

HISTORIC TOURING TORQUE

June 2010

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



Birdman of Benalla

Inside:

- Winton Report
- Rollover round up
- AGM things
- Erudite stuff & more

Pic courtesy Chaser Numble

**New
venue for
Club
nights**



Historic Touring Car
Association of Victoria

Next - Annual General Meeting
8pm Wed 30 June 2010
Upstairs at the Rising Sun Hotel
Cnr Raglan St & Eastern Rd, Sth Melbourne

Torquing Heads 2009/2010

		Work Ph	Home Ph	Fax	Mobile	Email
President	Dean Bryant	0417 012 526	0417 012 526	9551 5859	0417 012 526	president@htcav.com.au
Vice President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	vicepresident@htcav.com.au
Secretary	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	dvap@bigpond.com.au
Treasurer	David Floyd	9574 8333	9877 2243	9574 8388	0402 257 541	treasurer@htcav.com.au
Competition	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Competition	Paul Cruse	9345 1611	9337 1310		0414 937 710	speed@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Michael Hibbert	9379 2018	9379 2018		0418 354 364	hibnom@bigpond.com
Eligibility	David Twigg	0414 875 922	9466 9737	9702 9635	0414 875 922	eligibility@htcav.com.au
Eligibility	Len Read	5977 8771	5977 8771		0408 548 133	lrea5327@bigpond.net.au
Engine Sealing	Ken Zinner	9568 0363	9568 0363		0412 171 603	Are you joking.com.au
AHTCA	Mat Jager	0409 427 667	9740 0575		0409 427 667	ahtca@htcav.com.au
Editor	Chris Ralph	9696 5800	9596 3143	9696 0507	0418 318 934	editor@htcav.com.au
Pointscore	Paul Cruse	9345 1611	9337 1310		0414 937 710	speed@htcav.com.au

Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

2010 Race Calendar

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

Don't Forget The Club Discounts!

As Club members you are entitled to massive discounts on a range of vehicles and parts at Booran Motors and entry fees for tarmac rallies run in Tasmania through Octagon Motorsport.

Please see elsewhere in the magazine for the details.

We get 'em, please use 'em!

See page 18 for full details!!



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

**REVOLUTION
RACEGEAR**

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

Coxys Revolution Racegear. Whatever you need he can get it and at great Club pricing.

From the President



At this chilly time we have a well earned break of sorts with our biggest gap between events for the year. Some of us spend the time getting ready for the next event, whilst one member was busy collecting accolades as a result of being named in the Queens Birthday honours list! Who? You say – come along to the AGM and find out!

Your Pres and Vice Pres along with 27 kids (ok it was only five but they're noisy!!) did some serious four wheel driving in the Toolangi state forest over the Queens Birthday weekend and I'm pleased to report we didn't bend or break either car but had huge fun anyway. It took about two hours of pressure washing to clean the car – that's a new record even for me!

2010 AWARDS NIGHT

OUR AWARDS NIGHT – elsewhere in the mag you will see an ad for this event. This event will allow all members of the HTCAV to attend what will be a historic night in Historic Touring Car Racing as we know it – how so, you ask? This night will be the most prestigious and lavish social function/awards night ever run in this country for our category. If you want to find out what all the fuss is about I suggest you register your interest early and mark the calendar. Saturday evening 4th December 2010 at the Bayview Eden Melbourne @ 6 Queens Rd Melbourne. This venue is a step up from previous years and all for good reason! You now have the option to stay the night at the venue taking advantage of great Club discounts on this (very reasonable pricing!). Also everyone can now park 'on site' – phew what a nice change, eh. The after parties should be fun I reckon.

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

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

Just like last year the fashions on the field

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

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

ELECTIONS

This month is our AGM and as such your Committee elections will be held as usual. This is a must attend if you wish to have a say in how your Club is administered for the year ahead. We also have some hot topics to discuss this month so if you want to have a say – be there this month at our new digs being the Rising Sun Hotel – what a ripper venue eh.

HISTORIC SANDOWN

This fantastic event looms as another of our premier events for the year and this year it marks the 50th anniversary of 'our' cars. There have been changes made to the rear of pit apron area and this may be where our after racing entertainment happens this year – not confirmed yet but more to say about this at the AGM.

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 – hmmm – that was last month's remark but we still have nearly twenty non financials and most of which would be considered 'likely' to continue – check with our membership officer Jervis if you are unsure if you have paid or not for this year.

HISTORIC WINTON

Oh dear! Whilst some of our guys had good weekends with some spirited racing and damn good driving displayed, unfortunately for me the weekend ended too soon and with a fright I must say. We have all witnessed accidents on the race track before but I must admit that my old mate Ralphy did it in such a manner that it gave many of us more than a few moments of real concern for his welfare! During the handicap race on Sunday the once pristine orange BMW did an inverted roll at the end of the sweeper. Unlike most cars who roll here this one rolled in the opposite direction and rolled many times – the exact count is yet to be determined but it was most likely 7 or 8 times in all! The car is destroyed and the expensive chrome moly roll cage did its job in protecting our mate. Ralphy is a dedicated health conscious person who possesses excellent health and strength that belies his years. These facts have allowed him to not only survive this ordeal but recover at a swift rate – you really are a remarkable person mate and we are all very glad to see you up and about and positive as always – great stuff.

Congratulations to all the winners from the weekend and a special mention to my old mate Mick Stupka who won what just may be the last Nb handicap race ever at Winton – how so you say? Come to the AGM and find out why this may be so.

HTCAV BIGGEST LOSER

Things are hotting up as Team HTCAV are preparing for the Run Melbourne fun run on the 18th July. We have five starters so far and yours truly has now lost 13kg and I'm running over 5kms per day in training for this event. Every time I walk into the workshop the new Cortina seems to be smiling at me – hmmm!

VALE DALLAS CRANE

Former HQ Association president and competitor Dallas Crane passed away this week following a short illness. The HTCAV extends its condolences to his family and friends at this sad time. Dallas was an instrumental part in our club being able to share the family days out at Calder we have enjoyed in recent years. Good club men like him are hard to find and the HQ Association has indeed suffered a large and sad loss – our thoughts are with them.

AGM MEETING

This month is our AGM so please make the effort to be part of this important meeting for our club. I'm pleased to announce that this year our returning officer will be Club stalwart Peter Sneddon who will take charge of the club as required during the AGM. After the official part of the meeting we have several important issues to discuss as follows:

Handicap races – let's see what the general feeling is so we can advise the Austin 7 Club what we require for next year.

Tyres – this will be hotly debated! The question of a control tyre has been mooted and I'll give a guideline of what questions this raises on the night so we can have input from the members on this issue. This is not an urgent issue but one that needs to be discussed going forward as some tyre sizes are becoming impossible to procure.

Safety guidelines – a new initiative from the Committee and the details of which will be discussed. It covers such things as primary safety in cars and neck support devices – this is a huge topic but preliminary discussions are warranted.

