

HISTORIC TOURING TORQUE

March 2009

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

Rusty Rules in the Rain

Inside:

- Phillip Island pics
- Tarmac Tattle

Pic www.sdpics.com

**NOT renewed?
Last
magazine this
month!**

Next General Meeting

8pm Wed 25 March 2009

Bells Hotel, Moray St, Sth Melbourne

Torquing Heads 2008/2009

		Work Ph	Home Ph	Fax	Mobile	Email
President	Dean Bryant	0417 012 526	0417 012 526	9551 5859	0417 012 526	president@htcav.com.au
Vice President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	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	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Competition	Paul Cruse	9345 1611	9337 1310		0414 937 710	speed@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Michael Hibbert	9379 2018	9379 2018		0418 354 364	hibnom@bigpond.com
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

2009 Race Calendar

Track	Date	Type	Club
Phillip Island Classic	March 13 - 15	Golden Oldie	VHRR
Phillip Island	April 25 - 26	State Series	PIARC
Winton Historics	May 30 - 31	Golden Oldie	Austin 7 Club
Sandown	July 18 - 19	State Series	Sport Sedan Association
Winton (Long Track)	Aug. 29 - 30	State Series	AASA
Phillip Island	Sept. 26 - 27	State Series	Mini Car Club
Sandown Historics	Nov. 7 - 8	Golden Oldie	MG Car Club
Phillip Island	Nov 21-22	Special	PIARC

Be at the Great HTCAV Beer and Bowl-Off"!

KEW HEIGHTS BOWLING CLUB, 397 BARKERS RD, KEW.

SUNDAY, 5 APRIL, 2009. 12 NOON

ONLY \$12.00 PER PERSON! BBQ will be provided. Drinks at bar prices.

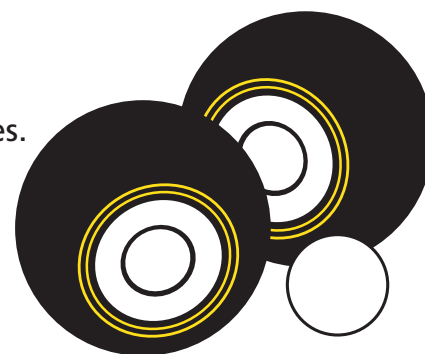
IMPORTANT DRESS REGULATION: Your shoes must be FLAT-Soled.

No heels, or it means you can wear thongs or play barefoot.

Please contact Mick Hibbert on 0418 354 364 BY WEDNESDAY,

1 APRIL for catering purposes.

Further venue details and images can be found by visiting www.kewheights.com.au



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?

Torque Steer



Fresh back from the huge Phillip Island Classic weekend and boy oh boy did this weekend throw absolutely everything at us. First and foremost I must say how immensely proud of all the Group N drivers I was. Once again as a group you turned on some of the hottest racing of the weekend whilst providing the organizers with the most minimal amount of headaches which ensures our fine reputation was bolstered yet again – great stuff and really well done.

The weather was bizarre to say the least – sunshine, overcast, drizzle, rain, torrential rain – and if that wasn't enough we had a mini cyclone thrown in for good measure – phew! The weather was just plain crap and we had an amazing disaster with one of the huge marquees



being blown over damaging many race cars and property, and yet the spirits of our members and competitors was truly inspiring. Not a frown or complaint to be heard. I am just so proud to be associated with this group of people, thank you.

Unfortunately our good spirits and demeanor were also tested by the reality that a very uncommon occurrence of significant theft also occurred. Russ Pilven had his wallet stolen from his tyre van during the weekend; he didn't complain once and just went about the business of clocking up his first island outright win on our Club's biggest stage. This just shows that quality shines through eh, well done buddy. The huge field of top class competitors in quality equipment was

simply no match for Rusty in the Datto 1600 when the rain came.

We now all need to be more vigilant with securing our valuables at race meetings in the future – sad but true and maybe a sign of the times.

Speaking of fine efforts, Jason Black from Queensland in the awesome RS1600 Escort drove the track for the first time this weekend and took out the win in the main race – what an absolute class act! Wayne Seabrook took a class win and second outright in a superb driving display whilst our local heroes Team Read took out third outright in their first meeting back from last years start line disaster – dad Barry was so relieved afterwards you couldn't wipe the smile from his face – great effort guys.

It was fantastic to see Angelo Taranto make a comeback and blitz the “overs” in the main race in the Torana closely followed by Andrew Williams who also drove a flawless race.

On the marquee issue I must also offer huge thanks to the dozen or so guys who rallied in the rain on Saturday night to assist us in taking out some securing measures to save the affected race cars from suffering further damage. This committed group of guys moved eighteen stricken race cars in pouring rain in a very short time – many were locked and in gear and some had wheels removed whilst others were on stands – simply an outstanding effort. Ralphie's car was worst affected and yet he laboured with us in the rain and did not even take a minute to view his own loss before all other cars were deemed safe – very noble indeed I thought. Club stalwart John Bendell ignored physical pain and his chronic back issue to manhandle cars to safety for his fellow competitors – this club is chock full of great guys like this. The interstate guys who were affected were all glowing in their praise of the efforts of all the guys who were there at the time, and I promised to pass on their gratitude. I thought Bargs was gonna kiss me he was so chuffed that we all cared so much – scary thought for a minute there!

With regard to the Cams Historic Commission Strategy Meeting I attended in Sydney recently I'll give a report on that at the next general meeting. Whilst on the subject of general meetings I must thank those who endured the lousy

acoustics last month in that front lounge area. This problem has been solved and we will have our usual atrium room for the remainder of 2009.

Don't forget to contact a committee member to put your name on the list for our social bowls afternoon coming up soon – should be a ripper I think.

Huge thanks to Jervis and Ted Brewster for the amazing amount of work they did pre event getting the marquees sorted. This is an onerous job that requires careful planning and knowledge to do – these guys spent many days getting this sorted and we all owe them a debt of gratitude for their tireless efforts. These efforts were not lost on our interstate quests who all were amazed at the amount of effort our club put into this event. Thanks to Ted and Jervis our interstate membership continues to grow – great stuff guys.

