

# HISTORIC TOURING TORQUE

May 2010

Magazine of the Historic Touring Car Association of Victoria - [www.htcav.com.au](http://www.htcav.com.au)

## *Historic Touring Heroes!*

*Paul and Mike Batten win HTCAV's Targa*



### **Inside:**

- Targa Tasmania
- Hillclimbs galore!
- New Christmas party venue
- UK Report

*plus other usual stuff & more*

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**New  
venue for  
Club  
nights**

  
**Historic Touring Car**  
Association of Victoria

### **Next General Meeting**

**8pm Wed 26 May 2010**

**Upstairs at the Rising Sun Hotel**

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# Torquing Heads 2009/2010

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## 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
<b>Winton Historics</b>	<b>May 29-30</b>	<b>Golden Oldie - Historic</b>	<b>Austin 7 Club</b>
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.

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**See page 18 for full details!!**



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# From the pulpit



**Welcome to another ripper issue of what is being mooted as one of, if not 'the' very finest club mags in the land. Your president of Vice Jervis, aka Mr HTCAV and your editor Chris Ralph, aka Ralphy, work tirelessly to put together what is simply an excellent club product for your benefit. I simply can't thank these guys enough – you're the best guys – thank you.**

At Committee level over the last few months we have been busy with brainstorming activities with the sole intent to improve our premier social event. Of course, I refer to our awards night.

This year is our 30 year anniversary (hmmm – we think!) and more importantly the 50 year anniversary of the Australian Touring Car Championship, which started way back in 1960 with its first event being held at the Gnool-Blas circuit in Orange NSW on the Jan 30 – Feb 1 weekend in 1960.

That weekend the main race was won by David McKay in a Jaguar. The front rows of the grid were filled by Jaguars then humpy Holdens in front of an FE back on row 4 – what a sight that must have been eh!

Back to 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 4 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 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 – tee hee, sorry guys!

This year we expect an increase in support for this event by the colorful 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.

## ELECTIONS

You will notice that the HTCAV election notices are in this issue. At our AGM next month you get the chance to decide the make up of your Committee for the next financial year. Please take the time to attend the AGM and have your vote and say – this is very important on so many levels.

I have now completed two terms as president and feel continually blessed to have this opportunity to serve this great club – thank you. I will again put my hand up for a third term and if given the nod by the members will do my best to continue the advancement of the HTCAV. There will be changes on the Committee this year which will refresh the group and provide new insights.

## HISTORIC SANDOWN

This fantastic event looms as another of our premier events for the year and this year it marks the 50<sup>th</sup> anniversary of 'our' cars, and as such the HTCAV have been working on a submission to give the Historic Sandown organizers for approval. Obviously I can't comment on the detail just yet but I can say it may involve the display laps and main Saturday after race entertainment etc – more will be told at the general meeting!

## MEMBERSHIPS

The membership target of 220 for this year looks as though it will be achieved ahead of time if the expected recovery rate of non financials occurs. The Club is working on getting credit card payment facilities arranged as we speak and this item alone will most likely cause an increase in memberships simply due to the ease of payment that this will create. It's been a long time coming but it will happen!

## HISTORIC WINTON

Shortly after you get this issue we are all off to Winton for the fabulous Austin 7 Club run Winton Historics. This event is quirky by nature and just so much fun for everyone, competitors and spectators alike – I can't wait!

This year I will again run the HTCAV soup kitchen for our members – look for the Club flags and trailer and I won't be far away

with a mug of hot soup and a bread roll for our members and the officials alike. Please remember to tell all officials you know that they are welcome to join us for soup and rolls.

I will endeavor to be available in the marshalling area for our guys prior to our races to assist in getting you all in the right spots – I'll do my best as will the officials – you can help by at least knowing your grid position and making sure you follow directions as they are given – together we'll get it right I'm sure. If you run me over I'll be cranky I can assure you – thanks for you assistance with this one – hmmm.

After racing at Winton we have arranged for all Group 'N' people to meet for a meal and drinks at the Benalla Commercial Hotel which is next to the bridge on the main street (4-10 Bridge street Benalla) They serve great traditional country pub fare and also really good wood fired pizzas! One of our members has a good contact there and they will section off and reserve a portion of the dining room for the HTCAV to use. I think we may also make a few 'awards' during the night – should be fun – be there or be square!

## HTCAV BIGGEST LOSER

Okay I'll keep this brief – you will probably notice that a couple of your committee blokes are rapidly shrinking in size (Mat Jager and I). Without going into the details let's just say this – there is a very real competition going on here and the rewards/spoils involve the Phillip Island Historics in 2011, and Committee members in underwear and a running lap of the circuit after racing on the Saturday. Ok so you guys are now laughing and I'm sure you will be also in March next year. Hopefully we will both have lost enough to run the 4 ½ kms with ease – even if a bit embarrassed! I gave him a 10kg head start – sometimes I wish I would just shut up!

## HILLCLIMB NEWS

Ian Tate contacted Jervis the other day to pass on that the VHRR were thankful to Chris Ralph and Andy Clempson for competing at Rob Roy hill climb recently. Ralphy was glowing in his praise for the event saying he had great fun doing something just a bit different to what we usually do. The silver panzer completed its task with aplomb and even transported said competitor to and from the event! Just goes to prove you can build a car on a reasonable budget that you can circuit race, rally, hill climb and drive on the roads – food for thought eh!

## GENERAL MEETING

May's general meeting will be full of info so I urge as many of you as possible to make the effort to be there – again plenty to discuss this month. Come and hear the latest updates on what's likely to happen at Winton!

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

Yours in racing,

**Deano**



There's some really good reading in this month's edition. In the absence of race reports it's very handy that Australia's marathon road rally, the iconic Targa Tasmania, has happened along to fill the gap.

Whether you're a tarmac rally oriented person or not, you'll have to agree that our articles on the subject are pretty damn good. Brian Dermott (currently overseas) worked long hours every night of the rally to post up-to-the-day reports, which Jervis Ward snapped on to the website for all to read. Re-edited into chronological order they give a fascinating insight into how a major rally unfolds over the days. Seems like Tassie threw all sorts of weather at the competitors and the story of how the Battens' 1961 Volvo came through to whack the big guns is heroic stuff. Fourth in the overall Classic standings, winners of the Handicap, winners of the HTCAV Championship section – and a victor over so many fancied teams in both classic and modern sections... Oh, and many thanks to Tim at PerfectPrints in Hobart for all the Targa pix.

And joining Brian's log we have a story from Paul Roberts, a member since last year, who writes a personal account of his adventures in a bizarre Holden V8-powered 1980 Mercedes Coupe – this is a must read. Driven with large amounts of brio, Der Panzerwagen was the crowd favourite by far. Paul is obviously an appropriately mad bastard and has threatened to write a few more articles for us – bring it on!

Simon Browning has also been overseas, returning with a snippet about meeting a man who met The Man – Jim Clark – in the earliest days of the Lotus Cortina. Thanks to both Paul and Simon

for sending articles in – that's what makes a Club mag like this really interesting.

Mat Jager, of whom it can be said "wasted talent", also contributes his astoundingly witty CarMa report in which he's always in trouble with his Car or his Ma and often both, the latter often to do with the problems of the former. Many thanks MatMatMatMate!

