans in the grandstand on their feet. Tilley's winning margin was under half a second. Just as exciting was the finish for third with Abelnica just beating Bullas to the line. Fifth was MacLean, then Marget, Hunter, Walmsley, Toepfer, and O'Neil. Fastest lap: Mason 1:47.4624 (lap four).

Race Three (nine laps)

Mason grabbed the hole shot to lead Tilley into turn one as further back Bill Meeke (Phil Morris Falcon) made an even better getaway to bolt past at least three cars by the end of the straight. Walmsley spun after a clash with Treloar but rejoined as Marget and Hunter engaged in a big dice. Bullas dived under Abelnica and into third at turn one and then pulled the same move on Brad Tilley next time around.

MacLean began to hound Abelnica mercilessly until finally getting through and up into fourth. The Mustang pilot was not done though and fought back to retake the position soon after. At the front Mason was flying early and posted what was to be the quickest lap of the weekend on lap two.

Bullas closed up on Mason and plunged down the inside at turn one and into the lead, only to have a massive "tank slapper" on the exit that again brought the crowd to its feet (their gasps could even be heard in the Commentary Box!). Mason slotted back into the lead as Bullas reined in his (wild) Pony Car. Suddenly the skies darkened and light rain began to fall. Mason pegged back slightly to avoid an excursion on the by now incredibly greasy track. Meanwhile Bullas still had the hammer down and took a big chunk out of Mason's lead in a very short space of time.

The scene looked set for an awesome duel to the finish until the chequered flag came out a lap early after the track was blocked by the damaged cars of O'Neil and Walmsley.

All drivers involved were o.k. but their workshops will be busy over the next month. Mason took the narrow win from Bullas with Brad Tilley third then Abelnica, MacLean, Hunter, Marget, Treloar, Toepfer and Cam Tilley. Fastest lap: Mason 1:46.9165 (lap two).

Darren Knight

CLUB POINTSCORE



<i>Class NcA Over 5000cc</i>	<i>Rd 1 Cald</i>	<i>Hist P.I.</i>	<i>Rd 2 Sand</i>	<i>Hist Win</i>			<i>TOTAL</i>	<i>Class NcG Up to 1100cc</i>	<i>Rd 1 Cald</i>	<i>Hist P.I.</i>	<i>Rd 2 Sand</i>	<i>Hist Win</i>			<i>TOTAL</i>
Matt Jager	31						31								
Gary O'Brien		26					26								
Michael Miceli		19					19								
								<i>Class NcF</i>	<i>1101</i>	<i>-</i>	<i>1500</i>	<i>cc</i>			<i>Total</i>
								Dean Bryant	22	31					53
								<i>Class NbA</i>		<i>Over</i>	<i>3000</i>	<i>cc</i>			<i>Total</i>
								Andy Clempson	31	33					64
								Jervis Ward		43					43
								Bill Trengrove		24					24
<i>Class NcB</i>	<i>3500</i>	<i>-</i>	<i>5000</i>	<i>cc</i>			<i>Total</i>	<i>Class NbB</i>	<i>2601</i>	<i>-</i>	<i>3000</i>	<i>cc</i>			<i>Total</i>
Robert Braune	49	45					94	Richard Fairlam		43					43
Michael Hibbert	30	29					59	Brent Trengrove		23					23
Geoff Taylor	36	3					39	Mike Oliver		20					20
Rob Burns		23					23								
Paul Dobson	12						12								
<i>Class NcC</i>	<i>3001</i>	<i>-</i>	<i>3500</i>	<i>cc</i>			<i>Total</i>	<i>Class NbC</i>	<i>2001</i>	<i>-</i>	<i>2600</i>	<i>cc</i>			<i>Total</i>
Ray Challis	43	33					76	Eddie Dobbs		4					4
Trevor Talbot		58					58	<i>Class NbD</i>	<i>1601</i>	<i>-</i>	<i>2000</i>	<i>cc</i>			<i>Total</i>
John Harrison		42					42	Ian Cuss	31	31					62
Scott Slater	42						42	<i>Class NbE</i>	<i>1301</i>	<i>-</i>	<i>1600</i>	<i>cc</i>			<i>Total</i>
Steve Coad		33					33	Simon Browning	31	30					61
Garry Edwards	24						24	Colin Doolan		45					45
John Bourke	24						24	John Bendell		43					43
Graham Slater		21					21	John Luxmoore		21					21
Laurie Nelson		12					12	<i>Class NbF</i>	<i>1301</i>	<i>-</i>	<i>1600</i>	<i>cc</i>			<i>Total</i>
Scotty Taylor		9					9	Helen Lindner	31	19					50
Doug Growcott		6					6	Ted Brewster		46					46
Andrew Williams		3					3	Len Read		43					43
Peter Knight		3					3	Colin Taylor		30					30
Alan Brown		3					3	Anthony Ramadge		25					25
<i>Class NcD</i>	<i>2001</i>	<i>-</i>	<i>3000</i>	<i>cc</i>			<i>Total</i>	<i>Class NbG</i>		<i>Under</i>	<i>1000</i>	<i>cc</i>			<i>Total</i>
Ian Watt	31	34					65								
Robert Hare		30					30								
Stephen White		30					30								
<i>Class NcE</i>	<i>1501</i>	<i>-</i>	<i>2000</i>	<i>cc</i>			<i>Total</i>								
Bill Cutler		47					47								
Garry Edwards		34					34								
Paul Cruz	31						31								
Russell Pilven		15					15								
Don Knight		9					9								

