

HISTORIC TOURING TORQUE

February 2009

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

V8s Wrangle Wrest Point



Inside:

- **Targa Wrest Point**
- **SA Museum Visit**

Pic Tim Jones Perfect Prints

**Club renewals
Get in NOW
before
Phillip Island**


Historic Touring Car
Association of Victoria

Next General Meeting
8pm Wed 25 February 2009
Bells Hotel, Moray St, Sth Melbourne

Torquing Heads 2008/2009

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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



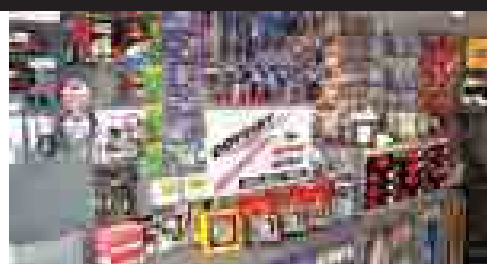
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Torque Steer



This is clearly the most difficult President's report I've had to write. Given the events of the past week or so it is difficult to remain upbeat and positive and maintain perspective when so much pain and loss has occurred to our fellow citizens and neighbours right on our back doorstep. Your Club's response to the bushfire disaster is detailed elsewhere in this mag and it is a sign of the camaraderie of our Club when you look at what we are doing at this time to help our mates. Please take the time to read it and I look forward to plenty of calls with members saying 'put me on the register'.

At this time it appears as though Ian Cromarty (White XR Falcon GT) is the only member directly affected and has unfortunately lost his home and shedding etc. He is ok and so is the race car – amazing! Over the months ahead our club will show how we look after our mates by assisting him with getting his life back on track. The fires still burn at present so let's pray that the loss doesn't get any larger than it already is.

Racing for most of us starts in earnest in a few weeks time at the Island. Given this year is a late start everyone will be chomping at the bit to have a go once again. I have been most vocal around the traps regarding driving standards and as such at the Island it looks as though I'll be given the task to have a more hands-on role assisting in this regard. I like most of you have a racing budget for the year and given the fact we are oversubscribed for the under 3-litres I've decided to not run and help out for the weekend. I'll be available to do the drinks on Saturday and Sunday nights and also have put my hand up to assist the Inspector and his crew. I look forward to the challenge and the learning opportunity.

CAMS Victorian office has taken up the role of forging forward to have our complaints about the 2008 Muscle Car Masters investigated satisfactorily. There will be an investigative hearing in the next

month or so and I'll keep you posted on the findings. I am at last comforted by the fact that our concerns have been taken seriously and investigated appropriately. This is a good sign for all competitors going forward. The side effect of this however is that the outcomes may not be known prior to the Phillip Island event and as such you can be sure that driving standards will be in the forefront of the minds of those officials responsible for them. If we all simply follow the rules there will be no issues I'm sure – simple stuff really.

On Sunday 8th March on behalf of our club I will be attending the CAMS Historic Commission Strategic Planning workshop in Sydney. The purpose of this workshop is to identify the framework required for Historic Racing management, administration and participation in Australia for the next 10/15 years. This is a fantastic opportunity for our Club to have a positive input in the direction in which our racing takes in future years. We are putting ourselves up there as the pre-eminent historic touring car club in the country, and the fact we are invited to attend this meeting is pleasing in light of that claim. I'll keep you posted on the findings of that workshop next month.

FORUM

The forum is playing an integral part of getting information out to our members. If you are a regular user of our forum you will already be privy to most of what is covered here. Do yourself a favour and get on the forum to get the news first hand!

KIDS CHRISTMAS PARTY

Following our committee meeting this month it has been decided that this ripper event is to be an annual feature of our club calendar – great stuff indeed!

INTERSTATERS

Please make sure that you make our interstate competitors feel welcome this year at the island. There are plenty of them this year and they are a major reason why this event is simply so good. It would be good for all concerned if we can get a 100% turnout of them at our after race drinks on Saturday and Sunday. On Saturday our drinks will take place directly after the drivers briefing which will happen at 5pm right after racing ceases for the day. On Sunday our drinks and trophy presentation will take place right after racing ceases for the day. Rockwell Pty Ltd have graciously

supported our category again this year and their trophy presentation is the best non-club one you will see all year – make sure you make the effort to attend so we can appropriately thank them for their support. Huge thanks to Graham Slater for his tireless work in making sure this association has remained even in tough economic times – Thanks Graham!

COMMITTEE

Your committee had a marathon session this month and got through a power of work. I can't thank you guys enough for the fine effort you put in month after month for this club. So many talented people all working toward a common goal makes for a very productive committee.

Race number issues appear sorted; calendar is set in stone, plenty of new cars coming on line. Even in the face of economic uncertainty I believe this year our club may buck the trend and maintain its active participation in this fantastic sport.

Last week I had the fortune to attend the PIARC general meeting which this year doubled as an awards night for the 2008 State Series winners. Hearty congratulations must go both PIARC and the State Race Committee as this night was a huge success. It hit the mark on so many fronts, none the least being a truly appropriate awards night for the many category winners. The winners had an opportunity to thank their sponsors, family, crew and the like and even though it was the first one PIARC had organized they did a splendid job.

A spin off from the night was that thanks to some quick thinking on Mark Barbour's behalf our club has secured Michael Stillwell as our guest speaker for our April meeting. Michael was guest speaker at the State Series awards night and his matter of fact approach was both refreshing and made his comments extremely interesting. I can guarantee this is one night you do not want to miss. Michael has an enviable motor sport blue blood heritage that allows for a truly representative and yet unique insight into the characters and tracks of racing in years gone by. Pencil in Wednesday 29th April as one not to miss!

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

Yours in racing,

Deano

HTCAV's response to the bushfire tragedy

This has been a terrible time. So much has been written, we are all numb with the shock and tragedy of it and it's not uncommon for us to feel a sense of guilt and helplessness. The HTCAV Committee discussed the issue at length and led ably by the President we have formulated a three-part response.

The whole point of a club is for members to be there for other members when in need. Luckily, no Club member has suffered any personal injury, or worse, as far as we know.

Ian Cromarty of Kinglake was lucky to escape with his life and thought he had lost the lot but has since discovered that although his house has gone, his shed was only partially burnt and his truck and pristine Falcon race car have survived. Former president Don Knight at Yea battled spot fires but has come through unscathed and the Slaters moved their vehicles to safety.

Although at the time of writing fires are still burning, it seems that HTCAV members have come through largely OK and for this we are extremely grateful. If anyone else has other knowledge please contact us – and please make sure you use the website forum which is far more immediate than this magazine.

1. Member Assistance:

The HTCAV announces the 'bushfire relief register'. Put your name on the list to register your availability for one full day of labour to be given to Club members who are directly affected by this event. Whether or not these members wish to

rebuild their lives in the same area or in a new area, Club members on this register offer their availability over the next year or more for real hands-on assistance - where, when and how our affected member needs it. If you are able to assist please add your name to this register at the next meeting or simply contact Dean Bryant, whose splendid initiative this was. Furthermore, all members directly affected by this tragedy will be offered free Club membership for the next two years.

2. General Assistance:

Immediate assistance to the Red Cross - the HTCAV will accept donations from its members via direct bank deposits into the HTCAV bank account.

Historic Touring Car Association of Victoria Inc.

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Please mark your deposits as 'BUSHFIRE RELIEF FUND' if possible.