Winton Historic is on in just a couple of weeks from the time of writing. Not wanting to be accused of running an

Editor's blog, but the BMW should be there with a few mods: an engine for a start – pulled down after Phillip Island the mains were found to have a bit of gravel rash, courtesy of a special flash oil filter that I spruiked last year. Ahem, sorry about that, just hope nobody took any notice of me (fairly safe there, I'm thinking). I'll be sticking with the good old paper filters from now on, the superfine metal jigger let the really tiny bits in. OK for speedway, not for us. And ahem, out with the crap long studs from China – apparently all aftermarket studs are made there now, and each one of mine had worn the splines smooth. Losing a wheel in public is so-o-o embarrassment... Good old Aussie Falcon studs, no worries mate, eh.

Winton in May is the supreme mini fest, and although I haven't studied the form there seem to more of them at this meeting than at any other. Sort of makes me glad that there's an Nb/Nc split at Winton, not so many in Nc, 'cos the later ones are apparently slower than the Nb versions even though they can run lighter panels and fatter tyres. I still shudder at trying to nudge my way through a pack of them at the Island,

dodgy little buggers, going every which way, they were. There's even a video on youporn, sorry, youtube, to prove it.

Believe there are a few Mazda Rootaries to contend with at Winton, anyway they'll be right up the front challenging the V8s, what with their extra holes in their wotsit that make them go so fast. Apart from writing a brochure about the Mazda rotary engine in the 60s and driving me Series Prod Mini at Warwick Farm against the tottery R100s, it's all a bit of a mystery to me. I've heard they've engaged the famous Greek QC, Mr Peri Pheral, to represent their interests in the future.

Not that it matters at Winton, of course. Technically as it's now run by the AASA, the CAMS Historic Commission's eligibility rules have no jurisdiction. Let's hope a gentlemen's agreement still holds, on the other hand Jeeves, fetch me my 2.3 E30 M3 engine and the 15" wheels...and fit those plastic doors while you're at it.

See you up there, chasps and ladies, and don't forget the after parties. Got to do something to keep warm...

*RalphE*



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# 2010 HTCAV Presentation Night & Christmas Party

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# Targa Tasmania 2010

All pics perfectprints.com.au

Over every day and night of the 2010 Targa Tasmania Brian Dermott devotedly interpreted results, rang and confirmed stories and had his reports ready for posting on the HTCAV website that night, thanks to Jervis Ward. It was a fantastic service and we're proud to reprint them here, in chronological order. Written as it happened, you can hear the excitement at every stage... reports began from the Prologue on Wednesday April 28 and finished at the end of Leg 5 on Sunday May 2.

## Prologue – The Champs kick on...

The Historic Touring Car Association of Victoria run a national tarmac rally championship for touring cars built before 1973 and the 2009 Champions were Pete and Sari Ullrich in their 7-litre Jensen. Of the five events in the 2010 Championship, Targa Tasmania counts for the most points



Scott and Wayne Kent lobbed in 6th

and Pete and Sari were by far the best historic touring car round the streets of Georgetown in dry conditions this afternoon. Eight seconds behind were Richard Woodward and Dave McCrow in the yellow '69 Monaro GTS.

But the result that many people were hanging out for was the 'Moment of Madness' – will the 1948 Holden 48/215 with Paul and Christine Freestone be a winner? Well, not yet, but this brand new and untried car had to pass two slow cars to grab third spot, nearly two seconds ahead of the Kent father and son team in their 1965 Mustang. Less than a second separated Scott from Drew who was fifth in the '71 Falcon GT and second place-getter in the 2009 Championship.

On a street course which favours power and traction, the Batten's PV544 started well to come fourth, well ahead of their rivals in Volvo-land, Andrew White and Ashley Yelds. In seventh spot after a cautious run in the other 'only just made it' car were Len and Gayle Cattlin in the MS 1969 Boss Mustang fastback.

Historic tourers were also filled the top three places in Categories 2 and 3 of the Classic Outright results, with the Woodward/McCrow Monaro coming second in Category 4

## Leg 1 – Mayhem!

This might have been a good Targa to have

not gone to – a quarter of the field out on the first day!

Violent wet, windy and treacherous weather hit Targa Tasmania today which Targa veteran Jim Richards summed up like this: "Conditions when it was wet and blowy were pretty severe. I suppose we've been in conditions as bad, but I can't remember when, honestly". (Well Jim, what about the snow in 2004?)

These appalling conditions caused mayhem, with a quarter (19 cars) of the Classic field failing to get back at the end of the day – there were many accidents on the slippery roads.

The HTCAV Championship contingent has also been depleted, but by only 17%. And we may be witnessing another heroic Dad and Son performance from the Battens – at the end of the day, in terrible weather, the little PV544 is in second position outright (not handicap) in Classic, a mere 12 seconds (!) behind Rex Broadbent and Chris Randall in the '74 Porsche Carrera RS.

Behind Paul and Mike come a thundering hoard of HTCAV heavy metal – Richard Woodward's Monaro GTS in 2nd, the Ullrich Jensen, both

Kent family Fords (with Scott only six secs ahead of Drew) and the Cattlin's brand new Boss Mustang. These V8s are well ahead of the usual wet weather experts – the latter Datsun, the van Wegen 2002 and the White/Yelds Amazon. V8s ahead of fours speaks volumes for the audacity and skill of these muscle car masters.

Unfortunately, the Freestone/Freestone



Fresh from having prostate and kidney removed, Captain Richard Woodward and David McCrow brought the London-Sydney Monaro home in 2nd

48/215 is missing from the finishers list – as some feared, the new and untried 'Early Model' blew a head gasket during the Nook stage this morning and was not able to continue. Let's hope the team manage to repair the head overnight but although it's a red motor, the head is alloy, so not a straightforward change.

Everyone keep the fingers crossed that this amazing car can run on tomorrow for an extended shakedown. Of course, the Freestones have lost their Targa Plate – would have been their 15th – but they can still be classed as finishers.

Tomorrow will still be cold and breezy, but the forecast is for no rain, maybe a shower. Make the most of it being a bit drier, boys and girls, there's 80% chance of rain everyday for the rest of the event.

## UPDATE: Targa has published revised results for Leg 1.

Quite a few changes affect the HTCAV, not least that only one car failed to finish! But there were also changes at the top.

Past winner Jon Siddins' highly modified Datsun 240Z slipped past the Batten's Volvo by just nine seconds pushing them down to third, 39 seconds behind the Broadbent Carrera. Still an amazing drive by Paul and Mike, fully



Drew Kent and Paul Krawczyk wrangled their HO into 4th





**The Cattlins' monster new Mussie found fifth**

justifying the upgrade to Modified Spec - and they still lead the handicap by miles. The Ullrichs were actually ahead of the Woodward Monaro by the tiny margin of 12 secs and the White/Yelds Amazon was really seventhth ahead of Latters' Datto and the van Wegen BMW.

#### **Leg 2 - A dry line emerges**

After the Batten's little Volvo PV544 turned the world upside down on Day 1 of Targa Tasmania 2010 by coming so close to the Broadbent/Randell Carrera RS in the wild wet weather, the dry tarmac of Day 2 has been a challenge. The 'little red shoe box' is running well but with the softer compound tyres fitted this year Paul Batten has admitted backing off to preserve his rubber for the west coast stages later in the week, which may well (80% chance of 20 mm rain, 35kph+ WSW winds) be streaming wet. The Volvo started poorly this morning, taking a 43 sec hit on the Sideling and then suffering more losses up until the terrifying high speed downhill Rossarden stage, where Broadbent was only two seconds better. The upshot is a 6th place for the Battens nearly three minutes down on the flying Carrera.

