

HISTORIC TOURING TORQUE

July 2010

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

Current Club Targa Leaders



Inside:

- Rally Report
- We want yer money
- CarMA & Karma

ography 2010

Pic courtesy Angryman Photography

**New
venue for
Club
nights**


Historic Touring Car
Association of Victoria

Next - Annual General Meeting
8pm Wed 28 July 2010
Upstairs at the Rising Sun Hotel
Cnr Raglan St & Eastern Rd, Sth Melbourne

Torquing Heads 2010/2011

		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
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
Committee	Marty Lambert					
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	0409 427 667	9740 0575		0409 427 667	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au

Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

2010 Race Calendar

Track	Date	Type	Club
Phillip Island Classic	April 19-21	Golden Oldie - Historic	VHRR / Mini Car Club
Phillip Island	April 17-18	State Race Series	PIARC
Winton Historics	May 29-30	Golden Oldie - Historic	Austin 7 Club
Sandown	July 24-25	State Race Series	Sports Sedan Association
Winton (Long Track)	Aug. 28-29	State Race Series	AASA
Phillip Island	Sept. 25-26	State Race Series	Mini Car Club
Sandown Historics	Nov. 6-7	Golden Oldie - Historic	VHRR / MG Car Club
Phillip Island	Nov 27-28	Special - Island Magic	PIARC

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 page 18 for full details!!



www.booran.com.au

**You need it?
Call Coxys!
& great Club pricing**

**REVOLUTION
RACEGEAR**



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

Coxy's Revolution Racegear. Whatever you need he can get it and at great Club pricing.

From the President



Thank you to all our members who have collectively allowed and entrusted me to serve in this role for another term. I accept the honour and challenge with enthusiasm and humble thanks.

Our Club is now served for this next year by a terrific selection of Committee men. Congratulations to Marty Lambert for coming aboard and it was pleasing to see him acquit himself so well at our first Committee meeting – great stuff.

The reason this Committee works so well to protect and serve the interests of our members is simply due to the fact we are a very diverse and experienced team of passionate enthusiasts.

We have a like passion but with very differing outlooks and thoughts on the processes that are vital to maintaining the Club's forward motion – in simple terms – we rarely all agree but at the same time we have enough respect for each others ability to always come up with sensible and productive outcomes to the issues that confront us. It is a pleasing and fortunate thing for the President to be able to have such faith and belief in the guys who form our Committee – this Club is in excellent hands.

2010 AWARDS NIGHT

(yes it's a repeat but it's important!)

OUR AWARDS NIGHT – elsewhere in the mag you will see an ad for this event. This event will allow all members of the HTCAV to attend what will be a historic night in Historic Touring Car Racing as we know it – how so you ask?

This night will be the most prestigious and lavish social function / awards night ever run in this country for our category. If you want to find out what all the fuss is about I suggest you register your interest early and mark the calendar. Saturday evening 4th December 2010 at the Bayview Eden Melbourne @ 6 Queens Rd Melbourne.

This venue is a marked step up from previous years and all for good reason! You now have the option to stay the night at the venue taking advantage of great Club discounts on this (very reasonable pricing!).

Also everyone can now park 'on site' – phew what a nice change eh. The after parties should be fun I reckon.

We have listened to many of you who have requested a return to the old days of the dinner dance type affair. We are going to achieve a good compromise by still having our awards presentations as previous years but also make those presentations more efficient thus leaving time for some music and dancing just like times of old – great stuff!

The music will be live and I'm delighted to say we have procured the fantastic 'Rank Outsiders' to play this gig for us. These guys are the real deal and will rock the joint for sure.

Just like last year the fashions on the field will make a return seeing as it was such a huge hit last year – yes girls and guys this means you all have permission to buy at least one new outfit – sorry guys!

This year we expect an increase in support for this event by the colourful and interesting HTCAV Rally members – we would love to see plenty of you guys and girls at this historic event. Last year we had a taste of the sights of this genre of our sport and it was fabulous.

Historic Sandown

Make sure you come to the general meeting to hear the latest updates on this premier event as we are fortunate enough to have our life member Eddie Dobbs on the organizing Committee for this event and he keeps us informed in real time.

Memberships

Our growth target for the year is getting so close now! If you know someone who you think may enjoy our Club then why not invite them to this month's general meeting – it's a really good introduction to our Club for new and prospective members alike. Make the effort to invite a like minded enthusiast along so we can make them feel welcome.

Sandown State Round

This coming weekend is the Sandown state round, and although it will have been run and won before you get this I'll make a few comments anyway! Congratulations to the 20 or so who have entered – a great result and shows solid support for this important round.

I hope you all have (had!) successful weekends and along with that more importantly I hope that you achieve your goals and stay safe for the weekend. It'll be interesting to see the Club championship table after this one!

HTCAV Biggest Loser

Team HTCAV successfully competed at the run Melbourne fun run on July 18th. Our AHTCA secretary Mat Jager and the HTCAV public officer Danielle Jager, along with my training partner Jackie and I

competed and finished the 5k course with ease. We all achieved our pre race targets which is a ripper outcome – I'm proud of all of you!

We've now entered in a tri race competition which means that come the last event in November we will be competing in a 12k foot race – who would have thought eh? By the time the new Cortina's ready I'll be ready too!

Historic Winton

Following the Club discussions and consultation with the competitors at this year's event, it has been decided that the HTCAV will request that the handicap be removed from next year's program. The Austin7 Club has not replied as yet but I'll keep you posted.

This decision was based upon sound reasoning involving safety aspects as well as competitor wishes. It may have been quaint and a thing of convention but at the end of the day our competitors safety and wishes will take precedence.

New Competitor Member

New competition member Emily Sneddon competed in her first sprint meeting last weekend and according to dad acquitted herself very well indeed! Well done Emily, lets hope it's the first of many such competitions for you. I once remember hearing the tail of the day Megan (mum) drove the Prince at a family day (if my memory serves me correct) and it was reported that the ladies in the family apparently are not shy of having a real go in the family race cars – c'mon Pete give her a run in the Torrie!

