

# HISTORIC TOURING TORQUE

March 2010

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

Pic courtesy James Smith

## **Inside:**

- PI Classic Action
- Under 3 ltr, Over 3 Ltr, Grp A&C
- Heaps of pics
- Targa tales
- plus more



*Japan  
attacks!*

**Minute  
Free  
Issue!**



**Historic Touring Car**  
Association of Victoria

**Next General Meeting**  
8pm Wed 31 March 2010  
Bells Hotel, Moray St, 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	9627 3386	9682 6999		0418 360 686	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-	pointscore@htcav.com.au

## 2010 Race Calendar

Track	Date	Type	Club
Phillip Island Classic	March 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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# President's Report - March 2010



**Congratulations to all who competed and supported the Classic at the Island last weekend. This had to be one of the most successful events of all time, in so many ways. Those who were there will know what I mean.**

The 'HISTORIC TOURING CAR ALLEY' in the Green Paddock worked a treat: the most impressive display of our fantastic cars that I can ever recall. The punters came in huge numbers and as always the cars were the stars – although a few drivers could be mistaken for stars. How so, you ask? Well, I saw with my own eyes some young pretty ladies posing straddled across Fast Johnny's Cortina in an attempt to get him to do exactly the same - which of course he did. The cameras were aflutter as our esteemed elder statesman of pace strutted his stuff - at one point I thought he may unzip the race suit...

This month's general meeting will be a ripper as there are so many tales of the weekend to be told. I couldn't be any more proud of this Club than after this meeting – you guys are simply the best.

## Fundraiser

The Club will also conduct a fundraiser raffle at the Island in four weeks over the course of the weekend so be sure to buy a few tickets when the 'barrow' comes around – you'll see what I mean! Yes, I know it was to be at the classic but we simply ran out of time to have it arranged so it'll happen next meeting.

## Got Well

Last month we wished our esteemed President of Vice a "get well" for his surgery to his broken shoulder. Four weeks later we congratulate him on taking a win in his first meeting with the mighty ex Brock/Richards M3 group A Beemer – what a total class act! Well done buddy.

## Early Morning Run

This new social event was run this

month and organized by the energetic Marty Lambert. Thanks to Marty and the whole Lambert family for assisting in making this event such a success. It was a great way to spend a Saturday morning driving through some great countryside and sharing some food and drink in elegant surroundings with our racing friends.

Can you believe that 'wheelie' of the meet went to Tony Hubbard driving his immaculate Mustang – yes that's right folks – a Mustang! Eddie and Margie Dobbs ran the awesome 1935 Buick which has been in continuous registration since new and apart from some exterior paint is as it came from the factory after 75 years of faithful service! It performed brilliantly and I couldn't help but just imagine how royal those fortunate first owners must have felt driving this magnificent car back in the early days.

I also learnt that Watty has the car I've lusted after over many years in the form of a nice later model 740 BMW. Gee, I always thought his Triumph was a ripper so we must have very similar tastes in cars I reckon.

## Phillip Island Historics

So many stories to tell here I can't cover 'em all – you'll just have to come on Wednesday to get the rest.

Huge thanks to the VHRR and the Mini Club for giving us the opportunity to compete at this prestigious event. Likewise many thanks to their hoards of brilliant member volunteers who did all the jobs required so we could all do what we love – you guys are the heroes of the weekend for mine.

Thanks to Graham Slater and Rockwell Automation for their continued support of our category at this event – what ripper trophies!

And of course, a massive vote of thanks for our Septuagenarian Superhero, Ted Brewster, and his boy side-kick Jervis Ward, for their huge number of hours organizing the marquees. As Jervis said it's a bit like organizing the tables at a wedding with people having very definite views about where or with whom they want to be and cracking it if they can't get what they want. It was a superb job and they deserve your gratitude.

The HTCAV is now the undisputed king of the crop when it comes to Historic Touring Cars – I'll explain why on Wednesday but you'll be amazed I'm sure.

So many great interstate teams made the

effort to come this year which made this event such a success – huge thanks to you guys and girls for this effort. We love to see you here and hope the trip was worthwhile for you all.

Interstate members (and ripper blokes!) Ben and Roy Wilkinson brought the immaculate blue EH down again from Canberra for this event and this year young gun son Ben did a 1:58 on Sunday which has got to be bloody close to the record – I'm still to confirm this one but either way congratulations boys what a sterling effort!

And talking of young guns, Billy Trengrove blitzed all Nb comers on Sunday to post a 1:52.34 beating Michael Miceli's long standing previous Nb lap record of 1:52:36 of ten years standing! Congratulations Bill - you are indeed a champion.

Huge thanks to my mate Ralphie for entrusting me with his beloved 'quick silver' rally car so I could join in the fun. I had a blast and enjoyed the extra hundred or so horsepower on tap! Funny though, 'cos it doesn't matter how much power you have it always seems 5hp short eh? It was fun dicing with people I'd never had the opportunity to be up with before. We had a few issues over the weekend but in all we had so much fun it didn't matter at all. The silver car may be for sale too I believe – contact Ralphie if you want the sharpest 2002 BMW body going around – I reckon this car is close to a really good thing. Gee you could get 60kgs out of the drivers seat for a start!

John Mann came out of retirement and as I said at the awards on Sunday night – if any one wants to know why this bloke has won more group N races than any other person then you should have been on the fence on the weekend to learn why. He took the 289 powered Mustang and taught the Group N nation how it's done – I don't have enough superlatives for this bloke – he's a living motor racing legend in my book!

Our Club champ Quick Nick Cascone punted the rapid pushrod Corty around quick enough to make sure all the country knows why he wears the number one – he is a class act and his crew makes the picture complete when you look for what makes a successful team at this level – well done guys and girls.