These deposits along with cash donations collected at both our general meeting and the Phillip Island race meeting will be collated and donated direct to the Red Cross Bushfire relief fund.

3. Family Assistance:

When the ashes settle, the real work begins – communities need to be rebuilt both physically and psychologically. This can take years and it's often the children who need the most help in defining and

understanding their emotions in the aftermath. The HTCAV will make a \$1,000 donation to our associated charity OzChild to help their program to provide psychological counseling in schools on an on-going basis. OzChild has recently developed its own Expressions Cards pack (see poster at right), which is a clinical tool for use by those who work with children to speed up the process of overcoming trauma, grief and loss. The pack contains cards showing drawings of many subtle facial expressions that children (and adults) can use to identify and express how they feel. OzChild will supply a trainer in post traumatic stress disorders, grief and loss to train school staff on how to use the cards to help children heal their emotional damage and go forward in life. Three Expressions Cards packs will be supplied per school. The HTCAV support donation will equip one school in this way and the program will commence soon and be used for years to come, as the cards can also be used for any other understanding and mediation issues. If you feel moved to also contribute to this work, you can add to the Club's donation or contact the Editor at HYPERLINK "mailto:chrisralph@crc.com.au" chrisralph@crc.com.au . This giving pathway allows you to know exactly how your donation is being used, and the recipient school will be informed of the source of the donation.

We hope that this three-part response will be constructive in the healing process and also reflect an appropriate action on behalf of all our members.

The HTCAV offers sympathy and condolences to all Victorians who have suffered loss in the fires.

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!!



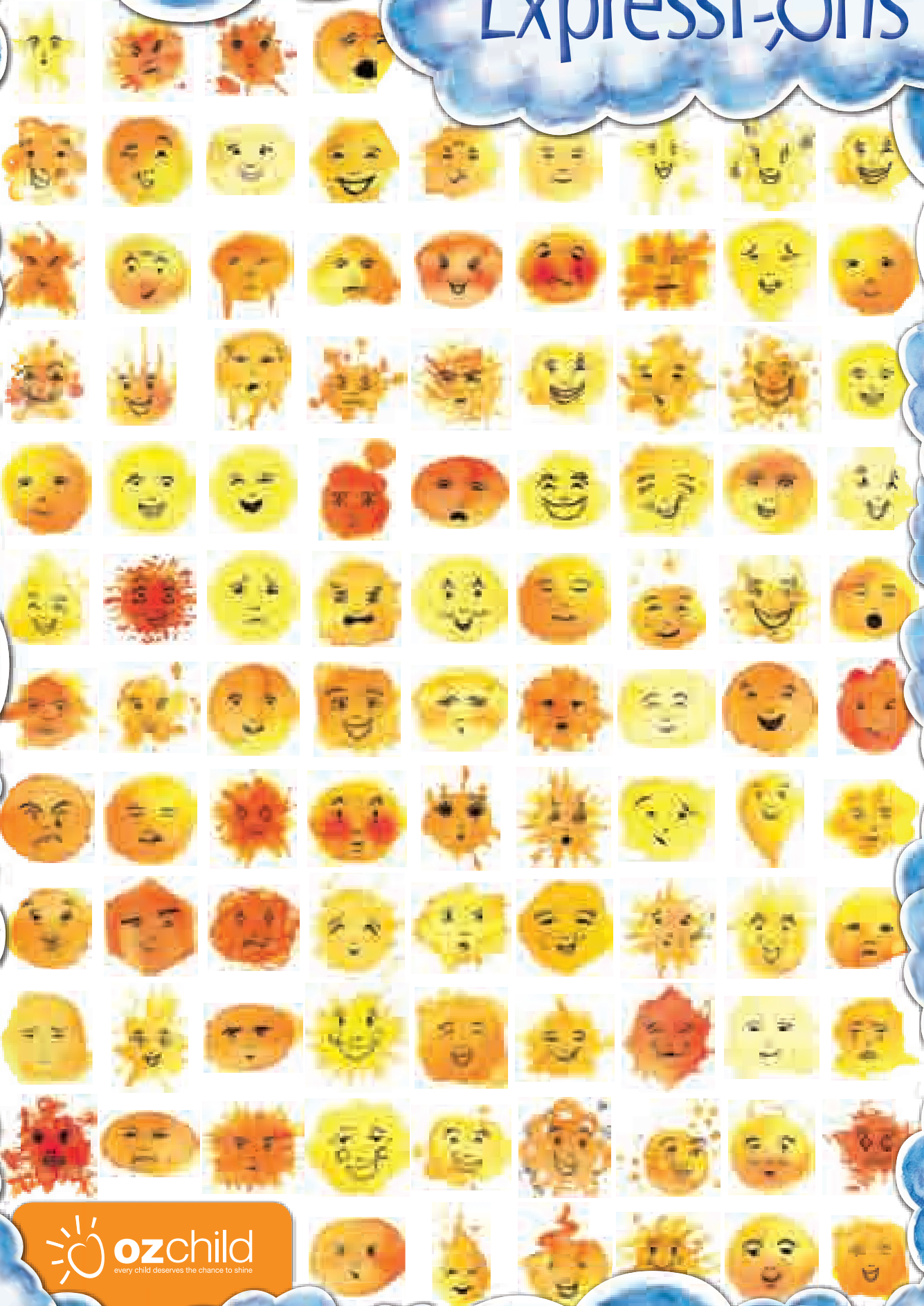
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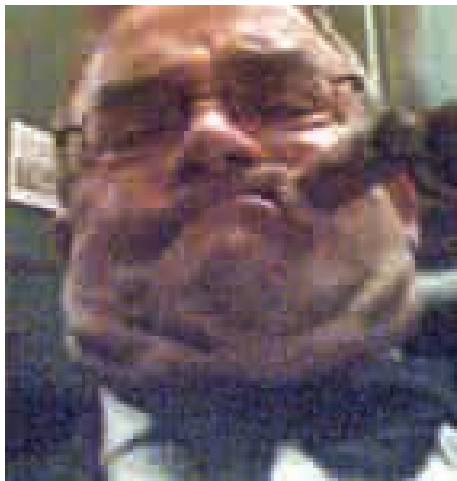
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Expressions



Editoro



It's a grim time, please don't expect much joyous humour in this column this month. You'll see elsewhere the response the Club has decided upon in the aftermath of the bushfires, and may I say that Presidential leadership has been excellent in this area. We always knew that 2009 was going to be a tough year, little did we know how tough it was going to be for many Victorians. I am at a loss for words, it has all been said. Let's hope the worst is over and that in rebuilding lessons can be learned. Please read the article of the Club's response to the bushfires carefully and consider what you might be able to do.

So, on to the magazine. Many thanks to former Club super-secretary Mark Schatz for the article and photographs of his visit to a splendid museum, and for confirming that Escorts don't ever die (except when driven by the President). Speaking of Mark, he has established a terrific on-line initiative that "connects sellers with special interest buyers" – www.whatsinyourpaddock.com.au. It's designed to be really simple and straightforward and of course if you don't have a paddock,



Shrek coloured Cortina for our jolly giant

what's in your shed will do fine. We wish Mark luck with the site, he has certainly been busy with it since he returned across the Indian Ocean. (On South Africa: member Clive Massel won an event from the back of the field at Zwartkops in his road/race 02 with the E30 M3 engine (my mount last May), while business partner Mike O'Sullivan went quicker in the race car, didn't finish, but did get it very



Clive Massel wins in South Africa...

sideways, as you can see.)