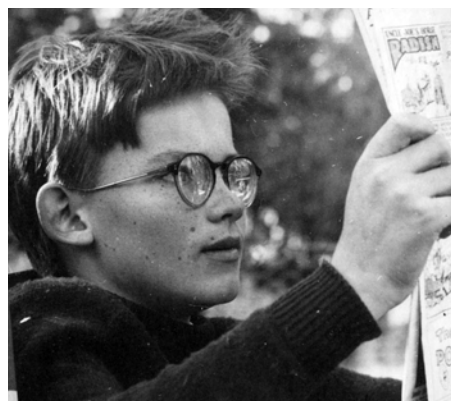
Good luck to all at Sandown and it'll be great to see Michael Bugelly back in the ripper orange trans am Mustang – gee it's a ripper looking car! Our Editore mate Ralphy is hard at work making the new white Beemer a race machine and it will sport all the good bits off the orange rocket so it should be rapid out of the box I suspect. With Mick Stupka having a big hand in the construction it's sure to be well built – great news. In the mean time Ralphy gets back on the horse this weekend in the ripper silver car – yes we put a new race seat in it for him after I ran it at the Island! What a legend – after having the biggest roll possible he fronts up at the very next meeting to have another crack – good luck mate!

Thank you to all members who took part in our spirited discussion on tyres at the last general meeting. It was the first of many such informative type discussions so that our members can be better placed to make valued decisions on these topics when the time comes – and it will!

I look forward to seeing plenty of you at The Rising Sun on Wednesday,

Yours in racing,

Deano



What's all this 'getting smaller' business going on? Not only have the Economy Sized President and Laugh-Out-Large writer and Committee person Mat Jager taken to running about hoping that bits will shake about and fall off, the magazine seems to have shrunk too.

Reason? Not as much has gone into it...and I'll leave it to the perspicacious reader to join the dots there...

Anyway, welcome to the thin July edition of Torque, carrying less weight than the last issue but no less gravitas. In June we were struggling to fit it all in, this month, to echo the famous words of Rod Evans, 'f...nuffin'.

Thanks heavens for the usual contributors including Mat and of course, the rally side of the Club stepping into the fray, with Brian Dermott, aka Tattle, filing his very readable report. Funny thing, Brian used to be my client and I did writing for him – how the turd worms or whatever the expression is.

As it happens I spent a most enjoyable yesterday lunching with Brian and

Linda at their place high in the hills over Mansfield, looking over his full (for the first time) dam, the clutch of kangaroos grazing quietly and the king parrots getting creative and demonstrating on the balcony with a log of claims regarding birdseed.

Brian and Linda have been instrumental in getting the Targa High Country rally up and Octagon Australia have set a really interesting course which I drove in a 12 hour, 750 km stint yesterday.

There's a really good mix of roads one of which I couldn't quite see so well as it was shrouded in mist – the Skyline Rd at Eildon seems to wind precipitously along a knife edge ridge with nothing on either side, or at least, that's how it appeared when buried in the grey stuff.

The silver BM will be 'proofed' this weekend in the State Round at Sandown, then prepared for the rally in early November. Good brakes will be vital, one could always put a disc braked rear end from a 320 in there I suppose but then it wouldn't be a Group N car anymore.

Part of the silver car exercise has been to demonstrate that it is possible to have one car to do lots of things. In fact, it occurred to me that I will have scored points in all three Club Championships in 2010, and so will have 'Hollywood' Andy Clempson, if he runs a circuit race before stumps.

So I'll put out the call for more people to consider using their car in broader competition – shorter tarmac rallies

are not that hard on the equipment and engines are certainly not revved out as hard as on the track because there's always a corner coming up.

Obviously brakes, clutches and gearboxes get a going over but the car is never going as hard as on the track – driving any more than 7-8 tenths can end in sorrow. The regs allow larger diameter wheels should you wish to run them. Engine torque and good brakes seem to be more important than ultimate corner speed, so I reckon a Charger or Torana would be in its element.

Anyway, please consider (no, you can't run them in pre 73 but Russ Pilven keeps thinking about a Chrysler Smegma or some such) if you wanted to expand your historic touring car motorsport enjoyment...

There's still time to enter the Targa High Country, which being in our backyard is always going to be a bit cheaper for locals - <http://www.targahighcountry.com.au>

Finally, if you feel peeved by a thinner magazine this month – write something for us, or send in some pics!

RalphE



GET THE REAL RACING OIL

PENNZOIL 25W-50 RACING OIL

Not GT Performance Pennzoil (Shell road oil) this is the real deal

NOW AVAILABLE

I have imported a small shipment from the USA

AVAILABLE IN QUART BOTTLES
12 BOTTLES TO A BOX

\$120 per BOX + postage / courier

(May be available at the circuit if I am racing)

Phone or email
credit card or direct deposit available

JOHN HARRISON
0417 436 271 or 02 6366 3459
email – jacharro@yahoo.com

2010 HTCAV Presentation Night & Christmas Party

Saturday December 4th from 6.00pm.



Celebrating

- **30 years** of the best Historic Touring Car Club in Australia
- **50 years** of the Australian Touring Car Championship

Bayview Eden on the Park, 6 Queens Rd Melbourne.
No parking problems

**Sit down dinner, trophies, music, dancing,
Fashions on the Field!**

**Rock on, sleep over then have some fun in the
city the next day!**

Book your room NOW at our special Club rates.
Say you're with the HTCAV when you ring them on
9250 2222

Room only @ \$148.50 per night

Room and 1 breakfast @ \$157.50 per night

Room and 2 breakfasts @ \$175.50 per night

Dinner bookings with Jervis on 0409 137 629.

Tickets \$75 per head. Tickets must be purchased
by the monthly meeting on November 24.

No tickets issued on the night.

Bayview at www.bayviewhotels.com/eden



**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

Nb/Nc race split for Hist. Sandown

Sandown Histories will be HUGE this year, appropriately enough to celebrate 50 years of the Australian Touring Car Championship.

Fittingly, and in response to the call for a split between Nb and Nc races at places other than at Winton Histories, the organisers have planned for this format. So all those mutterers and dissidents who have been pushing for this had better get their cars entered soon!

And even if you haven't been vocal but have been reluctant to enter your Nb (or Na car if there are any in the state) against the more modern category it's time to

start preparing – and entering.

If you ran at last year's event, you will get a pre filled in entry form in early to mid August. If you did not run last year but plan on running this year, send David Floyd an email, treasurer@htcav.com.au and he will include you in the mail out.

It would be great to get 40 in each grid – Group S has already requested two grids, so there could be 160 alone in these two categories.

