

HISTORIC TOURING TORQUE

May 2008

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



*Speed championship leaders
Hollywood and Bob Lorch*




Historic Touring Car
Association of Victoria

BE AT THE NEXT MEETING!

8pm Wednesday May 28 2008

Bells Hotel, Moray Street South Melbourne

Guest Speaker - John Bowe

		Work Ph	Home Ph	Fax	Mobile	Email
President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	president@htcav.com.au
Vice President	Mark Barbour	9572 1376			0407 563 465	vicepresident@htcav.com.au
Secretary	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	dvap@bigpond.com.au
Treasurer	David Floyd	9574 8333	9877 2243	9574 8388	0402 257 541	treasurer@htcav.com.au
Competition	Mark Barbour	9572 1376			0407 563 465	vicepresident@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA	Mat Jager	9627 3386	9682 6999		0418 360 686	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au
Pointscore	Dean Bryant	9588 2566	9931 0333	9588 2577	0417 012 526	pointscore@htcav.com.au



**May Guest
Speaker
John Bowe**



Race Territory!

The amazing new Ford Territory is the ultimate all rounder, with great towing capacity, availability of AWD or RWD in 5 or 7 seat configuration. To organise a test drive - or to discuss your next new Ford car or light truck - see one of the Stillwell boys, Nick or Chris or phone Nick on 0408 176 596.

knoxford 

a Bib Stillwell Company
780 Burwood Hwy Ferntree Gully **9758 1155**

LMCT 770



By now you would know (thanks to the editor last month) that I will not be re-standing as President at the June AGM. I will

however nominate for Vice-President and let you decide. Dean Bryant has expressed his intention to nominate for President and he has penned (keyed?) an article in this newsletter introducing himself and asking for your support. I think Dean would make an outstanding President and ask you to support him and come to the AGM and show him that support.

I've been El'Presidente for 5 years and as Justin Brown once told me "they are learning years and years of great personal development". Crap I thought! But no. They really have been years of personal development. I've learnt a lot! And, I can use a lot of that in my daily life. But most importantly I have really loved being the figure-head for such a great bunch of guys and gals.

There have been too many special moments (*no Coxy, the cow tipping trip at Benalla after the Chinese meal for 65 close friends doesn't count*) to name them. I've had some absolute belly laughs. I've made good friends with some great people. Many of whom I would never thought possible. And some as old as my father.

I count myself lucky that so many things we've tried to do over my tenure that have come good. And we've survived some biggin's like the arrive of AASA, the Biante boys breaking away and the introduction of Audits to name a few.

I have always tried to do what I was asked and tried to make it easier for you guys to get out there and race.

I'm not planning to stop now either. There are many other things I want to concentrate on now I will have a little more time to myself. And I hope these little things will return big dividends for us all. I'm not leaving Group N to race the Beemer. Just have the odd run in it and see what it does! And if I sell the Mustang I'll build another car ASAP.

Phillip Island Starting Line Incident Charge

At the last general meeting there was discussion about the Phillip Island start line incident and subsequent charge laid on Pete Martin. Our concerns were more about the process and notification of the charge than the incident itself. Twiggy spoke with Steven Daws, State Manager at CAMS and David, and myself are more than happy with the reply we received.

AHTCA

We discussed the issues and relevance of the AHTCA at the last general meeting. Mat told us one state had still not paid their fees for the year and enlightened us to the general feeling within the Historic Commission about the AHTCA. I repeated my comments that Mat's job, when he took on the role of AHTCA rep, was to fix or close it. A result is getting near I think.

Historic Commission

Bob gave us the honour of his presence and outlined some of the changes to the Commission and the overall push to smaller committees. He also commented that the European (and RSA) Historic Commissions are very impressed with how original we've kept our cars and that Australia's model is probably the way they should be going as well.

Eligibility

Congratulations to David Twigg on being named Group N Technical Commissioner. A position he most duly deserves. We might all have to start to listen to him now!

Condolences

I'm sure the whole club joins me in offering our condolences to Russell Pilven on the sad passing of his father (Ted) just recently.

Historic Winton

Good luck to all the competitors this weekend. A list on all entrants in on page 18.

IMPORTANT: It looks as if the pre-grid procedure will move from the top grid area to the lower V8 Supercar garage pit lane. This is to ease congestion and the ever increasing OH&S issues. The weather in Melbourne looks horrible but it's always nice on the other side of the divide. Good luck and may the best man/woman win.

Website

Wow. Thanx Michael Cruse. Full report on page 17 of this newsletter.

Rumour Mill

Hollywood has sold his "Mr Green" (cover shot) to newbie Club member David Moran. No news on either's plans.

APOLOGY

In last month's newsletter we forget to credit the Eastern Creek shots to James Maloney of JPM PHOTOGRAPHICS. Sorry!

More photos

Could everyone submit a photo of themselves and their car(s) so we can start building a "This is us" page on our website. Please mail to HTCAV PO Box 16 Chadstone Centre Victoria 3148 or webmaster@htcav.com.au

See you next Wednesday.... Jervis

Dorians Wanted

I'm looking to borrow some Dorians and chargers for the 6 hour relay in August.

Please contact me on 0409 137 629 if you can help out

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

Maybe Bill can help!

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

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

Greetings from Darkest Africa



It's been an amazing trip – a very fast fortnight in every sense. I'm writing this on Monday 19 May with hours to spare before catching the flight

home this afternoon, knowing that the new co-editor of the mag is cracking seed and jumping up and down on his perch waiting for this. I'll try to be brief, but there's simply so much to tell. South Africa is a land of extraordinary contrasts and I have learned so much in my time here. There's massive wealth and excoriating poverty, hope and despondency, technological advancement and backwardness. Much of the time you could believe it's Australia, the landscapes aren't that different, the shopping centres, roads, petrol stations, houses all look the same. But no way could you ever compare the overcrowded,



rubbish-strewn, dilapidated and downright dangerous Johannesburg CBD with that of Melbourne. Business has largely moved out to suburban security-gated office parks, and you get in your car to go everywhere. There is no public transport to speak of and the taxis are mostly Hi Ace vans filled to the brim with people – my best count was 18 all jammed in there. Johannesburg is a series of enclaves linked by pretty good roads, with affluent areas just a few kilometres away from areas that were once gracious but are now very run-down, and the shanty towns on the outskirts are indescribable, so I won't try.

But go the affluent areas and life goes on as normal, people still have a very high



standard of living and the places that I saw last night made Toorak look very shabby indeed – and there are perhaps ten of these super-rich enclaves around Johannesburg, not to mention dozens more of the upper middle class and middle class residents. The luxury car showrooms are everywhere and they're giant, multi-storey moderns – with manufacturers like Benz, BMW and VW/Audi having several of them in the area. With the rise of the affluent black upper middle class, there's no shortage of takers for luxury items. The population is hard to assess with the constant influx of immigrants from neighbouring countries (there's a lot of black on black unrest with the locals taking a number of foreign lives as they think they're taking their jobs, etc) but Johannesburg must be 9-10 million and with Pretoria about 15 million, in a total of an estimated 55+ million. With numbers like that they only need a few bucks each to drive an economy.

Anyway, enough of the travelogue, this is a mag for a Historic Car Club, and I have to say when you're among the members of the Historic Racing Car Register of South Africa, life is exactly the same. Same friendly people with a passionate interest in racing old cars, the meeting I attended last Saturday was a Regional event and was almost interchangeable with a State Race except with fewer cars. They practice on the Friday, have qualifying of Saturday morning and two longish races in the afternoon and everyone wanders home on Sunday morning.