No doubt we'll have some ripper dvds to watch after the meeting as well – how good was the Cascone/Moran battle from last month – ripper stuff!

COMMITTEE

I'd like to take this opportunity to thank the outgoing Committee for its excellent service over the previous year. It is an honour to work with such a fine group of dedicated and experienced enthusiasts. Special thanks to Paul Cruse for his fine efforts during his time on the Committee, Paul will continue to prepare the Speed Championship scoring – great stuff. The Club has been in very good hands and I'm sure this will continue with the next Committee also.

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

Yours in racing,

Deano

Editoro



They called Derryn Hinch “the Human Headline” for making himself the news, instead of just reporting and commenting on it. Welcome folks, to the Editor’s very own special edition of Torque regarding his spectacular aerial acrobatics at Historic Winton. Well, I gotta get something out of it... 15 minute packages of fame come at a price.

So, where to start? I’ve written an article elsewhere that tries to be more analytical and possibly helpful, but I’d like to deal with the softer issues in this Editoro. Firstly, sorry about mucking up the Nc handicap, delaying the meeting, and giving onlookers a bit of a fright. Thanks to everyone who helped Deano, Russ, Peter Backhouse and Paul Cruse and others put the scrapings back on the trailer and transfer all the race crap into my tow vehicle.

Especial thanks to our King Size President, whose legendary duty of care responsibilities came into play, carting the bruised hero back down the Hume, unloading said crap into the factory, returning tow car, finding own way home, then ringing daily to check on the recovery. As I said on the blog, shoulda been a parson. Well credentialed: the big fella can talk the hind leg off a table/donkey/iron pot: “Another cup of tea? Why thank you Mrs McGillicuddy, don’t mind if I do, and oh thanks, a lovely biscuit...” Perhaps if he stands outside the monthly meetings shaking the paws of the congregation as they leave (“Thank you for coming, hope you enjoyed the service, see you again next month, etc”) we might get a better turn up...

The outstanding level of concern from the Club has been very touching and I’d like to thank everyone for their wishes. The amount of calls, emails, texts was amazing – the Read Family even sent me a get well card containing a scratchie, but as I’d overdrawn all luck reserves I didn’t think I’d collect, and guess what, I didn’t. (The wife dragged me along to the neddies last weekend, didn’t trouble the bookie’s payout clerk there, either.)

The calls of good cheer that I’ve received

from the broader historic and motor racing community have also been very touching: conclusion - we are all fortunate to be in a great club in the best part of a wonderful sport. (Now I really am starting to sound like Dean...).

I’ve been asked what it was like, what did I think at the time etc. Well, a rollover had been missing from my CV and as it started to happen I thought ‘looks like I’ve ticked that box now’. As the first two rolls were airborne I thought that it was all rather gentle, then, kerthump! It whacked the ground very, very hard and that was a bit of a shock; I imagined that it would clunk over a couple of times and just sort of stop.

But it started to gain speed and violence and I was a loose rock in a concrete mixer. There was a brief moment when I thought that it might actually be getting a bit serious because I just kept flogging around in there; I shut my eyes and rode it out.

When it finally came to rest I did a mental check. (Alive? Check. Unhurt? Check.) I opened my eyes and looked into a helmeted face (not sure who) that suggested I turn it off. Good point, I said, and did so. I heard later that someone saw me adjusting the mirror (absolutely, have to keep up presentation, old boy...) but I was just seeing it would come off so I could climb out the windscreen hole. It didn’t, but I did anyway.

The emergency guys were right on to it and held me motionless and upright until the doc arrived. Top marks for accident response and medical attention, of course I couldn’t see what the fuss was about and wanted to walk back to the pits - wonderful thing, adrenalin. Thanks to all the racers who stopped and rushed to my aid...

To see the rollover from the following Mazda of Chaser Numbler, try this link <http://www.youtube.com/watch?v=z5wu1LfrxSY>. Thanks, Jason!

Hungry when I started the handicap, I could have eaten a baby’s bum through a tennis racquet when released from Wangaratta Base Hospital at 6.30pm.

Never had Golden Arches crap food looked so appealing... Jollied along by pain killers and jolly President on the way home I even managed to catch the Turkish Grand Prix on One HD that night. Two and half weeks later the ribs are still sore but the dizziness that I had on lying down/getting up has all but gone...

Getting the spare shell down off the shelf, crack testing a few bits and pieces, and back on the horse. In the meantime I might punt the silver car very gently around Sandown, we’ll have to see.

Thanks to dazzlin’ Darren Knight for the Winton report, for the continued support of Steve Duggan at sdpics.com – check to see if your car is listed there. I have also sneakily downloaded some Neil Hammond and Mick Price shots from the Historic Winton website – worth a look at - www.historicwinton.org/gallery3.htm and from scephoto, which has some good stuff <http://scephoto.com/historicwinton10cars/> f>

Thanks to Mat Jager for the consistently funny CarMa Report and to Paul Reynolds’ rage against the machine that runs us – The Nanny State – and to all other contributors.

See you all at our posh new digs for the ANNUAL GENERAL MEEETING next Wednesday!

RalphE



GET THE REAL RACING OIL

PENNZOIL 25W-50 RACING OIL

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

NOW AVAILABLE

I have imported a small shipment from the USA

AVAILABLE IN QUART BOTTLES
12 BOTTLES TO A BOX

\$120 per BOX + postage / courier

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

Phone or email
credit card or direct deposit available

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

2010 HTCAV Presentation Night & Christmas Party

Saturday December 4th from 6.00pm.



Celebrating

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

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

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

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

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

Room only @ \$148.50 per night

Room and 1 breakfast @ \$157.50 per night

Room and 2 breakfasts @ \$175.50 per night

Dinner bookings with Jervis on 0409 137 629.

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

No tickets issued on the night.

Bayview at www.bayviewhotels.com/eden



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

Maybe Bill can help!

For a comprehensive eye examination
and the latest styles in glasses, call - Bill Cutler

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

34th Historic Winton

The wet stuff returned to Winton after several successive years of glorious weather. Thankfully snorkels and flippers were not required by those without a garage in the Jurassic-era paddock like they were some time ago, although gumboots would have been handy. A wet track for practice gave way to slightly drier conditions for racing on Saturday afternoon with the threat of rain prompting some to roll the dice by gridding up with wets under the car.

Nb

Lindsay Siebler started his newly acquired ex Greg Malaure Cooper S on pole in race one and led all the way on a damp, greasy track to take a narrow win from Nick Cascone (Cortina) who pushed hard all the way. Phil Reynolds (Mini) bagged third after jumping eventual fourth place finisher Henry Draper early on with Jason Armstrong (Mini) fifth after overcoming Len Read (Mini) who was struggling with a few niggles in the #5. Ian Pringle (Mini) was almost alongside at the finish in seventh with Colin Doolan



Pecko's Old Yeller ran sweetly all weekend. sdpics

Pic courtesy sdpics

(Cortina) next then the amazing Imp of Jerry Lenstra who started back in 16th. Paul Zazryn (Mk. II Jag) rounded out the top ten.

