

HISTORIC TOURING TORQUE

January 2010

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

2009 Champ Nick Cascone

Inside:

- **Presentation Night pics**
- **Island Magic report**
- **Final pointscore**
- **Other dribble too...**

Pic courtesy Emily Sneddon

**General
meeting
next
week!**

Next General Meeting

8pm Wed 27 January 2010

Bells Hotel, Moray St, Sth Melbourne

Torquing Heads 2009/2010

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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 TBA | Special - Island Magic | PIARC |

Don't Forget The Club Discounts!

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 pages 5, 18 & 23 for full details!!



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President's Report



WELCOME

Well here we go again guys and girls – Welcome back to the HTCAV for another year of racing and mateship for those of us who share the Historic Touring Car racing passion. After a well earned break, this time of year is brim full of expectation and excitement for most of us as usual. I hope that Santa was kind to most of you and that your kids and grand children enjoyed a special festive period full of good memories.

TARGA WEST POINT RALLY

For the first foray into competition for the year I wish the three HTCAV teams entered for the Targa West Rally all the very best of fortune and safe return. Competing and carrying the Club flag are:

Team Hollywood with Andy Clempson/Jervis Ward in the immaculate green Mustang fastback.

Team Chris Ralph/Russ Pilven in the brand new silver BMW 2002 dual purpose, group N circuit racer and Tarmac rally steed.

And the highly experienced Team Dermott with our own Brian and Linda in charge of the bright green purpose-built Torana XU1 tarmac weapon.

These three teams and their respective crews will each carry on board supplies of Club literature, stickers etc to spread the word for the HTCAV. The cars are wearing our Club logos to complete the picture.

This really is a huge step forward into this new (for us!) genre of our sport. Our HTCAV rally championship has created huge interest and it has the ability to carry our Club's name and profile Australia wide. Thank you to these teams who have made the effort and sacrifice required to enter this great event – good luck!

Vale Leo Tobin Snr.

It saddens me to pass on the Clubs condolences to Leo Tobin and his family on the sad passing of Leo's dad Leo Snr.

The thoughts, prayers and kind wishes of our members are with you and your family at this time buddy.

PHILLIP ISLAND HISTORICS

The date has been set for 19-20 March and unfortunately this clashes with the huge RACV rally weekend which means accommodation is near fully booked before we even got a chance – the best I can do is remind everyone now so we have the best chance of securing accommodation if you need it.

I've been saying this for months now so if you're left stranded, please don't complain to me! As for me I'll be doing the commute each day given I live in the SE suburbs anyway and the early morning jaunt to the Island is one of life's more pleasurable drives. I'm sure there will be a few of us doing just this. Graham Slater has had some accommodation at the island for some time now and if you're very quick you may be able to snare that.

This huge event is a showcase for our category and one of our premier events for the year. There is huge effort put into this event by all concerned so a few quick pointers of importance;

Make sure you read the supp regs fully BEFORE you get there – they change from event to event and when the event is this large it is critical that you do this!

Make sure you know where to put your tender vehicle and trailers etc and get them to that area as quickly as possible to avoid inconvenience to others.

When instructed or directed by any officials at this meeting simply do as they request you to do. If you have any issues you MUST seek out a HTCAV committee person to assist you. The officials and organizers of this event are under increased pressure at this very large meeting so it's imperative that you allow your Clubs representatives to sort any issues out for you to make things run as smoothly as possible.

At the February general meeting I'll talk about driving standards at this event – for those who have not competed here before this will be very informative for you. For those who have done it all before it will be a good reminder of the differences of driving in a full grid of close matched cars complete with both experienced and novice drivers – come along to get the good oil!

Lets make this event the best yet with red hot clean racing to be remembered for a long time.

CLUB TRAILER

The HTCAV committee has decided to purchase and stock a brand new Club trailer for use at all events from here on. This purpose built trailer will house the Clubs new marquee, our flags and signs, a BBQ, a large good quality esky, our literature and stickers etc. This will provide a focal point at the meetings for all our members to enjoy. Just look for the blue marquee with the white roof with our flags out front and that's where you'll find all the Club stuff. This will be the point of contact for all new and prospective members also.

Huge thanks to Coxy for all his excellent legwork on getting this project sorted. The committee came up with the ideas and thanks to his hard work it will soon be a reality. Now we will have a permanent place to come and share a drink and a chat after racing – fantastic!

POINTSCORE CHANGES

Our point score officer Paul Cruse has come to the table early this year with some initiatives for our Club championship that have led to one major change being made for this year with several others under test and review for possible inclusion next year and beyond. The change for this year will be covered elsewhere in the mag and will be explained fully at the next meeting but in short it will reward those who compete and prepare reliable cars. It does not penalize anyone but rather rewards those who manage to compete reliably – great stuff!

HTCAV ASSISTS FIRE & RESCUE TEAM

The HTCAV is proud to announce that as part of its ongoing benevolence policy within our sport, we are committed to assisting the Fire & Rescue Team this year with some changes to their on track vehicles. They are undergoing a revamp of the sign writing on these two vehicles and the HTCAV will assist them in this regard. This is the least we can do for these guys who put their lives on the line to help all of us when required. Next year it may be the flaggies, marshals or whoever – great stuff.

2009 WINNERS

Hearty congratulations to all award recipients from the 2009 season and in particular to Nick Cascone on winning the coveted Club championship. A truly deserved and inspiring win. We all hope you enjoy your year as number 1 buddy. Thank you to all those who made our awards night the success it was. The committee guys all worked hard on this as did Emily Sneddon taking pics for us. Gee we even had a professional M.C. this year – thanks to Horratio for his work – very funny indeed! I have run out of appropriate superlatives for this event. It was our night of nights and the comments received have been amazing. The HTCAV know how to run premier social events – that's for sure! We had people actually filling out membership application forms on the tables at the night – this is new members I'm talking about here! That sort of thing shows the vibe around the place at this time.

GENERAL MEETING

January's general meeting is the first for the year so we look forward to a great turn out to share the tales of our Christmas preparations and the trials and tribulations of the Tassie bound competitors out representing this very Club in the Targa West Point rally.

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

Yours in racing,

Deano

Editoro



First, the pleasantries. HNY (as seen on txtmsgs everywhere). Now we can get on with it.

If you're like me, you'll usually start to get a bit edgy in the hols, thinking that March is one helluva long way away for the next dose of what drives us. But this year, for your trusty Ed, the Pilve, the Parrot, Hollywood and of course the teddibly urbane Brian and Linda Dermott, whom no-one would ever consider nicking their name, the excitement is already upon us with the Targa Wreast Point happening right at the end of January, in fact, as I write this, there are but 12 days to go before the first dropping of the clutch and the familiar upper tummy butterflies and giddy little inner grins are already happening. Look for the rally section elsewhere!