In my wanderings on the weekend I had the pleasure to provide a membership form to returning member and mini guru Henry Draper. Fantastic to have you back on board Henry – does this mean I can get the Winton Historic trophy engraved early – hmmm.

I spent some time in the Humpy haven avoiding the rain and got to catch up with Margaret and Eddie Dobbs who had come to support their club mates – we had some fun and if I told you what we chatted about you wouldn't believe me and the censor board would ban our mag – what a laugh – great times.

It was great to share a drink and a chat after racing as usual with all our mates. The rain hampered our numbers in this regard but the camaraderie was solid as always.

Last but certainly not least I offer out thanks and gratitude to the VHRR and Mini Clubs for providing us with such a fantastic competition opportunity. Michael Holloway and his crew did a superb job under tough conditions to say the least.

Don't forget to get your State Series round 1 Phillip Island entries in ASAP – it's not far away now!

I look forward to seeing plenty of you at Bells on Wednesday,

Yours in racing,

Deano

Editoro



As Frank Thring is supposed to have said when they found him naked and tied to a chair in his house one Monday morning: "What a weekend!"

The 2009 Shannons Phillip Island Classic had it all – the daytime weather had people dancing around changing tyres and setups, then just when the last of the Saturday night drinks revellers were



"You should have seen me..." stories flow faster than beer



It's snarling at me next morning...

leaving, dancing around in the rain and wind trying to rescue cars and equipment after a whole marquee row had blown down. A sudden 160-kmh gust had it unfurling within seconds, like a giant Mexican wave. And guess whose car was hurt the worst? Of course – the editorial BMW which has yet to endure a meeting without committing self harm and is now resting on a low hoist and being talked to softly by grey-bearded man with a bow tie and an Austro-Hungarian accent. Have to admit there was an element of danger that night as the legs of the marquee were waving around in the air like the tentacles of a giant squid in a horror movie, one quick



Watson got caught up with work

When we rolled back the car cover on the BMW the next morning it looked pretty secondhand, with a nasty hare-lipped snarl – and it was initially even worse



Let's all jump on Ralphie's bonnet....

wind change and the lads could have been pinned like bugs to the bitumen. But the Big Bloke instantly took up the leadership role, organized the rescue efforts, took snaps, logged the damage, contacted all the competitors, had a form for everyone to fill in the next morning at 7 am, and is now handling the compensation side of things. Masterfully done, Mr President.

before the Big Bloke's Bum had provided instant panel beating to give the engine some protection from the elements. The toe of one of the marquee legs had hooked under the front of the (rear opening) bonnet and acted like a bottle opener, throwing the car backwards a metre or so before it whacked into the tools and tyres. Off came the bonnet the next morning with the scene reminiscent of backstreets in a Malaysian with a swarm of Chinese mechanics hammering away furiously. Thanks especially to Russell Pilven and David Belford whose artistry with a ball peen hammer was wonderful to behold.

Apologies to Paul Cruse for disbelieving him when the told me the BM had topped the time sheets in



Race Territory!

knoxford 

a B&B Stillwell Company
780 Burwood Hwy Ferntree Gully 9758 1155

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.

practice, then disbelieving him again when he told me I had slipped to 13th in qualifying! Anyway, it mattered not as the first race was wet, which always shuffles things up. I had said prior that all I wanted was for no-one to run into me (I should have added “no acts of God”) and for the car to be reliable. Apart from the boxful of neutrals in the last race when it seemed the world got past there were no dramas. I have had great satisfaction slowly preparing the car myself (except for the hard bits) and getting to know it better. Now I just have to get into its twisted mind...

From where I was the racing was great and the driving excellent. There was no silliness, no major excursions and no major damage. And it was fantastic to see the Bill The BMW-Meister Cutler put his brand new self-prepared M3 on the front row of the grid and then have three great races with the affable David Towe from Sydney in a similar 2.3 litre car – Glenn Seton, by the way, was driving a 2.5 litre DTM-spec car, not to suggest that results would have been vastly different minus 200cc!

Odd Spot: As we all know, laughter at a race meeting is one of the best bits and with the constantly funny 5’7” John Brash helping me and the dry-as-a-stick 6’2” John Smallman next car along, it was certainly on. Brashy observed, “I’m the genuine John Small-Man, he’s John False-Advertising”.

The knees-up after the action on Friday, Saturday and Sunday night was excellent, though hampered by the weather and extensive drivers briefings on the first two nights. It was great to hear our interstate members say how much they appreciate the camaraderie of the big meetings and the effort put on by the Club. Which probably accounts for why we now have members in SA, Tas, NSW, ACT and soon, Qld – eh, Peter Martin? Peter was there helping Bill Cutler and came down to see Team Read in what must have been an emotional moment after the Nasty One last year. Congratulations to the Reads for getting their car back inside 12 months – excellent work.

Thanks to everyone who has contributed to this issue, with a special mention to Mat Jager for what I think is the funniest CarMa Report yet. HUGE THANKS for the images from our friends James Smith and the Island-entrenched Steve Duggan – check out his compile video on YouTube – 2009 Phillip Island Classic, or hit the blog button at sdpics.com

And guess what – the next meeting is at the Island, so you don’t even have to change your diff...

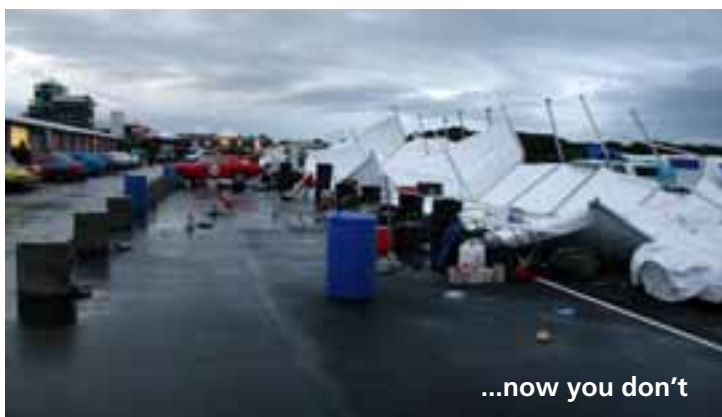
RalphE



Appears to be a sub-club hat thing



Now you see it....



