

HISTORIC TOURING TORQUE

April 2010

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

S-s-smokin'! Gary Edwards' Island



Inside:

- State Round 1 Phillip Island
 - Good on you, Graham!
 - Pointyscore, records and more
 - Targa Tas preview
- plus other important stuff***

Pic courtesy SDpics.com

**Lap
Records
Galore!**

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
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!!



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From the pulpit! *President's Report*



Bitter sweet is the theme for this month, ladies and gentlemen. The bitter comes from learning that one of our Club's most dedicated and well raced gentlemen is facing a major health challenge. Graham Slater has been a member of this Club for all but one year of its existence and has been a strong contributor to this Club in so many ways over such a long time. I ask that all our members include Graham in their prayers to help in this current serious health issue. There is more on this elsewhere in the mag.

Graham, Carol and family, our thoughts are with you at this time and hopefully the collective well wishes of all our members will assist in getting the best outcome possible.

The sweet comes in the form of some fantastic hard fought racing down at the Island just last weekend – more on this elsewhere also but I must make mention of the stirring efforts of previous Club champ Gary Edwards and also the current champ Nick Cascone. It's only effectively round 2 of the Club championship but already things are really hotting up – great stuff. Nick posted a mid 1:58 which in a

pushrod Corty is just stunning – such a class act!

My poor old mate fast Johnny had to withdraw at the 12th hour due to a work injury – he's at home in bed recuperating – get well soon champ.

New members keep rolling in at a fantastic rate and even my old sparring partner Jerry Lenstra has joined the fold – welcome aboard buddy.

The Bargwanna boys have also indicated they wish to get on board – how fantastic – these guys are just great blokes and worth their weight in gold around the pits – welcome.

(And Peter Owen's partner, Louise Simmonds, who drove his BDA at Phillip Island has also said, in front of witnesses, that she'll become a member. More ladies, less swearing. Ed.)

I'll fill you in on the details at the general meeting but a new perpetual trophy is being made available for the best presented Group N car at the Phillip Island Classic starting next year – this is really interesting and a story you will enjoy I'm sure. Thanks to Andrew Cannon, Esq., for his assistance with this initiative.

The Club has procured a batch of garage spots at the upcoming Winton historic. These garage spots are in the newer V8 lower garage area as in previous years. There are 20 spots available on a first-in, best-dressed arrangement. Each garage is four spots and each spot is \$125. If you require one it must be paid for within a week of ordering it please contact me to let me know if you require one. I'll be at Winton with the kids and my soup kitchen will be in full swing again as usual.

Targa Tasmania is upon us and we wish our members Pete and Sari Ullrich, last year's Club Rally Champs in their mighty 7-litre Jensen, and Len and Gayle Cattlin

in the all-new Mustang the very best in this mighty marathon event. And good luck to every pre-73 touring competitor, all of whom are eligible for our Rally Championship.

Speed Championship entrants please note – the first of the VHRR Trident Cup for hillclimbs is starting in just two weeks, Sunday May 2, at Rob Roy. See the ad – it's a great chance to rack up points for this Championship.

And don't forget the Great Bowls Competition at Kew Heights Bowling Club on Sunday 16th May – just a few weeks away. Not part of our championship but a real hoot and one of the fun things on the Club's social calendar, plus at \$12 it's the cheapest event entry you'll get all year. And you can legally drive your Club plated car there. See the ad elsewhere in the mag.

And while you're at it, mark away Saturday night December 4 for the annual Club Christmas Party and Presentation Night – a new venue this year, we think, stay tuned...

If you are considering stepping up to the plate and coming on board to help the Committee for next season your nomination forms will be available from next month.

I'm pleased to announce that I'll be nominating again and if successful will look forward to serving for another year. It's such an honour to be involved with such a great group of people and such an exciting Club.

The next few years at the HTCAV loom as being an incredibly exciting period in our Club development.

I look forward to seeing plenty of you at Bells,

Yours in racing,

Deano

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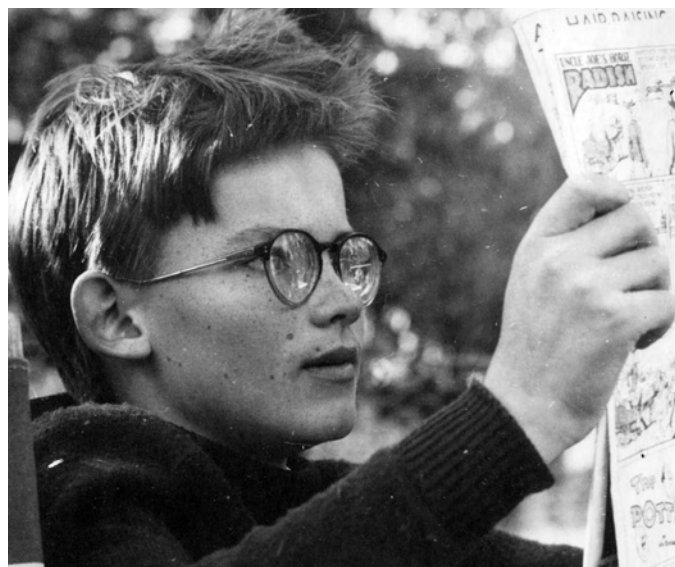
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It's probably quite an interesting read this month. As Kath and Kim might say, "it's nice, it's different, it's un-you-shoo-all." It's all of that because the Phillip Island race report has been written by that Prince of Phrasing, that Fellow of Flowery Free Association, Mat Jager.

At the time of writing he hasn't sent it in, but I await it with bated breath (yes, I must do something about my breath...) He and I were both there for the Saturday but not on the Sunday, so the accuracy of reportage will no doubt be made up by artful generalisations and good guesses. His regular CarMa Report also appears, so be wary of double the number of involuntary nasal explosions this month...

Our regular motorsport reporter, of course, was a competitor at the Island, and is himself the subject of an article. It was really interesting to chronicle the cars and competition in Graham Slater's life and to get to know Team Slater a bit better after all these years. I met Graham at my first Appendix J meeting, somewhere around April 1983, when my tatty blue Cortina was pitted against his immaculate red Zephyr. Completing the weekend's meeting so successfully will be of great comfort to Graham as he faces a period of serious medical treatment. The whole Club is behind him, I know.

But speaking of Cortinas, the sensational effort by Club Champion Nick Cascone at the Island really validated his right to wear the coveted number 1 on the side of his car.