Imp power returned for the handicap with Mick Stupka taking the win from Linda Devlin (Mini) who drove an outstanding race to take second. Helen Lindner (Mini) also drove a great race and looked set for a podium until a half spin at the esses put paid to that. Anthony Ramadge was third from fellow Mini men Pete Melick and Rob Ford.

Siebler again got the jump for the final scratch race but was soon caught and passed by a resurgent

Draper who went on to add yet another Winton Historic victory to his long and distinguished record. Armstrong set fastest lap on his way to second place in front of Siebler with Cascone fourth. Zazryn was an excellent fifth after pulling off a great move by getting past Reynolds, Ramadge, Read and Pringle in one go as the four Minis argued amongst themselves exiting turn one. Pringle ended up sixth then Read, Ramadge, Reynolds and Darren Burns (Mini).

Nc

Pole man Wayne Seabrook (Porsche) hooked up nicely to leap into an early lead while the RX-2s of Jason Humble and Ben Read rocketed off the line on a very cold track under threatening skies. A clash



Pic courtesy Mick Price

Russell revels in the rain.



Nb races were excellent.

Pic courtesy Neil Hammond

Mick won the handicap! (While we still have 'em)



Pic courtesy sdpics

between the Toranas of Gary Edwards and Alf Bargwanna at the sweeper put the former out whilst the latter retired after a few laps with overheating following the crash damage. Rob Burns (Charger) reeled in Humble and moved into second which is where he finished behind the winner Seabrook. Mick Donaher (Camaro) climbed to third after qualifying 11th with Humble fourth then Russell Pilven (Datsun 1600) who had to hang on hard after his wets went squishy after the predicted rain failed to materialise. Read was next then Tony Hubbard (Camaro), Rod Hotchkin (Falcon), Michael Hibbert (Charger) and John Bourke (Torana).

The handicap got off to an unfortunate start and just got worse. The first start was waved off after the Brendan Hare Capri overheated and stalled, a fate that also befell Hubbard after the field formed up again, following the event's first red flag after the Camaro of Michael Donaher went off at Turn 1. After the lengthy delays a decision was made to start the race in one group instead of at the handicap intervals which would have pushed the whole event even further behind. On the first flying lap following the restart the Chris Ralph BMW was thrown into a series of violent rolls midway through the sweeper, scattering the field and bringing the red

flags out again. Humble and several other drivers immediately pulled over and rushed to check on Chris who was shaken but thankfully unharmed save for a suspected cracked rib. The Bimmer was totally destroyed.

A reduced final scratch race saw Burns take a close win over Seabrook with the Charger looking very neat and tidy around the tight confines of the short circuit. Donaher was third in front of Hubbard who pushed extremely hard, setting the fastest lap in his pursuit of his fellow Chev pilot but lost ground after several lurid slides exiting the esses. Hibbert was fifth then the incredible Datto of Pilven followed by Fraser Ross in the ex Drew Marget '68 Mustang in his first visit to Winton in the former Biente Series race winner. Ross started 14th and will be one to watch. Bourke was eighth then Hotchkin and Peter Burchell (Mustang) who just held out Leo Tobin (Mustang) at the finish.

Darren Knight



Pic courtesy Neil Hammond



Pic courtesy sdpics

Where'd them Minis go?

Farewell forever.



Pic courtesy sdpics

Big boys ballet



Pic courtesy scephoto

Two ends of the Nc field.



Pic courtesy sdpics



Peter Burchell's wets were 15 years old..

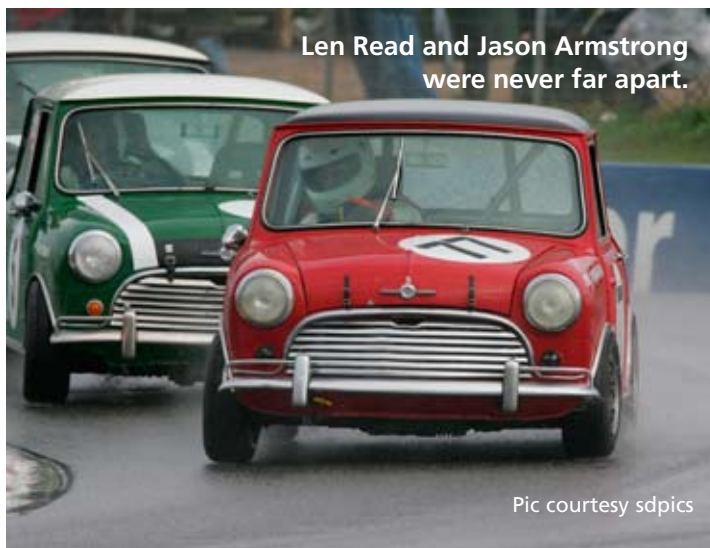
Pic courtesy sdpics

Lindsay Siebler's ex-Malaure widetrack Mini dominated early.



Pic courtesy sdpics

Len Read and Jason Armstrong were never far apart.



Pic courtesy sdpics

Henry Draper won the major.



Pic courtesy sdpics

Pic courtesy sdpics



Great battles, heavy neg.

Pic courtesy scephoto



Colin Doolan wasn't just toolin' around...

Pic courtesy sdpics



Bargs was biffed early on and went home.

Australian Classic Wire Wheels
Dunlop Wire Wheels
 to suit all makes and models
 Including wheels, hubs, knockoffs, complete sets & accessories



Phone Paul or Gay Zazryn on
 03 9532 5322 or 0412 780 900
 Email paul@acww.com.au
 Trade Enquiries Welcome

www.acww.com.au



Anatomy of a rollover

I rolled my car, big time. Eight times they say, six on camera from the video and it was still going when it went out of frame. But what can we take out of this exercise?

Why did it happen?

Because I didn't spend enough time to actually sort the rear end out on a practice day. The car had never handled well at the back and I was always chasing its tendency to hop. Because it was just a handicap I tried something different and wound the bump up, keeping rebound lower. Too stiff. Had it been a practice day I would have come in after one lap but I kept going because it was a race. Lesson: don't try new things on race day.

How did it happen?

As I was exiting the Winton sweeper the two bumps there upset the back and it hopped to the right. This set the car on track to hit the left hand kerb precisely at the angle a stunt driver might use on a ramp to get his car on two wheels. New unbuffed Toyo 888 tyres with fat shoulders dug in and away she went. Lesson: don't keep driving on the money if the car is mishandling.

How did the cage hold up?

