

HISTORIC TOURING TORQUE

November 2007

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

Hero Humpy



at Historics



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HERE IT IS! THE PROVISIONAL CALENDAR 2008

Track	Dates	Type
Calder	2-3 February	State Race
Sandown	1-2 March	State Race
Phillip Island	7-9 March	Phillip Island Classic - Golden Oldie
Phillip Island	17-18 May	State Race
Winton	24-25 May	Winton Historics - Golden Oldie
Sandown	26-27 July	State Race
Winton	23-24 August	State Race
Phillip Island	18-19 October	State Race
Sandown	8-9 November	Historic Sandown - Golden Oldie
Phillip Island	22-23 November	Island Magic



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The end is nigh! Yep, racing is over for the year, the Chrissy party is only days away and we're still waiting on perpetual trophies to be found and returned! Congratulations to Luxy for returning the cleanest trophy ever – according to KZ. And Dean has done great job in a little under one day to finalise the pointscore and get the trophy people engraving full steam ahead. It's not an easy task when in some classes mere points separate the winners and the other winners. Three sets of eyes have checked the results so we know they are correct. And the Club Champion for 2007 is _ _ _ _! You'll have to come the Christmas party to find out, or wait a month or so for the report.

Speaking (typing actually) about Champions, the Committee thought it would be a good idea to have a perpetual trophy for the Club Champion. There is no record of who wins the big one each year and this would fix that problem. Plus it's nice looking back over past winners on a perpetual and seeing the good company you are in. So we approached the Big Mann of Group N – John Mann - to donate something worthwhile. John's in the process of renovating at the moment and was emptying his garage when I rang. The big guy said "I'd be delighted to". And he didn't let us down. It's a behemoth of a thing. The "Group N Interstate Perpetual Trophy" won by

Garry Rogers in 1983 and Manny in 1984. The Club Champion this year will be the inaugural winner and have their name recorded along side those greats. Thanks John, from all of us.

There are 108 people attending the Christmas party this year so it should be a fun night! A full report will of course be made later. Club membership renewals were mailed out last week. And for the first time we enclosed a stamped self-addressed envelope as a trial. I can report we've already had almost 40 renewals sent back so it looks liked it worked. We finished this year with 190 members and about 20+ non-financial members. Each year we have a turnover of about 20 members, which is disappointing and puzzling. I wrote to them mid year but only heard back from one person. I am hoping to write to them again informing them about the new initiatives the Club is undertaking with the hope some will rejoin.

During 2007 88 different members competed. That's slightly down on last year, but only by about four people. However the total number of individual event entries for the year was up: 252 entries total. That's an average of 2.86 events, significantly up on last year. Well done to everyone. As we analyse the numbers further we see a decreasing number of Nb cars running and an increase in Nc. Particularly Nc Toranas, which accounted for more than 25% of total entries this year. More on that later.

This year the committee, with your approval, has taken steps toward widening the appeal of the Club. It's our opinion that we can't attract members just by being here. We can promote ourselves silly and I can't see people joining. We really have nothing to offer other than a circuit racing championship and being around like-minded people. Almost 100% of Group N competitors in Victoria are HTCAV members anyway (expect

Henry Draper and one other guy). The two new Championships and the new website (Michael, is it finished yet?) will help us become a central point for all things in older "Touring Cars". The website will have a forum enabling members to communicate with like minded people around the world, and cars as well as parts will be able to be bought and sold. The Club has run adverts in Historic Programs and is thinking about other media too. Andy Clempson has again appeared on "Gasolene" pushing the Club (and himself). We have done a 6-hour event as "The Group N Boys" and attracted the attention of several people. We've also forged stronger ties with the Mustang Owners Club, through Andy, and Fast Johnny as usual is the tie in with the Cortina club. The HTCAV over the last few years has worked hard to keep its members interests at the forefront of anything we do, often taking flack from near and far. We are now a trusted and respected Club and have the ear of promoters and organisers alike.

See you soon. Have a safe and happy Christmas if I don't see you before then. I hope your Christmas presents include an Nb Mustang or a set of Carillo rods, or better still some Jesel rockers.

Cheers

Jervis

Editoro



Well, we're about to close another year of good racing which I have only just been able to personally participate in. Sandown Historics was a great meeting and I was very pleased to have a green car perform so well after a raft of dramas – it seemed that it kept spitting up all the problems before the event – including breaking down twice while being driven to the circuit on the Friday so it could perform properly when it mattered. The fact that it was also given a nasty nobbing by an alien from the planet Mongo does dim the initial pleasure, however.

When I first excitedly wrote about my car's impending debut a few months ago I omitted to put Paul Cruse's Escort Twin Cam down as one of the known quick cars in the under 2-litre class, having not seen it perform. He reminded me of this at the last Club meeting and said that it made him even more determined to blow everything in the class away – which he has now shown the speed to do. What a fantastically prepared and well-driven machine and racing outfit this is – a credit to Paul and brother Michael and all the other Cruse members in their team tee shirts.

Speaking of tee shirts Coxy was able to shift a couple of hundred bucks' worth of Club merchandise over the Sandown weekend, well done that man. And to show he thinks about things apart from how to make a buck, he has for the magazine turned in another hilarious Secretary's Report and next year will be giving us ideas on how to make racing more varied with suggestions on other brands to have fun on the track with..

OVER TORQUED...

John Mann, whose return presence on the track was most welcome (don't tell anyone he's retired from the sport) was complete with the usual repertoire of crook jokes. A bit like Ugly Dave Grey, he's great for reminding you of the ones you already know, but at least he tells them – when was the last time you told or heard a joke, dear reader? In the age of the internet they arrive and are read at the speed of light, but nobody tells them any more – fast becoming a lost art I fear. His age-old schoolyard rivalry with Tino Leo has not dimmed. The Club's most colourful Life Member claims that allegedly (note that word carefully) Tino stopped on the Hume for a comfort stop and was greatly discomfited to find afterwards that he'd also peed away his mobile phone which must have fallen from a pocket at the side of the road. Which was why John Mann was peeing himself with laughter, (although he said it was brake fluid). Tino's black mood probably contributed to his decision to make a last-minute appeal to the Stewards to change the category split back to Nb/Nc. Hmmm, bit of a long shot and a bit late, one would have thought.

Not many knew that Ted Brewster was about to go into hospital for a fairly serious back operation which he'd put off in order to organize the marquee for this meeting. Now that's devotion to the Club's operation from a Life Member – I'm sure I speak for all when I express our great thanks, congratulations and best wishes for a speedy recovery. By the way, if you rang looking for a Ted Brewster the Epworth didn't have any of them. But they had a Charles Brewster. Charles? Doesn't seem to go with them bandy legs, does "Charles".