The Phakisa track where I raced is absolutely sensational – the distance and times are about the same as the Island but set in flat wheat country in the Orange Free State, which is interchangeable with flat wheat country anywhere. The facilities were outstanding and the track was really good, if it was dropped in Australia somewhere it would be hugely popular. You're never straight for very long with good flowing corners and sweepers that tighten then jam you into a hairpin – all excellent stuff. I also had the chance to drive in practice at Zwartkops which is a Club circuit near Pretoria that rises and falls and folds back on itself – perfect Mini circuit. Speaking of which I met

Dick Sorensen who's an ex-Melbourne driver of note from the 50s and 60s who knew Ted very well in the day (but knew him more for his VW exploits!) and wished to be remembered to him, Brian Sampson and Brique Reed.

But the daddy of them all is Kyalami. Wow, you need the cojones there. The first part is the original track with a series of fast but deceiving corners, a rise up the old back straight, a sweeping left- right up the hill, a crest, left into the downhill Esses then a big uphill haul that crests with almost no braking area into a tight left hander. That's followed



by a long sweeping leftie down into the downhill straight and sweeper they call the Mineshaft, into a bumpy braking area where it's hard to read the road, then up to another crest with a blind tight chicane just over it, then a big long straight to the finish. Sensational.

Now everyone knows there's no such thing as a free lunch, and Clive (for those who had not read the previous magazine, HTCAV member and South African/Australian resident Clive Massel who kindly invited me over to see the country and sample his cars) had organised a braai (Jaapie word for barbecue) for me to address the SA Historic Commission and Historic Club heavies about the way we race in Australia.

They were particularly interested in how CAMS has kept the genie in the bottle when it comes to eligibility issues. Their genie has escaped, for example, historic touring cars must have the same manufacturer's engine with the same number of cylinders, and the same number of gears in the gearbox and although you shouldn't really use fibreglass panelling everyone seems to. There is no trim and most have plexiglass windows – you get the picture – historic semi sports sedans.

But it's worthwhile mentioning the interesting class splits they run. Instead of capacity classes they run on performance, through classes A-G. For example, taking Phillip Island, class A might be 1.55 or better, B to 2.00, C to 2.05 and so on. A driver/car combination is allotted a

class based on their times around various circuits and can be taken up or down a class depending on how you go. They introduced it to even the playing field for the less wealthy competitor.

The BMW I drove was initially in Class F, but I went a bit better than expected, and set times for Class E – but to win that class I would need to improve by another 5 seconds which would mean turning what was essentially a road car into a dedicated racer.

But I'm getting ahead of myself here. The result of my address to this group of eminent gents, and to a subsequent address at their Club meeting is that the two Clubs are now officially sisters across the seas and my luggage is jammed with their regalia and clothing to hand out at home. But wait, there's more...

Another result is that the organisers of the Kyalami 9-Hour Revival this year have set aside four places on the grid for this year's 50th Anniversary meeting, an international historic event that's pretty big deal. It features two 30-minute races and a 3-hour final that has a driver change. The three major year splits are pre-66, pre-77 and pre-88 and each of these is split again into sports racing cars, sports cars and touring cars.

But wait, there's even more. The next weekend the same format is repeated at the East London circuit, further down toward Cape Town. So for the trip you'd get eight hours of racing at two separate tracks and a mighty adventure. Clive, who is nothing if not an entrepreneur, has said that if there is any interest he will be able to put together a package that includes airfreight of the cars to SA, internal transport to the tracks, mechanics and race assistance including entries etc, plus accommodation and trips to the Kruger National Park and Cape Town. Sounds expensive? Remember the exchange rate is currently 7 Rand to the AUD so your purchasing power is greatly leveraged. Seems like I'm in the chair to get this offer known in Australia and if expressions of interest come through then it can all swing into action.

This year's Kyalami Revival is November 22, making the East London event on the 29th. On a two week trip, as I have just had, you could come on

the Monday 17 or Tuesday 18, settle in, race Kyalami on the 21/22/23, see the



Game Reserve (fantastic) the next week, be back in time to race at East London the following weekend, drop down to see Cape Town and leave from there mid week. Anyway, we'll see what happens, but remember – you heard it here first.

And so to the racing. Mosports Racing Classifieds is a company that is seeking to eventually deal internationally in historic cars and runs at this stage a couple of BMW 2002s. One runs to SA Historic Regs (760kg, injected motor etc) while the other one, which I drove, was Clive's road car which weighs a healthy 1100 kg with the driver but is nonetheless a very handy device, courtesy of an 2.3 litre E30 M3 engine running on 45 Webers. Obviously illegal even by SA standards but because the legal engine had a problem this one was put in to allow me to have a run, great efforts by the Mosport Race Team and much kindness by the organisers. Its weight and semi-road car manners brought it back to the field anyway, but it had great torque and was huge fun to drive. The engine exchange was not without its dramas and it kept eating the crank angle sensor, meaning that several of the practice sessions, qualifying and Race One saw it eventually misfire above 4,000 rpm but in between I had a good go and was in the top three in the class. The last sensor was sourced from a giant Afrikaaner living in a place not unlike the side streets of Benalla who was a home hot up artist and had sitting on an engine stand a BMW 2002 M10 block with an enormous turbocharger and a claimed 800 HP... anyway the part worked well.



It all came together for the last race of eight laps and with a rolling start I was able to carve my way through fairly well at the outset but had the obligatory first lap rub (doesn't seem to matter which country I'm in, people want to drive through the door on the first lap, do I look polite or something?) which put me on to the grass and I had all the work to do again, including passing a couple of grey Mercedes Benz 280E which were lumbering, very loud and looked like hippo on the track. I managed to catch most of the cars in my class, including my opposite number editor of the local historic magazine in a much raced 1600 Capri and set out after the leader in a very neat Alfa 2-litre. I was making small increments and getting faster as I got used to the track but the checker came out way too soon. Excellent racing, they all drive very well, and the camaraderie in the pits is terrific – just like at home. Seems like historic racers are top folk wherever you go... I was very warmly received and being something of an oddity was even interviewed on the SA equivalent of In Pit Lane.

I managed to take some shots in the pits – of interest was the V6 Mk II Cortina Perana built by Basil Green (whom I met), which was the forerunner to the V8 Capris that he was more famous for and which are the scourge of the tarmac rallies in



Australia. There were plenty of Alfa and R8 Renaults (with hot 16TS motors in them and weighing nothing) as well as a Torana like device called the Chevrolet CanAm 302 which they built here. But oddest of all were the tiny Chinese-built Chana pickup trucks which were racing as sport sedans...hmmm. As well, there was a genuine Porsche Carrera RSR with a Le Mans heritage that won its race, driven by an affable Pom called Nick Parrott.

And that reminds me, I'd better send this while I'm ahead or our own Creative Parrot won't have time to jam this in the mag. See you in a couple of nights at the Club meeting – make sure you all turn up to listen to John Bowe!!

Ralph-e!

2008 BIANTE Touring Car Masters Race report – Round Two Shannons Nationals Oran Park, April 26-27. Pics Courtesy James Smith

Boss Mustang racer Gavin Bullas has displaced reigning champ Steve Mason (Camaro) at the head of the BIANTE TCM points table after a faultless performance at Oran Park

After setting his fifth straight pole position Bullas won the first two races with relative ease as some huge battles raged behind him. In the final Brad Tilley (XY Falcon) led for most of the way until a thrilling final lap saw the lead change



Pics Courtesy James Smith

the very wet grass verge.

Graham Alexander (HQ Monaro) and Greg East (brand new HQ Kingswood) ran in close company but the dice of the race was the one for third between Jim and Steven Richards, Mason and Eddie Abelnica (Boss Mustang). The big yellow Boss had just enough pace to keep

the illustrious threesome behind for lap after lap.

The two South Australian Porsche 911RS' of John Nelson and Rory O'Neill battled closely mid pack. Cameron Tilley had shown incredible speed in his brand new slant six powered VC Pacer but received a black flag for an alleged jump

the top ten.

Fastest lap: Bullas 1:18.9560 (lap nine).

