

# HISTORIC TOURING TORQUE

Magazine of the Historic Touring Car Association of Victoria - [www.htcav.com.au](http://www.htcav.com.au) July 2011

## *Spray that again? Sandown Statie*

### **Inside:**

- Sandown report
- WA Historics
- Tattle tittle
- Coxy's new column!

Pic Courtesy Jim Jones

**Next  
meeting  
Wed 24  
Aug**

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## 2011 Race Calendar

Event	Organisers	Location	Date	Type
Phillip Island Classic	VHRR	Phillip Island	18-20 March	Historic
Round 1 State	PIARC	Phillip Island	16-17 April	VSCRC
Winton Historics	Austin 7 Club	Winton (Short track)	28-29 May	Historic
Round 3 State	ASSA	Sandown	23-24 July	VSCRC
<i>Winton Fest. of Speed</i>	<i>VHRR</i>	<i>Winton (Long track)</i>	<i>13-14 August</i>	<i>Historic</i>
Round 4 State	VMCI	Phillip Island	22-23rd Oct	VSCRC
Historic Sandown	VHRR	Sandown	5-6 Nov (TBC)	Historic
Island Magic	PIARC	Phillip Island	26-27 Nov(TBC)	Other



### Next General

### Meeting

8pm

Wednesday 31 August

Upstairs at the Rising Sun Hotel  
Cnr Raglan St & Eastern Road  
Sth Melbourne

## You'll think it's Christmas

It's the month of May – of course we need to talk about Christmas! Or rather the famous HTCAV Grand End-of-Year Presentation Award Night Knees Up Christmas Party to give it its full title.

It's on again on the same night, the first Saturday in December. Only the date has changed to protect the innocent – Saturday the 3rd. But the location hasn't, the Eden on the Park on Queens Road.

Last year was huge and seeing the hunged over persons at breakfast the next day was even better!

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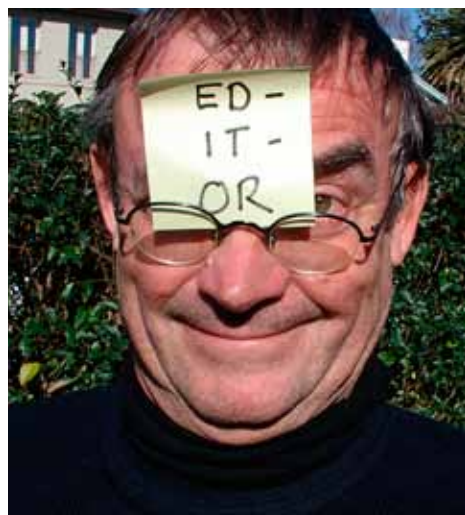


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# Editoro



**Aah, Senor Slater where are you when we need you...**

In the absence of a proper state round reporter your humble Editor attended a wet Sandown last Sunday 24th, got cold wet feet slipping around on the bank between the high and low entrance roads at Dandenong Rd corner to get a few long lens amateur shots for the first race, splashed around in paddock talking to the brave and even had a very few words over the commentary mike during the main race. (Not that I could get a word in edgewise, Jervis and Andrew Williams' mate were already doing a fine job.)

So the reportage is patched together, thanks to Bob Lorch for his excellent Saturday and Sunday morning bits.

But the pics are good, thanks to a quick response from Jim Jones who is certainly a very keen contributor, many thanks.

Darren Knight will report on our historic meetings, and Deano and Bob have offered to help out for the staties – any other takers? Just a few comments after each meeting from several people can make an interesting article.

Darren was flown across to commentate at the WA Historics in June and has turned in a fine report, and we were lucky enough to get some photos from the enigmatic Muzz (real name Murray Paddison, Nc Cortina punter) who

puts together a fine HTC newsletter in the West. Thanks to both.

What's more, WA's Mike Smith will be pulling on his 60s mufti and cloth cap to be our Goodwood reporter for this year. Well done and thanks, cobber, rather me than you but hey, I ticked it off the bucket list last year...

Quick divergence – went to a preview of Senna, the movie, courtesy of Jerv's free tickets (do not miss this movie!) and found The Recently Retired Inspector (Michael Holloway for those less familiar) and son James, the former also heading overseas with Mrs Inspector to have a feast of historic motor racing treats. Will no doubt take his badge with him to flash when set upon by gypsies.

I could see the RRI taking mental notes for his own famous massed soirees when the dictatorial ex-FIA President and former French SS Nazi Jean-Marie Balestre bangs the table in a drivers briefing: "the only way is my way". Just what he needs - more encouragement!

Thanks also to the usual and unusual contributors including Tattle (Brian Dermott) on tarmac rally issues, this month offering an option for those who like to drive fast (but not compete) in their classic road cars while enjoying the great social aspects of a rally and all the excitement of being involved in a pretty serious event.

Watt Watt Watt?  
Another article by Ian Watt again stirs the pot regarding old vs slightly less old categories in Group N racing. Bring back/dig out the pre-65 cars to

make sure Nb (the original Appendix J) retains its status, voice and flavour for the people for who Fun is more important than coming First, he says. A big mission, but one which will no doubt gather more adherents in Victoria just as it has in NSW - I feel a necessary committee of zealots coming on...

And in the absence of the much-missed Carma Report comes Coxy, The Column where the outspoken Grouch Lite vents his spleen and humour on anything that takes his fancy...

Hope you enjoy the issue.

**RalphE**



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# Presitorio



**One thing about having the Editor as President, I fondly imagined, was that we'd save a page in the magazine. Obviously I was very, very wrong. Apologies for the long column, it's a bit of a manifesto but helps us take stock and see what's what. Subsequent months will be shorter, promise.**

Wearing two hats may be easy if you're Tasmanian (sorry Tas members, I just couldn't help that, but most of you know how much I love the place, and all me Tassie rellos) but we have yet to see how it can work in this situation...

So it's hello from him, and hello from me. Keen eyes will detect the linking of the two columns with the word 'toro'. Italian for bull. 'Nuff said.

How will the direction and management of the Club change? Probably not much at all. 'If it ain't broke, don't fix it' is a good maxim and thanks to the excellent leadership over the last ten years by Jervis Ward and Dean Bryant, and the solidity and hard work of the committee, the Club is in excellent shape. Jervis remains as Vice President, Dean as Secretary, so essentially it's just a changing of chairs.

But they're not deck chairs. Membership is at its highest point, our position in the historic motorsport arena in terms of respect and popularity has never been greater and entries remain strong at all race meetings, especially historic ones. The split from those who formed

the Touring Car Masters has in fact redefined us a happily amateur group that is self-determining without the undue influence of big money.

In 2007, after a survey put into place by Brian Dermott we wrote a strategy for the Club that produced a vision of the HTCAV as the peak body for historic touring car competition, information and activities in Victoria.

The strategy objectives to secure the future were seen as, 1: Expand the scope and resources and 2: Raise the profile and the income.

## So how have we done?

Under expansion of scope we have introduced the Speed and Rally Championships and upgraded our Social Activities.

Under expansion of resources we have added the Club trailer and related equipment, intellectual property has increased; we have become a respected information and opinion resource for this branch of the sport.

Under raising profile we can point to an upgraded magazine, upgraded website and increased presence at major historic meetings including organized hospitality events.

Raised income has come from an increase in membership flowing on from these and all activities. So it can be shown that in the last four years the Club has performed well under those strategy pillars.

Let's look at the areas one by one.

## Circuit Racing

- We are in demand from promoters because of our good fields.
- Both Nb and Nc numbers are increasing, there is healthy debate continuing as to how the races should be split, and at which tracks.
- The pointscore system and Championships are working well.

## Speed Championship

- Initial feedback said it was a ripper idea and promised involvement, but member interest and participation hasn't been strong.
- The rules are very generous: no high level licence or log book needed, no restrictions on car modification or strict year categories.

- There's still a big trophy to be won every year for those who enter sprints, track days and hillclimbs and send in their results.
- More effort is needed to drive this – or we delete it.

## Rally Championship:

- Successful growth, with a big trophy awarded every year.
- Has spread the HTCAV name among another group of competitors.
- Positions the HTCAV as the national club for pre-73 touring car tarmac rally entrants.
- Has increased membership: 18 members are now on register as rally competitors, at least 12 are new.
- Will be a future source of new members, club activity and influence.