On Saturday while watching a David and Goliath battle between him and David Moran in the Mustang (Goliath won) I had a feeling this could be the

time he achieved a long-held ambition to break the magic two minutes, and he did so, following Darren Collins (1985) and Chris Stillwell (around 2000, I think) as the only pushrod Cortina drivers to get into the "ones". His 1.59.5 was good enough, but then on Sunday morning he ripped another complete second off his time, establishing himself with a 1.58.5 as the fastest pushrod

punter ever at that circuit. Who said Cortinas have had their day?

Many thanks to our photographers from the weekend. Steve Duggan from sdpics.com has again been kind enough to let us use his pix, as has Rob Lang, the Grease Monkey (see ad) and David Apostol (0400052021). Our magazine couldn't continue at this level without the indulgence and generosity of these professionals – again, many thanks.

On the other side of competition, again we have an excellent tarmac rally report from Tattle, aka Brian Dermott, as he previews the rally event of the year, the rallyist's marathon, Targa Tasmania. Next month of course we'll be able to read the full results of this big event.

It's excellent to have such good people writing regular reports on the various competitions for the mag: Graham Slater, as a veteran race reporter, was a fantastic resource, now that he's indisposed, we need someone to step in and help out for a while – could it be you? Please contact the editor under shadow of darkness...

There's been a flurry

of cars changing hands recently. Lindsay Siebler has sold his Mini to a mate of Len Read's and bought Greig Malaure's instead, who in turn has bought Gary Bonwick's Mazda. Leo Tobin's yellow Torana has been snapped up (at \$35K it was a steal) by a guy who lives around the corner from him in Riddells Creek. And (maybe his ad will arrive in time) Brendan Wilson is selling his immaculate FC Holden. A very well made and sorted car that has never enjoyed a real race motor, this would be a very wise investment, on appreciating classic value alone... My own indecision rages re selling the silver BMW but it's just too nice to let go; there's probably another rally or two in me and I'd like to try it on the track. On the other hand, two cars are too many – see what I mean?

See you at the Club meeting. (Hang on, this magazine goes to way more people than the usual 30 -40 suspects who turn up every month: come on, make it to a meeting soon!)

RalphE

PS: Does anybody remember the Radish comic strip about a clapped-out sneaky racehorse, seen in the photo?



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Race Report - Phillip Island

Phillip Island in April is always a dicey proposition. But Ted Brewster wasn't running, so the weekend was bathed in glorious sunshine from one end to the other. All but an embittered few (Cortina drivers, for the most part) professed to be quite pleased with this, as outcomes go.

Qualifying

By the sort of unspoken agreement that has enabled enormous herds of Wildebeest to migrate across the veldt for centuries, all drivers exited the pits and drove around in a ruddy great left-hand circle.

Gary Edwards obviously described the smallest of these circles, as he managed to snare P1 in the blistering time of one minute fifty-something. Slightly less blistery yet still quite seared was Andrew Tickner in his tidy HQ Mon-Airo (Maaaate), ensuring a front row of Orrstrayan cars. Ray Challis was next in the no-longer-dunny-coloured Torana, followed by Leaping Leo Tobin in the ex-Pearce Mussie, with which he was steadily coming to terms. Unable to come to terms with it, however, were one or two marshal types who felt that the '68's propensity



Quickest Nick. At 1.58.5 the fastest ever pushrod Cortina at the Island

Pic SDpics.com

to wink under brakes constituted an unwelcome advance. The lamp would need to be fixed, or the car sent to counselling. The once more shiny Geoff Taylor '65 Stang was hot on his heels, and was in turn barely faster than Fraser Ross in the ex-Drew Marget Mustang. The car is turned out as beautifully as ever, but somehow the hair's just not the same.

Steve Coad was having a run in a

very nicely turned out if disturbingly pink Torana ('cos we need more of them, eh?) and plonked it in P7, just in front of Steve Pillekers and Mark Brewster, also in bloody Toranas, notthattheresanythingwrongwiththat. Some of my best friends drive Toranas. Also note that the rain god thing obviously skips the odd generation (a bit like Teen Wolf), so Jeebus help us if Mark's young



The pack at Honda

Pic David Apostol.

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Graham Slater finished his weekend on a high

Pic David Apostol

bloke ever has a steer.

Rounding out the top ten was Bradley Westaway (in his Charger), of whom this reporter has never quite had the courage to ask whether he actually is related to that bloke that used to be in Phoenix.

The Cortina clan were having a tough time of it – Brian's blue item was a scene of Devo-station, as he had been continually losing pushrods. The plan to leave them in the sump for safe keeping had backfired spectacularly. Quick Nick Cascone was nursing a kidney infection that seemed to have no real cause; the eerily lifelike doll and gross of pins found in Bill Trengrove's kit recently not believed to be connected. Nick had also not been able to get the damage inflicted to the Corty at the Historic meeting fixed, yet happily had managed to track down some fluffy dice for the transporter's mirror. So, that was nice. He was also

knocking on the door of even two-minute laps, despite lairy mug oversteer which he claimed was entirely accidental.

F.J. Luxmoore had withdrawn altogether due to a recently acquired back injury. According to reports, having gone to the trouble of smuggling the monkey into his hotel room he felt the need to 'get his money's worth' from the subsequent injection...

Also suffering disappointment was birthday boy Mike Miceli. His recently tweaked Falcon was reported to be 'flying' – helpful trait in a bird - and

he had held real hopes of getting pole. Unfortunately the car suffered terminal double overhead grease nipple failure, so he packed up and went home where he felt his chances would be much better.

Others having a run were Rod Hotchkin and David Moran, mounted Falconally and Mustangish respectively, and Louise Simmonds in (a very trusting partner) Peter Owen's Esky. No cause for concern, of course – no reverse parking on the race track...

Of special note was Graham Slater having his first run in the family XU1 for 15 months (and hopefully the first of many John Farnham-like farewell tours). Proving not only that a racer is a racer but that it rubs off on those around, Graham was having a red hot go; but Carol was reported to be looking for a larger egg-timer to keep track of his laps.

Coxy's van failed to record a time, and would not be fronting the starter.

Pole: Gary Edwards, 1:52.488888888



The Coad code - never give in!

Pic Grease Monkey



Hot Chicken overcooked, Brewster fries 'em.

Pic Grease Monkey

was little peace for him though, as a rapidly finishing Tickers in the Mon-Airo (Maaaaate) was looming looming in his mirrors.