My NSW mate Jerry Lenstra punted the obscenely quick Hillman Imp around the Island all weekend and not only made Sunday night with a car intact but took a

# President's Report ...cont

class win to boot – I couldn't have been prouder than I was to hand him a trophy on Sunday night. This bloke has earned it I can assure you. Pity he's not a member yet so all this nicety is wasted! Maybe our other good NSW mates can give him a ribbing and get him to join.

Talking of Imps – world scoop here – I got a picture of Mick Stupka 'repairing' the Imp at the track on Sunday. This is a first in ten years I'm led to believe – I wonder if the problem is a Rootes group warranty claim?

I was saddened to see our mate and new member Harry Bargwanna bring his ripper new Mustang in with the side punted in. Apparently we will hear more of this in future weeks but in the meantime I hope you guys get it repaired and sorted quick smart so you can get back to what you do best – go like the clappers and put on a first class show of Historic motor racing.

Harry and Alf are true racers – on Saturday lunchtime Pete and I found we needed a new needle for a Weber and as we approached Alf and Harry they had just taken their first bite of lunch. When we asked if they had one the lunches were dropped and boxes opened immediately in search of a part. These guys are gems and symbolic of what our brand of racing is all about. Race clean and help your mates when you can.

## Driving Standards

On Wednesday I'll have a say about a few things I observed over the weekend. This is an issue we need to be ever vigilant on as we can all become complacent over time and in this caper one millisecond of complacency can cause huge loss and pain. We were relatively lucky on the weekend to come off as lightly damage-wise as we did – time to chat about a few things I feel – come and have your say this week if you agree.

## Club Trailer

The HTCAV Club trailer had its inaugural run out to the track at Philip Island last week and was an instant success in my books. It provided a place for all our Club stuff to be in one spot and made packing up a whole lot easier to arrange. It also did give the HTCAV a central and focal point for the weekend which was its intended contribution. Huge thanks to Mat and the lovely Danielle Jager for bringing and setting it up on Thursday and packing it all up and taking it away on Sunday. These guys did a great job on the

The Editorial rally car was not disgraced despite the handicapping



Pic James Smith

weekend and made my job sooooo much easier – thanks guys.

## HTCAV assists Fire & Rescue Team

As announced last month we did in fact assist the Fireys with some upgrades to their utes and in respect of this they presented the HTCAV with a ripper commemorative plaque at the Island to say thanks for our gesture. They came and joined us for a drink and displayed the utes for all our members to view – thanks guys that was a really nice touch and most appreciated.

Talking of the Fire and Rescue team, they have two older Ford utes in the fleet which are the XF shape ones that were at the island on the weekend serving us as always. These two utes need to be upgraded to BA Falcon utes or similar to match the freshly painted AU utes. The AUs are very low mileage and will be OK for a few years to come but the older ones need to go. The guys are looking for a corporate or similar sponsor to help them do this. They don't have to be Fords so maybe some kind motor trade dealer may be able to procure a couple of suitable vehicles for them. If you think you can help please give me a call and I'll put you in touch, thanks.

## General Meeting

March's general meeting will be chock full of info so I urge as many of you as possible to make the effort to be there – plenty to discuss this month.

Come and hear the tales of the weekend – tall and true! I look forward to seeing plenty of you at Bells on Wednesday,

*Deano*



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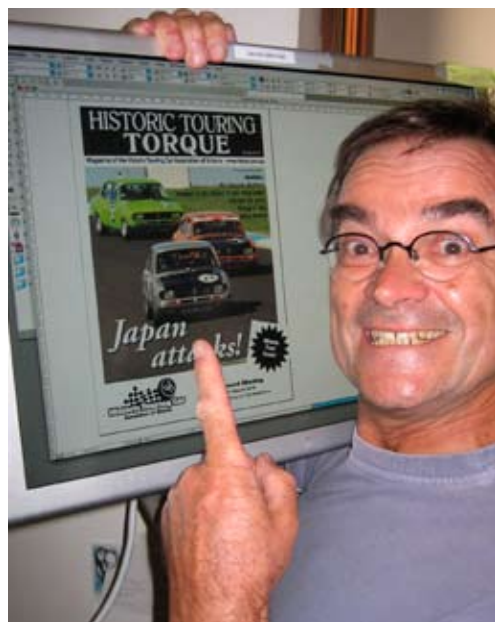
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# Editoro



**This edition was done in a bit of a rush, with the largest race meeting of the year happening right on deadline. However, the needs of making a living what they are, it actually came out almost a week late...**

Many thanks to contributors – Group N's Golden Gob, Darren Knight, kindly sending in the race report under ridiculous time pressures (our regular race reporter Graham Slater was a tad indisposed but managed to make it to the track anyway). And then I rang him after he'd filed saying, oops, we've forgotten Group A & C – and he obliged with that, too. Nice to see pix from our long-time supporter Jamie Smith, as well as from Steve Duggan at sdpics of our big race event. And of course, Mat Jager has thankfully managed to hunch out another classic CarMa report.

Apart from big racing we have a big rally event - Targa Tasmania proper, more than twice the length, concentration and adrenaline (but many more times the cost) of the Targa West Point that a few of us enjoyed in January. *Tattle*, aka Brian Dermott, has a good preview for us and will be sending in daily updates of the fortunes of the historic touring running in

the big event. He won't be running this big Targa year, citing an overseas trip and the inaugural Targa High Country ("his" rally that sprung metaphorically from his loins) as the budget eaters for 2010.