## Social

- Successful growth through a range of activities such as Club runs and Kids Christmas Parties.
- Excellent Club hospitality provided at Historic race meetings.
- Club's first Track Day slated for new February.
- Major awards and Christmas Party night with upgraded venue, entertainment and trophies.

## Services

- Lower than normal attendances at Club meetings.
- Experiment to address this by having bi-monthly meetings failed, changed back to monthly.
- Hard to ask guest speakers if attendances low - more effort needed to drive this
- A successful Club Plate register now up and running for members
- Club clothing and merchandise now selling

## Communication/Promotion

- Successful growth of the Club magazine, well-regarded and a driver for membership and general interest
- Successful growth of the Club website, ditto.

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- More website use by members to be encouraged
- These will be used to attract more income through advertisers in both areas
- New sponsorships to be sought and managed
- More member input welcome here

#### **Finances:**

- Strong and growing, very well managed
- Allows Club to invest in new activities

#### **So, where to from here?**

#### **Sub-committees – how you can help:**

As the Club grows the burden on the Committee members grows in parallel, so forming a team of helpers into subcommittees where most hands on deck are needed looks sensible. At the same time it gets more general members involved and provides a pool from which future Club leaders can be drawn.

This was discussed at Committee level and largest area of need seems to be in the social area.

Andy Clempson is the new Social Sec, and has already hit the ground running with the planning of a Sunday Run which combines the devious plots of the previous Sec, Michael Hibbert, with a series of new cunning stunts and silly things to along the way to a lunch in a good pub. Stay tuned for that, it'll be in October sometime!

Andy is also getting some trophies together for handing out at Club meetings for the winners and class winners at State race meetings.

But it all takes time, if you'd like to help, look at the updated contact details at the front of the mag – he'll need a hand to make it work and it would be a rewarding exercise. Anything involving Hollywood is a feel good exercise...

Organizing the Christmas bash will need a good team, helpers here please?

Michael Hibbert, no longer on the Committee but still working just as hard, has progressed with the Club's first competition event, the Slater Sprint, and a date is more or less confirmed, pencil in Sunday February 12 at the Broadford Circuit. (I had a chance to drive this circuit the other day – what a fantastic track. It swoops, dips, surprises and challenges – we'll all get a great kick out of it!).

Already Michael Holloway, David Floyd, and Gail and Colin Smith from the Sports Sedan Assoc are on board with support also offered from Ian Watt, Matt Jager, Simon Browning, Fast John Luxmore, and Ian 'Smokey' Cromarty. But more will be needed!

Shane Tobin is our new Liaison Officer, taking the Club Trailer to all meetings to wave the flag, hand out material and support Club members. Such is his generosity of spirit that he tore up the refund of his membership we offered for taking on the role! Why not take his lead and see if he ever needs a hand at race meetings?

#### **Promotions**

Firstly, the magazine and website: contrary to popular opinion they don't write and organize themselves and contributions are always needed. Ian Watt is showing the way with a few words, Nick Cascone will be looking at the Club's members and their cars, while you'll see the first of Coxy, the Column in this issue. Naturally, it's piss funny and coincidentally it's also about a member, because that was the first thing that popped in to his head. We're grateful that something did, eh. Ooh!

The website goes from strength to strength. It's been redesigned and will be carrying more information and more links. What it needs is for people to use the forum more so we can establish a vibrant online presence that can attract others to the site and thereby promote the image of the Club, as well as being very useful and a whole lot of fun.

And now to promotions themselves. Over the past couple of years the Club has put a bit of its surplus into things which the Committee felt were beneficial. Painting and signwriting the Vic Fire & Rescue ute, and the purchase and fit out of the Club trailer are two such examples.

This year an opportunity arose and the Committee has decided to take it up – the sponsorship of the Gasolene TV show on Ch 31/Digital 44. With a 70,000 viewership this program closely targets historic touring car racing. For 12 months we will get opening and closing credits, a link on their website – and a complete program dedicated to Group N at the upcoming Winton Festival of Speed. (See separate article.)

For commercial in confidence reasons the exact cost cannot be printed but it is a very good deal and proportionate to promotional outlays over surplus in previous years.

The presenter, Glenn Everitt, is not financially involved with the show but is a huge enthusiast for the class, being a club member and building a Falcon to race with us.

The Club will be taking advantage of this with the provision of handouts and will be cooperatively involved with Gasolene via website and magazine, which in itself will be a useful template to attract other advertisers. As well,

we hope to swell the ranks of Social Members with beneficial join-up deals for the rest of the year, discounts from Coxy's and a free wheel alignment from Essendon Tyrepower...

Ouch, our little club seems to be getting a bit more complex!

A CAMS email recently stated: "The Board approved amendments to the current Historic Commission Policy Statement covering Advertising and Signage to provide it with more flexibility to apply relevant sections of the current FIA Appendix K signage rules to all Groups of historic cars competing in events in prescribed circumstances."

This quietly opens the door for us to put to CAMS that any association between the HTCAV and a sponsor be added to signage on our competing cars, in keeping with their guidelines. Which increases our value as a Club or category and thus potentially increases the money that we could get in sponsorship. Note that we are talking category or race series/championship sponsorship and not 'advertising on cars'.

How does that help members in real terms? We're a Club, not a business and nett funds that we can raise must find their way back to the competitors to allay their costs. That's the deal.

So in view of that, money spent on raising the profile via Gasolene would seem to be a good thing, given the big picture.

#### **Finally!**

Many thanks for their years of service to the outgoing Committee members: Michael Hibbert and Mat Jager, to Dean Bryant for his magnificent, confident Presidency many thanks to Nick Cascone and Andy Clempson for coming on board.

#### **2011 Committee portfolios are:**

- Chris Ralph: President, Editor
- Jervis Ward: Vice President, Magazine production, Webmaster, Membership
- Dean Bryant: Secretary, Pointscore
- David Floyd: Treasurer
- Gordon Cox: Club Plate scheme, mag contributions, naughtiness
- David Twigg: Eligibility
- Russell Pilven: Competition
- Andy Clempson, Social, pointscore, more naughtiness
- Nick Cascone: AHTCA rep, mag contributions

Phew! That's it.

*RalohE*

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

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# Three Races, Three Winners

## Victorian State Circuit Racing Championships - Round 3

Saturday 23 July

Beautiful sunny day more typical of Spring than winter with a little fog to start the day off, however it lifted before nine am luckily so practice could get under way.

In a first for a long time a 15 minute practice session was scheduled prior to qualifying a little later in the morning, most drivers agreed that this was a great idea as last minute changes and bedding in of brakes and tyres could be carried out. All the Group N starters ran except for Sir Les Walmsley who obviously had other things to do.

Qualifying saw all 26 starters on the track at 11.05am ready to set the world on fire but it was short lived after two or three laps as Robert Hare went playing in the sand trap at turn one in his Capri V6, bringing out the yellow flag and slowing down proceedings for a while.

When they got back into it was Fraser Ross in the recently re-built 68 Mustang on pole position with a 1.21.0 ahead of Tony Hubbard in the Camaro followed by Michael Miceli who only did two quick laps and set a 1.22.9, just marginally slower than Hubbard's 1.22.95.

Following the top three were Sir Les Walmsley in the Hey Charger, Leo Tobin in his 68 Mustang, Gary Edwards in the first of the Toranas, Old Bill Trengrove in his Nb Mustang with Andy Williams (Torana) hot on his heels, followed by Andy Clempson (Nb Mustang) and Angelo Taranto (Torana) making up the top ten.

There followed Steve Coad's Torana, Rod (Hot Chicken) Hotchkin in the blue HO, Stephen Pillekers's Torana, Craig Miles' Charger, Karl Wittick's XYGT and Stephen Bell's Torana.

Ahead of Alan McKelvie's Torana was the fastest small car, Club Champ Russell Pilven in the Datsun 1600, the Under 2 litre Nc class being fattened by debutants David Brown in his rally Datsun (while the weapon is being built) and Peter van Summeren in an ex-Black BDA Escort from Queensland, while Peter Owen returned in his BDA.

Also of note, mid decade septuagenarian and famed engineer Brian Beasy brought out the more or less standard Capri to keep Robert Hare company is his similar but much quicker car, returning a couple of years after a shunt.