By now you may have heard that *Psittacus Creativus*, Le Parrot Creatif, the Great Bird, President Ward or just plain Jerv has done a whole lotta shaking up of his motoring merchandise. After selling a

long held property with his brother he had some money for investment and to prove that above that he is indeed *enthusiasticus creativus*, not for him the deposit on a flat complete with interest rates bank charges, transfer fees, stamp duty, land tax, council rates, electricity, insurance, agents fees and pains in the arse, assorted. No, his investment is altogether more exciting, the ex Richards, ex Brock, 05 Mobil-liveried Group A M3. What a mucking faster-stroke! You can have it in your shed, race it gently and presuming nothing goes awry, sell the bugger at the end anywhere around the world for as much profit and possibly more than you'd make on a flat. At the same time, it's a statement of confidence in the broad church of historic car racing, and sort of a Presidential gesture.

Which means that the well-known Nb Mustang is for sale, possibly the fastest in Australia, with records at Bathurst and Sandown plus a sub-record qualifying time at the Island, and a history of great reliability – an excellent turn-key go-racing car for the money (\$85K) plus another package of diffs, spares and trailer. This is not because he has gone all poofy (far too late for that) by buying an upmarket German marque but because he will now set about building a 68 Trans Am from the ground up, with the express desire to go after Camaros, inter alia. This revelation was seeded in a parrot-dream after he saw Mike Bugelly's new motor (just wait for *that* next year!)

In the meantime, he's going to amuse himself with a spot of Formula Ford driving. Sound familiar? Cortina to Mustang to BMW, + Formula Ford? Next he'll have specs, little pointy nose and (ouch) a toupee. (Sorry Jerv, couldn't resist.)

Mary had a little lamb - and so did Jill Hergt, in the back of the race trailer last weekend at the Island. Saved at birth in the abattoirs, the poor wee thing now thinks Roddy is

Mummy, lucky he is relatively free of man-boobs. Some shortsighted fellow competitors dobbed on them and the officials came running, demanding she



got rid of the dog, in the rules, you can't have 'em you know. Doesn't say woof, says "baaa", says Jill. Will we now see Supp Regs fattened in the future through an ark-full of specific zoological exclusions for attendance at race meetings? Stranger things have happened. Such as, apart from the flurry of expected New Zealander jokes from all directions, Mat and Danielle Jager arriving on the Sunday morning with a present for baby – a sprig of rosemary and a bottle of mint sauce. Jill then had kittens.

And promptly had another litter when her Nova ran out of brakes at MG in the last race and munched itself sideways against the tyres. Nova and Roddy bruised but OK, twill be back next year even better than ever.

And of course, the Movember men were there at the Island, looking like 70s porn stars with Mat Jager playing Ron Jeremy and Mark Brewster, Big John Holmes. Luckily



the Christmas party is on December 1st and if they turn up with them still on we'll know these are Dirk Digglers for real. And accordingly, we will expect a demo on the night. Will Mark wear his formal shorts? As a fund-raiser? Or a skirt raiser?

After the fracas at turn 1 of the first lap of the main race at Sandown in the Under 3-litre race, it's likely that there will be a specific briefing for our group at future meetings regarding trying to win a race on the first corner, especially when piloting a vehicle several seconds slower than those who have done their braking and are already turning into the corner. Enough said.

One of the sponsors of the Island Magic event was the All Seasons Eco Resort and competitors were invited for post-racing drinks on Saturday night. While this place may look at first glance like a yard full of containers when you approach Cowes, it's actually not half bad when you go in through the gates – 211 villas over 65 acres plus café etc. They're neat and luxurious and come in 1, 2 and 3 bedroom configuration at \$150, \$200 and \$265 per night respectively. Check out the website at www.theislandecoresort.com.au. Anyway, best get your accommodation booked soon – and your entries in pronto, they are filling fast, and that's not just hype.

Anthony Read did a fabulous job at the Island last weekend and has reminded me about the 13 x 7 wheels he's flogging, and in the interest of good promotion he will be giving away a set to the winning Torana at the Phillip Island Classic. Good thinking!

What is the relationship between haircuts and horsepower? Between tonsorial elegance and Toploaders? Do a bad do invite bad luck on the race track? Well, do it? Have a look at Hollywood's bonce to answer this question. Obviously the Mussie mount blew a head gasket at the Island as its way of objecting to its jockey's



new cut, as if it didn't have enough on the complaints list.

On the other hand, the recently returned Darren Collins, back after

his early exploits in Cortinas when he was super quick, and then Formula Fords

(likewise), still

manages to cram what appears to be a hanging basket into his helmet before every race. And

how did he go? Race 1 - flat tyre, race 2 - no power steering, race 3 - transmission problems, but still a third place. Do I have a case? Obviously not, my car was knackered on Friday before the meeting even started, when the driveshaft chewed through the hub splines and the bloody wheel fell off! I shall complain immediately to my barber and present her with the bill.

Again, thanks to Darren Knight and Graham Slater for race reports, Mat Jager for CarMa, and our photographers James Smith and Rob Lang, aka the Grease Monkey for their race pics this issue - check their ads at the back of the mag for their contact details. And right at the end I was handed a disc of great shots from Emily Sneddon - a snappin' new talent - see them on the back page!

So have a great break and please remember that roads are far more dangerous than circuits, especially at this time of year. Take care, friends...

Chris Ralph



Historic Sandown November Over 3-Litre

The Ford Mustang may have been the featured model of the meeting but a former panel beater from Seymour had other ideas. Tony Hubbard and his '67 Chevy Camaro were just too good for a strong field that included nine of the Blue Oval's Pony Cars. Pole position and three wins from three starts confirmed Hubbard's status as one of the quickest Group N punters in the land.



Race One saw Rob Braune (Charger) initially in second place behind Hubbard until Darren Pearce ('68 Mustang) went through, while James Frolley's ('65 Mustang) first run in ages ended with a blown rear uni joint. Alf Bargwanna (Torana) had



a coil let go while Daryl Hansen (ex Stillwell '69 Mustang) seemed set to challenge Braune for third until he ran off at turn one after a big lunge under brakes. Hubbard led home Pearce, Braune and Nb winner Jervis Ward,



who ran out of fuel near the finish after suffering fuel pick up problems and just edged out Steve Bye ('68 Mustang). Sixth was John Mann in 'ole 54, this being the second meeting in his comeback after

competing at the Biante TCM round at Clipsal earlier this year. Geoff Taylor ('65 Mustang) was next, then Kevin



Stoopman (HQ Monaro), Hansen and Bill Trengrove ('64 Mustang). Fastest lap: Hubbard 1:22.6468.