After the prescribed eight laps the table cloth was aired, Gary Edwards cruising to a comfortable win from Challis, who in turn was trailing Taylor, Coad, and Leaping Leo Tobin a.k.a. the Treadless Horseman. Pillekers ducked in ahead of Tickner, and Westaway left the Hot Chicken at the checkout after a race-



Pic SDpics.com

Ms Louise Simmonds drove Mr Peter Owen's BDA Escort with aplomb

long battle on the see-saws.

Ever the errant teenager, Brewster snuck in next (almost) unnoticed, followed by the still-raging Moran/Cascone battle.

Next in was a valiant Graham Slater in his Holden, who had been energetically plugging away at the rear – which oddly enough is what got F.J. into trouble. The field was rounded out rather nicely by the Escort of Simmonds, who had put together a tidy effort considering it was her first race in quite some time, and first steer of the Esky at all.

While waiting for Ray 'Schumacher' Challis to turn up to the podium on a motorbike (podium being a Latin term meaning 'P.A. that doesn't work'), a quick peek revealed the Edward's machine to be equipped with a Spinal Tap tachometer

– it goes up to eleven. (He'd also managed to set the race's quickest lap in 1:52.9535.)

The afternoon was squared away nicely by a quick trip through the pits to gather excuses. Whilst viewing the application of a bolt or two of sticking plaster, Quick Nick's 'pit boss Rex' tapped me on the shoulder to bring my attention to the scintillating lap time laid down by his charge. Well I say 'tapped', but the truth is he hit me so hard that whoever manages to extract his finger from my spine will be announced the new king of England. He was right, though – Q.N. had dipped under the magic 2:00 barrier, all done with his bum permanently out. Proving once and for all that you really do run faster when streaking.

Races Two and Three

Sadly, this correspondent was elsewhere on

the meeting's second day; however I luckily have what they call 'The Sigh'. Actually, it's an internet connection and phone. Either way, the races unfolded largely thus:

Race Two began a bit late for Challis, who subsequently toured the lane for a smack, then was sent to the back to think about what he'd done.

Meanwhile Tickner and Ross wasted no time working towards the pointy end



Challis vs Pillekers.

Pic David Apostol

of the ship, Tickers climbing to second on the lap of the same name. Ross sought to emulate this effort, but was stymied by Coad. That's right, 'stymied'. It is a pink Torana after all. A stout effort and several quick laps in succession saw Ross win this battle, relegating Coad to fourth.

Tobin and Pillekers engaged in a tight struggle for the entire race, Leaping Leo holding the be-sideburned wunderkind out at the flag.

Westaway had gotten away from Hotchkin, who was at any rate otherwise engaged, battling Mark Brewster after



Fraser Ross overtook the Undertaker.

Pic Grease Monkey

another slight whoopsie from the Torana pilot. Once again the good guys won, with the Falcon showing the way.

Cascone and Moran reignited their race 1 stoush, and despite a brief effort early, the Sporty Corty was unable to stay



David and Goliath all weekend. Nick Cascone slips under David Moran

Pic Chris Ralph

in front.

Challis and Slater were green Torana buddies bringing up the rear (hello, F.J.), as both Taylor and Simmonds parked their mounts.

Conditions were clearly quite good, as apart from Edwards setting a race best mark of 1:52.1447, several others set sharp, if not P.B., times. Of particular note were Hotchkiss in the mid-55s and Cascone reeling off a 58.5. Where's Twigg...

Race three was almost a carbon copy, with Edwards again selecting Ludicrous Speed (he was buckled up, at least) and running away at the front. Coad sought to post a (-sigh-) Torana 1-2, but faded slightly and was bested by Ross. Tobin had a fair run, briefly slotting into third place before finishing the weekend in fourth.

Pillekers, next in, would have been forgiven for thinking everyone else had gone home early; he toured around alone having nobody with whom to play.

More Torries followed in the form of Mark Brewster and a sturdily finishing Graham Slater, who had pulled out all of the stops and was pounding the pedals (Brewster having whizzed through the lane, perhaps being sent to the naughty



Really on it - Gary Edwards was the class act

Pic Grease Monkey

corner?) Graham did a Vanessa Williams - he saved the best for last - ripping out a 1:59 on his last lap to finish a sterling seventh.

Cascone was the last unlapped, followed home by Challis who had again stopped for a breather.

Not finishing were the Moran 'Stang, Tickner in the HQ (Maaate), Westaway's Wog Chariot, and Rod Hot Chicken who was finally picking up some points in the Stationary 5.8 Litre Falcon Championship (currently led by yours truly). Sadly, of

all of the cars that blew up, crashed, or for whatever other reason failed to finish over the weekend... not one of them was a Torana.

Driving this point home, Gary Edwards (again) set quickest lap, posting a 1:52.9932 on the way to a weekend of domination from the evil little Holdens. Notthattheresanythingwrongwiththat.

Nostril Damn-Us.



Geoff Taylor battled the Purple Petrol Eater

Pic SDpics.com

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Good on you, Graham!

Graham Slater is very thin and pale, but the eyes are as bright as ever. He's recently had his gall bladder out, and has suffered a nasty post-op infection that stripped kilograms off him. Now spots have been found on his liver. It's a Sunday, he's very tired and pretty weak. He goes into chemotherapy tomorrow.

So what on earth is he doing sitting in a fold out chair at Phillip Island, putting on his race suit? He's doing what he loves the best, what's driven him all his adult life – motor racing. Naturally, it's with his beloved Holden Torana GTR-XU1 around Phillip Island, the very successful Club Championship winning car that he shares with his son Scott.

It's a significant time but the mood in the garage is pretty much as usual, except that Graham is doing more sitting than he usually does. Scott's there with his baby girl, his devoted wife Carol is there, as ever, keeping up the supply of tea, soup, biscuits and sandwiches. Her serenity spreads calm; it's another race day, the latest in a lifetime of Slater competition that stretches back to 1969.

It was then that Graham first took the track, starting, as many did, in the Winton 6-Hour Relay, his mount being a trusty Holden HR 186S. The young electrical engineer was working for Lucas at that time, after starting his career with GMH, and had managed to talk his employer into supplying flash new Lucas plastic batteries, which all proved incontinent and pissed acid in every car...