Travelling well was Helen Lindner in the Cooper S, John Luxmoore's 64 Cortina, which was soon to break a cam follower and Mick Stupka who continues to have a huge amount of satisfaction from wrestling the ancient COD Citroen, a pre-war design that was obsolete when it was built in the mid 50s and had its first career as an Improved Touring Car in the late 60s. Viva la difference!

### Race One (8 Laps)

Fraser Ross & Tony Hubbard blasted off the line when the lights went out leaving all of us gasping, as Leo Tobin stalled in P5 when everybody tried to get around him, luckily they all did and Leo got going and left a trail of tyre



Gripless Tony Hubbard finds out what it's like to be a back-marker. Jim Jones.JPG

smoke off the line. (Obviously very pissed off.)

This was an exciting race with Hubbard and Ross battling it out until the last lap when the young one (Ross) left his braking a little late and went playing in the sand pit at Dandy Rd corner, when trying to catch and pass Hubbard, no mean feat!

Sir Les Walmsley had the Charger cranking hard but finished over 22 seconds behind the well driven Camaro however behind Les was a very close bunch namely Trengrove, Williams, Edwards and Clempson all within four seconds of each other.

The Datsun of Russell Pilven ran well and ended up 14th just behind the Ford Capri of Robert Hare and was the first 4-cylinder

home.

There were several retirees, Miceli with a leaking engine (water and oil) Fast Johnny with a broken Johnson Rod (aptly named because something was broken in the engine but no one was sure what it really was) Steve Coad who broke







Pic courtesy Jim Jones

Peter Owen gets slippery...

a differential on the start line and watched the whole race from behind the Armco opposite the start finish line.

#### Sunday- Let the rains begin Race 2 (6 laps)

Fraser Ross, on normal tyres, was off the back of the grid with Steve Coad. The start saw Hubbard sitting on the line wheel spinning with Sir Les while Andy Williams and Andy Clempson blasted past everyone to be first and second into turn one. Andy Williams ran away to a commanding lead he never lost while the wily Bill Trengrove slowly gathered in Clempson and passed him on lap two to claim second position.

Clempson had a go to try and regain second over the top at the end of the back straight which made for a great sight but eventually Bill retained second.

Gary Edwards then started attacking Clempson but to no avail, Clempson just held out across the finish line. Angelo Taranto was next in fifth place some 15 seconds behind with Rod Hotchkin (Hotchicken) in the big Falcon next followed by Pilven who loved the wet in the

Datto. Leo Tobin, Steve Coad and Fraser Ross had the finish of the race with only 1.2 seconds separating them, very spectacular.

Fraser did very well for the tyres he had on and drove straight in to the pits a wanted to know what are these Dunlops that everyone in front of him were using in the wet.

Meanwhile at the back of the field, David Brown's rally Datsun had been filling up the footwells with water, courtesy of removed mudflaps to save weight.

Last time into Dandenong Rd wet feet slipped on the brake pedal, which were stabbed again in haste and the Datto reverted to



Pic courtesy Jim Jones

...then slips.

off road status in an instant, the same fate having befallen Peter Owen's BDA in Turn One.

#### Race 3 (10 Laps)



Pic courtesy Jim Jones

'Slippery track.' Just in case they hadn't twigged...



Pic courtesy Jim Jones

It's too wet. I'm going back.



Pic courtesy Jim Jones

Fraser Ross drove with the testicular verve of youth.

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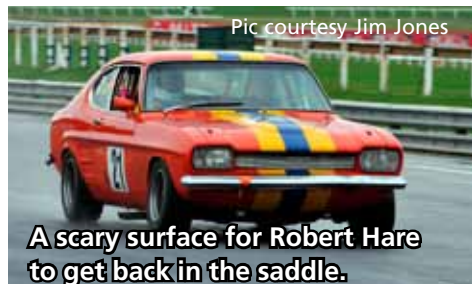
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Pic courtesy Jim Jones

**Little cars really do look little sometimes...**



Pic courtesy Jim Jones

**A scary surface for Robert Hare to get back in the saddle.**

No nightclubbing for Fraser this week as he personally bought some Dunlops for this race and what a difference it made. His lap times dropped from 1.39.6 in the wet to 1.30.5 and he had never driven on them before.

Not only that he was able to streak ahead of rainmaster Williams, whose Torana blew a headlight in consternation. Andy held on grimly to eventually finish three seconds adrift at the flag. Ten seconds adrift came a clutch

of cars headed by The Old Bill who sneaked home ahead of Gary Edwards, Horchicken, Hollywood, Leo Tobin, Steve Coad and Angelo Taranto.

Behind them had raged a race long battle between Craig Miles in the Charger and Puss Pilven in the Datsun 1600, the smaller car better in the corners and the larger finding enough grip for the straight. Sandown being mostly straights, Craig came home half a second ahead.

Tony Hubbard, who had dug out some old wets from the trailer and wasn't as hamstrung as in the morning race, but still not exactly happy, finished next, ahead of a most amusing trio.

Now fully into it, David Brown in the Datsun had caught the battle between Sir Les in the Charger and Peter van Summeren in the BDA and the three of them splashed around happily together, with David just managing to pip the others at the line.

Alan McKelvie's Torana and Karl Wittick's XY GT managed to stay on track to follow them home, ahead of Helen Lindner's Mini, Robert Hare's Capri, Mick Stupka bravely hanging on to the massively understeering Citroen, and Peter Owen's BDA. Stephen Bell's Torana had looped itself early on at Turn 1 and remained bogged until the end.

#### **How are the points looking now?**

After four rounds the Ton-Up club comprises:

Andy Clempson	Nb Mustang	136
Leo Tobin	Nc Mustang	132
Helen Lindner	Nb Mini	122
Gary Edwards	Nc Torana	119
Steve Coad	Nc Torana	117
Russell Pilven	Nc Datsun	113
Les Walmsley	Nc Charger	103

A great battle is developing!

**Bob Lorich and Chris Ralph**



Pic courtesy Chris Ralph

**David Brown's rally Datto reverted to type in Race 2.**



Pic courtesy Chris Ralph

**Sunday morning Mustang madness. Big bollocks Billy bullies through.**



Pic courtesy Jim Jones

**Andrew Williams starred on Sunday morning.**



# WA Historics

**One of the biggest home grown Group N fields yet seen in the West again provided the back bone of the racing classes in the third annual All Historic meeting at Barbagallo. This year the grid would be split into Nb and Nc and then combined for the Trevor Young Memorial and the Supercheap Auto Trophy which both featured the crowd pleasing split grid/handicap start arrangement.**

## Nb

Pole winner Bill Meeke (Falcon Sprint) jumped to an early lead with Cono Onofaro (Mini) making a great start to briefly hold second before Frank Viscovich (Mustang) blasted past. Gerry Emmelhainz (Cortina) spun at Chill "man up" Corner, an ironically named part of the track when it is in front of McCracken House, a place where there



has surely been plenty of "man down" action after one too many post race refreshments. A puff of smoke from the magnificent ex Hopwood Impala of Don Behets signalled a suspected broken crank and brought out the Safety Car. The race ended under yellow flag conditions with Meeke winning from Viscovich, Onofaro, Peter Taplin (Mini), Gary Francis (EH), Scott Bennett (Mini), Stephen Smith (Cortina), Lance Stannard



(Mini), Mike Kosieradzki (Mini) and Brian Francis (EH) rounding out the top ten.

Race two saw Meeke and Viscovich having a great dice for the lead in the early stages before the Sprint broke free to take the win in front of its fellow 289 Windsor powered sibling. Onofaro was a clear third followed by Gary Francis who narrowly held out a hard charging Taplin. The Minis of Stannard (loose wheel) and Kosieradzki (rocker) both failed to finish while fellow Brick pilot Scott Bennett did not start

having busted a valve spring and blown a head gasket earlier in the day. Smith posted another top ten finish despite losing heaps of ground in the big climb up out of Kolb thanks to an old engine nearing the end of its useful life.

## Nc

All hell broke loose behind early leader Greg Barr (David Ward Falcon) and pole man Ron Moller (Camaro) on the exit of turn one for the first time after Pete McLeans Torana holed a block and spun on its own oil. The massive smoke cloud left Gordon Satchell (BDA Escort) completely blinded, resulting in the little Ford bending its nose on the previously immaculate Holden. John Bondi (Monaro) ended up in the sand trap after taking avoiding action and brought out the Safety Car, which had some competitors wondering after the race why the field was not given a full restart. Moller grabbed the lead after the exit of the Safety Car as the Toranas of Stuart Young and Mark Jewell engaged in a great dice, as did Jamie Buszan (RX-2) and Joe Tassone (Pacer). Shayne Farley retired his Capri for the weekend while Moller went



on to win from Barr and Young with Jewell close behind followed by the fantastic HK Monaro of Ric Tarr. Buszan was next then Tassone, Will Colton (Twin Cam Escort), Martin Dennis (Datsun 1600) and Leo Grida (XW) in tenth.