Our Club is well represented on the organising committee with Eddie Dobbs, Bill Cutler and David Floyd. Between those three suspects and the overall

proactive nature of our Club, our wishes, which in turn should translate into the punters' wishes, should be well looked after.

The Sandown complex is being upgraded and several improvements will be in place by November.

The Club will hold its traditional Saturday night BBQ and music will be provided by the same band as last year, the Rank Outsiders.

Watch this space in subsequent magazines for more updates and hear Eddie's updates at our monthly meetings.

Start working on your car now!



For those Nb people wanting their own Sandown race - here it is!



John Brash's Rank Outsiders will again play the Sandown Saturday after party....

Pic courtesy Chris Ralph







19TH HISTORIC Salldown

return of the thunder

November 5th, 6th & 7th 2010

- * 100 years of Alfa Romeo
- * 50 years of Touring Cars

Enquiries: 0402 224 133 www.vhrr.com

NATIONAL LUBE       **SPLITROCK**



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

Eddie Woods

31 Capella Crescent Moorabbin 3189

Phone 9553 2517 Fax 9532 2485

Karma and the Ego

The greater part of most people's thinking is involuntary, automatic, and repetitive. It is no more than a kind of mental static and fulfils no real purpose.

Strictly speaking, you don't choose to think; Thinking happens to you. The statement "I think" implies volition. It implies that you have willfully chosen to think what you think (or that you think in the first place). For most people, this is not yet the case. "I think" is just as false a statement as "I digest" or "I circulate my blood." Digestion happens, circulation happens, thinking happens.

The voice in the head has a life of its own. Most people are at the mercy of that voice; they are possessed by their thinking and its repetitive, unconscious content. This circular, repetitive, incessant thinking is conditioned by the past, and it keeps you trapped in the past. It is as though you continue to relive the past over and over again. Do you ever wonder why the same problems challenge you throughout your life? Your unconscious mind is re-creating them, but you don't even know it.

The Eastern term for this repetitive cycle is karma. You continually bring to your life experiences that correspond to your thinking. What you reap, you will sow. What you think, you will attract. If the contents of your thoughts are locked in past events, you are destined to repeat them. This is karma. And it goes both ways.

We have heard of good karma and bad karma. Bad karma is the experiences we have that are attracted to us by our mind's obsession with all the bad things that have happened to us. Bad karma not only produces experiences that are undesirable, it is also a life lived in the past, not the present.

Good karma, on the other hand, comes from living in the present moment. When we liberate our mind from thoughts of the past and negative rumination, we are free to engage our mind in original, creative thought. We are free to be spontaneous and fun-loving. We are free to live our life now with a sense of curiosity, discovery and adventure. Far from being trapped in a cycle of negativity, we live a life of freshness,

proactivity and healthy self-expression.

If you have been living life in the past, caught in the cycle of bad karma, you can get free of it.

Just in the way that thinking happens to you, bad karma happens to you. It is an involuntary predicament. It is a condition that you do not consciously choose.

The solution is to begin choosing what you want for yourself. Instead of being a victim of your own thinking, be an active, engaged choice maker.

- Choose to be more present.
- Choose to be more aware of what thoughts are circulating in your mind.
- Choose to engage your mind in original, creative thinking.
- Choose to make your mind an interesting, adventurous place.
- Choose to make good karma by using your mind for positive and productive thinking.

Eckhart Tolle (not a Club member)

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

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



The 20 Year Fang Rally Report

2011 is the 20th anniversary of the first Targa Tasmania, the creation of the late John Large, supported by his partner Rhonda, veteran motorsport journalist Max Stahl and others.

John was a truly larger than life character and a major figure in CAMS and world motorsport administration - he became FIA Vice President, member of the FIA Senate and long-standing member of the World Motor Sport Council.

And yet he was at heart just a real enthusiast who loved a 'fang' (his favourite word) around the roads of his native Tasmania. When John - who never seemed to fully recover from a road accident in an FIA vehicle in Europe - passed away in 2006, none of the tributes mentioned that he created the sport of tarmac rallying in 1991 just for those who shared this love of a good 'fang'. Nor that he was as big a car maniac as any of us.

Tattle got to know John and Rhonda as a result of some work for Tourism Tasmania in the early days of Targa and listened in astonishment as this off-the-wall-vision of driving nirvana came from the CAMS President and pillar of the motorsport establishment.

Later, when we managed to get into the sport, John came visiting the ranks of cars lined up in the Silverdome and stopped to talk Healeys. An invitation to jump in - John was a very big man

indeed - was accepted enthusiastically and he knew immediately how to get into the cramped little car - left foot in first, bum in with head down on chest, then the rest. A detailed cross examination on using the Tulip gears with overdrive and the split change technique followed.

One time he competed in his own event he partnered Tim Schenken and they had an off and the spot was christened by John and forever marked in the old style road book as 'Schenken's Shemozzle' - much to Tim's disgust.

Well anyway, it's time to enter this epic event for 2011 and quickly - the early bird entries close by that end of July, which is only a couple of weeks.

To get the \$6490 entry fee, most competitors have to send off the whole amount before the end of July - that's in a few days.

Happily, Mark Perry has agreed to allow HTCAV members to send their application plus \$800 and pay the remaining \$5690 fee by 31st March 2011.

The \$900 rise in cost from last year is due to the addition of an item to be found in the Terms and Conditions called 'Hire of GPS tracking system', which promises to be a major safety enhancement.

And it's worth reflecting that in the entry fee we get personal accident insurance as well as person to person, plus a Greening Australia carbon neutral levy

to keep the newly powerful Tassy Greens happy, plus the DVD of the event which we used to have to pay for, plus a shuttle bus to and from your hotel, plus the cost of towing your car to the Security Park after you've crashed!

This is on top of all the usual competition and party kit and caboodle and licences and logbooks which CAMS charge hundreds extra for. Targa Tasmania remains incredible value despite the increase from \$11.09 to \$12.90 per competitive kilometre.

And as you send off your fee for Fang No 20, say a word of thanks to that amazing bloke who got it all started.

High Country High

Great news - the Targa High Country course has been posted on the web site - all 19 pages - and it's fantastic. Tattle hears the pace note gurus have started their work and no doubt reces will be happening before winter is over. Note that Mt Buller is in winter mode and you have to carry chains and pay \$35 for each entry to the resort - unless you and navigator are both over 65 years in which case its free (you get free ski pass if you are over 70!).