...now you don't

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!!



20th Phillip Island Classic the wettest in years - Group N Under 3Lt



What a great field! - sdpics

Under 3-Litres – Three different winners, three different makes

Race One:

Russell Pilven (Datsun 1600) revelled in the wet to win the opener after fending off Island debutant Jason Black (RS 1600 Escort) with the two RX-2s of Kirk Davis and pole winner Jason Humble next. Pilven grabbed the lead with an audacious move around the outside exiting MG. Mark Johnson qualified fourth fastest but lost many places after two very uncharacteristic half spins at MG. Ben Read (RX-2) finished sixth just behind Wayne

Seabrook (Porsche) in the Read teams first race back after their original Mazda was destroyed in a shocking start line incident at this meeting last year.

Race Two:

Humble was soon into the lead in a much drier Race Two and he too held out Black to take a win. Seabrook was third with Rotary pair Read and Bob Sudall almost hitting the line together after a big dice. Behind them in sixth was Capri legend and '65 Bathurst winner Bo Seton. Pilven retired after a rotor button let go. Chris Ralph put the frustration of having his BMW damaged by a flying marquee pole behind him with another solid run in



Rob Southouse was often busy - James Smith

the Alpina-liveried 2002.

Race Three:

Changeable weather leading up to the final race meant tyre selection became a real guessing game. Humble rolled the dice with wets but a change in the programme meant the track had almost dried by the time the cars lined up. Seabrook made a good start to grab the lead while Humble had little choice other than to park it and save the expensive rubber. Black nipped under Seabrook and went on to claim the Rockwell Automation Cup for U3L. Read almost caught the Porsche for second but a lurid slide at Honda kept him in third by a tiny margin, Read just edging out Sudall and Seton after a frantic last lap. UK engine tuner and former tintop champ Ric Wood (Capri) narrowly beat Johnson for sixth.

Darren Knight



SA Member Stewie Barnes get a wee bit sideways - James Smith



Tight at MG - James Smith



And the prize for the most neg ever seen on a Cortina goes to - Craig Thompson - James Smith.



The little buggers swarmed everywhere - James Smith



Humble Hero - Jason was sensational



Our International Ric Wood UK - Had a great time - James Smith



Bo battled bravely against the younger lads - James Smith

Toranas triumph in the wet Group N Over 3Lt

Race One:

Friday's dry qualifying conditions gave way to a wet race one on Saturday. Pole man Darren Pearce (Mustang) and fellow front rower Ron Moller (Camaro) found themselves quickly under attack



WA's Ron Moller was sideways wet or dry - James Smith

from Torana men Alf Bargwanna and Andrew Williams. Both got through with Williams grabbing the win after



Rob Burns' red mist was working overtime

some fantastic racing. Moller was third from Michael Hibbert (Charger) followed by Pearce and Angelo Taranto (Torana). Andrew Cannon took out Nbhonours from fellow Mustang punter Jervis Ward. Doug Westwood (Falcon) had more gearbox issues which would rule him out for the weekend.

Race Two:

Pearce was on the charge early in the dry second race and drove a very controlled race to beat the sometimes spectacularly sideways Moller.

Williams was third and Michael Miceli (Falcon) fourth narrowly in front of Bargwanna after some huge dicing. Rob Burns (Charger), Scott Slater (Torana) and Hibbert finished inches apart in an entertaining battle for sixth.

Race Three:

The rain returned for the final but Moller suddenly vacated the grid with seconds to the start after the thermostat jammed in the Chev.

More drama came shortly after when Mark

Brewsters excellent meeting came to an end when his Torana threw a rod half way down the straight. A small fire under the bonnet prompted the Safety



The gentleman's carriage ran flawlessly

Car into action during which Slater retired after a fan belt flew off.

After the restart Williams came under attack from Taranto who was utilising a set of wets to excellent effect. The former Dylan Innes/Les Walmsley XU-1 clawed into the lead and gave its rapidly improving driver a momentous debut win in the Rockwell Automation Cup for O3L.

Williams was third then Pearce, Bargs and Ben Wilkinson (HQ



Mr consistency did his block in the big one - sdpics



One went dis way, one went dat way.... - sdpics



A new Torana star is born...



No wonder he was quick - with Rob Burns up his chuff



The Miceli/Bargwana dice was great

Monaro). Several more drivers looked exceptional in the wet, including Graham Jarrett (Camaro) and Roger Oliver in the on-the-market Falcon Sprint. But none more so than Sandgroper Mark Jewell (Torana) who finished an incredible sixth after starting 23rd if you don't mind!

Darren Knight



Andrew Willams was super quick
- James Smith



Tassie's Darren Pearce - quick in all conditions - sdpics



Scott Slater keeping the bigger bangers at bay - James Smith



Mike Roddy's XJS is always crowd favourite



Great car - great drive - James Smith



Loose as a goose in the dry too! - sdpics



The Jerv vs' Ace battle was fun to watch - Score 1-2 - James Smith

**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



Mmm, think I should get out of here... - James Smith



NSW member Andrew Whiteside is getting quicker - James Smith



Angelo Taranto brained 'em in the wet - James Smith



The wonderful Waterhouse wagon - James Smith



With a new engine Luxy has nothing to Cuss about - James Smith

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

Bimmer blow 'em away Group A & C



Thrill for Bill - Front row!! - sdpics

Bimmers blow 'em away

Race One:

It was the DTM spec 2.5 litre BMW M3 of Robert Ingram piloted by Glenn Seton that tore away from the start and opened up a huge lead in the wet opener, which he held to the end. Meanwhile the battle of the Grp A 2.3 litre cars between Sydney's David Towe in the black ex-Richards JPS machine and our own Bill Cutler in the ex Oestreich/Ratzenberger car started for the weekend and saw them filling positions 2 and 3. Next was

Norman Mogg in the Walkinshaw, Steve Perrott in the A9X and Sydney Anglia and 1300 Escort punter Chris Dubois in Robert Ingram's other car, the ANZ Ford Sierra Cosworth.