Moller was untroubled in taking the win in race two with Buszan second and Bondi third. Garry Edwards (BMW 2002) just held out Colton after an entertaining battle for seventh while Jewell (flat spotted tyre) and Young (clutch) did not finish after another big dice.

## Trevor Young Memorial and Supercheap Auto Trophy

Both classes combined with the field split in two, the second group starting a short time after the first. The Trevor Young Memorial event (honouring the founder of Biant Model Cars) saw Brian Francis make the most of his time at the front, holding the lead and continuing to run strongly behind Onofaro after the Mini

driver moved into the lead. Barr and Bondi were both early casualties with alternator and master cylinder dramas respectively. Chris Chang (Alfa) showed good speed until



relinquishing third after a spin at turn two as a big dice erupted between Dennis and Colton with the recovering Chang joining in until he looped the GTV again within



sight of the flag. Moller overcame some mid race gearbox hassles to win from Meeke and Onofaro. Further back Taplin just beat home the stunning Camaro of Greg Freeman who continued his transition from the Speedway ranks.

After sharing his car with Anthony List in earlier events, Garry Edwards was back in the seat for the Supercheap Auto Trophy and pulled out a big lead. Brian Francis went out early with a suspected head gasket as John Harwood (Mk. II Cortina) found a way past Smiths earlier version. Tarr continued his upward climb as the Datsuns of Dennis and Bill Schipper had a great inter-marque scrap, as did the Cortinas of Emmelhainz and Ted Kelley. Edwards peddled hard but was caught on the very last lap by Moller who took the win in an exciting finish with Meeke third and Jewell not far behind in fourth followed by Tarr who just caught Chang on the line.

## Darren Knight



# Browning the Trousers in the Alps

**In which your Preseditor admits to being very scared indeed.**

It's this rallying thing you see, a motorsport bucket list job while I still have a small degree of nerve and can justify the expense from a standpoint of no more income and diminishing reserves.

I quickly discovered that the small degree of nerve was smaller than I thought when I sat next to the sublimely skilled Paul Batten as he tested my Ford Capri Perana rally car on the Jamieson to Eildon road, an actual rally stage of Targa High Country.

I've sat next to name heroes on the racetrack and been impressed. Here comes the corner and see how he drives round it. Yeah, very good work, well done, quicker than me, etc.

Sitting next to Paul was something else. He drove the Perana as though it was on dirt, it was never straight and he was always in control. He was enjoying himself hugely. 5.7 litres, 1200 kgs, old bald knackered tyres, 6 degrees.

Never a good passenger, his elderly cohort has a rush of conflicting thoughts and emotions, all at once.

- shit this thing goes
- how can I ever hope to drive it like this?

- jeez that's a washaway gutter on the left
- and those are trees and a big drop on the left
- how can navigators ever navigate? They're mad.
- I am a total wuss and pooping myself
- but if I drive it straight we could be rather quick
- this man is on another freaking level
- this is my bloody car
- and I'm bloody in it
- and actually, Paul, I'd rather not be. Barf.

Paul Batten is Pro Drive engineer of the highest order. Truly 'The Man with Golden Bum', he can sort a car just with a quick drive and a poke around underneath. His drives in the PV544 Volvo are legendary. Brian Dermott has oft told of his derring-do with father Mike on these pages but if you want to watch, type in 'Paul Batten Volvo Targa' into search or go straight

there with this <http://www.youtube.com/watch?v=Z45H42khjrl>

The Perana is back in Dead Horse Lane (yep!) with the list of recommendations being carried out by the excellent Andrew and Gus of Mansfield Motorsport. Add new brake pads, a set of tyres, a topline navigator (the tremendously experienced Jeremy Browne) and a bike pump for the bollocks and we're fettled for the Big Adelaide Adventure...

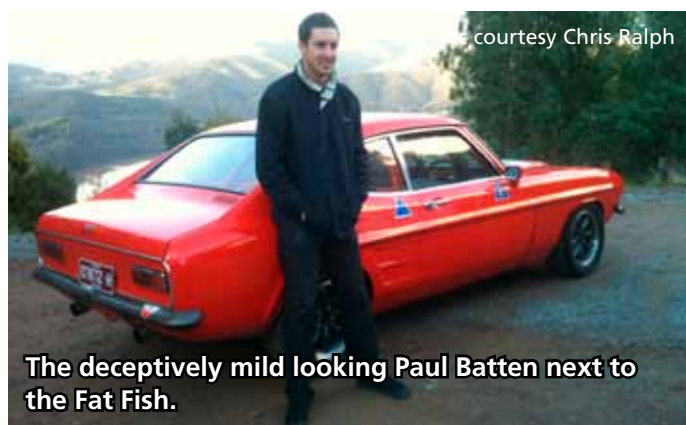
I'll be driving straight, square, not breaking traction, wimping out where necessary and hoping to be there at the finish.

*RalphE*



Pic courtesy Chris Ralph

Frozen folk smell hot car.



courtesy Chris Ralph

The deceptively mild looking Paul Batten next to the Fat Fish.



Pic courtesy Chris Ralph

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# Small Torque

## What Ted & Margaret did 50 years ago

They signed the register as Mr & Mrs Brewster! Their wedding anniversary is August 19, so if you see them beforehand (like at WFOS) make sure you congratulate Ted and give Margaret a squeeze...

## You can enter late for WFOS

Sorry you missed the entry deadline for Winton Historic Festival of Speed? The official deadline has passed but late entries will be accepted, up to the beginning of the meeting, you just won't be listed in the program. So, if you'd like to be in the big 20-lapper, hop on the club website for entry details and go for it. You could be on the telly, mate!

## Gentleman Jim's in

Jim Richards has become a member! Welcome on board Jim, hope you can stand all the silliness and we promise not to bug you too much when you come to a meeting.

And we'll let you win the raffle. No we won't

## Beefy new raffle!

Raffle tickets at the monthly meetings from here on will be a dollar. What's worse is the winner has to stand up and say something. What's better is the winning raffle ticket gets you half the pot, Club gets the other half. Then you can buy half a pot at the bar...

That's on alternate nights, the other being able to have your pick of some excellent historic car illustrations by Fredd Briggs that the Club has purchased... gotta be there to be in it!

## Oh, another blonde joke

A blonde decided to hire herself out as a handyman-type in a wealthy neighborhood. At the first house she asked the owner if he had any jobs to do. "Well, you can paint my porch. How much will you charge?" The

blonde said, "How about \$50?" The man agreed and told her the paint and ladders were in the garage. A short time later, she came to the door to collect her money. "You're finished already?" he asked. "Yes," the blonde answered, "and I had paint left over, so I gave it two coats." Impressed, the man reached in his pocket for the \$50. "And by the way," she added, "that's not a Porch, it's a Ferrari."

## Old farts beware

In a urinal the other day. Chap beside me broke wind magnificently. A proper trumpeting. Seizing upon Paul Trevethan's old line I said: "Bit more choke, mate, that would've started." Fellow looked at me strangely. And then it dawned on me. He was from the fuel injection generation. Unlike his flatulence, my remark has not resonated with him at all. Memo: say nothing in dunnies. Not even to old blokes.

# Getting into bed with Gasolene

Late last month the Club was approached by Glenn Everitt, the presenter of the Gasolene TV show on Channel 31/Digital 44.

Glenn is a member and is building a race XY Falcon, the subject of a series of clips on the show as a 'build series'. He knows that the Club is not flush with funds but being a member he pushed for a beneficial deal (he has no financial interest in the show), which the Club accepted.

## This is what the money will buy us:

- One full feature episode dedicated to our Group N races at the Winton Festival of Speed (there's still time to enter if you're getting excited). This will be a minimum 80% of a 24 minute episode, as they like to include a small tech tip. Group Nc and Nb cars and drivers will be featured.
- Over one season, comprising 13 episodes, the HTCAV logo will be shown on a billboard
- Logo & references going into and out of the 13 episodes
- Link to HTCAV website via Gasolene website.