ROPS builders have looked at the cage and said it failed because there is some distortion at the weld points on the A pillar passenger side. I'll take that fail, thanks, good enough for me. The cage was chrome-moly FIA spec that raised a few eyebrows when presented for its log book because "it had too many bars to look historic". The centre hoop, rear bars and driver's side are all in place. The cage was tagged at the centre hoop and A pillars. I wonder how a minimum spec cage would have stood up. Lesson: if you're building a car, don't skimp on the cage for reasons of money or weight. If you run a half cage, put the extra bars in please.

How did the seat mounts hold up?

At the time of build I had to fight to mount the seats on bars that were run from sill bars laterally to the transmission tunnel. The Historic Commission didn't like this practice because apparently some had used



the "mounting of seats to the roll cage" as a cheat to make a de facto chassis. The seats did not move at all, again I wonder what would have happened if they were on original sheet metal mounts or the floor. Thanks to Russell Pilven's Essendon Tyrepower larger plates under the seat belt mounts had been added. Lesson: Seat mounting is absolutely critical, find a way to make them as secure as possible.

How did the driver hold up?

Pretty good. The driver's door came open and folded up. Something must have given me a prod in the right side because there's some bruising there around the ribs, maybe a hairline crack but that didn't show up in the X-rays. There are tiny bits of calcium carbonate in your ears called otoconia and when you get whizzed about they can come out in the inner ear canals and cause dizziness when you lie down etc – this fades. But for the second time the humble foam neck collar that I have worn since 1994 has saved my neck. Lesson: do not drive your race/rally car without neck support: HANS device, Liatt Brace, whatever – but at the very least a foam neck collar. This is critical.

What happened after the accident?:

I was asked to complete a full accident report for AIMSS (Australian Institute of Motor Sport Safety) including comprehensive photography of the wreck and bend points on the cage. The wreck was then inspected by the CAMS Historic Commission (Graeme Hoinville)

who took further photographs. Lesson: there may be some alterations to cage and seat mounting advice/requirements for historic motor sport in the future. The old adage "we're not racing for sheep stations (implied: so it's better to look historic than look safe)" may come under review.

Note: It is possible to extend your laid up insurance on your competition car for some recompense if there is a serious accident on track. It's not cheap and if you pay the premiums over the years you'll come out square anyway. Not promoted, but the policy is available if you ask the Gogomobil people very nicely...

RalphE



Eddie Woods

31 Capella Crescent Moorabbin 3189
Phone 9553 2517 Fax 9532 2485

The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

Flow bench testing and we also offer a range of general machining facilities

The Bean Counter's Report

Historic Touring Car Association Of Victoria Inc.

Greetings everyone. A few words to accompany the financial statements that are enclosed with this issue : During the year I have again kept the Treasurer's reports at our general meetings fairly brief and relied on magazine articles every few months to keep members informed of where we are at financially. I feel that is a better way of communicating such matters. The level of reporting at the committee meetings is a lot more detailed with a list of monies in and out for the month tabled, income and expenditure statements for events such as the annual dinner and marquees/garages and quarterly financial statements tabled. This allows the committee to measure various matters and then make informed decisions about similar future events.

Our financial year ends on 31 May. The financial statements comprise the income and expenditure and the balance sheet both with prior year comparatives. At the AGM I shall briefly discuss both documents.

In closing I would like reiterate how good it has been to be a member of the club and serve on the committee. I have only been in the club 5 years and have been Treasurer for that time. I have decided to do it for another year and am looking forward to it and working with the committee and fellow members.

David Floyd

Income & Expenditure Statement

1/6/09 - 31/05/10 1/6/08 - 31/5/09

Income

Advertising	2,625.00	2,550.00
Annual Dinner (Net)	635.83	787.40
Interest Received	696.14	1,364.94
Marquee Costs (Net)	802.32	838.00
Subscriptions	19,205.00	17,950.00
Total Income	23,964.29	23,490.34

Apparel

Sales of Apparel	826.00	1,465.00
Opening Stock - at cost	-4,320.10	-3,238.00
Purchases of Apparel	-1,494.90	-2,376.00
Closing Stock - at cost	5,057.90	4,320.10
Surplus on Apparel	68.90	171.10

Total Income & Apparel result 24,033.19 23,661.44

Expenses

Annual Trophies	5,332.57	5,421.58
Audit Fees	600.00	0.00
Bank Charges	232.60	219.95
CAMS Fees	1,005.00	660.00
Childrens' Christmas Party	228.00	531.97
Depreciation	568.36	233.00
Donations	0.00	1,000.00
Filing Fees	107.00	38.60
General Expenses	72.20	391.79
Internet & Website Costs	720.11	983.33
Magazine Costs	7,422.70	7,909.66
Marketing & Promotion	2,839.91	2,268.20
Printing & M/ship Costs	2,429.80	1,841.40
Race Meeting Nibbles (Net)	32.87	470.76
Social events - other	199.10	198.00

Total Expenses 21,790.22 22,168.24

Net Surplus/(Deficit) \$2,242.97 \$1,493.20

Balance Sheet

31/05/10 31/05/09

Assets

Cash on Hand	75.00	75.00
Cheque Account	1,293.68	2,097.36
Term Deposit	18,882.44	18,348.72
ESANDA Debenture	0.00	1,123.45
ANZ V2S Part 1	4,487.88	5,478.69
ANZ V2S Part 2	1,123.45	0.00
ANZ V2S subtotal	5,611.33	5,478.69
Total Cash funds	25,862.45	27,123.22
Apparel on Hand - at cost	5,057.90	4,320.10
Advertising Debtors	2,425.00	825.00
Sundry Debtors & Prepayments	2,535.00	5,983.46
Total Current Assets	35,880.35	38,251.78
Equipment at Cost	6,548.58	1,601.68
Equipment Accum. Dep'n.	-1,236.66	-668.30
Equipment at w.d.v.	5,311.92	933.38
Total Assets	41,192.27	39,185.16

Liabilities

Sundry Creditors	0.00	235.86
------------------	------	--------

Net Assets \$41,192.27 \$38,949.30

Members' Funds

Surplus b/f	38,949.30	37,456.10
Current Year's Surplus	2,242.97	1,493.20
Total Members' Funds	\$41,192.27	\$38,949.30

POWERCOM

Repairs to

Commodore VN - VT ignition modules,
AU Ford climate control
Commodore and Ford fan amplifiers,
other model fan amplifiers

**Race car and custom auto wiring
- repair the old or replace new**

Mark Sully 0428 535 245

PO Box 274 Niddrie VIC 3042

Fax 03 9366 6872

Repairs to

all makes of bus, truck, boat audio
systems, car stereos and CD players

Installation of

blue tooth, car stereo, mobile phones
& sat nav

CAR STEREO REPAIRS

The Nanny State

You know it's lurking everywhere. Every time you stray one lousy kilometre over the speed limit (nobody can walk that slow) you can feel the unseen eyes. Nanny is watching with condescending Orwellian eyes. Nanny will tsk tsk at you with a load of patronising moralising. Nanny runs this state and the State of Affairs is sad.