Race Two:

In the dry the podium results were the same but Bill battled closely with Towe, grabbing second spot on lap 3 only to have it retaken and to finish just a second astern.

This time it was Craig Markland in the Nissan Skyline HR31 who filled 4th just pipping Mogg with Dubois a

second behind. Mike Roddy's XJS Jag which had struggled in the wet came up the order into 9th from 23rd and Justin Matthews in the 1600cc Toyota overcame capacity lack with driving skill to claim 12th ahead of some hefty iron. Checking the times of this race against those of the Group N punters, even the Under 3-litre front runners, would not have seen the older cars disgraced.

Race Three:

With Glenn Seton a non-starter in the greasy final the win fell to David Towe, this time ahead of Markland in



Oooh - like those big butts!

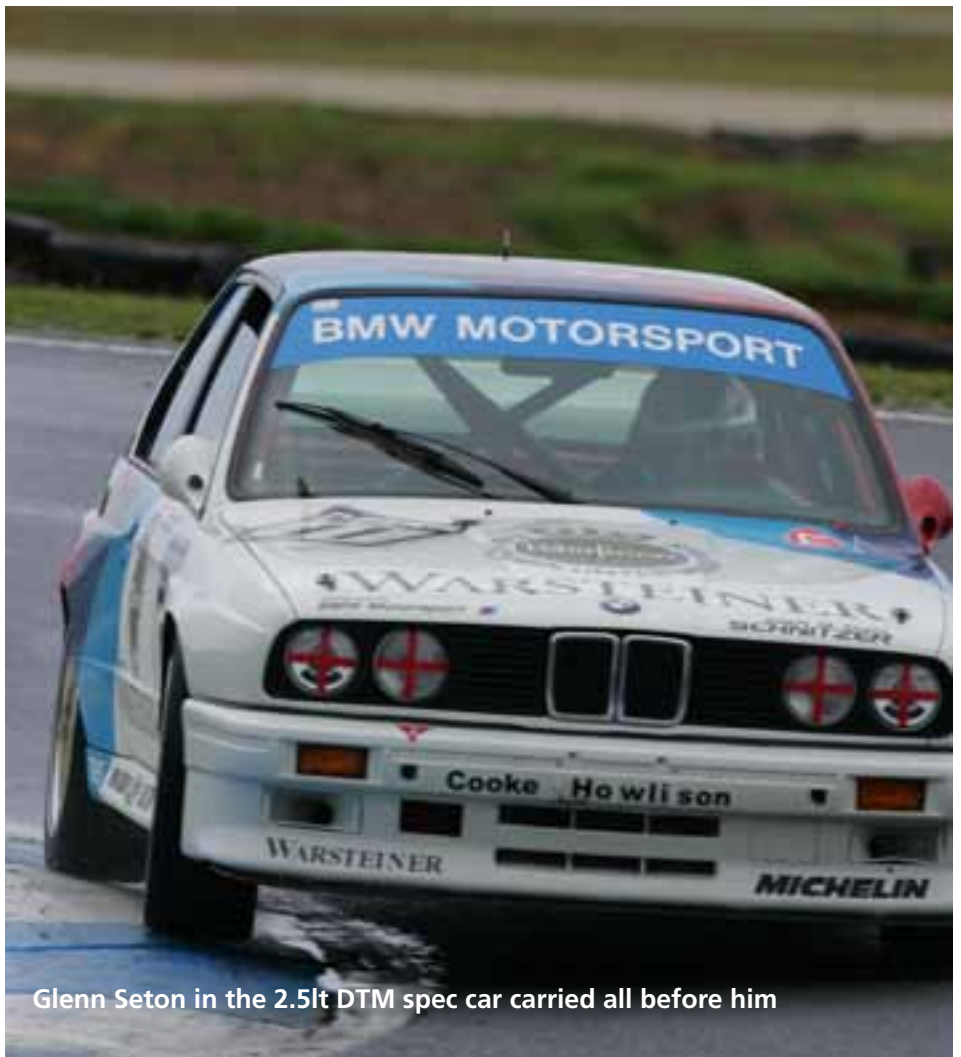
the Skyline who grabbed second on the opening lap and held it to finish 2 secs behind Towe and just half a second ahead of Bill Cutler. Then it was a 20 second gap back to Mogg in the Walkinshaw, Perrott in the A9X and then Adrian Brady in the immaculate BMW 635 Csi, Sawford in another A9X, Dubois in the Sierra and Roddy in the XJS.

It was excellent to see these cars being used as they were intended, even though many of the owner-drivers are very conscious of their value. The lap charts show that were six passing moves made by the whole field and down at the rear one driver actually passed two cars...

Chris Ralph



Dashing David Towe battled Bill and came out on top



Glenn Seton in the 2.5lt DTM spec car carried all before him



Bill's M3 was sensational all weekend



Thunder on tippy toes

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

Tarmac Tattle

The second tarmac rally of 2009 was Rally Tasmania and came just two weeks after the brilliant Targa Wreath Point took over the roads in the Huon Valley. Rally Tas is also a two day event, but it's based in Burnie and explores

away for the 35 Historic Touring Cars entered - well up on the 2008 entry of 27 cars - 33 in Early Classic (pre-71) where they account for 75% of the entry. And 10 of the entry are V8s - this will be popular with the locals, who

Kent family Fords are also there - Scott and Wayne in the 65 Mustang and Drew and Paul Krawczyk in the 71 Falcon GT.