You can have a look at [www.gasolene.tv](http://www.gasolene.tv). The continuing 'Project Warhorse' episodes will re-affirm the link between the program and the Club through the build and its first track shakedowns and events.



The Club will be taking advantage to promote membership and involvement with for new members coming on board this way.

Gasolene is screened on 9pm Thursdays in Melbourne, Channel 31/Digital 44.

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# Coxy, The Column



**Never mind the Woman's Day, weekly, monthly? No Idea, Who, Who? Not you, ya flat faced bitch! (The old owl joke). All trashy magazines with celebrity interviews, beware...**

Here's something that makes them look like the New Testament! Looking through the eye of the Cox!

In an attempt to add some texture to the mag, nothing nutty of course, I have taken it upon myself to dig up the dirt on some of our well known and not so well known Historic Touring car members. I'm sure we can find some real filth and some truths about some of these scallywags so keep an eye on this column in coming editions.

First cab off the rank was an impromptu chat with none other than Fast Johnny Luxmore at a wet and slimy (just the way he likes 'em) Sandown on the weekend.

I discovered that on the 6th of June 1940 Mrs Luxmore was a-groanin' and a-gruntin' somewhere in Moreland as she gave birth to a bouncing baby named Fast Johnny!

Dunkirk captured and 40,000 prisoners were taken. The Battle of the Somme starts. What a significant day in history.

Little Johnny grew up in and around Preston, that's on the other side of the

river for youse toffs! He attended Bell State School, and was often in trouble for lifting skirts. A trait that has stayed with him for his seventy odd years.

He then went on to learn something at the famed Preston Institute of Technology or P.I.T. for short. I know others that attended the Swan Hill Institute.

Little Johnny had a part time job after school. Not delivering papers or packing boxes at Nancarrow's supermarket. As he describes it, he was shunting pigs to Huttons Hams in Preston. His mate young Stevie was sacked for trying to shag instead of shunt the sheep! Bloody Kiwis!

Fast Johnny completed his education and gained an apprenticeship as a Dental Technician. A career that spanned some 28 years, and in that time I'm sure he had come across some magnificent teeth! A trait that has stayed with him for his seventy odd years.

I asked about his first car, a 1927 Capital Chev. On a trip to Wonthaggi with a couple of mates the wooden spoked wheels were way out of balance so the old Chev shook like shit. "We parked it in the surf for a couple of hours until the spokes swelled up and it rode like a Rolls Royce on the trip home".

Big mistake asking Fast about his teenage memories. Three girls, one after the other behind the tee trees at the back of the boat shed at Rosebud. I could elaborate, however I don't think I should.

As a youngster, FJ's sister was the Matron at Prince Henry's Hospital, and would often bring home a young nurse to meet her eligible brother John. He would have them take his blood pressure and things progressed from there. Viagra wasn't invented then so FJ had to rely on mains pressure to get the job done.

Enough sex talk FJ! Let's get onto your racing career!

His first racing car was a 1951 FX (yes they called them FX back then) and he competed in many races and hill climbs at Templestowe, Rob Roy, Hume Weir and Tarawingee. He had much success and collected lots of tin ware over the years.

He bought a brand new 1965 Cortina GT from Melford Motors for the sum of twelve hundred and ninety pounds. A car that served as family transport until replaced by an XY Falcon. As we all know, his love for the Cortina GT is still strong. Would you race something else Fast? Never! A BMW M5 would be fast Johnny's ultimate road car.

As well as an accomplished car racer, Luxy spent many years racing yachts! In an Australian designed and built five metre catamaran called a Mosquito, Captain Luxmore won many state titles. Until one day when it was impaled by some jerk in a Hobie Cat (funny names they give to boats)

Like Gilligan, he made it to shore after limping five nautical miles with one pontoon under water. Where was the Professor when he needed him? Anyway back on the beach, Fast met up with some dame called Ginger and you can guess the rest.

On another occasion, whilst secretly testing in Port Phillip Bay, Fast and his crew were fired upon by pirates at the Point Cook rifle range! The jib was converted to Swiss cheese! If only Fast had listened to his dear old mum when she said "If the wind changes, you'll stay like that! Gotta watch those wind changes!"

I and a couple of strangers in the truck at Sandown were very lucky indeed to hear some stories from FJ. Luxmore. I can't remember a race meeting without him and I look forward to many many more!

**Coxy**

## Driving in heavy rain

Not that you can take stuff you find on the Internet as gospel, but this seems to make sense and I'm grateful to the future Mrs Bryant and Deano for sending the original email through.

Good vision in a downpour:

If you've turned your wipers on high, yet the visibility in front of the windshield is still bad try putting your sunglasses on,

especially if they're polarized.

It's said that while you still see the drops on the windshield, the sheet of falling rain may not appear as impenetrable as before... Try it and let us know if it works.

Cut the cruise:

Might seem like commonsense but in case in never crossed your mind, here's

another tip – don't drive with you're your cruise control on in heavy rain or if the surface is icy. There's always a chance of aquaplaning when you least expect it... aaargh!

Of course, drive a classic on the road and the issue never arises...

**The Future Mrs Dean Bryant**



# 2011 Race Championship Pointscore

Driver	Rd 1	Rd 2	Rd 3	Rd 4	Total
<b>NC Over 5000</b>					
Tony Hubbard	3		37	36	76
Rod Hotchkin	31		28	37	96
Karl Wittick		31		27	58
Michael Miceli			12	3	15

## Nc 3500-5000

Rob Burns	3				3
John Mann	37				37
Fraser Ross	40	33		26	99
Leo Tobin	33	32	32	35	132
Les Walmsley	35		40	29	104
Michael Bugelly	15				15
Stuart Barnes	13		15		28
Craig Miles	7	19		25	51
Michael Hibbert			37		37
Peter Burchell			22		22

## Nc 3001-3500

Andrew Williams	32			45	77
Angelo Taranto	25	34		31	90
Steve Coad	37	26	33	21	117
Doug Growcott	35				35
Lawrie Nelson	9				9
Alan McKelvie	25	19	11	23	78
Tim Fettel	9				9
Stephen Pillekers		28	3	3	34
Gary Edwards		39	40	40	119

Driver	Rd 1	Rd 2	Rd 3	Rd 4	Total
<b>Nc 2001-3000</b>					
Ian Watt	27				27
Ben Read	34				34
Brendon Hare			31		31
Ant Read			14		14
Robert Hare				34	34
Brian Beasy				11	11

## Nc 1501-2000

Mark Schatz	29				29
Russell Pilven	40		37	36	113
Peter Owen	3			29	32
Chris Ralph	31				31
David Noakes			21		21
Justin Brown			26		26
David Brown				19	19

## NB COD

Michael Stupka	31			62	62
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## NB Over 3000

Andrew Cannon	21				21
Bill Trengrove	38			34	72
Andy Clempson	41	33	35	27	136
David Moran			28	35	63
Grant Bingley	26				26
John Clarke	20		23		43
John Harrison			22		22

Driver	Rd 1	Rd 2	Rd 3	Rd 4	Tot
<b>Nb 2601-3000</b>					
John Bourke			27		27
Phil Shepherd			34		34

## NB 2001-2600

Eddie Dobbs	31				31
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## Nb 1301-1600

Nick Cascone	37		34		71
John Luxmoore	17			4	17
Paul Watson	30				30
Simon Browning		31			31
John Bendell			27		27

## Nb 1001-1300cc

Anthony Ramadge	43		39		71
Ted Brewster	23		27		50
Helen Lindner	29	31	31	31	122
Ian Pringle	18		3		21
Peter Melick	25		46		71
James Holloway	11				11
Len Read			3		3
John Eeles			23		23

## Under 1000cc

Michael Stupka			29		29
Jerry Lenstra	31		24		55

Any Questions re pointscore: please contact Dean Bryant on 0417 012 526 or [pointscore@htcav.com.au](mailto:pointscore@htcav.com.au)

## Pointscore Rules 2011

- Only HTCav financial competition members are included in the pointscore.
- Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
- The Competition Calendar shows which events are eligible for points for a year.
- Only HTCav financial competition members are included as starters in eligible Victorian events.
- Three points are allocated for participating (signing on) at an event.
- One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
- In a handicap race eight points will be allocated to each and every finisher of that race
- Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
- Championship Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event. Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
- At interstate events all class cars are counted as starters - not just HTCav members.
- It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCav pointscore no later than November 15 of that year. Interstate events will be scored using the HTCav pointscore system.
- If a car commences qualifying, it is counted as a starter in all races wether it actually starts them or not.
- If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
- Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
- If members change classes their points stay within each class but can be added for Total Points.
- Members may race as many classes as they like at an event, but can score points in only one nominated class.  
  