Don't know about you lot, but after a race meeting, especially on that stretches over a few days, I find the adrenaline debt on the Monday and Tuesday is really quite noticeable. Those who did the AGPs in Melbourne, basically a Wednesday to Monday operation, may remember being nucking fackered for days afterwards – spare a thought for those who do the Targa. A full week of competition starting early in the morning each day and running right through to dusk, with changeable conditions and never the same piece of road covered twice (or if it is, some time later) strains the mind more than the body at the end of the day, but exacts a big toll. One guy I met rallying a very modern Aston Martin (he also does it in a Porsche) said it took him two weeks after the event before he was happy again. I'd be happy with either of those cars, thanks...

But to last weekend's racing and although things haven't really come into retrospective focus yet, a few things stick in the memory. Those bloody Minis! Get behind four or five closely matched Minis and it is extremely difficult trying to get through. The little buggers swarm around you like street kids in a third world city. In the end I had to hug the white line next to the pit lane to get a run on them and even then they jiggled about from side to side.

The Group N lads had trouble knowing who to cheer on in the Group A & C race, Bill Cutler or the upstart Comey John Lately in the class, Jervis Ward, both with their mega whizzo proper COD-carrying real racer BMW M3s. Answer, do both! Jervis is really an amazing character and to go from first working the pedals driving it out of the garage on Friday to an outright second on

Sunday is an extraordinary achievement for someone who is, after all, a parrot.

But as ever, the real heroes of the meeting are the competitors, one and all. In many ways, the Thursday unloading day can be as exciting as race days with so many interstate mates to greet and give cheek to, and so many cars to ogle (and if you're Twiggy, surreptitiously sully with a magnet, calipers and rule when the owner isn't looking...).

Every year there's an overseas car that makes me weak at the knees with lust and envy. The Dan Gurney Eagle F1 car did to me a few years ago and this year it was that Hawthorn green lightweight Zagato-bodied Alfa TZ coupe from the early 60s. *Bella, bella...*

The editorial BMW had not the best of weekends. A rubber steering column connection plate tore apart from heat in qualifying and then the collar on the end of a spark plug unwound itself and came off in race one. A DNF puts you way back in P46 - a long way to make up in 5 laps. Got up a few places in the next race to start P22 in the third then off P16 in the last but the wheelstud splines had rounded off and although they clicked up OK on the torque wrench, loosened off in the race, so I completed the event on the back of a truck.

However, the rally BMW that had been entered to show that it is indeed possible to have a car that can compete in both race and rally without hardly any mucking about changing things did very well for what it is. Not only was it nobbled by carrying around a giant driver it spent half the time racing against the Over 3 litre cars – and acquitted itself well. However, even a romantic car-mad fool like your Editor can see that having two racing cars is perhaps a little over the top so it may have to go... sob.

See you all at the meeting...

**RalphE**

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

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# Over 3 Litres Phillip Island Classic 2010

All pics James Smith

## Mighty Mann and mauling Mustangs

### Saturday: Race One:

West Australian Ron Moller (Camaro) grabbed pole but found himself battling a chronic miss in the opening race. The Mustangs of John Mann and Daryl Hansen were soon out in front with a huge battle for third erupting between Moller, Les Walmsley (ex Braune Charger) and Harry Bargwanna in his new '64 Mustang which was showing great pace.

Fraser Ross retired the ex Marget/Richards '68 Mustang as Angelo Taranto (Torana) and Michael Hibbert (Charger) had a ding dong struggle not far behind John Bowe in a guest appearance in Mark Johnson's Porsche.

Mann just held off Hansen for the win with Walmsley third then Moller, Bargs, the Torana trio of Gary Edwards, Andrew Williams, John Harrison and Alf Bargwanna with Leo Tobin in the ex Darren Pearce Mustang tenth in front of Nb victor Bill Trengrove (Mustang).

### Race Two:

Frank Viskovich nosed the Mustang



John Bowe drove Mark Johnson's car in the Over 3's

into the fence just before the end of the first lap causing a safety car to eat up a few laps. Mann bolted at the restart and took the win with the top five the same as the opener.

### Sunday: Race Three:

Viskovich returned for race three but Moller failed to make the start after frantic attempts to cure the miss.

Hansen and Walmsley clashed on the opening lap with the Charger falling way down the order after an excursion at Southern Loop. Hansen grabbed the lead and set fastest lap on his way to the win over Mann and Harry Bargwanna in third.

Edwards held out Williams after a big dice with Harrison next then Alf Bargwanna, Bowe, Tarranto and Ray Challis (Torana).



Moller casually sliding the Chev around

Trengrove climbed to sixth in front of Williams, Edwards, Harrison and Bowe who was coming to grips with the 911 having never raced one before.

### Race Four:

Mann got the jump in the final race for the Rockwell Automation Cup with Williams leaping off the line as well to begin harassing the famous number 54 Mustang.

Hansen found himself under attack for third until an incident exiting MG corner saw the ex Stillwell Ford plough into the side of Harry Bargwanna and Bowe, all three cars retiring with heavy damage. Andrew Whiteside copped a meatball after the Chargers exhaust broke its mounts.

On the final lap Williams closed right up on Mann and then made a big run around the outside at Honda. The Torana ran on to the grass and spun with Edwards slipping through into second place.



The old bloke brained 'em just like he used to





The Bargs and Billy show was a ripper

A fired up Williams rejoined and crested Lukey Heights at full noise, getting all four wheels onto the grass (!) as he regained second from Edwards. Mann won from Williams and Edwards with Walmsley next then Alf Bargwanna, Tarranto, Hibbert, Steve Coad (Torana), Tobin and Trengrove.

*cont.....*



Gentlemanly - Vic Waterhouse was swift.



Ghastly colours - great racing



Les Walmsley drove his new mount well.





Ronnie Moller wags as spectacular as ever



New kid Fraser Ross kept his nose clean and car relatively straight.