But of course among the HTCAV Championship contenders, the Volvo is ahead of the Ullrich's Jensen in second place by 1:36, with Woodward/McCrow in the Monaro GTS 34 secs further back. The Cattlin's new Boss had a strong day, pulling up two spots but is nearly a minute and a half down on the General's finest. The Kent family are scrapping as usual, with Drew holding on ahead of Scott by 12 seconds. This annual family feud will be on in earnest around the Kent's hometown of Devonport tomorrow. Watch out Paloon!

The White/Yelds Amazon is going well, this very erudite team playing a waiting game, justified because the heavy metal often falls off on the early days of Targa and the PV544 is being driven faster than seems credible. But five minutes deficit on the HTCAV leading PV544 after only two days is a bit of ground to catch up.

Last night the Freestones' early model Holden 215 blew a gasket where alloy head meets red motor block and it was flat towed back to Launceston for overnight repairs. Going again this morning, but not right - steam was observed and gearbox noises slowed the 1948 car significantly through the day. Paul is rapt in the handling and grip but dismayed that the car is still overheating at the end of each stage and suspects the 5-speed Hollinger gearbox was damaged while flat towing. The Freestones have a history of not giving up (Paul once drove his Healey for half a Targa day and three stages in 2nd gear to win a Targa plate) but these troubles may be hard to fix. It's all down to a very tired Greg Stevenson of Monaro Motors facing a second night out of bed - I'm sure we all wish them well.

Tomorrow the stages are around Devonport and Mole Creek - very challenging and many mountains to climb such as Mt Roland (some of Cethana in reverse). This will favour the V8s and with only 20% chance of rain expect the Jensen, Monaro and Boss to go well.

#### **Leg 3 - The Captain's coming!**



**The van Wegens wave a leg, and were out on Leg 3**

Qantas Captain Richard Woodley and co-pilot Dave McCrow caught up 34 seconds on the Ullrich's Plastic Bullet to tie for 9th place Outright at the end of Leg 3 and second place in the HTCAV Championship race.

They launched the 1969 yellow ex-London-Sydney Monaro GTS into a brilliant pursuit over the mainly dry tarmac, beating the Jensen on every stage over the plunging, leaping course around Mole Creek and Devonport. And they treated the spectators on SS23 Deloraine to the rare sight of a primitive old Holden V8 fanging flat out past Japan's finest Nissan R34 - and then holding on to the extended tank slapper which came after landing the jump. Yes, it's on video and will soon be on YouTube.

The Ullrichs are old hands at Targa and have been taking things steady to make sure that the Big Jay is delivered in good fettle to the start of Leg 4 - which is usually pay day. But they did not mean to lose so much time to the Monaro - bugger!

Behind this tense Battle for Second the Battens' incredible drive continues, with the old Volvo catching up a place to 6th Outright (not handicap, which they still lead easily) but the dry helped the Broadbent/Randell Carrera RS pull out four minutes. It's about now the pace begins to tell on the little car and planned replacements are happening furiously.

In this most exciting of Targas, the Cattlins' Boss is also on the move. Despite a shocker reset overnight stuffing the rear grip of this work in progress car, Len and Gayle have pulled up two places overall and clamped their hands firmly on 4th spot in our placings, with an eight minute lead over the Kent family, who continue to run a mere 11 seconds apart.

But the big disappointment today has been the demise of the White/Yelds Amazon. After a great run - the new overdrive on top gives this innocent looking 2 litre pale blue touring car a 205 kph top speed - a three right on the last stage Quamby Brook turned out to be a three right with masses of loose gravel and the Volvo found the bank - hard. Just as Ashley Yelds was putting out the triangles, an Evo arrived

**Last year's HTCAV Champs, Pete and Sari Ullrich got the big Jensen into 3rd**



out of control and slammed into the back of the Volvo, flattening the rear quarter and throwing the car further into the wire fence. While standing on the bank waiting for rescue, Andrew White found he had good phone reception, so he managed to seal a 'buy now' deal on a new quarter advertised on eBay. He's promised to be ready for Targa High Country...

Also out tonite are the Wilson's Perana and the van Wegens' BMW 2002; let's hope that, like the Devines' Mini was this morning, they'll be able to run tomorrow.

At last the Freestones' old Holden has been running on 98 and not steam but is still dogged by little problems - electrical glitches keep setting off the alarms, the Motec dash is grumpy and the gearbox is gravelly. But they managed to get within 15 seconds of Broadbent on Deloraine, a very fast stage.

And so to Leg 4. After three and half days of flat out work, the event is not even half done. Tomorrow starts easily enough with the harmless little Mole Creek stage, but soon launches into one of the longest and toughest day in tarmac rallying with three stages over 30 kms long - Cethana, Rianna and Rinadeena, which is Strahan reversed - plus the always damp and treacherous Hellyer Gorge and the Mt Black/Rosebery combination which can be lethal in the wet with their negative camber corners well lubricated by diesel from the log trucks.

The HTCAV wishes everyone a great day of competition tomorrow.

#### **Leg 4 – The Battens tighten the screws**

On another tough day in Tasmania, with cold, greasy tarmac glistening between the trees until the last stage into Strahan, Paul and Mike Batten have moved up two places to 3rd outright in Classic and extended their lead in the HTCAV Championship standings and it's been obvious that their pressure is beginning to bite hard. The Siddons/Ferguson highly modified Datsun 240Z had been closing up on Rex Broadbent (including beating him on Cethana) but crashed out on Hellyer Gorge

- bringing a brave challenge to an end. And David Cooper's A9X has started to run out of rubber and is starting to drive to survive (the minimum tread depth rule will no doubt be tested overnight by the scrutineers).

No HTCAV car has ever finished higher overall in the modern iteration of the Targa rules than the Coad's' third in 2008 - the Battens came fifth in 2009, can they possibly get higher? Well, the gap to first is large - nearly 6 minutes - but if it pours tomorrow and the Volvo hangs in there, it's not impossible.

A huge seven minutes back from the 2-litre Volvo, the 7-litre Jensen has pulled out a 33 second margin on the 5-litre Monaro GTS. Pete and Sari put in strong performance in the fog and slime of Cethana and built on that through the day to have over a minute on Richard and Crowie by the start of the last stage, Rinadeena. There the Captain pulled back over 30 secs - a truly impressive showing on an epic piece of road.

Drew Kew and Paul Krawczyk also got past the Cattlins by a mere five seconds - they'll have to go hard to keep that tomorrow, Len

loves Arrowsmith - and Scott and son Wayne Kent are still less than a minute behind. The Latter's Datto 1600 - another father and son team - interrupted a consistent showing by running wide through a barbed wire fence on that most intimidating of stages, Rianna. Getting untangled and back on the road cost them about six minutes and Steve McClintock and Jann Skinner took advantage to move their 2002 up into 7th spot.

Rounding out the Top 10 are Ray Large and Rob Woodcock's 72 Ford GT and Mick Moylan and Kim Chance's Galaxie - despite the treacherous conditions these two masters have not dropped a stage.

DNF's today were Jack Waldron and Vin Gregory in the tiny Fiat Abarth 750 and the Freestones, who took refuge in the Rianna General Store when a rocker broke. Tonight is spent in Strahan with the service crew in Queenstown, so they are trying to get the rocker fixed in Burnie before a long lonely late drive south.