Mark recently accompanied the President to a paddock, in fact, wherein a poor unsuspecting and ghastly green TC Cortina saw this large grinning personage gleefully bearing down on it. Little did it know that after 63,000 kms of kind motoring it was about to be press-ganged into a life where it will be caged, comped up and caned for the rest of its days on a racetrack near you. It's an interim jigger before Dean's Capri is finished (or, probably, even started), but what's interesting is that it has sparked a contest of another kind - the race to the start line in the budget banger stakes. You may have read in last month's column of the Rude Ralphie Racing BMW 2002 to be piloted by John Brash, well, the challenge is out - which will make it to track first? And if any of George Opoczynski's Volvoidal mates

(or any others) want to enter into the fray they're most welcome. No prize has yet been decided, but it is perhaps a sign of the times that the number of less developed cars may be on the rise.

Thanks again to the prolific Brian Dermott whose hard work in establishing the HTCAV Rally Championship continues and we hope that those rally blighters actually take some notice and



...while his mate gets sideways

join up, although it these things can take some time. But the first competition has been run and won and you can read all about it in Brian's article. The Club's other expansionary tactic, the Speed Championship, is expected to prosper this year but as yet no results have been sent in.

You'll have noticed a Group A & C flavour sneaking in here and there, partly do with the open arms policy for these cars and partly because several members now own Group A cars. Jervis Ward and Bill Cutler have M3 BMWs while tucked away in John Smallman's garage lurks a Gibson Skyline HR31, ex Skaife and Fury. Bill has been the first Club member to actually drive his on the track, last Sunday at Phillip Island on a sorting day, on which Jerv, who went down to help Bill (read: pinch a few ideas, among other things that can't be mentioned here...), has written a small piece and taken some photographs.

That's it for now, next month of course will be full of Phillip Island stories - good luck to all entrants, and please make sure you get everyone along to the Club festivities in the evenings.

RalphE

Hillclimb - CAMS press release

Hillclimb part of the Australian Masters Games program

Hillclimb will be one of 70 sports taking part in the 12th Australian Masters Games when the Confederation of Australian Motor Sport (CAMS) and the Ballarat Light Car Club host the Games' event on 21-22 February at Mount Leura, Camperdown.

Open to participants who are 30 years of age or older, the Games has attracted well over 6500 participants. More than 100 competitors have entered the Hillclimb event, which will be conducted on an 803-metre bitumen track, 120km west of Geelong. A wide range of cars – from Formula Vee to Historic vehicles - is eligible to compete.

2007 Hillclimb Champion Gary Poole, a 45-year-old competitor from Derrinallum, is looking forward to competing in the Games.

“Our 1953 Holden will probably be one of the oldest cars running, but it might surprise some of the younger competitors.”

CAMS CEO Graham Fountain, who will be in attendance at the event on the Sunday, welcomes CAMS involvement in the Games.

“Our involvement in the Australian Masters Games outlines our commitment to club-level motor sport and will show the broader community how enjoyable and accessible motor sport can be.

“We are especially thrilled that the event will take place in Camperdown. It is a very welcoming community and was an easy choice in selecting a venue.”

Stewart McArthur, Games ambassador and formal local member for Corangamite, is pleased that the Mt Leura venue will host Hillclimbing.

“I am delighted that the Hillclimb event is being conducted at such an historic and well-known venue right in the heart of Victoria's Western district.

“I will be running in the Games and I certainly hope Gary (Poole) is faster than me when he competes in the Hillclimb.”

The Games will ensure a significant economic contribution to the town with revenue gained from accommodation, food and other local services. Several competitors will be travelling from NSW,

SA and QLD to take part in the event and have all been encouraged to extend their stay to enjoy Camperdown and the surrounding district.



Gary & Alex Poole



Historic tourers best of the Wrest

The inaugural Targa Wrest Point rally and round of the HTCAV Tarmac Rally Championship started with a thunder of V8's on the last weekend in January, as Steve Coad and his daughter Kaila ("Kaila was awesome on the notes, really good" said proud Dad) in the 6 litre Holden Monaro lead home three mighty Fords to win the early Classic event.

Second and third spots were claimed by the Kent family, Scott and Wayne in 2nd in the 65 Mustang and Drew and Paul Krawczyk in 3rd in the 71 Falcon GT. George Nittis and Stuart Boyce suffered a delaminated tyre on the first day and by changing it were penalised 2 mins, dropping from a likely P2 to P4 in their 69 XY GT HO.

This is Steve's third podium result and champagne shower in his last three events with wife Rachel and Kaila sharing the note calling. This makes the famous orange beast also the most successful historic touring car in tarmac rallying by a long way. That such a flamboyant car is also so reliable and fast is a tribute to the Coad family and the Melbourne Performance Centre.

But this was not an easy run - Day 1 was won on only 6 cylinders thanks to a faulty coil and still the brand new Godzillas behind him on the road could not catch up the 30 sec start. When all 8 cylinders got going on Day two, the huge 4 minute lead over the Fords expanded quickly.



The Coads creamed it again

Some way behind the Monaro, the Kent brothers had a terrific battle, with Scott's modified spec (MS) Mustang coming out ahead by a mere 14 secs over Drew's limited modified (LMS) Falcon GT. Drew and Paul won the first day thanks to a strong run on the long Tahune stage, when Scott and Wayne suffered a terrifying brake failure when the pipe blew out of a rear caliper. Banging it flat then re-bleeding gave them three good brakes but not much stability. They slowly started to match times and then edge ahead by a few seconds on Day 2 when a new pipe went in. George Nittis finished Day 1 in second spot seven secs ahead of the Kents but the tyre problem on Day 2 relegated the GT HO to fourth.

Mick Cross and Leigh Chaplin were in 5th spot, two and a half minutes behind the V8s, in the orange LJ Torana XU1 ; local Hobart driver Mick has competed regularly in Tasmanian historic racing and on the mainland in the Biante

series events and in HTCAV races such as the Winton Historics but this was his first attempt at a tarmac rally. To beat the experienced Torana crew (running MS) of Queenslanders Wayne Pflingst and John Loth by an impressive four and a half minutes in only 14 stages bodes well for their future career. And is proof of just how competitive a Group Nc car and crew combination can be in the sister sport.

I spoke to Mick Cross about how he felt in his first event. Like many racers, Mick had trees on his mind as he lined up for the start, but the moment the lights went green, he never gave that aspect another thought. He became totally caught up in the challenge of driving clean and fast, listening for the corner call and getting line and gear selection and turn in and power on just right. On the track, you know where the corners are and where they go and if you don't commit flat out you'll be slow. On a stage,



Kent & Krawczyk claimed 3rd in their Falcon GT

you leave a margin for the unexpected, the thrill is stringing a sequence together on the perfect line.

The Torana was straight off the track, with just the suspension softened off a bit; so here is a drum rear braked Torana running not far behind super developed V8's. Asked about what he enjoyed most, he mentioned the enthusiasm of the thousands of locals lining the route for the classic tourers. On Oyster Cove stage, they lost their notes and in the confusion were caught and passed by a Porsche 911. Now Mick had the Porsche to follow, and started to keep up. Then they got the notes back and now he was catching up. On the stage is a spectator point, and suddenly a crowd of Tasmanians saw what they thought was a Torana about to pass a Porsche 911. The crowd went mad; as Mick put it: 'I'm a fuckin' legend in Oyster Cove!'