You'll read another of Graham Slater's excellent race reports on the Phillip Island Magic weekend which was of course too late for the last mag. Thanks again to Steve Duggan of sdpics for the images. And while on race



reporting, a clarification is necessary re the report on Historic Sandown. A pic was published of the melee after Russell Pilven's foot jammed under the clutch stop going into Dandenong Rd, lap 1, Under 3-litre race 1, and turned John Smallman around. This was captioned '1 x jammed foot = 1 traffic jam'. The cause had been reported in the Editorial but not in the race report and Mr Smallman felt that this caption indicated that he'd done it to himself. Not so but it just shows that various old dogs (a) get trickier and/or (b) shouldn't assume that everyone reads every word that they write.

By the time the mag gets completed it should include the complete pointscore from last year as well as all the Christmas pix of the winners and grinners, courtesy of eager Club snapper (no, not in the old slang term) Emily Sneddon. Many thanks for that, Ms. And speaking of the pointscore the Committee has made an interesting change that will reward the reliable...

Once thing has puzzled me. When we introduced the concept of the Speed Championships in 2007 there was great hollering and whooping with joy but a disappointing number of people have come out of the woodwork to actually compete. So there's a bit of an interesting update in that department – have a peep down the back of the magazine... and if you have an idea why it hasn't

taken off, please write to the Editor!

Our enterprising Sock Seck also has some natty plans up for this year's silly bits and has promised to add something for the mag. Michael Hibbert puts on a good show with everything he does – the events are great fun and worth supporting if you like laughing a lot...

NSW member, the very quick Torana driver John Harrison, has imported some proper Pennzoil racing oil (not the re-badged Shell road oil) from the US. This is not a get rich scheme, just a way of defraying the cost of getting some himself as the Pennzoil Australian agent doesn't bring it in anymore (and it'll have the zinc in it that's lacking in modern race oils.) If you want some email me as well as John and we can perhaps share the costs of shipping it from interstate.

In the meantime have a great start to the New Year and get that preparation happening for the Island...

RalphE



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2009 Island Magic

Camaro Fairytale



Dreadlocked Darren Collins took out the big one for the second time

Pic sdpics.com

Phillip Island November 21-22 2009

Always a fitting season closer, the last meeting of the 2009 season had all the elements worthy of a grand finale. Many of the Nb and Nc class, category and outright championships were still wide open, so tensions were high.

Neptune's curse struck us again at the Island, and yes it rained, just for something different! The only positive was that there were rumoured dry spells on both days, the trick was to catch one!

Qualifying

On cue the heavens opened in time for our practice session, guaranteeing times would be slower than usual even for those who had the blessing of wets.

Gary Edwards XU1 used every millimeter of rubber left on the Dunlop D93s and grabbed pole from Mike

Miceli's D84 equipped Falcon GTHO by the finest of margins, 2.05.23 compared to 2.05.24. Scott Slater was third fastest with a 2.05.90 followed by Andy Clempson's Nb Mustang with a 2.07.35.

Russell Pilven (Datsun 1600) and Stuart Brown (XU-1) were next backed up by Geoff Taylor (Mustang), Angelo Taranto (XU1), Darren Collins and David Moran.

Chris Ralph was again strong sitting in position twelve just two tenths behind Jon Pillekers, and then came Rod Hotchkin (Falcon GT), Ben Read's Mazda, followed by Craig Miles, Nick Cascone, Alan Brown, Len

Read and Andrew Tickner. Leo Tobin's Torana rounded out the top twenty.

Justin Brown headed the balance of the field, in front of newcomer Frank Marchese who was driving Ray Challis's Torana, Darren Hill's under-tyred Porsche, John Luxmoore, Ian Watt's Triumph, Ian Pringle in the Cooper S, Brian Potts who had made a special



Pic sdpics.com

Russell won in the wet and did a 1.55 in the dry!.

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racing lines?**

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Twas wild and woolly at the pointy end

Pic sdpics.com

trip down to Melbourne after his good run at Sandown Historic, Gordon Cox, Ted Brewster Simon Browning and Rod Evans.

What a field – 31 cars would front the starter and the rumour was... it may be a dry one? How things would change if that really was the case.

Race 1

It's Dry! It's Collins!!

"The pits were all a buzz. For the word had got around that the rain had gone away, and our race would be held, in a dry part of the day"! So it was off with the gumboots and on with the runners. As the field rolled up to meet the starter there wasn't a scrap of doubt it was game on from red lights out.

Gary Edwards "fluffed" the start and it was Mike Miceli with Scotty Slater tucked up behind the big red Ford who led the big field through Southern Loop around

Honda and Siberia up Lukey Heights and back onto Gardner Straight for the first time.

Darren Collins had pushed the big Camaro through to third spot from the Mustangs of Andy Clempson and David Moran. Angelo Taranto was the next Torana from Edwards, Ben Read's Mazda, while Geoff Taylor's Mustang and Stuart Brown's XU-1 made up the top ten.

Chris Ralph was again in form and the rapid BMW headed a fiery battle between Andrew Tickner (Monaro), Russell Pilven's Datsun 1600, Leo Tobin's Torana XU-1 and Len Read in the first of the Cooper Ss. While Craig Miles in the Charger, Nick Cascone, Rod Hotchkin, Justin Brown, Ian Pringle, Darren Hill, Brian Potts and Ian Watt, were all busy trying to make up position after the wet qualifying session.

Collins' Camaro continued to close on the battling duo of Mike Miceli and

Scott Slater, slipping past Slater on lap four making it a crowd-pleasing three car battle at the head of the field.

Gary Edwards had worked his way back into fourth place but wasn't close enough to challenge for a podium. An off-track excursion cost Taylor dearly leaving Clempson and Moran clear leaders in the battle of the Mustangs, while Nick Cascone continued his domination of the Cortina class with a clear break over the similar cars of John Luxmoore and Simon Browning.

Collins just managed to break a way from Miceli and Slater on the last lap with barely two seconds separating first to third place. Edwards was in fourth place from Clempson, Taranto, Moran, Pilven, Ralph and Tobin in tenth.

Results: 1st Darren Collins. (Chevrolet Camaro). 9.28.43. (1.50.69*), 2nd Mike Miceli. (Falcon GTHO), 9.29.64. (1.52.08), 3rd Scott Slater. (Torana GTR-XU1). 9.30.44. (1.51.83).

*Fastest Lap. Darren Collins (Chevrolet Camaro). 1.50.69. (Ed's note: Russell Pilven also set a near Under 2-litre NC record of 1.55.3 in this race.)

Race 2.

Flippers and Snorkels

If anyone thought that for the first time this year we would have all dry races at the Island then Sunday morning certainly put a "dampener" (oh, dear!), on that theory.

Under what could best be described as worsening conditions the fields rolled up to the starter and taking full advantage of his brilliant Dunlop 84s Mike Miceli pulled away from Darren Collins who was



Tickers was quickers than most

Pic sdpics.com

“all at sea” (stop it!) in the Camaro.

