

HISTORIC TOURING TORQUE

Rocktober 2008

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

Gary Edwards wins State Series!

Also inside:
Wakefield Park
Tarmac Tattle
Phillip Island
CarMa Report
Rally Report
and other stuff

**STOP PRESS
CAMS OLT
Movember 7
Sandown**



Next General Meeting

8pm Wednesday Rocktober 29 2008

Bells Hotel, Moray Street South Melbourne

Holden Heroes at VACC Historic Sandown



Harry and Norm at an early 60's Hillclimb

Holden Legends spanning six decades of racing from 'Humpys' to HRTs will gather at the VACC Historic Sandown from November 7-9 to celebrate the 60th birthday of 'Australia's Own Car'.

More than 80 'Holden Heroes' have already accepted to attend a special buffet lunch in the Sandown paddock, where they will also be on hand to meet fans, sign autographs and do parade laps of the circuit.

Legendary Holden racing team boss and former 'Humpy Holden' racer Harry Firth, who has just turned 90, was the first to accept the invitation.

Graeme Blanchard, Graham 'Tubby' Ritter, Jim McKeown, Dave Price, John Raeburn, Peter Lewis-Williams, Bruce McPhee and Warren Weldon are amongst other well-known early Holden racers who will be there.

And Bob Watson, who scored the Monaro's first race win at Sandown 40 years ago when he and the late Tony Roberts drove their privately owned GTS 327 to victory in the Datsun 3 Hour enduro, will be amongst those signing autographs.

Other early Holden drivers hoping to be at the VACC Historic Sandown include Bill Jane, Max Stahl, Tino Leo, Clive Millis and John Mann.

A number of famous early Holden vehicles will also be competing or on display at the meeting.

Phil Munday will bring the immaculate Ian Tate-built early Holden that Peter Brock drove with distinction in his final race

at the 2006 Goodwood Revival, just a week before his death.



Brock gained his racing licence in an early 48-215 Holden.

Norm Beechey's famous racing Holden EH S4 'PK-751' will also be on display, as will Rob Jamieson's original early Holden; Eddie Dobbs will bring his ex-Graham Blanchard FE Holden and the Brock Foundation's Peter Denman has recently purchased a racing FJ from West Australia and plans to have it on display.

For the technically-interested, Perfectune founder 'Dyno' Dave Bennett will have the HR Holden that he used as a test bed for his modified Torana XU-1 engine, while Tasmanian Peter Mather will display his restored original 1970s race Holden fitted with a now-very-rare Repco Highpower cross flow cylinder head.

Meanwhile on the track, Gary Poole has entered his red, 1953 racing Humpy in Regularity events, while Rob Southouse will campaign the ex Ken Zinner Humpy in Group N Historic races.

A large array of early Holden memorabilia will also be on display in the Sandown paddock area, including former race programmes and many rare photographs.

Torquing Heads 2008/2009

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The Great HTCAV Kids Xmas party

Sunday November 30 from 11.30am

Eltham Lower Park

Melways Ref Map 21 H10

The Club will supply your kids with:

- * FREE Miniature Train Rides – no panel damage please
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Torque Steer



Yet another busy month here at the HTCAV with controversy, excitement and even some racing thrown in just for good measure!

This month at our Committee meeting we had the opportunity to have CAMS Club Development Officer Mr. Rob Dunt attend to give us some ideas and input regarding the future of our Club and the direction in which we are planning to go forward. This meeting was a great information-gathering exercise for us and the outcomes of which should bear fruit in the months to come. As I have said many times over the previous months there are things afoot at the Club which are exciting for sure. Now I can give a little insight in to what has transpired thus far:

Master Plan

A - It has been apparent for some years now that a future plan for the Club is both required and warranted given the fact this Club continues to grow and improve in key areas regarding membership and competition numbers etc.

B - The fact the Club has been lead in such a competent manner by the previous administration means that protection, preservation and use of the Club's resources is more important now than ever before - we simply have more to lose than ever before thanks to the good work of Jervis and the previous Committees.

C - The Committee has agreed to begin work on producing a master plan for the Club which will put processes, plans and checks in place to make sure that the Club maintains direction and improvements in the future.

The years ahead may be tougher than previous times in motor sport given the economic factors at play. It is imperative that we do what ever is possible to keep the Club important and relevant to its members and the master plan is the tool that will ensure we do the required work to make this so.

The aim is to have a document ready for the members to make comment on by mid next year.

This will give us sufficient time to produce the plan and do the research required on the various elements contained within that plan. This is an important issue that demands careful consideration and thought to produce, for that reason I'm sure you will all understand that a reasonable time frame must be allowed for this.

The basic ideas that have been considered thus far are the requirements of an increase in member numbers and the Clubs financial base both of which are required to provide the Club with the stability, diversity and security required to be able

to offer its members real benefits of membership in otherwise tough times.

Muscle Car Masters

Further to what has already been reported I can now advise that the Victorian CAMS office have suggested to the NSW State Council that an investigatory tribunal be put in place regarding that event this year. This means that they have requested copies of all relevant statements and reports etc to consider what official action is taken from this point. This is the most transparent and complete course of action that could be taken regarding our issues with this event and the outcomes from this will be made public as soon as they can. It is likely given the processes in place that we may not get a result here for some months yet. This is not such a bad thing given that the process that has been implemented means that CAMS has considered our complaints to be of a very serious nature indeed – I'll keep you posted as things come to hand.

Next Months Guest Speaker – Paul Watson

Paul is a new HTCAV member who has purchased the ex-Lou Renato Cortina and he intends to join us ASAP in this car. He works for Porsche Australia and has raced on and off over the last 30 years or so in cars ranging from Formula Ford, Commodores, XUs and Porsche Cayenne factory rally cars – now there's a variety if ever there was one eh!

Paul was the Technical Manager for the Australian Carrera Cup in its first two years. In more recent times he has competed in the 2007 & 2008 Trans Siberian Rally with runs from Moscow to Ulaanbaatar in factory prepared Porsche Cayennes. The mere fact that this bloke wishes to come race a Cortina with us is an interesting story in itself I reckon – come to the general meeting and have a listen and I'm sure you will enjoy it too.

OLT Opportunity

On Friday 7th November at Sandown Raceway there will be an OLT for those wishing to obtain their competition license. Please contact CAMS direct on 03 95936 7777 for details.

VIC State Racer

Look out for the new issue which contains our Clubs information section – this is a good tool to show interested people what it is we do.

Kids Christmas Party

This new event is now boasting really good numbers and I'm sure we will have a ball in the park. Now let's see if those V8 drivers are as quick in an egg and spoon race! And of course their kids will be watching so the pressure will really be on eh. If you haven't already expressed interest just contact either Michael Hibbert or me and confirm the number of kids for us to cater for - you'll be glad you did!

Christmas Party/Awards Night

Tickets are now available from either me or Jervis Ward – please call us ASAP to confirm numbers and arrange your tickets. The trophies this year are all new and the emphasis is on modern and quality – some will love 'em and some may not but the only way to find out is to be there for our night of nights.

Phillip Island

Wow – was I let off the hook! The facts are this - prior to this event we were approached by the promoters with a request to accept the Saloon cars into our race given the fact that they had a handful of entries from them and unless a category accepted them to run with them then those fellow racers would miss out on a run. Given the fact that their history is such that very few cars could be anticipated to run we accepted them on the basis that those cars are allowed to run with us under the CAMS cross matching rules and they are touring cars after all and have run with us without incident in the past.

That having been said it was a shock for both the promoters and we to find some 17 of them put in last minute entries after finding out they had been accepted by us to run in our event! The timing was such that there was little that could be done to alter the programming at this late stage and all of a sudden we had a combined field of 36 starters all bundled in together as split grids have been deemed not the best practice in this situation. On learning this the Committee was very vocal on their concerns regarding this situation. From this we advised the Clerk of Course, "The Inspector" Michael Holloway that the terms of our racing were to be spelt out to all concerned to avoid any incidents and to his credit he did just that and did it well.