This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
- Other race series such as the VSRS and VSCRC use different methods to score their series. This does not affect the HTCav's pointscore system.
- Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
- In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
- Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

### Points Allocation - Per Race

No. of Starters	1st	2nd	3rd	4th	5th	6th
6+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

### Classes

NB	Over 4500	NC	Over 5100
NB	3000 - 4500	NC	3501 - 5100
NB	2601 - 3000	NC	3001 - 3500
NB	2001 - 2600	NC	2001 - 3000
NB	1601 - 2000	NC	1501 - 2000
NB	1301 - 1600	NC	1101 - 1500
NB	1001 - 1300	NC	Up to 1100
NB	Up to 1000		

# The Grand Targa Tour

Pics courtesy Tim @ Perfect Prints

**Retired from competition but still want to have a decent fang over a few days in your classic touring or sports car and dining with friends every night? The original GT –the Grand Tour may well be your answer. Brian Dermott takes up the tale.**

The Ford Cortina, in the 60s, was a popular family car well known for its roomy interior and conservative image. But in the spring of 1963 it sported a GT badge to mark its 1500 cc motor and lowered suspension; suddenly here was a car imbued with the spirit and ambition of the GT - the Grand Tour.

The idea of the Grand Tour was adopted by keen motorists with a historical eye to the continental travels of the young and wealthy from the 17th Century. Thus pre-war roads started to replace galleries and museums as the place where culture could be found and experienced. Motoring developed its own unpredictable, exciting and adventurous history, with its own legends and artists and

its own kind of Grand Tour.

The Bentley Boys were early heroes of the motoring Grand Tour. In 1930, while at dinner in Cannes, Woolf Barnato bet 100 pounds that in his Bentley Speed Six he could be at his club in London before the Blue Train reached Calais.

The next day, as the Blue Train steamed out of Cannes station at 17.45 hrs, Barnato, with one of his friends as relief driver, set off in the mighty Bentley. From Lyons onwards they had to battle against heavy rain. At 4:20h, in Auxerre, they lost time searching for a refuelling rendezvous. Through central France they hit fog, then shortly after Paris they had a burst tyre, requiring the use of their one and only spare.

And yet, racing non-stop through the night along the bumpy 1930s roads, they reached the coast at 10:30h, sailed over to England and were neatly parked outside The Conservative Club in London, by 15:20h - four minutes before the Blue Train reached Calais. The actual car still exists and

must have been a pretty awesome presence bellowing through the night across France on the gravel roads of the period.

In Australia too you can take a motor sport Grand Tour to experience the culture of the places where stuff happened. Many have taken trips to Bathurst or the Australian Grand Prix track in Adelaide to see and feel where history was made.

Unless you've driven up it, you have no idea how steep is the road up Mt Panorama or how blind McPhillamy Park or how narrow the Dipper. For much of the year, Bathurst is a country road past a winery and the fact that it's a 60 limit is no real problem - that seems about the right speed for 'going across the top', even though a time under 2 mins 50 secs mins means you have to exceed 160 kph many times on that bit of road.

Just stop-starting around the traffic infested roads of the old AGP circuit in Adelaide the ghosts of Prost and Mansell and the turbo age F1 cars echo from the glass and stone canyons. Sitting in a traffic jam



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in the middle of 'Banana Bend' is not very evocative of a scary place taken flat out in a howling pack of mad pack of boggle eyed racers.

A lot of classic touring car history has been made on the testing roads of Tasmania or around the Adelaide Hills. But what makes the experience of the tour offered by Octagon around the Targa events so rare and special is that you run over the same closed roads in the same weather on the same day just before the competition happens.

You can use all the road, whizz through junctions without seeing any traffic but not have any competition pressure. It's an amazing feeling to be not competing in a competition - all the thrills with none of the spills. Much of the glory with none of the pressures.

During this year's Targa Tasmania in Strahan, arriving in the cold West Coast drizzle after a fiendishly testing Targa day at in the LMS Torana, your reporter was

knackered. So was almost everyone else - after parking the car in the wet parc ferme competitors, everyone slunk off to find a bed and shower and recover the strength to hunt down something to eat in the overcrowded pub. Many had to wait until very late, by when anything decent had already been eaten and the service crew had long since headed off for Queenstown.

But on one side of the parking area, on a warm and cossetting Strahan Village cottage terrace, was a happy and sunny group of revellers. Laughter filled the grey damp gloom and the pop of corks could be heard. It was all the folk from the Tour inspired by the redoubtable Rowan Sproule, who was very keen to recount what a FANTASTIC day he had had as leader of a tour group.

All his tour group were there and they had great stories to tell; the blokes were getting lubricated ready for the great dinner party they had organised at a pre arranged table at Franklin Manor, while the ladies spruced up. There were Ferraris and Lancias

and Aston Martins and old Aussie muscle cars and shiny Mustangs and some great enthusiasts in the group.

After the rigours of the day, this seemed a good option for the evening. But no, there was not a spare seat for dinner. You are a dreary, dirty, smelly competitor person and Not With Us.

This rejection - plus seeing all those Tour people flushed and happy at the gala Dinner - reminded us that the only way you can legally enjoy driving your sporting car briskly on closed country roads without a crash helmet is as part of the Targa Tour. Without a crash helmet also means without stress and without disaster anxiety.

Is this the modern day equivalent of the motoring Grand Tour translated into Australian? Maybe - there is certainly no lack of pre-73 touring car memories on the Targa roads.

In response to huge demand, Octagon has decided to provide touring events at all four of their Targa events in 2011/12 - and

#### Tasmanians lead HTCAV Championship

The top five places in this year's HTCAV Tarmac Rally Championship are very close after two rounds:

2011 HTCAV RALLY CHAMPIONSHIP After 2 Rounds				29-30 Jan TARGA WREST POINT	5-11 May TARGA TASMANIA	TOTAL
1	Kent - Kent	1965 Ford Mustang	3MSF	13,293	59,915	73,208
2	Freestone - Freestone	1948 Holden 215	2MSF	0	65,646	65,646
3	Kent - Krawczyk	1971 Ford Falcon GT	3LMSH	11,816	52,100	63,916
4	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	0	63,041	63,041
5	Batten - Batten	1961 Volvo PV544	2MSE	0	55,226	55,226



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if at least three HTCAV members enter, significant discounts are available.

The Targa Tasmania Tour follows the same course as the competitive sections, driving ahead of the field over the closed road stages at normal road speed led by a course vehicle, usually driven by a retired competitor or official who knows the roads and their stories - every Targa road has so many stories to tell.

You get the racer's eye view of some of the greatest driving roads in the world. If your classic tourer has earned a 50th birthday present, give it a trip down these roads.

From the drivers seat, you can look down the barrel going over the top of Cethana, where a few minutes later the competitors will be 'threading the needle' at 250 kph under the wires of the long 9 right. And you'll experience the daunting crests on Riana where even classics get big air flat out in top. And nail that wonderful series of flowing apex on the main road to Rosebery.

In Adelaide, you can feel what it's like coming down the Gorge Road using both sides of the road, cresting Mt Lofty or driving past the crowds watching from the end of their driveways on Coromandel.

As we all know, some roads are just extra sensational in a classic car, and in the High Country, you can experience one of the greatest as you slalom up the hill out of Whitfield onto the Whitlands plateau. Or let the torque in top heave you up the Big River climb on the newly sealed Eildon road. Using all the road. With time to take in the views.

At the end of the day, you can party or cruise, mix with the competitors and showcase your classic at the vehicle expos where a crowd of surprisingly knowledgeable people will want to talk about your car. And when it's all over, attend the event's gala social functions.

The Tour is a good way for anyone who fancies having a go at Targa one day, to get up close with the event, feel the roads, the camaraderie, the sense of challenge and achievement. And answer the question: "how would I go at this?"

Tour cars are not required to have roll over protection systems but need fire extinguishers and safety triangles. Participants must hold a CAMS Level Two Speed Licence and the car needs a CAMS Log Book. You get the same Road Books as the competition cars so the crew member in the left hand seat needs to learn how to read the Tulip diagrams to find the special stages.