Tomorrow is Pay Day - the final and most gruelling test which Tasmania can muster. Although not as tough as it used to be, it will be a grim day down the West Coast with a 90% chance of heavy rain and winds over 35 kph.

These are the ideal conditions for the Volvo PV544 - the in-car video which will be produced by car 244 tomorrow will be compulsory viewing as this experienced crew of top-line forest racers challenge the two leading Porsche Carreras for victory. Go Paul, go Mike !

#### **Leg 5 – The Battens win HTCAV's Targa!**

In another astonishing display of ability, forest rally expert 27-year old Paul Batten and three-time NSW rally champ dad Mike were by far the fastest HTCAV Championship car over the five days of Targa Tasmania 2010 today.

In the Outright Classic Competition the red Volvo was beaten only by Rex Broadbent and Chris Randell in the '74 Carrera. The

**The Freestone Humpy "Moment of Madness" had gremlins as passengers**





relentless, persistent pressure - the Battens don't have poor stages - finally got to Peter Eames and his Carrera who was ahead at the start of the final day. In wet, cold and foggy conditions on Tasmania's west coast, the Volvo won the first three stages outright, including defeating both Porsches on the 56 kilometre Mt Arrowsmith by nearly a minute and Peter Eames crashed out on the very next stage. The measure of the car control required to be competitive is that Rex Broadbent reported to the media that Mt Arrowsmith was so slippery he thought there was ice on the road.

Realising that with only three short stages left, unless Rex broke he could not be caught, Mike Batten got his wish and managed to turn down the speed control on Paul and they cruised home from then on. Mike also says they have never had a 'moment' and the Modified Specification they ran with this year (bored motor, Proflex shocks) and soft tyre strategy worked well.

Fifteen minutes further back, another tense battle was raging between Pete and Sari Ullrich in the Jensen and Richard Woodward and Dave McCrowe in the famous '69 Monaro GTS. After tying Leg 3, the Jensen started Leg 5 33 seconds ahead. But the Monaro was not to be denied and Richard and Dave started to put in the most incredible times - fifth on Strahan and already a few seconds up, then gaining more time with sixth on the Corkscrew and Arrowsmith. By the end, the Monaro had turned a 33 second deficit into a 23 second advantage. It is a tribute to these two great crews that they made it through, driving fully committed on legendary difficult stages in atrocious conditions when many crashed out.

Fourth was local Drew Kent and good mate Paul Krawczyk in the Falcon GT who



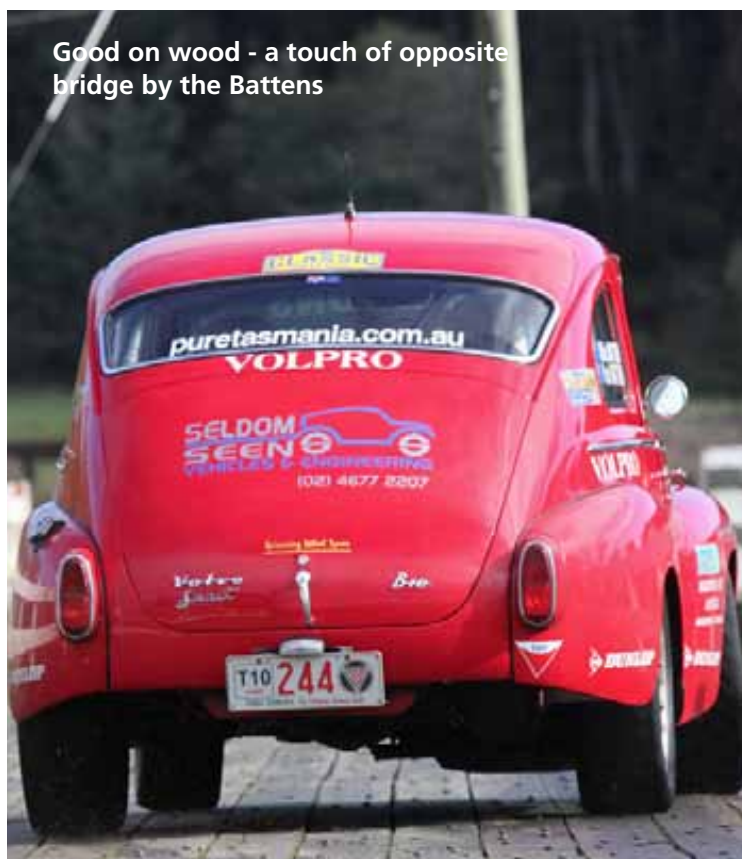
**WA's Mike Moylan and Kimberley Chance were heroes in 8th**

only just managed to keep nine seconds ahead of rampaging Len and Gayle Cattlin, who have clearly built a great new MS Boss. Completely untried, untested and still being finished at the start, this car has grown stronger every day. Just behind by a mere three seconds were Scott and Wayne Kent - so only 12 seconds apart from brother Drew, a closeness which lasted the whole event.

Well back from the V8s came Chas and Luke Latter in the silver Datsun 1600, who recovered from their damaging fence diversion to take seventh. Next in line was the gigantic Ford Galaxie driven by Mike Moylan and navigated by Kim Chance, whose reputation was certainly enhanced when no less than six more

timid modern rally cars (and whose drivers all reported the event wide-eyed to the media) were passed by the storming Galaxie on Arrowsmith in the treacherous weather, trailing a vast plume of spray and turbulence in its enormous slipstream.

Eighth was the other Falcon GT crewed by Ray Large and Rob Woodcock and the 10 was rounded out by the bright yellow Torana 'XU4' four door driven with passion and enthusiasm by Queensland panel shop owner Wayne Pfingst and navigated by John Loth - both relieved to have not finished upside down with sheared steering this year...



**Good on wood - a touch of opposite bridge by the Battens**

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So what happened to the high tech early model Holden - the 'Moment of Madness' ? Well, the Freestones have had wins and losses in their 15-year Targa career and this was not a win - they finally came 11th in our standings. The car had come to Tas with only the briefest of testing and paid the price - engine, gearbox, dash, electrics were all rebuilt over three nights and there were inevitably some slip ups by the completely exhausted service crew. Then the clutch hydraulics packed it in just in time for Arrowsmith. But Paul is a very determined character and was going to get the thing to the end even if he had to push it all the way - the potential of this combination and the commitment of Paul and Christine (and the well known race car builders who created it ) to get the early model right should not be underestimated.

Everyone in the HTCAV can be proud of the Targa 2010 effort by the pre '73 touring

cars. In one of the toughest events on record, 28% of the 78 classic pre-81 cars entered DNF'd. But only 13% of the 23 pre '73 touring cars DNF'd and provided four of the outright top ten and one of the cars on the podium.

Targa Tasmania in the wet is the greatest challenge in modern amateur motor sport and 20 cars with 40 crew are tonight celebrating their triumph of achieving a finish in Hobart well satisfied with their week's work. We salute them!