Veterans of Targa in Big Healey and HSV Monaro but newcomers to Historic Tourers are Paul and Christine Freestone. Paul came 12th in the Bathurst 12 hour just gone and will be fresh from peddling his new Corvette in the GT race at the AGP. So we are all waiting to see what kind of a Holden Humpy Ron Harrop has made for Paul - with its kevlar panels, 5 speeds and alloy cross flow red motor!

And then there are the much feared Volvos - capable of inflicting maximum embarrassment on anything supposedly fast. The video of Andrew White (1961 122S) catching and so scaring an Elise on the Sideling last year that it flipped into a cowshed has been around the world; and this year he's back with an even faster 122. The Battens - Mike (huge experience including P3 in the Red Centre rally) and son Paul (Prodrive development engineer) - nearly won Early Classic handicap last year with the flying PV544, defeated only by a broken panhard rod to claim second.



the famous rally roads of the north west - including Hellyer Gorge and that bitch of a mining road to Savage River. For the first time, the Australian Rally Championship included this as a tarmac event but not even the arrival of the glamour end of the sport could attract a decent entry - only 50 all up, 13 in the ARC, 21 in Modern and 16 in Classic Neil Bates and Coral Taylor concluded their career with Toyota with a win here and Tony Quinn earned the Nissan GT R35 its first motorsport win in Aus. The Classic was won by Kevin Weeks and Bec Crunkhorne in the 911RSR, the first of 6 Porsches out of only seven Classic finishers.

So nothing changes in the Club Championship - top three going into Targa still held by the Coads and the Kents in their heavy metal.

Targa Tasmania is now only a month

always jam the roadside and complain bitterly when all they see are modern buzzboxes.

There are some heavyweight competitors, lead by Championship leader and Club member Steve Coad, with wife Rachel alongside. The two



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



Henry's back too - the pale blue Draper rally Mini has been dragged in from the paddock and will be a contender in Henry's 11th Targa; if it's wet, the podium is possible. The Would Have Been Champions from 08, Tim Lynas and Alan Letcher, will be challenging again in the modified spec Mustang GT350. Tim and Allan know how to set the right pace for Targa - brisk enough to keep in touch but kind enough to deliver car and crew in best shape to Day 4 and 5 - to those legendary stages which decide the event.

Unlike circuit racing, where it over populates the over 3-litre group, the Torana XU1 is less common in rallying. Targa will have three XU1s again this year - our Kermit Green LC, Wayne Pflugst in the er, olive green 4 door and the Hawthornes all the way from Warwick in Graham's wonderful near standard original XU1. Unfortunately, the promising Mick Cross from Hobart who shined in West Point won't make it. Next year Mick?

In 2008, new Event Boss Mark Perry

rejuvenated Targa. One of the changes was to the course, keeping us in the north of the state, sparing us Burnie in favour of the Strahan frontier and opening up some great new roads. One innovation sent us on the swooping, drifting, wonderful roads around the Reece Dam; anyone who was a racer loved these stages, but too many of the wooses in modern were scared. So this year we head on down Mount Black (if its wet, expect to be scared on the diesel covered reverse camber) and Roseberry then from Queenstown head back up the Strahan stage in reverse to sleep. Late in the day, into the sun, this will be a major challenge.

But it replaces Rianna, which unfortunately is being redeveloped - some of the sphincter clenching bits are being straightened. In compensation, Cethana is being extended - over the old finish flat out to the T junction then all those hairpins up the hill are now in the 41 km stage. Wow! For those of us who say Cethana is the most demanding strip of tarmac in the world, that lead



Mt Hellyer

has just extended.

All up, that's 461 kms of competitive distance over 6 days out of 2,500 kms of total distance.

No doubt the difficulties the world has encountered has discouraged a lot of motorsport; but the really worthwhile events are much less affected. So it is with Targa. Even if for many, this will be their only hit out this year, it promises to be one to remember. This is The Big One.

Brian Dermott



Minutes

General meeting minutes: February 2009

Bells Hotel Sth Melbourne. Meeting opened 8.15 pm in the bistro area.

Apologies:

Ted Brewster, Jervis Ward, Justin Brown, Peter Sneddon, Fast Johnny, Eddie Dobbs, Lindsay Cripps, Marty Lambert, Mark Shatz and many more.

Acceptance of previous meeting minutes: Proposed J. Bendell. Seconded J. Hergt.

Secretary's correspondence:

Memberships, Shannons auction leaflets.

Treasurer's report:

Watch for them in the mag. Acceptance of previous moved by Kenny Corperate, seconded Jill Hergt.

President's report:

- Dean welcomed Ian Cromarty to the meeting. Ian is a Kinglake West bushfire survivor and all were clear in their support of all bushfire victims, as evidenced by the Club's response to this tragic disaster. All profits from the Phillip Island drinks and presentation will be donated to the bushfire appeal.

- The Muscle Car Masters issue may have come to a conclusion before P.I. if not the result will be announced at the next meeting.

- Dean assisted the VHRR and the Mini Club with the entries etc for the P.I. Classic and was surprised at the amount of work associated with the running of these events.

It was suggested that members of the HTCVA could help in some way. The Committee will develop a strategy to make this happen.

- The Historic Commission is having its strategic planning meeting on the 8th March.

- What will the Club do for the 50th anniversary of the touring car championship?

- Brian Dermott has been talking to Octagon (Targa Tasmania) and they are very keen to have more Group N type cars in their event as they have proven to be the most popular cars running the event, so they will be suggesting that competitors in this type of car become members of our Club.

- It seems that there is more than a little bit of interest in the "budget banger build off". This requires you to prepare a group N car for competition for around 10 GRAND!

VP report:

Jervis and Ted Brewster have been down to Phillip Island and have made a map of where you need to be. Lights will be used to start the races, not the Aussie flag. Drivers briefing at 5.00pm followed by drinks.

AHTCA report:

The AHTCA Cup is being administered by John Bryant.

Competition report:

Paul Cruse reported that entries for P.I were 54 under 3lt and 42 over with 4 reserves and that the Capris would probably be put into over 3lt. Two garages have been rented by the Club at P.I. for the use of competitors for major repairs and for a central point for presentation etc.

