

# HISTORIC TOURING TORQUE

February 2010

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

Pic courtesy perfectprints.com.au

## *The Rally issue!*



### Inside:

- A terrific trip to Tassie
- Targa Wreast Point Rally Report
- The Champion's Cortina
- Lots and lots of rally pix!

**Magical  
Mystery  
Tour!  
Page 18**

### Next General Meeting

8pm Wed 24 February 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	Dean Bryant	9588 2566	9931 0333	9588 2577	0417 012 526	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!

**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!!**



**www.booran.com.au**

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

**REVOLUTION  
RACEGEAR**

**COXYS**  
MOTORSPORT SPARES

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

*Coxy's Revolution Racegear. Whatever you need he can get it and at great Club pricing.*



# President's Report



## Welcome

**Most of us haven't even turned a wheel yet and already things are humming from an administrative viewpoint at least. Planning for the upcoming Phillip Island Classic and getting our Club administrative stuff in order is keeping your Committee busy I can assure you.**

Congratulations to those who have had a hit out already being Team Jager at Bathurst and also Teams Hollywood, Ralph & Dermott who all competed successfully at Tassie in the Targa Wreast Point Rally. The results of this you will read about elsewhere in the mag. On a personal note I can confirm that the silver Schnitzer came back home unscathed and complete which means I now have to fit the tractor seat in place and attempt to give it a touch of 'circuit cred' in a short time. I'm looking forward to the challenge of getting into it and getting it as much on the pace as possible in a very short period of time – may have to dust off the race face eh!

Make sure you come along on Wednesday to hear of the exploits of our home town rally guys – it's an exciting story. You will also be filled in on our new 'home' for the Historic Touring Cars in the paddock at Phillip Island for the big Historics next month. This is the first time of the 'HISTORIC TOURING CAR ALLEY' and will absolutely be our best chance to make a display of all our cars in the one place – should be a cracker idea and raise the profile of our Club immensely to the hoards of public who venture out to eye the cars at this event – more about this later.

## Fundraiser

The Club will also conduct a fundraiser raffle at the Island 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!

## Get Well

A get well wish to our esteemed president of Vice – Jervis, who after competing at Targa Wreast Point then had to undergo an operation to have his shoulder pinned, plated and bone grafted – ouch! Get well soon buddy.

## Early Morning Run

This new social event looms as a great laid back way for all of us to get together without the pressures of the racing environs but still enjoying some adventure and motor travel. See the ad on this and make sure you reply to the mass email sent recently so we can cater for the appropriate number

of participants. Hey Coxy, I'll have the Disco up and running for this one – you're on buddy! Ooops, it's not competitive.

## Phillip Island Historics

This fantastic event just gets bigger every year. This year the numbers and grids are all near maximum and this all happened quicker than previous years – wow!

When you get your Supp Regs in the mail there will be a paddock map inside which you have to study carefully so you understand where you need to be – DO NOT wait until you get to the track to work out where you are going and where you need to put the tender vehicle and trailer etc. There will be so much traffic in the paddock that unless you know where you are going you may find yourself in strife with the paddock marshals. In that event I urge you to do exactly as instructed by any officials and without delay. If you are not happy with something or disagree with any directions then I urge you to simply do as instructed and then contact a Committee member to sort out any issues or misunderstandings that may arise. This is an extremely busy meeting and as such we all have a duty of care to consider others and show due respect for those in positions of authority at the track.

If we all do this then I'm sure it will be yet another ripper weekend of red hot, clean racing – bring it on!

There will also be an important letter from your Club in these Supp Regs which I urge you to read. The general tone of this letter will be to remind everyone that Historic Motorsport is all about putting the sport back into Motorsport. This event will take on a festival atmosphere for our category and as such sportsmanship will be the order of the weekend. Please make all other HTC competitors feel most welcome and don't forget to invite all your crew and the interstaters to join us for drinks after racing on Saturday and Sunday.

Rockwell has yet again stepped up to the plate and sponsored our category for this event as in many previous years. This really is a big deal as they invest a considerable amount of time and effort into this event – just for us! Huge thanks must go to Graham Slater for his excellent work in this regard. Without Graham's input and dedication to the HTCAV this fantastic support would most likely not have occurred and certainly not for the number of years it has done – great job and thank you Graham! Please all make the effort to come to the HTCAV Marquee on Sunday arvo after racing to witness the trophy presentations – this is done each year and is a really good way to share a few stories and have a laugh and recognize those who have done well over the weekend – be there to support your mates, your Club and the entire HTC category.

## Club Trailer

The HTCAV has taken delivery of its new Club trailer. Coxy has done an outstanding job in arranging this ripper piece of Club equipment for us. The Committee all had a viewing of the trailer last week and it appears just the ticket to ensure the HTCAV will now have a focal and meeting point for all members to enjoy. It houses the new Club marquee along with eskys, BBQ, Club flags and all

manner of Club paraphernalia. It is having its debut at the Classic.

Please make sure of a couple of things here:

- A. Come along to share an ale after racing on Saturday and Sunday and bring all your crew and mates.
- B. Remember to invite the interstaters to join us.
- C. Make sure you all inform your crew and mates of the Club donations box each day.

We don't necessarily do it to create large funds for the Club but at the same time the Club should not be at a loss to provide this sort of benefit to all involved. In recent times I feel we may have somewhat forgotten the donation box so this year let's make sure we all chip in a bit so the Club can continue to provide these ripper social environs.

## Pointscore Changes

Our pointscore 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, it has committed to assisting the Fire & Rescue Team this year with some changes to their on-track vehicles. They are undergoing a revamp of the signwriting on these two vehicles and the HTCAV has assisted them in this regard. The Club has paid for the new bright yellow flashes which have been painted on both the Falcon ute they use and boy do they look the goods now – very impressive! 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. These guys also had great signage of the HTCAV made and applied to their new look vehicles to say thanks to us – we didn't ask for that but they did it of their own accord and it's a great gesture. The fireys will join us for drinks after racing too – make 'em most welcome guys.

The HTCAV will continue to lead the way in making sure we all are reminded of the supreme effort all our volunteers and officials make which simply means we can all participate in the sport we love. It really is a huge team effort between all involved – volunteers, officials and competitors alike.

## General Meeting

February'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. There is also an exciting initiative proposed for the Club which will be discussed at the meeting – you'll need to be there to find out what it is.

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

Yours in racing,

**Deano**

# Editoro



**What a handy thing the Targa West Point is, editorially speaking. A month where there is traditionally naf-all to put in the mag has come alive with more than you can poke a stick at! So, welcome to the "Rally Issue"...**

So what was it like? Actually, it was bloody good fun. It's really different from track racing, there are different disciplines and values. It's a shared experience, there's someone in your ear all the time, quite literally, telling you what to do. Brian Dermott heard the sweetly modulated tones of his wife, I heard rubbery expulsions of air from a well-known tyre dealer (properly inflated of course) while Andy Clempson had a screeching parrot on his shoulder. And everybody still loved everybody else at the end...at least, judging by the photos they did.

Dollars per kilometre vs track racing? On a straightforward measurement you'd get more competitive kays on the track, but these are usually on bitumen you know like the back of your hand and can clearly see. Whereas every rally kilometre is tightly packed: twists, turns, surface changes, blind corners and other unexpected stuff means that the adrenaline charge on each rally kay is very intense.

The length of each stage of each stage varies, the longest equating to an eight-lapper around the Island. Because of the conditions, one doesn't take racing lines because of the crap, but you should use the entire road – after you've got over all your training about not crossing double lines etc. Driving in the middle of the road is probably the safest bet.

Which leads neatly into the question: what happened to the editorial BMW, car 131? Waal, the story goes like this. On the third stage we were approaching a downhill left-right with some gravel on the road, which we got through and started to accelerate away. However some unseen marbles from the gravel must have rolled downhill and the left hand rear wheel lost traction

and we executed a 180 degree spin, but still on the road. Manoeuvring to do a U-ie it dug into the soft shoulder and sunk gently sideways, beached. Two other crews came firing off after us, even though we'd put out the safety triangles warning of a car off the road...

After taking an hour and a half to complete an 11-minute section, we were never going to get up there in the ranks. On Day 2 a misfiring gremlin came into play, but even so, we were sort of in the middle of the pack on most stages, which ain't bad for a little Group N car driven by a fuddy duddy. (Instant memory recall from Rubber Breath in ear 'ole: "Shit Ralphie! Slow down!")