Although not entered for Targa Tasmania at the moment, let's hope this promising local crew see such an excellent result as reason to give The Big One a serious go. We need more Torana's out there!



About to be member Mick Cross was the first six home

The final crew to earn Club points in 6th position was Mike and Cathy Arundel in their glorious original LMS 1963 Ford Cortina; a little out-gunned on the steep and dry Huon Valley stages, the Arundels gave the Torana's a nudge on the more technical stages, especially Tahune.

Only two tourers failed to finish out of our 15 starters, which was better than the overall average, in which 21 crews DNF'd out of 115 starters in only a day and a half of competition

So the 2009 HTCAV Championship has started and has a leader. There were 58 starters in the combined Classic event so the historic tourers overall finishing place is deducted from

that - the Coad Monaro was third overall in Combined Classic so earns 55 points. He was top historic tourer so gets 28 Club Points, making a total of 83 points. Targa Wreast Point had 180 competitive kilometres so that score is multiplied by 180 to give 14,940 points. The results are below:

It's now only 10 weeks to Targa Tasmania and despite the crisis in entries to many motorsport events this is one event which seems immune to the GFC with entries well up to standard. It is also the event which counts for most points with over 440 competitive kilometres on the Octagon menu. Now is the time for racers in the Club to take advantage of the concessional entry fee available to Club members and give this engrossing and challenging sport a go.

2009 HTCAV Championship results after Round 1: Targa Wreast Point

Pos	Crew	Vehicle	Cat/ Class	Position combined classic results	Classi- fication Pts results	Club		
						Pts	Total	x 180
1	Coad - Coad	1971 Holden Monaro GTS	4MSH	3	55	28	83	14940
2	Kent - Kent	1965 Ford Mustang	3MSF	10	48	24	72	12960
3	Kent - Krawczyk	1971 Ford Falcon GT	4LMSH	11	47	20	67	12060
4	Nittis - Boyce	1969 Ford XY GT HO	4LMSH	17	41	16	57	10260
5	Cross - Chaplin	1971 Holden Torana XU1	5LMSE	25	33	12	45	8100
6	Pfingst - Loth	1971 Holden Torana	4MSE	30	28	8	36	6480
7	Arundel - Arundel	1963 Ford Cortina	3LMSC	35	23	4	27	4860
8	Wheaton - Endersbee	1971 Alfa Romeo GTV	4SSB	36	22		22	3960
9	Waldron - Gregory	1955 FIAT Abarth 750	2LMSA	41	17		17	3060
10	Blake - Currow	1955 FIAT 600	2MSA	43	15		15	2700
11	Large - Large	1972 Ford Falcon GT	5MSH	44	14		14	2520
12	Henry - Bryan	1965 Alfa Romeo Giulia Super	3SSA	45	13		13	2340
13	Wilcox - Minehan	1969 Holden Monaro	4LMSH	47	11		11	1980
14	Manning - Richardson	1971 Ford Capri GT	4LMSSD	DNF	10		10	1800
15	Jones - Smythe	1953 Holden FJ	2MSF	DNF	10		10	1800

Schatzy schleps to sensatio

South Africa

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On my visit back to South Africa in December last year, I could not resist the offer by my brother to take me on a visit to the Franschoek Motor Museum.

The museum is just under an hour's drive from Cape Town and at the foot of the Groot (Great) Drakenstein Mountains, where the museum is located just outside the beautiful town of Franschoek (which translates to "the French corner") and on the L'Omarins Winery estate.

This area of the Cape is well known worldwide for its breathtaking scenery, excellent wines, restaurants, accommodation establishments and now this wonderful



vacationist. In 1974 in Heidelberg (Transvaal Province, now Gauteng), he established a

there is a broad variety of makes and models on show (entire collection can be

museum to restore, preserve and feature a collection of vehicles representing South Africa's automotive industry. When this facility was forced to close its doors in 2003, Johann Rupert (eldest son of Dr Rupert) took the decision to purchase the entire collection and relocate it to the L'Omarins Winery estate.

The collection covers six eras i.e. antique, veteran, vintage, post-vintage and cars built post 1945 to 1960-61 and

after, and is located in four specially de-humidified exhibition halls reminiscent of old wine cellars that would have populated the area in years gone by. Each of these halls houses 20-25 vehicles and the collection is rotated on a six monthly basis with other cars from the collection which are kept in storage in a separate shed on the property. The location also has a workshop with dedicated personnel to restore and maintain the collection.

As can be imagined,

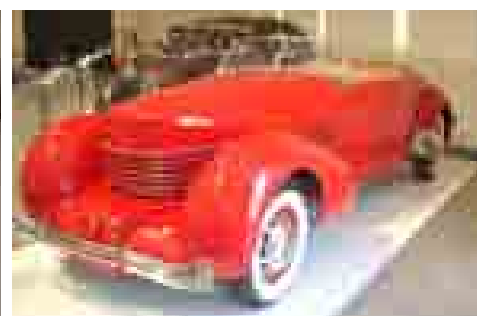
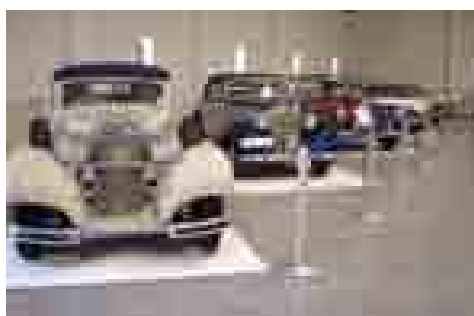
viewed on the website). The oldest item in the collection is a motorised Beston tricycle circa 1898 and the most modern exhibits include an Enzo Ferrari, Ferrari F40 and a Porsche Carrera GT. (The collection also included a Ferrari F50 that was unfortunately written-off in an accident when being driven by Mr Rupert's son. Oops!) Nevertheless, following are some of the more unusual cars from later years that I noted in the collection.

Being a collection that was initially established to represent South Africa's automotive industry, there are some locally manufactured exhibits worth mentioning here. The GSM Dart (1963) and GSM Fla-



museum in honour of the automobile.

The museum was borne out of the passion for automobiles by Dr Anton Rupert, a pioneering businessman and conser-



onal museum...

mingo (1964) were built in small quantities i.e. 115 and 120 respectively. The Dart was fitted with Ford 100E or 105E Cortina engine and the Flamingo either a Cortina or Taurus engine. The design of these cars received acclaim at the New York Motor Show in the early sixties. The Protea, of which only 20 were built were fitted with a 1200cc Ford engine. This model was the winner of the six hour endurance race at the Pietermaritzburg (Roy Hesketh) Race Track in 1957. Also uniquely South African in the collection is a beautiful example of a Perana V8 Capri.

Of the more rare and unusual items being exhibited were a 1956 Aston Martin DB2/4 convertible of which only three were ever built, and a 1936 Cord 810 convertible.