Toranas were tight, as usual



The fastest ever Nb around the island - Bill Trengrove



Go, Johnny, go!.



Hansen spun wheels - and other cars



Scott Fleming was super, super quick against the big guns



Leo Tobin found the new car quite . . . an undertaking



# Under 3 Litres Phillip Island Classic 2010

All pics James Smith

## *Tora, Tora, Tora!* *Another famous island under attack.*

### Saturday: Race One:

Gary Bonwick (RX-2) started from pole but was soon chasing Jason Humble (RX-2) and fending off the spirited attention of Jason Black (BDA Escort) and the Mazdas of Ant Read and Bob Sudall.

Greg Malaure (Mini) retired with clutch dramas while Wayne Seabrook (Porsche) dropped down the order after an excursion. Humble took advantage of the huge dice going on behind him to build a handy lead and went on to take the win with Bonwick second from Sudall, Black, Alan Lewis (Capri) then Read who just held out Spencer Rice (Alfa).

Seabrook was eighth from Russell Pilven (Datsun) and Mark Johnson (Porsche).

### Race Two:

Rice missed the second race after a clutch problem was discovered with Bonwick grabbing an early lead. Humble had a massive scrap with Read for second as did Lewis with Black. Kirk Davis (RX-2) came in with gearbox issues shortly followed by Jerry Lenstra (Imp) with a broken shifter.

Chris Ralph (BMW) vaulted into the mid pack after a race one DNF as Marty Lambert had a solid run with his brand new Alfa which was still running a relatively stock power plant.

Humble snatched the lead on the final lap and won from Bonwick and Read with Sudall alongside in fourth then Lewis, Black, Seabrook, Errol Stratford (BDA Escort), Pilven and Harvey Black Snr. (BDA Escort).

### Sunday: Race Three:

Humble did not let anyone get a jump on him this time at the start of race three with Bonwick now immersed in a big



The Minis swarm en masse



Some think the Rootaries might root the category...

fight with Read. Rice returned as did Malaure and the two set about slicing their way through from the back.

Scott Fleming (Lotus Cortina) and Dean Bryant in the second of the Ralph Team BMWs had rejoined the smaller car class after earlier having to run with the Over 3L boys due to the capacity entry in Under 3L.

Humble scooped up win number three in front of Bonwick



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No one can accuse Rusty of not trying...

and Read with Fleming next then Pilven, Sudall, Seabrook, Stratford, Harvey Felton (Capri) and Ben Wilkinson (EH).

#### Race Four:

The Mazda rampage continued in the final though Seabrook now joined the lead group in the 911. Fleming retired with engine issues and Ralph lost a back wheel after three wheel studs sheared, luckily without major damage.

The incredible dicing behind him again allowed Humble to build a (small) race winning lead despite the best efforts of Bonwick who kept out Seabrook in third.

Sudall beat Read to fourth after the pair swapped places almost every lap with Pilven next then Jason Black who had an incredible run from the rear after a race three DNF.

Harvey Black Snr. Just held out fellow Queenslander Stratford for eighth with Lewis (who also started R.O.G.) in tenth, narrowly in front of Rice and Malaure.



No, it wasn't Peter Owen's smoke this time...



Marty Lambert's sweet new car ran a standard engine.

#### Darren Knight

Required Viewing. From TOP GEAR. History of the British Touring Car Championship. There's also a link on our website <http://www.youtube.com/watch?v=dlw6NGQ85ig&feature=grec>



Bored with driving, Mark Johnson parks for a better view





Quick Nick before he was Pringled



Banzai! A flying wing of Mazdas swoop



Jerry Lenstra's Imp held together for the WHOLE weekend.



Humble humbled 'em again!



The sportscars were a threat



Possibly the fastest EH at PI ever.

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# Groups A & C

## *The Parrot proves a point!*

All Pics SDpics.com

### Saturday: Race One:

Terry Ashwood qualified his stunning Bathurst and ATCC-winning Nissan GTR on pole but found Gary Collins (HRT Commodore) taking it right up to him in the opening race. Michael West (Cullen VC Commodore) and Adrian Allisey (Smerdon Commodore) were early retirements, the latter with a severe vibration thanks to a flat spotted tyre.

Jervis Ward (Brock BMW) became involved in a big dice with fellow M3 man Bill Cutler with Chad Parrish (Jagparts VK Commodore) also involved until he drifted back into the clutches of Rod Markland (GIO Racing GTR), who was recovering after a slow start.

Ashwood took a close win from Collins with Cutler just beating Ward for third after a fantastic battle with Paul Stubber (Moffat RX-7) almost alongside in his first race in the Rotary. David Towe (JPS M3) was sixth then Parish, Markland, Chris Collins (VC Commodore) and Phil Verwoert (ex Damon Hill Sierra) rounding out the top ten.

### Race Two:

Gary Collins snapped an axle off the line in race two with Ward (throttle cable) and Parrish (fuel pump) also out early. Markland was looking more at



Richard Prince's rollcage parallels the Volvo badge. Neat.

home as he learnt Godzilla's quirks in his debut meeting in the car, while Towe was having an awesome run, getting up to third until a front calliper locked on and put him out. There was some great dicing throughout the field with Justin Matthews (Bob Holden Corolla) mixing it up with Tony Sawford (Grice A9X) and 78-year-old Holden himself in one of his old Escorts, battling Bill Magoffin (Alfa GTV). Cutler pushed hard in second but Ashwood prevailed with Chris Collins third, then Stubber, Markland, Verwoert,

Craig Markland (DR30 Skyline), Allisey, Craig Bowring (Re-Car Commodore in its first race) and Adam Workman (Bluebird Turbo).