Mention must go to the fantastic effort of Clempson/Ward in the bellowing 500 HP Mustang Fastback, a brilliant effort, well-driven by Andy and bravely called by a bloke wearing a broken collarbone – and a bit grin! And of course, the Dermotts, rally veterans, put in a smooth and polished performance even though they said it was like "getting back on the horse" after last year's roll. With no problems to drag them down the order, they were the Club's best performers, finishing 5th overall.

The announcement of November's Targa High Country event by Octagon, who are a fantastically well-organised mob, means that the value equation just tipped a bit more towards rally. An event in our back yard means no ferry fares and the option to pre-drive the roads more often – the only bummer is that it's scheduled for the same weekend as Historic Sandown. With three councils to organise, each with their own spring events to schedule means it's a date that can't be altered. At this stage at least two of the three Victorian teams who did West Point will do Targa High Country. No prizes for guessing that one of them is Brain and Linda Dermott who were singularly instrumental in getting this Rally up and were applauded at the TWP briefing for their efforts.

Thanks to Jervis for his terrific background article on the event and also to Brian Dermott for his comprehensive report. Thanks to Perfect Prints from Hobart, Mark Sully, and our South African based member, Clive Massel, for the Targa photos – and to anyone else

who sent in a pic!

Nick Cascone has done a good thing – he's written about his car, the 2010 Club Championship winning Cortina. Thanks Nick, that's great stuff – and please may this example inspire others to write about their racers. If you don't fancy writing it yourself but would like to see your car featured, just drop the 'ole Editor a line...

Alas, no article from Mat Jager this month as he was busy attacking the Mount. Unfortunately I hear that his head cracked and yes I can hear the wise guys responding with something like "judging by the CarMa report, it's been cracked for years..." But he's probably feeling a bit glum having carted le grand equipe up to Mt Panorama and come away so disappointed. If anyone says "that's motor racing" to you Mat, sit on them and tweak their nose. STOP PRESS: The lad come good, dinny. See the back of the mag!

A couple of historical shots are also included this month. They're off a great site devoted to Australian historic racing that's well worth a view, Brian Darby's

<http://aussieroadracing.homestead.com>

Hope you enjoy this issue and see you at the Club meeting.

**RalphE**



**GET THE REAL RACING OIL**

**PENNZOIL 25W-50 RACING OIL**

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

**NOW AVAILABLE**

I have imported a small shipment from the USA

AVAILABLE IN QUART BOTTLES  
12 BOTTLES TO A BOX

\$120 per BOX + postage / courier

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

Phone or email  
credit card or direct deposit available

**JOHN HARRISON**  
**0417 436 271 or 02 6366 3459**  
email – [jacharro@yahoo.com](mailto:jacharro@yahoo.com)



# Andy & Jerv go on a treasure hunt

## And come up excruciatingly short!

I've never been to Tassie. My best mate moved back there several years ago and still I've fought the urge to go! There were several factors helping me stay put, but first, let's talk about the decision to run Targa Wrest Point.

We must have been very drunk at the time. Why? Because I get sea sick and car sick and I agreed to travel to Tassie on a little boat across Bass Strait and spend several days reading directions to someone whose aim is to go as fast as possible on pissy little narrow roads, with lovely, old growth mountain ash giants only metres from our doors. Idiot!

And to make matters worse, that someone was Hollywood: The Historic Touring Car Association's own Shane Warne! Andy and I have circuit raced against each other for several years. We've touched several times and had some ripper races. Now we agreed to join forces and have a crack at Targa Wrest Point. Sort of like those super hero dudes who join two halves of their rings together and go "Shazzamm!".

To be fair, Brian Dermott's relentless nagging was another deciding factor.

Brian had done a deal with Octagon, the organisers, for a discounted entry for Club members and first time rally racers. So I booked the accommodation, the boat and airfares for Ken and Squirrel (We flew the boys 'cos it cost less than the boat) and finally purchased a set of rally notes (basically the guide to the road). So I was committed to go – bummer!

OK, so now we really were going and I was left with a strange bottom of stomach feeling of "What if I spew on the boat" and "What if I spew if I try to read in the car", "what if it's all my fault we crash, 'cos I spewed all over everything"!

I took care of most of the logistics and Andy took care of the car. We took his 1965 Mustang Fastback, in replica Shelby R code trim. Without doubt one of the best looking cars ever made! (I said "one of"!)

His good mate Kenny Corporate spanners the thing and they didn't do much to it apart from freshen the engine and check every single nut and bolt! The engine wasn't in and going until two weeks before we left. Nothing like leaving it until the last minute?!

We needed to fit a Terratrip. A do-dah that measures your distance metre by frikkin' metre, so you know where you are at all times. It's very boring and slowly getting outdated by TomTom but I'll leave that alone for now.

We also need a Terraphone. That's an onboard radio set so we can talk sweet nothings to each other on the stages. It's basically a box and two sets of earpieces and microphones that you can easily fit into most helmets.



Pic Horatio

Andy finally comes out of the closet...

Brian Dermott gave us several good ideas for what to pack onboard. In some cases we're in the car for 4-5 hours without a break, apart from the quick "pee" stop, so a stash of lollies and car sickness tablets etc are good value. Unfortunately I forgot to pack any sick bags.

And don't forget I put off my shoulder operation for this event. As you read this I'll be recuperating from surgery to plate my collarbone I broke in November auditioning for Crusty Demons of disaster. So in the car I had extra foam padding under the harness.

So back to the boat.

My pay off was I got to drive the Mustang there and back and Andy drove his F250 dual cab pickup.

The "Effie" was for Ken and Squirrel to help service us on the rally and it ad a great new fridge.

I had been very anxious for some weeks about this trip. But I'd spoken to several people about motion sickness and what



Pic Horatio

Special accommodation

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

**Maybe Bill can help!**

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

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





The bridge and boguns at Ross

Pics - some bloke

drugs/tablets to take. Surprisingly no one suggested red wine?

Fortunately the trip was a breeze. I took two Kwells as I got on board the boat. We ate dinner - the \$19 big plate buffet which I was expecting to see again in the not too distant future - but no! It stayed down. We used 5-19 glasses of red wine to help it stay down. And Katie from Burnie helped soothe our trip with her lovely voice and guitar.

One thing to remember about Kwells is that they give you dry mouth and dry eyes. So those glasses of wine were like swallowing sand. But I had to do my part!

Next morning we showered (separately) and got changed (make sure you book a porthole cabin). And drove to Launceston. Being Australia Day everything was shut! Mmmmm.... didn't think of that one. We eventually found a coffee shop and headed to Hobart, about 2.5 hours south.

Surprisingly the Police didn't like Andy's car as much as most people and we got

stopped by five police cars four times in 30 minutes. Once for headlights, then 'cos they didn't think we had a front number plate, then as we took a long time to get back into the car and onto the road (because of my broken collar bone) another polcar pulled up to see why we'd stopped. Back on the road again and again we were pulled over. It was starting to get very boring. This time it was because Andy's "Club" CH plates don't register on the VicRoads database, so the earlier officer, after letting us go, ran the plates on his computer and couldn't find any trace they existed. He thought the car was unregistered and had us "intercepted" and held until he could catch up. Quite annoying and I got out of the car the 4th time and said "What now Officer!?!". Andy and I laughed it off so much we both got breathalysed at 9.30am... and passed!

Andy suggested we get off the main highway, so we went on a tour. We started by going to Ross, a gorgeous town almost half way between Launceston and Hobart. It has some lovely stone buildings and a

bridge dating back over 100 years built by convict labour. The convict stone masons were freed after the bridge's completion. As we rolled quietly into town with the 100+db exhausts on the Mussie, another police car cruised past! We suspected now we were being monitored. We traveled further down the road then headed south east to Richmond.