Also in the collection are Model A and T Fords and various models from marques such as Bugatti, Bentley, Rolls Royce, (Austro) Daimler and Mercedes Benz. The exhibition also features models representing Alfa Romeo, Chevrolet, Volkswagen, Studebaker and DKW to name just a few. The beautifully restored 1955 DKW Sonderklasse convertible and the

1958 Studebaker Silverhawk being just two examples of the variety and standard of exhibits in this wonderful collection.

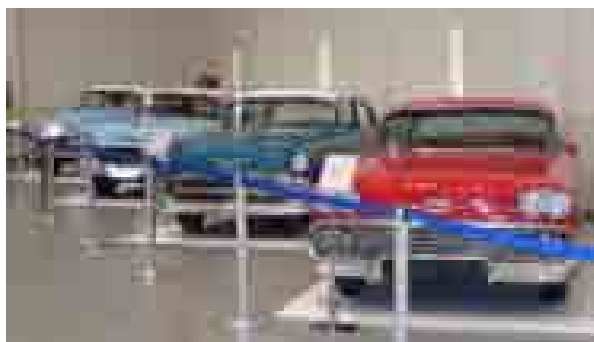
If anyone travels to this part of the world I would strongly recommend a visit. In the event of doing so, set aside at least a full day so that you are able to take in a visit to Franschhoek itself, as well as one or more of the excellent wineries in the area.

On a lighter note, on a visit to my hometown some 850 kilometers north of Cape Town, I came across the following:-

1) A tyre vendor on the outskirts of the town who was doing pretty brisk business on the side of the road – a business tip here, Rusty??

2) To our President – Escorts never die, they just eventually become a TAXI!

Mark Schatz



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Blinky Bill's old Beemer



Very pretty beastie

Last Sunday I went to Phillip Island to help Bill Cutler on his first outing with his new, old Group A BMW M3.

The day is one of the many PIARC sprint days they hold throughout the year. You get maybe 4 - 6 sessions of a warm-up, 3 flying and a cool down lap. The Saturday, if you want, is a test day run along the same lines as the Sprint. They are inexpensive, you get lots of laps and sessions and are a terrific way to get your car in track shape.

For anyone unawares, the Group A cars, particularly the European ones are pretty complicated and technical machines. They could be called "real" race cars. The M3 was born out of BMW's want to win the World Touring Car Championship, which it did in its debut year in 1987.



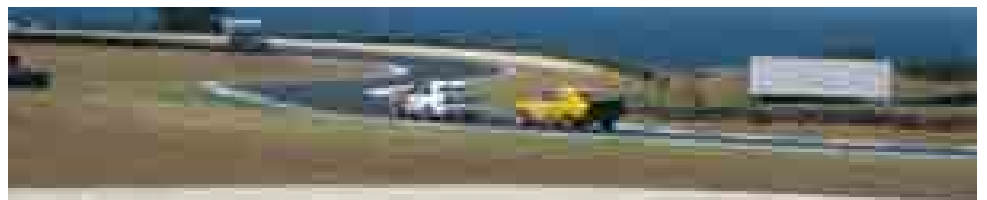
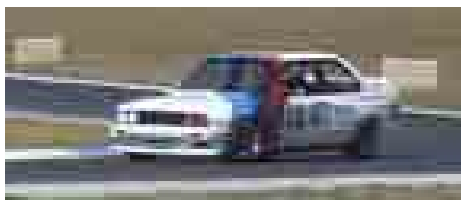
Shock and horror - he doesn't fit

And Ralphie was almost correct as in I did want to be to be there to "pinch a few ideas" but I also wanted to see how much work was involved with running one. And Russell came as well so I gleaned tyre information off him too.

The single, centre lock nuts on these cars do up to 550ftlb. Yes, 550. Luckily I had a torque wrench that went past that, so we had an idea how much effort was involved in doing them up. Lots!

The slicks take a while to come up to temperature and the gearing is different as well as having an extra one too. Bill commented how he was trying to "unlearn" his 2002 shift points etc. As a consequence he only just bettered his 2002 time and has offered to sell his shift points to Ralphie.

Didn't help that the brakes didn't work either! *Jervis*



Eddie Woods

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Phone 9553 2517 Fax 9532 2485

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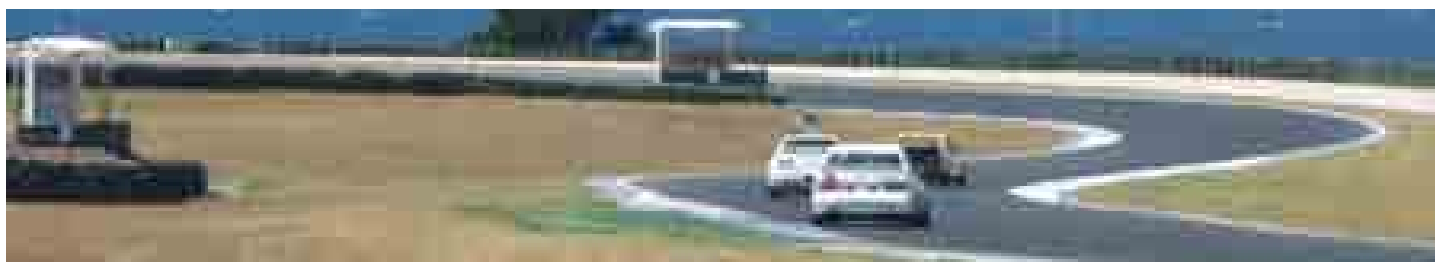
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The new Cutler car and portable palace



The Bean Counter's Report Feb 2009

Greetings all. Here is an update on our financial position. As you would recall, our financial year ends on 31 May so the period to 31 January 2009 represents 8 months of activities.

Our funds in the bank are as follows :

	31/1/09	31/5/08
Cheque A/c	\$9,855.68	\$4,132.36
ANZ V2 A/c	\$5,446.33	\$8,629.35
ANZ Term Deposit	\$18,103.22	\$17,413.13
ESANDA Debenture	\$1,123.45	\$1,123.45
Total Funds	\$34,528.68	\$31,298.29

During the last 8 months the main items of income have been subscriptions, \$13,345, interest income \$1,007 and the surplus on the annual dinner, \$788. The recent significant falls in interest rates is always reported in the media as good news. However for a club like ours it is not ! The interest rate has virtually halved from 6.25% to 3.25% so this will have an impact in the next 12 months.

It is very pleasing to see subscriptions coming in at a healthy rate. Many thanks to Jervis for handling this task. Several of you are yet to renew, yet have entered the Phillip Island Classic so please renew as soon as possible. We should get to our 200 membership target in a couple of months which would be a great effort.

Furthermore, we are about to invoice our magazine advertisers so that will help our overall position as well. We

thank the advertisers for their continued support.

During the last 6 months the main items of expenditure have been printing and postage of the magazine, at an average of \$730 each; our annual trophies (to be covered shortly) and membership costs of posting out subscription renewals, envelopes etc. We have also spent \$896 on advertisements in the Historic Sandown program and a Tarmac rally magazine.

Historically our annual trophies have cost \$3,500 - \$4,000. This year there were more trophies to present with the speed championship, perpetual replacements and a couple of special awards. Secondly the quality of the trophies was lifted and they were even better than prior years. As noted by Dean at the January meeting, the bill received last month was \$7,226. However this included approximately another half again of blank trophies due to the supplier over ordering. We are holding these and they will be used next year. So next year's bill will probably be approximately \$3,500. So the total for 2 years will be, say, \$10,726, which equates to \$5,363 a year.

At the January and February committee meetings, detailed financial statements were tabled and discussion was held. This allows the committee to measure and manage how we are travelling. That's it for this month. See you at the February clubnight.

Signing off

David Floyd

Exclusive HTCAV Rally Discounts

Octagon director Mark Perry has established some truly excellent discounts to attract more historic touring car racers to go rallying in Tasmania:

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)
- 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)

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).