### Sunday: Race Three:

Incredibly, Gary Collins broke another axle off the line at the start of race three, this time on the opposite side. Ashwood took the early lead but then came in with a fuel pick up problem. Chris Collins assumed the lead and was doing a fantastic job in the Group C machine, looking smooth and quick with the ex-Alan



The new kid lets Bill know he's arrived...



## Two ends of the field



Browne VC rarely out of shape. In an exciting finish he just held out a storming Rod Markland for the win with Cutler and Stubber next, then Craig Markland, Ward, Chris Dubois (ANZ Sierra), Parrish, Workman and Allisey.

### Race Four:

The final went no further than the warm up lap for Cutler after he lost fuel pressure (actually a broken valve spring). Garry Collins made a rocket start from the rear as son Chris led, until Stubber zoomed under the Commodore at Honda, the nimble Mazda braking unbelievably late as Stubber's confidence in the car grew. Rod Markland had an early excursion at Southern Loop but rejoined.

Further back the dice of the race was raging between Matthews and Greg Keam (Escort) as they chased the Richard Prince Volvo 240T. Gary Collins climbed up to sixth until he lost first to fourth gear with Stubber going on to take the win from Ward and Chris Collins with Ashwood fourth, then Parrish, Towe, Craig Markland, West, Garry Collins and Adrian Allisey.

*Darren Knight*

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Our WA mate Paul Stubber got quicker and quicker.

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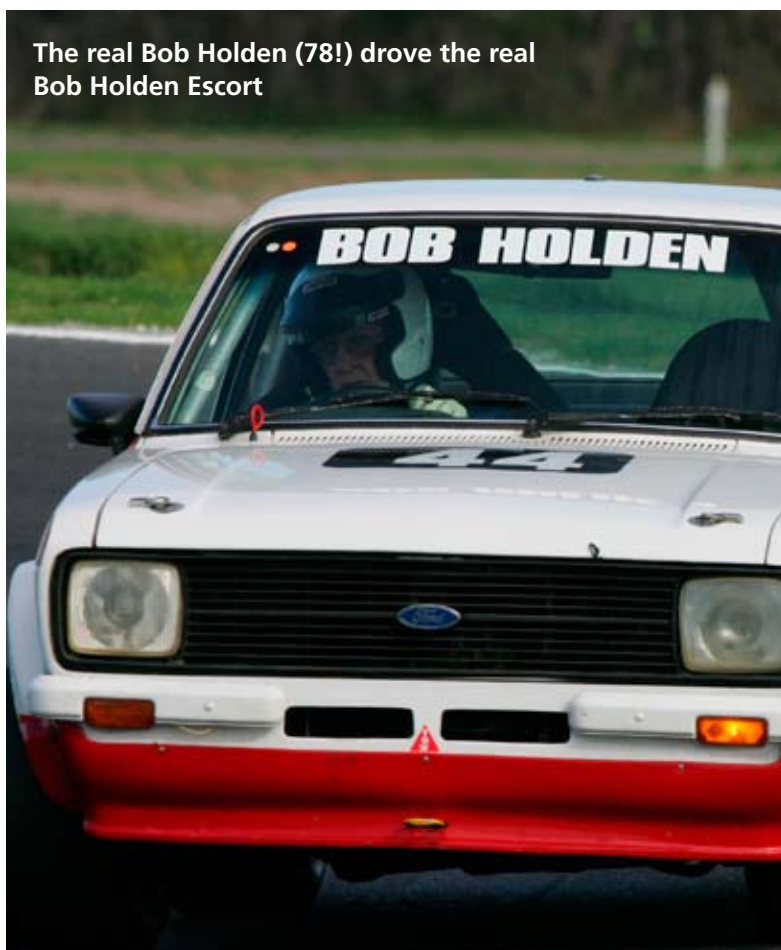
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The Cutler class act.



Michael West leads Anna Cameron and Bill Magoffin out of MG



Bill Magoffin's Grp N Alfa is 5 secs quicker than his Grp C

Stubber lines up for a tow from Towe





# Spike spears Trophy

One of our more enthusiastic Tassie members, Lance "Spike" Jones has written, (or rather, Aileen, his hardworking wife and constant team mate, has) to tell us of the 2009 Tasmanian Motor Sports award that Spike received last month. Presented at a ceremony in the Launceston Country Club Casino that was emceed by Barry Oliver, Spike received the Peter Bondy Trophy, an award that recognizes the determination to succeed, often against adversity and particularly with limited resources. Spike also came second outright to Leon Bell in a Monaro in the Group N section of the State Super Series and won the Under 3-litre class.

Anyone who has met Spike and Aileen comes away with a grin on their face that matches the ones that Spike and Aileen always give to you when you talk to them. Spike's immaculate BMW 2002 is always fast and Spike, no spring chicken, drives it very, very well. (There

must be something about bus drivers in northern Tasmania – remember the fearsome performances of George Fury?) And just ask Russell Pilven, no shrinking violet on the track, how well Spike drives...

Spike probably does more kilometres travelling to motorsport venues than anyone else in the state. Smithton to Baskerville several times a year certainly racks them up – we can only hope that he points himself northwards one day and competes here. C'mon Spike, if you can make it to the Muscle Car Masters, you can make it here!



## Five minute job? Right!

**We've all heard of two-minute noodles that take over five minutes to cook.**

This five-minute job took 432 times that, here's how it started. I got a phone call from a bus/coach company, I've never done work for this company before (and after this job I really don't want to do another for them).

The guy stated "it's only a five minute job - all I want you to do is wire up the rear mount TV in a coach, we've wired it every way possible and it doesn't work".