The outcome saw a great weekend of racing with no incidents requiring loss of laps or any panel damage worth mention. Further to this I have spoken to the vast majority of our competitors on the issue and the general consensus is that it worked well and respect from each category was evident on track – phew!

This outcome is to be applauded by all involved including both Clubs and The Inspector who between them allowed all 36 racers to compete and have fun. Yes there are issues that come with mixed fields regarding racing within classes etc and traffic but at the end of the day this Club has assisted 17 other racers to have what they otherwise could not have had. I think that makes this Club a leader in this regard and improves our credibility in the eyes of the wider racing community and for that I applaud all involved.

Coming Up

We now look forward to the looming Historic Sandown with a bumper field full of Historic Touring Cars and a program oozing mouth-watering spectator delights. If you're not running I advise you to come and support those who are and you will be treated to a great weekend I'm sure. We will be having our usual Saturday night drinks etc so make sure you come and join in the fun.

Please spend the time to double check your race cars prior to Sandown and you will double your chance of having a fun weekend – it is after all usually the small things that will cost you a DNF. The racing will be hot and the fields large, so from that point I urge all to remember the following – 'if in doubt – DON'T!' – That way we all get to go home safely.

Look forward to seeing plenty of you at Bells on Wednesday,

Deano

Editoro



Welcome to the October edition of Historic Touring Torque as we all gear ourselves up for one of the biggest meetings of the year, the historic meeting at Sandown.

In the past month we have competition at the all historic at Wakefield Park and the last of the State rounds at Phillip Island. On the former, many thanks to Michael Cruse for his article and witty road pic and to Nick Cascone for the photos. The lads played hard and done good, as they say. On the latter, again many thanks to Steve Duggan for the loan of his images – Steve is a good supporter of the club and nobody has better tripod holes at the Island – we’ve all bought pics from Steve in the pits, but to make sure you haven’t missed

any, go to his website at www.sdpics.com and see them all.

The Editorial BMW had mixed results but hey, we finished a race after battling back the gremlins as they came hurtling towards us over the three days. It was a bit like playing space invaders (note the reference to a properly Historic electronic game). One of those moments when one’s fundament grasps the seat through the race suit occurred when a right hand suspension ball joint dropped out at full noise at Turn 3 – and what a lot of gravel one little car can accumulate during this exercise. And perhaps the most amusing was my left foot stabbing around for a clutch pedal which had gone north under the dashboard after the master cylinder pushrod broke... However the weekend was worth it to flush out the last of gremlins (silly fellow, there are always more left waiting for another day...) and I cannot thank Jervis and Russell Pilven enough for their help in getting a dozy old fart onto the track under trying circumstances.

Good to see the likes of Danny Myers in the Datsun 1600 and Nick Cascone in the Cortina going so hard last weekend, these guys can really hustle – the competitive spirit is in good hands with our younger drivers. And Mat Jager showed that he could not only write

but drive as his was an excellent outing, problem free and commendably swift.

You’ll notice there are no more look-alikes this issue – we simply ran out of them and not everybody looks like somebody else! The last one was won by David Moran who correctly identified Lord Kitchener as Bill Cutler, an unnamed haircut model as Michael Hibbert and Richmond star Matthew Richardson as Hollywood Andy Clempson..

But thanks to Ross Hudson for being the guinea pig in the Member Profile series – can I please ask for further volunteers, he said, knowing that no-one is likely to suggest themselves – in that case please suggest someone who you think would be a suitable “candid date”.

Thanks again to Brian Dermott for the rally report, he has worked hard to get the profile of the rally section up – and with Octagon for fantastic discounts in Tasmanian tarmac events – please read his article to see just how little you need to alter your race to have another really interesting motor sport experience.

Please enjoy this issue, and I wish you an enjoyable Sandown whether you’re a competitor, Club helper or just an Innocent Bystander.

RalphE

Don't Forget The Club Discounts!

DON'T FORGET THE CLUB DISCOUNTS!

As Club members you are entitled to massive discounts on a range of vehicles and parts at Booran Motors and entry fees for tarmac rallies run in Tasmania through Octagon Motorsport.

Please see elsewhere in the magazine for the details.

We get 'em, please use 'em!

See pages 5, 18 & 23 for full details!!



Race Territory!

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Tarmac Tattle

Major savings, a great short rally, monster new cars and more...

Wow! News of big savings from Targa Tasmania this month. Mark Perry, the youthful new Octagon director wants to attract more historic touring car racers to go rallying in Tasmania and so he's offered members of the Historic Touring Car Association of Victoria an unprecedented incentive:

- Any HTCAV member who has not competed in the last 5 Targas and who produces a valid HTCAV membership card at the time of application (photocopy) will pay the following:
- Targa Tasmania: \$5,000 (normal price \$6,490)
- Targa Tasmania Rookie Rally: \$1,900 (\$2,390)
- Targa Wreast Point: \$1,500 (\$1,990)
- Any HTCAV member who is a repeat entrant to any of these rallies who produces a valid membership card at the time of application (photocopy) will receive the Fully Paid price, providing they enter before the close of entries and will pay the following:
- Targa Tasmania: \$5,590 (\$6,490)
- Targa Tasmania Rookie Rally: \$1,990 (\$2,390)
- Targa Wreast Point: \$1,590 (\$1,990)
- In the case of Targa Tasmania, instead of paying the whole entry fee before 31st August - some 8 months before the event - members can delay payment until March 31st of the same year, only the month before the event. In an era of more expensive credit, it's another big saving. This is great for a non member who has done Targa some years ago or who is a tarmac rally virgin, to join the HTCAV and earn a \$1540 discount on a Targa entry. The HTCAV can help with transport or arrangements (from cost efficient accommodation to shared service support as well as finding navigators).

We look likely to gain quite a few new members with this arrangement as part of the Plan to broaden the appeal of the Club to serve the needs of anyone who competes seriously in an historic touring car.

Targa Wreast Point

This is a fantastic opportunity for anyone in the Club to try out tarmac rallying. The cost to HTCAV members is the lowest ever heard-of for a serious event and the route will be a great sample of

what this sort of motorsport is all about. You can catch the boat with racecar and tender (no trailers needed) after work on Thursday 29th January 2009, cruise down to Hobart (3 hours) on Friday morning for admin, scrutineering and briefing, stick on the numbers and Saturday morning it starts. Stages all day Saturday and Sunday morning before a prize giving and back to the boat from Devonport on Sunday night ready for work Monday morning - that's the 2nd of February. Yeah, OK, you'll need a second coffee but you will have had a mighty adventure.

Yes there are lots of trees - trees seem to be a nervous fixation of racers, who don't see any danger in The Race Start or sharing a corner with others (and look at the state of us after Eastern Creek!). But tarmac rallying is the modern way of driving around like we all used to - flat out. A favourite bit of road, an appreciative mate or affectionate squeeze alongside, a few hundred horsepower between your knees and WHAMMO! It's sensational fun and improves your car control to the benefit of your track times - think of it as cross training for motor athletes.

What will you need to do to your car?