You don't need to do much 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.targawrestpoint.com.au/Competitors/Entries.html>



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

Maybe Bill can help!

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and the latest styles in glasses, call - Bill Cutler

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

By the numbers

Here's the current Race number list. No-one owns a number, they just use one. To be allocated a number you must be a continuous financial Competition Member and your car must run at least once every two years in a HTCAV Calendar event. This list is supplied to promoters so they can give priority to the below.

NUMBER SHARING: As Phillip Island only takes 2-digit numbers, sharing ie 26/26A will be allowed for use at the PI Classic with Under & Over 3 litre cars, both using 26. Where there is a clash at other meetings, the original number takes preference with the A number holder adding another number ie. 126. For more information or to claim a number, please contact Russell Pilven or Paul Cruse, details on page 2.

1.....	1st. Place	Club	Champion
2.....			
3.....	Mark	Johnson	Porsche 911
4.....	Tony	Pejkovic	Holden EH
5.....	Len	Read	Torana GTR-XU1
6.....	Dylan	Innes	Torana GTR-XU1
7.....	Jeremy	Mantello	Holden Monaro
8.....	Darren	Davies	Holden Monaro
9.....	John	Bourke	Torana GTR-XU1
10.....	Andrew	Cannon	Mustang
11.....	Paul	Dobson	Falcon
12.....	Danny	Myers	Datsun 1600
13.....	Rod	Evans	Cortina GT
14.....	George	Opoczynski	Volvo 144 Nc or 122Nb
15.....	Paul	Cruse	Escort 1600
16.....	Russell	Pilven	Datsun 1600
17.....	Drew	Marget	
18.....	Marty	Lambert	
19.....	Ian	Cuss	Triumph 2000
20.....	Bill	Benic	Volvo 122S
21.....	Brendon	Hare	Ford V6 Capri
22.....	Bill	Trengrove	Mustang
23.....	Bill	Cutler	BMW 2002
24.....	Tony	Hubbard	Chev Camaro
25.....	Justin	Brown	BMW 2002
26.....	Jervis	Ward	Mustang
27.....	Eddie	Dobbs	Holden FE
28.....			
29.....			
30.....	Paul	Zazryn	Jaguar MKII
31.....	Ben	Read	Mazda RX2
32.....	Don	Knight	Cortina GT
33.....	Paul	Girt	Mini Cooper S
34.....	Richard	Fairlam	Holden EH
35.....	Mark	Brewster	Torana GTR-XU1
36.....	James	Holloway	Mini Cooper
37.....	Jill	Hergt	Chevy Nova
38.....	Anthony	Ramadge	Mini Cooper S
39.....	Michael	Holloway	Valiant
40.....	John	Harrison	Torana GTR-XU1
41.....	George	Ginis	Mini Cooper S
42.....	Ted	Brewster	Mini Cooper S
43.....	Gary	Burton	Jaguar MK11
44.....			
45.....			
46.....			
47.....	Graham	Slater	Torana GTR-XU1
48.....			
49.....	Jody	Mason	Charger E49
50.....			
51.....	Michael	Lemmens	Torana GTR-XU1
52.....	John	Smallman	Escort
53.....	Brendon	Wilson	Holden FC
54.....	John	Mann	Mustang
55.....	Dean	Bryant	Escort 1300 GT
56.....	Kevin	Stoopman	HQ Monaro
57.....	Simon	Browning	Cortina
58.....	Ian	Cromarty	XR GT Falcon
59.....	Andrew	Williams	Torana GTR-XU1
60.....	Brian	Deveson	Cortina GT

61.....	Michael	Stupka	Hillman Imp GT (x2)
62.....	Peter	Burchell	Mustang
63.....	John	Luxmore	Cortina GT
64.....	Bill	Trengrove	Holden EH / Mustang
65.....	Brian	Beasy	Capri V6
66.....	Peter	Sneddon	Torana GTR
66 A.....	Nick	Cascone	Cortina GT
67.....	Ian	Watt	Triumph 2.5 PI
68.....	John	Brash	Holden Monaro
69.....	Michael	Miceli	Mustang
70.....	Matt	Jager	GT Falcon
71.....	Michael	Hibbert	Charger
72.....	Andy	Clempson	Mustang
73.....	Gary	Treloar	E49 Charger
74.....	Michael	Bugelly	Mustang
75.....	Mark	Barbour	Mazda RX2
76.....			
77.....	Gordon	Cox	Torana GTR-XU1
78.....	Laurie	Nelson	Ford Capri
79.....	Stuart	Brown	Torana LJ-XU1
80.....	Gary	Edwards	Torana GTR-XU1
81.....	Rob	Southouse	Holder 48-215
82.....	Mark	Schatz	BMW 2002
83.....	Peter	Owen	RS1600 Escort
84.....	Alan	Brown	Torana GTR-XU1
85.....	Tino	Leo	Mustang
86.....	NUMBER	RETIRED	
87.....	James	Frolley	Mustang
88.....	Andrew	Tickner	Cortina
89.....	Robert	Braune	Charger
90.....	John	Bendell	Lotus Cortina
91.....	Chris	Ellis	Mini Cooper S
92.....	Phillip	Dunkin	Holden HQ
93.....	Peter	Melick	Mini Cooper S
94.....			
95.....	Chris	Ralph	BMW 2002
96.....	Ray	Challis	Torana GTR-XU1
97.....	Jim	Collins	Camaro
98.....	Helen	Lindner	Mini Cooper S
99.....	Les	Walmsley	Torana GTR-XU1

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CAR STEREO REPAIRS

2009 Pointscore Rules

1. Only HTCAV financial competition members are included in the pointscore.
2. Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
3. The Competition Calendar shows which events are eligible for points for a year.
4. Only HTCAV financial competition members are included as starters in eligible Victorian events.
5. Three points are allocated for participating (signing on) at an event.
6. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
7. In a handicap race eight points will be allocated to each finisher of that race
8. Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
9. Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event.
Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
10. At interstate events all cars are counted as starters - not just HTCAV members.
11. It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
12. If a car has a DNS in a race, it is not counted as a starter and points do not apply to that car for that race.
13. If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
14. Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
15. If members change classes their points stay within each class but can be added for Total Points.
16. Members may race as many classes as they like at an event, but can score points in only one nominated class. This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
17. Other race series such as the VSRS, VSCRC and Biante use different methods to score their series. This does not affect the HTCAV's pointscore system.
18. Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
19. In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
20. Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

Points Allocation - Per Race

No. of Starters	1st	2nd	3rd	4th	5th	6th
6+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

Plus 3 points for participating

Plus 1 point for fastest lap in your class

How the Club's various Championships work.

HTCAV Club Championship

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

HTCAV Golden Oldies Championship

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

- Phillip Island Classic
- Winton Historics
- Sandown Historics

HTCAV State Championship

is scored by your combined TOTAL over these 5 events

CAMS State Champs.

- Sandown
- Phillip Is.

AASA State Champs.