When I got there sure enough the TV didn't work - it was dead, no power to it. I'd managed to trace one of the main earths (neg power) all the way to the front of the coach, this involved removing most of the inside overhead panels and ventilation system. This was at the 16-hour point. The look on the owner's face was extraordinary after he saw the inside of his coach in bits - but I had to fix the problem.

I eventually found the problem in the 23-hour point at the front of the coach,

it turns out to be a rusty earth bolt, which also prevented other electrical items from working properly. Not only was the TV now working, so were other electrics in the coach - including the fuel gauge that now reads properly.

Thirty six hours later with the coach back together, I almost had a happy customer (the invoice was negotiated and paid). As for the old TV it worked on the bench and in the coach. So much for a FIVE Minute Job...

*Mark Sully*



**Eddie Woods**

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# Tarmac Tattle

## Now for the Big One!

A bit like 20/20 cricket is popular but real cricket is still the main game, Targa Tasmania is the real test of capability in tarmac rallying compared to the quickie two-day events, as much as they are affordable and fun. Targa Tas is a whole campaign - success over six days demands so much more than just a decent car and crew. Old cars get such a pounding and the weather is so unpredictable - from summer heat to blinding snow - and the roads so demanding and the stages so long, that managing and organising is an important part of doing well.

It all starts with incredibly detailed preparation - bolts which won't undo, electrics which won't get too hot or fall apart, glass which won't steam up, navigator who is really comfortable are just as important as kW and Nm. It might feel a bit stupid doing it on the front lawn with a tyre you've let most of the air out of, but practicing wheel changes so you can do it fast can save your Targa Plate.

The service crew backup - usually friends and family suffering long bouts of inaction interspersed with frantic action - can be a race winner. We all have stories of how a 20-minute axle change or a 45-second new throttle cable kept us in the running. Winners sometimes need pre planned evening component changes to win - like new heads or gearboxes swapped within the regulation 60-minutes service time. And most people do an oil change before the last day.

Then there's fuel - and although Scotty Kent (yes, he's a front runner in the mighty Mustang) and his team lead by Deano make life much easier, if you have a 55-litre tank and drink 98-octane at 22 litres/100k

you need more drinks than he can provide. Usually in the middle of nowhere.

Racers love to party, so getting out of the sweaty car into a steamy Silverdome after a long day on Sheffield and Mole Creek and Cethana, there is the greatest buzz all around as 600 people tell their stories and recount near misses and how they nailed Palooza at last. The temptation is to hang around chatting and catching up and swapping tales, then join the dash to a big greasy pizza. Winners get back to the flat with the service crew to eat the slow cooked meal by 7.00 pm latest, download the video and check the times before an early night. One of the benefits of a fast Prologue is a later start time - so there's time for the 6 am run along the Esk.

Driving an old car flat out for six days and managing all the tension, dramas, wrong times, mistakes, successes and repeated adrenalin rushes well enough to get back home safely six times requires marathon concentration - note how many of last year's winners spoke of being 'brain dead' at the finish.

### Quality Entry

Last year's HTCAV Championship Top 5 are back for more this year - names like Ullrich, Batten, Kent, Latter, White on the entry list show that for the current aces, success is never enough. And although top names from past years such as Coad, Lynas and Draper will not be there, we have two big guns returning with some very serious new equipment.

Len Cattlin and wife Gayle are veterans of many events in the familiar lime green Boss Mustang. An immaculately prepared Melbourne car of prodigious performance (rolling off a casual 1.23 lap of Sandown during a Maserati Club sprint day), the Boss was nevertheless built to Limited Modified Spec and as it said on the packet, was limited in its specifications - the gearbox was especially

vulnerable. Tattle had a ringside seat of the last straw failure on Cethana in 2008. That was that for the green car - Len and Gayle will be back, after a year off, in a different 1969 Boss Mustang - and it's more than the colour that has changed, although red with stripes is certainly a great colour for this crew.

The Cattlin Boss is built to Modified Specification which means a much more liberal set of rules apply and the focus becomes the outright competition, not the handicap event. Len's ambition is to build the best Boss for tarmac rallying - and if there is ever another Newfoundland Targa, you can bet the Cattlins will be there again - last time was a huge adventure, this time they'd have the tool to win. Let alone the Suncoast Rally in Queensland which they won with the green car.

To get the most out of modified spec, the 345 Boss Block is dressed with aluminium heads, oil is fed from a dry sump, torque is delivered by a Hollinger 5 speed to an aluminium 9" diff. Suspension is fabricated front & rear with coil-overs, adjustable bars, adjustable Watts linkage. Fuel is carried in a fabricated fuel cell. It's a massive build and as Gayle has reported to Tattle, at the moment it looks like a lot of bits all over the garage floor.