The White/Yelds Amazon found a bank on Leg 3, and was promptly hit by another competitor

And Torque salutes Tattle for this terrific and timely reportage

## 2010 HTCAV RALLY CHAMPIONSHIP

Pos.	Crew	Vehicle	Class	Round 1 30-31 Jan TARGA WREST POINT	Round 2 27 Apr - 2 May TARGA TASMANIA	TOTAL AFTER 2 ROUNDS
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
11	Moylan - Chance	1964 Ford Galaxie	3MSF	0	25,704	25,704
12	Henry - Harding	1965 Alfa Romeo Giulia Super	3SSA	4,009	20,160	24,169
13	Smith - Smith	1966 Holden HR X2 Premier	4MSE	6,119	17,640	23,759
14	Freestone - Freestone	1948 Holden 215	2MSF	0	22,680	22,680
15	Waldron - Gegory	1955 FIAT Abarth 750	2LMSA	5,275	15,624	20,899
16	Ogg - Farrell	1970 Alfa Romeo Giulia GTV 1750	4MSB	0	19,656	19,656
17	Nittis - Francis	1969 Ford XY GT HO	4MSH	18,357	0	18,357
18	Cross - Chaplin	1972 Holden Torana XU1	4LMSE	17,091	0	17,091
19	Diprose - Daly	1969 Ford Falcon GT HO	4LMSH	14,981	0	14,981
20	McClintock - Skinner	1968 BMW 2002ti	4LMSB	0	14,112	14,112
21	Harper - Challis	1968 Ford Falcon	4LMSH	13,504	0	13,504
22	Bevan - Bevan	1961 Volvo PV544	2SSD	0	13,104	13,104
23	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	12,449	0	12,449
24	Devine - Devine	1962 Morris Mini	3LMSB	0	11,592	11,592
25	Davison - Davison	1955 Austin A30	2MSA	0	11,088	11,088
26	Killick - Killick	1965 Ford Cortina	3LMSE	8,651	0	8,651
27	Ridge - Edwards	1971 Ford Falcon GT	4LMSH	8,229	0	8,229
28	Clempson - Ward	1965 Ford Mustang	3MSF	7,596	0	7,596
29	Jones - Smythe	1953 Holden FJ	2MSF	7,174	0	7,174
30	Arundel - Verge	1963 Ford Cortina	3LMSC	6,963	0	6,963
31	Van Wegan - van Wegan	1968 BMW 2002 Ti	4LMSB	0	5,040	5,040
32	White - Yelds	1961 Volvo 122S	2LMSE	0	5,040	5,040
33	Wilson - Wilson	1971 Ford Capri Perana	4H	0	5,040	5,040
34	White - White	1963 Austin Mini Cooper	3MSA	4,853	0	4,853
35	Quinn - Paine	1973 Holden HQ	5LMSE	4,431	0	4,431
36	Ralph - Pilven	1971 BMW 2002	4LMSB	2,954	0	2,954
37	Thomson - Thomson	1970 BMW 2002 Ti	4LMSB	1,500	0	1,500
38	Bulk - Bulk	1961 Ford Anglia	2MSD	1,500	0	1,500
39	Rogers - Moss	1971 Ford Falcon GT	4MSH	1,500	0	1,500
40	Chaplin - Smith	1971 Datsun 1600	4LMSB	1,500	0	1,500
41	Utber - Kaye	1961 Vauxhall Cresta				
42	Currow - Amori	1965 Steyr Puch TR Europa				



# You can now nominate for both Officers & Ordinary Committee positions



## AGM NOTICE & AGENDA

The Annual General Meeting of the Historic Touring Car Association of Victoria Inc. is being held on Wednesday 30 June 2010 at 8:00 p.m.

The meeting will be held upstairs at the Rising Sun Hotel, cnr of Raglan St and Eastern Rd, Sth Melbourne.

### Agenda

- 1) Transact the ordinary business of the meeting comprising of:
  - 1.1 Confirmation of the minutes of the previous annual general meeting, 24 June 2009;
  - 1.2 Confirmation of the minutes of any general meeting(s) held since the abovementioned annual general meeting (26 May 2009);
  - 1.3 Receive the reports from the committee;
  - 1.4 Action a statement required under Section 30(3) of the Associations Incorporation Act 1981.
- 2) Transact any special business for which sufficient notice has been given. (Sufficient notice being 21 days notice of such business being sent to all members).
- 3) Elect officers and ordinary committee members.

By Order

Mr Gordon Cox  
Secretary HTCAV Inc.





## Historic Touring Car Association of Victoria (HTCAV) Notice appointing a proxy

I \_\_\_\_\_ being a financial member of the HTCAV appoint  
\_\_\_\_\_ to act as my proxy in the election of officers and  
ordinary members of the committee, at the Annual General Meeting of the HTCAV to be held Wed  
30 June, 2010 at the Rising Sun Hotel, cnr of Raglan St & Eastern St, Sth Melbourne. Victoria

Signature of member appointing the proxy \_\_\_\_\_

Signature of member acting as proxy \_\_\_\_\_

Date \_\_\_\_\_

Note: The Secretary must be given notice of this proxy no later than 24 hours before the AGM.

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



## Historic Touring Car Association of Victoria (HTCAV) Committee nomination form

I \_\_\_\_\_ being a financial member of the HTCAV nominate  
\_\_\_\_\_ for the following position(s) (Please tick) on the committee  
of the HTCAV at the 2010 Annual General Meeting of the HTCAV.

☐ President    ☐ Vice President    ☐ Secretary    ☐ Treasurer    ☐ General  
Committee

Signature of Proposer \_\_\_\_\_

Name & signature of seconder \_\_\_\_\_

Signature of nominated member \_\_\_\_\_ Date \_\_\_\_\_

Note: This form **MUST** be returned to the Secretary no later than 23 June, 2010

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



## Historic Touring Car Association of Victoria (HTCAV) Committee nomination form

I \_\_\_\_\_ being a financial member of the HTCAV nominate  
\_\_\_\_\_ for the following position(s) (Please tick) on the committee  
of the HTCAV at the 2009 Annual General Meeting of the HTCAV.

☐ President    ☐ Vice President    ☐ Secretary    ☐ Treasurer    ☐ General  
Committee

Signature of Proposer \_\_\_\_\_

Name & signature of seconder \_\_\_\_\_

Signature of nominated member \_\_\_\_\_ Date \_\_\_\_\_

Note: This form **MUST** be returned to the Secretary no later than 23 June, 2010

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



# Member's report - Targa Tasmania

**Paul Roberts is a Club Member. He entered Targa Tasmania in a 1980 Mercedes Coupe with a Holden LS3 motor. They had a great time, as you'll read...**

After extensive preparation this year we were confident we could put in a good showing, particularly after last years tedious 7-cylinder thing. The car looked immaculate and with a two-car service crew and a navigator who built the car for immediate in-car engineering assessments we felt confident we could avert most technical issues.

By way of explanation we did not run the M117 Merc engine this year for two main reasons 1. money, and 2. the lack of item 1. We could get 340hp from a vanilla factory engine for about \$12k but there was some concern about punishing it for five days solid and that the horsepower to tonnage algorithm seemed a little tepid. We took up the philosophy of fitting an alternative engine to the car, NOT the car to the engine. This was mainly to be able to retrofit the M117 without a lot of fuss and not ruining its history. As soon as I can find the \$30k to make it go properly 'Merc fast' we will put it back in.

So after some navel gazing and elongated aficionado debates we decided to run a Chevy as a spare engine for doing track day stuff where authenticity didn't matter and we could get about four times the horsepower per \$ over the old Merc engine. This took several months of engineering and was completed just before Tassy Xmas holidays and some Symmons Plains track days the locals had organised.