Scotty Slater slotted into third spot followed by Gary Edwards, David Moran's Mustang, Ben Read's Mazda, Darren Collins, Russell Pilven, Andy Clempson, Leo Tobin and Chris Ralph's BMW in the top ten. An axle breakage had sidelined Angelo Taranto leaving Leo Tobin and Jon Pillekers the only Toranas close enough to challenge the leaders.

As the conditions deteriorated Slater's Torana developed a slight miss and Edwards slipped past at Doohan corner to take second place.

From then on confusion reigned. Miceli had received a drive-through penalty for a jumped start and the safety car had been deployed after Geoff Taylor's Mustang smote the tyre barriers coming on to the main straight.

Conditions got even worse and viewing the flag points with all the spray present was darn near impossible. Hence the end of race results would change dramatically (more on that later).

With one lap to go, the safety car pulled in and the race recommenced. Scott Slater was in the lead now the mystery engine miss having disappeared, Miceli was in the pits to stay, Gary Edwards in second, then came Russell

It was brother Ben's turn in the Read rotary



Pic sdpics.com

Pilven, Leo Tobin, David Moran. Chris Ralph was well placed in sixth ahead of Ben Read, Jon Pillekers, Darren Collins, Justin Brown, Nick Cascone and Andy Clempson.

With both Slater and Edwards close on championship points the pressure was on to get results. Driving on the limit in torrential blinding rain eventually bit the leaders, and both Toranas did a 360 degree loop at the high speed kink approaching Honda. Fortunately both cars avoided damage, but ending up

buried up to the axles in the catch pit and out of the race.

A surprised Russell Pilven found himself in first place, far enough in front of Leo Tobin and a fast finishing Chris Ralph to take the flag.

It was after the race that the fun started as during the extreme weather and limited vision several of the cars had passed under the yellow and as a result the final places changed dramatically. Russell Pilven stayed in first, Chris Ralph was elevated to second and David Moran was

Traffic was thick at MG corner



Pic sdpics.com



Pic sdpics.com

third.

Lots of post race discussion ensued as to why the race wasn't called or at least finished under the safety car. Like it or not we have to remember that the relevant officials do have lots of experience and as such will on most occasions make the call for the best interest of all parties.

Results: 1st Russell Pilven. (Datsun 1600). 12.55.63. (2.14.01), 2nd Chris Ralph. (BMW2002). 13.01.40. (2.20.80), 3rd David Moran. (Ford Mustang). 13.15.25. (2.16.35).

Fastest Lap. Gary Edwards (Torana GTR-XU1). 2.10.93.

Race 3

The Grande Finale

With a whole bunch of DNFs and some unfortunate yellow flag incidents during the "monsoon" in the previous race the first few rows of the grid for the eight lap final set the scene for a great season finale.

Russell Pilven was on pole next to Chris Ralph's BMW. David Moran and Justin Brown were on row two. Ben Read was next to Darren Collins Camaro, then came Darren Hill, Jon Pillekers, Craig Miles in the E49 Charger and Ted Brewster's Cooper S.

Angelo Taranto was out with a broken axle, and Geoff Taylor was a nonstarter due to body damage. With players like Miceli, Slater and Edwards in the back rows the slower cars who had been elevated to the head of the field would need to keep a keen eye on their rear vision mirrors.

Lights out and it was on for young and old. As expected Darren Collins made a big move through the field, while both Scott Slater and Gary Edwards "floored" the Toranas with Mike Miceli close behind.

As the field exited Siberia Scott Slater had scythed through the field from nineteenth to sixth. Edwards was up to ninth, just ahead of Miceli. Darren Collins had pushed the big Camaro through to first just ahead of the battle between David Moran and Russell Pilven.

With a couple of clean passes first on Chris Ralph at the Hayshed, and then Andy Clempson over Lukey heights into MG corner, Scott Slater quickly moved up inside the Moran/Pilven dice and slipped the green Torana into third place, behind Ben Read's Mazda RX2.

Mike Miceli was a couple of seconds back in fifth with Gary Edwards challenging first Moran then Pilven for

sixth. Leo Tobin was next followed by Craig Miles, Andrew Tickner, Chris Ralph, Frank Marchese, Jon Pillekers and Brain Potts.

Justin Brown's BMW was in a great battle with Darren Hill's Porsche, while Nick Cascone held a tenuous lead from Rod Hotchkin's Falcon GT, Len Read's Cooper "S", Ian Watt, Ted Brewster, the Toranas of Alan and Stuart Brown, with the GT Cortinas of John Luxmoore and Simon Browning rounding out what was a great battle down through all the classes.

Slater was soon past Read and set about the big task of wearing down Collins' well established lead. Miceli followed through, first passing Clempson then Read to slot into a distant third.

Edwards was now pushing for a podium and soon slipped past Pilven and Clempson. Read surrendered fourth place to Edwards on lap five but the lead trio were well clear and nothing short of a miracle would give the Torana driver a chance. Ben Read looked comfortable in fifth place but Andy Clempson was getting plenty of pressure from Russell Pilven's rapid Datsun 1600, and with two laps to go the Datsun slipped into sixth place.

Newcomer Frank Marchese was



Pic sdpics.com

getting a handle on Ray Challis's XU-1 and had moved up to eighth to challenge Clempson's Mustang for seventh place. Chris Ralph and David Moran were at it again in a battle which had raged all weekend. Leo Tobin was next followed by Craig Miles, Jon Pillekers Torana, Brian Potts HT350 Monaro, Rod Hotchkin's XY GTHO, Darren Hills Porsche, Justin Brown, Ian Watt, Ted Brewster and Len Read.

At the pointy end of the field Scott Slater had caught the Collins Camaro challenging on many occasions but the big Chev just had to many ponies in the straight bits!

With a fine mist of rain commencing to fall on the last couple of laps, and a clear gap to Mike Miceli and Gary Edwards, Scott decided to finish in a strong second place rather than making a last lap lunge and ending up buried in a sand pit.

Darren Collins took the Camaro on to a well deserved win 2 seconds clear of Scott Slater's XU-1, with Mike Miceli a further eight seconds back in third. Gary Edwards was a little under nine seconds back in fourth after a great dice with Ben Read over the last two laps. Russell Pilven was the first of the four cylinder cars followed by Frank Marchese, Andy Clempson in the first Nb Mustang, Chris Ralph and David Moran in tenth place.

A fitting finish to what has been a strong season with improved numbers and great racing.