With over 220 competitive kilometres, this event includes the road from Jamieson to Eildon township. This runs around the edge of where the lake is when its full and is well engineered and surfaced - except for 14 kilometres.

The local Shire has received funding to close this gap and work has started on the job but it won't be ready until after the first event - although by the time we get there in November, the surface will be well advanced from where it is now.

At the moment it's split in two sections by this unsealed section but let's hope that in 2012 we get to do the whole road in a monster endurance 50+ kilometre stage.

Lunch will be in the Apex Park in Wangaratta, which will be rather a long drive along the only dull road in the whole of the High Country.

Checking out the Mansfield town stage (as it was published originally - the final version is still in planning) while delivering the 'Meals on Wheels' recently,



Super successful Swede crew - Batten & Batten

Pic courtesy scephoto

Tattle was reminded about the jump in Victoria Street after it crosses Apollo St and alongside the Lords Cricket Ground.

At 50 kph it's just a drop down but since it's a good 150 metres from the corner most cars will be doing more than that and can expect some air.

This is not a Ross type ramp, more a road which drops away like that popular photo spot just after the flying finish on Mt Lofty, but not as fast. Since the demise of Ross there have not been any big jumps or even compressions, certainly not for the Classic midfield.

So a word of warning - find a way of checking that the spoiler and any dangly bits are jump proof before THC.

Our Champ Leader

The current HTCAV Rally Championship leader - by the narrowest of margins ahead of another father and son crew, the Batten/Batten Volvo - is Tasmanian Scott Kent, navigated by son Wayne in their familiar '69 Mustang.

One of the features of the Tassie events - that's Targa Tas and Targa Wrest Point - is always the Kent family.

Brother Drew and navigator Paul Krawczyk were 2009 HTCAV Championship runners up in the Falcon GT and the family rivalry between the two is uncanny - often separated on stages by only a few seconds unless the reliability monster intervenes. Which happens - Scott broke a crank last year, Drew threw a belt this year.

Tarmac rallying is truly a family activity for the Kents of Devonport - 77 year old Father (and local Alderman) Graham and Mother Pat are often found door handling around the stages in a '36 Ford Coupe and now the third generation is competing - Wayne calling the corners for Scott. So yeah, they know the roads pretty well and you have to be impressed

by the capabilities of this close knit motor sport family.

It started for Scott back in 1996 with a rolling shell acquired with tarmac rallying in mind - Targa was hard to ignore in Devonport if you were a car-mad local.

Apart from the RHD conversion and building the Boss engine, Scott and his group of family and friends screwed everything together in their Dad's shed.

Like any new project on its debut there were some ups and downs but it wasn't long before things turned around with success in Targa '98 and '99 and a couple of good runs in Classic Adelaide.

To date the Scott Mustang has collected 6 Category and 8 Class wins. Scott rates the most satisfying aspect is to have kept the development 'in the family' learning from mistakes and finding fixes within a limited budget.

Apart from bigger front brakes and an engine set up which makes it MS (modified specification), the car retains the original front and rear suspension design and eschews modern gear box conversions, coil overs or watts linkage which Scott thinks takes the car too far away from a classic.

The Kents have been going for most of the 20 years of Targa and have seen a lot of changes. In the beginning there were no helmets or harnesses or roll cages and his first 'navigator' tried to hold a large movie camera on his shoulder to capture some stages but all they got was the floor of the car and the hood lining.

The majority of competitors didn't take it too seriously - it was all really just a hoot.

As everything got more serious and competitive, the Kents decided to get a little keener and started using pace notes and now Scott agrees that the people who told them they were mad for not using

them in the past were right.

As for 'my cranky brother Drew', Scott admits that it would be wrong to say there isn't any competitive tension going on but they have been doing it long enough now not to get carried away too much. The Mustang and the Falcon have different characteristics and one will perform better than the other depending on the type of stage. Yeah, Scott, sure ...

Many Targa people know Scott through his fuel business - Scott is Mr Elf in Tasmania - and the refuelling service he provides for competitors. Armed with a trailer bearing a huge tank with hand pump and nozzle, Scott's key man Deano can be relied on to be there ready to fuel a thirsty rally car whatever the weather and no matter how remote. And a desolate clearing on the way to Derwent Bridge in the West Coast wilderness is pretty remote and how Deano gets there in time as well as being in all the other places he's needed is one of the world's mysteries.

The HTCAV Championship would not seem complete without a Kent somewhere near the top and the Kent/Kent Mustang is leading the Championship after two rounds by a few points. Going into the first Targa High Country on roads no one knows will put a prize on technical ability and reliability and consistency but the big Boss will have a big advantage up the mighty Buller mountain road while the Battens might do better in the little Volvo over the bendy stuff around lake Eildon. The swooping, surging, undulating wonder stage into the King Valley will be where neither car has a big advantage.

It will be a fascinating competition between the two father and son crews in very different cars.

Tattle

2010 HTCAV RALLY CHAMPIONSHIP				Round 30-31/1 Targa Wrest Point	Round 2 27/4 - 2/5 Targa Tasmania	Total
Rank	Crew	Vehicle	Class			
1	Kent - Kent	1965 Ford Mustang	3MSF	16,036	36,792	52,828
2	Batten - Batten	1961 Volvo PV544	2MSE	0	52,416	52,416
3	Kent - Krawczyk	1971 Ford Falcon GT	3LMSH	5,064	43,344	48,408
4	Woodward - McCrow	1969 Holden Monaro GTS	4MSH	0	48,384	48,384
5	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	0	45,864	45,864
6	Latter - Latter	1967 Datsun 1600	4LMSC	11,394	31,248	42,642
7	Cattlin - Cattlin	1969 Ford Mustang Fastback	4MSH	0	39,312	39,312
8	Kenny - Fitzpatrick	1971 Jaguar XJ6	4MSG	6,541	22,176	28,717
9	Pfingst - Loth	1971 Holden Torana	4MSE	3,587	23,184	26,771
10	Large -Dredge/Woodcock	1972 Ford Falcon GT	5MSH	1,500	25,200	26,700