Race Two: Mann dropped down the order after a plug lead fell



off and Bye had a huge moment cresting the rise across the back. A welsh plug blew out and deposited fluid all over the rear tyres, sending the Tasmanian into a big spin but with no further damage. Bill Meeke



bagged a top ten in his first visit to Sandown with the Falcon Sprint, edging out John Harrison (Torana) whilst Andy Clempson (Nb Mustang) beat Brian Potts (HT Monaro) by a similarly close margin. The podium was a repeat of Race One with Stoopman a strong fourth from Ray Challis (Torana). Fastest lap: Hubbard 1:22.1347.

Race Three saw the luckless Hansen suffer another



DNF as in race two while Trengrove, Ward and Taylor had a big battle for fourth, the latter two swapping paint near the end with Ward eventually grabbing fourth. Hubbard won from the determined Pearce who certainly spared nothing in his pursuit of the larger-engined Chev, which by the way looked superbly set up as it powered onto the front straight. Braune was again third. Fastest lap: Pearce 1:22.6999.



Under 3 Litre

The bigger cars may grab more attention from casual race goers yet for a purely competitive spectacle it is hard to go past this category at the moment. Stunning new cars are appearing at regular intervals and the



racing itself is unbelievably close and hard fought. Three different winners (and different makes) took victories – Lew Bush (Mazda RX-2), Bill Cutler (BMW 2002) and Spencer Rice (Alfa 2000GTV). Harry Bargwanna (V6



Capri) took pole and led comfortably in **Race One** until the Essex six potter

cried enough, putting him out for the duration. Bush won from Cutler and Rice with Paul Cruse (Twin Cam Escort) an excellent fourth in only its third meeting. Ben Read (RX-



2) was next then the brand new Rian Nott built BMW 2002 of Chris Ralph,



an amazing effort straight out of the box. Another newbie was right

behind, the immaculate Twin Cam Escort of John Smallman. Stephen Wright (RX-2) was eighth then another gorgeous new car in the shape of a Porsche 911 driven by builder David Belford and owned by Mark



Johnson, who will soon rejoin Group N ranks with this rear engine marvel. Queenslander Craig Lind and Sydneysider David Noakes were next to make it four Twin Cam "Eskies" in the top 11 finishes. Fastest lap: Rice 1:29.0659.

Bush fell off at turn one in **Race Two**, handing the lead to Read who was now worryingly glancing in his mirror at the Mazda's boot lid flapping up and down in the breeze. The inevitable black flag came out forcing him to pit with Cruse now in front. Incredibly Cruse now fell from the lead and dropped out after the Escort's clutch began to slip. Cutler now found himself in P1 and took a well deserved win from Rice, Bush and Ralph. Fastest lap: Rice 1:28.4051. **Race Three** saw a clash between White and Ralph who was then inadvertently tagged by the impressive Brent Trengrove (EH) who gets more competitive with every meeting. Rice put the squeeze on Cutler and went on to win with Bush



second and Cutler third. Fastest lap: Bush 1:29.9524.

Groups C&A

Mustangs were also represented in the C&A ranks, with Neville Butler lining up in Lawrie Nelson's '85 Group A machine and Ross Donnelly in a similar model once campaigned by New Zealand's Anderson Brothers in bright yellow "Pinepac" colours.

New "old" cars are also



continuing to appear within the later Historic Tourer ranks, none more spectacular than the ex-Bob Forbes owned GIO Nissan GTR, as raced in the day by Mark Gibbs, with Rohan Onslow on board for the endures. This "Godzilla" is now owned and



raced by Gavin Strongman. Rod Markland took an exciting win in **Race One** in the car that Godzilla replaced, an ex-Gibson Motorsport HR31 Nissan Skyline. Long time Group C collector and proponent



Willie van Wersch was a close second in an ex-Re-Car VH Commodore with Stephen Perrott third in an ex-



Roadways Torana A9X hatchback. Mike Roddy (ex TWR Jaguar XJ-S) just beat home Strongman to fourth. Markland led the early stages of **Race Two** before original Pole winner Bob Tweedie (ex-Seton Sierra) finally took the win after problems in the opening race, with Markland and van Wersch next. Roddy had retired whilst holding down fourth with a plume of smoke billowing from the big cat.



The two Group C Commodores of Gary Collins and Michael West kept Strongman honest in the dice for fifth.

In **Race Three** the Group N Under 3L curse for cars up the front seemed to drift over the Group C&A paddock, with first Markland dropping out whilst in second place and then race leader Tweedie out after another couple of laps. West also retired the ex Warren Cullen/Alan Jones Commodore as Strongman recovered after bogging down big time at the start (perhaps due in no small part to a commentator stating "the four wheel drive of the GTR should be a huge asset at the start!") After falling to as low as ninth, inexorably the Nissan chomped into the lead of van Wersch but the Benalla boy had just enough in reserve to win in an exciting finish. Perrott completed another solid run in third.

Darren Knight

All photos our friend James Smith

Black Magic!

The last competitive race meeting for the year has all the ingredients to make or break the end-of-season aspirations of many a dedicated competitor.

Cars are getting a little tired after



a solid season of racing, and safety aside, those not in the running for a championship or trophy, may just not give their mounts that little extra pre-race attention.

All this aside, right from the free practice day on Friday when Chris Ralph's BMW 2002 lost a wheel it was like some of our top contenders had crossed the path of a black cat.



Tony Hubbard topped the Saturday morning qualifying session (1.51.18) just a whisker ahead of the now well-developed Jim Collins 1969 Camaro driven by son Darren. Rob Braune's Charger (1.52.01), Jervis Ward's Nb Mustang (1.52.10), the XU1 Toranas of Scott Slater (1.52.16), Ray Challis (1.52.23) and Mike

Miceli's XWGT Falcon (1.52.86) were also well in contention. The remaining Toranas, Mark Brewster, Stuart Brown, Doug Growcott and Angelo Taranto were split by Mike Hibbert's Charger, Andy Clempson's Nb Mustang and Paul Dobson's XTGT Falcon, with the whole bunch separated by a mere second or so.

John Smallman's Escort was the lead car in the 4-cylinder class just ahead of Helen Lindner's Cooper S, John Bendell's Lotus Cortina with Ian Pringle's Cooper S rounding out the field.

It was about then that it all went pear shaped. Hubbard's

Camaro lost oil pressure and was sidelined for the weekend with exactly the same problem that nobbled the car last year, same corner, same event - a broken oil pickup. Clempson's Mustang was losing copious amounts of water, Mike Miceli retired the GTHO after hearing some very nasty noises

emanating from the 351 Cleveland and fast Johnny Luxmore discovered some unwelcome cracks in the bores of the GT's well-worked engine block.