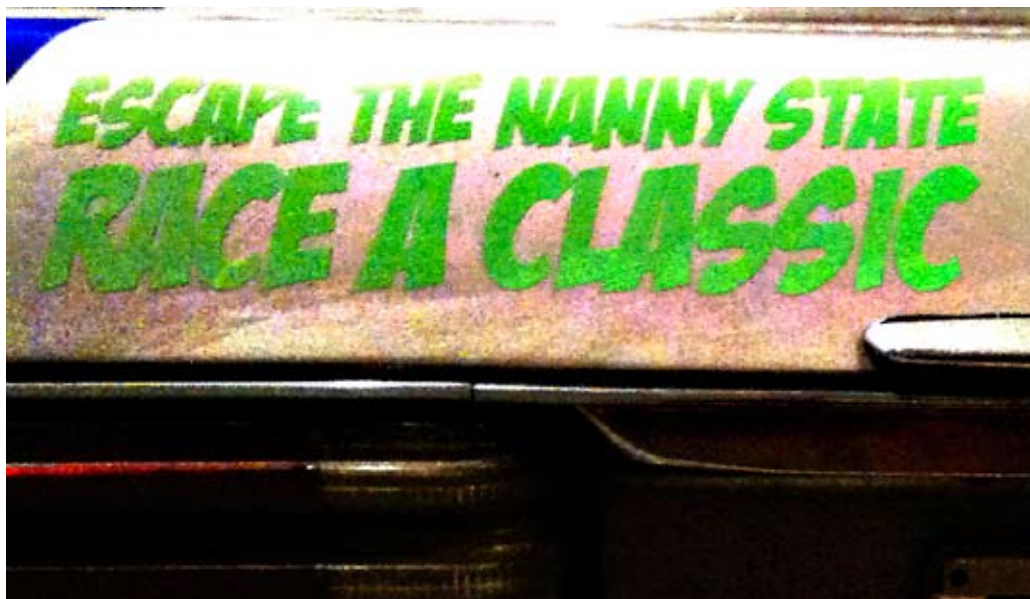
Then there was that completely incompetent driver that put thousands of lives at risk with that bastion of evil throwback – the wheelie. Just because he is one of the most accomplished modern drivers how dare he think positively about himself, and anyway don't you know how many people have died over the years from wheelies? (pronounced in a hysterical voice).

Nanny smacked Lewis as he was a naughty little boy. His friend Mark bravely came to the rescue because naughty Lewis was in his back yard. Nanny gave Mark a lecture, was horrified when Mark called Nanny a Nanny as she doesn't like her neurosis to be exposed publicly. But what she hates most is the audacity of people acting like they are rational compassionate and skilled human beings, surely such behaviour will cause the end of society. It is a shame that nobody has told Nanny she has had dementia for 2 decades and is in need of urgent psychiatric assistance.

Of course all the gweedos jumped in and whipped up a load of hysteria with all the cheap shots. But funnily enough when the international media came looking for them to call Lewis a "dickhead" on camera, they all went strangely quiet? Perhaps the WhoReallyIsTheDickheadHereoMeter went off and they realised they would be the laughing stock of the world, so they crawled back under their dark rock of fear.

Demonising and marginalising has always been an effective tool of the NSGs (Nanny State Gweedos). Like the Church in medieval times (and the medieval throwbacks who now terrorise the globe) NSGs play the man not the ball. Vain grandstanding and picking on soft targets is cowardly stuff that has somehow self legitimised. We have always had this personality type in society but today we have a drone bloat and they have destroyed our traditional egalitarian culture.

Tragically we have inadvertently empowered an entire generation of drones who now spend all their time telling us what we can't do anymore. All they know



is how weak minded they are and isn't the rest of the world like that, so therefore they shouldn't be allowed to do anything, unless you pay for a permit.

I thought I might use some well known cognitive bias concepts to demonstrate the failure of society to provide an environment that can promote balanced natural mental growth.

- **Bandwagon effect:** doing or believing things because many others do or believe the same.
- **Dunning-Kruger 'double' effect:** incompetent people make incompetent decisions then are too incompetent to see it. Also known as politics!
- **Groupthink:** Avoidance of viewpoints outside comfortable consensus thinking.
- **Self-fulfilling prophecy:** acting to achieve results that confirm our beliefs.
- **The Texas sharpshooter fallacy:** a logical fallacy where unrelated information is manipulated until it

appears to have meaning. From a joke about a Texan who fires shots at the side of a barn, then paints a target around the biggest cluster of hits and claims to be a sharpshooter.

- **Flaccid Gweedo:** person of dubious genitalia mass attempting to disguise this by demonising the trivial from their soapbox of hypocrisy and cognitive retardation.

The Nanny State is living in complete avoidance and promotes paradox and intolerance. Expose their fundamental dysfunctionality! Take the piss! Fight for individual rights! Fill the beehive with drone flushing blue smoke. But don't pull a wheelie in your C63 when the cops are watching...

In the next article I will show how Nanny is actually making the roads more dangerous, NOT safer and how it is the classic fast car guys that are one of the few hopes for young people.

Paul Reynolds



Winton Festival of Speed

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

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

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

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

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

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 : crge@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!



GRAPHTEXT SIGNS

VINYL SIGNAGE & STICKERS

Signs and Computer Services

Computer Services

- Back to basics PC tuition & assistance.
- PC setup & installation.
- MYOB & Quickbooks setup.
- All general PC help.
- Web site design & maintenance.
- Internet & email setup.

Sign Services

- Vinyl lettering.
- Magnetic signs.
- Car, truck & boat signs.
- Banners.
- “A” boards.
- Logo design.
- Safety signs.
- Displays.
- Window signs.
- Layout & design.

Digital Printing

- Gerber Edge thermal printing service.
- Vinyl decals & stickers.
- Fridge magnets & magnetics.
- Promotional Product labels.
- Contour cutting.
- Full colour printing.
- Many material types & colours.
- Clear background window stickers.
- Business identification stickers.
- No minimum number.

Contact : Lindsay Cripps

3 Dunvegan Cres.

Dandenong 3175

Phone : (03) 9792-3020

Fax : (03) 9792-3060

Mobile : 0407 802 815

Email : lindsay@graphtextsigns.com.au

Web : www.graphtextsigns.com.au

Gasolene TV now on Digital 44

A dedicated car show for Car Enthusiasts

Gasolene is a unique car focused television program for the car enthusiast. Unlike other programs of today that seem to be more biased towards general entertainment Gasolene provides hardcore car information & features including Muslecars, Classics, Informative technical segments, History & all types of motoring events from historic racing to car shows.