After months of research we stumbled upon the Gen IV LS3s that HSV were selling as crate engines as they put the LS6 427s in and supercharged them. It cost an entire \$6k and came out of the box with 317Kw at the flywheel. The only performance modification we have made

is a Walkinshaw crazy cam (VCM 9 stuff) and we got another 150 hp with that and a dyno recalibrate. This meant we were getting 430+ horsepower and 900+Nm of torque to the ground.

It is of course pretty nuts putting circa 600hp in a 30 year old car that we figure is about a 450-500 hp chassis. The leftover was for general 70s larking about. We immediately had to upgrade the suspension AGAIN and the back brakes melted the piston so we put ceramic pads in the back which seemed to cope. Only Sideling saw the back brakes on fire (literally).

The spare engine specs of the car now run like this:

Drivetrain – GenIV LS3 (6.2 litre), Turbo 700 auto with shift kit for a classic sequential and no nasty clutch pedals. (standard gear selector used)

Diff – Ramp and Plate with original 3.46 Merc gear set

Brakes – Front APRacing with V8 Supercar pads (bullet proof) and standard but fluted rotors with ceramic pads

Suspension – Kings springs (third edition) with Koni custom made short strokers with 18 inch AMG wheels

About 18 radiators and weighing in a mere 1700 kilos

Everything else is factory (though not original as we have broken all the 30 years old parts, particularly rubber). The W107 was quite advanced for its time compared to the US and Aus machinery, but it is a heavy car.

We also have the VBox lite in car camera stuff that is great value giving you 2 cameras, data logging and embedded software dials for under \$3k.

You can see the Longford in car here <http://www.youtube.com/user/targamerc#p/u/2/hdghkm5ReRw>

The prologue started with us winning

the power slide at the main spectator area unofficial competition. <http://www.youtube.com/user/targamerc#p/u/0/3JP8BYXRbzU>

Talking to Jim Richards that day he commented that not only was this one of his favourite looking older classic cars but ours looked and sounded fast as well. This was a fact that the Nav did seem to be reinforcing quite regularly!

Day 1 started with horizontal rain - a Subaru snapped a telegraph pole half way up. This set the tone for the rest of the race with 30 cars being back in the garage by the end of day one. We were fortunate enough to be placed 9<sup>th</sup> in the Classic category at the end of the day. The Subaru driver was OK.

Most of the first day was spent peering out the window on opposite lock.

Day 2 was fine weather and we were able to use the horsepower unlike day 1. We seemed to run about top 20 in the dry which is OK for such a beast.

With such a large handicap for the engine size and the weight of the car the nimble little wheels have a definite advantage in the windy roads.

Day 3 was defined by delaminating a set of rear tyres during a morning section and spending the rest of the day on rear road tyres.

This proved too much for the 900Nm of torque being pushed out and we had a minor slip of the road that did not hurt the car but ended our top ten run.

Day 4 was the trek over to the west coast. We discovered at the beginning of the day that the front suspension had collapsed and we were have to going to spend 2 days at extreme speed on bump stops.

The bump steer was quite spooky and trying to pull the car up from 200 Km+ saw it swerving from one side of the road



to another. The psychological and physical effort wrestling the car in this condition saw me collapse at the end of some sections with fatigue. This was despite a three months fitness training program.

Day 5 was the final day into Hobart. The early morning conditions were horrendous with the run up out of Queenstown being dicey even at normal speeds.

We rallycrossed through the ice and oil much to the cheers of the crowd.

The response to the car was tremendous from the crowds. They were turning up at section starts to take pictures of our launches off the line and some officials setup a scoreboard, named in our honour.

We did drive the car aggressively on street stages given we knew the roads well and independent feedback tells us the crowds gave the old Merc the biggest cheer of just about any car.

This picture was selected as a special display and a painting size copy was displayed beside 5 other notable pictures at the official trophy celebration.

We are building our own "Top Gear" special which will be on Youtube in the next month or so and will feature all the in car, external stills and video that we can collect.

So that was the MercStar Racing "MerChevy Campaign". Next year we will be preparing for the "Rebels against the Nanny State Tour" which will include a whole host of 70's flashback stuff. You know when we used to drive like that all the time!

We also intend to shake up the rather sanitised modern car world which the crowds were rather disparaging of.

As I was told countless times it is the rowdy old V8s driven on the edge that brings out the punters, just like it always was. Aah, the good old days!

# State Round in July?

## You won't be sent an entry form!

Victorian State Circuit Racing Championships, Round 3 Sandown  
23rd – 25th July 2010 Organised By  
The Australian Sports Sedan Association.

HTCAV members are not doing round 2 at Sandown, so you will not receive an entry form for round 3 in the mail. (So do not go looking in your letter box for one!)

You need to download the entry form and supp regs from our website  
**www.htcav.com.au**

If the term "download" or "website" draws a blank expression, see the inside front cover of this magazine for a committee member's phone number and one of those good lads will post you one.

For other enquiries about Round 3, please call the Race Secretary Gale Smith

AH 03 9763 7811 or Email : crges@bigpond.com.au

Enter early and you may even get a garage. Enter from about mid June onwards, and all the garages will be booked out. History has proved that!

# 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!



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# Round 4 of the Vic Hillclimb champs

## The PIARC Phillip Island Hillclimb

Last Sunday, May 16 was the first running of this event, so many records were set! Some entrants felt that it looked easy but going through MG the other way caught many out, especially on a cold track with cold tyres... Scott Slater won

his class (although not without one duff run) ahead of Stephen Pillekers, while Stephen Schmidt collected a 2nd in class – also with something of a whoopsie!

**Get those results into [speed@htcav.com.au](mailto:speed@htcav.com.au) to claim your points for the HTCAV Speed Championship!**

Many thanks to Greg from Narra Photography whose shots you see here (and who alerted me to the fact the event was actually run!) Check all the pics at <http://www.narraphotography.com.au>. You can download free...



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# A diversion - Rob Roy

Having not done a hillclimb in 15 years or so your Humble Editor decided that he would have a crack at the first of the climbs in the VHRR's Trident series, at the famous Rob Roy track in Christmas Hills.

As Treasurer David Floyd, one of the organizers, was looking glum about numbers as they were forced into sending out entries late, a little extra incentive was added. Besides, having rabbited on about the HTCAV Speed Championship it gave me an opportunity to put my money (\$105 entry) where my mouth is. The first runs are on the board...

After mentioning my intention at the last general meeting, Hollywood - Andy Clempson - decided he'd enter on the day, so it was going to be fun whatever happened. He and I would both use the "rally" cars, he because he had just put on ridiculously large brakes on the bellowing "Mr Green" Fastback Mustang, though what good that would do going up hill was not clear at the time, and I because the last time I was there in the Cortina the infamous bump before the wall smacked the sump so hard I thought the nose up attitude of the silver BMW would just about do the trick. (Besides, the orange car is in bits...)

What wonderfully relaxing day's motorsport. No need for a trailer and all that stuff, pack a few tools and folding chairs and a sandwich (didn't know they cooked up a storm there for lunch) and the job's right guv'nor. No need the flash the undies and thin legs getting in and out of your race suit all the time, just clamp on the old battle bowler and away you go. Very gentlemanly, Hollywood's enigmatic and misspelled mate Corporate brought corporate facilities with him and grazed contently in the paddock, failing to tip the wait staff (see pic). His other TCM



Clempson mate and TCM hoon, Tony Edwards, in some sort of modern thing



Clempson serves Lord Corporate-Tosser his fizzy drink  
"The '65 was a wonderful year sir."

driving mate Bob Edwards brought one of those modernish 4WD Nissan things, entered in the Invited Class, against Hollywood himself and a pair of E46 M3 BMWs, a road car and ex-race car.