The search for that cursed black cat was on!

Race 1

Jervis Ward pitted on the warm up lap a front wheel bearing failure outing the Mustang before the race even started. Both Rob Braune and Darren Collins used all the torque available to head both Scott Slater and Ray Challis off the line and round the first lap. This time it was

Collins who suffered the black cat curse as deflated front tyre amplified a late braking manoeuvre, sending the Camaro straight down the Honda corner run-off road. Mat Jager had a near miss with a big off at the end of the main straight, the big Falcon giving the tyre barriers a gentle nudge. This left Rob Braune with a clear lead from Scott Slater and Ray Challis who thrilled the crowd with a battle royal which went down to the wire, with Challis taking second on the last lap, the two Toranas separated by only half a bonnet length at the finish. Mark Brewster took out fourth from Stuart Brown closely followed by Mike Hibbert, Andy Clempson's ailing Mustang, Paul Dobson and Anthony Read in the RX2 rotary.

Race 2

With two of the fastest V8s of Darren Collins and Jervis



Ward off the back of the grid, and the front two rows filled with the very evenly matched 6-cylinder brigade of Braune, Challis, Slater and Brewster, not to mention a closely matched middle order headed by Stuart Brown, Mike Hibbert, Andy Clempson and Paul Dobson, it was a classic scenario,



and action aplenty would be the order of the day.

Rob Braune used the extra torque of the long stroke Charger to grab the start only just ahead of the



Ray Challis, Scott Slater and Mark Brewster. Doug Growcott and Stuart Brown were heading the next group but it was the spectacular progress of both Collins and Ward that had everyone's focus. Could the rapid six cylinder cards hold the "big bangers" off? With just five laps to do the job Collins began pushing through the field with Ward close behind. Challis had a moment at Honda on the second lap and Scott Slater slipped under



the yellow and green Torana into second place. Clempson retired the green Mustang early with a blown head gasket, Mark Brewster was soon under attack from Collins and Ward now had a fired-up Challis to contend with, as he attempted to follow through with the Collins Camaro.

Scott Slater closed the gap right up to Rob Braune in the last lap, both cars finishing less than half a second apart with a fast finishing Darren

Collins 5 seconds or so back in third. Mark Brewster managed to hold out Jervis Ward for fourth place, closely followed by Ray Challis, Doug Growcott, Paul Dobson and Rod Evans in the Chevrolet Nova.

Race 3

The ten lap final at first pass looked to be a battle of the walking wounded. Mike Hibbert had a broken rocker and bent push rod to replace from the morning event.

Anthony Read was massaging the RX2 after the rotary ended the preliminary sounding very second hand and yes, Andy Clempson had finally thrown in the towel, the green Mustang devoid of coolant and headed for a few months of well earned refurbishing. Fast Johnny Luxmoore was fresh out of Chemi Weld & Stuart Brown was back in the hunt with a borrowed diff centre.

With ten laps to go this time the 6-cylinder cars were expected to come on strong in the last 2 laps as the tyres and brakes on bigger V8s would begin to suffer. Braune once again grabbed the lead with Darren Collins quickly blasting past Scott Slater to grab second slot. Mark Brewster held fourth place closely followed by

Ray Challis, Jervis Ward, Doug Growcott, Paul Dobson and the revitalised Mazda RX2 of Anthony Read.

The front three cars quickly began to establish a break and by mid race there was a nearly a three second break between first and second, then second to third. Ward had taken fourth from Brewster, but the Mustang driver would have a major challenge to catch the leaders as the times were all very



close yet again. Rod Evans suffered the Black Cat syndrome losing the brakes on the Nova at MG corner doing some severe damage to the immaculate Chevy in the process.

Ray Challis was next to fall, suffering a broken differential on lap six. With just two laps to go that furry little black beast struck again as while under a close attack from Scotty Slater, the Collins Camaro ended up with a box full of neutrals, allowing



the XU1 driver to slip through into a clear second place. Ward seized on the opportunity and took third slot but only for a short time as Collins used all the reserve left in the Camaro to just grab a podium place back from the Mustang as the cars crossed the finish line. Mark Brewster's XU1 was a distant fifth from Anthony Read's RX2 with Paul Dobson, Stuart Brown, Mike Hibbert, Doug Growcott and Angelo Taranto. Mat Jager and Alan Brown led home the rest of the field while both Helen Lindner Cooper S and John Smallman's Escort suffered the black curse both scoring a DNF.

Graham Slater

All photos Rob Lang, (Grease Monkey)

BIANTE TOURING CAR MASTERS. dicing.

Round 7 Symmons Plains,
November 16-18.

Chris Stillwell's ('68 Mustang)
meeting was over before it began

rubbing door handles) and then went
through on the back straight. McLean
was flying with the Monaro the first
car to post a sub-minute lap in the



race, before moving past a sweating
MacLean who had a heavy dose of
the flu. Ian McAllister ('65 Mustang)
retired with gearbox and valve issues



Gavin Bullas and his Boss
Mustang are now within
striking distance of
points leader Steve
Mason after a dramatic
weekend in Tasmania.
Bullas took three hard
fought victories whilst
Mason ('69 Camaro)
damaged two engines
and left the circuit
near Launceston with
only one race finish, a
sixth in the opening ten
lapper. Eddie Abelnica
(Boss Mustang),

after engine problems forced him out
after the first free practice session.



Alastair MacLean ('68 Camaro) and
Pete McLean (HT Monaro) pushed
Bullas all the way and shared podiums
between them after some fantastic

Abelnica looked set to claim pole
until Bullas just bettered his time in
exciting fashion with only 90 or so
seconds to go in qualifying (a reprise
of Bullas' last minute
effort at Sandown). Mason
would start from third after
an engine change following
practice with MacLean and
McLean next fastest.

Race One

Abelnica led into turn
one before Bullas ranged
up alongside (almost

as Mason struggled with the down-
on-power spare engine. Chris Wilson
(Torana), Mick Wilson (Charger) and
Mike Erwin (Falcon) had a great scrap
until a clash between the latter two
saw the Chrysler spin wildly before
rejoining. Erwin then hit the fence and
brought out the Safety Car.