Race Two (14 laps)

Brad Tilley got the jump this time as Steven Richards rocketed up to fourth. Shortly after his race came to a smokey finish after a gearbox breather leaked oil onto the exhaust and he brought the little giant killer in to the pits. Ian McAlister (Mustang) recovered lost ground after being tapped into a spin on the first lap, an incident that saw contact to the Falcon of Mike Erwin and Rory O'Neill (Porsche 911RS) having to come to a complete stop to avoid the stricken Mustang. Jim Richards went through on Marget after bogging down slightly at the start.

Cam Tilley brought the stunning Valiant in with a split gearbox casing as Bullas wrested the lead from Brad at turn one. The mean green Falcon of Tilley was now getting very sideways as the tyres started to go away during the pursuit of



Pics Courtesy James Smith

several times. Bullas and Tilley rubbed panels hard under brakes entering turn two before the Mustang emerged in front and went on to make it a clean sweep.

BIANTE TCM regular Jim Richards (guest driving Chris Stillwell's Mustang) was joined for this round by son Steven, the FPR star taking over the Stillwell Escort driven by Glenn Seton in Round one at the Clipsal 500.

Race One (14 laps)

Bullas beat Mason off the line but the Safety Car was despatched soon after when Chris Wilson (Torana) spun at turn one. After the restart Drew Marget (Mustang) climbed to fourth and Mason fell back to sixth after running wide on to

start. Brother Brad tried very hard to catch Bullas but had to settle for a clear second in the end. Abelnica just beat Jim Richards to third place with Mason and division two winner Steven Richards only centimetres adrift in fifth and sixth. Marget was next then Alexander and Garry Treloar (Charger) rounding out

Bullas.

In the battle for division two honours



Pics Courtesy James Smith

Come on Brashy. Bring it back out!!!



Eddie Woods

31 Capella Crescent Moorabbin 3189
Phone 9553 2517 Fax 9532 2485

The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

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

Pics Courtesy James Smith



Nuh. dad... the line is over here!

Treloar got the better of team mate Mick Wilson (Charger) who discovered his tyre pressures were too high. Bullas won from Brad Tilley with Mason third and Abelnica half a bonnet in front of Jim in

Pics Courtesy James Smith



fifth. Marget was sixth, then Treloar, Mick Wilson, O'Neill and McAlister. Fastest lap: Bullas 1:18.0507 (lap two).

Race Three (14 laps)

Bullas led initially but Brad struck back exiting the famous bridge and slipped through. Marget again made a great start to beat Richards senior off the line but undid all his good work with a spin into the infield. East and McAlister tangled after the Kingswood locked a front brake, sending both into a tyre wall. The Safety Car came out as the cars were retrieved with McAlister rejoining at the tail of the field.

The Richards were locked in another

highly entertaining stoush with Steven deftly slotting the Escort under the Mustang in the corners but then not having quite enough cubic inches to stay ahead on the front straight. Abelnica also found Steven a worthy adversary, having to use all the Boss Mustang's famed top end power to keep in front of the wailing small Ford.

At the front Bullas squeezed under Tilley entering the front straight to begin the last lap but Brad had other ideas, blasting past to claim the inside line at turn one. Bullas refused to lift as did Tilley, the two big Fords squirming under heavy braking at turn two and making contact. Bullas emerged in the lead but

then ran straight on after the bridge, somehow retaining the lead and showering the Falcon's windscreen with mud and water.

Bullas held out the two time BIANTE Series champ by just over half a second in a spectacular finish. Jim Richards triumphed over Mason in great contest for third with Abelnica just holding out division two victor Steven Richards for fifth. Mick Wilson was next then Nigel Benson (XY Falcon), who harassed the Charger all the way. Marget recovered to be ninth with O'Neill tenth.

Fastest lap: B.Tilley 1:18.4680 (lap two).

Darren Knight

Pics Courtesy James Smith



Mason takes the inside line!

Pics Courtesy James Smith



V8, V8, V8, what the

MINUTES GENERAL MEETING 30th APRIL 2008

MEETING COMMENCED 8.20PM

GUESTS: Sue Cutler

APOLOGIES: Peter Sneddon,
John Brash, Sir Ted & Prince
Mark Brewster, Mick Stupka, Len
Read, Rob Southouse, Scott Slater,
Trenrove Snr & Jnr

PREVIOUS MINUTES -
PROPOSED J.BENDELL,
SECONDED M.JAGER

APOLOGY TED BREWSTER
OMITTED AS AN APOLOGY IN
THE APRIL MAG (I'm not worthy of
this honour sec)

SECS REPORT:

Bugger all in the mail.

TREASURES REPORT

Update in the magazine.

End of the financial year ends in May,
David reports perhaps a break even
position for the last financial year.

Treasures report

PROPOSED M.LAMBERT
SECONDED F.J.LUXY

David Floyd, along with others
attended the CAMS travelling road
show meeting of the future and
reports that there is a lot of changes
being made within the organization to
make it more streamlined and more
beneficial to the GRASS ROOTS (this
is used almost as often as working
families) level competitors. Obviously
it will take some time for changes to
take effect so just sit back and wait to
see what happens.

There was much talk throughout the
meeting about this subject so I will
bore you no longer.

Sir Bob Cracknell was in attendance
and did have some encouraging things
to say about the future of the HCC and
Historic Racing in general.

Raffle tickets were handed out and the
winning ticket holder must present his
or her ticket at the next club meeting
to receive their free tour of Willy
Wonkas Beer factory.

VP REPORT

Mark has been a very busy boy

indeed, however this did not prevent
him attending the state series racing
meeting re CAMS VS AASA and next
years calendar as well as other things
that were discussed. Mark said it was
a fruitful meeting.

He reports that Mick Ronke and the
AASA do not have a problem with
CAMS and next years calendar will be
much better for competitors.

Phillip Island entries for the May
meeting were at 93.

Wakefield Park had 160

Numbers are down at most state based
meetings and the promoters are now
saying "perhaps there are too many
meetings" (oh deerrr)

So there are plans in place to alter
this for next year, and unless I
misunderstood the Bathurst meeting
at Easter was suggested as one reason
that people might race less at the state
level.

AHTCA REPORT

Not much, the question was again
asked is it necessary, are the delegates
interested, is the historic commission
interested, no one is quite sure, but if
you would like to have some input,
how about coming to a meeting.

HCC REPORT

The first meeting of the new
HISTORIC COMMISSION was held
in Sydney last week. With 12 people
on the commission, and our own
Bill Cutler assured of a seat on the
committee.

The next meeting of the commission
will be held September this year.

Bob also reported that the Australian
Historic racing system was considered
by the FIA to be the best in za world.

Also, congratulations
to David Twigg for
his appointment to
NATIONAL TECHNICAL
COMMISSIONER for
gpn.

We had a short discussion
about tyres (just for
a change) and Jervis
reported that he is the best

driver in the world.

COMPETITION REPORT.

Glenn Seton beat everybody at Eastern
Creek (yes, even Jervis) and Bill
Trenrove set a new lap record for
N.B.

MEMBERSHIP

165 PAID UP COMPETITION

25 NON FINANCAIL

OTHER STUFF

A huge thanks to Glenda and Ken
Zinner for collecting and sorting the
mail on behalf of the secretary cause
I'm fat and lazy.

Jervis and Mark Shatz attended the
Cams Motorsport Facilities? Meeting
and are looking forward to the
outcome.

It was reported that Bob Jane received
\$4.5mil from the state govt to upgrade
his facilities.

NEWSLETTER – Ralphy will be in
Sth Africa so Jerv will be creating the
mag.

GENERAL BUSINESS

Deano's Escort for sale

Jerv's Mustang for sale

Nick Cascoine's Cooper S for sale

All in the mag.

JOHN BOWE GUEST SPEAKER
FOR MAY MEETING
BE THERE JACK LITTLE STYLE
Meeting closed 10.20pm.



Pics Courtesy SD Pics



**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 25 June 2008 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, 27 June 2007;
- 1.2 Confirmation of the minutes of any general meeting(s) held since the abovementioned annual general meeting (28 May 2008);
- 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).