Winton Festival of Speed

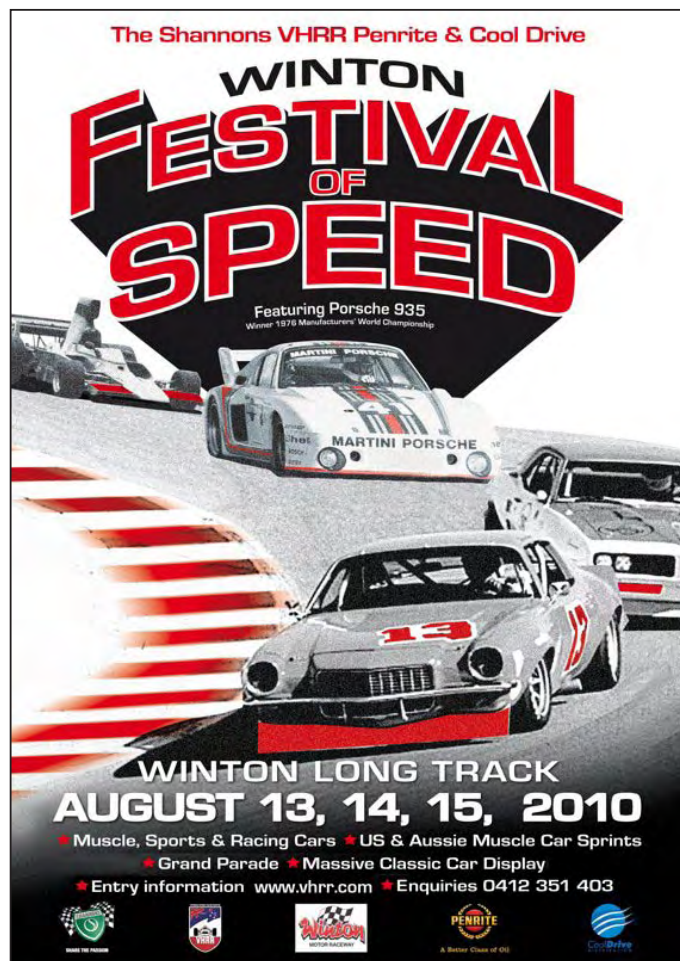
As you may be aware, the VHRR is holding the historic Winton Festival of Speed on the long track on the 13th, 14th and 15th of August.

The Club had originally decided to support this event when it was scheduled for an earlier date. But it was moved to midway between the already committed State Rounds of July 24-25 at Sandown and Winton long track on August 28/29.

This was likely to weaken attendance at both these State Rounds and so the VHRR event was regrettably not included in our Race Championship calendar.

Races for Nb/Nc are on offer or these can be converted to sprints if there is insufficient support, and if so results would contribute to your Speed Championship pointscore. Entry forms are available at www.vhrr.com and on the desk at this next General Meeting. If you want to compete Winton Raceway will allow you to keep your car, trailer and gear in a garage for the two weeks to the State Round later in the month.

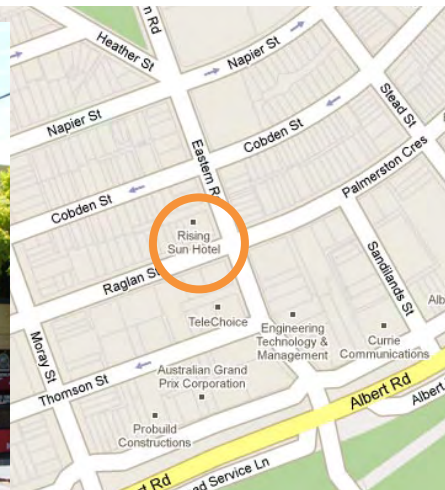
Historic meetings are our first priority, it is unfortunate that this one came along so late, but we will support the meeting 100% in 2011.



New meeting venue!

Due to several circumstances the HTCAV general meetings will now take place Upstairs at the Rising Sun Hotel, Cnr Raglan St & Eastern Rd, South Melbourne. Only a few blocks from Bell's. See you there!

Good meals!



T&G Racecar Engineering



Fast and reliable

- Race engines
- Race gearboxes
- Race brakes
- Air diverters
- Diff setups
- Race chassis
- All types of welding
- Race suspension
- Alloy & steel
- Fabrication

Seymour 3660

Tel 0411 670 914

Over 45 years race experience - Right job! - Right price!

2010 Pointyscore

NC	Hist P.I.	SRS P.I.	Hist Wtn	SRS Sdn	SRS Wtn	SRS P.I.	Hist Sdn	Is M P.I.	Int' St	Total
Over 5000cc										
Mat Jager										0
Darren Collins										0
Michael Miceli		3								3
Leon Bell										0
Karl Wittick	34									34
Tony Hubbard			32							32
Daryl Duff										0
Rodney Hotchkin	27	21	27							75
Andrew Tickner		26								26
										0
										0
										0
3501-5000										
Robert Braune										0
Michael Bugelly										0
Paul Dobson			19							19
Glenn Miles										0
Jody Mason										0
Darren Pearce										0
Geoff Taylor	3	15								18
Michael Hibbert	33		36							69
Andrew Whiteside	7									7
Gary O'Brien										0
John Mann	46									46
Bradley Westaway		19								19
James Frolley										0
Peter Burchell			23							23
Robert Burns			39							39
Ian Cromarty	3									3
Craig Miles	3									3
Leo Tobin	21	33	23							77
Les Walmsley	33		11							44
Fraser Ross	13	28	31							72
Grant Bingley	21									21
3001-3500										
Mark Brewster	9	25								34
Scott Slater										0
Graham Slater		17								17
Kevin Stoopman										0
John Harrison	23									23
Peter Sneddon										0
Doug Growcott										0
Gordon Cox										0
Brian Dermott										0
Angelo Taranto	27									27
Gary Edwards	41	46	3							90
Scotty Taylor	3									3
Andrew Williams	44									44
Ray Challis	17	25								42
Stuart Brown										0
Brett Smith			35							35
Laurie Nelson	3		21							24
Jon Pillekers										0
Steven Pillekers	7	31								38
Steve Coad	19	37								56
John Bourke			30							30
2001-3000										
Ian Watt	21									21
Mark Barbour										0
Timothy White										0
Ben Read			32							32
Brendon Hare			27							27
Ant Read	39									39
Darren Hill										0
Mark Johnson	22									22
Stephen White										0
Robert Hare	3									3
1501-2000cc										
Bill Cutler										0
Mark Schatz										0
Justin Brown										0
Russell Pilven	43		38							81
David Noakes			20							20