Results: 1st Darren Collins (Chevrolet Camaro). 15.27.70. (1.52.97), 2nd Scott Slater (Torana GTR-XU1). 15.29.45. (1.53.22), 3rd Michael Miceli. (Ford XW GT-HO). 15.37.58. (1.52.89*). *Fastest Lap. Michael Miceli. (Ford XW GT-HO). 1.52.89

Summary

Apart from the disastrous bout of weather at every round held at Phillip Island this season the over all racing was beyond reproach, great entertainment and a whole lot of fun for all. With the 2010 season soon upon us with the Phillip Island Classic in early March we can only hope that unlike last year's unseasonal "wet one", the Island will produce a fabulous sunny and above all dry weekend we have got

so used to over the past few years. Happy Christmas and a joyous New Year to you all.

Graham Slater.

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2009 Presentation night!

pics Emily Sneddon



Big winner Nick Cascone and MC Hammer Horatio



Soc Sec Michael Hibbert bags one.



Coxy and Len Read



Editor bags one too!



Sartorial seniors - Ted & Margaret win Fashionista Cup



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On winning the Ken Raper Trophy, Scott Slater actually spoke.

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Three reasons they introduced the hoon laws!



Humpy punter Rob Southouse and Michael Hibbert



President hitches while Horatio hams



Interstate Raider - Ian Pringle

2009 Final Pointscore

| 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 | State Ser. | Gold oldie | Adj Pts |
|--------------------|--------------|-------------|-------------|------------|------------|-------------|-------------|--------------|------------|-------|---------------|---------------|------------|
| Over 5000cc | | | | | | | | | | | | | |
| Matt Jager | | | | 21 | | | | | | 21 | 21 | | 21 |
| Darren Collins | | | 33 | 33 | | | 39 | | | 105 | 66 | | 105 |
| Michael Miceli | 22 | 16 | | 27 | 41 | | 23 | | | 129 | 84 | 22 | 129 |
| Leon Bell | | | | | | | | | | 0 | | | |
| Karl Wittick | | 31 | | 21 | 23 | | | | | 75 | 75 | | 75 |
| Tony Hubbard | | 25 | 30 | 40 | 15 | | 31 | | | 141 | 80 | 61 | 141 |
| Daryl Duff | | | | | | | | | | 0 | | | |
| Andrew Tickner | | | | 22 | | | 11 | | | 33 | 22 | | 33 |
| Rodney Hotchkin | | 18 | | 3 | 23 | 3 | 11 | | | 58 | 47 | | 58 |
| 3500-5000cc | | | | | | | | | | | | | |
| Robert Braune | | | | | | | 38 | | | 38 | | 38 | 38 |
| Michael Bugelly | | | | | | | | | | 0 | | | |
| Paul Dobson | | | | | 25 | 3 | | | | 28 | 25 | 3 | 28 |
| Craig Miles | | | | | 21 | | 33 | | | 54 | 54 | | 54 |
| Jody Mason | | | | | | | | | | 0 | | | |
| Darren Pearce | | 31 | | | | | | | | 31 | | 31 | 31 |
| Geoff Taylor | | | | | | 28 | | 3 | | 31 | 28 | 0 | 31 |
| Michael Hibbert | 32 | | 36 | 31 | | | 25 | | 35 | 159 | 31 | 93 | 159 |
| Andrew Whiteside | 24 | | | | | | | | | 24 | | 24 | 24 |
| Gary O'Brien | | | 27 | | | | | | | 27 | | 27 | 27 |
| John Mann | | | | | | | | | | | | | |
| Bradley Westaway | | 24 | | 3 | 22 | | | | | 49 | 49 | | 49 |
| James Frolley | | | 31 | | | | 31 | | | 62 | | 62 | 62 |
| Peter Burchell | | | | 3 | | | | | | 3 | | 3 | 3 |
| Robert Burns | | 35 | | | | | | | | 35 | | 35 | 35 |
| Ian Cromarty | | 21 | 23 | | 31 | | | | | 75 | 52 | 23 | 75 |
| 3001-3500cc | | | | | | | | | | | | | |
| Steve Coad | | | | | | | 43 | | | 43 | | 43 | 43 |
| Mark Brewster | | 19 | | | | | | | | 19 | 19 | | 19 |
| Scott Slater | 15 | 23 | | 39 | 36 | 25 | | 32 | | 170 | 123 | 15 | 155 |
| Graham Slater | | | | | | | | | | | | | |
| Leo Tobin | 17 | 22 | 22 | | 27 | 13 | 26 | 35 | | 162 | 62 | 65 | 132 |
| John Harrison | 29 | | | | | | | | | 29 | | 29 | 29 |
| Alan Brown | | | | | | | 21 | | | 21 | | | 21 |
| Doug Growcott | 3 | | | | | | | | | 3 | | 3 | 3 |
| Gordon Cox | | 20 | | | 17 | | 3 | | | 40 | 37 | | 40 |
| Brian Dermott | | | | | | | | | | | | | |
| Angelo Taranto | 39 | 30 | | 24 | | 37 | 32 | 13 | | 175 | 91 | 71 | 162 |
| Gary Edwards | | 38 | | 32 | 12 | 36 | | 27 | | 145 | 118 | | 145 |
| Stuart Brown | | | | | | | 15 | | | 15 | | | 15 |
| Andrew Williams | 44 | | | | | | | | | 44 | | 44 | 44 |
| Ray Challis | 11 | | | | | | | | | 11 | | 11 | 11 |
| Keven Stoopman | | | | | | 29 | | | | 29 | 29 | | 29 |
| Brett Smith | | | 22 | | | | | | | 22 | | 22 | 22 |
| Laurie Nelson | 13 | | 3 | | | | 25 | | | 41 | | 41 | 41 |
| Jon Pillekers | | | 3 | 17 | | 23 | | 23 | | 66 | 40 | 3 | 66 |
| Steven Pillekers | 3 | | | | | 15 | | | | 18 | | 18 | 18 |
| 2001-3000cc | | | | | | | | | | | | | |
| Ian Watt | | | 27 | | | 31 | 23 | 24 | | 105 | 31 | 50 | 105 |
| Mark Barbour | | | | 30 | | | | | | 30 | | | 30 |
| Timothy White | | | | | 24 | | | | | 24 | 24 | | 24 |
| Ben Read | | 34 | | | | | 27 | 37 | | 98 | | 61 | 98 |
| Brendon Hare | | | 27 | | | | 10 | | | 37 | | 37 | 37 |
| Darren Hill | | | | | | | 33 | 30 | | 63 | | 33 | 63 |
| Stephen White | | | | | | | 11 | | | 11 | | 11 | 11 |
| Ant Read | | | 34 | 37 | | | | | | 71 | 37 | 34 | 71 |
| Mark Johnson | 27 | | | | | | 43 | | | 70 | | 70 | 70 |
| 1501-2000cc | | | | | | | | | | | | | |
| Bill Cutler | | | | | | | | | | | | | |
| Mark Schatz | | | | | | | | | | | | | |
| Justin Brown | | | | | | 32 | 17 | 24 | | 73 | 32 | 17 | 73 |
| Russell Pilven | 27 | | 33 | | 40 | | 33 | 37 | 33 | 203 | 40 | 93 | 176 |
| David Noakes | 30 | | | | | | 30 | | | 60 | | 60 | 60 |
| Peter Owen | | | | | 15 | | | | | 15 | 15 | | 15 |
| Spencer Rice | 9 | | 24 | | | | | | | 33 | | 33 | 33 |
| Gary Edwards | | | | | | | | | | | | | |
| Paul Cruse | | | | | | | | | | | | | |
| John Smallman | 3 | 22 | 25 | 37 | 33 | 29 | 24 | | | 173 | 121 | 52 | 148 |
| Chris Ralph | 32 | | 29 | 21 | 27 | | 42 | 30 | 24 | 205 | 48 | 103 | 160 |
| George Opc- | | | | | | | | | | | | | |
| Mick Stupka (COD) | | 31 | | 26 | | | | | | 57 | 57 | | 57 |
| 1101-1500cc | | | | | | | | | | | | | |
| Dean Bryant | | | | 22 | | | | | | 22 | 22 | | 22 |
| Michael Holloway | | | 29 | | | | 26 | | | 55 | | 55 | 55 |
| Paul Girt | 13 | | | | | | 37 | | 31 | 81 | | 50 | 81 |
| James Holloway | | | 30 | | | | 21 | | | 51 | | 51 | 51 |