Your Group N racer is highly suitable and can easily be shared between the two sports. Group N is eligible for C2 (Limited Modification Specification) in Category 2, 3, 4 or 5 depending on year of manufacture - all you need is insurance, a couple of clicks down on the shockers, exhaust out the back, a second race seat & belts and a km counter (you do not need a Terratrip - the other tricks it does are not needed) and a cheap Terrafone comms set (see eBay). Your car will need to run on unleaded fuel. You do not need pace notes (this takes a while to learn and you'll be faster without them to start with). Licences for existing competition licence holders are very easy with AASA, they come with the entry and are simply handed out at documentation. You need rego but your unregistered racer may be road registered for a 28-day period by applying to the Tasmanian Registrar of Motor Vehicles website. http://www.transport.tas.gov.au/registration_information/index.html

Group N racers will be highly competitive in this short event against the once a year warriors who make up a lot of the entry. Several local Tasmanian racers are bringing out their race cars for a first rallying fling and tying up with some of these for service or guidance for places to

stay might be a possibility - let me know if you're interested and I'll work up a plan. But time is short - this thing happens at the end of January. <http://www.targawreastpoint.com.au/Competitors/Entries.html>

300HP 900kg Holden FX anyone?

There is growing interest in rallying historic tourers and some interesting new cars are being built including the Modified Spec Boss Mustang by Len Cattlin. Now we hear that Paul Freestone has finally given up on his familiar Healey 3000 as a Targa Classic winner in favour of a modified spec Holden FX. With an alloy head on a red motor with 300 bhp driving a GRP-paneled 900Kg in the hands of this very experienced racer (Carrera Cup, NASCAR, Trucks, Bathurst 24-hour etc) and rally driver (top 10 Modern in T3 Monaro, Classic podium in Healey) this should bring the population of Tasmania to their feet. Paul says he'll join the HTCAV and go for our Championship too. That'll give the Coad Orange Monster something new to worry about.

Other News

There is also going to be a Suncoast Classic next year - on 22-26th July 2009. The north in winter is good idea but it is very expensive. The entry fee is an eye-watering \$7,600 which works out at \$44 per competitive kilometre compared to only \$13 for the 440 kms of Targa stages. Too much for a 172 km course made up of less than ideal roads, many double chicanes and even a long speed restriction zone. One to keep an eye on.

October can offer pretty grim weather in Tasmania and so it was for the Rally Burnie, now the Tasmanian Tarmac Challenge and a round of the Australian Rally Championship. The course was similar to last year and the slick surface was a godsend to the little noisy, thirsty Mazda RX7 rotary of coming man Brett Kay, who managed to get alongside Cameron Weaver's mighty Perana for a tied result in the Classic event.

Many of us are getting ready for Classic Adelaide on November 19th to 23rd. A lot of development has taken place on 403, the Dermott Torana, including a floating axle, all new brakes and dyno tune. We headed over to Shepparton to Gary Edwards' intrepid spannerman Trev the Rev (TE Simkin Automotive 03 5823 1478). Trev was a revelation - 100Nm gained in the mid range. We've also managed to shed 25kg - more to come from the crew! More rally news soon...

Brian Dermott

Wakefield Park



Young HTCAV members travel to Wakefield Park

Nick Cascone and Paul Cruse travelled to Wakefield Park on September 26-28 to compete in the All Historic event run by the HSCRA in NSW. The trip was an "All expenses paid" gift to Paul for his 30th birthday from his friends and family. At his party Paul laid down the challenge for Nick to join him, both hoping for an under and over-2 litre race as it was last year. Unfortunately the grid was significantly smaller than last year's and there was only one grid of Group N cars entered.

Nick, a former Australian touch football representative and mechanic for Weltmeister Porsche in Richmond, was joined on the trip by friend Rex Colliver. Rex has had many years tuning and observing historic racing cars (some of the cars would have been racing cars, rather than historics, when he first started working). Paul was joined by his trusty financier (Nb: not fiancée) Nora, who also doubles as chief of pit crew. The crew for both cars steadily grew as weekend progressed.

Leaving Melbourne (the line "we have ourselves a convoy" springs to mind) and crossing the border strange road signs had been erected since Muscle Car Masters to

warn Victorian racers upon entering NSW.

Wakefield Park is similar in facility to Winton and Calder with the pit a

for improvement and there should be continued support for the circuit as it is a great club level track. The track is far more



combination of dirt, cement and bitumen. Wakefield is a great place to spectate with a view of the whole track available from any vantage point on the pit straight. There are significant works going on

"horsepower" than its short layout tells with a long front straight and following rise to the second corner.

The field was 37 cars deep and had



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a good range of vehicles represented. Fleming's Lotus Cortina was fast as ever with a time quick enough for pole. Tilley's

Ullrich (another Tilley- built Mustang).

Sunday was dominated by the wind and dust. Air cleaners were called for

finish tenth. A constant yellow flag caused by a spinning Bob Cox prevented passing into the last corner. Nick caught a slow Zephyr on the very last corner of the race and unable to pass allowed Atkins a better run onto the main straight and was able to pass before the line.

Overall a great weekend was had by all and arrangements are underway for a trip next year to another interstate track, maybe Mallala.

Michael Cruse



VG Pacer was a crowd pleaser, proving the Charger is not the only option for those strange fellows with a Valiant orientation. After qualifying Paul placed 12th and Nick 24th (first pushrod powered Cortina!)

Race one and Bob Cox took the win (in a beautiful Tilley-built Mustang) from Fleming and Tilley. Nick was beaten to the line by SA's Paul Atkins in a Cortina however repaid the favour in the trophy race the next morning. Paul managed 11th passed by a bee's dick on the line by

and the second race followed a similar pattern to the first. Notably Alan Lewis was third in a well presented Ford Capri. Nick managed 18th and Paul 9th.

The third race saw Paul have a great scrap with Carol Jackson (Holden Torana) to



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Member profile - Ross Hudson



There's a distinguished-looking guy who sometimes comes to monthly Club meetings, keeps pretty much to himself, sits at the back, watches the carryings-on and wanders off home after the video. I've been

asked who he is on several occasions, people think he looks familiar but aren't quite sure who he is...

Now the mystery is revealed – it's long-time Club member and part-time hermit, Ross Hudson, Mini racer, BMW fancier and Healey collector – and one of the biggest wheels in the trucking parts business, as General Manager of ALLRig.

I first met Ross at Sandown in April 1983. The track had the old layout and the pits were on the inside of the track, between where turns 1 and 2 are today. I set up next to him and found that it was also his first Appendix J race meeting and he also had a wife named Rosemary, although of a less fierce nature than my own. Apart from Minis and Cortinas being natural enemies on the track we got on well and saw

each other again at Winton that year and at many meetings thereafter. Ross was an active race and Club committee member in the mid 80s before hiving off to WA for four years to pursue his business commitments. He returned to the Club and racing in 1989 and raced regularly through the 90s before unfortunately rolling the Mini into a ball at Sandown in 2000. But never fear, it's on its way back...

The Ross Hudson story actually starts with his dad (well, der, I can't believe I wrote that) but Vic Hudson, a noted Austin dealer in NZ was co-founder of Levin International Motor Racing Circuit in 1956. The Vic Hudson Memorial Trophy was contested at the Levin rounds of the Tasman Series.



NZ Series Production Datsun 1200

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Group C Cooper S Calder 1980

Ross studied Mechanical Engineering and as a member of the very active University Motor Club (run from the Engineering Faculty café!) took part in rallies, hillclimbs and motorkhanas in a Renault Dauphine, before graduating through ever faster Minis to race a Series Production Datsun 1200. (Hey – more similarities – I started as a penniless student with a Renault 750 and ended up racing a Series Mini. But this is not about you Ralphie, it's about Ross. Ah yes.) Ross



Ross ahead of the Ed Winton '83

had consistent class placings in the NZ GTX Series in the Datsun and started to compete in his Mini in national rallies, including the 1974 Heatway Rally, a WRC round. He was also an active marshall and Clerk of Course when he wasn't behind the wheel.