Together Producer Michael Curson & Presenter Glenn Everitt combine years of knowledge in the automotive industry & car enthusiast scene to deliver an informative, exciting & action packed show, a show that must not be missed for the die hard car fan, a show you've all been waiting for. In fact you could say that "Gasolene is truly for Enthusiasts by Enthusiasts". There's no scripting or acting required, only the passion & knowledge they have for anything propelled by an engine. Tune in now for the all new 2010 Gasolene digital season on Digital 44 Australia wide, it's sure to be a big one.

For more information feel free to check out our website at <http://www.gasolene.tv/>

The support of the car enthusiast community & hence strong ratings is imperative for our future existence to allow us to provide a marketing tool help fund & produce Gasolene to the highest standards. As 44 is a community based station it takes a healthy investment just to air the program. Although we appreciate the opportunity it is the opposite of mainstream where programs are paid to provide a show to them. We hope to provide what we believe to be

Australia's best ever car show for some time to come. Please help spread the word & feel free to pass on this email to any friends, family or car club members & groups.

Be aware that in many cases TV's will need to be rescanned or auto tuned to pick up 44 and any other new digital stations currently being released. A high quality aerial installation may also be required for 44 and all digital stations in general for quality reception. To many peoples surprise digital is not as forgiving as analogue when it comes to reception. Once set up for digital the benefits are well worth it. See www.digitalready.gov.au for further information.

We appreciate any support you can provide in spreading the word.

The team at Gasolene will be forever thankful.

Best Regards,

The Gasolene Team

Contact Producer Michael Curson for any further details on 0404026286 or michael@gasolene.tv

Air times on Digital 44

- * C31 Melbourne - 8:30pm Tuesday nights - Digital 44
- * TVS 31 Sydney - 8:00pm Thursday nights - Digital 44
- * Briz31 Brisbane - 8:30pm Thursday nights - Digital 44
- * WTV Perth - 6:00pm Sunday nights - Digital 44
- * C31 Adelaide - 7:30 Monday nights - Analogue 31



Local lad Brett Smith is used to the wet!

T&G Racecar Engineering



Fast and reliable

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

Seymour 3660

Tel 0411 670 914

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

2010 Pointyscore

3

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

David Noakes	20									20
Peter Owen	25									25
Spencer Rice	27									27
Gary Edwards										0
Paul Cruse	22									22
John Smallman										0
Chris Ralph	23	18								41
George Opoczynski										0
Dean Bryant	27									27
Marty Lambert	21	22								43
										0
COD										
Mick Stupka	30									30
NB										
Over 3000cc										
Andrew Cannon										0
Bill Trengrove	34									34
David Moran	22									22
Rod Evans										0
Tino Leo										0
Andy Clempson										0
Trev Talbot										0
Paul Zazryn	27	30								57
2601-3000cc										
Rodney Gelston										0
Richard Fairlam										0
John Bourke										0
Tony Pejkoic	30									30
Brent Trengrove										0
Roy Wilkinson										0
Ben Wilkinson	31									31
2001-2600cc										
Eddie Dobbs	31									31
Brendon Wilson										0
Rob Southouse										0
1601-2000cc										
Ian Cuss										0
Bill Benic										0
1301-1600cc										
Nick Cascone	37	34	36							107
Simon Browning										0
Brian Deveson	3	3								6
John Luxmoore	30	27								57
Colin Doolan		31								31
Rod Evans										0
John Bendell	15									15
Paul Watson										0
Stuart Barnes										0
Gary Rowe										0
1001-1300cc										
Anthony Ramadge	3	27								30
Peter Melick	3	17								20
Ted Brewster	3									3
Henry Draper		40								40
Len Read		33								33
Colin Taylor										0
Steven Ginis										0
Len Nation										0
James Holloway										0
Ian Pringle	4	33								37
George Ginis										0
Paul Girt	43									43
Helen Lindner	41	21								62
Under 1000cc										
Michael Stupka	31	30								61

2009 AGM minutes

Annual general meeting HTCAV June 2009
Bells Hotel South Melbourne
Meeting opened at 8.25pm with around 40 in attendance.

APOLIGIES

Elliot Barbour, Bill Cutler, Graham & Scott Slater, Lindsay Cripps ,Marty Lambert, Kenny Corporate , Justin Brown ,Mark Brewster and the Holloways.

GUESTS

Keith Davidson (Engine builder to the stars!)

NEW MEMBERS

Craig Miles (Charger)

SECRETARY - Gordon Cox

Correspondence from MBE, OzChild, ANZ Make a Wish.

Other than that, thanks for having me.

PRESIDENT - Dean Bryant

First order of business was to crown King Fast of Luxmore (don't know what this was all about)

Last months raffle winners; Bob and Simon were presented with their lobsters.

Some Italian chap from NSW has been groanin and a moanin about something Ralphy wrote in the mag. Well good luck Mussolini, Ralph's a dab hand at a mass debate!

The 5th of December will be the night for the HTCAV night of nights.

Historic Winton was a great event. The soup was very nice apparently. Thanks Dean I got none AGAIN!

Condolences to the Barbours on their loss. Dean suggested a discussion on Historic Winton Handicapped during general business.

Great racing at Winton other than the crash in NB and the absolute shemozzles NC handicap! After one of our members had his log book marked for an apparent indiscretion, the committee wrote to CAMS for a please explain and they revised the decision, had the entry removed and then counselled the officials involved. A victory for the little fella.

The handicap races were not well run and the griding was a bit of a mess. It is the responsibility of the organisers to grid the cars correctly, and ensures that the starting procedure is adhered to. However it is also a drivers responsibility to know what grid position he /she is starting off, handicap or not. A bit of fault on both sides here.

Dean thanked the committee for their work during the past year, hard or not and said that he is pleased about the sometimes spirited discussion that goes on at some of the committee meetings. Didn't say anything about the boozing or endless chatter from Jervis!

The reduced number of available meetings this year has produced healthy numbers and good close racing. Perhaps the mix is right.

VICE PREZ - Jervis Ward

Jervis thanked Dean for a job well done. There have been lots of problems this year and the Big Fella has taken them in his stride. Competitors are happy it seems to seek help from the committee when needed. Congratulations to all involved.

Jervis also asked about his long service entitlements and his preference would be to take it all in cash.

TREASURER - David Floyd

David says "when you want to look at the figures? Don't look at the figures!"

We are a racing club with 200 members. We have our books audited every two years.

Last years figures have been audited and the auditor says they are well done.

We are in a financially sound position.

Due to a technical glitch the figures were not printed in the last mag.

We had a small surplus for the year of about \$1400.00

Not a lot of money, but we are here to make friendsnot money!

Moved Pilven

Seconded Hollywood

MEMBERSHIP - Jervis Ward

Competition 171 Non financial 9 Life and honorary 6 social 32 total 209. A record.

A very good sign under tough economic conditions.

COMPETITION - Russell Pilven

Next meeting is the Sandown State round.