| NB | Hist P.I. | SRS P.I. | Hist Wtn | SRS Sdn | SRS Wtn | SRS P.I. | Hist Sdn | Is M P.I. | Int' St | Total | State Ser. | Gold oldie | Adj Pts |
|---------------------|--------------|-------------|-------------|------------|------------|-------------|-------------|--------------|------------|-------|---------------|---------------|------------|
| Over 3000cc | | | | | | | | | | | | | |
| Andrew Cannon | 24 | | | | | | | 37 | | 61 | | 61 | 61 |
| Bill Trengrove | 27 | 30 | 11 | 37 | | | | 42 | 43 | 190 | 67 | 80 | 179 |
| Jervis Ward | 36 | | 37 | | | | | | | 73 | | 73 | 73 |
| Rod Evans | | | | | | | | | | | | | |
| Tino Leo | | | | | | 15 | | | | 15 | | 15 | 15 |
| Andy Clempson | | 31 | 31 | 30 | 20 | 31 | 33 | 32 | | 208 | 112 | 64 | 158 |
| Trevor Talbot | | | | | | | | | | | | | |
| David Moran | 9 | | 28 | 24 | 33 | | 25 | 29 | | 148 | 57 | 62 | 139 |
| Paul Zazryn | | | 26 | | | | 7 | | | 33 | | 33 | 33 |
| 2601-3000cc | | | | | | | | | | | | | |
| Rodney Gelston | | | | | | | | | | 0 | | | |
| Richard Fairlam | | | | | | | | | | 0 | | | |
| John Bourke | | | 31 | | | | | | | 31 | | 31 | 31 |
| Tony PejkoVIC | | | 21 | | | | 22 | | | 43 | | 43 | 43 |
| Brent Trengrove | | | 22 | | | | | | | 22 | | 22 | 22 |
| Roy Wilkinson | 31 | | | | | | | | | 31 | | 31 | 31 |
| 2001-2600cc | | | | | | | | | | | | | |
| Eddie Dobbs | | | | | | | | | | 0 | | | |
| Brendon Wilson | | | | | | | | | | 0 | | | |
| Rob Southouse | 31 | | | | | | | | 31 | 62 | | 31 | 31 |
| Dean Bryant | | | | | | | | 31 | | 31 | | 31 | 31 |
| 1601-2000cc | | | | | | | | | | | | | |
| Ian Cuss | 13 | | | | | | | | | 13 | | 13 | 13 |
| Bill Benic | | | | | | | | | | 0 | | | |
| 1301-1600cc | | | | | | | | | | | | | |
| Nick Cascone | 36 | 24 | 34 | 34 | 34 | 32 | 46 | 38 | | 278 | 124 | 116 | 188 |
| Simon Browning | | | | | | | 21 | 18 | | 39 | | 21 | 39 |
| Brian Deveson | | | | | | | | | | 0 | | | |
| John Luxmoore | 21 | 29 | 20 | 27 | 27 | | 31 | 31 | | 186 | 83 | 72 | 145 |
| Colin Doolan | 29 | | 20 | | | | 29 | | | 78 | | 78 | 78 |
| Gary Rowe | | | | | | 3 | 39 | | | 42 | 3 | 39 | 42 |
| John Bendell | | | | | | | 11 | | | 11 | | 11 | 11 |
| Paul Watson | | | | | | | | | | 0 | | | |
| Stuart Barnes | 35 | | | | | | | | | 35 | | 35 | 35 |
| 1001-1300cc | | | | | | | | | | | | | |
| Anthony Ramadge | 19 | | 31 | | | | 28 | | | 78 | | 78 | 78 |
| Peter Melick | 13 | | 27 | | | | 24 | | | 64 | | 64 | 64 |
| Ted Brewster | | | | | | | 22 | 31 | | 53 | | 22 | 53 |
| Henry Draper | 39 | | 40 | | | | | | | 79 | | 79 | 79 |
| Len Read | | | 3 | 31 | | | 34 | 29 | | 97 | 31 | 37 | 97 |
| Colin Taylor | 31 | | | | | | | | | 31 | | 31 | 31 |
| Steven Ginis | | | 23 | | | | | | | 23 | | 23 | 23 |
| Len Nation | | | 19 | | | | | | | 19 | | 19 | 19 |
| James Holloway | 19 | | | | | | | | | 19 | | 19 | 19 |
| Ian Pringle | 38 | | 35 | | | | 43 | 15 | | 131 | | 116 | 131 |
| George Ginis | | 31 | | | | | | | | 31 | | | 31 |
| Under 1000cc | | | | | | | | | | | | | |
| Michael Stupka | | | 30 | | | | 31 | | | 61 | | 61 | 61 |

2009 HTCAV Champion

JOHN MANN CUP Nick Cascone

| | |
|------------------------------|-----------------------------|
| Ken Raper Memorial | Nick Cascone |
| Ian Jones Memorial..... | Scott Slater |
| Norm Beechy Trophy | Ian Cromarty |
| Ted Brewster Trophy | Mick Stupka |
| Peter Manton Trophy | Ian Pringle |
| Jim McKeon Trophy | Nick Cascone |
| Brian Sampson Trophy..... | Ian Cuss |
| Bill Jane Trophy | Dean Bryant / Rob Southouse |
| Kim Jane Trophy | Tony PejkoVIC |
| Tino Leo Trophy | Bill Trengrove |
| Harry Firth Trophy | Nick Cascone |
| Clubman Award | Dean Bryant (cheat) |
| Firey's Rookie award | Rodney Hotchkin |
| Firey's Hardluck award | Bill Benic |
| Teams award..... | Team Read Mazda |

Speed Championship

1st Outright Ricky Court

| | |
|--------------------|-------------------|
| 2nd Outright | Gary Poole |
| 3rd Outright | James Claringbold |

2009 Rally Championship

1st Outright..... Peter Ullrich

..... Sari Ullrich

2010 Speed Champs - change!

Congratulations 2009 HTCAV Speed Championship winner –

RICKY COURT

For 2010 we've extended the criteria to add value

As I wrote in the Editoro the Committee is a bit bemused as to why the Speed Champs haven't been over run with entries. The rules were set up to be relaxed so that members without a CAMS licence or a CAMS-compliant pre-73 car could enter any number of track day sprints or hillclimbs, send their entries in and

automatically go into a championship and win a great cup at the end of the year bash.