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Member letter from Rob Burns;

The round black things;

The decision made by the Historic Commission earlier this year to allow 50/55 series tyres was like a 'light unto the darkness'.

This gave us competitors a choice which I took. Instead of wearing a path back to one supplier I got to meet new ones, suppliers who were very keen for me to use their tyres and guess what? The set I purchased were cheaper and better than what I had been buying and I believe that they are going to last considerably longer making it even cheaper again.

This allowing of 50/55 series tyres has brought some competition to the suppliers of Bridgestone, Dunlop, Toyo, Yokohama, Hoosier, Kumho, Michelin and probably some others. This will benefit us who compete in class 'without sponsorship / prize money'.

The previous situation in regard to the number of suppliers was not what I believe Mr Samuels at the ACCC would call ideal.

In regard to originality, watching the cars on the track I cannot pick which have 60/205 versus 50/225.

It really is not an issue as long as we keep period wheels.

But now it seems we are going back to the 'dark ages' the decision has been reversed. How many tyre manufacturers produce a 60 series applicable to our class, one or two? How many will continue to do so? How many even care about a thousand or so sales in a world market?

I can see this happening again sooner or later (I bet it's sooner) but now we have to hope we get some decent 60 series and wear them out before the ruling is changed back to 50 series because of necessity.

Rob Burns—HTCAV member.

Great to see another competition member have their say...ed.

Club Apparel - It's here!



Be first in your street to own the latest HTCAV embroidered polar fleeces and/or pit shirts. Selling fast, Limited stock Get in quick. Member prices Polar Fleece \$50 Pit Shirt \$TBA.
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- HSV Dealer Team



I have the feeling that at some time in the distant past I may have reported on some sort of feverish activity within the JMS compound. This undoubtedly occurred during the lead-up to a race meeting, and I'm equally sure that at the time the car hadn't been even *looked at*, let alone touched, since the previous round. And by that I mean that after unloading it at home on the Sunday afternoon post-thrash, the shed door remained between I and the car, and didn't crack until about the Wednesday before the next round; whereupon all kinds of panicked shenanigans most assuredly went on.

Whether this (reporting) actually happened or not is no longer completely relevant. The point is that the thing itself did, and I feel I can say that with no small measure of authority; mostly because this pattern follows a path worn smooth by repetition over the passage of time, but also because I tend to spend a lot more time indoors than would indicate that a lot of vehicular preparation is going on. (My favourite telly-watching armchair sports an arse-groove that will soon rival that cracked-up bit of Arizona. Apparently the Colorado River finds Sunday afternoon TV programming irresistible, too. And yes, of *course* I meant the 'crack' pun...)