3) Elect officers and ordinary committee members.

By Order

Mr Gordon Cox
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 25 June, 2008 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)

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 2008 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 18 June, 2008

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 2008 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 18 June, 2008

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



To the members of the HTCAV

So why would a time poor (aren't we all?) grass roots racer like me wish to become president of this fantastic club?

Like it is said – you make time for the things that are important in your life. This club is important to me and it has also become obvious that there are a number of members who feel that I may be important to this club – simple stuff really.

For those of you who do not know me - here I am in summary;

I'm a 48 year old father of four – (Ashley 13, Travis 12, Amy 9 & Jackson 7). Although my former wife Kym and I have been divorced now for four years we remain close friends, business & financial partners and both committed and co-operative parents. I have fantastic support from my family in regard to my passion for motor sport.

The balance and basic fibre of our club is protected by the way in which our decision process and administration works – the basic club meeting and committee meeting system works both well and fairly to protect and hear the interests of all members. This same system also protects our club from any undue

influence or agenda that any office bearer may have. This being said it is also a fact that every individual in the club has and is entitled to an opinion on all matters that affect the club as a whole. In the main part these opinions are yours to either harbour or air as you see fit, but in the case of the president it is probably fairer to air these opinions for scrutiny and even more important to do this in the case of a possible office bearer so to speak – so here goes;

My main agenda is very simple and consists of two main areas – family & safety in motor sport.

Family – this encompasses both members family's and the greater HTCAV family. Without the support of your family this sport is near impossible to enjoy and to that end a main aim of mine is to facilitate a process whereby member's families are encouraged to become involved to a much greater degree. Things like the family days and social activities need to be promoted to further achieve this aim. Personally I think it's fantastic that we are now seeing the emergence of second generation drivers such as Brent Trengrove and Elliot Barbour to name a few – great stuff!

Safety in Motor Sport – this is a well known passion of mine and as such I've worn my heart on my sleeve on this issue many times before and will continue to do so in the future. Safety starts with each of us being aware of the dangers and being vigilant to standards of both cars, driver and attitude preparation at all times. I've led from the front somewhat regarding head and neck restraints having worn a Hans device from day one of my racing. My own family depends on my ability to provide for them fiscally and emotionally as a father and I'm sure that all yours do likewise and to this end I'm prepared to discuss any safety issues you feel warrant discussion at either personal or club level – with discussion often comes resolution!

If elected president of this fine club I give my word that I will provide this office with the consideration, respect and effort it deserves. Following in the footsteps of our current President a well worn line comes to mind – 'big shoes to fill' – how true. Jervis has had a brilliant and positive impact on this club during his tenure and although my 'style' is most likely considered polar opposite to that of Jervis the desired result and clear intention for improvement is identical.

The next few years in this club loom as very exciting times indeed – new, fresh and passionate talent is coming to the committee, the new speed and rally championships are creating huge and diversified interest and I'm sure will transform the membership base of this club dramatically over the next few years, and this combined with the launch of the much awaited new club forum will undoubtedly become a watershed period in moving this fine club forward – I can't wait to see the dramatic improvements these three factors alone will provide – bring it on!

Yours in racing,

Deano.

MEMBERSHIP

This month we mailed out 129 letters to Past Members - people who have not been a member for over 12 months. We offered them their old number back and no joining fee to re-join. So far lots of "Not at this address" have returned. We'll keep you up to date.

As of Thursday 15 May
Competition..... 149
Life/Honourary 6
Social..... 24
Non-financial 19•

• 19 is the lowest Non-financials in the last 5-6 years. Usually it's about 24 at years end.

HEAD & NECK RESTRAINT SEMINAR

Earlier this month I attended the seminar on Head and Neck Restraint run by the Australian Institute of Motor Sport Safety (AIMSS) and sponsored by PIARC, and have been asked to give you an overview of the current thinking in this critical area of safety. Why me, you ask? I deal with soft tissue whiplash injuries to the neck every day as a chiropractor, and I've raced Historic Touring Cars for the last 15 years. If you get to see someone like me after a race shunt, you're lucky. The alternative is not appealing.

Dr. Michael Henderson, AIMSS Chairman, delivered the address. Michael is credited with developing the racing harness that we all use, initially pioneered by Jackie Stewart in Europe in the 1960s. Michael has written extensively on the subject and had years of experience in road safety in NSW. Not bad for a bloke who campaigns a historic open wheeler competitively still today. When Dr. Henderson has something to say on safety, the FIA takes notice – not just those of us lower down the food chain.

The AIMSS is researching for the FIA the possibility of increasing the useable life of your FIA-approved harness. This project is being undertaken in co-operation with "Autoliv", the harness manufacturer here in Melbourne. You may not believe it but the FIA is interested in a cost-benefit analysis of every safety system used, being fully aware that high initial purchase or lifing costs will deter many from using the products.

Head and neck restraint is necessary to minimise not only whiplash or soft-tissue loads to neck but to limit head excursion and resultant impact, and most importantly to limit potentially fatal neck loads (particularly in axial tension or stretching). This last injury is the one that "bites", often termed catastrophic neck injury and resulting in death or serious injury. Data presented showed that some well known deaths in motorsport have occurred at impact speeds of less than 60 mph – yes 60 mph can result in

deceleration loads in excess of 50 G. You may be traveling well in excess of 200 km/hr but much of this speed has washed off by the time you hit something solid. Heaven forbid the T-bone incident where you're stationary and hit by another vehicle without any appreciable slowing. What loads did Bob Cox and Steve Land experience last year on the grid at Oran Park? How about John Bryant, Peter Martin or Ben Read at Phillip Island this year?

Impact accelerations are measured over 1/10th of a second. The following table gives an average for various situations:

1. Median car accident	10g
2. Road car – seat belt test	30g
3. Risk of whiplash (soft tissue)	40g
4. SFI test for belts	50g
5. SFI test for neck restraints	68g
6. FIA test for neck restraints	75g
7. "Kubica" wall impact	75g

We've all seen the crash-sled footage of the dummy undergoing deceleration. It seems fairly certain to me that if you hit something hard enough with only a properly adjusted safety harness you will probably impact the steering wheel at least, and who knows what you'll hit in a side-on impact. Remember Ricki Nott's impact with the tyre wall at Lukey Heights in the Datsun 1600? ... no window net and tyre marks on his helmet. The bare minimum seems to be a full face helmet and a window net. Remember, the V8 Supercar drivers who persist with an open face helmet at least have a neck brace and a winged seat to save on dental bills.

Without a neck brace the head and neck movement is horrific in an impact, your belts and the soft tissues of your neck can and do stretch. Neck restraint was only adopted after airbags were found to be unsuccessful in racing cars. Whether this was a location issue or a deployment problem I don't know. Interestingly though, there seems to be some work in this area in aviation, with belt mounted systems being studied.

HANS

The most widely used restraint is the HANS device, with which we are



all familiar made either by Hubbard-Downing or under license by Stand 21 or Schroth. This device works well in frontal/rearward impacts, limiting flexion (forward), extension (backward) and axial stretching of the neck. Side-on impacts with the HANS device are still problematic unless it is used in conjunction with a winged seat (closed cars) or deformable cockpit protection (modern F1 style). The earlier HANS devices limited your ability to turn your neck because of the fixed tethers to your helmet but newer models have a sliding tether system which can be fitted to earlier models. The more expensive HANS device is significantly lighter than the entry level model and all models require your shoulder harness attachment points to be fairly close together to make sure the device is properly secured to your shoulders. Your helmet must have tether posts which can be retrofitted if your helmet is Snell SA95 or SA 2000 certified but AS1698 certified helmets can't be modified.

LEATT

The Leatt brace addresses the problem in a different manner from the HANS device because it clips together fully enclosing your neck.