The two winners, 2008's Gary Poole in the Holden 48/215 and Ricky Court in the Datsun 1600 last year have been highly deserving winners. But I am sure they would have welcomed a tougher competition from greater numbers...so:

2010 Speed Championships have been extended to pre-1984 touring cars!!

This year we'll be taking results from any Club member who want to run a pre-'84 touring car in a sprint or hillclimb. In

this way we mirror Group C and provide a competitive forum for those lovingly restored and prepared vehicles that can never be accepted as COD vehicles because they weren't raced in the era.

So roll up and enter ladies and gentlemen, tell your mates with these cars and encourage them to join the Club and go pot hunting.

But please remember it's up to YOU the competitor to send your results into speed@htcav.com.au so they can be counted.

Pointscore change

At the January committee meeting it was unanimously decided to change the pointscore rules in a move that would reward the reliability of vehicles.

How it was in 2009: - Say six competitors enter a meeting in your class. Wow, you think, a good points haul can happen here. But through attrition there may be only five left after qualifying, four after race one, and two after race two and your demon driving in the final race of the day nets you hardly anything at all. Can be disappointing.

But for 2010: - If six competitors enter a meeting in your class and all seven manage to do at least a lap in qualifying, then you will score against those six competitors in your races all weekend, even though they may not front the starter in those races. This rewards reliability for the stayers and while not affecting the results of those who fall by the wayside. The minimum three points awarded for entering and turning up on race day still stands.

Social news! Possible 2010 events

A chance to bring your club registered vehicles out for a run so don't forget to mark these events on your calendars

| EVENT | PROPOSED DATE |
|--|---------------------|
| Early morning run organized by Marty Lambert | T.B.A. |
| Lawn Bowls Day | Sunday, 16 May. |
| Car Rally | Sunday, 24 October |
| Kids' Christmas Party | Sunday, 28 November |

Please note that locations for the above events have not been finalized. Final details will be forthcoming in Newsletters.

Should anyone have a suggestion for the above events, please feel free to contact Michael Hibbert on 0418 354 364.

Crook Rookie award!

Those who enjoyed the Club Christmas Awards night would have seen Karl Wittick receive the 2009 Rookie Award. Now Karl thought this to be a little odd as he'd competed in a couple of events in 2008. Rod Hotchkin also thought this was a little odd as the Editor has sidled up to him at Island Magic and suggested it would be worth his while to come to the Awards. Odd it was, indeed. The Committee had decided that Hot Chicken was the Hot Rookie but somehow under the pressure leading up to the night (and there is plenty of that!) the Fellow Falcon Fangers were mixed up and the award went to the wrong bloke! The Committee apologizes for the stuff up and thanks Karl for his understanding (he'll get a compensatory good bloke Encouragement Award for his mantelpiece) and Hot Chicken will get his rightful award at the February General Meeting. Make sure you're there to cheer him on and throw eggs at the Committee! And Rod, make sure you're there too... this time for real.



New deserved Life Member - Eddie Dobbs



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Tarmac Tattle

Big Grunt wins 2009 Championship

2009 saw a major new direction for this Club of Racers, the introduction of Championship awards for tarmac rallying.

A few years ago, the Club surveyed the members and discovered that we were all getting older and with our cars getting more costly to race, the outlook was for dwindling grids. To remain viable as a Club for active racers, we had to broaden our appeal. We decided that we had the experience, the know-how and the resources to represent anyone who puts a rollage in a pre-'73 touring car and who lived anywhere in Australia and who took part in any motorsport event.

We spoke to some of our members already mixing rallying and racing and learned that the big issue for them was trying to compete in their old touring cars with very high powered, lightweight sports cars from Germany and Japan on the narrow, twisting, bumpy roads of Tasmania or South Australia. If only, they said, we could re-create a competition mix more akin to the Group N field seen in racing, where sedan battled sedan.

Then came the idea of a National Championship open only to cars which would be eligible for Group N if they were prepared for racing - that is, built up to the end of 1972 - competing only against each other, rather than the cars with which they would never have competed in period. To start with, to run in our Championship, all you need is the right car. If the Club does a good enough job for these competitors, then we hope they will become members.

In no time we had set up a four round Championship, worked out a points system and ran a new section of the Club Magazine called Tarmac Tattle which reports on the Championship and discusses issues affecting historic touring cars in tarmac rallies. And for Classic Adelaide, there was an update and report posted before midnight each day - a service which will be repeated for each round of the Championship.

The first year has been an amazing competition with 55 crews entering eligible pre-'73 touring cars in the four Championship events. Of those, only 11 crews entered two events and none entered more than that. By far the most popular event was Targa Tasmania, which 32 crews entered.

Long term racer and Club member

Steve Coad with wife Rachel won the first Round, Targa Wrest Point, in the orange Monaro with the brothers Kent second in the white Mustang and Drew Kent and Paul Krawczyk third in the Falcon GT. The major event of the year is Targa Tasmania which the Coads did not enter and the winner was young Paul Batten, whose epic drive in the Volvo PV544 to fifth overall in the Classic field - that's up to 1981 - turned many heads. Runners up were Peter and Sari Ullrich in the Jensen CV8 followed by Drew Kent in the Falcon GT. Since Drew had also done well in the first round, he took over the Championship lead.

None of the leaders went over to the West which left Classic Adelaide as the decider. After a very gruelling and tragic event, the Ullrichs came through to win with Richard Woodward and David McCrow in their London Sydney Monaro GTS runners up, some consolation after a year of illness and breakage.

So after the points were adjusted to count only the best two events, our inaugural Championship was decided. In third place, based on their performance only in Targa Tasmania, was the father and son combination of Paul and Mike Batten. Mike was NSW State Rally Championship many times and his son Paul is a senior development engineer with Prodrive on FPV cars.

In second place was the gold 1971 Ford Falcon driven by Tasmanian Drew Kent and navigated by Paul Krawczyk.