That same year he came to Australia "for six months" and raced a Group C Mini successfully in the BF Goodrich and Semperit radial series. But in 1982 when the rules expanded the small class to under 1600cc the Mini became

uncompetitive and he joined our Club and started racing his Cooper S, as well as competing in the Super Mini series. On going west he helped set up the W.A. Appendix J Club and raced

successfully, gaining many top three positions, holding the Under 2-litre lap record and placing second in the Holland Trophy in 1987. Altogether, Ross has raced on 14 different tracks in Australia and New Zealand and apart from the Mini he's had a crack at some modern touring car enduros, in a Mazda 808 in the Phillip Island 300 and a Mazda RX3 13b pp and Ford Laser TX3 Turbo AWD in the Wannaroo 300.

So now you know who that bloke is. The great photo comes from an profile piece on him in the August edition of PrimeMover, the national trucking magazine. But knowing Ross, I think he might enjoy this one more...

RalphE



Ross ahead of Ted and The Ed Sandown 83



Motorkhanas, where it all began

Wot we done - Wot you can do...

You'll all be getting your renewals soon, together with a return envelope and the usual urgings to pay up pronto. It helps the Club greatly if you can get on to it straight away – it keeps our funds in order and it's less work for our Membership guru and Treasurer.

So it might be worthwhile taking stock of "Wot We Done" in the past year as we continue to build Australia's best historic touring car club into something we can be even more proud of. On average every Committee member spends approximately 10 hours per month working for the Club and the membership, with a handful spending considerably more time than that.

We're continuing to:

- Maintain the Club operations with monthly meetings and reports

- Protect and grow the Club finances and membership
- Provide good fields of competitors for race meeting
- Maintain excellent relations with promoters, governing bodies and other clubs
- Act on behalf of members on a range of issues
- Promote the Club at race meetings, especially Historic events
- Provide hospitality at Historic events
- Provide a presentation night and Christmas party
- Provide guest speakers for monthly meetings
- Publish and send members a monthly magazine
- Maintain a website

In this calendar year we have also:

- Introduced a member's forum on the website
- Added two new Championships for member competition
- Introduced the facility for Club registration
- Arranged substantial discounts for vehicle and parts purchases
- Arranged substantial discount for rally entries
- Added to social opportunities

What can you do to help?

- Put your membership returns in early
- Each try to introduce one extra member into the Club
- Attend the monthly meetings
- (Oh, and send stuff into the magazine!)

This space for rent!

**STOP
PRESS**

Seat belt life doubled!

CAMS have just announced that the life of all FIA standard seatbelts used in non-international competition within Australia have had their life doubled.

Thus all belts complying to FIA 8853/98 and 8854/98 standards are now useable for a further 5 years after the expiry date shown on the belts.

However, all belts complying to the SFI 16.1 standard still require rewebbing within 2 years after their date of manufacture. (In other words, this remains as before).

Full details are available on the CAMS website. The relevant Bulletin number is B08/105.

POWERCOM

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CAR STEREO REPAIRS

Fill 'er up!

ROAD FUELS, FUEL ADDITIVES AND AVGAS - by Barry Carr

What fuel do I use in my racecar? Can I use the same fuel in my road car? What is the difference between Av Gas 100 and RF 100 (Racing Fuel 100)? Are the latest high-octane road fuels suitable for use in my racecar? Do I need to add octane boosters to achieve the desired vehicle performance and what about problems of valve seat recession?

These are some of the concerns that owners of historic vehicles are confronted with when it comes to selecting a suitable fuel for the satisfactory operation of their car/s, especially under competition conditions.

These questions and concerns seem to have increased of late, and to help answer these questions, the various fuels and the additives available will be reviewed in closer detail.

Avgas 100

Avgas 100 is a leaded petrol of 100 octane produced for use in petrol aircraft engines. These engines have a relatively "big bore", and as such can be prone to detonation which can lead to catastrophic engine failure. The lead additive/s, tetra ethyl and tetra methyl lead, in these fuels are used to boost the octane rating to 100 to achieve the desired engine performance and help prevent detonation.

Aviation gasoline (Avgas) is subject to very stringent quality control to ensure consistency of product and hence consistency of performance regardless of source, or point of supply. As well as meeting the necessary octane rating, there are specified minimum and maximum levels of aromatics, vapour pressure, olefin content, lead levels, antioxidants and specific gravity. These closely controlled specifications result in a very consistent quality fuel from all sources.

RF 100

RF 100 is Avgas 100, which has been released from the Avgas storage and hence no longer subject to Avgas quality control specifications. Whilst it still meets all of the Avgas performance criteria it is considered to be "down graded" and cannot go back into the Avgas pool. It, therefore, is also a very consistent fuel having the same minimum and maximum levels of lead additives, aromatics and olefins, as well as containing the same levels of antioxidants.

Tetra Ethyl/Tetra Methyl Lead

In addition to their octane boosting capabilities, the lead additives in these fuels provide protection against valve seat recession in those engines that do not utilise hardened valve seat inserts. In engines where the valves seat directly into the cast iron head (or cast iron block in side valve engines) continued high speed/high load operation results in the valves being "hammered" into the seat, resulting in reduced tappet clearance and "shrouding" of the valves with resulting loss of engine performance.

Antioxidants

Aviation gasolines are often in storage for long periods before use and to protect them

against oxidation they are treated with suitable antioxidant additives. When fuels "oxidize" they lose their performance, especially suffering a reduction in octane rating. They also are prone to deposit formation within the engine.

Road Fuels

With road fuels the main consideration is the octane ratings, which currently are, 91, 95 and 98. These fuels are all un-leaded and their octane ratings are achieved through the initial processing and by blending at the refinery with various blending stocks, such as reformate, catalytically cracked naphtha, alkylate, etc. Specific octane boosters are not used. The main controls on road fuels are on octane ratings, distillation, aromatic and olefin content and vapour pressure.

These fuels must have a minimum RON (Research Octane Number) applicable to their advertised grade, and they are covered by national mandated standards. The vapour pressures for road fuels are adjusted several times a year, depending upon the geographic location, to allow for changes in climate and average temperatures. Higher vapour pressures are required in areas of lower temperature to aid in "start-ability" of road cars.

High Density Fuels

Higher density road fuels have recently been introduced to provide increased performance, especially in late model performance vehicles fitted with electronic computer controlled fuel injection and ignition systems. The density of these fuels is increased by the addition of the higher density aromatic compounds (within the statutory limits). These aromatics also increase octane rating and careful blending is needed to ensure the balance between density and volatility.

Generally road fuels are not subject the same stringent handling requirements as Avgas and their characteristics can vary depending upon geographic location, point of supply and climatic average temperatures. Road fuels are not intended for long periods of storage, being blended for virtually "instantaneous" use. They contain less antioxidant than Avgas and should not be stored for long periods, and should be used as quickly as possible. In order to avoid possible fuel oxidation problems, these fuels should not be stored in partially filled drums nor left in fuel tanks that are near empty as the "increased" air in these containers can also contribute to any oxidation that may occur.

Fuel Additives

The two main after-market fuel additives are Valve Seat Recession additives and Octane Boosting additives.

Valve Seat Recession (VSR) Additives

These additives are required for the protection against valve seat recession in engines that have the valves seating directly into the cast iron cylinder head (or cylinder block). They are particularly necessary in these types of vehicles when they are operated at continuous high speed, such as motorway (or race track) driving; or when operated at high load, such

as when towing loaded trailers or caravans. The most common VSR additives are based on Phosphorus, Potassium or Sodium technology, depending upon the particular manufacturer. These VSR additives do not have any octane boosting characteristics.

Octane Boosters

The two common after market Octane Booster additives are either MMT or Ferrocene. MMT is based on manganese technology, and whilst not as effective at the same dosage rates as lead additives, it is readily available and, is a safer alternative (lead additives cannot be sold retail due to their toxicity). Used at the recommended treat rates in gasoline, MMT not only boosts the octane rating of the fuel, it also provides effective protection against valve seat recession.