It does not require tether posts and side bending, forward flexion and backward extension are limited by the helmet contacting the brace. Tethers are attached to the chin straps to prevent axial stretching and the shoulder harness is more positively located on the device at four points. Leatt supplies three different length locking pins, a choice made according to the wearer's chest depth. This type of brace takes practice to put on with the helmet attached. In fact, I found it takes a while to master the technique. As the belts are more positively located under wings on this brace, you need to flip the

So ... which one? In short, all three of these meet FIA or SFI standards and are legal in Australia for competition to national level. International events mandate FIA not SFI, so only the HANS complies. Would someone please explain why the FIA only gives the nod to one device when the testing standards from the SFI are comparable? The FIA standard holds the moral high ground but requires either modification to your helmet or the purchase of a new one. If this stops one person from buying an SFI device that doesn't require a new helmet, it is one too many.

footage from HANS, Leatt, Hutchens, or on You Tube. Talk to competitors who have copped a big hit. It's not mandatory yet but it should be. None of us will ever be as brave as Nuvolari driving without a helmet or seatbelt, but that's simply progress.

Costs

HANS \$1400 + helmet or mods.
Leatt \$1000
Hutchens \$1500-1600 + Helmet/mods
Websites
www.leattbrace.com.au
www.hutchensdevice.com.au
www.hansdevice.com (US site)
You Tube – HANS device

Justin Brown



belts off after undoing the rotary buckle – possibly taking a split second more to get out than you're used to.

HUTCHENS

The last restraint demonstrated was the Hutchens Hybrid. This carbon fibre device is worn like a harness and attached to your helmet with a tether necessitating existing attachment points or helmet modification. Performance comparisons against the HANS device



suggest superior restraint and reduced neck loads in frontal, oblique and side impacts.

My preference is for the Leatt brace because I feel the cost-benefit is superior (no new helmet) and because I felt this brace addressed the shortfall of the HANS in not protecting enough from side impact. The Leatt brace is bulky and you need to practice putting it on and off and getting out of the car. I didn't when I first tried it. Also, the Leatt allows freedom to turn your neck and it is only now that the HANS has been modified with a sliding tether to allow the same. The Hutchens looks complicated with its restraining harness being worn under your vehicle harness but it may turn out to be the safest.

Either way, just buy one. Forego one race meeting cost, combine it with a window net and the safest, most "wrap-around" seat your category will allow and get back on the track.

Have a look at some of the crash test



Australian Classic Wire Wheels
Dunlop Wire Wheels
to suit all makes and models
Including wheels, hubs, knockoffs, complete sets & accessories

Phone Paul or Gay Zazryn on
03 9532 5322 or 0412 780 900
Email paul@acww.com.au
Trade Enquiries Welcome
www.acww.com.au

In a nutshell our Speed Championship works like this:

1. Your car has to be a pre-1973 touring car.
2. It doesn't need to be eligible for Group N rules, or have a log book, or be within its original capacity class, or have a roll cage
3. You don't need a CAMS licence, but need to be a

HTCAV competition member

4. You pick and choose your sprints or hillclimbs then send the results in to us
5. Your best five results go towards the championship, awarded at the end of year

HTCAV RACING CHAMPIONSHIP POINTS!

Class Driver	VMRC Rd 1 Calder	VMRS Rd 2 S/down	PI Hist 1 Oldies	VMRS Rd 3 P.I.	Total
NCA Over 5000cc					
Matt Jager				27	27
Darren Collins			31		31
Michael Miceli				37	37
NCB 3500-5000cc					
Robert Braune				26	26
Michael Bugelly		37	21		58
Paul Dobson	30	27		11	68
Glenn Miles	28				28
Steve Bye			24		24
Geoff Taylor	26		18		44
Michael Hibbert			48		48
Andrew Whiteside			24		24
Darren Pearce			58		58
John Mann			15		15
NCC 3001-3500cc					
Scott Slater			57		57
Graham Slater				27	27
Leo Tobin	27	33			60
John Harrison			32		32
Gordon Cox				24	24
Angelo Taranto			23		42
Garry Edwards	34	43		46	123
Scotty Taylor			15		15
Brett Smith		24			24
Ray Challis			41		41
Laurie Nelson			26		26
Jon Pillekers			3		3
Steven Pillekers		3			3
NCD 2001-3000cc					
Ian Watt			25		25
Robert Hare			22		22
Ben Read			30		30
Stephen White			34		34
NCE 1501-2000cc					
Bill Cutler		4			4
Justin Brown			3		3
Peter Owen		3	3		6
Don Knight			30		30
Gary Edwards			39		39
Paul Cruse			49		49
Chris Ralph			3		3
NCF 1101-1500cc					
James Holloway			31		31
NBA Over 3000cc					
Andrew Cannon			37		37
Bill Trengrove			27		27
David Moran			18	31	49

Class Driver	VMRC Rd 1 Calder	VMRS Rd 2 S/down	PI Hist 1 Oldies	VMRS Rd 3 P.I.	Total
NBB 2601-3000cc					
Rodney Gelston			19		19
Brent Trengrove			35		35
NBC 2001-2600cc					
Eddie Dobbs			35		35
Rob Southouse			19		19
NBD 1601-2000cc					
Ian Cuss			13		13
NBE 1301-1600cc					
Nick Gascoyne			31		31
Simon Browning			14		14
John Luxmoore			27		27
Colin Doolan			38		38
John Bendell			13		13
NBF 1001-1300cc					
Anthony Ramadge			41		41
Len Read			9		9
Colin Taylor			28		28
Helen Lindner		31	32	31	94
NBG Under 1000cc					
Michael Stupka	31				31

POWERCOM

Repairs to
 Commodore VN - VT ignition modules,
 AU Ford climate control
 Commodore and Ford fan amplifiers,
 other model fan amplifiers

**Race car and custom auto wiring
 – repair the old or replace new**

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

Repairs to
 all makes of bus, truck, boat audio
 systems, car stereos and CD players

Installation of
 blue tooth, car stereo, mobile phones
 & sat nav

CAR STEREO REPAIRS

2008 HTCAV Race Championships Calendar

Track	Dates	Type
Phillip Island	17-18/May	State
Winton Histories	24-25 May	Golden Oldie
Sandown	26-27/Jul	State
Winton	23-24/Aug	State
Phillip Island	18-19/Oct	State
Sandown	8-9 November	Golden Oldie
Island Magic	22-23 Nov	Special



2008 HTCAV SPEED CHAMPIONSHIPS - CHOOSE ANY FROM THESE

Track Day Calendar (not exhaustive)

May ? – Calder - BMW
 May 31/June 1 – P-Island - PIARC
 June 1 – S'down - WRX Club
 June 25 – S'down - AROCA
 June 29 – Winton - Maserati
 July 6 – Winton - BMW
 July 13 – S'down Ford Four
 July 19/20th – Sandown Nissan
 August 9/10 – Winton -Jaguar
 August 16th – Sandown BMW
 August 24th – Calder - Maserati
 September 20/21 - P-Island - PIARC
 October 11th – P- Island - BMW
 October 12th P-Island -Jaguar
 October 26th – S'down Maserati
 November 8/9 – P-Island - PIARC

Hillclimb/Sprint (not exhaustive)

March 11 – M/week H/Climb VHRR
 April 6 – Myrniong Sprints MG
 April 20 (tbc) P-Island Vic Champs
 May 4 Rob Roy VHRR
 May 17/18 Mt Leura Vic Champs
 June 15 DECA Vic Champs
 Aug 3 (tbc) Broadford Vic Champs
 Aug 17 – Heathcote Sprints VHRR
 Oct 11/12 – Mt Tarrengower VHRR
 November 15/15 – Rob Roy MG
 Date tbc Haunted Hills Vic Champs