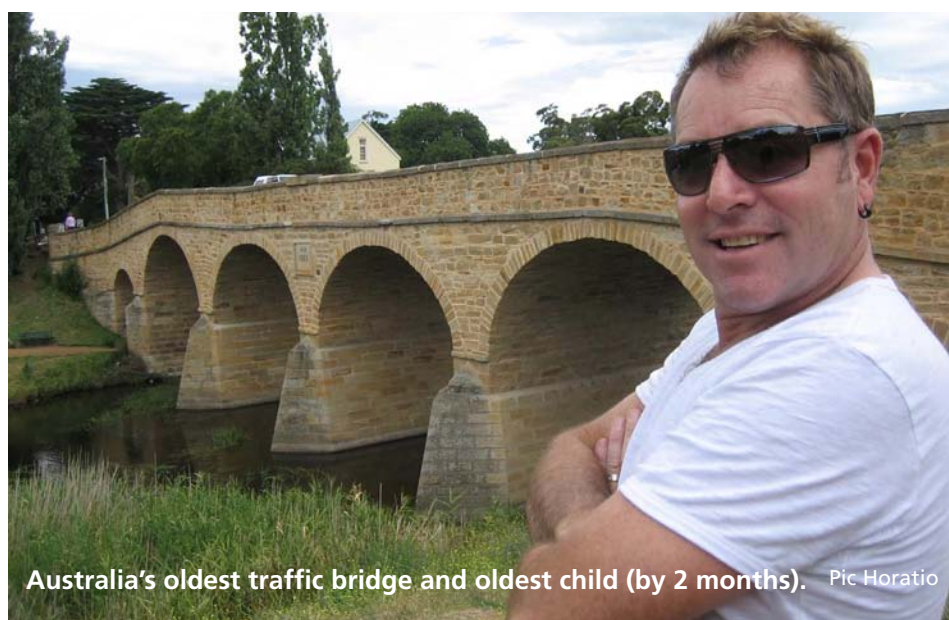
What a fantastic piece of road it was. Later we discovered it's a regular Targa Tasmania Stage. Which may explain the smiles Andy said he could see in his mirrors everytime I caught up to him. I had to keep reminding myself that if I got caught the constabulary would impound the car for 48 hours.

Anyway, as I mentioned earlier it was my first time to Tassie and Richmond was just great. It's got Australia's oldest bridge still open to traffic and the oldest Catholic Church in the country. (PS: And don't forget to feed the ducks - it's law apparently?)

After a quick lunch and round of photos of kids (and their mothers) sitting in the Mustang we headed off to Hobart about 30 minutes away. We came in from the east over the Derwent bridge. We arrived at our accommodation, Wrest Point Casino, at about 1pm. Our plan was to find the best seafood in town and have a relaxing afternoon.

But the plans changed!

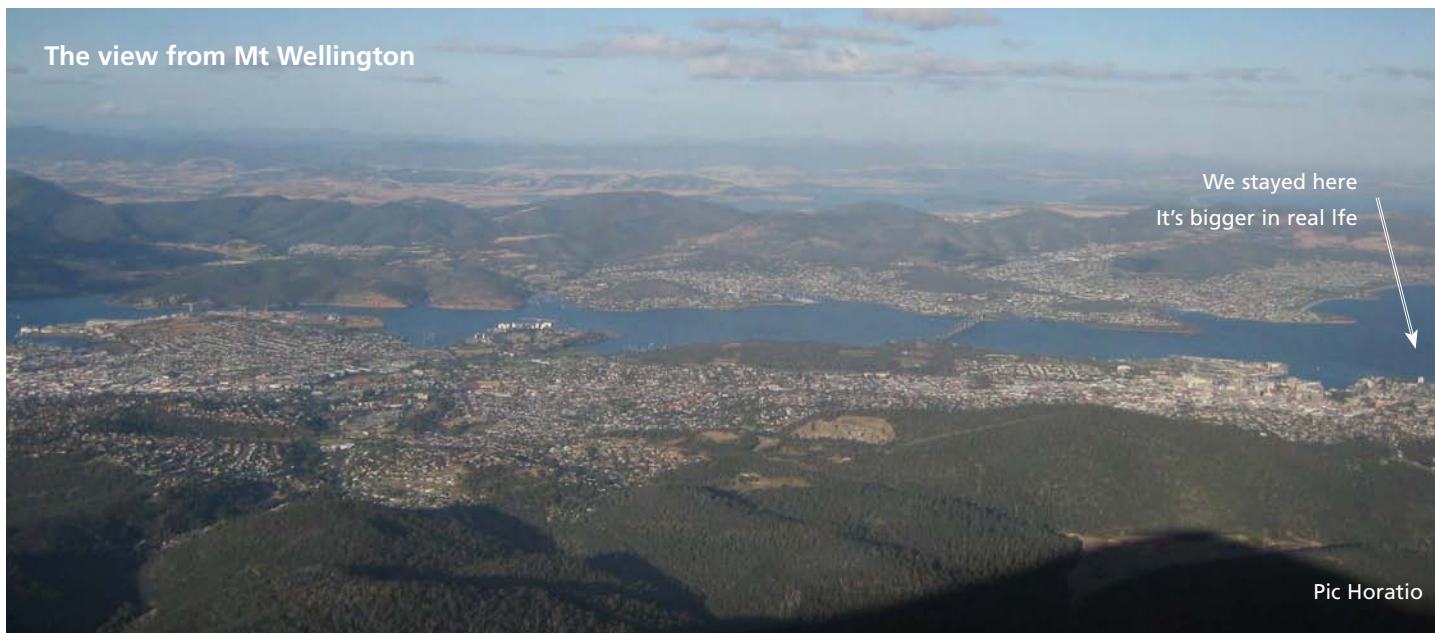
About 2 months out from the start of the rally the organisers release details of the route as well as the start and finish locations of the competitive stages. These are contained in a basic set of reconnaissance notes and detail the GPS coordinates of the start lines as well as a map of what the road looks like. Then, several commercial companies drive the routes and sell detailed



Australia's oldest traffic bridge and oldest child (by 2 months). Pic Horatio



## The view from Mt Wellington



Pic Horatio

rally notes. These notes include the surface condition, tightness of corners and distance between them. They read something like this – 9 left into 7 right 100 crest straight 50 caution kink left and 3 right. It's written in shorthand so you need to do some homework just to know what you're reading. Our notes cost about \$350, but they vary in cost depending on the length of the event and consequently the length of the notes.

We were told it's very important for us to "recce" the roads and compare them to the notes so we know what's actually there. We weren't convinced about this but decided to go for a drive instead of sitting around sampling Cascades and Crustaceans all day.

It turned out to be a great suggestion. We packed the fridge in the Effie and went for a drive.

Whoever wrote the notes must have been driving a Nissan Micra and not a 1400 kilo Mustang. The more we "recce" the better we got at seeing problems and finding suggestions for the notes. It's very easy for Navigators to lose their position – to go "off notes", so any visual clues like yellow road signs, road junctions or even funny house fences can help you find your place at speed. Also some corners had rather large dips that would have ripped the bottom off our car so we noted we should "run high" or there was gravel on road, potholes, air and other little surprises in various sections.

The rally rules prohibit rally cars (stickered vehicles) from running practices, also all civilian speed limits must be adhered to and no section may be driven more than three times in one day by the same car. If you're caught you're excluded from the event. This is because in previous years there have been reports of vehicles and hire cars

traveling stages at high speeds and cutting corners. They are obviously competitors and their lawless behaviour threatens ongoing Targas. We all know some people hate any form of motorsport, so the less ammunition we can give them the better.

So we dialed the first GSP coordinates into the TomTom and it took us to the start of one of the sections. So accurately does it locate them, it parked us on top of the yellow "TS" (Targa Start) letters spray painted on the tarmac.

We did our "recce's" in Andy's Effie. A perfect match for a Mustang. The loose tool kit sliding around in the back told you everytime you needed to slow down for a corner.

We changed notes for corners, added extra cautions and even scribbled some notes when Andy needed to brake early. One particular corner came over a crest and

turned left, which was fine, but the corner was off camber and we would have ended up in someone's front yard. We noted that as a triple caution SLOW!

On another recce we popped the crest of a mountain range, at the speed limit, to find five guys asphaltting the road. They looked as surprised to see us as we were them. A little gentle wave of the hand and everything was fine.

The recce's also gave us some time to look at the scenery. I tell you right now, Tassie is beautiful. Down around Huon the rivers are big and beautiful. You can see the oyster farms and Tasmanian Salmon farming pens (big movable nets). My mate Gav lives down there and told us that every now and again word goes out that the fishing is particularly good at X, because a farm net has broken and several thousand hungry salmon are on the loose.