Bullas bolted at the restart and
led across the line after completing
the scheduled ten laps, easing back
on the throttle after thinking the race





the lead on lap two. Chris Wilson plonked his Torana in the middle of a big sand trap (earning himself a new nickname – “Dusty” as Richard Fairlam (HQ) found a way through on



was over. Suddenly his pursuers streaked past and Bullas had to re-engage quickly. The chequered flag was not shown after ten laps with the confusion seemingly caused by race officials trying to black flag Mick Wilson for overlapping before the control line at the restart. Abelnica led but fell off at the end of the back straight, Bullas finally seeing the chequer after 11 laps. Post race the results were taken at the order after ten laps (the Series regs specifying races would be electronically scored for the specified distance) so Abelnica retained his second place behind Bullas with the hugely impressive Munro of McLean third. MacLean was fourth then Drew

Erwin only to retire with a blown head gasket shortly after. Mason shadowed Marget until

into the lead at the hairpin. McLean then challenged for second until puffs of smoke from the Monaro's

engine forced him into retirement. Frantic battles in the hot conditions saw both Fairlam and Treloar spear off track, requiring the Safety Car with Mason again into the pits and recording a DNF. Erwin found the sand as Baxter had his best run so far and kept Walmsley honest. East spun across the kerbs at turn one and collected the unlucky Treloar heavily in the



the Chev suddenly cut out, stranding him off track (later traced to a distributor issue). The extraordinary dicing continued behind Bullas with Abelnica coming under fire and being passed by both MacLean and McLean who then hit the line almost as one behind race winner Bullas in a great finish. Abelnica was fourth with less than perfect brakes followed by Marget, Walmsley,

rear quarter, both cars out on the spot. Abelnica had found more speed and relegated MacLean back to third but could not quite catch Bullas at the finish. MacLean was third then Marget, Walmsley, Baxter, Hunter, M. Wilson, C. Wilson and Cameron (son of Steve) Mason in the family's Datsun 1600. Fastest lap: Abelnica 1:00.1557 (lap eight).

Darren Knight

All photos James Smith



Marget (Mustang), Mason, Tony Hunter (HQ), Les Walmsley (Falcon) and Greg East (Garry O'Briens HQ). Fastest lap: Bullas 0:59.8029 (lap nine).

Race Two

Abelnica again led into the tight turn one after the start but Bullas was in no mood to follow and grabbed

Hunter and Treloar who just beat home East with Gary Baxter (Falcon) tenth. Fastest lap: Bullas 0:59.7600 (lap five).

Race Three

MacLean grabbed the hole shot this time but soon had Bullas spearing through





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CHARIOTS OF FIRE – A MOTOR RACING LESSON

by Peter Little

I am taking the trouble of writing this essay, as I'm certain there are lessons to be drawn from it by every person who races cars. I hope it reaches as many competitors as possible for that very reason, so if you happen to have a mailing list for a particular group, I'd appreciate it if you were to forward it to them. It will emerge that, far from being any sort of expert, able to stay in control of any situation I find myself in, I am capable of making a whole series of blunders when put in an unfamiliar and stressful spot. I ask you to read this carefully, and to carry out my recommendations.

This may save your life one day. For those of you who don't know me, I currently race two different cars. This tale involves the 'safer' of the two, a Lotus Seven replica, powered by a Mazda rotary engine, which I use to participate in the Carrera Sports & GT Car Championship.

I've been racing since the early seventies with a ten-year gap when I rode motorcycle trials. The point is I've been around long enough to know all the risks involved, and to have taken all necessary precautions to make life as safe for me as possible. Despite what some may think, I leave a margin for error in my driving, which gives a person a little extra reaction time – not that it helped me much in the tale I'm about to relate.

Last Saturday my car caught alight during our second race of the day. I had started from the back of the grid, not having done official qualifying. As I happen to have the quickest car in the race, it took about three laps to get past the bulk of the field, leaving

another lap to catch and pass Louis de Jager's Lola T210 replica in fourth place, and two more to reach the two leaders, being the BMW's of Shaun Sale and Kosie Swanepoel. Whilst closing on them I'd smelt the odd whiff of petrol in some of the slower corners, and assumed one of them was spilling a bit from a filler cap or breather. I did feel a small amount of uneasiness, and did in fact wonder if it may not be my car. After passing the leader in Cape Town Corner at the end of the fifth lap, I could ease off a little, but by the end of the back straight, when I again smelt fuel and then knew it to be my car, I tapped right off. This is where all the blunders start. Shaun passed under braking for Cape Town Corner, and Kosie closed right onto my tail.

Half way through the corner the footwell erupted in flame. At that point I was well off the pace, but being well dressed for fire, and not feeling any heat, I kept going whilst looking for a marshal with an extinguisher to stop alongside. Of course we don't have any such marshals at that part of the circuit and as soon as I could see that, I pulled off onto the point where the dragstrip joins the circuit, stopped, killed the car, set off the plumbed-in extinguisher, unbuckled, and hopped out. By now I'd made at least four stupid mistakes. What I've failed to mention is that, by the time I'd stopped the car, my hands were hurting a lot, and I still had to use them in the flames to do all those other things. By the time I was able to climb out of the car, my right leg was hurting a lot and my hands were unbearably sore. I'm not ashamed to say that I was very close to panic for the last seven seconds as I was then surrounded by fire.

I had a video camera running on the car, facing backwards, the film of which survived. Rotaries let out a lot of flame on the over-

run, and with my exhaust exiting from the rear of the car. It was probably this that ignited the fuel vapour in the vortex, which can be clearly seen. People have said that they could see a vapour trail behind the car a while before the fire started. I'd had to replace the high pressure fuel pump, as well as the injectors in the morning, all under the bonnet, and can only assume I'd disturbed the low pressure return line to the tank in the process. This must have been rubbing on the prop shaft right at the diff, where the two are fairly close, the hole gradually enlarging, and the flow increasing until there was enough to ignite. Braking for the corner would have washed the fuel forward in the car, hence fire around my legs. Fortunately, I don't think there was actually that much spilt fuel in the car, judging by the way the car burned before marshals with extinguishers arrived.

Sorry to have gone on for so long, but I wanted you to have a fairly clear picture. You have probably noticed all the mistakes I made, but I'm going to list them anyway. Firstly, however, I want to make two further points, both of which will tend to suggest that I would react well in such situations, the point being that you may be just as likely to screw up like me.

I've always dressed myself with the best quality gear I can get my hands on. All my gear is Formula 1 level, the latest available suits now just being made lighter and anatomically better. They have also improved the design of the gloves, which, had I known, I would probably have purchased. Secondly, I've been in a couple of tricky situations before, and been very calm and clear-thinking at the time, so there was no indication that I would fail so badly this time.