Social:

Michael Hibbert says the bowls day would be the 5th April at the Kew Heights bowling Club. Club to provide a BBQ and drinks will be at sleazy bar prices. ANY INTEREST ?

Magazine:

Chris reports that the minutes have not been printed a couple of times due to some fault on his part. Well, that's just not true! The truth is you have a very lazy secretary, but it just goes to show what a nice man Chris is, cause he was gonna cop the blame!

He also spoke about the OzChild bushfire counselling programme that the Club has committed to. This will be a marvellous thing that will last long after the media has forgotten about these poor souls. If you are in a position to help, please contact Chris Ralph as OzChild is a wonderful charity doing extraordinary things for those less fortunate than ourselves.

Eligibility:

David Twigg gave a stern warning to make sure your car is up to scratch at Phillip Island, as he and the rest of the storm troopers will be using their stiff rods down there. He also suggested that if you are going to build a new car, make sure you read the rule book and get hold of the build sheets before spending your hard earned. Of course you can contact David or Len Read for assistance and they will be attending the eligibility meeting at P.I.

Raffle winners: Bill Benic and Ian Cromarty.

General business:

Ian Watt advised of a Humpy Holden down Officer way for about 4 grand. Would make a great Gp N car.

The idea was floated that at Historic Sandown we could recreate the starting grid of the 1960 Touring Car Championship race. Please offer in your suggestions. Perhaps past winners in their old cars? This idea could be helped along by Unique Cars and Muscle Car magazines.

Dean will be attending the Historic commission planning workshop in two weeks. The questions and challenges are: Where will we be in 2020? How do we entice younger people into the sport? Should we encourage more Group Na cars in Victoria? Do we need stability of the rules with no changes and no substitutions? Can we as a Club ensure that cars that are sold remain in the category?

Meeting closed at 9.40pm

Coxy



Ben Read drove the wheels off the phoenix - James Smith

BIG! The HTCAV Speed Championships

If ever there was a year when a Speed Championship should have appeal this is it. No stress, low cost motorsport where you choose the events you want to run in, keep the results and send them through to the Speed Championship pointscore guru Paul Cruse at speed@htcav.com.au and we do the rest. Just to recap – you don't need a full CAMS licence nor a CAMS logbook, all you need is a pre-73 Touring Car with the same brand of engine. So if you've stuffed a 289 into a Cortina you're still a Cortina but you run in the under 5-litre class. And if you have a run-on vehicle of the same sort that exceeds the 1973 cutoff well that's OK too – so square tail light BMW 2002s or slightly later Toranas, HQs, Falcons or Escorts are in. If you have discs at the rear where they shouldn't be or more gears than standard that's still cool. Obviously it must remain a touring car and sports sedans as such are not included.

So you can see by having a really relaxed rule system we're trying to

make it as easy as possible for people to compete for a Club trophy by attending sprints, hill climbs and lap dashes – any speed event that isn't a race meeting.

Where do you start? Check the car club websites for the circuit lap dash dates; BMW, MG, Maserati, Alfa, Mini, FordFour, HSV – they all seem to run them, as does PIARC. There's no shortage of events. And for hill climbs try www.vichillclimb.com.

au - they run at 4 venues, Mt Leura in Campoerdown, Rob Roy at Christmas Hills, Phillip Island and the swish new Haunted Hills at Yallourn which will host the Australian Hillclimb Champs later in the year.

Humpy hero Gary Poole won the inaugural HTCAV Speed Championship cup last year – get in there and give him some competition!



Intercontinental Historic Challenge

Full details of the competition described below is available at www.goldenerahistoric.com

There has been an excellent response from all around the world except so far from the Australian saloon fraternity, economic woes or has the message not reached everybody yet?

Any historic motor racing enthusiast can receive an invitation to compete in the Intercontinental Historic Challenge Trophy motor racing event in Perth. 2010.

Brief outline as follows:-

- 1950-70 GP cars
- 1950-70 Sports and Sports racing cars.
- 1950-70 Saloon cars.
- Individual competitors welcome, from any continent.
- 15 car teams made up from all of the above categories will represent a continent and score points for the "trophy"
- All competitors will compete within the trophy series for individual class and outright awards.
- Entry will be by invitation only. Invited cars will be air freighted to Australia free of charge.

www.goldenerahistoric.com

QUICK! - Advertise at old rates!

These rates haven't changed in years. But the magazine has...

Full page, incl inside rear and rear pag	\$ 600.00
Half page	\$ 350.00
Quarter pag	\$ 200.00
Sixth page	\$ 150.00
Business card	\$ 75.00



4 Sale two old bugged Nb boys

Deals for HTCAV members

The HTCAV-Booran deal at a glance

New cars

- Holden
- HSV
- Suzuki
- Citroen
- Peugeot
- Fiat

You pay invoice price only and Booran Holden rebates money to OzChild.

Used Cars

You pay cost price after they have prepared them for sale and Booran Holden rebates money to OzChild.

Parts

You pay invoice price only.

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".
- Thank them very, very much.

Their details

Booran Holden Cheltenham

1212 Nepean Highway
Cheltenham 3192
Phone: (03) 9584 3333
Fax: (03) 9584 4285

Booran Holden Dandenong

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

Booran Holden Caulfield:

1234 Glenhantly Road,
Caulfield 3163
Phone: (03) 9571 9313
Fax: (03) 9571 7860

Cranbourne Holden

217A South Gippsland Hwy Cranbourne,
3977
Phone: (03) 5995 4555
Fax: (03) 5991 1655
www.booranholden.com.au
www.booraneuro.com.au

www.cranbourneholden.com.au

If you have a small business (or a large one) membership of Oz Child Unite could be very beneficial to your bottom line, not to mention your corporate soul. Among other stuff, you'll get:

1. Invitations to events and information (Corporate, Recreational and Industry Networking Events)
2. The use of Oz Child Unite logo to identify your support
3. Regular updates on the impact Oz Child Unite is having in your community
4. Access to Oz Child Unite website providing business networking opportunities.