Somewhere near here will be a panel of info on the events. As you've probably gathered, Tattle wants to commend these events to HTCAV members as a great way to enjoy your old car on the social fringes of these great events. The best way is to round up a group of like thinking racers and enter your road cars.

You'll have much more fun than the competitors

### **Targa High Country Accommodation**

Accommodation is going to be

harder this year with the Arlberg shut for renovations and the Whit all booked out.

The legends at High Country reservations are sorting the HTCAV out our own ski lodge complete with chef and there will be 20 rooms available - of which eight are already taken.

If you want to be in this group, let me have your needs fast - this is more important than entering !

Where and when and an HTCAV deal:

Classic Targa Adelaide 14th - 17th September 2011 (loops around Adelaide)

Targa High Country 4th - 6th November 2011 (based on Mt Buller, loops around Mansfield)

Targa Wreast Point 28th - 29th January 2012 (based in Hobart, runs down the Huon Valley)

Targa Tasmania 17th - 20th April 2012 (Launceston, Strahan and Hobart )

The cost of entry

For the touring section of the Superloc Classic Targa Adelaide is \$3,590; however, if at least 3 cars belonging to HTCAV enter, then the entry can be reduced to \$2,990, saving \$600 or 17%.

The entry fee for Targa High Country is \$1,790 or with 3 entries that can be reduced to \$1,390 or 22%.

The entry fee pays for everything you'll need for the event, which is a long list including souvenir event door panels and the all important road books.

OK I'm interested - what next?

So we can arrange the deal with the organisers, best to contact Brian Dermott to discuss your interest first on [briandermott@bigpond.com](mailto:briandermott@bigpond.com).

**Brian**





# Wattage



**I had the opportunity to watch the Group N race at Sandown, Sunday PM race. Four Nb cars entered the meeting, two were running on Sunday – a most impressive drive by Helen.**

But for me what was truly worth seeing and observing was Mick's Citroen. Sure the V8s and Ncs were way ahead and great to watch and hear, and some very good wet weather driving was on display.

Watching Mick go over the top "rear straight", you just realise he may not be doing 220+ km/hr, probably a tad under 160 but all the same that is mighty fast for such an old (but sophisticated) car, and certainly fearless in the wet with a machine prone to 'bum imploding' understeer.

But the real highlight was Mick coming down the front straight with no other car and from where we're sitting in the grandstand you could just listen to the car. The characteristic whine of the in-front transmission as he approaches, and the absolutely glorious exhaust sound as he went by. Mick has that engine running an absolute treat. There weren't many people

in the grandstand, but I heard those near me pass very favourable and informed comments about the car. They were all hugely impressed I assure you.

Oh! And as for the race, very well driven by all in what was a pretty tough weekend.

Now for my real motive behind this letter.

I think Nick's comments at the last meeting about State race meetings not being much fun if you have less than 300 HP are worth some real consideration. Sure they are good value, great experience, essential to our club, and invaluable for anyone with an eye on any class winnings in any year.

However maybe it's time some of us with 20 years plus racing with the club, ie those from Appendix J days, had dinner one night to discuss ideas about how to bring back the 'Appendix J era cars' under some appropriate regime.

The club has done a great job of recent years re members, Group Nc predominantly, the sprint series, the Rally involvement.

But now, maybe we need a less than 300 HP race series. Maybe the two Wintons (May & Festival) plus Broadford becomes such a category. I'm quite willing to assist with some surveying etc to get some real evidence of what might work.

I'm sure there are still some Simcas, Cortinas, Austin A40s A30s, Anglias, Morris Minors, more Minis, Peugeots, Zephyrs, even Valiants, Jags, and the numerous existing EHs that should get a run, even a Prince would add to the overall interest.

I'm beginning to think the club is becoming a victim of its own success in terms of Group Nb and certainly Na.

The racing has become extremely professional, requiring considerable race experience to complete, and heavily developed cars to stay anywhere in the hunt.

We need I believe a Div 1, Div 2 concept, with Div 1 even mentoring Div2. As a guide, one should be able to develop a Div 2 car for less than \$15k. And not break it too often. And maybe some events are one day only. It can be done without accommodation at Benalla. Just some ideas to seed the think tank!

*Ian Watt*



# 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.

### Booran Holden Cheltenham

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

### Booran Holden Dandenong

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### Booran Holden Caulfield:

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Phone: (03) 9571 9313  
Fax: (03) 9571 7860

### Cranbourne Holden

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www.booranhholden.com.au  
www.booraneuro.com.au  
www.cranbourneholden.com.au

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

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

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



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

## The Ad game

At the last Committee meeting we had a review of the ad situation in the magazine.

### Classifieds:

They've been creeping up in both size and number and now take up around 20 per cent of the magazine.

We love the ads and so do the readers. We'd like to think that many of the happy endings uniting new owners with new cars came about through these pages.

But as much as we all want to bang on about how fantastic our cars are, some of the loving descriptions are simply

vampirish the total space available.

So we have decided that ads will run for a few months and then will be transferred to the website.

We will run a list in the mag of recently appearing ads with a short description, price, contact details etc with a re-direction to the website where the full gushing descriptions of your now unwanted darlings can be found.

### Display

With more than 250 printed magazines and more than 200 online hits per month, the magazine is a pretty hot property

Yet still the rates remain absurdly low, probably because many Club members advertise and we can't bring ourselves to charge them commercial rates.

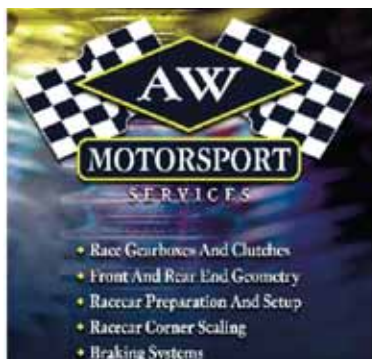
So potential advertisers, please take advantage of our sooky business practices and sign up now!

### Ad rates

Full page, inside rear & rear page..	\$600.00
Half page .....	\$350.00
Quarter page .....	\$200.00
Sixth page .....	\$150.00
Business card size .....	\$75.00

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**Call Andrew on 0416 221 953**





# Torquing 'em up - Classifieds are free!

## Moran Sale

03 9570 3953, 0438 655 114 or  
djmglobal2@optusnet.com.au

**1973 LJ Torana XU1:** Full bare metal resto end 2010. Salamanca Red, Black trim with Hounds Tooth cloth inserts. All new chrome and rubbers and new trim. JP engine (non matching number) just rebuilt with triple Webers. Have original factory triple Stromberg carbies, manifold & linkages. New clutch, LSD, globe wheels and tyres. \$56,000

**1976 LX Torana 5.0 lt. SS Hatch:** Full bare metal resto end 2009. Glacia White and black paint. New trim, chrome and rubbers. Rebuilt 5.0lt, 394 bhp, Tremec TKO 5 speed, 10 bolt LSD, 4 wheel discs. 120 lt alloy drop tank. 10" Simmons rear, 9" front. \$65,000

**1968 HK 327 Monaro:** Warwick Yellow with black trim. Rebuilt 400 hp 350 motor, rebuilt Saginaw gearbox. Original matching number engine included with car. Fitted with 15 inch performance (Minilite) wheels and new tyres.

Full resto done 14 years ago but trim is new. P.O.A.

## 1988 Walkinshaw Commodore Build # 306:

500+ bhp, 355 Neil Burns stroker, all the best bits including programmable Motec ECU + brand new Porsche 930 Turbo Injectors. Ferrari F40 Brembo brakes (rotors & calipers). Fully prepared Tarmac car: 5 Targa events in NZ, 5 podium finishes. Multiple trophy winner. Accident free, complete original interior preserved in plastic. 10 point bolt-in cage for easy conversion back to road use. 12x17" wheels, 6x18" with new Dunlop Tarmac rally tyres. Plus 8x18" new wheels still in boxes. Fully adjustable suspension platforms, adjustable/rose joint camber, castor and panhard rod. Complete spare suspension set up built to same specs also available plus sequential fuel injected spare engine. \$80,000 - \$90,000 depending on spares package.