Pic Horatio





5000 Horsepower ready to go

Pic Horatio

Anyway by 8pm on Australia day, the day we arrived, Andy and I found ourselves on the top of Mt Wellington overlooking Hobart and its environs, having a beer after our recce. We'd been up since 5.40am, driven about 500kms and were now marvelling at the beautiful panoramic scenery. Also how cold it was. We were in shorts and t-shirts and the outside temp was about 4 degrees and windy.

We headed back to the Hotel and luckily survived being cleaned up by an Indian family in a Kia Carnival driving in the middle of the road on a blind corner. They pretty soon showed Andy's big Effie

the respect it deserves.

We got back to the hotel, showered (separately) and tried to get dinner. WARNING: Hobart closes at about 8.30pm. We finally ended up at the top restaurant in Hobart, "Mures", at 9pm and they said "We think the kitchen is closed?". Thank god it wasn't, but we had to order fast.

Back to the hotel and the birdcage bar. I'm not saying anything else. And we went to sleep!

Next day we realised how useful it would be to have a TomTom in the rally

car as it gave us directions but more importantly our speed. On transport stages you have to adhere to the civilian speed limits and the police are very much on hand to make sure you do. If you get caught speeding you get the police fine and points off your civilian license as well as a rally organiser's fine and time penalty against you. First instance \$250, second \$500, third and everyone subsequent fine \$1000. We didn't get fined but some people raked up several.

Andy rang Ken and told him to bring his wire crimpers and other stuff, when he came down on the plane, to fit a power outlet in the rally car. Ken was traveling light, so put them in his hand luggage and the x-ray people at the airport were so very impressed by the funny shapes the electrical wiring made they got Ken to swab for explosives. Ken being the dirty fingered engineer/mechanic he is, had traces of petrol and other flammable things that made the swab machine go ballistic. After a little show and tell session they were allowed on the plane.

Wednesday – more recce. Dinner, and Andy says "I need to go to the toilet"! Birdcage bar back at the hotel. I'm not saying anything else. And we went to sleep!

Andy got up a further three times during the night to go to the toilet.

Next morning Andy doesn't want any breakfast – not feeling too well.

Into town we go to find a Repco ('cos there's no Coxys in Tassie) to buy a cigarette



The Targa Parc Ferme

Pic Horatio



They love their wood piles and sheds in Tassie



Pic Horatio

lighter outlet for the boys to wire into the car as well as desperately trying to find some spark plugs! No luck with the plugs – fingers crossed. We drive to the airport to pick up the boys. Surprisingly they have not killed each other yet. Although, Squirrel (Mark Sully) has been warned by Ken his life expectancy may be reviewed shortly.

Back to the Hotel. The boys wire the power outlet in, give the car a quick check over and off we go to documentation.

Being completely new to rallying we were pretty careful to follow the timelines and guidelines issued to us. But the organisers were very laid back and not as rigid as some circuit racing events we'd done previously. They really helped



Pic Andy

Nothing like a good strapping...

guide us through the documentation and scrutineering parts. It probably helped that we were rather loud and argued a lot. We were issued our new AASA licenses and Andy's car was issued a Vehicle ID Book, sort of like a Log book.

Scrutineering was completed in several parts. You drove into the "lights, indicators, wipers etc bit, then into the bodywork, stickers etc bit and so forth. The cars were then paced into Parc ferme. If you had a modern car you had to have regular fuel samples taken. Some of these rally boys used to use really good jungle juice which has now been outlawed. You could use E85 but only if purchased through the organisers. This was done to stop people turning up with their own special E85 which is more like E155.

In rally racing the cars are placed in parc ferme at the end on each day with limited "service" section schedules somewhere in there as well. So you only have a limited service period before parking up for the night. If you need longer service you can apply for it.

This is a test of car

and drivers!

We needed a left hand drive sticker for the car to complete scrutineering. We rang and organised for one which we'd collect the next day.

Dinner and Andy wasn't feeling very well. He ate and went straight to bed. 9pm

The rest of us went to the Birdcage bar.

## Australian Classic Wire Wheels

### Dunlop Wire Wheels

to suit all makes and models

Including wheels, hubs, knockoffs, complete sets & accessories

**Phone Paul or Gay Zazryn on**  
**03 9532 5322 or 0412 780 900**  
**Email [paul@acww.com.au](mailto:paul@acww.com.au)**  
**Trade Enquiries Welcome**

**[www.acww.com.au](http://www.acww.com.au)**



## Jervis getting his other congratulations!



Pic Jerv & Helen

I'm not saying anything else. And we went to sleep!

Friday. We were both getting nervous now as the start grew closer. I was nervous about the rally as well as Andy's stomach. Nothing to eat today for him.

We took the boys on a recce to show them what we were up against. They loved it. On the way back we picked up the "Left Hand Drive" sticker and got charged \$40 cash. I call it the Targa Tax. They know we needed it so we had to pay.

5pm was the drivers briefing. In rallying these are quite long and intense. Safety issues are gone over and other stuff. It took about 90 minutes. Andy came in last incase he needed to leave suddenly!?! After the

briefing there was welcoming party. Andy had one drink and went to bed. 7pm

I was getting a little worried about him now. And more worried about the rally. Dinner and the Birdcage bar. I'm not saying anything else. And we went to sleep!

Saturday. The first day of competition. Andy's looking a little ill. Doesn't want any breakfast. I eat a little in case it visits me later. We suit up, catch the lift to the foyer and do the slow motion walk through the front door while humming the music to "Chariots of Fire". I send what I think will be my last ever text message to Fergus telling him I love him.

The first car leaves at 8.30am, we're due to leave at 8.53am.

We pack the car. In the front next to my legs we have the "Man Bag". This is velcroed to the roll cage and holds pens and pencils, maps, rally notes, road book and other important things like travel sickness tablets. Anything you need access to while driving. Behind my seat was a large cooler bag with some drinks, lollies, wallets, phones, hats etc.

We finally leave about 9.20am.

We get to

the first stage and watch a woman being arrested for trying to access the closed road section. She doesn't care that there are police and everything, she just tries to plough through. Then a Subaru Sti asks if they can push in front of us – 'cos we'll hold them up or something. Andy and I have now got our helmets on and are full of nerves and other things.

We watch the Subaru move to the start line, 10, 9, 8, they rev it up, 2, 1 drop the clutch, the 4 wheel drive beastly grips the tarmac like a lion its prey.....and breaks a drive shaft. Their weekend was over.

We're up next. And it's all over as quickly as it started. The noise and adrenaline, flames and fun.

Nothing comes close to running at full noise for 22 kilometres over wide engineered forest roads. Apart from pushing hard through narrow winding roads with serious drops and hazards on both sides.

## Getting our "Finishers Medals" and then scaring everyone!



Pic A little Squirrel

## HTCAV members showing their appreciation to the Octagon organisers



Pic Horatio



In total there were 12 Targa Stages completed. After 11 of these Andy and I were 3<sup>rd</sup> outright and 2<sup>nd</sup> on Handicap in Classic. On the final stage, 6 kilometres from the end, the gear linkage came away from the gearbox. It took us 10 minutes to get a gear and finish, dropping us down to 28th of 65 starters.

Thanks to Brian Dermott for getting us interested enough to have a go!

The Historic Touring Car Association of Victoria made a little splash on the rally scene and I think we'll be remembered for a while too.

*Jerv*



Just like a Sunday drive only faster!

Pic perfectprints.com.au



Spectacular Tahune Airwalk

Pic A little Squirrel



Two sad faced boys

Pic A little Squirrel

## T&G Racecar Engineering



### Fast and reliable

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

**Seymour 3660**

**Tel 0411 670 914**

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



# The Racers Edge

## Targa Wrest Point Rally Report

**The 2010 HTCAV Rally Championship started early with the second running of Targa Wrest Point on the last days of January, over some very rough and dusty roads in the Huon Valley which provided an intense 210 kilometres sprint rally challenge.**

Out of 64 Classic starters, 27 (42%) were pre 1973 touring cars - nearly double the 09 entry - and victory went to experienced Sydney racer and famous Drummoyne seafood entrepreneur George Nittis, navigated by Karl Francis, in the orange Falcon XY GT HO running in modified spec.