And the winners? A married couple driving an English car - but one with 7 litres of Yank out the front. Peter and Sari Ullrich and their CV8 live in Somersby not far from Gosforth in NSW and in only six years have developed the 1963 Jensen CV8 from a derelict hulk to a feared rally competitor. With its plastic body, the car weighs 1420 kilos, but the Chrysler 6.9 litre V8 delivers 630bhp to the flywheel as well as 800 Newton Metres of torque. This is put through a standard 4 speed gearbox and diff.

The rest of the chassis is from an Austin Sheerline but in Pete's hands has become a weapon on twisting tarmac.

All 66 results and class results can be found on www.htcav.com.au. Note that 7 of the top 10 were running to Limited Modified Spec - and that if you don't do well in Targa Tas you can't do well in the Championship.

Now of course, we are starting the 2010 Championship, with the same four events counting as in 2009 - Targa Wrest Point 30/31 Jan, Targa Tasmania in Apr 27-May 2, Targa West 26-29 Aug and Classic Adelaide 17-21 Nov. PLUS a new and very close to home new Targa event rumoured to be starting in 2010 in early November - hint: recce for this event will be popular with members who enjoy Italian wine varieties.

The classic entry for TWP is up from 58 to 65 and the entry of HTCav cars is up from 15 to an amazing 29 - that's a growth from 25% of the classic field to 44%. The Coads, Battens and Ullrichs are not going so the field is wide open - expect the Kent family to be well up and V8s to do well!

2009 HTCav Tarmac Rally Champion

Driver: Peter Ullrich
Navigator: Sari Ullrich
Car: 1963 Jensen CV8

2009 HTCav Tarmac Rally Championship

Second Place
Driver: Drew Kent
Navigator: Paul Krawczyk
Car: 1971 Ford Falcon GT

2009 HTCav Tarmac Rally Championship

Third Place
Driver: Paul Batten
Co-Driver: Mike Batten
Car: 1961 Volvo PV544



HTCAV attacks Targa Wrest Point

The Club's inaugural team foray into tarmac rallying.

The story so far:

Brian Dermott can be a very persuasive man. While his logic and objectives are always sound, his mellifluous tones make him seem even more convincing and his persistence is legendary. He, with the most impressive Linda Dermott in the navigator's seat, is a veteran of 10 Targa Tasmania events, nine Classic Adelaides and three Mt Buller Sprints. And having been an HTCAV circuit racer in his Torana it's been his mission to marry the disciplines by broadening the scope of the HTCAV to include tarmac events, on the way to helping the Club become stronger, bigger and better etc.

His determination is paying off: for the Christmas Party, Peter and Sari Ullrich, of super fearsome Jensen CV8 fame, flew down from Newcastle-ish to accept their trophy as the inaugural winners of the HTCAV Tarmac Rally Championship. Len and navigator wife Gayle Cattlin were there (but had to leave early through illness) and Richard Woodward, the sideways Monaro-driving Qantas pilot, should have been there with partner but he was ordered to London to bring back a 747... Anyway, the die has been cast in that department and the first trophy has been won and presented.

Cut to now:

Three HTCAV teams, (one veteran, two rookies) are now highly excited with just a few days to go before the Targa Wreast Point event on the 30th and 31st January. The Dermotts have rebuilt '403', their trusty Torana that rolled in the Targa last year, Andy "Hollywood" Clempson with Jervis Ward (complete with an unhealed broken collarbone – brave!) as navigator are entered in Hollwood's "Mr Green", a bellowing

and flame-belching 65 Mustang Fastback and your humble Editor with his on-track nemesis Russell Pilven navigating are in a demure, polite, mid-spec silver BMW that's been casually screwed together from spare parts... (the casual bit is not true - thanks to Mick Stupka and Dean Bryant for their immaculate work.)

Politicians like to lay it on thick that they're election underdogs even though they're quietly confident. Such it is with old Editors and cunning Competition Secs in their talking down of their equipment to lull the opposition into a false sense of security.

The silver BM has a handy whack of torque from its KZ-sealed 2-litre motor, a standard 4-speed gearbox, a 4.1 LSD, road spec Bilsteins and Eibach springs, 15 x7 wheels with Kumho V700 tyres, nolathane bushes and an identical braking set up to the race car. But the interesting thing is that this same car is intended for entry as a Group N car at Phillip Island in March, minus the stickers and running a taller diff, 13" wheels, lower springs and bit more neg camber at the front – oh, and a larger seat for its pilot, President Deano. This whole exercise hopes to show that you can have one car for both applications – always supposing that it survives the first one, even in the hands of its chicken-hearted, tree-allergic driver.

So can a potential mid-pack Under 3-litre jigger cut it as a novice against experienced 2-litre Datsuns, 1650 Anglias, hot Alfas, Mustangs, Porsches and "Mad Andy" Miedecke in a V8 Ford Capri Perana? Dunno, don't care really. We just want to make sure we finish unbowed and unbent, have lots of fun, don't disgrace ourselves and most

importantly – beat Hollywood and the Parrot.

Want to find out more?

To have a look at the competition Los Trios Velocipedos are up against in the pre-72 class go to <http://www.targawrestpoint.com.au/Competitors/entries.php> and click on the names, and then generally explore the site. The Octagon people are tremendously helpful and really well-organised, as they need to be to organized hundreds of entries and liaise with all the councils, residents, roads etc. And then of course there's the legendary social events that we're all looking forward to.

Russ and I have driven the roads in recce mode twice now, in long suffering renters. Russ recorded it last time with his super tricky video – and then gave a copy to the opposition! So I have been doing my homework even more diligently, hunched over the computer trying to remember which corner comes next while in no doubt that when we're travelling at a sensible, scared 7.5 tenths it will look entirely different - even though we can use both sides of the road.

If you want to follow your fellow Club members' efforts I'm sure the targawrestpoint.com.au website will have frequent results updates.



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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

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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
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Go to www.ozchild.com.au/unite



www.booran.com.au

Tech Torque...

HTCAV Club Forum

It's here!

The Club's new website forum is NOW on-line.

www.htcav.com.au/phpbb3/index.php
or just enter the usual way.

Discuss, talk, email, buy and sell, browse... whatever! It's a facility for you to meet

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

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

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

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

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

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

| FORUM | TOPICS | POSTS | LAST POST |
|---|--------|-------|--|
| General A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of. | 10 | 18 | by TheParrot ☐ on Mon Jul 07, 2008 1:05 pm |
| Technical The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars. | 5 | 11 | by MiniCooper38 ☐ on Thu Jul 17, 2008 9:51 pm |
| Video links/Photographs/Other media etc. All of your in-car (HTCAV or others) and other video action. Post photos here of events etc. | 24 | 26 | by piquet ☐ on Sun Jun 29, 2008 10:19 am |
| Classifieds Classifieds including cars and parts for sale, wanted or swap. Private ads only. | 21 | 30 | by TheParrot ☐ on Thu Jul 17, 2008 12:01 pm |
| Feedback Constructive criticism or things you would like added to the board. Post problems you are having with the board. | 1 | 2 | by TheParrot ☐ on Tue May 13, 2008 9:01 pm |
| CAMS / AASA Enquiries. Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committee and if appropriate tabled with representatives from each organisation and replies later posted. | 1 | 1 | by TEAMBRYANTRACING ☐ on Tue May 13, 2008 10:10 am |

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CarMA Report

Another New Year, then.