Getting the taste for motor racing, Graham took the plunge into a Series Production 327 Monaro. But Carol had a little surprise in store, so after one meeting at Calder that went – and first-



Pic Chris Ralph

The Team - Graham and Carol Slater

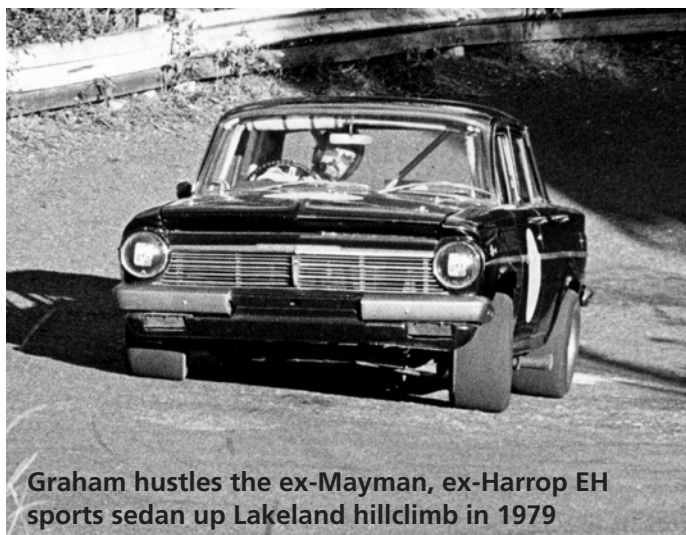
born Melissa arrived.

But the famous Slater optimism and determination was as evident then as it is now, and soon a Datsun 1600 Sebring Special Improved Touring car graced the garage. Graham had huge fun and not a little success with this flyer, at one stage coming 13th in the Australian Touring Car Championship round at Sandown behind all the heavies, winning the princely sum of \$75. He kept this car for two years of consistent class wins, including the Under 1600 class in the Victorian Hillclimb Championship at Lakeland, two years in a row, and the Datsun Cup.

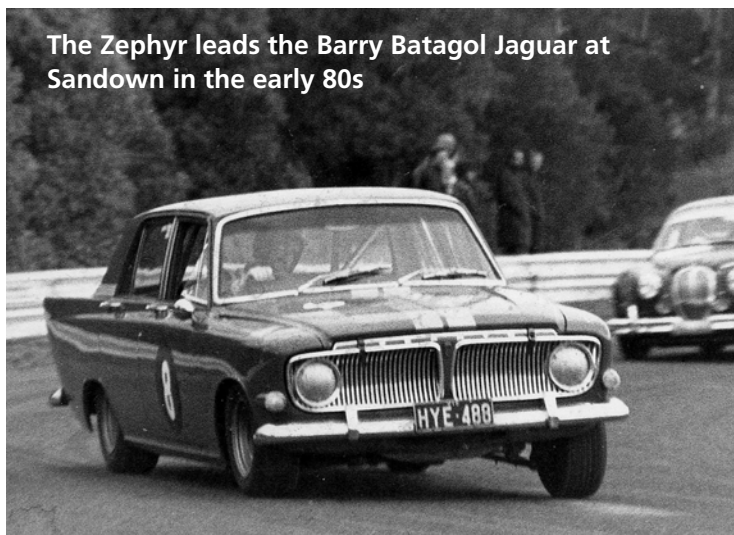
But Holdens held his heart and in 1972 he purchased the first of his XU-1s, a 1971 LC Bathurst Special. With this he went one better and won the Victorian Hillclimb Touring Car Championship at Lakeland – outright.

It was then that another of the Slater attributes – speaking his mind regardless – made itself famous. On receiving his trophy Graham remarked that hillclimbs received scant press coverage in the motor racing media. The man who started Auto Action, Paul Harrington, was nearby and lay down the gauntlet: "alright you smart young bugger, write me a column!" That Graham did, leading to a long association and close friendship with Paul and Auto Action.

As a freelancer, Graham was also picked up by Sydney-based Max Stahl for Racing Car News, his column on Melbourne motorsport becoming a staple of the magazine. Recently, the old friends revived RCN but funding from Bob Jane was rescinded before it had time to gather momentum... In recent years the Club magazine has been the recipient of his thorough race reports, in which he



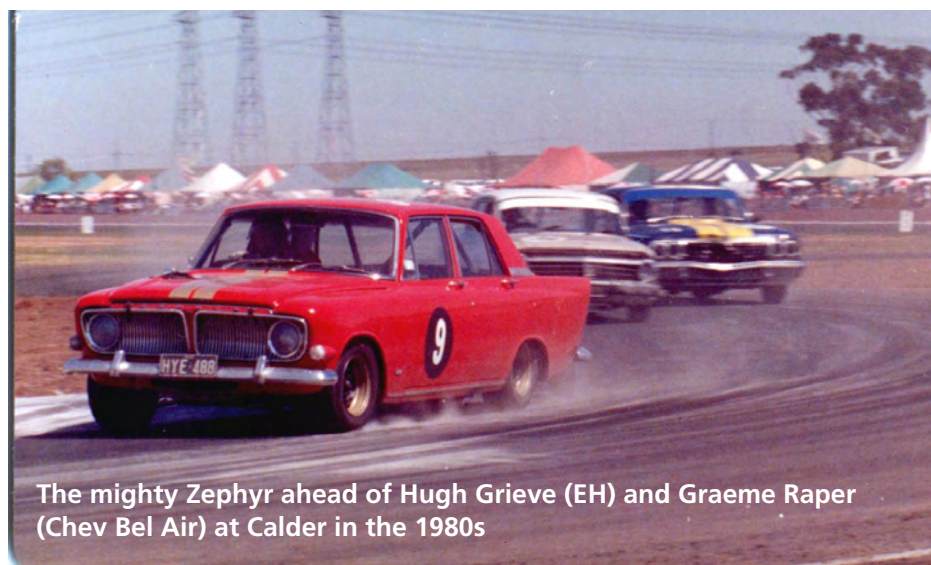
Graham hustles the ex-Mayman, ex-Harrop EH sports sedan up Lakeland hillclimb in 1979



The Zephyr leads the Barry Batagol Jaguar at Sandown in the early 80s



On the way to an outright Vic Hillclimb championship win in a car he still owns today



The mighty Zephyr ahead of Hugh Grieve (EH) and Graeme Raper (Chev Bel Air) at Calder in the 1980s

seeks to give every competitor a mention, something he's always done and which has started many friendships.

In 1974 Graham bought his second Torana, John Stoopman's LJ, and with this nearly won his second outright Victorian Hillclimb Touring Car Championship. He'd sold the car but borrowed it back for the last event at Lakeland for what was to be a formality, as he was well ahead on points. Unbeknown to him, the new owner had fiddled with the timing, the car was retarded, ran like a dog – and he lost by a point.

Never mind, his next racecar was a super-quick and well-known sports sedan – the ex-Brian Mayman and Ron Harrop EH, but without the hot bits. Graham fettled a 12-port angle cut head and an XU-1 4-speed for it and had some good top ten finishes and hillclimb results.