- Winton (August)

Other Eligible Events

include:

- Island Magic
- One eligible interstate event

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

FINAL 2008 Pointscore

CLASS DRIVER	State 1 Calder	State 2 S'down	Hist. 1 P.I.	State 3 P.I.	Hist. 2 Winton	State 4 S'down	State 5 Winton	State 6 P.I.	Hist. 3 S'down	Magic P.I.	I'State Nom Rd	Total Points	State Series	Golden Oldies	Club Champ Best 5
NCA Over 5000cc															
Mat Jager			27					30	27			84	57	0	84
Darren Collins		34		24		33	34					125	24	67	125
Michael Miceli			34	24		26						84	84	0	84
Leon Bell			27									27	0	27	27
Karl Wittick	31				27		28					86	86	0	86
Tony Hubbard						31						31	31	0	31
Daryl Duff									11			11	0	11	11
Garry Treloar											21	21	0	0	21
NCB 3500-5000cc															
Robert Braune			26	34			42		35	37	174	68	34	174	
Michael Bugelly		31	19		11					11	72	42	19	72	
Paul Dobson	30	31		14	34	22	27	34	24		216	158	34	156	
Glenn Miles		28						9			37	28	9	37	
Steve Bye			21								21	0	21	21	
Geoff Taylor	26	19			17		22	11			95	65	30	95	
Michael Hibbert		39	31	40		13	23	32	31	209	53	93	173		
Andrew Whiteside			25							31	56	0	25	56	
Darren Pearce			46							34	80	0	46	80	
John Mann			13								13	0	13	13	
Bradley Westaway					26		14				40	40	0	40	
James Frolley				9						9	0	9	9		
Peter Burchell				26			3		9	38	0	29	38		
Robert Burns			3	21						13	37	21	3	37	
Ian Cromarty			21		16						37	37	0	37	
NCC 3001-3500cc															
Mark Brewster									23	3	26	0	0	26	
Scott Slater			46							34	80	0	46	80	
Graham Slater				25	28		35				88	88	0	88	
Leo Tobin	27	30			3	13	19	31	20	29	172	120	23	137	
John Harrison			27								27	0	27	27	
Peter Sneddon								3			3	0	0	3	
Doug Growcott			19								19	0	19	19	
Gordon Cox				23			27	23			73	50	0	73	
Angelo Taranto		19	35		3						57	38	19	57	
Gary Edwards	34	37		38	36	28	37	30	42	43	325	204	78	197	
Scotty Taylor			15								15	0	15	15	
Brett Smith		17			24	28					69	69	0	69	
Ray Challis			35	25				33	27	120	0	93	120		
Stuart Brown				29							29	0	29	29	
Allan Brown									19		19	0	0	19	
Laurie Nelson		23		27	16			24			90	16	74	90	
Jon Pillekers			3								3	0	3	3	
Steven Pillekers		3				13	16				32	16	16	32	
NCD 2001-3000cc															
Ian Watt			25	27							52	25	27	52	
Robert Hare			22								22	0	22	22	
Ben Read			28								28	0	28	28	
Brendon Hare				20				11			31	0	31	31	
Stephen White			28								28	0	28	28	
Mark Johnson			34	33				30			97	0	97	97	
NCE 1501-2000cc															
Bill Cutler		4							43	35	82	4	43	82	
Justin Brown			3								3	0	3	3	
Russell Pilven								28			28	0	28	28	
Daniel Myers							23				23	23	0	23	
Peter Owen		3	3								6	3	3	6	
Don Knight			27								27	0	27	27	
Gary Edwards			31								31	0	31	31	
Paul Cruse			37	30			24	35	126	0	91	126	0	91	126
John Smallman						15	25				40	15	25	40	
Chris Ralph			3			14	30	31	78	14	33	78			
George Opoczynski					22		12				34	22	12	34	
COD 1501-2000cc															
Mick Stupka								31			31	0	31	31	
NCF 1101-1500cc															
Dean Bryant					31						61	31	30	61	
Michael Holloway				27							51	0	51	51	
Paul Girt				24			37	31			92	0	61	92	

CLASS DRIVER	State 1 Calder	State 2 S'down	Hist. 1 P.I.	State 3 P.I.	Hist. 2 Winton	State 4 S'down	State 5 Winton	State 6 P.I.	Hist. 3 S'down	Magic P.I.	I'State Nom Rd	Total Points	State Series	Golden Oldies	Club Champ Best 5			
NBA Over 3000cc																		
Andrew Cannon			33											54	0	54	54	
Bill Trengrove			22			24	24	14	34		30	148	62	56	134			
Jervis Ward					33				43	29	35	140	33	43	140			
Andy Clempson									15	29	39	83	0	15	83			
David Moran			11	31	22	25	28	30	24		37	208	114	57	151			
NBB 2601-3000cc																		
Rodney Gelston			19									19	0	19	19			
Richard Fairlam					21							21	0	21	21			
John Bourke					33							33	0	33	33			
Tony Pejkoivic					26	21	31					78	52	26	78			
Brent Trengrove			33		32	24			22	24	135	24	87	135				
NBC 2001-2600cc																		
Eddie Dobbs			34		22				34			90	0	90	90			
Rob Southouse			19		3				19			41	0	41	41			
NBD 1601-2000cc																		
Ian Cuss					30							30	0	30	30			
Bill Benic									31			31	0	31	31			
NBE 1301-1600cc																		
Nick Cascone			26		29	32		13	38		33	171	45	93	158			
Simon Browning			12						23	30		65	0	35	65			
John Luxmoore			23		26	3				13		65	3	49	65			
Colin Doolan			29		34					35		98	0	98	98			
John Bendell			12		3							15	0	15	15			
Paul Watson									25			25	0	25	25			
Louis Renato					19							19	0	19	19			
NBF 1001-1300cc																		
Anthony Ramadge			39		35					35		109	0	109	109			
Peter Melick					3							3	0	3	3			
Len Read					10							10	0	10	10			
Colin Taylor					25							25	0	25	25			
Helen Lindner			31	32	31	30			31	31	28	13	227	124	90	156		
Paul Girt												0	0	0	0			
James Holloway					22		26				10	58	0	58	58			
NBG Under 1000cc																		
Michael Stupka			31							30	31			31	123	62	30	123

Club Champion 2008 Gary Edwards
Runner-up 2008..... Rob Braune - again!
2nd Runner-up 2008 Michael Hibbert
Ken Raper Memorial 2008..... Andrew Clempson
Norm Beechey Trophy 2008 Paul Dobson
Ian Jones Memorial 2008 Gordon Cox
Rookie of the Year 2008 Nick Cascone
Clubman of the year 2008..... Michael Hibbert
Team Award 2008 Team Trengrove
Hard Luck Award 2008 Chris Ralph



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

Cranbourne Holden

217A South Gippsland Hwy Cranbourne,
3977
Phone: (03) 5995 4555
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Tech Torque...

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

Best comments first - top rated first.

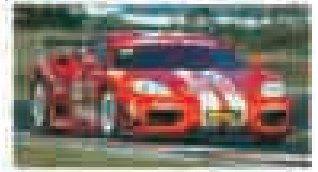
Forum	Posts	Pages	Last Post
General If you'd like to see what the rest of the members think about this site and forum, please post here. (HTCAV and anything else you like to see)	18	18	by ThePurser 11 Sat Mar 14 11:20 AM 2008 1:01 PM
Technical The place for all technical questions regarding HTCAV and anything else you like to see. (HTCAV and anything else you like to see)	1	1	by ThePurser 11 Sat Mar 14 11:20 AM 2008 1:01 PM
Video links/Photographs/Other media etc. All of your photos (HTCAV or other) and other video links. Post your name in all posts etc.	24	24	by ThePurser 11 Sat Mar 14 11:20 AM 2008 1:01 PM
Classifieds Classifieds involving cars, and other items for sale, wanted or swap. Please only post	2	2	by ThePurser 11 Sat Mar 14 11:20 AM 2008 1:01 PM
Feedback Constructive criticism of things you would like added to the forum. Post criticism, you are hereby invited to do so.	1	1	by ThePurser 11 Sat Mar 14 11:20 AM 2008 1:01 PM
CAMS / AASA Enquiries Changes you would like to see at CAMS/ AASA, with links will be discussed by HTCAV members and if appropriate posted only representative from club. A discussion and action forum.	1	1	by THEBERRYMANCINO 11 Sat Mar 14 11:20 AM 2008 1:01 PM

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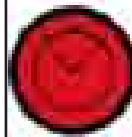


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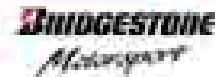
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CarMa report!