But whatever the case, any previous fever is as but a mild blush by comparison to what's going on now. We've actually started working on the car with the next round still more than a month away. I KNOW, CRAZY RIGHT?!?!?! We've been ripping springs out and changing them, fiddling with dampers, mucking about with suspension mountings, organising brake modifications – Coxy's juuuust about sick of us by now, and Russ won't be far behind – and there's even a very real risk that the thing may get a wash and polish/wax at some point. Needless to say, the trusty ball-pien has been getting a workout, as well.

But why, I hear those of you left awake asking. Why all of the effort to do things *properly* for a change, when it would be easier to just chuckle along as usual and keep the vibe of the show rolling? (It's part of my charm, you see; this carefully constructed veneer of bumbling stupidity and uselessness that, I must say, I have done such a good job on that everyone believes without question...)

Anyway, NO! The time has come for us to have a real go, take a good hard look at ourselves, and turn the corner. Actually, if I may digress just a *little* more, I tried doing that the last time out, and all of the good hard looking at one's self resulted in a slight braking miscalculation prior to the turning of the corner – so perhaps we should just stick to doing our self-observation in a metaphorical sense, whilst NOT in the car.

So anyway, reasons. Well, it goes like this. In my last missive, I related the bit about slowing one's competitors up in the corners, and then 'waving bye-bye up the straights'. Well I wasn't kidding, I really did do that to one Stu Brown, and whilst I can truly say it was a right giggle at the time hitting third and disappearing into the distance, in hindsight it probably wasn't the best idea, nor in fact the smartest thing that I've done lately. Firstly, and most obviously, I am

digit and set about bridging the gap. Brakes, suspension, *et al*, these things are mechanical and can be fixed. Talent? One miracle at a time, if you please. We did, however, unfortunately, consider the power-to-weight equation; and after much pleading and crying (yet with no budging on the subject by the Boss) it was decided that #1 Driver was going to have to get a bit fitter. So the much-vaunted fried salad diet (as approved by the CSIRO) has been given the lemonade and sars, and there's been a painful increase in both the rate and intensity of one's gym efforts. We're talking about 10 minutes once a week now, people. That's right, a *week*. The Boss even dragged me in to the sawbones to make sure that the previous Thyroidical stuff wasn't the root cause of the present attack of Lardar-sosis. Nope. He said (and I quote),



Mike Oliver punting hard as usual at Historic Winton!

after all the CARma dude and should have known better. Doing something like that is simply BOUND to get me in strife with the fellows down at the Cosmos Office. So we need to be sure we're ready for that.

The other – in fact, main - reason is the man himself. At the last General Meeting, Stu leaned over to me while *El Presidente* was droning on about something or other (he may have been telling us about his perfectly Nb-legal 518 horsepower 347 cube stroker '289') and in a disturbingly casual tone said, "You know, I'm going to get you for that waving thing". The smile as he said it was belied by the steely glint in his eye, and it was then that I realised that I had some work to do. He's much quicker than me as it is, after all.

And so it came to pass that the JMS operation removed the collective

"There's nothing wrong with you, ya big fat sook. Nick orf and go for a run or something".

Of course, because I'm a bit of a lateral thinker, I did suggest to the Boss that there are *other forms* of exercise, in which she could join me. But a swift punch to the Niagaras put that idea to rest in short order. Still haven't worked out what it was that had her upset, I'd just recommended something akin to the *Ab Rocker™*; you know how it goes. "Just ride it for five minutes a day, and you'll be very pleased with the results. And when it's not in use, it folds away neatly for easy storage". Oh, don't be filthy, I meant one of those fold-up exercise bikes. Or *did* I...

So, running it is, then... if only running scared. Say, does fear burn calories?

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Michael Holloway at the Hay nationals!



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