Then in 1976 it was time to go large and Graham bought a genuine Bathurst 350 Monaro, the car that he still has today. With this he made no mistake about winning his second Victorian Hillclimb Touring Car Championship

and proceeded to race it with great success – a top three finish was its habit - into the late seventies.

By then he thought he'd have a crack at building a car and chose something that on paper, had the goods against the EHs: strong 6-cylinder engine, 4-speed gearbox and disc brakes – a Mk111 Ford Zephyr. It was a very good jigger and Graham campaigned this in SRS and Appendix J events through into the early 90s.

The pressure of business then made itself known as Graham was the National Marketing and Manufacturing Manager for a US company called Square D and was always on a plane somewhere. When this company was bought by Schneider in 1996 he joined Rockwell Automation, the firm that most Club members associate with Graham.

His famous powers of persuasion led Rockwell to sponsor the historic touring car races at Phillip Island Classic every year

and the association has been great for all parties. Our class has had a long time event sponsor and those who have won a Rockwell trophy from this event knows that they are top quality, while Rockwell have benefited from a unique corporate and entertainment option that their guests applauded.

Although Graham had purchased a genuine 1972 Group C Torana, the log booked purple car displayed at Phillip Island this year, he and Scott decided to build their Group N racer from a genuine low-mileage road car – the super quick green XU-1 that the pair drive today.

With careful building and preparation, and motor from old friend and Holden guru Wayne Mahnken, the car has been a rocketship and at the very top of Torana performance for years, consistently winning Scott the big tickets, including the 2007 HTCAV champs and the Australian Hillclimb Touring Car Championships last year.

Number 47 did well last weekend, too, with Graham enjoying himself hugely. Although he doubted that he could manage the 10-lap final after finishing the 8-lapper on Saturday, he did so, setting his fastest lap of the weekend on the last lap of the last race.

That's what marks a truly competitive spirit. Now Graham lines up on another grid in a very big race against a very tough foe.

We know that he'll give it the best he's got, and that all the members of the Historic Touring Car Association of Victoria are hanging over the pit wall, cheering him on. Mate, use all the revs, and all the track...

Go, Graham!



That's put some colour in your face, lad!
Proof that motor racing is good for you

Its time to Targa

Tarmac Tattle

About now, the exciting anticipation of Targa is becoming diluted with the stress of managing job and family and getting the car ready so as to be able to leave home with a clear mind ready to do battle. But soon the Spirit of Tasmania will be leaving Station Pier, you'll be on it and you'll have to be ready.

The entry has grown to 273 competitors plus 28 cars in the touring section, which is starting to include targa junkies who have retired from competition but can't miss their Tassie fix.

The course is similar in structure to 2009 but with a few more competitive kilometres (total 471) in a few less total kilometres (1849). There are five stages longer than 30 kms and a new stage, Mt Roland, is 27 kms using the old Mt Claude and Liena roads. Cethana remains at 38 kms. After the New Norfolk lunch on Day 5 there will be more work than before, the new Molesworth stage breaking the trip to Grasree Hill with new Cambridge Park out towards the airport being the final, if rather short, flourish of only 1.8 kms.

Our HTCAV Championship numbers have gone to 26, five down on last year but 33% of a total Classic Field of 80 - last year we were 31 cars out of 107 or 30%. So we are a growing proportion - only 13 pre 73 entries are not historic touring cars. The loss of the Early Classic section is no real problem, although expert handicap runners like our current Champion Peter Ullrich might regret its passing, he and Sari are so fast in the Jensen they have a real chance in

the overall Classic anyway.

The top five historic touring car finishers from last year are back facing some tough opposition. The little Volvos - the Battens' Volvo PV544 and the White/Yelds Amazon - will be quicker this year. The PV544 with Paul's expert set up and ability will be able to maintain even more amazing corner speed with even better backup planned; they will be hard to beat. Andrew White's Amazon suffered new car issues last year but Andrew has put in some intensive development (he lives in NT, car is in Melbourne) and we expect a breakthrough from this crew, especially if the weather is wet.

The mighty 7 litre Jensen has had major upgrades to the back end, with Romac floating hubs and an improved LSD (the old one was worn out - can't think why); Pete is a master of insane torque in slippery conditions and with Sari REALLY wanting a win, this couple will be in the frame.

Another heavy metal contender will be local crew and HTCAV runner up Drew Kent and Paul Krawczyk in the 71 Falcon GT, who had a fan belt spoil their Targa Wreath Point. The new V8 motor in the Mustang of Scotty Kent and son Wayne is no longer laying a smoke screen and the Kent family will mount a strong challenge

Mr and Mrs Davison and their tiny 1955 1 litre Austin A30 have won a Platinum Targa in only 8 events



again this year.

Fifth last year was another father and son team of Chris and Luke Latter in the silver Datsun 1600 with 2 litre motor; another experienced crew which had a modest run in TWP but will always threaten in the longer event especially when there is low grip.

The most exciting new car in the Classic competition is the amazing Holden 215 created by Paul and Christine Freestone to Modified Specification, aided by some of the best professionals in Victoria. It's turned out a rocket ship. The Freestones are doing their 15th Targa and up for a Golden Diamond Targa for 12 successive clean runs. With such a fine record of bringing it home, testing has been intensive, both on road and at Winton - rumours abound of an easy 1 min 38 sec lap. If it lasts, this could be a challenger for the outright win.

From the blue camp, the new Ford Mustang Boss being developed by Len Cattlin - you saw the pictures here last month - is also in the last stages of completion and will be another mighty contender for the outright win in the HTCAV Championship. In the Classic event, that means defeating all comers up to 1981 and there were some quick Porsches built in the late 70s. There's still a mountain to climb for Len and Gayle to get the car as ready as it needs be, but you can be sure they are trying very hard.

This year, the HTCAV is going to have a Championship update each evening depending on the Targa Tas crew speed in posting results. Don't forget, in this competition, you only compete against other pre 73 touring cars - no sports cars, no turbos, no supercars, nothing small, light and sophisticated. Just other



Mick Moylan and Kimberley Chance, Galaxy 500, WA, coming for the 15th time. A bit quicker now Mick is not allowed to drive in his Blunnies

maniacs with more power than grip.

Vale Classic Adelaide?

It's very sad to hear about the difficulties which seem to have brought an end to Classic Adelaide. News about non-payment of suppliers and the disappearance of David Edwards is painful. David is a hugely supportive enthusiast who paid dearly so we could drive flat out on the roads around Adelaide, usually in roasting heat.