It being a proper VHRR event the usual Australian specials were there, with the addition of some unusual sprint and hillclimb historic specials not usually seen at track events including spindly aircooled devices of various configurations.

Fast Johnny Luxmoore's mate Speedy - Russell Meade - was there with his uncaged 4-door Cortina. Standard-looking and appearing not terribly well-loved it has various Quaife bits lurking inside, but the real go faster bit is Mr Meade himself who flings this thing up the hill in a demonic fashion, having done it before several hundred times. I have never heard a faster 1<sup>st</sup> to 2<sup>nd</sup> gearchange, up there with paddly super-computered modern devices. Apparently he depresses the clutch only a few mm and bangs it through. Very impressive. And by the way, if you need to buy, move or repair your hoist, Speedy's the man - 0408 333 651.

After three runs we toddled off in the early afternoon, satisfied with our money's worth. Can I once again spruik the HTCAV Speed Championship as an excellent thing to enter, in sprints, regularities and hillclimbs through the year. Complete your chosen events then send the results in to Paul Cruze at [speed@htcav.com.au](mailto:speed@htcav.com.au) or if you are not of the computer age send printed results to him at HTCAV Box 16 Chadstone 3148.

**RalphE**



Clempson improves Russell Pilven's bank balance...



... while RalphE hasn't even paid for these tyres yet



# No sex second month in a row

In the absence of the Sec, the Sec's Sec again sat upon the President's ...right. The April pre-meeting began amid mutterings regarding the standard of service and food at the current hotel, words relating to human effluvia being used.

Perhaps that helped account for the miserable 10% membership attendance, with 22 present.

The meeting opened at 8.22pm.

Apologies were received from Jervis Ward, Simon Browning, Gordon Cox, Mark Schatz, Ian Watt, Lindsay Cripps, Mark Brewster, Paul Cruse and Nick Cascone. The minutes of the previous meeting were approved: moved Andrew Clempson, seconded Dean Bryant.

The Absent Secretary's report: mail had been received, with new memberships taking the total to 201 paid-up.

The President's report contained the following points.

- There will be a soup kitchen at Winton

and evening refreshments

- The Club has taken five garages = approx 20 car spots, each spot is \$125
- Because of the distance of the pits from the crowded and difficult to access marshalling area, competitors should know their grid spot, the car gridded in front of them and get there early.
- Hints of the upgraded Christmas Party were given (see news section).

The Treasurer's Report was approved:

Moved Michael Hibbert, seconded Ken Zinner.

The Absent Vice President's report:

Although the Club is not supporting the VHRR's August long-track Winton Historic meeting there will be an opportunity for cars to do sprint laps, logging as many laps as the races. Cars can also be left in their garages from the State Round should competitors wish to do both meetings.

There was no AHTCA or Historic

Commission report.

Newsletter: The magazine has been downloaded nearly 3000 times in April. Advertisers are getting a bargain.

Eligibility: 15 inch competition tyres are becoming hard to find. David Twigg is monitoring the situation.

General Business: A discussion took place regarding Mazda rotaries in Group N. Some members are beginning to question whether their performance accurately reflects the period, and are disproportionate in their performance after the engine modification freedoms allowed. Their growing numbers attest to the ease in which cheap super-fast cars can be built, and some disquiet has been expressed about the future of the category as a result. Research would be undertaken to clarify the facts on performance benchmarks.

The raffle for the next meeting's free meal ticket was won by Michael Hibbert and Peter Sneddon.

The meeting closed at 9.35pm.

## The Bean Counter's Report

**Greetings all. Here is an update on our financial position. As you would recall, our financial year ends next month, on the 31<sup>st</sup> of May. Our AGM is in June and the financial statements will be published in the June magazine and be discussed at the AGM. Here are some details as a pre cursor to those statements :**

Our funds in the bank are as follows :

	30/4/10	31/5/09
Cheque A/c	\$4,072.52	\$2,097.36
ANZ V2 A/c	\$5,611.33	\$5,478.69
ANZ Term		
- Deposit	\$18,882.44	\$18,348.72
Esanda		
- Debenture	\$1,123.45	-
<b>Total Funds</b>	<b>\$28,566.29</b>	<b>\$27,048.22</b>

You can see the Esanda debenture is no longer. In April they wrote to us and said their policy on such investments

had changed and they were redeeming the amount. They posted us a cheque for the principal, \$1,123.45 and the year's interest. This investment relates to funds donated by the Raper family many years ago. We are currently looking for an appropriate investment account to again hold the funds separately. However finding an account that pays interest on such balances is not easy as there is usually a \$5,000 minimum required. Furthermore, we do not want the amount to be diminished by monthly fees ! We shall keep you posted.

In January this year the club organised construction of a club trailer to take to the historic race meetings and social events. This has allowed all the catering equipment to be kept in one place and made it a lot easier, fairer and more efficient for those organising such matters. The trailer cost \$2,729 to construct, the

gazebo that accompanies it was \$1,800 and the sign writing was \$418. A total of \$4,947. Thanks to Gordon Cox for doing the legwork on it all, Peter, Megan & Emily Sneddon for the loan of their large esky and Justin & Andrea Brown for the donation of the BBQ. Another great example of the teamwork within our club. Advertisers have just been invoiced for their ads and we thank them for their support of our club. This will contribute about \$2,500 to club funds which helps with the cost of producing and distributing the magazine.

We are still on target for a surplus for the year ended 31<sup>st</sup> May 2010 of between \$1,500 & \$2,500 which would be a satisfactory result.

That's it for this month. See you at the May club night.

Signing off

*David Floyd*



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# UK - Report

## UK Tiger report, or how I met someone who had met Jim Clark

My brother, Paul, has a Tiger R6 which is one of the many clubman-type kit cars built in the UK. This is the second Tiger he has owned and it has a 2-litre Zetec engine modified to give 195bhp, close ratio gearbox and LSD. Unlike his first Tiger, it does not have a windscreen or a hood and for safety we wear a full face helmet for every road trip. This coupled with a full roll cage and limited interior space makes one think twice about using it to pop down to the shops. The other evening we braved the cold night air and went to his monthly Tiger club meeting at a distant pub where I met Alan. I mentioned my Cortina and this prompted the following stories.

Alan worked for Lotus in his youth on Lotus 11s and such like. When Ford brought out the Cortina, they sent two preproduction cars to Lotus to develop

the Lotus Cortina. In those days, Lotus had a small factory and in order to gain access to the underside of the car to modify the suspension, thick carpets were put on the workshop floor and the cars rolled onto their roofs. When the cars were ready for testing at Silverstone, they needed running in and Alan was one of the lucky mechanics to drive the car from the factory at Cheshunt to the circuit.

Jim Clark was the test driver and after a couple of moderate laps getting the feel of the car he gave the thumbs up to the crew as he passed the pits. The next time they saw him, he was coming round the corner onto the pit straight on three wheels and continued to do that for another five or six laps until the rear axle bearings failed and stopped the rest of the test.