Go to www.ozchild.com.au/unite



www.booran.com.au

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, browse... 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 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.	10	18	by TheParrot ☐ on Mon Jul 07, 2008 1:05 pm
Technical The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MiniCooper38 ☐ on Thu Jul 17, 2008 9:51 pm
Video links/Photographs/Other media etc. All of your in-car (HTCAV or others) and other vides action. Post photos here of events etc.	24	26	by piquet ☐ on Sun Jun 29, 2008 10:19 am
Classifieds Classifieds including cars and parts for sale, wanted or swap. Private ads only.	21	30	by TheParrot ☐ on Thu Jul 17, 2008 12:01 pm
Feedback Constructive criticism or things you would like added to the board. Post problems you are having with the board.	1	2	by TheParrot ☐ on Tue May 13, 2008 9:01 pm
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.	1	1	by TEAMBRYANTRACING ☐ on Tue May 13, 2008 10:10 am

Thanks to our sponsors



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

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

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, Mob. 0418 336 335



Tyrepower

Purchase KUMHO MOTORSPORT TYRES and receive a FREE HOLIDAY REWARD.

Purchase a set of 4 Kumho Motorsport tyres before 28 March 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 February 31st 2009
6. Mention this offer when ordering or paying for your tyres and your copy of the Australian Getway 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 1.51.00 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 a 2008 State Round.

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



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 kevelar race pads, new & ex-change brake shoes & clutch kits
- Disc & drum fly wheel grinding
- Same day service where possible
- Ex-change re-sleeved brake & clutch cylinders
- Honing & caliper overhauls on hydraulic master & wheel cylinders
- Commerical & industrial bonding
- Ceramic car & truck plates made to order

10 Webster Road, Dandenong, Ph 9792 2806 Fax 9794 0095

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

Torquing 'Em Up



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!

Fresh engine and fresh Zinner gearbox. 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 \$8,000: Car trailer. 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

NEW!!



Holden HQ

Logged as HQ since 1979 but could also be logged as Nc. Fresh motor & currently running triple carbs from XU-1 Torana and

four speed box, set up for tarmac rallying. Original manifold carby & 3-speed box as part of spares package which includes 4 spare tyres & wheels & much more. Fitted with in car intercom, safety nets & triangles & ready to race or rally. Truly historic & a very versatile package. Car in Mittagong NSW. Price all inclusive a very cheap \$7500.00. Also available: tilt trailer with winch & electric brakes, needs a little work but carries current rego. \$2500.00 Contact Denis Sargent 0418627713 or denis.sargent@bigpond.com.au for more photos & detail.

Ford Falcon XY roller

Ford Falcon XY roller. Mint shell, pedal box, aluminium drop tank, 9" diff with panhard setup, front end set up with all moving parts reconditioned, 7 doors, 4 guards. Shell is not seam welded or caged. Pacemaker extractors, 16.1 steering box, closed chamber 4-valve heads, fully machined 30 up Cleveland block ready to go, bell housing plus a box of other stuff. \$12,500 the lot. Please call Wayne Purdon on 0414386391.

48IDA Weber carburettors

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

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.



For Sale. Hey Charger

Valiant Charger Grp N
Engine Number
265D33IT04659
Log Book # H0542

Built by Lloyd Bax and Log Booked in June 98, competed in 28 race meetings including Australian Grand Prix 1999 Driven by Lloyd Bax and Bathurst 2002 driven by John English. Engine recently rebuilt including new pistons, camshaft, push rods, electronic distributor etc, runs on ULP 98. Invoices 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 & Gary Bridger book "Hey Charger" plate 49. Car can be viewed in Melbourne \$35,000 ONO Jeremy 0418 545185 or jeremy@mantelloholdings.com.au



Volvo 144 2 litre

Built by Vince Harmer, raced extensively by him in NSW Vic and in NZ by George Opoczynski, always fast and reliable. Just freshened up, strong

engine, new brakes, new tyres. Ready to race 2009 without any further prep. Great entry car, very stable and responsive car, very easy to catch when you over do it and very easy to drive quickly, even has power steering. \$18,000 with a spare set of wheels, going to make way for my Nb Volvo. George 0411-899-255



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. Contact Dean Bryant on 0417 012 526

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.

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.

Mat pings Pong with a nong

I think the people over at Atari have quite a bit to answer for.

For years now, the makers of Pong (the game, not the emission) and others like them have been pitching their virtual reality at the pale spotty youth of the world. And, more disturbingly, the pale spotty unyouth.

Some think that it's a generational thing – and that each one is worse than the last. Most of those bandying this one about are, of course, old farts. No one like that here, eh?

It seems that each generation must have a title now – we had the Silent generation, in which apparently very few women were born. Then came the Baby Boomers, who will be best remembered for cashing in their super in order to ruin the GT Falcon market. After them we evidently simply gave up and began assigning letters. Disturbingly, we're now up to 'Z', so we're in some trouble from here. That's why the Phoenicians fell you know; they ran out of catchy generation name tags and people stopped logging onto their blogs...

Another thing to remember is that it's not always like it says on the box. Baby Boomers, despite the name, are in no way at liberty to go around chucking M-80s into prams. And history has shown that use of the phrase, "But honey, I'm from Generation X; I pretty much HAVE TO!" is not considered a valid excuse when The Boss observes me doing some Interwebnet-based 'research'.

But it's the group currently reminding their parents of the dangers of power blackouts that we're concerned with today – Generation Y. Or more particularly, The Gamers.

Not that the odd computer game is necessarily a bad thing. They can improve hand eye coordination, map reading skills, and even give the opportunity to pretend you can play the guitar. Who among us couldn't do with some wicked low slung axe-based cred? No, it's not everyone who has ever picked up a GameChild that I'm having a crack at here.