This event was conceived by Dean Rainsford and designed and delivered with great panache by Jeremy Browne in 1997, a man imbued with the spirit of rallying in the classic era and still a fierce competitor in the ex-works Lancia Fulvia. Unlike Targa, logistics were eased by returning to Adelaide each night. There were always many exotic cars from Europe - D-Types, GTOs, Daytonas, Cobras, Gullwings and other multi-million dollar machines with their equally exotic crews.

The stages were mainly through heavily populated roads around the Hills and wine regions and although the locals were very tolerant, of late maintaining the enthusiasm was proving harder. The event was extremely expensive to enter at \$6,600 inc GST and CAMS still sanctioned it, so everything they touched was far more officious and costly than Targa. Nevertheless, that makes the

revenue of the 2009 event which had 125 entries \$750,000.

The event seemed to lose its vibe after the ten year event in 2006. Hold ups were frequent, there seemed to be many accidents and more and more chicanes were appearing. The management got more grumpy (now we know why - they hadn't been paid). But we came back year after year to experience those roads - the intoxicating speed of the swooping Gorge Road, the intense twists and turns of the Basket Range and the back-to-the-50s main road blind from Macclesfield to Strathalbyn.

It's true that the arrival of Targa High Country would have cramped Classic Adelaide - especially if THC develops into a five day event. The November date is only a few weeks earlier, the roads are greatly superior and the costs are about a third - THC has only about 40 kms less in two days than Classic has in four and costs a mere \$1990.

All sorts of reports about the event being sold have appeared in the press but local enquiries by Tattle have come up blank. In the meantime, we can all look forward to a wonderful alternative competition this November based on Mt Buller - the roads are the most classic friendly we've ever had to race on.

Brian Dermott

Membership Update

If you have not yet 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 members@htcav.com.au



A sign you should enter Targa High Country.

Bits & Pieces - Important notes!

HTCAV Lawn Bowls Day

"Beer & Bowls"

16 May, 2010 (Sunday)

At Kew Heights Sports Club

Arrive for a 12.00pm noon lunch (provided by the Club).

Drinks - bar prices.

Bowling will commence after lunch. The cost of bowling is \$12.00 per person. A Member of the Kew Bowling Club will be present to assist us with rules and bowling technique.

Please note: Footwear suitable for bowling green: flat soled shoes or bare feet.

Off street parking is located next to the tennis courts.

RSVP: For catering purposes, please contact a Committee Member or complete an entry by 14 May, 2010 (Friday).

A good chance to bring out the club plated cars for a run - hope to see you there!



Re-writing the record books

At the Phillip Island Classic in March, five new Historic Touring Car records were set:

Group Nb

A1 (4501-6000cc)	Bill Trengrove	Ford Mustang	1.52.3407
A2 (3001-4500cc)	Paul Zazryn	Jaguar 3.8	1.57.3385
E (1301-1600cc)	Scott Fleming	Lotus Cortina	1.54.9525

Group Nc

D (1501-2000cc)	Jason Black	Ford Escort RS	1.54.3439
E (1101-1500cc)	Greig Malaure	Austin Cooper S	1.57.0881

Congratulations to all these record breakers.



Pic James Smith

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Dandenong 3175

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Fax : (03) 9792-3060

Mobile : 0407 802 815

Email : lindsay@graphtextsigns.com.au

Web : www.graphtextsigns.com.au

Hurry up for Historic Winton!

Entries close Tuesday 27th – you have just enough time. Remember it's now run by ASSA so the entry costs are very reasonable. This is Australia's classic country historic meeting, with as much fun off the circuit as on. Don't miss out!!! If you can't find an entry form, click the competition bar on our website www.htcav.com.au and for more info try www.historicwinton.org

Winton Garages

The Club has purchased several garages again for Winton. You know how nasty it can get!! If you want one please call Russell on 9379 2616. Cost varies depending on whether he likes you!

Pretty Pointless!

It's pretty pointless our Pointscore Person laboriously tabulating points from early race meetings if you're not a financial member. The having to recalculate them all again if you don't re-join.

So we are getting tough.

1. Your Phillip Island points will be removed if you are not financial by the end of this month. There will be no retrospective restitution of points past this date.
2. In future, you must have your subs paid before 28 February in order to be considered for points.
3. And you won't get any magazines sent to you either. So there.

Please help make it easy for everyone, pay your subs for the next year as soon as you receive the notice. Come on – it's only \$95 – what better value car competition club can you name?

2010 Trident Cup Series

The Victorian Historic Racing Register Inc. is pleased to announce event one of the Trident Cup series for 2010.

Round one is at Rob Roy in just under 2 weeks, Sunday 2nd May 2010. We apologise for the short notice but we have experienced various delays in the planning process.

We shall not be going to Heathcote this year; however we shall be going to Haunted Hills and are looking at other options as well.

We have put the general supp regs. and entry form on the vhrr's website, www.vhrr.com

A great, low key event for this year's HTCAV Speed Championship!

Any queries please call David Floyd Series Entry Secretary
AH 9877 2243 Fax 9574 8388 E timelyaccounting@optusnet.com.au



Pic ????

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										0
Daryl Duff										0
Rodney Hotchkin	27	21								48
Andrew Tickner		26								26
										0
										0
										0
3501-5000										
Robert Braune										0
Michael Bugelly										0
Paul Dobson										0
Glenn Miles										0
Jody Mason										0
Darren Pearce										0
Geoff Taylor	3	15								18
Michael Hibbert	33									33
Andrew Whiteside	7									7
Gary O'Brien										0
John Mann	46									46
Bradley Westaway		19								19
James Frolley										0
Peter Burchell										0
Robert Burns										0
Ian Cromarty	3									3
Craig Miles	3									3
Leo Tobin	21	33								54
Les Walmsley	33									33
Fraser Ross	13	28								41
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								87
Scotty Taylor	3									3
Andrew Williams	44									44
Ray Challis	17	25								42
Stuart Brown										0
Brett Smith										0
Laurie Nelson	3									3
Jon Pillekers										0
Steven Pillekers	7	31								38
Steve Coad	19	37								56
2001-3000										
Ian Watt	21									21
Mark Barbour										0
Timothy White										0
Ben Read										0
Brendon Hare										0
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	46									46
David Noakes										0

Peter Owen	25	25
Spencer Rice	27	27
Gary Edwards		0
Paul Cruse		0
John Smallman		0
Chris Ralph	23	23
George Opoczynski		0
Dean Bryant	27	27
Marty Lambert	21	21
		0
COD	30	30
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									27
2601-3000cc										
Rodney Gelston										0
Richard Fairlam										0
John Bourke										0
Tony Pejkoivic										0
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								71
Simon Browning										0
Brian Deveson	3	3								6
John Luxmoore	30									30
Colin Doolan										0
Rod Evans										0
John Bendell										0
Paul Watson										0
Stuart Barnes										0
Gary Rowe										0
1001-1300cc										
Anthony Ramadge	3									3
Peter Melick	3									3
Ted Brewster	3									3
Henry Draper										0
Len Read										0
Colin Taylor										0
Steven Ginis										0
Len Nation										0
James Holloway										0
Ian Pringle	4									4
George Ginis										0
Paul Girt	43									43
Helen Lindner	41									41
Under 1000cc										
Michael Stupka	31									31

March No-Sex Minutes

Here beginneth the straight-faced, no-nonsense, no-joke, not-funny, non-Coxy (he was away) March 2010 General Meeting Minutes.