Well, it had to happen sooner or later, I suppose. And it has. I've managed to brush up against my public; or it me, to be more precise. Quite rough about it, it was too. Gave me such a fright. At any rate it's all a bit unprecedented; because a letter has flooded in.

That's right – upon peering into the hitherto vacant mailbag, I discovered that one reader had been moved to fire off a missive in my direction. What was it, I wondered, that made him take enough umbrage to put pen to paper? (Umbrage being the thing that used to be taken in *The Olden Days* to get the blood up. This was before 'V' and guarana were discovered.) Oddly enough, it was because of the lack of a mention in a previous article. Normally one would consider that a bullet dodged, but not this fellow it seems.

Before we go any further, we need to assign this gent a moniker. In the interests of anonymity we'll naturally not be using his actual name; so taking a leaf out of Tarantino's *Reservoir Dogs* book, let's give him a colour. We'll call this chap 'Mr Brown'.

It seems that Mr Brown had dashed off his note to draw my attention to events at the Island Magic meeting last November. I'll relate to you now some excerpts. Mr Brown advised that he had, "Come all the way from _____ (wet humid hole in the jungle) to race at Island Magic". An effort to be applauded, to be sure. Further, he had occasion to, "Chase Floyd's smarter brother all around the wet track on the Saturday". (Referring to the Falcon I think here. It's Barry if anyone's wondering, or Baz when we're all in a good mood.) Evidently he was situated somewhere in the boot during much of this, or so he claims. Being as he was mounted on/in one of those poxy buzzing Toranas I can well believe it. That would explain the clunking noise I kept hearing on left-handers, anyhow.

He then went on to, "Emulate the real race driver. Pass the aforementioned Henry over Lukey Heights into MG for MY GREATEST EVER moment in motor racing. I mean, better than when I threaded the needle between Walmsley and Hibbert at turn 4 at Sandown, better than when I passed Michael Holloway in his faltering mini at the Winton Six Hour in 2005. I mean THE BEST." You get the sense that he was quite pleased with himself, eh? Those are some rather grandiose claims, and if true certainly ones of which to be proud. Not sure I'd be slagging off the Inspector, but there you are. (Give us the nod, Michael, and I'll point him out to you at the next driver's briefing.)

The crux of the issue as our dark beige friend saw it was the utter lack of response that this action elicited in the form of CARma column inches. He was thus stirred to draw my

attention to a young relative of his to whose trouncings I am regularly subjected, and also suggested that Barry himself may be the recipient of a dose of explosive combustion enhancer. (Say, when you type in Semtex, the word program thing tries to correct it to 'Semite'. Now isn't that weird...) Although he was decent enough to admit that serve was returned – due to the significant increase in usable straight line handling available to our Baz - in the dry Sunday morning, so that's something anyway.

Okay, so there are several points to address from all of that, and I'll now do my best to tackle them all.

Firstly, as Mr Earthy-colour suggests, he did actually have to chase me for a bit. This means to say that I was actually in front of him for some time. Might nearly have been a whole lap, for that matter. I don't really have a point to make based on this, I just wanted to bring it to your attention.

It was WET. Pointing out that the rain had stopped by the time the lights went out is just semantics – the track itself was still quit damp. To be sure, there were some folk driving about the place on tyres that aren't actually wets but seem quite useful for the task (wink). Not only was I not so equipped and therefore hampered, but as most of you would by now be aware, I am an incredible COWARD. Indeed, it is no small wonder that I fit in the car at all, considering the large traffic cone upon which I sat from about fifty meters into the race in question.

Actually, this raises an interesting point, if you'll allow a small digression. (If you won't, just pick up the story a bit further down. I'll help you out by putting a little '*' at the place. Off you go.) I was just settling down for my 9 AM nap today – if I don't get my mid-morning snooze in, I'm too tired to go to sleep at lunch time, and then my whole afternoon schedule is thrown out – when a spot of channel surfing revealed that the Daytona 500 was on. It's kind of like the Septic Bathurst, only so completely sanitised and corporate polished (with a chunk of saccharine-patriotism thrown in) and parity-adjusted that the result has become less important than the show itself. No, wait...

Anyhoo, it transpired that this 'race' was due to run for three hundred and sixty nine gazillion laps around some car park, which to me just sounds like a regular weekend evening in Carlton. But it was all cut short because someone left a lawn tractor sprinkler running somewhere. A star steerer got a splash on a windscreen, and that was that. Into the pits they all navigated, and near as I could tell the victory was awarded to whatever faded heart throb was driving the 'pace' car. Using that term loosely, of course.

Now you might well say that to stop a race because of four drops of rain is a distinctly pansy thing to do (not that there's anything wrong with that!), and of course you'd be right. But, gee, isn't it just that bit sensible? Think of all the dry cleaning I'd save, for a start!

*(Okay, we're back.) Further, and partly also because of the spray, there was precious little chance of me telling one of the swarming buzzing cloud of GM vengeance weapons from any other. Visibility being the main issue there, of course. Also the fact that Toranas are quite subcontinental in that there are about a billion of them, and they all look the same to me. How am I supposed to tell one from the other? The answer being that naturally I cannot, and therefore endeavour to nudge any of them that get near me out of the way. That in itself is the reason Mr Brown got past. I misjudged the bump that I'd aimed at him, and in the ensuing arm-flapping, seat-sucking excitement that was the interior of Baz, he got away.

He may have actually believed that I acknowledged his passing, and based upon that, thought that his good works would be recognised. Let's put this misconception to rest now, shall we? If you manage to sail past me (as many of you have and do) you might notice me wave to you. Here's the thing. It's a uni-directional, non-denominational thing, and as I'm by and large quite busy, there's generally only the one digit to be spared for this purpose. It does not mean that I've seen who you are, nor indeed is it intended as a token of congratulation. If this offends you, then you may wish to either stop looking in your mirrors (some have already taken this step) or perchance slow down a bit.

I've saved this last point for the end so that it sticks. Mr Brown, you passed me. I am, naturally, honoured that you feel this effort to be almost superhuman. And I admit that this has resulted in me telling endless stories of my own about my imagined greatness to those who'll listen. Which turns out to be no one, not even (nay, especially) The Boss. But the reality is that if I had to write up every gent (and to be honest, skirt) that simply rounded up the mobile chicane that Barry and I make, this column would be published weekly and be heftier than *Hansard*. Because it isn't just, as you mentioned, the younger fellow of similar hue to yourself that regularly nudges me down the order. It's everyone.

Well there you are, Mr Brown, your glory is recognised. Cheers! But I see that you intend to be back again this November? I smell a rematch!

Mat

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