Alan's other story related to a 105E Ford Anglia he owned to which he fitted a Formula Junior engine that was built by Keith Duckworth before Keith became part of Cosworth. Alan was

overtaking a car on a three lane road when an approaching driver also decided to move to the middle lane. The two cars just touched and Alan's car rolled, the windscreen broke and Alan was thrown out of the car. The car came to a stop after hitting a tree which folded the roof panel onto the front seats (no seat belts in those days). Alan got away with scratches and bruises!

*Simon Browning*

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# If Lassie was so smart, she would have run away. CarMA Report



**This may not have occurred to many of you, but there's a pattern forming that must be acknowledged. Some time ago, I realised that driver interviews were beginning to resemble Disney movies; and it's a trend that's only becoming more prevalent. That would be okay if it meant that the adorable poppet that is Amanda Bynes was always appearing in them, but that's not what I mean.**

What I'm getting at is they are all so dull, sanitised, clichéd and predictable. Just like Walt's pictures. Young hero gets off to a great start, and then struggles mightily against forces that vastly outnumber him - or, you might say, her. Then, to the surprise of basically no-one, there's a huge rallying effort at the end and a famous victory celebrated by seemingly everyone he's ever met, including the vanquished. Then follows a blow-by-blow littered with plugs for sponsors and other hangers-on. The competitors get a few encouraging backhanders, as well. Throw in a shout-out to some sickly child, and there's your complete package. And like the fillums they're not particularly memorable, and I'm sure nobody actually likes them.

What, I'd like to know, happened to the guy who punched out everyone within range (including the pit reporter) as he staggered out of his car, whether he'd won the race or not? The dude that could be counted on to shotgun three cans on the podium while slagging off all and sundry? That would only grant interviews

(to chicks) from the heart-shaped bed in his overly mirrored hotel room, bleary eyes and lit durries notwithstanding? Some say that those days have gone the way of the handlebar lipperpillar, but I refuse to believe it. For instance I reckon our own Hollywood is but one really stirring victory away from just cutting absolutely SICK on the top step.

That aside, however, we are faced with a decision. Do we follow this saccharine lead, or do we instead show some integrity and attempt to give an authentic account of ourselves?

Let's look at a breakdown of the options.

Following what we shall refer to as The Disney Method(TM) would see the scenario unfold in a very safe, if uninspiring, way. Our protagonist alights from the vehicle, but only after waiting for the camera crew to arrive and choreograph the event. (And as we all know by now, you need a bit of chorry. You get extra points for that. "Noice chorry" and whatnot.)

While we're on about our central character, a brief departure from the headline story. I'm going to put an end here and now to that whole 'he or she' malarkey. We're going to continue referring to this fabled, fictitious victor as a bloke for two very good reasons. One of them is brevity. Even though there're only two - three at the outside - I can only imagine what a pain it is to plough through endless explanations as to the numerous gender possibilities involved. It must be, because it gives me the squirts to have to keep writing it.

Secondly and more importantly, we'll assume our winner is a dude man because - as previously explored in these very pages - chicks can't drive. Now you're all aghast and saying, "But Mat, what if everyone else crashed and the lady in seventeenth position did a Bradbury and won?" Hah. You know as well as I do that, if the rest of the field left the track, any woman worth her MasterCard would assume they were off to the shops and follow them. Happily, I've recently discovered that saying such a thing is only

libellous if it isn't true...

But back to the task at hand. Having pirouetted from the vehicle, our winner is busily congratulating everyone else in a self-effacing manner, and pretending that his triumph was but an accident. His team owner, sponsor, manufacturer, naming rights sponsor, hairdresser, associate sponsor and grandmother on his father's side are all given their money's worth. In one breath. Seriously, this guy should look into free diving. He'll then bring our attention to his foundation which (after 'costs', of course) supports children and families thereof who are living with some specific disability. "This year, we've helped so many Kids With Crayons Stuck Up Their Noses, and that's great. But we're still working on a cure", and so on.

In wrapping up, the boys in the workshop are lauded for their efforts in providing such a dominant car, while once more reminding us that none of this would be possible without whatever shady industrialist is bankrolling the whole show. If we have any of our lunch left, the loyal fans are thanked for 'coming out' - not that their orientation is any of his business, but nobody seems to mind. On the off chance that there was some sort of contact on track, our boy will decry the unfortunate damage to his rival, and suggest that of course he 'doesn't like to win that way'.

The preferred method is to Keep It Real. I certainly feel that it is anyway, and at the risk of pontificating, so should you all. We want to take a page from the Hippies' book, and shrug off the yoke of conformity. (Although to be fair, said Hippies kind of ruined their credibility when each and every last one of them decided to not conform in exactly the same way. Ever notice that?) But how do we go about bucking the trend? It certainly doesn't just happen; like a good extra-marital dalliance, it's something you really need to work at. Let me paint you a picture; not a definitive guide of course, but certainly an example you might like to follow.

You, our race winner - let's call you Barry - enter stage left, and immediately crash heavily into the base of the podium. This is an achievement in itself, as you were directed to park some 50 metres



(and four fences) away in pit lane. As soon as you've almost come to rest, spark up a gasper from the pack stuffed in the shoulder of your flannelette race ensemble. It's easy to reach because naturally the suit's arms have been ripped off quite high up. All the better to display your tough-stickers, of course.

Upon exiting the smoking ruins of your race vehicle immediately twang any bra straps within range, then relieve the groaning bulbous foreparts of your suit from the stress of containing a prodigious belly. Of course this serves to reveal a t-shirt advertising cheap moustache rides, which amazingly will not be found endearing by any promotional models still present. What this relief will do though is allow enough room for a couple of veeb stubbies to be poured in, which should be done around now. And if you've timed it right, just as a microphone is waved under your snout you'll be letting a couple of rippers go from both ends.

Alrighty, the stage is now set. Down to the real business of the interview proper. Under no circumstances, Barry, should you avoid answering any question regarding either your rumoured cheating or dubious conduct on or off the track. Rather, celebrate it. Try and weave in a few actionable suggestions regarding the lineage of those you may have been competing against. And if said competitor happens to be present, throw a cut lunch in their direction as well.

Now, swearing. People often fear that they're laying it on a bit thick, and ask 'how much is too much'? Just think, 'Prawn Night Comedian', and you can't go wrong.

You might be thinking that at this point you allow the other placegetters to have a chat as well. Rookie mistake – you've won the race, these other berks can just stand there and bask in your reflected glory. Wrest control of the talkie-stick and let everyone know just how good you are. Let there be no misunderstandings, either: You did this all on your own because you are The Best. Wax lyrical about your superior skill and prowess. Have a chuckle at the expense of the silly bugger you punted as you took the lead. He'll wear it on the chin. Or he would, at any rate, if he hadn't left it behind when they cut him out of the car. Loser.

Now it's time for summing up. This largely involves inviting everyone back for 'a piss-up'. Although by everyone you really mean all of the girls present, and in your softer moments perhaps those that gave up their position to you on track (rather than having the side of their car stove in). Remember Barry, you can't respect them – they are clearly smart, but nonetheless weak.

Finish off with a couple of truly tasteless off-colour remarks, gyrate suggestively to your significant other, and that will bring the curtain down on what would have to be one of the most entertaining and unforgettable (dare we say, 'haunting'?) interviews ever seen.

Now wouldn't that be something that we could all enjoy?

*Mat*



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