The usual 30-40 faithful appeared to witness President Dean Bryant open the meeting with a flourish shortly after 8pm.

Apologies: The usual mutterings of absent members' names included James Holloway, Justin Brown, Graham Slater, Mark Brewster, Len Read, inter alia.

Guests: Jan Watt and Janis Holloway

New Competition Members: Emily Sneddon (indulgent father) and Sam Speer with a Ford Falcon XY GT.

New Social Member: Don Green, Jaguar 3.8. Significantly, Don competed in this car at the very first historic Appendix J meeting at Calder in 1980 and the undersigned remembers competing against him in 1983. He will be contesting the Speed Championship now the Jag has been re-born. (At last, another punter...)

February Minutes: were read and approved by EJ Dobbs and FJ Luxmoore

Treasurer's report: To be read elsewhere, approval J Bendell, M Lambert.

President's report: Important business first: lucky raffle winners from the February meeting Michael Hibbert and Kirsty Lambert were handed their meal tickets.

The President displayed the plaque given to the Club by the Victorian Fire and Rescue Squad in thanks for painting their two utes, ably carried out by Mick Stupka.

Many thanks were given to the Holloways, the Mini Club and the VHRR for the tremendous amount of support they gave at the Shannons Phillip Island historics, many volunteers never getting to even see a race.

Many thanks were also given for the stupendous amount of work done by Ted Brewster and Jervis Ward for "Touring Car Alley", the grouped marquees at the bottom of the green paddock that made for the best ever race accommodation in terms of all being together and ease of access etc.

Mat and Daniele Jager were also thanked for their help in bringing the posh new Club trailer, wrangling the beer and nibbles etc. After years of losses providing post race hospitality to all and sundry, a dizzying \$1.95

profit was recorded for the weekend.

VHRR trophies from the weekend were then presented: EJ Dobbs, R Pilven, M Stupka, R. Wilkinson and J Mann.

After personal comments on individual performances, the President noted several things to consider at future meetings:

1. If you see someone under a car with no jack stands, stop and fix the situation
2. Always have a spare fire extinguisher in your pit so it is right at hand
3. Never start your race engines before or after the nominated times (Michael Holloway as Clerk of Course is personally liable at PI for example and has had warnings re a potential \$20K fine if this rule is breached)
4. This lead to a discussion re CH plated cars – once they are inside the track they fall under the competition rules even though they may have been driven to and from each night.
5. Don't drink any booze before the absolute end of the meeting even though you may have already packed up to go home
6. Get to the dummy grid early, know who the car in front of you is, as a marker (see GB)
7. MH would look into whether some of the dummy grid had been poached by a competitors rig, making it tighter than it needed to have been
8. A Club member is needed to help MH next year

The President also thanked Marty Lambert and Michael Hibbert for their organisation of the Early Morning Run.

Elections in three months time were flagged, there will be some retirement so now is the time to consider running.

Vice Presidents report: consisted largely of another two rounds of applause for Ted's heroic efforts regarding the marquees.

AHTCA report: Tony Pejkoic has applied to run a Holden HK gearbox in his EH. EJ Dobbs said that this is a totally different gearbox with different select mechanisms and that the internals do not fit within the casing. Lord of the Gearbox K Zinner said that although one might have to look, supply was not yet a critical issue. The mood of the meeting was generally apathetic to this request.

No Historic Commission report.

Competition report: Entries had closed that day for the first round of the State Series at Phillip Island on April 17/18 but late entries were possible if sent in without delay.

Membership: the VP gleefully named and shamed those present of the 46 still non financial for the 2010 year. (They remained unmoved.) Membership remains at 217, given the recalcitrants come good. Several new prospects pledged intent at the Island but we'll wait and see.

Pointscore: Paul indicated the difficulty of being accurate without all competition members paying, especially those interstate who have previously joined but who may have subsequently become lukewarm. (If this applies to you, please decide now or no points for you!)

Social: 16th May is Beer and Bowls Day! Put it in your diaries.

Newsletter: The magazine was late but since its appearance on 28/3 it was downloaded 3389 times in the following week. In March the website had 110,427 hits, 7542 visits and 37,584 page views with an average time of 2.5 minutes spent per page. Phillip Island Record breakers will be noted in the next issue.

Eligibility/State Council: D Twigg reported that the incredibly fast Lotus Cortina at Phillip Island appeared legal despite head shaking among the older generation and witterings about an 8-speed gearbox (!) and fat motor.

Raffle Winners: Jan Watt picked her own ticket and on redraw free meals were won by Bobich'n'Lorich and Mrs J Holloway.

General Business: The President talked more on driving standards, reminding drivers to look in their mirrors occasionally, please. FJ Luxmoore suggested small numbers on the top left of the windscreen could help the marshalling exercise especially with a full field of cars. Michael Holloway agreed and will suggest it to the Historic Commission. Martin Bryant (aah, sorry, Lambert) is still trying to sell his Chev station wagon and warned of ebay motor vehicle sales scams that can result in fleecing of the innocent.

The meeting ended at 10.07pm

Chris Ralph

Secretary to the Secretary



Eddie Woods

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other like minded Touring Car guys and swap stories, parts, dreams, even sell cars.













It's free to registered members and we hope it will soon become Australia's most visited Touring Car website. A truly valuable assets for you and this club. We hope to build a huge "For Sale" area as well as a "help forum". There's even a "Members Only Area" – where you can discuss issues you'd

like to raise with CAMS and AASA - which will be forwarded to the committee to discuss and action.

It's one of the most exciting development in years for the club. And the more people who use it the more valuable it will become.