Right, now to the mistakes I

made, in order:-

- Getting my priorities wrong by wasting valuable time looking for a marshal to stop alongside. Those seconds wasted become vital once things start hurting, and you can't ask for them to be given back. I took a scarcely believable 19 seconds to finally stop after initial ignition – that leaves way too little time to get out unharmed. No wonder my hands were already blistering before I had stopped.

- Not immediately killing electrical power, thereby switching off fuel pumps. Again, worrying about finding a marshal stopped my thinking processes.

- Only activating the onboard extinguisher after stopping. Even then, because of my near panic, my right hand first went to the cylinder, instead of my left hand going straight to the activating knob.

- Not unbuckling my belts before stopping. At this point, I struggled a while unthreading the shoulder straps from my Leatt Brace. That is not the fault of the brace, but rather of an unfocussed mind. You may just as well go back to pre-seventies thinking and push for not having to wear belts at all – all safety improvements come with at least some additional complications.

Now, what I SHOULD have done as soon as the fire started was:-

1. Kill the power – make sure your car is wired so that the Kill switch kills ALL electrical currents.

2. Pick a stopping point to aim for. That gets you out of other cars' way, as well as speeding up the stopping process.

3. If you've got a plumbed-in extinguisher (which I strongly recommend) activate it.

4. Unbuckle BEFORE stopping. It's a one-handed operation, so won't interfere with steering and braking.

5. Evacuate as soon as you stop. Saloon cars often have the added complications of side intrusion bars, as well as window nets. These slow you down. You DON'T want to feel pain. A burnt car only makes your wallet feel pain.

6. Once you're out of the car, and if it's safe to do so, you can reach back in for a hand-held extinguisher. Make that the last thing you do.

As far as my recommendations for all people who race cars are concerned:-

- Wear the BEST quality clothing you can source. This includes longjohns and long-sleeved nomex vests, as well as long nomex socks and a balaclava. Proper nomex-lined FIA approved high boots are also a must. I can't count the number of competitors I see dressed in the wrong shoes, so must presume a lot of them also skimp on the invisible stuff. Those things melt into your flesh almost immediately – I wouldn't recommend you try it out.

- Practice your exit procedure, repeatedly, preferably alone, with all your clothing on, including helmet and gloves. Try it with your eyes shut – in real life you may be blinded by flames or smoke or even a melting visor. Go so far as to roll out onto the ground if it's quicker – in a real life scenario you won't feel at all self-conscious.

- Look at getting the latest type of gloves, which have nomex under the leather palms. Your hands are even more important than your eyes in a situation like this, and blistered, incapacitated hands and fingers don't help one bit.

I hope the above is of some use to many of you. It is all only commonsense, but you'll be shocked to discover how quickly you lose that in a tense situation. If you absorb it all, it may even let your conscious mind concentrate on driving your race car quicker!

Time-line of the Event:

- 0secs – Fire starts
- 19secs – car stationary
- 26secs – driver out of car
- 50secs – Marshal 1 appears heading for extinguisher(out of shot)
- 60secs – Marshal 2 appears with extinguisher (tired and slow)
- 70secs – Marshal 3 appears – ditto
- 80secs – John Amm (ex competitor) appears with marshal's extinguisher (quickly activates it – he is the first person to put the fire out. Remember, he had to get down from a spectator area and then run to the scene.
- 91secs – Fire truck pulls up at the scene – not bad considering the distance he had to drive, plus the 19secs I wasted at the beginning.

My Injuries:

- 2nd degree burns to both palms and all fingers and thumbs – no deep burns.
- 2nd degree burns to right knee area, calf, and ankle – no deep burns.
- Recovery should be rapid and complete, with no after effects.

Typing all this has taken 5 hours in all, with countless multiple key hits and other irritating hand errors – i.e. burns are a MAJOR hassle, and it's going to be like this for several weeks.

Thanks to Jervis for this internet article from South Africa. Ed.



I'm all about the cause, I am. For instance, most people just stick on a pink ribbon during Breast Awareness week, but not me – I grew some man-

boobs. Okay, so I've still got them – but in all fairness, I am still (wink) aware. So it should come as no surprise whatsoever that it took very little effort for Mark Brewster to convince me to take part in 'Movember'.

And a lot of fun it's turned out to be, too. It is still a little bit ticklish (or so I'm told) but now that it's coming in, I'm enjoying having it. The Boss reckons I look like an undercover cop or something though, which I have to say is a bit of a disappointment – as cool as that may be. You see, I was going for something more like "I haff come to kleen ze pool", if you get me...

Which led me to thinking about potential new careers; I've been considering a change, after all. And the "Pool Cleaner" thing is obviously out, for SO many reasons. The physique is naturally a consideration – being the Nutritional Overachiever that I am - but not the deal-breaker you may imagine (has anyone seen Ron Jeremy lately?) But if I may digress from this stream of consciousness just for a moment, I'd like to point out that I always, always practice safe eating – I never fail to use a condiment. Anyway, no; it's more about a combination of my desire to continue breathing and my difficulty dealing with rejection that tells me it's not a good choice. It's a shame though; based on the usual formula my 'industry' name would be "Patch Saunders"... Is cool, no? Okay, so what else?

Well, I had considered opening a General Store. But that got me to thinking; it's a very narrow, specialised field, isn't it? I mean it's all well and good – I'm sure you can get good money for them – but what happens when someone comes into the shop and wants, say, a Lieutenant Colonel. Do you try to up sell them, or just miss out altogether? One can see business

being quite slow. So, we'll put that one in the 'maybe' pile.

So what else is there? Well, I had considered taking up an offer to be a Bond Villain. And once again, on the surface this would appear to be a pretty good dodge. All you do is hang out in your secret lair surrounded by all of your bikini-clad 'assistants' (sounds great so far) waiting for ole Bondy to turn up. Beautifully simple; you don't even have to go looking for him, because he'll come to you! When he arrives you get your henchmen to capture him – you can use hired goons, but industry insiders have informed me that henchmen are much more reliable in the long term – and then it's a simple matter of mixing him a poofy drink, giving him chapter and verse on your entire evil plan, and then leaving him alone in a ridiculously complicated death machine that doesn't work. And then of course, there is the downside. He will try to kill you (it's his job, after all), which you'd have to agree is a bit of a downer. And when things start turning to poop, all of your assistants will probably nick off; there are precious few bulletproof bikinis on the market at present, I'm told. You can probably escape in one of those pod thingies during the fireball at the end credits (Bondy won't be paying attention – he'll be trying it on with one of your assistants by then), but even if you escape your contract is probably null and void. Overall a possibility, but unless the terms of employment were fairly lucrative it may not be worth all of the effort. I mean, there's rent on the lair (you'll do your bond there, for sure – pardon the pun) and you have to come up with a take-over-the-world scheme, not to mention some kind of evil-dude name that sounds like a star sign... lot of work when you get down to it. Pass.