When using MMT additives only the correct amount required to gain the necessary octane increase should be added to the fuel. More is not better, but in fact can be detrimental to performance. Use of MMT can result in deposits in the combustion chambers; on valves and in valve ports and deposits will increase significantly if the fuel is over treated. These deposits are usually a characteristic "orange" colour and have been mistaken for surface rust. (This is somewhat similar to the "grey" deposits that were found in road vehicles operated on high lead racing fuels). MMT additives are not considered harmful to catalytic converters, however some manufacturers may have concerns about blocking of latest fine pore catalysts.

Ferrocene boosters should also only be used at recommended treat rates to avoid any deposit problems. Ferrocene is an octane booster only, and needs to be used in conjunction with a VSR additive where valve seat protection is necessary.

General

Where possible, and as covered by class regulations, it is probably best to continue to use Avgas or RF 100 in high performance historic racing cars. It has the advantage of having the necessary octane number, it provides valve seat protection, and has a reasonable shelf life. It should be handled with care and should not be siphoned by mouth.

As far as road fuels are concerned, if valve seat protection is the only concern, then the use of a VSR additive will be all that is required. If a higher-octane fuel is necessary, select the fuel with an octane number as near as possible to that required and then increase this by the addition of a selected octane-boosting additive to the desired level. Remember that the use of MMT also provides valve seat protection so an additional VSR additive will not be required.

In "older" vehicles it maybe a better option to select 95-octane petrol and add the required amount of octane booster (staying within the limits as recommended by the supplier) and avoiding the use of the "high density" higher-octane fuels.

Thanks to Historic Formula Ford News for allowing this reprint of an article by Barry Carr in the May 2008 issue

Phillip Island Oct 18-19 DNF Report

The weekend started on Friday, which was just the start of an even more strange line of events.

In the first session of practise the battery leads in RalphE's car came loose. Easy enough to fix. The second session ran relatively smoothly until the fuel surge at the end of the main straight. hhhmmmmmm.... The third session came around and the red flag came out

backup spare. This took about an hour and 4 Coronas. We checked the other ball joint, which involves much effort in these pesky German cars.

Saturday morning and all was fixed. A good field of 22 Historic Touring Cars took to qualifying.

Qualifying

Everyone finished.

dumping oil all over the circuit. Gary Edwards was next. His 2 day old Holley Blue fuel pump had a heart attack and died. Geoff Taylor, not wanting to miss out on the fun, spun on Lukey Heights and parked it. Chris Ralph disappeared from my stop watch... Oh dear what now? Michael Hibbert blew a head gasket in his 15:1 comp motor and finally Danny Myers, the budget conscious racer, decided to scrimp on fuel and ran out!

RalphE had broken the clutch master cylinder push rod. Off to TAFE and some repairs. It was during the repairs I discovered the reason. The master cylinder was loose and cocking when pushed. All fixed over several Coronas.

Sunday Race 2

Overcast, cool with the odd spit of



after about 3 laps. All the cars came back in....except RalphE.

Where is he I wondered??? In the gravel trap someone replied telepathically.

It took too long for him to appear.. oh there he is on the back of the flat tray. Sh*t, the front wheel has fallen off! Not quite the wheel, more the ball joint decided to say goodbye to the nut that normally sits atop his thread.

Several panic calls to Coxy and various BMW parts dealers followed. Of course only Coxy had the parts. In the meantime Russ set about cobbling the old ball joint back into action as a

RalphE reported more fuel surging so it was time to act. We did a volume test and came to the conclusion the lift pump was designed for a lawn mower. More parts from Coxy.

Saturday Race 1

Beautiful weather and Nick Cascone was the first to fall. The sandwich plate on the oil filter parting company and



rain. John Smallman lead the DNF's. "forgetting to do the wheel nuts up 101". Hibbert, already sidelined once this weekend, made it a double by



tearing the centre out of the clutch out. Chris finished the race, however less 2 extractor bolts.

That rounded out the DNF's

Race 3

Who would lead the DNF's for the feature race?

Surprisingly, Bill Trengrove was first across the line. Actually he retired in pit lane on the out lap. He never made the line - once! The cause of his failure *"Don't know what the f*ck it is. Not happy."* He replied *"And if you put that in the Club magazine I'll....."* You'll what Bill??

After repairing RalphE's wayward extractor, another mysteriously parted company with its nuts and studs, bringing him home as second DNF. The race was hotting up. Nick Cascone after repairing his Cortina's Sandwich plate leak did it all again and spat oil

Quick Nick - 2.01!



everywhere - again.

John Smallman, already a winner this weekend, had the gear shift come adrift in his hand. And finally last home was pacesetter Michael Miceli, the big Falcon de-laminating a front right tyre and shaking his little hands too hard on the wheel for him to continue.

All in all a good weekend.

Rob Braune won all 3 races and Gary Edwards rounded out the weekend to be crowned 2008 Victorian State race Champion.

Braune had several cracks at the lap record before coming back to the pack to play. Good boy!

Everyone played nicely and the only damage was to - come on, you know - RalphE's car! Danny Myers giving him the "what for" in the already damped rear corner.

Jervis





Christmas Party & Award Night

Saturday 6 December 2008

“Upstairs” at Watsonia RSL

6 Morwell Avenue Watsonia Victoria.

**\$50 per head. Includes 3 course meal
plus pre-dinner canapes!**

Drinks available at the bar prices.

Dress neat casual. Limited places

Great fun night with all your HTCAV mates!



Name _____

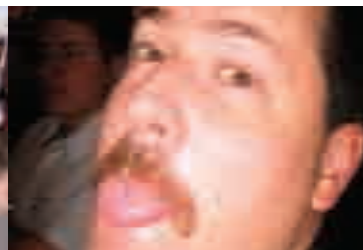
Address _____

No. of tickets _____ @ \$50 each **Total \$** _____

Seating preference (ie. not with Luxy or make a table) _____

Make Cheques payable to **HTCAV** and mail to **PO Box 16 Chadstone Centre Victoria 3148**

or Call Jervis on 0409 137 629 to book or just come to the next general meeting with \$\$



September General Minutes

Meeting opened @ 8.20pm.

Apologies

Graeme and Scott Slater, David Twigg (at the Mardi gras) Mat Jager (hiding), Mark Shatz (tyred out) Jervis Ward (in Byron Bay smoking didgeridoos and playing the bong.) Paul Cruse, (he was actually doing something constructive, filling in for Twigg at the State council meeting.) Also apologising, Sneddon, Brash, Bugelly, the Knight men. (We used to have the night men come to our dunny!)

NEW MEMBERS AND GUESTS.

Paul Watson, in the ex COX, MARGET, WALMSEY, JAGER, RENATO Cobra inspired MK1 GT Cortina.

Watch out for this bloke, by the sound of it he has a vast amount of experience and rumour has it he is the Technical Manager for Carrera Cup. Will Fast Johnny put VIAGRA in the AVGAS???

Can the young bull, Nick COGLIONE'S give this fella a run for his money????

Stay tuned for the next exciting episode of----- WHERE THE *UCK DID HE COME FROM? Minutes from previous meeting criticized, Fast Johnny was left out as an apology so I gave him an extra mention this time.

The minutes were then proposed as being true and correct by John Bendell and seconded by Hollywood Pizza.

SECRETARY CORESPONDENCE.

It's a secret!

TRESURERES REPORT

Will be printed elsewhere in this rag.

No discussion arising from the Floyd report.

Proposed by LUX, seconded by Bill Cutler.

PRESIDENTS REPORT;-

The point score in the last mag was incorrect. Here are some current results.

Gary Edwards 182, Helen Lindner 155, Paul Dobson 131. But watch out for the famous Flying Dutchman in the Magenta Charger. You really need a mincey tone to your voice when you say Mar—jenta.