11 entries at this stage so please enter if you can. Entries close on the 8th July.

No garages will be available as they were all gone before we received our entries.

Unfortunately this can not be rectified and marquee spots are \$380 each so just get wet.

Hats and beanies will be available shortly

POINT SCORE

Where it's at now.

Big Bangers Hubbard

Mid bangers Hibbert

Toranas Taranto

NC babies Holloway

NB babies Stupka

Minis Draper

Corties Cascone

Old Farts Southouse

EH Roy Wilkinson, John Bourke

Big Heads Jervis

ELIGIBILITY - David Twigg (twitter with the twigger)

David reported that the cambered rear axle problem had all been cleaned up with no troubles. (Yeah that's what Zig N Zag used to say)

The production car mob had a meeting and

spec sheets are being produced.

Twiggy is rumoured to be the new coach at North Melbourne, at least he was dressed like he is!

David would also like some information on Chevy Novas.

AHTCA - Mat Jager

Mat reports it has been a pretty quiet year, after the tyre issues have been sorted.

Rugby scores 18 nil.

HISTORIC COMMISSION

Nothing of significance involving group N. We are seen by the commission as a very stable category that looks after itself to a certain degree.

The HTCAV is held in very high regard around the country

Bob also added that Bill Cutler is a stand out member of the Historic Commission. (He is 8'6" tall)

MAGAZINE - Chris Ralph

A full twelve issues for the calendar year.

Thanks to Jervis for all his help and hard work. Thanks also to all the contributors with a particular thanks to Mat Jager, a funny man indeed. Brian Dermott for his rally ravings and it will bear fruit with more members for our club in the long term. The speed championship is gaining momentum. Ralphy also told of his intention to have a crack at tarmac by entering the Targa Wreast Point.

He also told of his ongoing war of words with this Volari the concreter from Kings Bloody Cross!

WEBSITE - Jervis Ward

We are sending out 200 magazines through the post. Isn't it time to receive yours by email and save the club a shipload of cash? Jervis reported 1509 downloads of our magazine last month. (Sounds like bullshit to me)

The third largest group of visitors to the web site were lonely Russian women Lookink for husband to drink wodka vis darlink!

SOCIAL - Mick Hibbert

Kids Christmas party will be on Sunday November 29. Car rally on October 18. Presentation night December 5th.

RAFFLE WINNERS

With Mark Shatz as the Barrel Bitch, the winners were----

Russ Pilven and Bob Cracknell.. Good luck with the salmonella fellas!

GENERAL BUSINESS

A bit of waffle about Winton Historics and an election.

Meeting closed at 9.30pm

Ms Gordon Cox

Smalls on the mend, Slater under treatment

John Smallman, he of the immaculate blue BDA Escort, has had a rather unpleasant time lately, having had a tumor removed from his pituitary gland, which is up in behind the centre of the eyebrows.

Tumors there can press on the optic nerves and affect vision, apart from causing headaches, lethargy, nausea and various other stuff. All of this John suffered, but now his vision is getting better daily and he is looking forward to what he calls "his second life". Poor bugger couldn't even celebrate turning 70 in the middle of this miserable episode.

When Smalls thought he wasn't going to make it pre-op he rushed around to his factory with a whole bunch of tags and sticky notes, putting values on some items, indicating which bit goes with which, and so on.

Must be something to do with the racer's training in getting everything ready for the big meeting. When Graham Slater also thought he might DNF, he set about making a video for the funeral in which

he thanked all his family and mates... Luckily neither of those pre-emptive bits of organizing have been needed. Graham has passed scrutineering and is now up on the hoist in the home garage for a while having an oil change or two with a couple of trick additives being popped in there as well.

We wish them both a speedy and full recovery and look forward to their grid positions being filled once again.



Membership Update

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

All membership cards have been mailed out. But you won't know that either 'cos your cheque is not lost in the mail, it's just not been sent!

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

Deals for HTCAV members

The HTCAV-Booran deal at a glance

New cars

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

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

Used Cars

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

Parts

You pay invoice price only.

What you have to do

- Make sure you show your current Club Membership Card to establish your bona fides.
- Make sure you say the word "Oz Child".
- Thank them very, very much.

Their details

Booran Holden Cheltenham

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

Booran Holden Dandenong

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

Booran Holden Caulfield:

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

Cranbourne Holden

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

www.cranbourneholden.com.au

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

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

Go to www.ozchild.com.au/unite



www.booran.com.au

Thanks to our sponsors



For professional DVDs of the Phillip Island Classic and Winton Historics as well as lots of photos of Group N cars and other Historic vehicles contact Rob Lang on 0412 001 263 or email roblang747@yahoo.com.au

For all your photographic and promotional presentations



James Smith Photography

m: 0412 564 296 e: james.smith1@bigpond.com

Marshall Cass Photography

Mobile: 0418 888 977

Phone: (07) 3341 6392

Fax: (07) 3423 0033

Web: www.marshallcass.com

E-Mail: mcphotos@bigpond.net.au

Studio: 38 Dromos Street,
Eight Mile Plains.

P.O. Box. 4147

Eight Mile Plains, 4113.
Brisbane, Queensland.



**TRACKSIDE
RACE & RALLY**
TYRE SERVICE 9761 5557



Hoosier
RACING TIRE

Most sizes available for Gp. N
& Gp. S. Call now for this
years requirements.



HOOSIER/STREET TD



TOYO RA-1
205/60R13
185/60X13

5.50-15
5.00-15
& soon
4.50-15



VINTAGE TD

2b 161 Canterbury Rd
Kilsyth (03) 97615557



Bonny Art

The motor Sport Photography of Damian Petrie



Attending all rounds of the Victorian and NSW state championships.
See www.racephotos.com.au for samples and check out the economic price list.
0402 131 771 or 03-9579 4216. bonnyart@hotmail.com

DUKES BODY WORKS

Quality Crash Repairs
With a 3 Year Guarantee.
Insurance Specialist

RACV Selected Crash Repairer
GIO Recommended Repairer
Oven Baked Enamel - Measuring System
24 Hour Towing

Phone: **Trevor Talbot**

(BH) 5996 7888, Mob. 0418 336 335

Torquing 'Em Up - Classifieds are free!



Group A BMW E30 M3

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

Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 5977 8771 or 0408548133.

Ford Capri doors

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

Your ad could go here!
Wow!



GTHO

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

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

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

1964 Studebaker Lark Group 'N' racer



Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many

spares. Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible!

Gordon 0418 270 494 (02)60328190 AH.



Twin Cam Escort

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

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



Est 1953, over 40 years experience

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

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

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

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

Torquing 'Em Up - Classifieds are free!