Peter Owen	25									25
Spencer Rice										
Gary Edwards										0
Paul Cruse			22							22
John Smallman										0
Chris Ralph	23		18							41
George Opoczynski										0
Dean Bryant	28									28
Marty Lambert	22		22							44
										0
COD										
Mick Stupka										0

NB	Hist P.I.	SRS P.I.	Hist Wtn	SRS Sdn	SRS Wtn	SRS P.I.	Hist Sdn	Is M P.I.	Int' St	Total
Over 3000cc										
Andrew Cannon										0
Bill Trengrove	34									34
David Moran		22								22
Rod Evans										0
Tino Leo										0
Andy Clempson										0
Trev Talbot										0
Paul Zazryn	27		30							57
2601-3000cc										
Rodney Gelston										0
Richard Fairlam										0
John Bourke										0
Tony PejkoVIC			30							30
Brent Trengrove										0
Roy Wilkinson										0
Ben Wilkinson	31									31
2001-2600cc										
Eddie Dobbs	31									31
Brendon Wilson										0
Rob Southouse										0
1601-2000cc										
Ian Cuss										0
Bill Benic										0
1301-1600cc										
Nick Cascone	37	34	36							107
Simon Browning										0
Brian Deveson	3	3								6
John Luxmoore	30		27							57
Colin Doolan			31							31
Rod Evans										0
John Bendell			15							15
Paul Watson										0
Stuart Barnes										0
Gary Rowe										0
1001-1300cc										
Anthony Ramadge	3		27							30
Peter Melick	3		17							20
Ted Brewster	3									3
Henry Draper			40							40
Len Read			33							33
Colin Taylor										0
Steven Ginis										0
Len Nation										0
James Holloway										0
Ian Pringle	4		33							37
George Ginis										0
Paul Girt	43									43
Helen Lindner	41		21							62
Under 1000cc										
Michael Stupka	31		30							61

Give us yer money!

The HTCAV has taken possession of its very own (er, the Bank's) EFTPOS machine. This is part of the Club becoming, despite its Historic name, all new, flash and efficient.

Following this will be the ability to pay your subs or join or buy merchandise and tickets via the website, but we haven't got that far yet.

Think of this as stage one – the machine means that you can buy Club apparel and renew from Coxy at race meetings and Club general meetings. The 2011 renewal form will also have provision for credit car payments as a result of this step.



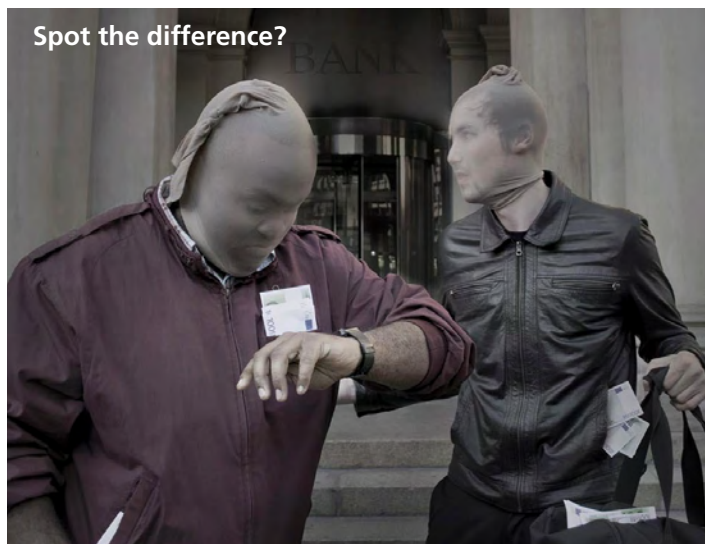
Awesome apparel

And speaking of looking like nongs and bank robbers you too can sport an HTCAV beanie (would more than one be 'bee's knees?') or caps or shirts, fleecies, polos and a whiskery kiss from Coxy trackside

when you use the new HTCAV EFTPOS machine.*

*Disclaimer: It's just arrived and remains unwrapped on David Floyd's desk, who

is on holidays. Nobody else knows how it works so please take the above in general terms and don't expect the miracle of the loaves and fishes this weekend at Sandown!



Membership update

If you haven't paid your 2010 membership renewal, then you won't have got this newsletter and won't know why!

All membership cards have been mailed out. But you won't know that

either 'cos your cheque is not lost in the mail, it's just not been sent!

If you're telepathic ring Jervis on 0409 137 629 or email him at members@htcav.com.au



Check out the Club Forum @ htcav.com.au

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 video 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

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
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

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

Torquing 'Em Up - Classifieds are free!



Group A BMW E30 M3

The real deal! CAMS and NZ CofD. Ex '87 JPS Bathurst Car, '88 Brock Richards Mobil. '90 2 litre Tourer. '93 2ltr Bathurst winner. New Slicks and wets on rims. Rims have been pulled apart, crack tested, blackdye-chromated repainted and rebuilt. All suspension pulled down, inspected, crack-tested and rebuilt with new bolts and rose joints. Hubs pulled down and rebuilt. 1st outright 2010 Phillip Island Classic. Rare 6sp Getrag - Prodrive straight-cut dogbox. New FIA Fuel Cell. Original log books tracing full history. Racing weight 1040kg. Ready to go NOW. Can be raced in Sports Sedans as well as Group A racing. \$295,000 Jervis 0409 137 629.

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 5977 8771 or 0408548133.

Ford Capri doors

1 left & 1 right, very good condition, \$380neg. for the pair
Contact Andrew Tickner 0419 557 226

Your ad could go here!
Wow!



GTHO

For sale, 1970 xw GTHO phase two replica. Huge h/p 351 cleveland, brand new close ratio 31 spline top loader, tilt-on clutch

and hydro thrust, hurst shifter, gold track diff, all sorted and ready to race, podium finish every time, very low maintenance, bulletproof car. Gotta go as new project ready to start.

Ask around then call Michael Miceli 0148 386 727 VIC # 69

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.



Twin Cam Escort

Genuine CK49 shell 3/72 194hp L block Quaife straight cut gearbox Ford Motorsport diff 7inch hotwires extremely well presented group Nc car with CAMS Log Book. Car is ready to race contact David Noakes 0407 928 121

Eastern Creek 1.56 Phillip Island 2.00 Bathurst 1.54 Sandown 1.32 car capable of quicker times



Est 1953, over 40 years experience

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

- Full range of disc pads to suit cars, 4x4, cabs, club sport & racing cars
- Also carbon kevlar race pads, new & exchange brake shoes & clutch kits
- Disc & drum fly wheel grinding
- Same day service where possible

- Ex-change re-sleeved brake & clutch cylinders
- Honing & caliper overhauls on hydraulic master & wheel cylinders
- Commercial & industrial bonding
- Ceramic car & truck plates made to order

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

Torquing 'Em Up - Classifieds are free!