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

[View unanswered posts](#) • [View active topics](#)

FORUM	TOPICS	POSTS	LAST POST
 General A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	10	18	by TheParrot  on Mon Jul 07, 2008 1:05 pm
 Technical The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	5	11	by MiniCooper38  on Thu Jul 17, 2008 9:51 pm
 Video links/Photographs/Other media etc. All of your in-car (HTCAV or others) and other 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

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

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What you have to do

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

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Caulfield 3163
Phone: (03) 9571 9313
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3977
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For sale, 1970 xw GTHO phase two replica. Huge h/p 351 cleveland, brand new close ratio 31 spline top loader, tilt on clutch

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It all is, isn't it?. CarMA Report



Not sure how many laws this contravenes?

I was washing my car a week or two ago. Well, not mine exactly – for reasons not purely taxation related I don't actually own anything...

So I was washing The Boss's car a week or two ago. Naturally I was doing this in the gathering dusk, in the back yard, as quietly as possible. Because as you would be aware, with the current water use regulations the mere act of removing three metric tonnes of cockatoo poop from a 1996 Fairmont would see me judged akin to an axe murderer in the eyes of the Big Giant Head.

Such a build-up of cocky poo shouldn't be taken to stem from a lack of maintenance, of course. It's just that there's three or four hundred thousand

of them roosting hereabouts at the moment, and being as they're protected they have gained the understanding that they may evacuate en masse basically where and when they like. Some days checking the mail can feel like being trapped in a Hitchcock movie, and if there weren't so many of them dying regularly at dusk of natural causes (to the accompaniment of a sharp loud crack) we'd be in real danger of being overrun.

But back to the car, and the care thereof. Just as I prefer to do a reasonable proportion of the race car's preparation, I similarly look after the basics of our road going stable. Not – as some wag has previously suggested – because I'm so tight that I squeak when I walk, either. (Besides, that assessment was directed at The Boss.) No, I do it because I enjoy it, and it relaxes me. To the untrained eye, or indeed ear, this may not seem to be the case; but it's true. Clinical tests have

proven that saying a really blue swear will assist in the cleansing of remarkable levels of stress from the body. And then that big hole in your hand where your knuckle used to be, well that just makes it easier for said stress to get out.

Before the people who actually do most of the work on said vehicles get all hissy, I'd like to point out the qualifications just made there. They were 'reasonable proportion', and 'basics'. Without delving too deeply, this really amounts to oil changes, and filling the wiper washer bottle. You might then wonder how this can equate to skun knuckles and swearing, but trust me – if you have the will, you can achieve anything. You paying attention there,

kids? Anything.

One good thing is that the old family truckster is remarkably easy to look after, especially as I am surprisingly handy at such things. Every eighty thousand kilometres or so, I give it the once-over – whether it needs it or not. (A once-over is, of course, a combination of a) a service and b) a good coat o' lookinover.) The service bit is easy, too. You just turn on the key, hold down the trip button thingy for ten seconds or so, and then there's a 'beep' as the little spanner service warning light goes off. All done. What about the oil, I hear you asking, aghast and whatnot. Fear not – eventually all of it is either burned, or leaks out. So, it's always getting fresh stuff poured in. Why, last year the car in question got nearly four litres of oil poured into it. A good bunch of it was new, too. Like 'paid for' new, not just the old stuff given a wash. Oh that's right, I don't mind lashing out now and again. If that oil is good enough to be on the shelf in the supermarket, well then by gum it's good enough for me. (As for the coat o' lookinover; well anyone could do that with a bit of practice, there's really no need to be daunted by it. Certainly I make it look easy, but I've had literally years of practice staring at things. The only advice I can give is, start small, and work your way up. In a few years, you too could be watching stuff happen. And I'm not just saying that.)

But don't think that's all I do. For instance, there was a slight issue for three or four years (at the very most) with the brakes on the old bus, in so far as they didn't work so well. I stress, this only happened when the brakes were actually used. If you could manage to just coast to a stop for instance, they worked fine. But anyway, I'm nothing if not a caring husband who keeps his wife's safety uppermost. Therefore I had determined to fix the brakes. I waved shiny spanners at them authoritatively, tipped various fluids everywhere, the works. I even tapped various bits of car with a hammer – my go-to move. The result of this was that the deceleration and retardation performance was improved no end. Previously if the brakes were called to action, the pedal would go all the way to the floor and eventually begin to pulsate savagely. Now, however, the pedal takes up at the top of its travel, and begins pulsating straight away. Savagely. This is all moot of course,

because The Boss has long since begun driving a more functional vehicle, leaving this one to me. But as I mentioned to her, I couldn't very well fix it while she was in it, could I?

And it was in this spirit of automotive care and attention that the old nail was getting a tub. In the dark. Out the back.

But my precautions – extensive as they were – didn't stop the oily little man from the Sustainable Conservation Ministry (or something equally oxymoronic) from sidestepping up the drive and attempting to have 'a word' with me. Lucky I'd locked the gate, then.

And that, incidentally, proved to be the first hurdle our shiny new relationship needed to overcome. While fiddling with the gate handle, My New Best Friend was saying, "Hello, anybody there?" in his bestest most smiley voice. Because this

will, evidently, alleviate any concerns over gaining unauthorised access to property.

Upon spying me, hardly cowering at all, he asked if I minded that he come in. I did indeed, I said. After a brief, if not strained pause, he asked, "Well? Are you going to open the gate?"

My postulation that he clearly hadn't been speaking English long was the catalyst, as it turned out, for a heightening of Water Man's emotions. Calling on several gods including, but not limited to, Ganesha and Vishnu, he said several quite unsavoury things and accused me of 'stealing water'.

I was left with no option but to acquaint him with my theory on recycled water. In so far as, there's only so much of it, and at some point every last drop of it gets recycled. Pointing to a small damp patch on the concrete, I noted that I was

absolutely certain that there was the exact same water that I'd previously had on a particularly relaxing evening in 1995. (It was mixed in with all of the other ingredients of whiskey at the time, but I recognised it still.) I went on to note that I had in fact seen again later that evening. Though that time, it was slightly less opaque than it appeared now. This, as far as I was concerned, constituted recycling.

Unable to see my logic, but insufficiently armoured against it, water guy had no option but to let me off with a warning; most of which I either didn't listen to or couldn't understand. Or both. But it got me to thinking: I seem to expend quite a good deal of energy maintaining cars, and it only ever gets me into trouble.

I might back off a bit, and do some more recycling.

Mat

Fraser Ross and Stephen Pillekers
out of and into MG



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