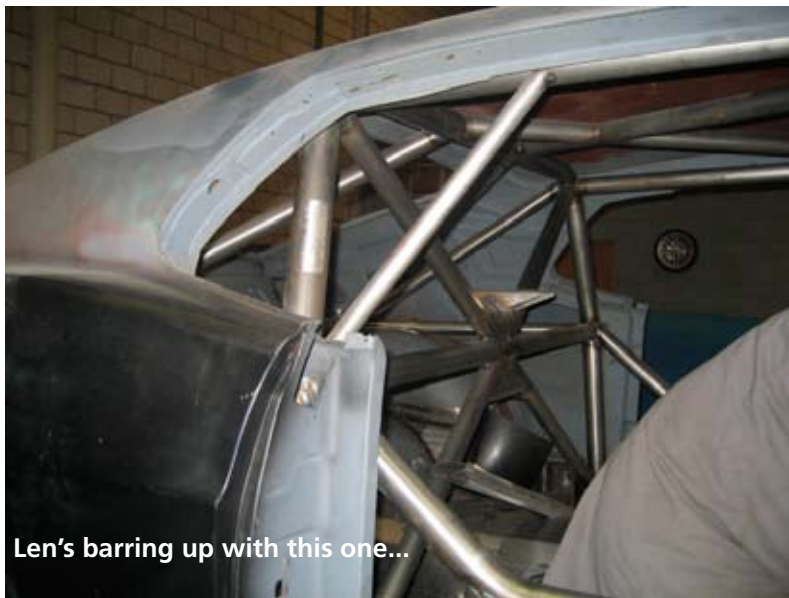
That description no longer applies to Paul and Christine Freestone's Humpy - Tattle has seen a video of the first start up. Humpy is a Holden 48/215 engineered in part by Ron Harrop to give the Freestones the win which they have been chasing for so long - 3rd in Classic in the Healey and two top 10s in the Modern using the unique Monaro T3 just isn't good enough for the man who became 2009 FIA Production GT champion in a Corvette. Bearing the words 'A moment of madness', which about sums up the total irrational but thrilling passion that surrounds this car, Humpy has been conceived by Australia's best and built in steel, alloy and carbon fibre.

This is another Modified Specification car, designed to take full advantage of the rules - and in some cases causing new rulings on ambiguities - such as "no you can't have ABS brakes." No grey motor here but a strengthened and bored red motor with alloy head and five speed race gearbox, carbon fibre where it can be and fabricated suspension around coil over units, this car is a child of the Aussie racing industry. There is a rumour that



The Cattlin Mustang comes together...





Len's barring up with this one...

Neil Bates may be involved in set up when testing starts soon. Like all the Freestones' cars, this amazing vehicle is finished to an exceptional standard in Maroon with two stripes.

### Targa High Country

To all of us who had a ball doing Targa Wrest Point recently, Targa High Country will seem like Christmas. Tattle went out to check on the roads after 85 mm of rain fell and can confirm there are no potholes, no gravel strewn corners and maintenance on the edges and drains and culverts have been kept up to date. The crews have been

rocky & flinty. Hot tyres, especially in aspect ratios lower than 50% will need to pick a careful path to avoid punctures and collecting unwanted bits in the hot soft rubber. We'll have to endure this for only one year, since the Feds cash is in the Shires bank and work has started on the sealing. It won't be finished by this year but will be for the next one. If it's wet, well, that won't be nice at all.

But this Eildon Road will be a real experience. The northern section is like the Sideling on the edge of a mountain,

out clearing the trees. Even on the remote Eildon road, there is no damage.

The only snag is the 14 kms link between the two halves of the 50 kms of sealed road, which although in good condition, is still gravel,

undulating, twisting but with a rhythm. The southern section is much faster - but then tightens and tightens until the downhill run to the finish which opens into a few kilometres of swooping 8's and 9's. And it's LONG - this will be one of the biggest endurance tests on the tarmac rally agenda - and we do it twice. The winner of those stages will be a real champ...

Fitting in the recce needs thought. The High Country is a ski area from June to September and then recce-ing Buller is impossible - the roads are crowded with townies in SUVs and you have to pay to go up the road plus no one is allowed past Horsehill. If the stages are not set and the notes not ready before winter starts, that will push everyone into a short recce window in October. Two hundred crews doing a few passes each over those mountain roads - stages usually run both ways - in the space of a few weeks will be interesting. One option would be to take advantage of the wonderful autumn weather to have a look-see at the roads - not a proper recce but a High Country weekend drive over the course. Already some crews have discussed such plans with Tattle, including some from northern states on the return trips from Targa.

The excitement mounts!

**Brian**

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# Watt Not(e)s

**Ian Watt, who was in hospital on Thursday and Friday before Phillip Island, had initially withdrawn from the meeting but on feeling better was re-instated and ran on Sunday. He's sent a note of gratitude to the organizers via this journal and also one to Marty Lambert and Michael Hibbert for the Early Morning Run at the end of February... here are his words:**

## Phillip Island

Michael Holloway and his team offered me 6-Star service in overcoming the issue of me missing practice, qualifying and dealing with paper work late.

Two of his staff on separate occasions personally walked the length of the pits with me to ensure that the next person in getting me medical clearance, dealing with scrutineering matters etc knew exactly what was going on.

Given the magnitude of the task

Michael and his team faced all weekend, to take the time to assist just one competitor clearly shows how 'on top of the job' and how professionally they treat competitors.

I have had some great moments in 20 years of motor racing. The assistance offered me at the weekend just blew me away – it was fantastic. I know also many Club members also contributed and a big thanks to Cussy for getting the ball rolling. It was a tough ask, because I think he could see himself having to step into the Triumph PI...

For those who don't know - instead of heading to the track on Thursday as planned, I ended up in hospital until Friday night, giving birth to a healthy 4mm kidney stone...

## Early Morning Run

Marty and Mick - thanks for a great day out driving. I promise to bring something more classic next time.

The vintage 'pure music' sound of

that Mk3 Zephyr 'early in the morning' with the near perfect split system was a highlight of the HTCAV year before the season even started.

Your formula for the day was great, good driving route and scenery, enough stops and long enough and in nice surroundings allowed for some good discussions, particularly amongst the girls - Jan really enjoyed the day and company.

Would I do it again? Absolutely - I'd vote for a repeat: same course, same formula next year – but get maybe 20+ entrants, now that we know the ropes.

We always thought Eddie was a good steerer. Try keeping up with him in his 1935 Buick (cable rear brakes) over the top of the Yarra Ridge in the wet - not a chance!