2008 NATIONAL CALENDAR

Event Type & Date	State, Track	Event Name	Promoter
State 3-4 May	SA, Mallala	S.A. State Champs Rnd 2	SCCSA
Historic 3-4 May	Qld, Morgan Park	Historic Warwick	HRCCQ / CAMS
State 17-18 May	Vic, Phillip Island	State Race Rd3	
Historic 24-25 May	Vic, Winton	Winton Histories	VHRR
Special 24-25 May - TBC	Qld Raceway	Shannon's Muscle Car Showdown QR / AASA	
Special 13-15 June - TBC	Qld Raceway	Shannon's Nationals Rd 4	QR / CAMS
Historic 28-29 June	NSW, Oran Park	Oran Park GP Historic	HSRCA
State 5-6 July	Qld Raceway	Qld Raceway Champs Rd 3	QR / AASA
Special 19-20 July	NSW, Oran Park	FOSC - Oran Park	FOSC
State 26-27 July	Vic, Sandown	State Race Rd4	
Historic 9-10 August	Qld, Morgan Park	Morgan Park Historic	HRCCQ / CAMS
State 23-24 August	SA, Mallala	S.A. State Champs Rnd 3	SCCSA
State 23-24 August	Vic, Winton	State Race Rd5	
Special 6-7 September	NSW, Eastern Creek	Muscle Car Masters	ARDC
Historic 27-28 September	NSW, Wakefield Park	Wakefield Park Historic	HSRCA
State 4-5 October	Qld, Morgan Park	Qld State Championship Rd 3	WDSCC / CAMS
State 18-19 October	Vic, Phillip Island	State Race Rd 6	
Special 1-2 Nov - TBC	SA, Mallala	SA Historic Touring Car Cup	HTCASA
Historic 8-9 Nov - TBC	Vic, Sandown	Historic Sandown	VHRR
State 15 November	SA, Mallala	S.A. State Champs Rd 4	SCCSA
Special 22-23 Nov- TBC	Vic, Phillip Island	Island Magic	PIARC
Special 22-23 November	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special 28-30 November	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA

Pic Courtesy Emily Sneddon



• Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
Delta 351: "Give us another hint! We have digital watches!"
• Tower: "TWA 2341, for noise abatement turn right 45 Degrees."
TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"
Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"
• From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!"
Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"
Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"
• O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."
United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."
• A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"
Student: "When I was number one for takeoff."
• A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.
San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."
• A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:
Lufthansa (in German): "Ground, what is our start clearance time?" Ground (in English): "If you want an answer you must speak in English."
Lufthansa (in English): "I am a German,

flying a German airplane, in Germany. Why must I speak English?"
Unknown voice from another plane (in a beautiful British accent):
"Because you lost the bloody war!"
• Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"
Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."
Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"
BR Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers."
• One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"
The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."
• The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.
Speedbird 206: "Frankfurt, Speedbird 206! clear of active runway."
Ground: "Speedbird 206 Taxi to gate

Alpha One-Seven."
The BA 747 pulled onto the main taxiway and slowed to a stop.
Ground: "Speedbird, do you not know where you are going?"
Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."
Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"
Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."
• While taxiing at London's, Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going?"
I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"
Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you!
You got that, US Air 2771?"
"Yes, ma'am," the crew responded.
Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

You know our trackside service! Now try us for ALL your parts and accessories!



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

Helping you stay on road & track!



Did you know we stock • SPARCO • RPM • TILTON • EARLS • BENDIX • REDLINE • CASTROL. Plus over 100,000 parts available?

HTCAV Club Forum

It's here!

The Club's new website forum is NOW on-line.

www.htcav.com.au/phpbb3/index.php
or just enter the usual way.

Discuss, talk, email, buy and sell, brouse...whatever! It's a facility for you to meet other like minded Touring


Car guys and swap stories, parts, dreams, even sell cars.

It's free to registered members and we hope it will soon become Australia's most visited Touring Car website. A truly valuable assets for you and this club. We hope to build a huge "For Sale" area as well as a "help forum". There's even a "Members Only Area" - where you can discuss issues you'd

like to raise with CAMS and AASA - which will be forwarded to the committee to discuss and action.

It's one of the most exciting development in years for the club. And the more people who use it the more valuable it will become.

Huge thanks to Michael Cruse for his effort getting this going.



Historic Touring Car Association of Victoria Forum

HTCAV is dedicated to the touring cars from the Golden Era of Motorsport, namely the 60's, 70's and 80's and those who continue to race them today. Including Appendix J, Groups Na, Nb and Nc and Groups A and C.

Advanced search

View unanswered posts • View active topics

FORUM	TOPICS	POSTS	LAST POST
General A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	2	2	by crusey ☐ on Mon May 12, 2008 9:17 am
Technical The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	0	0	No posts
Video links/Photographs/Other media etc. All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	1	1	by Administrator ☐ on Sun May 11, 2008 4:47 pm
Classifieds Classifieds including cars and parts for sale, wanted or swap. Private ads only.	0	0	No posts
Feedback Constructive criticism or things you would like added to the board. Post problems you are having with the board.	0	0	No posts
CAMS / AASA Enquiries. Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committee and if appropriate tabled with representatives from each organisation and replies later posted.	0	0	No posts

Winton & ~~Winter~~ are almost HERE!

Are you ready for them ???

The TOYO R888 tyres have again proven to be both fast in FULL WET and DRY conditions and very driveable from turn one to the checked flag! There available in both 205/60R13 & 185/60R13. EVEN BETTER until June 30th. we have them on special for just \$199 each.



KUMHO TYRES



The tyre that Glenn Seton chose for his assault on the over 3lt. class at Philip Island 2008 has arrived at Essendon Tyrepower. The Kumho V710 is available in 205/60R13. The even faster V70A is available in 175/60R13. (Outright winner of Targa Tasmania in 2007 plus 1st. & 3rd. in outright classic, Targa Tasmania 2008). Call RUSSELL or RICKY for a special limited sponsorship deal on these tyres @ ESSENDON TYREPOWER on 9379 2616.

Winton Historics 2008 Staring Grid

Entrant/Driver	No.	Year	Car	Entrant/Driver	No.	Year	Car
Paul Girt	3	1967	Nb Morris Cooper 'S'	John Bendell	90	1964	Nb Lotus Cortina
Tony Pejkoivic	14	1964	Nb Holden EH	Peter Melick	93	1964	Nb Morris Cooper 'S'
Lindsay Siebler	17	1964	Nb Cooper "S"	Helen Lindner (NSW)	98	1964	Nb Cooper "S"
Phillip Reynolds	18	1964	Nb Morris Cooper 'S'	Phil Yakas (NSW)	99	1963	Nb Ford Cortina GT
Ian Cuss	19	1964	Nb Triumph 2000	Ray Challis	1	1972	Nc Torana GTR XU1
Stuart Barnes (SA)	22	1964	Nb Ford Cortina GT	Mark Johnson	3	1970	Nc Porsche 911
Ian Pringle (SA)	23	1964	Nb Morris Cooper 'S'	Bob Cox (NSW)	7	1966	Nc Ford Mustang
Len Nation	24	1964	Nb Morris Cooper 'S'	John Bourke	9	1964	Nc Holden EH
Eddie Dobbs	27	1956	Nb Holden FE	David Noakes (NSW)	10	1972	Nc Escort Twin Cam
Rodger Howard	29	1964	Nb Cooper "S"	Rory O'Neill (SA)	13	1969	Nc Porsche 911
Rob Southouse	30	1953	Nb Holden 48/215	Paul Cruse	15	1972	Nc Escort Twin Cam
Richard Fairlam	34	1964	Nb Holden EH	Leo Tobin	16	1972	Nc Torana XU1
James Holloway	36	1964	Nb Morris Cooper 'S'	John Nelson (SA)	19	1969	Nc Porsche 911S
Henry Draper	37	1964	Nb Morris Cooper 'S'	Brendon Hare	21	1970	Nc Ford Capri 3000
Anthony Ramadge	38	1964	Nb Austin Cooper 'S'	Gary Jackson (QLD)	28	1971	Nc Monaro V8
Michael Holloway	39	1970	Nb Morris Cooper 'S'	Vince Harmer (ACT)	44	1972	Nc Volvo 164E
Jerry Lenstra (NSW)	41	1964	Nb Hillman Imp	Kevin Heffernan (QLD)	58	1971	Nc Torana XU1
Malc Rutschack (SA)	45	1964	Nb Cooper "S"	Peter Burchell (SA)	62	1965	Nc Ford Mustang
Louis Renato	46	1964	Nb Ford Cortina	Ian Watt	67	1970	Nc Triumph 2.5 MkII
Steven Thomas (NSW)	47	1963	Nb Ford Cortina GT	Robert Burns	70	1972	Nc Valiant Charger
David Moran	50	1964	Nb Ford Mustang	Michael Hibbert	71	1971	Nc R/T Charger
Rosemary Trevethan	51	1963	Nb Lotus Twin Cam	Lawrie Nelson	77	1972	Nc Torana XU1
Robert Ford (SA)	55	1964	Nb Morris Cooper 'S'	Stuart Brown	78	1972	Nc Torana GTR XU1
Colin Doolan	58	1965	Nb Mk1 GT Cortina	Alf Bargwanna (NSW)	79	1972	Nc Torana XU11
Michael Stupka	61	1964	Nb Hillman Imp	Gary Edwards	80	1972	Nc Torana XU1
John Luxmoore	63	1963	Nb Ford Cortina GT	James Frolley	87	1966	Nc Ford Mustang
Brent Trengrove	64	1964	Nb Holden EH	Robert Braune	89	1972	Nc Charger E49 RT
Nick Cascone	66	1963	Nb Cortina GT	Carol Jackson (QLD)	90	1972	Nc Torana XU1
				John Burke (NSW)	93	1972	Nc Charger R/T
				Chris Ralph	95	1971	Nc BMW 2002 ti 25