Second was Tassie racer and paper plant manager Mick Cross and Leigh Chaplin in what was the drive of the event - Mick brought his unchanged Group N Torana LJ racer complete with drum brakes and 13" wheels and had almost no stoppers left by halfway through the second morning.

Third by only 2 seconds came Tasmanian fuel wizard and proven rally man Scott Kent navigated by brother Wayne in the white Mustang - with a brand new engine blowing astonishing amounts of oil smoke.

In fact, the hot and dry roads favoured Big Power and with five of the top six being Ford V8s - the other two being Toranas - the leading bunch looked very like a Group N race. The racing theme continued with Brendan Diprose (three time state Group N champion) coming 4th and the Dermotts 6th, only 6 seconds behind the Terry Harper / Matt Challis small-engined Falcon. Final Club points getter in 7th were father and son Chas and Luke Latter in the familiar grey Datsun 1600.

### **And how did the HTCAV rookies fare?**

An amazing first time triumph for Andy Clempson and Jervis Ward in Hollywood's self-built Mustang fastback came so very close. On the last stage, the Mustang rocket ship was leading when a bolt came out of the shifter, taking 13 minutes of frantic spannering to get back in. With its metre of flame and flamboyant noise and extrovert style, this car was a crowd favourite. And experienced competitors marvelled at the strong showing of the two racers in their first tarmac rally.

Various woes bedevilled Chris Ralph and Russell Pilven in Chris' pretty little 1971 2002 - a spin on unexpected gravel on the Tahune stage followed by ignition woes slowed the under 3 litre track rivals and with only two days of competition, there was no time for a fight back.

So on the opposite page are the Championship standings after Round 1: **Our Very Own Targa**

The Mansfield Whitfield road up over the Wombat Ranges and down into the King Valley, home of the Italian wine varieties in Australia, is like driving to Tuscany. It's Victoria's Futa Pass - glorious sweepers, tight hairpins with

the legendary High Peaks in the distance, fast blasts through the Vic Ash stands and then that wonderful slalom down the valley side to emerge in the vineyards of Pizzini, Dal Zotto and Politini.

And guess what - on November 6th, they're closing the road so we can drive our cars flat out up and down this road. But that's not all. The road from the Jamieson Brewery to Eildon township is one of the most testing roads ever built. It edges around Lake Eildon for 62 kilometres of devilish twists and turns, interposed by one very long straight section. All but 14 kms is sealed and the missing link will be sealed by years end. We get to race here too - then tackle the amazing Skyline road out of Eildon with the crest where you think you're about to drive off the edge of the earth. And then there's 5 kms of town stage through Mansfield - which will be shut for the afternoon to watch us.

About 260 kilometres of classic car friendly, properly engineered Victorian roads will be closed for Targa High Country and after 20 years of playing away, mainly to Tasmanians, we get to challenge them on our roads.

This is an event not to miss - many will

as they had run the rest of the event, they would have been 5th outright in the Classic behind 3 Porsches and the experienced local team of Cooper/Sherrif in the '77 A9X, instead of 28th after taking 13 mins to replace the bolt and complete the stage in 2nd gear.

Bearing in mind Hollywood had not eaten for 5 days and was suffering chronic food poisoning and Jervis was nursing a broken collarbone, this is a truly fantastic performance. Us rally folk can only hope they have another go at rallying, but take on board the need for extremely thorough preparation to back their proven driving skills.

### **Building A New Rally Car ?**

When AASA took over the sanctioning of Targa and saved us all thousands of dollars (Team Tattle calculated savings in the thousands for the first event including the random \$500 'surprise' fee we were slugged for Classic Adelaide), our CAMS Logbooks and Licences became AASA Passports, complete with car data inscribed and 3/4 front and rear photos stamped by AASA, and AASA Licences. The big changeover was a few years ago now and new cars are being built all the time, some of them Modified

**Brian and Linda Dermott claimed they were taking things easily after last's years rollover.**



already know these roads from their big bike days or midnight blasts.

More next month on this brilliant innovation.

### **"We Wuz Robbed"**

Motorsport is bedevilled with 'If only ..' stories. We've all been guilty of saying: 'If only I hadn't crashed I would have won ... etc'. But at Targa Wrest Point in 2010, Andy Clempson and Jervis Ward can truly claim that "they wuz robbed" by the bolt which came out of the shifter.

At the end of the last but one stage TS 11, Cygnet 1, the Hollywood/Horatio Mustang Coupe had accumulated 18 mins 41 secs of penalty and were leading the pre-73 cars. With an estimated total time of 19 mins 51 secs if they had finished the last stage in the same rhythm

Specification cars built with the rule book in one hand. Inevitably, questions of interpretation arise. And now CAMS has no jurisdiction except for the events in SA and WA (which seem to be falling from favour) and there are some emerging but significant differences between CAMS and AASA regulations. So CAMS can't come and inspect the car and give out the paper work and charge their fee. So what happens ?

It's easy - AASA do it but its a smaller fee. The scrutineering is done by Targa scrutineers in your home town and the info goes to AASA for approval and production of the Passport. It really is exactly the same as the old CAMS method. To access the system, contact the HTCAV's favourite motor sport administrator, Helen Coad at Targa HQ.

**Brian Dermott**



# 2010 HTCAV RALLY CHAMPIONSHIP Round 1 TARGA WREST POINT JAN 30 - 31

Competitive Kms: 211 Total Number of Classic Competitors: 64

HTCAV Position	Crew	Vehicle	Class	Capacity	Penalty	Position Outright	Total Points
1	Nittis - Francis	1969 Ford XY GT HO	4MSH	5800	20.43	5	18357
2	Cross - Chaplin	1972 Holden Torana XU1	4LMSE	3310	22.23	7	17091
3	Kent - Kent	1965 Ford Mustang	3MSF	5600	22.25	8	16036
4	Diprose - Daly	1969 Ford Falcon GT HO	4LMSH	5800	22.33	9	14981
5	Harper - Challis	1968 Ford Falcon	4LMSE	4900	23.29	12	13504
6	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	3300	23.35	13	12449
7	Latter - Latter	1967 Datsun 1600	4LMSC	2000	24.06	14	11394
8	Killick - Killick	1965 Ford Cortina	3LMSE	1650	29.41	23	8651
9	Ridge - Edwards	1971 Ford Falcon GT	4LMSE	5765	30.40	25	8229
10	Clempson - Ward	1965 Ford Mustang	3MSF	5010	33.04	28	7596
11	Jones - Smythe	1953 Holden FJ	2MSF	3300	34.08	30	7174
12	Arundel - Verge	1963 Ford Cortina	3LMSC	1593	34.14	31	6963
13	Kenny - Fitzpatrick	1971 Jaguar XJ6	4MSG	4200	35.53	33	6541
14	Smith - Smith	1966 Holden HR X2 Premier	4MSE	3300	36.19	35	6119
16	Waldron - Gegory	1955 FIAT Abarth 750	2LMSA	997	39.46	39	5275
17	Kent - Krawczyk	1971 Ford Falcon GT	3LMSE	5800	40.16	40	5064
18	White - White	1963 Austin Mini Cooper	3MSA	998	42.07	41	4853
19	Quinn - Paine	1973 Holden HQ	5LMSE	3300	46.08	43	4431
20	Henry - Harding	1965 Alfa Romeo Giulia Super	3SSA	1570	51.03	45	4009
21	Pfingst - Loth	1971 Holden Torana	4MSE	3310	1.11.47	47	3587
22	Ralph - Pilven	1971 BMW 2002	4LMSB	1998	1.43.39	50	2954
23	Thomson - Thomson	1970 BMW 2002 Ti	4LMSB	2000	DNF	51	1500
24	Bulk - Bulk	1961 Ford Anglia	2MSD	1782	DNF	52	1500
25	Rogers - Moss	1971 Ford Falcon GT	4MSH	5800	DNF	54	1500
26	Chaplin - Smith	1971 Datsun 1600	4LMSB	2000	DNF	57	1500
27	Large -Dredge	1972 Ford Falcon GT	5MSH	5751	DNF	60	1500

## Essendon



## Preparing you for the drive to work, or a new "PB" at the track!

Essendon Tyrepower opened in March 2004. Since then we have worked at building a reliable team of motorsport enthusiasts who go further than just coming to work for a pay cheque. We offer all types of servicing for you road car, also Motorsport prep work the way YOU would like to do it yourself. (If you had time). Oh we also sell tyres! Yes that's right we carry the widest range of tyres available from ALL suppliers, we're not controlled by a tyre company. We pick & choose from them all, so YOU get the best tyre for YOUR needs!