1959 FC- Holden Group Nb "No. 53"

Australia's only FC with a current logbook, which it has had for the past 27yrs. Ready to race. An immaculate well-sorted car with a Zinner gearbox. A rare model, it is sure to appreciate in value strongly. Reluctant sale. POA. Contact Brendan for more info BH: 03 5996 5040 AH: 03 5998 3787.



Group Nc Porsche 2.3 litre

Upgraded from 1971 911E to European Le Mans lightweight 911ST 2.3 litre specification

at great expense by top Sydney Porsche workshop Autohaus Hamilton over nearly 5 years. Around 220 bhp twin plug fuel injected 2.3 litre engine includes all the best internals.

Pinned lightweight crankcase, lightweight Pauter conrods, high comp JE pistons, RSR 906 cams, Carrera 3.2 oil pump, gas flowed cyl heads, stainless valves & Vmax valve springs, close ratio 901 gearbox (with modified shift kit), limited slip differential, "race" suspension incl Konis and torsion bars etc. The engine was completely rebuilt 2,000 km ago and runs on BP98 Octane pump fuel. Fibreglass, perspex and lightweight factory panels (car weighs under 900 kg) and includes 7 x 15" Minilite style wheels, Momo racing seats with 2 x full harness race seat belts and fully approved roll cage. A new stainless (dyno tuned) special twin pipe long primary extractor exhaust was also fitted in Feb 2009 by Autohaus Hamilton with even more performance gains (particularly torque). Gearbox rebuilt with better ratios at the same time to suit the engine characteristics. All invoices available. \$100,000 ono. Robert Tweedie 0408 162 762.

<http://www.ibcholdings.com.au/cars/index.html>



1968 Mustang Grp Nc

Built from sand-blasted straight shell. 2 pack blue paint inside and out. Welded in Race-Tec tubing certified cage. Good seat with matching passenger seat. 302 mexican block.

4 downdraft webers, roller

cam, electronic ignition, gilmer belt drive pulleys, aluminium radiator, oil cooler, 485 hp @7100 and 400 ft /lbs torque (Gene Cook dyno). Just had total freshen up. Dyno hrs only. Trick big diameter jet hot coated headers, close ratio short ext housing. Zinner top loader just refreshed by Ken. Rose jointed hurst comp+ shifter, hydraulic throw out bearing, triple plate clutch with 3 new tilton plates, full floater, 9 inch diff fitted with 3.7 Tru Trac centre and finned drums. Over ride rear track rods (legal on 68) 31 spline axles. Kelsey Hayes front calipers, adjustable balance bar, carbon kevlar pads, brake ducting front and rear, GT Falcon rear brakes with carbon kevlar shoes. 2 way adjustable Koni shocks front and rear, adjustable front sway bar, panhard bar on rear. Car is set up to run on radials. Fast no expense spared well built race car. Sandown 1.24, Phillip Island 1.54, Bathurst 2.39 with average driver. Comes with 2 spare axles 4 spare rims and tyres. 4 wet tyres, spare 3.4 crown wheel and pinion and various bits and pieces.

\$75, 000 (couldnt be built for that) freighted to Melbourne. Phone STEVE BYE. 0417 112519 for more info.

For Sale

1974 F350 Ford ramp deck transporter.full lockers and cupboards. Electric winch, tyre rack (8 rims),160 litre fuel tank, alloy rims with good tyres. 351 cleveland, manual, power steering, white paint, very reliable, will fit mustang /camaro size cars. \$18000 ono

Phone STEVE BYE 0417 112519

For Sale

302 Mexican block with spare steel caps. \$1400

Phone STEVE BYE 0417 112519

48IDA Weber carburetors

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

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

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.

CarMA - Careful what you wish for!



You may be surprised to learn, dear reader, that we get very little in the way of feedback here at CARma HQ. To be sure, I seem to attract more than my share of mystified and/or aggrieved head shaking; but then I take that to be more of a review of the broader spectrum of my works, rather than just a critique of this column in particular.

But all of that changed just the other day, when a letter flooded in. Well, an e-mail, at any rate. For those of you not connected to the FaceTube, that's a bit like getting your correspondence read out on the wireless by Dad & Dave. Or perhaps, even Mabel.

Anyway, this missive turned out to be something of a review, from a less-than-gruntled retired gentleman with (clearly)

far too much time on his hands. How he managed to fit me in around letters to the council about rowdy teenagers, I'll never know. The crux of his issue seemed to be that he had found my latest effort to be, "a bit too self-indulgent". As I explained, chuckling pre-emptively, when showing The Boss this evaluation; it's MY column, about ME. Who else am I going to indulge?

The silence that was received in response initially led me to believe that quite a few people hereabouts might quite like to be taxidermied at some point. But then, delving further into the aforementioned appraisal I noticed the suggestion for a future instalment; a profile of someone 'more interesting', such as a certain former panel shop operator.

Well what the hell, it was either that or a painfully lengthy description of my slowly shrinking butt – so let's do a member profile!

Firstly, a little about the chap himself. Though he essentially hails from the 'Norven' suburbs of our fair capital, our guy is in fact of Mediterranean extraction. More particularly, a little island where everyone is an orchardist and the men kiss a lot; though oddly when it happens there this apparently means the fellow you've smooched is most certainly NOT your mate. They're big fans of the Blunderbuss too, for some reason. You may have heard

of this place. It's nestled just off the instep of some boot-looking joint famous for several things –for instance they're one of the only countries ever to lose the same war twice, once to each side. You have to admit, that takes some doing. They're also a nation obsessed with taking flash cars with dodgy electrics and neatly converting them to rust, though disturbingly they cheerfully expect you to pay a premium for such a vehicle. Oh, and they love a good wave, especially while telling a yarn.

Armed with such a heritage, it is only befitting that such a fellow would seek to forge a livelihood from one of your more legitimate businesses. And as there were no openings in waste management, the obvious choice was to open a smash repair operation.