*Ian Watt.*

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# I've been going about this all wrong. CarMA Report



The Stig gets barrelled

**Warfare. Not the most difficult concept to grasp you'd think, as in fact most of us got a solid grounding in the art in the school yard.**

The routine is quite simple. Pick a kid you don't like - one who's smaller than you if you're smart - from either your year level or the one below. We don't want year fours going at the preps, because if he's too much smaller than you, it just looks sad.

Then, after the requisite four days of needle, go up to him during playlunch and say bad stuff about his sister. Or to really upset him, his dog. Wait until no-one's looking, then crack him one and run like buggery. (Let's face it; if there's been buggery, there'd be running. In more ways than one.)

Now all that remains to do is studiously ignore him for the remainder of the term - and if any teachers ask about the incident, you have no idea what they are talking about and you were never there, anyway. That's how a smart war is done. It's quick, it's plausibly deniable and it's winnable.

What you don't do - are you paying attention, America - is enter in to some drawn out affair where you go around to his house on a play date; then before witnesses whang him in the middle of the face with his own Tonka truck while

occupying the cardboard fort the two of you have built in the lounge room.

The reasons for this are manifold. Firstly, there's a better than even chance that he has older brothers. Just because they enjoy bashing him up now and again doesn't mean that you're allowed to. You're just giving them an excuse to maul you. And you're already in their house; they don't even have to chase you down.

Secondly there's his mum, who will react in one way, and one way ONLY. She has a (large) wooden spoon of finest willow custom made by either Gunn & Moore or Duncan Fearnley. And she will give you SUCH a thrashing with it, just see if she doesn't. I knew a kid whose old lady had a double holster custom made - in one side the wooden spoon, and in the other a monster can of Whupass(TM).

Both would come out at the drop of a hat, and it didn't matter whether you were genetically linked to her or not - if you were in range when that can was popped, you got some of it to wear home. Last I heard she was being investigated by Hans Blix.

Lastly, there's his dad. As vicious as the mum's response is, you at least know what it'll be. But a father's reaction could follow any one of three distinctly different paths, which is why he's a bit trickier to manage.

First off, he might simply kill you

outright. No speaking - well, maybe the odd grunt - just his gnarled thumb in your windpipe, holding you down in the dam until the bubbles stop.

He could also stroll around to your house and crack your old man one by way of reprisal. This sounds on the surface as though you've gotten away with it, but may still mean a one way trip to the weir; and don't bother bringing your yabby net, son.

Or lastly, and most disturbingly, he'll just chuckle, shake his head and give a wry smile that says, 'boys will be boys'. If this happens, immediately begin lobbying the family to reconsider that move to Dubbo. Not because the Western Plains Zoo is the attraction it's billed to be, either. What the old buzzard knows is that at some random point in the future his boy is, in retribution, going to stab you in the eye with a rusty fork and then swish it around for a bit.

This brings me - eventually - to the point this month. You see, The Boss asked me to 'help her' with some housework the other day. To the uninitiated, that means for her to stand and watch me do it for a minute or so, and then rack off to watch reality Teev.

So naturally I begged off, citing Important Work that was pressing, and which furthermore required that I immediately relocate temporarily to the shed. Of course I was hazy as to the nature of said task, but suffice it to say that despite what was claimed it largely involved poking at my broken race car with a long bendy stick and muttering swear words at it.

This really achieved nothing, but while pondering the silence a realisation struck me. You see, until now I've been going to war (that is, race) the wrong way. I've been inhabiting a recyclable fortress and chucking Hot Wheels around, as it were. And it is this that has thus far prevented me from properly bashing up the little tackers. You know, Cortinas and such.

Therefore what I need to - and from hence forth intend to - do, is take some of my own advice. A spot of aggression, carefully directed. And (of course) a

healthy dose of cheating.

The rule, as I'm sure you're aware, is that if you feel moved to play funny buggers with the rules then for goodness' sake do it properly. Aluminium, Titanium, Duralumin – none of these I can afford in great quantities. But what I do have is a hole saw. By gee it's a biggun too, and drilling ginormous holes through the inside of panels would work out to be a lot easier than putting in time on the treadmill.

Light(er) weight will get you only so far, though. I think it's only fair that my engine should be just as fat as I am. Like for like, like. Only trouble is, and I've measured it every which way, the Merlin just won't fit in a Falcon engine bay. The only option then is to stick with the Cleveland and massage it somewhat. We think we could stretch it to around 430 cubes, which while reasonable does not quite redress the balance.

There are other options of course, but The Boss says that it really, really isn't in the spirit of competition to mount machineguns on the bonnet. Plus they're a bit obvious, and the discarded shell casings may affect rear grip.

Larger brakes would help, but then the thirty inch wheels needed to house them (and the flares to house THEM) would look a bit out of place. After all, we don't want to be silly, do we? Similarly the aero improvements were deemed useless when the finished product looked like it was thought up by George Lucas after a particularly heavy weekend on crack.

Finally, there's the suspension – and amongst other things if IRS is good enough for the Dattos and Porkers, then surely my Orrstrayan car can have a go too, eh?

All of this is well and good; the changes mooted should see the lap times

slot back in somewhere at the pointy end once more. The only trouble might be getting away with it. Let's face it, Twiggy is a fairly straight up-and-down guy, and I'm sure he'd frown on some of these 'developments'.

I had a plan to counter this, involving The Boss and a diversion of some kind. However this is apparently weather dependant because on a trial run recently, it was 'too cold'. This is a worry, considering we race through the winter.

We would therefore be breaking rule #2 of cheating, to wit: Don't get caught. So, sadly, the entire program of work has been put on hold pending a rethink.

Don't you four-banger lads get the idea that you're getting away with this though, because I've just mounted some brass knuckles on the Falcon's front bar.

And all of your pets are rubbish.

**Mat**

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