**ARRIVING SOON!!! The Kumho V700 in 205/60R13 should be available for Winton**



### V700

205/60R13  
185/60R14



### V70A

175/60R13  
(Also avail. In most modern sizes)

*What's this?? Ask Russ for a demo at Winton.*



To get the job done right, be it Tyres, Race Prep. Brake repairs, 4WD servicing or Alignment, call Russell, Paul or Ricky @ Essendon Tyrepower  
**Tel: 9379 2616 Fax: 9379 0669 Mob: (0419) 527 188 A/H**  
 Or e-mail us at [essendontyrepower@bigpond.com](mailto:essendontyrepower@bigpond.com)

# Champion Cortina

## The Inside Story

Nick Cascone tells the tale of his 1963 Ford Cortina GT.

The car was originally built by Lloyd Cleaver around 1990. Lloyd was at the time a NSW Appendix J Eligibility Officer and had built several other Appendix J/Group N Cortinas, including John Bendall's Lotus and Paul Atkins' GT.

The car was first raced by Lloyd's son Ray. Early logbook entries show the car was predominantly raced at Wakefield Park,

This is where Fast Johnny and I come into it. While competing in my Mini I was talking to FJ at Rob Roy hillclimb about how good Cortinas were, as I wanted to go Group N racing. He sang their praises gave me a phone number of a guy selling one. I had no intention of buying another racing car so didn't think too much more about it. A few weeks later I was at the 2006 Melbourne Motor Show and I was walking along the Shannon's Auction parade

Three weeks later we still couldn't get it to run so I negotiated a price and I bought it, with spares and a trailer.

I entered the 2006 Phillip Island 6 Hour after spending a lot of time rebuilding the carbys and getting the car running somewhat normally. To say I was extremely disappointed with the car's performance was an understatement. It was struggling to get under a 2:15.00 at the Island. I was very embarrassed. So the following weekend I made the decision to pull the motor out and start again. What I found inside this "new engine" explained the poor performance. All the exhaust valve seats were cracked, two burnt valves, missing crank thrust bearings... that's right, there were no thrust bearings on the crank, an incorrectly timed camshaft and numerous other issues. I was surprised it didn't blow up. So I took the next two years to build up a new all steel 1598cc engine and generally rebuild the entire car with the aim of doing my first proper race meeting in 2008. The only thing I have not changed or rebuilt on the car is the duco. I spent a lot of time watching other Cortinas and working out what I had to do to make mine somewhat competitive.

So the 2008 Island Classic was my first meeting and the rest they say is history. 2008 Rookie of the Year and in 2009 Club Champion! I am a really big believer in keeping the old cars out on the track and I am very lucky to be the owner of the Yellow and Blue 66 Cortina GT. Keeping the history of the car is very important that's why I have not changed its colour and number and I will continue to race the car and add to its somewhat previous unreliable but successful history.

*Nick Cascone*



Nick's Rookie year was not without the odd touch-up...

Amaroo Park, Eastern Creek with an entry at Clipsal in 1999 where it finished mid field in the hands of Lloyd. It still held the Group Nb 1301-1600cc record at Wakefield Park until mid 2008.

From all accounts Ray raced the car extremely hard. The log books state several large accidents to all corners of the car. But all have been repaired very well. I have heard many stories of the yellow 66 Cortina being well up the pointy end but with all too many engine or gearbox blowups and many DNFs. But Lloyd and Ray continued to develop and race the car, coming to Historic Winton and Phillip Island Classic in the late 1990s.

It was here that the engine again blew up and a spare engine was fitted and the car was sold to Garry Warren here in Melbourne. Garry ran the car once at Sandown and the just-fitted spare motor (quality unknown) blew up so he had the engine rebuilt by a local engine shop. He gave up on the car and let it sit in his back yard for a few years in the weather. This was the cause of the very small amounts of rust in the roof gutter rails that are still present on the car. Garry decided to sell the car, with the newly rebuilt engine.

out the front and a little yellow and blue MKI caught my eye. It was a real neat car, it looked like a proper "old school historic" racing car. Still with rubber marks on the bonnet, alloy cage and lots of negative camber. I spent about 15 minutes looking at it and thought it would be a good start to go touring car racing.

It wasn't sold at auction so I contacted the owner, who happened to be the same guy FJ told me about and spent a few weekends at his place looking in and around the car and making up my mind. I was told it had a brand new engine and it ran fine.



Nick's Sandown battle with David Noakes' BDA was stirring stuff



Gentleman's carriage -  
Reg Kenny and John Fitzpatrick



Pic perfectprints.com.au

Arundel's 'standard' 440 - with allowable 15 inch  
wheels and discs all round



Pic perfectprints.com.au

Now I know why my bonnet doesn't fit properly anymore!  
(*"I'm not that fat and it would close if you hadn't lightened it so much Chris!"*)



Pic Clive Massel

4th in our Champs last year  
the Latters took 7th



Pic perfectprints.com.au

2nd place Mick Cross in the Group N XU-1



Pic perfectprints.com.au

The cows didn't stop grazing



Pic Clive Massel

## GRAPHTEXT SIGNS

VINYL SIGNAGE & STICKERS

**Signs and Computer Services**

### Computer Services

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

### Sign Services

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

### Digital Printing

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

Contact : Lindsay Cripps  
3 Dunvegan Cres.  
Dandenong 3175

Phone : (03) 9792-3020  
Fax : (03) 9792-3060  
Mobile : 0407 802 815

Email : [lindsay@graphtextsigns.com.au](mailto:lindsay@graphtextsigns.com.au)  
Web : [www.graphtextsigns.com.au](http://www.graphtextsigns.com.au)



It isn't real if there ain't  
no Humpy....



Pic perfectprints.com.au

Hawthorn Pedders guru Jack Waldron with Vin Gregory



Pic perfectprints.com.au

ittis and Francis now lead the  
Champs in the big HO



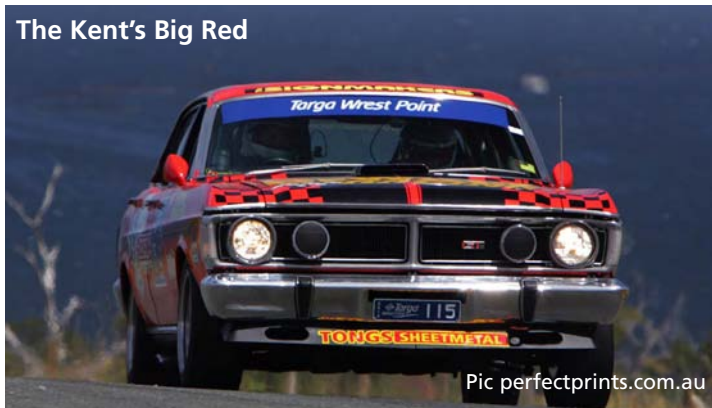
Pic perfectprints.com.au

Peter and Ros Killick were fast in the  
best Cortina you ever saw



Pic perfectprints.com.au

The Kent's Big Red



Pic perfectprints.com.au

The Henry Harding Alfa



Pic perfectprints.com.au

Cleverly billed as an XU-4



Pic perfectprints.com.au

We all finished!



Pic Clive Massel

Thought I could smell something  
burning...



Pic Mark Sully

The Kents smoked into third



Pic perfectprints.com.au



# The Bean Counter's Report

February 2010

**Greetings all. Here is an update on our financial position. As you would recall, our financial year ends on 31 May so the period to 31 January 2010 represents 8 months of activities.**

Our funds in the bank are as follows :

	31/1/10	31/5/09
Cheque A/c	\$8,337.44	\$2,097.36
ANZ V2 A/c	\$5,569.94	\$5,478.69
ANZ Term Deposit	\$18,766.75	\$18,348.72
ESANDA Debenture	\$1,123.45	\$1,123.45
Total Funds	\$33,797.58	\$27,048.22

During the last 8 months the main item of income has been subscriptions, \$12,425.