At this time of year, being a Beach Inspector might be okay. What's involved though, I wonder? Do you just travel around the coast looking for yellow-sandy bits of shoreline? "Hmm, that looks like a beach – but I'd better go down there and inspect it, just to be sure". Conditions would be okay, but I'm not confident that it would pay very well.

International diplomacy could be fun in the short term, I suppose. I'd be inclined to declare war on, say, Tahiti, and then immediately fly there for a month of

peace talks. Reckon you could only get a couple of goes out of that one before they all click to it though, eh? Still, you could stretch it out for a little while – after all there's plenty of Nesias in the South Pacific that one could try it out on (you know, Micronesia, Polynesia...) There may be some incarceration involved, however; and possibly still a slim chance of being eaten. Another 'maybe', then.

Perhaps I could take up a post with the World Organisation for Family Planning. Did you know that every four seconds, a woman has a baby? My job would be to find this person, and STOP HER. Another short term assignment, then.

Or how about a job with the ACCC – you know, the Monopolies Commission? Although it's always been a point of concern to me that there's only one of them. It's a bit like the Otis Elevators people. Ever noticed that their building is only a single storey? What, I'd like to know, aren't they telling us?

Could maybe give being an Exorcist a go. (If you don't pay, you get Repossessed! Er, sorry.) Or maybe I could be a Court Jester – probably something in the Small Claims area would be suitable, because they seem quite serious in the Supreme Court. This if I understand it correctly is where Diana Ross hangs out when she's suing people.

Then there's the possibility of doing one of those small business cottage industry type things, like 'Mat's Home-Made Holy Water'. Pretty easy, this one. You just get a big vat of regular water, and boil the Hell out of it. (I know what you're thinking – Mat's going to be struck by lightning. But it's okay; not only did I hold a door open for a nun once, but me and the Big Guy have an agreement. I don't bother him on Sundays, and he leaves me alone during the week. Works well.) Or I could make bulletproof bikinis - see 'Bond Villain' – after all, if there's a call for it, why not? Not sure my design would stop many bullets, but the planning and 'fit up' stage would be fun.

Actually, it's just occurred to me that the ideal thing would be a job with the World Wildlife fund people, saving the gorillas. After all, it's a cause. And gorillas are quite large and hairy, leaving me with VERY little preparatory work required...

Minutes of the General Meeting 31ST October 2007

Held at Bells Hotel Meeting opened at 8.25pm (very tardy start)

Guests: Sue Cutler, James Holloway, Joanna Bendell (Aren't these people members? If not, why not?)

Apologies: Mark Brewster, Justin Brown, James Holloway, Leigh Knight, John Smallman, David Floyd John Brash, Michael Bugelly etc etc etc. In fact it would be easier to list the people that do front to club meetings.

Minutes: Accepted by John Bendell, seconded by Fast Johnny

Treasurer's Report: Treasurer last seen in the company of ARGENTINIAN BOB, so no report!

Presidents Report: BRACE YOURSELVES!

Jervis noted that the Christmas Party/Presentation night was fast approaching, so if you haven't bought tickets yet for Christ's sake get some! (Secretary's blasphemy, not his.)

Your annual membership renewal will be sent in November, please blow your nose a.s.a.p. Club apparel has had a small decrease in price to move it along so as the next lot can be designed, Jervis wants something with a lace bodice and a sweetheart neckline. (Joke for the ladies).

Bill Cutler has again been put up for a seat on the Historic Commission.

Vice Presidents Report: Mark Barbour thanked the room of party faithful again for their support while his car and trailer were missing.

A.H.T.C.A. Report: there isn't one! However it was announced that Mat (the CarMa Report) Jager will be the new A.H.T.C.A. Rep for Victoria as Dame Justin Brock Brown is this time for sure giving the job the Khyber. Mat's first job will be to investigate the possibility of having an A.H.T.C.A. Rep on the Historic Commission.

HCC Report: Bob's back from Argentina.

Competition Report: Historic Sandown set to be a winner with a record number of entries – 360-ish. Drinks & stuff after racing Saturday. Rob Southouse (new member?) to debut the ex KEN ZINNER HUMPY 48-215. Great to see an old banger back on the track. Great to see the car again too!

CAMS and the competitor group apparently had a fruitful meeting about next years

State Race Series to once again be run in conjunction with the AASA (see elsewhere in mag, Ed.)

Also there was an offer made by CAMS to

listen to any gripes that competitors have, so far as these come via the DLO (driver liaison officer) Mark Barbour. They didn't say they would do anything but now have a sympathetic ear.

First complaint would be that permit fees for race meetings are far too high, thus limiting the promoters' right to make a meagre profit from a race meeting. There was some confusion about licence renewals, rolling renewals or end of calendar year? Seems to be a mixture.

CAMS Complaints Dept: Why are yellow flags green? Are the flag waving techniques under scrutiny? Why has they changed the way they display yellow fags? Is it to FIA standard?

All who attended the Calder Park Meeting agreed that it was well run and relaxed, but above all, excellent value for money - \$220.00 including Friday practice and a 12-lap race Sunday.

Paul Cruse said "should be better supported as it was great value"

Tom Cruise refused to comment!

The two meetings at Calder this year have proven to be popular so make sure you run next year as Bob needs the dough.

Calder Park announced that they were indeed extending the track by about a kilometre with some wiggly bits and a big roundy bit around the drag strip. Should be done early next year. Next year's calendar may contain two meetings a week apart.

The first state round could be the week before P.I.CLASSIC.

If this is the case we still need to support the State Series, the question is, could we drop perhaps a race on Sunday and treat the event more like a practice session at a reduced entry if possible? Any thoughts? Perhaps interstate competitors could come to town a week early and make a holiday of it. Could anybody offer accommodation for race cars and trailers if this were to happen? Our mates from interstate are great supporters of our Historic meetings so they deserve our hospitality.

Speaking of Phillip Island, next year's Classic is to be run over the Labour Day weekend with FRIDAY as qualifying day!

That's right a 3-DAY MEETING. IF YOU DON'T QUALIFY ON FRIDAY YOU WILL NOT GET A RUN SO PLAN YOUR TIME OFF WORK AND ACCOMMODATION NOW!!!

The entry fee is said to be \$440.00 cheaper than last year, if you practised on the Friday. The unfortunate part of the popularity of this

meeting is that there will be some categories dropped or combined, we think groups P Q R & FF are the ones in the gun.