Dean spoke briefly about the shenanigans at the Muscle Man in Magenta Masters.

CAMS have released a safety bulleting regarding harness's's's.

They have extended the life of FIA approved belts by five years.

THIS APPLIES FOR NON INTERNATIONAL EVENTS. IF YOUR CURRENT BELT HAS A TAG THAT SAYS VALID UNTIL END 2008 YOU CAN NOW USE THAT BELT UNTIL THE END OF 2013.

Most of us will be in a kero bath by then! Great for competitors, crap for Coxy.

Dean then mentioned something about a group compatibility chart, but I wasn't listening (still upset about the seat belt thing.)

News from Brian Dermott and his friends that run Targa Tasmania, if you are a member of the HTCAV you will receive a massive discount on your Targa entry.

The organisers would like more historic touring type cars, so to give you an incentive they are offering a WHOPPING \$1500 off the \$6500 entry fee. WOW.

Get ready for the influx of new members before April next year.

Other news, apparently Mark Barbour has bought the ex Leo Jamison RX2 Coupe.

Will somebody PLEASE, PLEASE build a NISSAN CEDRIC?

Classic and Historic plates for your 25+ year old, contact a committee member for details.

Dean mentioned the club plate scheme and Hollywood responded with a new 90 day permit thingy from Vic Roads? Check it out if you can speak to a human at Vic Roads.

Might I mention, whilst we are encouraging people to drive on club plates, don't forget the insurance. I'm sure you can get some help from GO, GGO.

Vic State Racer out now, complete with an advertorial about the HTCAV.

The Xmas party / awards ceremony, the Edsel Emmy, the Lada Logies, the Belmont Brownlow, is booked and under way. Why not book a table and have a real piss up?? Tickets available from Dean the Machine or Jerv the Perv.

Robert Dunt? from CAMS will be attending the next committee meeting.

Entries for P.I. state round close Oct 3.

AHTCA REPORT FROM THE SPARKLING BLUE WATERS OF THE GREAT BARRIER REEF. AND I QUOTE!

"Chaps, AHTCA Report as follows; Apart from some Swedish backpacker chicks who looked quite racy, there's no motor sport in Port Douglas. At least there's no need for wets!

Otherwise, the only current news is the submission I received just now. There's been a proposal to have another coldie. It's got legs; I think it'll get up. Certainly got my endorsement, anyhow. Must dash, the chopper's waiting.

Cheers & Salada Matt Jager." UNQUOTE

There has been a submission put forward on behalf of some N.S.W. competitors to have a Yoko-ono AO21 tyre in a couple of sizes added to the tyre list. It seems these guys were unaware that they were not on the list when they bought them and the tyre retailer told them they would be, so can we have them put on? Someone's being put on!!!

HISTORIC COMMISSION REPORT

NUFFEN

COMPETITION REPORT;

Good news, the preliminary Calender for 2009 will be released in November.

The format will be an even spread` of meetings with time to breath in between.

Eighteen entries for P.I.State round.

Historic Sandown shaping up nicely with 280 entries so far including 15 F5000's but only about 50 Group N cars. Would anyone that intends to run please pull your fingers out and get your entries in!!!

Also Eddie needs some more cars for the HOT LAPS on the Sunday, can you help?

Russell modelled a new pit crew style shirt with HTCAV logo and colours. These look very smart on anyone with an inflammation around the belt region, and at around \$55 it's a whole lot easier than giving up beer and batter!

At the state race committee meeting re next

years Calender ,the committee spoke to each competitor rep individually, so our guys were able to voice an opinion that related only to our category, how goods that, someone that listens.

MEMBERSHIP

6 Life, 30 social, 156 comp = 192 members.

MAGAZINE MADONNA.

Chris Ralph was being controversial, as is his want lately.

The look-alike competition was solved as follows; LORD KITCHENER aka BILL CUTLER, the HOMO in the middle was MICHAEL HIBBERT and of course MATTHEW RICHARDSON IS HOLLYWOOD! The first person to answer correctly was David Moran, who will now enjoy \$20 bucks worth of tripe and sheep balls from Bells summer bay diner.

The last item on Ralph's agenda was the call for more stuff for him to print in the mag. What about a story on yourself? Don't be humble, come right out and tell us all how good you are. FIGJAM.

The magazine is becoming a coffee table piece, as it's filled with more and more excreta, so add your bit and it may even become a saleable asset.

ELIGIBILITY

Twiggy away at the Mardi gras so Paul Cruse attended the state council meeting on David's behalf, and reported the use of cambered rear ends is in question.

Are they legal or not?

At this stage it is a discussion point for next month.

The raffle was drawn by the ugliest barrel girl you have ever seen, Fast Jenny Luxmore. And the winners were Lindsay Cripps and Peter Owen. \$20 worth of SOGGY SAO biscuits each.

GENERAL BUSINESS;

Hollywood reported that the Muscle Car Masters was a great event, apart from a dangerous situation on Sunday when he was hit at full race speed by another car whilst travelling behind the safety car.

He also said that for the most part everybody drove well.

He then went on to congratulate our Victorian Flaggies for the exceptional job that they do.

Next year Hollywood is going back to Eastern Creek in one of the few remaining Mad Max cars, you know the one, with the bull bar and the HUMUNGOUS at the wheel!

On a serious note, somebody could have been seriously hurt, or killed, so it's a timely reminder to drive to the conditions, obey the flags and most of all, try to preserve the other competitors and their machines.

At Historic Sandown, driving standards will be closely scrutinised, so be warned.

If you are involved in an incident our driver liaison guys Russell Pilven and Paul Cruse will be on hand to assist.

Another thing at Historic Sandown, please try to keep all our cars together. If you don't have a spot in the marquee you can still set up around it. Make a statement about the HTCAV.

Meeting closed at 9.35PM

Coxy

Club Racing Championship Points!

Driver	State Rd 1	State Rd 2	PI Hist	State Rd 3	Winton Hist	State Rd4	State Rd5	Club Champ
NCA Over 5000cc								
Mat Jager				27				27
Darren Collins			34			24		58
Michael Miceli				34		14		48
Leon Bell			27					27
Karl Wittick	31					27		58
Tony Hubbard							31	31
NCB 3500-5000cc								
Robert Braune				26	34			60
Michael Bugelly		31	19			11		61
Paul Dobson	30	31		14		34	22	131
Glenn Miles	28							28
Steve Bye			21					21
Geoff Taylor	26		19			17		62
Michael Hibbert			39		31	40		110
Andrew Whiteside			25					25
Darren Pearce			46					46
John Mann			13					13
Bradley Westaway						26		26
James Frolley					9			9
Peter Burchill					26			26
Robert Burns					3	21		24
Ian Cromarty				21		16		37
NCC 3001-3500cc								
Scott Slater			46					46
Graham Slater				25		28		53
Leo Tobin	27	30			3	13	19	92
John Harrison			27					27
Doug Growcott			19					19
Gordon Cox				23				23
Angelo Taranto			19	35		3		57
Gary Edwards	34	37		38	36	28	37	210
Scotty Taylor			15					15
Brett Smith		17				24	28	69
Ray Challis			35		25			60
Stuart Brown					29			29
Laurie Nelson			23		27	30		80
Jon Pillekers			3					3
Steven Pillekers		3					3	
NCD 2001-3000cc								
Ian Watt				25	27			52
Robert Hare			22					22
Ben Read			28					28
Brendon Hare					20			20
Stephen White			28					28
Mark Johnson			34		33			67
NCE 1501-2000cc								
Bill Cutler		4						4
Justin Brown			3					3
Peter Owen		3	3					6
Don Knight			27					27
Gary Edwards			31					31
Paul Cruse			37		30			67
Chris Ralph			3					3
George Opoczynski					22	22		
NCF 1101-1500cc								
Dean Bryant						31		31
Michael Holloway					27			27
Paul Girt					24			24