It is very pleasing to see subscriptions coming in at a healthy rate. Many thanks to Jervis for handling this task again for us. Several of you are yet to renew, yet have entered the Phillip Island Classic so please renew as soon as possible. We should get to our 200 membership target in a couple of months would be a great effort.

We also had a surplus on the annual dinner of \$636 and interest income of \$509.

During the last 8 months the main items of expenditure have been printing and postage

of the magazine, at an average of \$695 an issue and our annual trophies.

It is interesting to see what I wrote in the February 2009 magazine regarding trophies. It read: *"Historically our annual trophies have cost \$3,500 - \$4,000. This year there were more trophies to present with the speed championship, perpetual replacements and a couple of special awards. Secondly the quality of the trophies was lifted from prior years. As noted by Dean at the January 2009 meeting, the bill received last month was \$7,226. However this included approximately another half again of blank trophies due to the supplier over ordering. We are holding these and they will be used next year. So next year's bill will probably be approximately \$3,500. So the total for 2 years will be, say, \$10,726, which equates to \$5,363 a year."*

I can report that the trophy bill paid recently was \$3,527.57 so it was all on budget and in order.

The club is also building a trailer. The cost of the trailer is \$2,728.90. Accessories then need to be added including a gazebo and other items relevant to the fit out. The aim is to have it at Phillip Island in March. When Dean mentioned

the trailer at the last meeting and in his President's report it was encouraging to hear solid support from long standing members such as Graham Slater at the January meeting. Thanks Graham.

At the January committee meeting, detailed financial statements were tabled and a discussion was held. This allows the committee to measure and manage how we are travelling. The club is on target for a surplus of around \$2,000 - \$2,500 for the year ending 31 May 2010.

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

Signing off  
**David Floyd**



## In a bit of a state at the State Council

**A meeting of the Victorian Sport and Club Development Council.**

(VBSCDC), previously known as the State Council, was held at CAMS offices on Feb 2. It was a very interesting meeting...

There were a large number of club representatives present. Also present were the CAMS Board Chairman, Mr. Papadopolous, and CAMS CEO, Graham Fountain, to follow up on items raised at the special meeting. Mr. P produced figures to reject CAMS was losing support, indicating increases in Competitor Licences issue (+ 300) Event Permits issued (+ 200) and Club Affiliations (+18). He also informed the meeting that the Board had agreed to publish full minutes with votes recorded.

The meeting was also informed that the "Independent Review" agreed to at the last meeting was now to be chaired by the CEO

Graham Fountain and consist mainly of CAMS staff. It was now designated the Board's Review.

Mr. P faced many questions critical of the change to the Review and lack of action from the Board on items raised at the special meeting. Mr. P indicated that many of the questions would be discussed at the Board's next meeting on 25 March.

Mr. Fountain was asked about the revised CAMS logo and how this change had been implemented by the Board and Management without any advice to Clubs. Mr F was further asked how competitors whose class regulations demand the display of a current CAMS logo stood. Mr. F was clearly unaware of this requirement.

Mr F was also questioned on whether Mark Skaife had been appointed as chairman of the CAMS Track Safety Committee and

whether this may be a conflict of interests as he is a track designer. Mr. F confirmed Mark Skaife's appointment but as the chairman could not vote there should be conflict of interest. Mr. F said that the appointment was a "commercial" decision. Mr. F also agreed that currently there are no experienced licensed track inspectors on the committee.

The meeting floor was very critical of the Board and Management over these items as they showed that these were further indications of the lack of consultation and openness. The Board was reminded that the Council still had motions of no confidence on the table.

The next Council meeting is scheduled for May 4.

**David Twigg**



**Eddie Woods**

31 Capella Crescent Moorabbin 3189  
Phone 9553 2517 Fax 9532 2485

## The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

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

# HTCAV Magical Mystery Tour

An Early Morning Run to a secret lunch location in the Dandenongs!  
**Saturday, 27 February**

- All Sealed Roads
- Morning Coffee/Croissant Stop Provided.
- Fill Up your Tank before you Depart.
- No Racing, No Timed Sections
- Just a Great Drive Through Beautiful Country
- Bring Your Road Map and a Camera
- Great Fun!

**Departs 8.15am**

Maroondah Highway, Mitcham: North Side of Cochrane Road In The Slip Lane Outside Antonio Park Primary School.  
Please Be There By 7.45am Thank You.

Join other Members, their Families and Friends and Welcome In The Start of The Racing Season.

Lunch At Your Own Cost

\$10 Per Car. (Legal Seating Please)



**Here it is!**

**RSVP** Michael Hibbert no later than 22 February please. 9379 2018 after 7.00pm or 0418 354 364

## Deals for HTCAV members

### The HTCAV-Booran deal at a glance

#### New cars

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

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

#### Used Cars

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

#### Parts

You pay invoice price only.

#### What you have to do

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

#### Their details

##### Booran Holden Cheltenham

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

##### Booran Holden Dandenong

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

##### Booran Holden Caulfield:

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

##### Cranbourne Holden

217A South Gippsland Hwy Cranbourne,  
3977  
Phone: (03) 5995 4555  
Fax: (03) 5991 1655  
[www.booranh Holden.com.au](http://www.booranh Holden.com.au)  
[www.booraneuro.com.au](http://www.booraneuro.com.au)

[www.cranbourneholden.com.au](http://www.cranbourneholden.com.au)

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

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

Go to [www.ozchild.com.au/unite](http://www.ozchild.com.au/unite)



**[www.booran.com.au](http://www.booran.com.au)**



# Thanks to our sponsors



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

For all your photographic and promotional presentations



**James Smith Photography**

m: 0412 564 296 e: [james.smith1@bigpond.com](mailto:james.smith1@bigpond.com)

## Marshall Cass Photography

Mobile: 0418 888 977

Phone: (07) 3341 6392

Fax: (07) 3423 0033

Web: [www.marshallcass.com](http://www.marshallcass.com)

E-Mail: [mcphotos@bigpond.net.au](mailto:mcphotos@bigpond.net.au)

Studio: 38 Dromos Street,  
Eight Mile Plains.

P.O. Box. 4147  
Eight Mile Plains, 4113.  
Brisbane, Queensland.



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



**Hoosier**  
RACING TIRE

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



HOOSIER/STREET TD



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

2b 161 Canterbury Rd  
Kilsyth (03) 97615557

5.50-15  
5.00-15  
& soon  
4.50-15



VINTAGE TD



## Bonny Art

The motor Sport Photography of Damian Petrie



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

# DUKES BODY WORKS

Quality Crash Repairs  
With a 3 Year Guarantee.  
Insurance Specialist

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

Phone: **Trevor Talbot**

(BH) 5996 7888, Mob. 0418 336 335



# Torquing 'Em Up - Classifieds are free!



## Group A Flyer

1992 Ex Glenn Seton  
"Peter Jackson" Sierra.  
UK-built chassis  
no 155 (GSR 1)  
with up to 585 bhp,  
Holinger 6 speed  
g'box, complete spare

engine inc. turbo etc, mountain other spares incl 6 sets wheels, new "wets", laptop & Autronic engine programs, complete spare cyl head, Cosworth crank, set 4 x Cosworth conrods, brand new YB200 cyl block, pit equipment incl rattle gun etc, numerous straight painted body panels, 2012 dated belts, spare slicks, drive shafts & wheel hubs, diff ratios, as new alloy race radiator and intercooler, useable discs + lots more! WILL NOT SEPARATE SPARES. Totally original with all records, C of D and log book. THREE wins last meeting is probably fastest Group A car in Oz with lap records etc. Go to [www.ibcholdings.com.au/cars/](http://www.ibcholdings.com.au/cars/) for further info and pics. Maybe consider sensible trade ... PRICE AUD \$365,000. ROB TWEEDIE (02) 9817 5654 or 0408 162 762 or email [ibcholdings@bigpond.com](mailto:ibcholdings@bigpond.com) (Sydney). NB. Car is reliable and easy to use if run on sensible boost ... will happily assist new owner by arrangement.



## GTHO

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

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

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

## 1964 Studebaker Lark Group 'N' racer



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

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

Gordon 0418 270 494 (02)60328190 AH.



The injured parrot still had it in him to tell the driver exactly what he thought of their last effort!