1959 FC- Holden Group Nb "No. 53"

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



Group Nc Porsche 2.3 litre

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

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

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

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



1968 Mustang Grp Nc

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

4 downdraft webers, roller

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

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

For Sale

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

Phone STEVE BYE 0417 112519

For Sale

302 Mexican block with spare steel caps. \$1400

Phone STEVE BYE 0417 112519

48IDA Weber carburetors

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

QUICK! -

Advertise at old rates!

These rates haven't changed in years.

But the magazine has...

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

Direct all advertisements to editor@htcav.com.au Ph 0418 318 934 or go to www.htcav.com.au/phpbb3/index.php and post it there.

Some of the kind of average things might just go on for a bit longer

CarMA Report



I was laying around the other day – as I do - performing a spot of MYOB. Or more accurately, MMOB. Spying this poorly disguised lack of industry, The Boss informed me that I really ought to be doing something more constructive with my time. Particularly, she felt, in light of the fact that the vast majority of it is under-utilised, and in fact drawing no revenue of any kind. Actually, she put it less like that, and more along the lines of, “How about you get off your large hairy white arse and find yourself a paying job.”

Well, as Cool Keith, engine builder to the stars (and me) suggested, that’s just ‘crazy talk’. However, the no-pay-no-race embargo is still firmly in place, and experience has shown that no amount of sucking up will be heard. So there’s nothing for it – time for this rat to race again.

Happily, the subsequent employment ad surfing turned up a couple of interesting positions that I deemed suitable, and that I might be in some way qualified to fill. Out of some several thousand, this figure (three, actually) may on the surface seem a bit depressing. Well, only under the harsh glare of direct consideration. And I prefer to avoid that.

Anyway, one of the ‘jobs’ – using the term quite loosely – was for movie and TV extras. Right up my street, I thought, seeing as I seem to be somewhat surplus at the present. And, of course, dashing good-looking. So, I bunged a

quick CV together to suit (with the handsomeness bit played down slightly out of modesty), and fired it off to the agency. Nothing outrageous of course; just a brief rundown on my showbiz career to date.

Beginning in 1983, there was a starring role in my Primary School’s Year 5 video production. So clearly, I come armed with a prodigious (natural) talent. In fact this performance brought much critical acclaim – assuming ‘acclaim’ means what I think it does.

Things are somewhat bare thereafter, as far as your more traditional artistic work is concerned. However I noted that this should be of little concern, as my skills have been honed to perfection over a lifetime of pretending to be a normal person.

It was also noteworthy, I thought, that I am neither strikingly beautiful nor impressively languishing at the scale’s other end. Quite a bit like that Frog bloke with the snout, actually. Not Cyril De Burger Rack, the other one. (You know, Whatsisname. Big guy; bit of a tummy. GREAT hair.) This finely tuned balance can serve to make me invisible - particularly to barmaids - and is a gift that barely three quarters of the population possess.

Importantly, I related the ease with which I take direction. This is a given after seventeen years of marriage, especially as I have been utterly whipped for each and every one of them.

Lastly, and as is indeed true of all the great artists, I am both exceedingly poor, and don’t mind the odd wee dram. Plenty of angst to draw on, there. Look out for my one-man stage production of Angela’s Ashes. “We’re starving, dad’s drunk. We’re starving, etc. etc. etc.”

Suffering a pang of conscience, I had to admit having not seen Jimeoin’s documentary on the subject, but stated a willingness to sit through it if it would be deemed helpful.

Now tell me; am I not custom made for the job? Well, you and I know it, but

strangely after several days I’ve heard nothing back. Maybe they’re waiting on a call from Ridley, or Clint.

Forging ahead, I felt it best to maintain some forward motion. Option the second was for a group of chaps seeking a driver to cart flammable liquids about, and in some impressively large lorries, too. Naturally, this role would play to my other great strength – sitting down at work. Oh, and there’d be some driving too, I suppose.

Naturally I was compelled to advise this prospective employer that my licence wasn’t, in the strictest sense, endorsed for such a thing. But this was easily balanced by my vast experience in the field of mechanised competition. As I told them, ask anyone who hasn’t beaten me, and they’ll both say, “Mat’s car has WAY more power than mine”.

In all fairness, I couldn’t guarantee that their deliveries would be made on time. Or to the right place. On the upside though, I suggested that we’d certainly find ourselves on the news regularly. And there’s no such thing as bad publicity, right?

At least I got a response this time, though there were so many expletives; initially my impression was that Eddie Murphy himself had written to warn me never to go near a petrol tanker. Bit harsh, I thought.

Sensing a slim chance of success here, we rolled the dice for one last time. Similarly, the third opportunity was also a steering caper, though more in the vein of transporting short people to prison. You know how job advertisers use fancy schmancy titles... “School Bus Driver”, I think they called this one.

Happily, due to the similarities (big vehicle, dangerous cargo) I was able to recycle the application letter from Number Two. This might not sound like much, but it enabled me to sneak in another nap, and that’s vital to maintaining a pleasing visage. Never know, Number One might call yet.

I did get a reaction from the bus folk, too. Well, not directly. As I explained to an angry yet increasingly horrified Anti Terrorism Squad member, I had been

genuinely seeking employment. The threat was not implied, merely inferred, I explained. Though clearly still dubious, my reasoning thankfully mollified Torquemada to the point that he agreed to stop punching me and follow a slightly less excruciating line of questioning.

When The Boss bailed me out (finally – seriously, how hard does one need to think about such things) I realised that after all of that effort, I was left no more employed than previously. Even various (court-ordered) sessions for ‘assessment’ provided no legitimate job offers. Really, I had no idea judges rode horses so often.

Or enjoyed it so much.

There was nothing for it but to get back to work on my couch groove – it had reinflated alarmingly in my absence – and get in some serious Ellen-time while reflecting on the experience of it all. Try to glean some value from what I’d learned, and enjoy having a good scratch of the electrode burns as they healed.

Proving once and for all that I do my best thinking while supine, it was here that I had my Eureka moment. Not an armed confrontation with authority, happily. More of your Good Idea kind of thing.

You see, there is something for which I am eminently qualified. Without realising it, I have invested several years of study in what is in fact quite a specialised field. Dear reader, I present to you Mat Jager, Dromedary Podiatrist (specialising in the Metatarsals and Phalanges).

Now, if I could only convince someone to pay me to look at one for them, I could be back on track in no time.

Cheers, then

Mat

Top shot! Tony Hubbard and Brett Smith slither after Fraser Ross, Mick Hibbert and Robbie Burns



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

SMCKA

PERFORMANCE

funny name-serious parts

PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS

WWW.SMCKAPERFORMANCE.COM.AU

**CLARK
MEDIA
SERVICES**



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



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

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

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

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

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

Race car PREPARATION, MODIFICATION, REPAIRS & TUNING.

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

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

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

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

Trailer repairs, rejuvenation, modifications, servicing and preparation.



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



WELD AWAY ENGINEERING PTY. LTD.
(Used & RECOMMENDED by **Essendon Tyrepower**)

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

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