Driver	State Rd 1	State Rd 2	PI Hist	State Rd 3	Winton Hist	State Rd4	State Rd5	Club Champ
NBA Over 3000cc								
Andrew Cannon			33					33
Bill Trengrove			22			24	24	70
Jervis Ward						33		33
David Moran			11	31	22	25	28	117
NBB 2601-3000cc								
Rodney Gelston			19					19
Richard Fairlam					21			21
John Bourke					33			33
Tony Pejkoic					26	21	31	78
Brent Trengrove			33		32	24		89
NBC 2001-2600cc								
Eddie Dobbs			34		22			56
Rob Southouse			19		3			22
NBD 1601-2000cc								
Ian Cuss					30			30
NBE 1301-1600cc								
Nick Cascone			26		29	32		87
Simon Browning			12					12
John Luxmoore			23		26	3		52
Colin Doolan			29		34			63
John Bendell			12		3			15
Louis Renato					19			19
NBF 1001-1300cc								
Anthony Ramadge			39		35			74
Peter Melick					3			3
Len Read			10					10
Colin Taylor			25					25
Helen Lindner		31	32	31	30		31	155
James Holloway			22		26			48
NBG Under 1000cc								
Michael Stupka	31				30	31		92

Doesn't include PI Oct 18-19

Hurry for Historic Sandown!!

Are you a golden Holden hero?

Join the parade! Join Regularity!

For all info call Eddir Dobbs on 0408 322 520



2008 Championship Calendars

HTCAV Race Calendar

Track	Dates	Type
Sandown	8-9 November	Golden Oldie
Island Magic	22-23 Nov	Special

HTCAV Speed Champs

Gary Poole

Vic Hillclimb & Sprint 47pts TBC

Graham Slater

P.I. hillclimb Round 3 2008 14 pts

Steve Jones

Sandown HSV sprint 10/2/08 12 pts

Sandown HSV sprint 24/5/08 13 pts

PI Alfa CC sprint 05/07/08 14 pts

Sandown FFCC sprint 13/07/08 13 pts

Andy Clempson

Clipsal Rally ??pts

Track Day Calendar (not exhaustive)

October 26th – S'down Maserati

November 8/9 – P-Island - PIARC

Hillclimb/Sprint (not exhaustive)

November 15/15 – Rob Roy MG

Date tbc Haunted Hills Vic Champs



2008 National Calendar

Event Type & Date	State, Track	Event Name	Promoter
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 Nov	SA, Mallala	S.A. State Champs Rd 4	SCCSA
Special 22-23 Nov TBC	Vic, Phillip Island	Island Magic	PIARC
Special 22-23 Nov	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special 28-30 Nov	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA

PERFORMANCE

funny name-serious parts

PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS

WWW.SMCKAPERFORMANCE.COM.AU



Purchase KUMHO MOTORSPORT TYRES and receive a FREE HOLIDAY REWARD.

Purchase a set of 4 Kumho Motorsport tyres before January 31st 2009 and we will send you the Australian Getaway Directory which offers you upto 14 nights free accommodation from hundreds of hotels, motels, guest houses or resorts Australia wide subject to the following conditions:-

1. A set consists 4 tyres purchased in one transaction.
2. Tyres must be of C03, R700, R800, V700, V710, V70A, S700 or W700 patterns
3. Tyres must be purchased at the recommended retail price.
4. Excludes discounted tyres or control tyres
5. Tyres must be paid for in full before January 31st 2009
6. Mention this offer when ordering or paying for your tyres and your copy of the Australian Getaway Directory will be mailed to you with a couple of days of your purchase of tyres.
7. FREE Holiday accommodation is redeemable via the Australian Getaway Directory and consists of 14 nights Free or Half Price accommodation for two people
8. Australian Getaway Directory contains 7 reward certificates, each certificate is valid for two nights accommodation for two people. Conditions apply.

Winners drive on Kumho!!

Glenn Seton did a 1.51sec dead at Phillip Island on the Kumho V700 205/60R13 and there's a V70A 175/60R13 for the smaller cars. The smaller Kumho 175/60R13 is the tyre that brought Gary Edwards from the back to the front at Sandown in the wet at the recent State Round.

Call Russell or Ricky at Essendon Tyrepower for all your enquiries 9379 2616

Tech Torque...

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.

View unapproved posts • View approved posts

	TOPICS	POSTS	LASTPOST
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.	10	16	by TheParrot 12 on Mon Jul 07, 2008 1:08 pm
Technical			
 The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MuckDuck38 11 on Thu Jul 17, 2008 8:51 pm
Video links/Photographs/Other media etc.			
 All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	24	28	by muck 14 on Sat Jun 28, 2008 10:19 am
Classifieds			
 Classifieds (including cars and parts for sale, wanted or swap. Private ads only).	11	20	by TheParrot 12 on Thu Jul 17, 2008 12:01 pm
Feedback			
 Constructive criticism of things you would like added to the board. Post problems you are having with the board.	1	2	by TheParrot 12 on Tue May 13, 2008 9:01 pm
CAMS / AASA Enquiries			
 Changes you would like to see at CAMS/AASA, with topic will be discussed by HTCAV committee and if appropriate linked with representatives from each organisation representing your point.	1	1	by TEAMBRYANTRACING 14 on Tue May 13, 2008 10:10 am

Deals for HTCAV members

The HTCAV-Booran deal at a glance

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- Holden
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What you have to do

- Make sure you show your current Club Membership Card to establish your bona fides.
- Make sure you say the word "Oz Child".
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Their details

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Fax: (03) 9584 4285

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Dandenong 3175
Phone: (03) 9794 5455
Fax: (03) 9792 4871

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Caulfield 3163
Phone: (03) 9571 9313
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2008 Pointscore Rules

- Only HTCAV financial competition members are included in the pointscore.
- Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
- The Competition Calendar shows which events are eligible for points for a year.
- Only HTCAV financial competition members are included as starters in eligible Victorian events.
- Three points are allocated for participating (signing on) at an event.
- One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
- In a handicap race eight points will be allocated to each finisher of that race.
- 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.
- 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.
- At interstate events all cars are counted as starters - not just HTCAV members.
- 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.
- 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.
- If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
- 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.
- If members change classes their points stay within each class but can be added for Total Points.
- 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.
- Other race series such as the VSRS, VSCRC and Biente use different methods to score their series. This does not affect the HTCAV's pointscore system.
- 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.
- 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.
- 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



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Log Book # H0542

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CARma report!

We're an entertainment package, we are.

This is the reassuring mantra that can regularly be heard bouncing around the inside of my helmet. Of course, I'm pretty sure that it generally refers to all of Hysterical Touring Cardom. But by and large it's manifesting because I've gone and discovered a new trick.

Most particularly, this occurs on those occasions where I find myself taking in a sweeping panoramic view of the corner I've just failed to negotiate (and environs). Of course, you'll realise that these panoramas tend to involve a degree or 180 of rotation, not to mention some cleaning. Both wet and dry, at times.

It wouldn't need to be a mantra, of course, if said spins didn't occur with such monotonous regularity. (Mantras being the sort of thing those Gregorian chaps repeat over and over in their best HAL9000 monotone, before whacking themselves over the scone with a hefty chunk of Jarrah. Best done in a group as a rule, apparently.)

This spinning phenomenon is also the reason why it needs to be quite a LOUD mantra; otherwise it can't make itself heard over the screaming. It's a close-run thing, you know. At times, there's more noise coming from within the car than without. A more seasick prone vehicular operator would most probably have spied the sensible path and given up by now. But I'm either made of sterner stuff, or just shtoopid. Besides, I haven't – quite – yet failed to negotiate the non-bendy bits, so I figure that's something, eh?