This decision would later bear motor sport fruit when, in a fit of – well, maybe just in a fit – our lad decided that a stint in HQ Holden racing wouldn't be a real bad sort of idea. As it turns out, for such a solid-looking motor car, your HQ does tend to bend quite a bit. Particularly when it's being bounced off of some other bugger's car, or vice versa. Depends on who is attempting to overtake whom, really.

When he'd had enough of the Olden Holdens (rumour has it he'd either run out of stickers with which to cover the dents, or places to put them), it was decided that one could look like much more of a mug lair if one were poncing about in a Historic Touring Car;

<h2>GRAPHTEXT SIGNS</h2> <p>VINYL SIGNAGE & STICKERS</p> <p>Signs and Computer Services</p>		
<h3>Computer Services</h3> <ul style="list-style-type: none"> • Back to basics PC tuition & assistance. • PC setup & installation. • MYOB & Quickbooks setup. • All general PC help. • Web site design & maintenance. • Internet & email setup. 	<h3>Sign Services</h3> <ul style="list-style-type: none"> • Vinyl lettering. • Magnetic signs. • Car, truck & boat signs. • Banners. • "A" boards. • Logo design. • Safety signs. • Displays. • Window signs. • Layout & design. 	<h3>Digital Printing</h3> <ul style="list-style-type: none"> • 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.
<p>Contact : Lindsay Cripps 3 Dunvegan Cres. Dandenong 3175</p>	<p>Phone : (03) 9792-3020 Fax : (03) 9792-3060 Mobile : 0407 802 815</p>	<p>Email : lindsay@graphtextsigns.com.au Web : www.graphtextsigns.com.au</p>

whereupon this li'l ole association came into the picture. Perhaps surprisingly, a purchase was made from a Used Car Salesman. The surprise wasn't in the vehicle itself – lots of people like the lady's car that is the Mustang – but that our boy simply ADORES paying full price for things. I mean, I know some people that you'd consider tight, but this guys squeaks when he walks.

(Interesting sidebar there. Mr Bloke goes absolutely NUTS when people sing while they work. And if you're a bit of a smarty-pants like - well let's face it - ME, this is just so much metaphorical red ragginess. Happily however, the squeaking prevents sneaking, if you catch my drift. Hours of entertainment to be had there especially if, again like me, you can be amused by the simpler things.)

This first Mustang saw duty for several years, over time being made slightly faster and significantly shinier. But soon enough, the bug to be bigger, louder and pose-ier bit. So the little one was sold (no thanks, why would I want it? I'm not a secretary) and a build undertaken on the more Moffatty version. It was a match made in heaven, the only sad part being that when roaring around in it, no-one could see how awesome his hair was. Well, we all have our cross to bear.

And roar around it did, eventually getting to the point that to race and

not win was a waste of time and effort, apparently. Dunno about you, but my heart bled for him each and every time he only finished second. The big sook.

So it came to pass that the big 'Stang was onsold in favour of taking on the challenge of making a Norstrayan car go fast. Ish. Which, funnily enough, he's managed to do – no doubt aided by the bigger, better engine he's had built each and every time his monster Falcon has been unable to round up this correspondent's poor old rattletrap on a straight of any length.

However if there's one thing wonder lad likes, it's a challenge, so once again the current ride is for sale (once more, thanks but as you can see I've already got one) and another Yankee car is on the cards. This one should be able to be made go fast with somewhat less effort, which is important; because he really hardly ever cheats very much. Any more.

And although it would be comforting to suggest that this success has all been down to the cars, we must (if begrudgingly) acknowledge that the bugger can actually drive a bit. The man himself will tell you so – it's not for nothing that a certain transmission wizard named him "Ali", as in Muhammad, as in 'I am the greatest'. Of course, even Superman has his Kryptonite, and Muscles is no different. What could it be

that would bring this lad undone, do you think? Fire? Water? The Muramasa Blade? Cat dander?

Nope. It's (ohhhhhh, I love this) r-e-v-e-r-s-i-n-g. For someone so capable when going forward, the dude simply cannot back up. And if there's a trailer involved, oh lordy sit down lest you hurt yourself. Yes, it's true. I have personally witnessed this man being out-parked by some fairly elderly folk. I kid you not; he's got some kind of gift. He only needs to select reverse gear, and a packet of Werther's Originals magically appears in his glove box. Also (and I haven't seen this myself, mind) I'm told that he's kind of a woollen Christine in that, if he tries to reverse around his yard for long enough, cardigans simply GROW on him. It's just amazing, and I thoroughly recommend you all take the opportunity to watch next time he's trying to park that bloody great race trailer he's got now. He really does love an audience, you know.

Well, there you are mate! Hope this meets with your approval – stay tuned for next month when we celebrate the achievements of, well, it'll probably be me again, to be honest.

Cheers

Mat

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



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



Essendon Tyrepower opened in March 2004. After 6 years of working & growing we have now moved to **392 Keilor Rd. in NIDDRIE (Only 2kms from the old store).**

The new premises have the best of everything we need, to give the service you deserve!

Here's what we'll do for your race and rally cars:

KUMHO, TOYO, BRIDGESTONE, DUNLOP & ADVAN Race tyres supply & fitting.

Race car WHEEL ALIGNMENT & set up (The BEST around).

Race car PREPARATION, MODIFICATION, REPAIRS & TUNING.

In car TWIN CAMERA HD DVD recording with data logging (Day or Weekend hire avail.)

Here's what we'll do for your road cars and trailers:

Full mechanical servicing for your Tow car, your daily driver, 4WD or company Fleet car.

The best selection of tyres and wheel alignments to suit your day-to-day driving needs.

Trailer repairs, rejuvenation, modifications, servicing and preparation.



So get the job done right by calling your Club mates Russell, Paul or Ricky
@ **Essendon Tyrepower** Tel: **9379 2616** Mob: **(0419) 527 188 A/H**
Or e-mail us at essendontyrepower@bionond.com



WELD AWAY ENGINEERING PTY. LTD.

(Used & RECOMMENDED by **Essendon Tyrepower**)

Corey Rogers (HTCAV member) is "Weld Away". Corey is a highly certificated Welder of ANY material: Alloy, Stainless, Cr-Mo, Steel etc. with experience in many fields of sheet metal work, component design & fabrication, boiler-making & general engineering.

Corey is willing & able to assist with all aspects in the engineering field and the end result will always meet expectations. **"Many club members already race on Weld Away products!"** So for all your metal needs don't hesitate to call Corey on **0401-191-626**