Est 1953, over 40 years experience

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

- FULL RANGE OF DISC PADS TO SUIT CARS, 4X4, CABS, CLUB SPORT & RACING CARS
 - ALSO CARBON KEVLAR RACE PADS, NEW & EXCHANGE BRAKE SHOES & CLUTCH KITS
 - DISC & DRUM FLY WHEEL GRINDING
 - SAME DAY SERVICE WHERE POSSIBLE
- Phone: (03) **9792 2806** Fax: (03) 9794 0095
10 WEBSTER STREET, DANDENONG

EXCHANGE RESLEEVED BRAKE & CLUTCH CYLINDERS

HONING & CALLIPER OVERHAULS ON HYDRAULIC MASTER & WHEEL CYLINDERS

COMMERCIAL & INDUSTRIAL BONDING

CERAMIC CAR & TRUCK PLATES MADE TO ORDER

Phone: (03) **9819 3878** Fax: (03) 9819 4424
1555 BURWOOD ROAD, HAWTHORN

GRAPHTEXT SIGNS

VINYL SIGNAGE & STICKERS

Signs and Computer Services

Computer Services

- Back to basics PC tuition & assistance.
- PC setup & installation.
- MYOB & Quickbooks setup.
- All general PC help.
- Web site design & maintenance.
- Internet & email setup.

Sign Services

- Vinyl lettering.
- Magnetic signs.
- Car, truck & boat signs.
- Banners.
- "A" boards.
- Logo design.
- Safety signs.
- Displays.
- Window signs.
- Layout & design.

Digital Printing

- Gerber Edge thermal printing service.
- Vinyl decals & stickers.
- Fridge magnets & magnetics.
- Promotional Product labels.
- Contour cutting.
- Full colour printing.
- Many material types & colours.
- Clear background window stickers.
- Business identification stickers.
- No minimum number.

Contact : Lindsay Cripps
3 Dunvegan Cres.
Dandenong 3175

Phone : (03) 9792-3020
Fax : (03) 9792-3060
Mobile : 0407 802 815

Email : lindsay@graphtextsigns.com.au
Web : www.graphtextsigns.com.au



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

For all your photographic and promotional presentations



James Smith Photography

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

DUKES BODY WORKS

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

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

Phone: **Trevor Talbot**

(BH) 5996 7888 7888, Mob. 0418 336 335

Marshall Cass Photography

Mobile: 0418 888 977

Phone: (07) 3341 6392

Fax: (07) 3423 0033

Web: www.marshallcass.com

E-Mail: mcphotos@bigpond.net.au

Studio: 38 Dromos Street,
Eight Mile Plains.

P.O. Box. 4147
Eight Mile Plains, 4113.
Brisbane, Queensland.



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



Hoosier
RACING TIRE

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



HOOSIER/STREET TD



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

5.50-15
5.00-15
& soon
4.50-15



VINTAGE TD

2b 161 Canterbury Rd
Kilsyth (03) 97615557



Bonny Art

The motor Sport Photography of Damian Petrie



Attending all rounds of the Victorian and NSW state championships.
See www.racephotos.com.au for samples and check out the economic price list.
0402 131 771 or 03-9579 4216. bonnyart@hotmail.com

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+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	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.



Fastest Nb car in Australia?

Sandown 1.23.3,
Phillip Island 1.52.1,
Bathurst 2.37.0. Lap records Bathurst and Sandown. Proven very reliable car.

Ready to race NOW! I've even changed the oil, filter and full tank of AV!! CAMS Victorian Champion 2006. HTCAV Club Champion 2006 & 2004. Floater, rear end, special headers C/R & W/R boxes 3.7 (in car) & 3.5 diffs. Many other bits too. Dyno sheets to buyer only! Tyre setup sheets too. \$85,000. Plus spares for \$10,000: Car trailer. Mexican block + .0020, Brand New Sportsman block, 4 rims with Yokohama 048's, 3.9 ring and pinion diff gear, detroit locker, 2 radiators..plus plus plus. Sad sale - Jervis 0409 137 629



For Sale! Group N's most loved Escort!

Certainly the most photographed and talked about one at least! Team Bryant Racing offers its 1300GT race car for sale complete with custom

trailer, spare rims with wets etc. Comprehensive data and set up information available to purchaser. This car is a class winner in the right hands and boasts arguably the best reliability record going around. The build quality of this car is simply 'the best'. It is offered in 'as raced' condition and comes fully prepped and ready to go. All mechanical components are fresh and car is fully audited etc.

Expressions of interest are sought – contact Dean Bryant on 0417 012 526



Mini for Sale

1969 MKII MINI Cooper S, logbooked as Tarmac Rally car, would take very little to convert it to Nc. Immaculate car. Full cage, High rev 1380cc engine, straight cut everything,

LSD, 2 sets wheels, 1300cc engine, gearbox, power windows, very fast and reliable car. 2.0. 100 PI, 1.36.00 Sandown. Very successful car in the Victorian Mini championship and State Hillclimb championship. Always in the top 3. Many class wins. Lots of history. No cost spared build. Professionally setup and corner weighted.

Please call for more information. Regretful sale. Call Nick Cascone 0409 959 072, nickcascone@netspace.net.au \$20,000



For Sale. Hey Charger

Valiant Charger
Group N
Engine Number
265D33IT04659
Log Book
Number H0542

Car was built by Lloyd Bax and Log Booked in June 1998 has competed in 28 race meetings including Australian



Grand Prix 1999
Driven by Lloyd Bax and Bathurst 2002 driven by John English
The engine has recently been rebuilt including new

pistons, camshaft, push rods, electronic distributor etc and now runs on ULP 98. Invoice showing all work can be supplied. Engine bay has undergone a fresh paint job. Car needs to be rewired and requires some reassembly but is basically complete and rolling.

Photograph of the car competing can be seen in Gavin Farmer and Gary Bridger book "Hey Charger" plate 49 Car can be viewed in Melbourne \$35,000 ONO

Jeremy Mantello 0418 545185 or
jeremy@mantelloholdings.com.au

1964 Studebaker Lark Group 'N' racer

Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares. Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible! Gordon 0418 270 494 (02)60328190 ah.



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.