It's the hard-core ones – the jovial types who enjoy a moderately successful scholastic career studying Esperanto Literature and Neo-Political Tea Leaf Reading on the way to a fulfilling turn in Rocket Surgery. Only to then abdicate from life in order to live it in greater comfort (and sharper colour) from the cosy interior of a bean bag in their mum's lounge room. They spend their days vaporizing vast swathes of high density urban accommodation on the telly, and their

nights posting the highlights on YouTube. For variation, they can be found arguing the pros and cons of atomic anti-gravity bananas on forums with atrocious pun names like "Gamer Sutra". And in so doing all of this, evidently become better at almost anything you care to mention than the people who actually do it for real. They're generally quite easy to spot, at least; one of the perks of living in a computer-only environment is that it isn't hard to look more 'street' than Bill Gates. If his staple brown corduroy ever comes back in though, these people are going to have to step up from black t-shirts and flannelette. And then acid-wash futures will plummet on the Dow index.

I was recently accosted by one of these types at a race meeting. We were racing overseas during schoolies week, and some of them must have become disoriented on their way to the bottle-o. What he was doing in the non-virtual world ('outside' to you and me) in the first place I can only imagine – all I know is he certainly didn't look happy about it. Up he scuffed, with his prematurely arthritic thumbs hooked in his waistband. Quite a feat, considering it seemed to be hitched somewhere just below his knees. Following a pre-emptive sneer – I needed to be aware that the answer would invariably fail to impress, after all – Our Future deigned to ask how fast the car was.

Firstly, I was just plain shocked. Just the fact that the kid was showing interest in something that wasn't plugged into a wall socket was surprising enough, but the realisation that he wasn't enquiring as to the functionality of the race car in 'multiplayer mode' nearly knocked me flat. He also looked like a bit of a greenie. In the good old days, hemp was never used to make pants. Only rope, as far as I'm aware. So, being prepared to be attacked for both poisoning and deafening some local endangered species of venom-spitting spider/fly hybrid, the query came as a pleasant surprise.

It would be fair to report being somewhat less stunned by the response my answer evoked. Apparently, my efforts were certainly not worthy of praise. Barely even scoffworthy; for you see, he'd lapped this circuit in about half the time. This did indeed pique my interest, I can tell you. Judged him harshly initially, it seemed. Which F1 team had he tested with again?

Here began the education. For this miracle of speed had been achieved using something that sounded like 'Gran's Death Auger' - didn't quite catch it, perhaps - and was part of a CV that included such

highlights as lapping "Baffersse" in around forty-three nanoseconds. He was soon to be even quicker it transpired, because he had just discovered some more 'cheats he could download'. (This prompted me to suggest that Twiggy might need to look at this Auger of his Gran's, but he looked at me a bit funny then.) A bit more of this waffle caused it to dawn on me that this fellow had many thousands of hours experience piloting the animated offspring of a pocket calculator and a microwave oven. All of which naturally enough made him eminently qualified to hop straight into my race car and show me how it was done. For a start, there was a huge chunk of time being wasted by actually braking for the hairpin corner; he never had to. My efforts were, in fact, just a bit pathetic, because he knew how easy it was – he'd done much better times than that with his old version two console, apparently. Ahhh, got you there, I said. I've still got the original version of the console, you see. There's this lid here, and I can open it up and put sandwiches in for the longer races. Neat, huh?

He was still going on about how the corner weighting on this car was all wrong, and that he'd rectified such a thing in the past by the simple expedient of obtaining a 'patch' of some kind. I thought that might make my shirt a bit heavy. There then followed another diatribe concerning how slow we old guys are (steady on chum, I'm 35!) considering how easy it is to drive fast – but my eyes were glazing over by then, and he went off in search of someone with whom to discuss his wee stick, I think he said. So that's what they're calling it nowadays.

The last time I saw this kid, he'd lobbed back around to my pit just after the last race of the weekend to have another shot. He was still spouting about how easy driving race cars was, and what a dreadful mess was being made of it all by yours truly.

Fortunately, my system was still chock full of adrenaline from all of the non-virtual not-pretend dangerous racing I'd been doing in my over powered, under tired brakeless lead tipped cinder block race car. So my hearing was a little fuzzy still. That, and the fact that I'd just ripped about a second off my P.B., meant that I couldn't quite manage to hear the little wanker over the sound of how awesome I am.

So I let off a Pong, and left him to ponder the reality of it.

Mat

Tyring Torque

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

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

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

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

65% ASPECT RATIO INFORMATION
Group NA

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

**Dunlop
D93J is back
on the list**

Don't forget

CLUB DISCOUNT STUFF!

As Club members you are entitled to massive discounts on

- Massive discounts on a range of vehicles and parts at Booran Motors
- Massive discounts on entry fees for tarmac rallies run in Tasmania through Octagon Motorsport.

Please see elsewhere in the magazine for the details. We get 'em, so please use 'em!

IMPORTANT CLUB STUFF!

- 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 (not so much of that, thanks) on a range of issues - log on to www.htcav.com.au and follow the prompts.

Section 8: 5th Category - Historic Cars

**Great NEW
Club Apparel
available from
Coxy! NOW!**

SMCKA 

PERFORMANCE
funny name-serious parts

PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS

WWW.SMCKAPERFORMANCE.COM.AU

**CLARK
MEDIA
SERVICES**  

Peter Clark Elisabeth Clark
2 Carmen Close
Doncaster East Victoria 3109
Telephone 03 9842 8698
Mobile 0421 588 823
clarkmedia1@bigpond.com

SONIC LITE

Helping you stay on track!



Schnell Motorsport

\$899
per set
machined &
delivered

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

- Designed in Australia to suit the needs of historic touring, rally and clubman cars
- Wheels are DOT approved and meet with the highest of International standards
- Based off original Penske Trans-Am wheel of the '60s
- High quality finish



- Huge caliper clearance
- Will suit early Ford, Holden, Mazda & Clubmans
- Currently only available in 13x7 fitment (-6P to +6P offset)
- Can be CNC machined to either 4 or 5 stud applications

Schnell Motorsport

PO Box 115 Park Orchards Vic 3114

Mobile **0421 006 383**