Like an inadequately-weighted wise guy washing up on a beach, all of this was working its laborious way to the surface of my mind over the course of the most recent meeting at Phillip Island. I'd spent the practice session weaving all over the place like a pissed aunty at a wedding reception, then capped it off by performing a pirouette of which any Dervish would be proud. The flaggies at Lukey Heights were certainly looking excited. It was only upon returning to the garage area that the displeasure of the Minister for War and Finance was considered.

You could say that it was lucky the helmet hadn't yet been removed, because I didn't even see the punch coming. For a minute there, I thought I was driving for Tony Longhurst. But then I remembered I don't have a helicopter.

While the ringing in my ears was dying down, I got to thinking. I've managed to fall off just about every corner at that track now.

I've only got to do a few more, and I'll have amassed the whole set. The proposal that I might make this my aim was met with an eerily calm derision that suggested it may not be a good idea. The alternative, then, is to trade. There are several spare Hondas in my collection, if anyone has a Siberia they're looking to move...

An assertion that the circle work was over for the weekend lasted about two laps into the first race. Whereupon such a mess was made of the whole turning thing that at one corner it took three separate yet simultaneous attempts to finally fall off the track properly. But not before scaring the bejeesus out of anyone unfortunate enough to be wedged in behind at the time. Unhelpfully, those in question ran away without waiting, and left it to a mob of four-bangers to sweep up. The remainder of the race was thus spent trying to avoid getting one stuck under the car, because experience has shown that once wedged in there, your average Panzer or Datto can be a bugger to scrape off of the exhaust.

This episode led to some more navel gazing, and the floating of the theory that your loyal scribe may well be dyslexic, in that there was a distinct failure to learn being exhibited. Upon giving this some thought, I noted that I have also suffered from insomnia, and have long been agnostic. This combination has therefore led to many a night where I've lain awake for hours on end, wondering if there really is a Dog; it occurred that therefore this diagnosis may well be true.

Bright and early Sunday morning, the male quadruped bovine was grasped by the cranial protuberances (as they say) and the Big Book of Excuses consulted at length. The announcement that the tyres were to blame was initially met with gales of laughter. But when the suggestion of a chance of rain

became a few moments of light misting parity, The Boss became concerned about potential damage to her belongings. By which of course we are referring to the car.

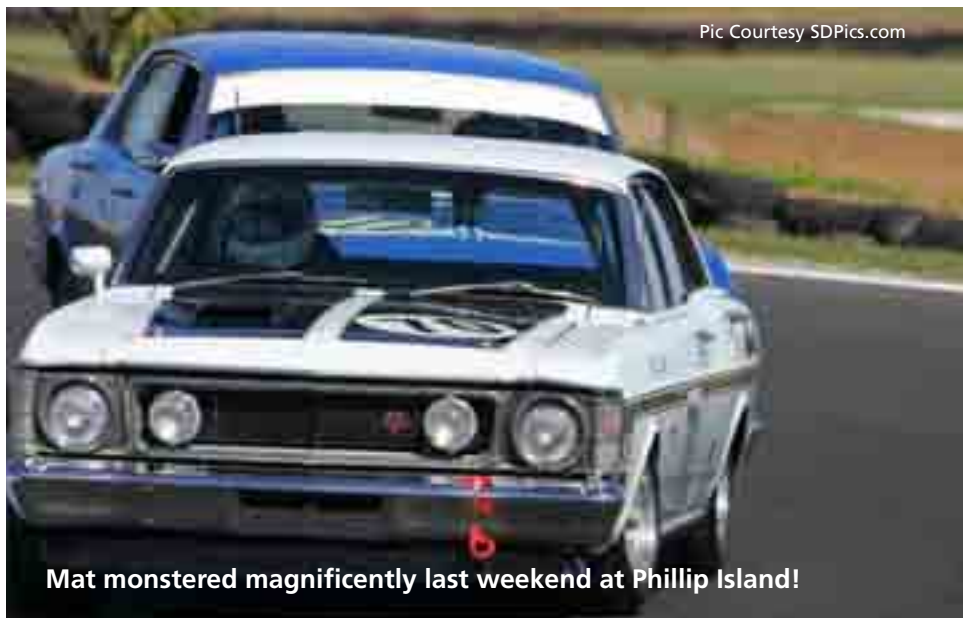
Thus some new rubber went in the back end (that's what SHE said!) and the instruction was given to not dare venture beyond the accepted limits of the track layout. (Some helpful soul had even drawn some lines around it, I was told.) Whilst this stricture was seen as being severely limiting for entertainment purposes, it was preferable to the alternative. That being, having a fork stuck in my eye, and then swished around a bit.

These instructions were somewhat at odds with those of the pre-grid marshal, who leaned in the window and asked in insouciant manner if I'd managed to extract my skirt from the door. Apparently it was thought that this had been an issue, and the inference was that perhaps a bit of a go ought to be had now. When weighed up against the quite unambiguous consequences already laid down, I figured he could hurt me less, and that care should be exercised as already decided.

Needless to say, it didn't rain again, I've retained at least some vision in both eyes, and if not exactly pristine, the pale sedan that we call the JMS Falcon is still kind of like the David Bowie of cars. That is, it's reasonably straight.

But as I dawdled around up the back during the races, I just couldn't help feeling that I was letting the punters down a bit. No spinning? May as well tell the fish to stop swimming – or indeed cease any of the other things they do in our drinking water. Because after all, I'm an entertainer.

Mat



Pic Courtesy SDpics.com

Mat monstered magnificently last weekend at Phillip Island!

Tyring Torque

This is the Current Approved tyre list as of July 1, 2008.

60% ASPECT RATIO INFORMATION
Groups NB, NC, SA, SB, SC

As available on the CAMS website.
www.cams.com.au

65% ASPECT RATIO INFORMATION
Group NA

Make	Model
Avon	CR6ZZ
	CR28
	ACB 9
Bridgestone	RE55S
Yokohama	A032R
	A048
Michelin	TB 15
Hoosier	Sports Car DOT (Bias)
	Vintage
Dunlop	D84J
	D01J
	DZ02G
	DZ03G
	CR65
	CR82
	CR311
Goodyear Blue Streak	G12A(K)
	G12
American Racer	KK-704TM
Silverstone	FTZ RR (T5 compound only)
Toyo	ProxesR888
	Proxes RA1
Kuhmo	V70A
	C03
	V700

Make	Model
Avon	CR6ZZ
	CR28
Yokohama	A032R
Hoosier	Vintage TD
	Speedster
Dunlop	D83J
	CR48(R6)
	CR65
	R5
Pirelli	P6
	P600



Check that exhaust mount will ya, Glenda!

Don't forget

SANDOWN STUFF!

- Parking - please park as close to the marquees as you can if you are not actually using a marquee spot. Grouping our cars together gives us a much better category and Club presence in the pits.
- Hot Laps – As part of our Gold Ticket Promotion the organisers would like Group N cars to take passengers in the parade laps. Volunteers are required, please tell Eddie Dobbs or Dean that you'd be pleased to help out.
- Holden feature - As part of the 60 years of Holden, there's a special focus on the early days of Holden and drivers from those early Holden days will get a free ticket and be made a fuss of. If anyone has photos or memorabilia please bring them along.
- Red Hill carpark – this Group N initiative will be bigger than ever with complimentary tea and coffee available there. It's down near Dandenong Rd corner.

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- Club competition numbers – if you don't compete for two years your favourite number could be re-cycled – please let Russell Pilven know what your plans are.
- Club Web Forum – you can talk to people, list stuff for sale, comment and crap on (no so much of that, thanks) on a range of issues – log on to <http://www.htcav.com.au/phpbb3/index.php>

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