48IDA Weber carburettors

New. 3 of with air cleaners \$2400 will not separate Ring: Lawrie Nelson 03 9710 1091 or 0412 182 848

**Direct all advertisements to editor@htcav.com.au Ph 0418 318 934
or go to www.htcav.com.au/phpbb3/index.php and post it there.**



Phillip Island in May? Well, we're in the middle of a drought aren't we? What could there possibly be to worry about there, then? Ha.

As we were to discover,

there's only one thing that can ruin a perfectly good drought; and that's pouring torrential rain. It may rain immediately prior, or even perhaps just after the end. But rain in the middle of a drought is just no good for it. Stops it cold, it does.

And speaking of cold... On the advice of, and encourage by a certain local purveyor of rubber-related products, it was decided on Friday evening that Mexican food would be a good idea to chase away those wintry chills. Off to the bustling suburban hub that is Cowes we went, for a dose of this warming tucker. I can now advise you that the term 'Chili' is an ironic name for a vegetable that – like its carrot cousin – improves your eyesight when you eat one whole. Not in the normal way of course. This one will give you the ability to see through time. When your eyes stop watering, that is. My biggest disappointment is that there was no deep-voiced coyote visiting me in the vision I had later. At least Rusty found it all entertaining.

So after a night of learning new ways to hurt ourselves and entertain the people on the next table, we rocked up to the track on Saturday morning to see a herd (squad?) of rather large, healthy looking ducks cavorting in one of the many big pools that the drought had left laying about the place. It appeared to the untrained eye to be turning into the wettest drought on record. Now, I didn't think these water fowl to be a particularly good sign. The word water in their collective name is a bit of a giveaway, you know. But I was nonetheless prepared to put the appearance of Daffy and his mates down

to pure coincidence. After all, perhaps they were race fans; and it's not like they were geese or anything. And then, of course, we saw the geese. Right, so it'd probably be wet today, then.

With the tone set, the rest of the morning was spent saying, "Damn this drought", and huddling around anything that might emanate heat; engines, brakes, angry wives and the like. In the dim light and poor visibility, some poor sod even mistook Coxy's girlequin for a slow-moving grid chick and was last seen busily trying to cosy up. (Of course it's a girlequin; it's only a mannequin when the dummy is a dude, right?)

The afternoon was when things got really fun, though. The drought seemed to be really struggling to hold sway over the prevailing local conditions, and things were getting less drought-y as the day wore on. This in an indirect way is why I was approached by the officials, as it turns out. You know how you're not allowed to run race engines outside of certain times at the Island, as it disturbs the Penguins? (The noise puts a stop to their nocturnal reproductive habits, apparently. I only wish someone was looking out for me like that.) Well it turns out that at any time of day, high-pitched squealing -of the kind heard from the interior of one white Falcon- is something that they simply cannot stand. A cease and desist order was therefore issued. The threat was that if it continued, one of the girls from the local Primary school would be replacing myself in the car.

I promised to grow a chin though, and ultimately it was your intrepid scribe that skated and slid around for the afternoon. And though I can't be sure they will, I do certainly hope that any tuxedo-wearing birds I ran over in the course of the day make a full recovery. How I ended up on the beach I cannot recall. And what they were doing there is beyond me anyway, in that weather. Because quite frankly, it appeared that the drought had simply given up and gone home to a cup of Horlick's and a warm fire.

Things could only get better for Sunday, and I was hoping they were. It was beginning to dawn on me, you see, that my mate Dave was perhaps a bit of a jinx. You may remember Dave from our previous extreme of racing weather,

otherwise known as the day we moved Calder Park to the surface of the Sun. This was the last time he'd been to a race, and it occurred that at this rate the next thing we'd get would probably be pestilence or maybe a bit of a plague. Lucky for him it firmed up, or we'd have had to sacrifice him, or something. As it was there were quite a few frogs around.

Sunday, then. Our old mate The Drought obviously had a good hard look at himself and came back to work for the day, meaning that our euphemistically named 'wets' could go back into hibernation. And while this was certainly a good thing, it did mean that the pressure was on for extraction of digits. If only to put a stop to the pointing and laughing suffered thus far. She can be cruel, The Boss.

This turned out to be no average feat, in large part due to the fact that all of these other chaps (and chapettes) seemed to have this nasty habit of driving really really fast. In fact it was Coxy's excuse at one point that he simply couldn't get past a certain Mini. We can't be sure, but other theories prevalent at the time suggested that he just wanted to get a good look at its hindquarters.

The higher powers would hear no excuses, and the last session was therefore designated as a 'have a go or walk home' type of operation; but even then we couldn't catch a break. I naturally got a characteristically astonishing start, only to be baulked by a fellow in a red car who had missed the entire series of launch signals. I can't claim not to have an ounce of vanity, but there's no-one else I know who can manage to be looking in the mirror fixing their hair while wearing a helmet. As punishment I therefore blocked his overtaking manoeuvre at turn one, and made him go the long way around when he eventually tired of toying with me. I'd almost say that'd teach him to do his makeup before he gets in the car – but then again some habits just can't be broken. For instance, I'm sure that somewhere Zsa Zsa Gabor is still slapping people... and maybe more than one parallel is at work there, too.

I must have done okay in the end, though. Missed out on a podium finish by about two breakdowns, but I still scored a ride home in the car. Could

have been hoofing it, if the earlier performances had kept up. And if that had happened, there was a serious risk that I could have gotten quite wet. After all, there's a drought on.

I only hope for the sake of those brave souls venturing to Winton that the drought doesn't hit them as hard as it did us – someone might drown.

Mat

THINGS YOU SHOULD KNOW

- One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.

- Under full throttle, a Top Fuel dragster engine consumes 11.2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

- A stock Dodge 426 Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

- At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F (3900 degrees C).

- Nitromethane burns yellow.

The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

- Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

- Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

- In order to exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. In order to reach 200 mph well before half-track, the

launch acceleration approaches 8G's.

- Dragsters reach over 300 miles per hour before you have completed reading this sentence.

- Top Fuel Engines turn approximately 540 RPM's from light to light! But stop & ponder the fact that the engine is only used for apx 4 to 5 seconds.

- Including the burnout the engine must only survive 900 revolutions under load.

- The red-line is actually quite high at 9500 rpm.

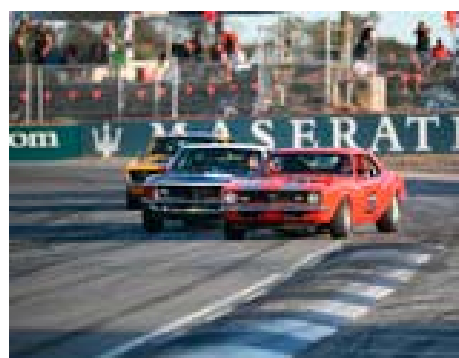
- The Bottom Line: Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated \$1,000.00 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile 10/05/03, (Tony Shumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

- Putting all of this into perspective: You are riding the average \$250,000 Honda MotoGP bike. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the RC211V hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph (293 ft/sec). The tree' goes green for both of you at that moment. The dragster launches and starts after you.

You keep your wrist cranked hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

Barbagallo Funno!

Thanks to Grease Monkey for these great shots of Ron Moller, Daryl Hansen and Paul Stubber.



SONIC LITE



Schnell Motorsport

is excited to offer the Australian designed **SONIC LITE** racing wheel

- Designed in Australia to suit the needs of historic touring, rally and clubman cars
- Based off original Penske Trans-Am wheel of the '60s
- High quality finish and exclusive to Schnell



RRP \$199 per wheel
(not machined)

\$999 per set
(fully machined)

(Prices include GST)



- DOT approved, meet with the highest of International standards
- Huge caliper clearance
- Will suit early Ford, Holden, Mazda & Clubmans
- Currently only available in 13x7 fitment (-6P to +6P offset)
- Can be machined for either 4 or 5 stud applications

Schnell Motorsport
PO Box 115 Park Orchards Vic 3114
Mobile 0421 006 383