Yes, Ra has driven his chariot all the way around the sky once more. And with the kind of timing that only thousands of years of practice can give you, he's quite handily finished the job on New Year's Eve. Again.

And what will 2010 bring for us? Undoubtedly, we'll have the chance to further destroy our credit rating with a raft of fantastic new implements and tools that we simply **MUST** have, and without which we are indeed lucky to have managed thus far. Our significant others will universally label these instantly crucial items of equipment as 'toys', but we know better, don't we? Personally,

I just can't contemplate leaving the house anymore without my FacePod(TM). Now, I have a means of letting the kid I sat beside in Grade 3's Podiatrist's mum know what I'm having for lunch today, to the accompaniment of Sir Mixalot vociferously endorsing the enlarged posterior. However did I previously get by without that?

But most importantly, the coming year will provide us with more excuses (call them 'opportunities' if you like) to fill up the Loud Machine in the shed with a liquefied mixture of dinosaur and old-growth rainforest. Then we can set about using these tens of thousands of years of fermented archaeology in a fitting manner.

That is to wheel ourselves onto a closed circuit and – in a perfectly structured, safe and approved way, of course – behave like a right Wally. For team JMS, this means an early-year pilgrimage to our own hilly Mecca in the form of Bathurst.

Before we can go playing race cars, though, there are a few things that must be in place. Firstly, we need to be fit. Fitness, as a concept, I believe we've examined in the past. However for the uninitiated, the cornerstone of the theory suggests that if you **DO**, then you **ARE**.

Despite not having tried to pour myself into the race suit since the middle

of the last year, I thought things were tracking quite well. I'd been exercising regularly – by which I mean that I'd managed to squeeze in a strenuous seven, sometimes eight, minute workout exactly once every seven weeks. For no reason other than a belief in the power of positive thought, I felt that we might be able to dispense with the buttered hips for a change. My svelte, athletic frame would probably rattle around in the seat now like, as they say, 'a willie in a gumboot'.

Despite the best efforts of the larger department store chains, in concert with the likes of Mattel, there is still only one Christmas per year – and it was then that we had the first indication that my health perception was perhaps inaccurate.

At a large gathering of family to which I might be loosely deemed related, there is traditionally a Santa to hand out gifts to the younger kids. In the past, I have at times been pressed into service to perform some of my creaky shtick for the entertainment of all; and I was apparently lined up for it again this year. **HOWEVER**, 'We were going to get you to do it, Mat, but the suit isn't big enough', they said. Now I'll admit I'd had a fairly relaxed December, but I've seen plenty of Santas in my time, and not one of them looked like he'd place well in the City to Surf. My point is, Saint Nick is a Big Fat Bastard, and the concept of a Santa suit that's too small is indeed a concern. In the end some skinny runt did the job, but it wasn't the same. Oh, the kids did their best to hide the disappointment, but you could still tell.

Putting this minor glitch behind us, we managed to get ourselves invited to a fancy dress New Year's party. In a flash of inspiration, I chose the stylish simplicity of the Fred Flintstone costume. The Boss was 'Wonder Sheila', so named after the substitution of the classic white boots for a set of K-Mart double-plugger thongs which worked well with the golden lasso, and gave the ensemble a unique local flavour.

It was only at the shindig itself that I became concerned, as the flood of observations regarding the veracity of costume choice came in. And it went on all night, with comments ranging

from the bizarre ('Which Chipmunk are you supposed to be, then?'), to the cryptic ('So, finally given up on the Secret Identity then, huh?'), to the downright hurtful ('Wasn't the Goodyear Blimp costume available?'). This was in addition to the expected question of, "Where's Wilma?" I told one woman that Wilma had been eaten by our neighbour's sabretooth.

"Therefore", I said, "I need to find a new mate – that's what this here wooden club is for after all. Don't worry though, you're quite safe. Oh sure, I could whack you, but your hair is far too short to get a good grip on. How would I get you home?"

It is one thing to fix a heckler's wagon with a snappy rejoinder, but quite another to wave goodbye to a lifelong friend. But after walking a mile in Fred's kaftan, it became clear that my physique didn't quite represent the Herculean ideal I might have imagined, and I'd have to part ways with my old friend carbohydrate. It's been a wrench, and there have been a few illicit rendezvous, but by and large there's been a marked increase in the consumption of the less tasty bits of flora available. Salads are no longer being dodged, and for someone who always felt that a pie in each hand constituted a well balanced diet, that's quite a change.

Been having a real crack at the exercise, too – lots of walking, running,

cycling, yadda yadda yadda. And after nearly a month of all of this good behaviour, I have just been rewarded with the news that my weight has indeed altered – we've managed to whack a further couple of hundredweight ON, in fact. This seems somewhat counterproductive to me, but I've been reminded that to give up now will result in me wearing a bib-and-brace race suit; we press on.

The other requirement for motor racing is obviously a vehicle of some kind. Scoff if you like, but there are one or two celebrated instances where this has been overlooked. It is surely more difficult to forget the car when you have an open trailer, but that's no reason for complacency. Eternal vigilance, and all that.

Allowing that we don't overlook carting the thing all the way there, it would be a brief race meeting if the car doesn't actually go. Having not turned a wheel in six months, and having had the merest coat of lookinover since, it was clearly imperative that some work get done on the article in question. This shouldn't be an issue really, as I am currently enjoying a reasonably leisured existence. But then, to an experienced, seasoned procrastinator such as myself, all the free time in the world is no barrier to getting nothing done. Sooner or later this had to change though, so when last weekend presented us with clear skies and mild temperatures, it was deemed

appropriate to get out to the shed and get into it. My whipper-snipper now performs faultlessly for the first time in years (it's historic, too), and numerous square feet of bench space have been rendered usable after the throwing out of a vast pile of useless junk that I'll most probably need next week.

The race car did eventually come in for some attention, though. Repeatedly brushing against it on the way in and out of the shed had made a small clean spot, so guilt got to me and I decided to do the whole thing. Even this backfired; in an effort to not use too much water, I felt that a quick going over with a rather damp chamois would do the trick. After all, it's only a bit of dust, right? So that's what I did – and then had to wheel it outside to hose off the resultant mud.

It has been, in fact, a disorganised shambles. And the upshot of all of this is that with a race meeting rapidly approaching, we are in no way ready whatsoever. We'll (probably) get there, but a lack of preparation will (undoubtedly) result in a dismal performance.

Isn't it nice to know that, despite these rapidly changing times, some things will never change?

Happy New Year!

Mat

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