## POWERCOM

### Repairs to

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

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

**Mark Sully 0428 535 245**

PO Box 274 Niddrie VIC 3042

Fax 03 9366 6872

### Repairs to

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

### Installation of

blue tooth, car stereo, mobile phones  
& sat nav

## CAR STEREO REPAIRS



Est 1953, over 40 years experience

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

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

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

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



# Torquing 'Em Up - Classifieds are free!



## **Ford Mustang 1968**

Car was stripped, sandblasted, placed rotisserie, seam welded. Full cage welded in & custom made. All new nuts and bolts. No

second hand parts. Esparco seat and steering wheel, 6 point harness. Aluminium foam filled fuel tank. Remote surge tank with twin Holley pumps, Adjustable pedal box, new brake lines, Kelsie Hay calipers. Koni fully adjustable gas shocks, King springs and leafs built to spec. Panhard rod, custom made 9 inch. 31 Spline full floater, various ratios/steel detroit locker/special internals/braced housing/nodular iron carrier/HO yolk and tail shaft. Brand new close ratio top loader built by Dan Williams in South America with Hurst shifter. NASCAR flywheel with 7 1/4 inch triple plate tilton.

Dennis Johnson built 302 Mexican Blocked Windsor with new no expense spared internals. 480 horse power at 6200rpm on Gene Cook dyno, sealed and legal. 2 meetings since full freshen up. This is the fastest Mustang in the land. Very unique and unbelievable handling that money can't buy. Phillip Island 149's, Bathurst 231's. This car punches above its weight and eats Chev's! \$85,000 (will deliver to Melbourne). Optional '71 Ford F350 Truck Transporter. Darren Pearce 0417 035379

## **Is it Weber or Webber?**

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 59778771 or 0408548133.



## **1968 Mustang Grp Nc**

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

4 downdraft webers, roller

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

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

## **For Sale**

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

Phone STEVE BYE 0417 112519

## **For Sale**

302 Mexican block with spare steel caps. \$1400

Phone STEVE BYE 0417 112519

## **48IDA Weber carburetors**

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

## **QUICK! -**

## **Advertise at old rates!**

These rates haven't changed in years.

But the magazine has...

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

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



# CarMA Report

## Well, that's motor sport.



**This palliative phrase is used as an unguent, to the accompaniment of much eye-rolling by all within earshot, whenever a crushingly disappointing racing episode crops up. That is to say, more often than anyone would care to keep track of. To the uninitiated, this mantra sounds just like a balm whose sole purpose is to prevent the dehydrating effects of A Good Cry. To the initiated of course, that's EXACTLY what it is.**

As robust an expression as it is however, in extreme circumstances even this pearl of wisdom can begin to wear thin. Take the example that the Jager MotorSport team managed to set recently, culminating in events of just a week or so ago.

The decision had been made to Griswold our way a gajillion or so kays up the side of the country in order to burn up the hallowed hot mix on our very own motorsport Mecca – Bathurst. Simple enough; but of course in my inimitable fashion I'd managed to leave any sort of preparation to about nine minutes before departure time. No dramas there, though; you've no doubt heard of the Wright brothers, Orville and Wilbur. Well, I'm their long-lost Australian cousin, Sheelbee.

In truth, nine minutes is a bit unfair, as it was really more like

eleven. After we'd been to see the oft-harried tyre chaps in Essendon, there was still enough time to rebuild, renew, and rejig various bits, and to more or less have it all working. With help from Dave, our trusty Chief Engineer, it all got done, too. Particular care was taken to be sure it was right, considering said spanner man wouldn't be joining us – he had chosen instead to attend the annual paddle-steamer Carp-trawling event in Echuca. Of course

there were minor glitches, but by and large it was all Swoit, mate.

Still, the going was disturbingly smooth. All the way through, it was. Finally, there we were – a whole half a day before we were leaving, and it all looked great. This couldn't be right.

And it wasn't – literally minutes from loading the car onto the trailer, we found The Broken Bit that had thus far eluded us. But that's okay; after all, that's motor sport, right? A quick panicked trip and some welding later, all was once again in a refrigerated state.

All we had to do now was get there. You know, they say that space is only a day's drive away, if your car could go straight up. And judging by the hills we encountered, Bathurst is on the way there. Luckily, Boris is an eminently capable delivery system; but then he wasn't the problem. Bits of the trailer had evidently refused to renew their contract and ceased service where and when they felt the desire. Nothing critical mind, just the tyre rack and the vehicle restraints. This was cause for concern, but ultimately the race car didn't quite fall off, and we made base camp without the need for oxygen. We did almost turn back though. While unpacking everything to get the bits to fix the trailer, I made a discovery that shocked and appalled me – we'd forgotten to pack the Chiko rolls. The Boss convinced me to press on, however, as we were over half way there now. Also, we felt we'd collected our obligatory three things to go wrong. This was going to be easy. Hah!

It seems obvious now, but it didn't occur to me that the weather in the lead-up to the event being hotter – and drier – than a snake's bum in a wagon rut would be cause for it to rain once we got there. That's the way things work, though, usually (because that's motor sport). As we made town, we spied several zoologically minded types building arks. By the next day, many of them were floating. Not a bad effort four miles above sea level, I thought.





Still, we were there, everything still in one piece, and all we had to do was turn up at the track. Easy enough, except that we encountered a gate guardian last employed preventing the Monty Python chaps from clapping their coconuts across a bridge. I'm not saying the man was militant, but the story goes that Che Guevara used to wear a T-shirt with this guy's picture on it. Well, no problem is insurmountable. After fetching the fellow a shrubbery, we were in. At Mt Panorama, Bathurst! Having picked a spot next to the Brown Panzer (cunningly disguised as a red one) and set ourselves up, all that was left to do was drive – and I'd taken the precaution of packing the brown undies. Dead set cinch.

Except that I'd forgotten something. The holes.

Without boring you with the theory of gas flow dynamics and whatnot (mainly because I don't really know anyway), the common or garden variety reciprocating engine is a simple arrangement. Not rotaries, though. Chook-cookers are bad Juju that employ poltergeists rather than pistons to make them go. They are unnatural, and this is the last we'll mention of them.

Real motors, on the other hand, are really just a collection of holes, which when joined together in the correct sequence will turn hydrocarbon into sweet, sweet noise. And happily, as a by product, also generate forward motion. Holes are funny creatures, though. They fight when they come into contact with each other, and must therefore be kept separate. When you generate an extra hole between two existing holes, then the whole lot goes down the hole. So to speak.

And this is what got us. Unbeknown to me, a couple of extra holes had stowed away on the trip, and after a bit of a look around, evidently chose to bivouac in one of the cylinder heads. At least they let me get two or three whole laps of practice in before they started playing up, but there

was to be no racing for Matty. We were broken.

It was nothing, really. Just a muhassive effort to get ready, a couple of thousand clicks dragging the thing there and back, nearly drowning (several times) once there, all for nought.

A few people told me that this was character building, but really – I've got character up the ying-yang. It couldn't be CARma; I've been really trying to be nice to people lately. Even allowing for the rain, it was too hot for excessive fluid loss, so there was only one thing to say.

That's motor sport. A couple of hundred more times, and it might actually start to help!

*Mat*



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

# SMCKA

## PERFORMANCE

*funny name-serious parts*

**PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS**

**[WWW.SMCKAPERFORMANCE.COM.AU](http://WWW.SMCKAPERFORMANCE.COM.AU)**

# CLARK MEDIA SERVICES

**Peter Clark Elisabeth Clark**  
**2 Carmen Close**  
**Doncaster East Victoria 3109**  
**Telephone 03 9842 8698**  
**Mobile 0421 588 823**  
**[clarkmedia1@bigpond.com](mailto:clarkmedia1@bigpond.com)**



# SONIC LITE

Helping you stay on track!

## Schnell Motorsport

**\$899**  
per set  
machined &  
delivered

is excited to distribute the Australian designed **SONIC LITE** racing wheel

- Designed in Australia to suit the needs of historic touring, rally and clubman cars
- Wheels are DOT approved and meet with the highest of International standards
- Based off original Penske Trans-Am wheel of the '60s
- High quality finish



- Huge caliper clearance
- Will suit early Ford, Holden, Mazda & Clubmans
- Currently only available in 13x7 fitment (-6P to +6P offset)
- Can be CNC machined to either 4 or 5 stud applications

## Schnell Motorsport

P0 Box 115 Park Orchards Vic 3114

**Mobile 0421 006 383**