Trophies from the Calder meeting were awarded to: 1st Geoff Taylor, 2nd Ray Challis, 3rd Paul Dobson. Eddie Dobbs said he had inspected the spectator mound at Sandown, an excellent viewing platform for spectators. He encouraged everyone to get their friends to watch from the mound at Dandenong Road corner. Jervis thanked Eddie, Ted and Bill for their hard work and support for Historic Sandown.

Membership Report: 190 members: 154 competition, 30 social, 6 Life and 25 non financial (cough up please). We will run a ½ page ad in the Sandown Historic program for possible new members for next years "speed championship".

Eligibility Report: I didn't listen in case I get caught.

Pointscore: Gordon 0 Maria 1000

General Business: Russell Pilven asked why anyone didn't turn up for the Go Kart night? Fair question. What social activities would you prefer? Perhaps, like Sue Cutlet, you may be satisfied with a night of beer and balls at your local bowls club? Fast Johnny Luxmore thought a bus trip to SEXPO would be a winner. What about the Historic Idol talent quest? All great ideas, lets hear some more. There will be NO GENERAL MEETING IN NOVEMBER as it would be only a couple of days before the XMAS BOOZE UP so we will see you all there.

Data has been submitted by the tyre suppliers to the historic commission to try and get the GP N & S tyre list reworked to include the tyres that everybody is using anyway.

If you're smart enough to use the internet without finding porn log onto www.fosc.com.au you will get all the info on the EASTER BATHURST MEETING.

Submit your expression of interest and make sure you go! Apparently the Feb meeting has been cancelled. If you only get one chance to race at Bathurst make sure you take it, it really is the Mecca.

Some time in the New Year we will have John Bowe as a guest speaker (not sure if he knows yet).

Last item of business is the sale of Fast Johnny Luxmore's green meanie Cortina. Good car, good bloke, good deal! Ring F.J. for details.

Meeting closed at 9.24pm.

Cox

SECRETARY (Acting part time why did I open my gob?)

HOORAY! CHEAPER LICENCES FOR 2008

The Confederatopm of Australian Motor Sport has just announced that for our level of racing, ie State and Historic meetings, full National Competition licences that we currently run on will be replaced with a new clubman licence at a reduced cost.

From January 1 2008 the new Provisional Clubman Circuit (PCC) and Clubman Circuit (CC) licences will allow drivers to compete in all circuit racing events except those comprising a CAMS-recognised National Series or National Championship and other National stand-alone circuit racing events. The events in which these new licences can be used include Club and Multi-Club circuit racing events, State-level circuit racing events and Historic circuit racing events.

The licence cost is significantly reduced to \$245 (inc. GST) however new applicants for a PC or PCC licence will still need to meet the standard pre-licence conditions (ie. Driver Lecture and Observed Licence Test). Upgrading from a PCC to a CC licence will continue to mirror the current upgrade procedure of PC to NC, which includes competing in five circuit races in the previous 24 months (with at least three of those being in the previous 12 months) and eight hours of trackside participation as an official at a race meeting.

But wait, there's more. If we were invited to run at a national championship meeting as a one-off event, we could still run on our CC licences. But if, say, you were offered a steer in a race that formed part of a national Championship as a CC licence holder you can buy single event upgrade to NC licence status for

\$75 (inc. GST) per meeting, and do this multiple times per year.

This is good news for all competitors and represents something of a coup for the new CAMS CEO, Graham Fountain. This initiative shows that where it can actually control costs to bring some relief to grass-roots competition, CAMS is ready and willing to do so.

I'm trying to remember the last time CAMS-related costs went down, and can't. Can anyone? The full Schedule of Fees for 2008 can be found by visiting the CAMS website at www.cams.com.au/go/2008fees.

OIL SURGE – EASY, CHEAP PROTECTION

I've seen and heard of a lot of cars destroyed by oil surge. Some it might be the sump design, others too much windage or maybe the oil can't get back to the bottom fast enough. A very easy and inexpensive safety system I've got in my car is this. I use a Hella pressure adjustable oil switch and a Hella Trailer LED. The pressure adjustable switch comes various pressure ranges. Mine can be adusted from 20 psi to 55psi. I have it adjusted to 25psi so I can see very early on if there any issues. Recently at Phillip Island



I saw a flicker several times and knew something wasn't right. When I got back to the pits, the car need a litre of oil – Easy!! Now the LED. Never, ever use a globe! Globes break and do not light up

fast enough. A LED will light up immediately. A globe will not light up if there is a small loss of pressure. The time it takes the globe to light up the pressure will

have come back and you won't even have known there was a problem. Oh, and mount the LED on the steering column, right in your face so it blinds you if it comes on. You can't see a flicker

out the side of your eyes.

This is the easiest and cheapest safety system. The switch



and LED cost less than about \$40 and can be fitted by anyone. Coxy stocks them too. Make him rich!

Jervis



For professional DVDs of the Phillip Island Classic and Winton Historics as well as lots of photos of Group N cars and other Historic vehicles contact Rob Lang on 0412 001 263 or email roblang747@yahoo.com.au

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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".

Points Allocation - Per Race

No. of Starters	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					

Plus 3 points for participating

Plus 1 point for fastest lap in your class

How the Club's various Championships work.

HTCAV Club Championship

Your **best 5 results** from ANY of the events below are combined to calculate your class and outright results.

HTCAV Golden Oldies Championship

is scored by your combined
TOTAL over these 3 "historic" events

- Phillip Island Classic
- Winton Historics
- Sandown Historics

HTCAV State Championship

is scored by your combined
TOTAL over these 5 events

CAMS State Champs.

- Sandown
- Sandwon
- Phillip Is.

AASA State Champs.

- Calder
- Calder

Other Eligible Events

include:

- Island Magic
- One eligible interstate event

Other awards given out each year at the Presentation night include: Rookie of the Year, the Hard Luck award and the Clubman of the Year award, which is voted for on the night by the members.

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Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 59778771 or 0408548133.

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HTCAV Rally Championship



HTCAV Racing Championship



HTCAV Speed Championship

From 2008 the HTCAV adds a Speed Championship and Rally Championship to our famous Racing Championship. So if you already (or intend to) compete in speed events such as Hillclimbs, Sprints or even Autocross, join the HTCAV and you could become our first Speed Champion. You won't even need a log booked car or full licence - just whatever the event requires. And tarmac rallyists - at last you have a Club that caters for you - who'll be our first Rally Champion?

Come to the HTCAV marquee, this weekend and ask for Jervis Ward, or call him on 0409 137 629 or email members@htcav.com.au

A great Club is about to become even better!



Christmas party & presentation evening

Saturday 1 December 2007

***“Upstairs”* at Watsonia RSL**

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