**1965 Mustang Group Nb Race Car:** Fresh engine with quad Webers and fresh Ken

Zinner gearbox. 12 wheels with 8 brand new Bridgestone tyres and 4 Dunlop wets. Spare Ken Zinner toploader and 3.9 diff ratio. Other spares include correctly tuned and jetted 750 Holley on Edlebrock manifold, new front discs and 2 sets of pads. \$70,000

2004 Tilt Trailer with electric winch: Complete overhaul before Christmas, new axles, hangers/couplings, brakes, commercial tyres. \$5,500 ono

**1988 VL Commodore Rally Car:** Fully prepared 3.0 lt/5speed, 14 point welded roll cage. CAMS Log Booked. Fully seam welded, Bilstein suspension, many spares. New Sparco seats. Terraphone, Terratrip. Plus spare drivable 3.0 lt/5speed sedan, Bilstein suspension and 6 spare alloy wheels & tyres. \$14,500

**Factory near Moorabbin Airport:** 200m2, 36m2 upstairs air con lounge, 16m2 storage above toilets. 6 m high walls, full height pallet racking across back wall. Floors just freshly painted. No GST payable as this is privately owned. \$295,000

## Editorial BM for sale



The Editor humbly offers for sale his 1972 race/rally BMW 2002. CAMS Historic and AASA logbooks, eligible as Group Nc racer and 4LMSB Early Classic tarmac rally car. Around 200 HP, 3.9 diff, tii brakes, Bilstein shock absorbers. Brakes and handles better than my race car did. Good enough for 2.02.5 at Phillip Island in March and 13th handicap/20th outright in January's Targa Wreast Point against the 1980s sports cars. Club reg, really enjoyable to drive, can be taken shopping, on club runs, hill climbs. Calibrated Terratrip and intercom, 15 x 7 (rally) and 14 x 6 (race) alloy wheels. Very pretty (orange stripe is vinyl wrap, comes off), a true all-rounder in excellent condition that can be further developed depending on its intended use. \$28,000.  
chrishalph@crc.com.au or 0418 318 934.

## Australia's Fastest Imp

The car was built to the Group Nb rule book. This car holds the class lap record at all the circuits on the east coast,

(except LAKESIDE Qld, as we have never run there.)

- Body: Very rare 12A shell
- Gearbox: Jack Knight close ratio - with various spare ratios
- Differential: ZF locker 4.857:1
- Drive Train:

Formula Ford axle and CV drive coupling • Engine: Powerful 120HP from a 1040cc B1 eng • Billet steel crank • Arrow Engineering conrods • Cosworth cam buckets • Billet alloy cam carrier • Billet custom cam shaft •

Custom 4:1 Coventry Climax style exhaust • Graham Russell cylinder head • JE custom raised crown forged pistons • Suspension: Koni adjustable coil over shocks • Clutch: Tilton clutch and pressure plate. Best Results:

2007 4th Outright NSW state championship.

2009 3rd Outright Oran Park short (Wet weather race)

2010 1st Outright Morgan Park Qld. Historic Race Meeting.

SALE PRICE including some spares is only \$22,000 Contact: Jerry Lentra 0411 183 001



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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)

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# Torquing 'Em Up - Classifieds are free!



## 1969 Cortina Savage Gt 4 Door

(only built as 4 door)

Prefix CG 78 JC Ser. 41096. Sido 310888 Mod.12938

89642 gen. miles, 2 owner vehicle. 3000cc V6 engine (not original), lightened flywheel, 650 Holley, 4-spd gearbox, twin plate clutch, 7.75 inch 4.11 ZF diff, VDO instruments.

Body stripped to bare metal and re-sprayed "Diamond White" Assembly started, car is believed to be complete and should be easy to assemble. There are many more photos available.

Darren Deren is selling on behalf of his mother, contact on 0408 007 351 to inspect. Car is in Geelong.

**Offers around \$20,000**

## An Historic 1968 Ford Falcon XT



An Historic 1968 Ford Falcon. A very successful Tarmac Rally car with history. Many class and category wins, CAMS Logbook In excellent ready to go condition, no expense spared Large supply of spares included \$95,000.00  
Chris Stephen 0418 123 255



## Devo's '64 GT Cortina

To be Sold as a Complete racing package.

Built by Broadwalk Engineering. Brother/sister car to Fast Johnny's No 63. All the usual body modifications including Steel Cage, Monte Carlo Bar and Watts Link rear end. Vello seat with 6 point Sparko belt. EN36A (low carbon alloy case hardened steel) steering Pitman Shaft.

Fresh motor built by Broadwalk, with dyno sheets (1 meeting old) with new roller rockers, valves, pistons, rods, billet cam, and sump. Escort cam followers. Faced Pressure Plate with new clutch. Reconditioned 45 DCOE Webers, Reconditioned alternator, high torque starter, front calipers with new pads and faced rotors. Reconditioned close ratio gearbox with steel syncro rings. Two sets of wheels with 4 x Toyo 185x60R13s and 2 x 205x60R13s, also one meeting old. Diffs include a 4.1 CIG, 4.4 Salisbury, and a 5.1 CIG in good condition. Ample combinations of tyres and diffs for most circuits. Dorian Timer included.

Spares: Reconditioned close ratio gear box, Lucas starter and solenoid, ignition components, Blue Holley, SH oil pump, gear change, Pitman shaft, 1st motion shaft and gearbox banjo and axles. Spare set of faced rotors. Spare body panels include: front mudguards, bonnet, boot lid and passenger's door. Spare grill, lenses and moldings. Supplied with older stile tandem trailer fitted with hydraulic brakes and light truck tyres.

Other bits include jack stands and racing jack.

Performance: Sandown 1.34s, Phillip Is best 2.01s usually around 2.04s, Winton 1.12s, Eastern Creek 2.00s, Mallala 1.28s.

**Asking \$35,000 the lot.**

If you want to have a go at racing this car is a great way to start. For more contact Paul Trevethan on 0427 885 075

## Group Nc Holden HQ V8 Kingswood



Personal reasons force sale of brand new car built from bares shell. All new suspension and steering. 4 spot BMW callipers, fully balanced 308, L34 heads, SS valves, springs, cam lifters, roller rockers, ACL

Race pistons, 650 double pumper

Holley, Mallory distributor, new extractors, power steering pump, alternator, starter motor, billet steel flywheel, button clutch, recond M21 gearbox, 10 bolt 3.55 spool diff, billet axles. All new race interior, latest spec steel roll cage. CAMS log book. Includes spare set of brand new wheels (still in boxes), tyres, wets, numerous engine, gearbox & diff spares. \$25000.00 Contact John Kingcott 0438 886 053

# Torquing 'Em Up - Classifieds are free!



## Group A BMW E30 M3

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

## Ford Mustang car No. 54



### The redoubtable John Mann offer for sale...

Arguably Australia's most winning touring car ever, more than 400 races won over 30 years. Still a front running car with lots of spares to run either NB or NC.

Fresh sealed 289 engine by Dennis Johnson only two meetings old. Dyno sheets available. Would like it to be sold to a good home. Genuine buyers please.

Phone John Mann on 0418 310 472

## GTHO



For sale, 1970 xw GTHO Phase II replica. Huge h/p 351 cleveland, brand new close ratio 31 spline top loader, tilton 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. \$55,000. Ask around then call Michael Miceli 0148 386 727 VIC # 69

## Nb Consul Cortina GT



For Sale 1963 Cortina GT, Ex Derry Robinson (B.G.T)

Log Booked since 12/02/1988.

Front running car in class, Motor new, not yet run in.

Datsun crank, forged pistons, Lotus rods. New valves, Clive Camshaft, Large sump with external pick-up. Toyota starter. Fresh close ratio Gearbox, Fresh 4.44.Limited Slip diff, Capri brakes, coil over struts.

Comes with trailer, spare wheels fitted with Yokohama Advans, spare 4.44 diff centre. Spare intermediate gearbox and remote shifter, New Pitman shaft – low carbon alloy case hardened steel. Large range of parts and panels also available. Sandown: 1.34, Winton: 1.13, Philip Island 2.02. **\$23,000 as listed.**

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- Set of 48 IDA Weber carburetors. Machined out to 52mm, 302 manifold and linkages, Large box of Weber spares, jets and chokes, linkages etc.
- 289 manifold and 4 barrel carburettor only used once.
- T10 magnesium close ratio gearbox with 98/10 steel gears with heavy duty extension housing. Only used once in Commodore Cup; in top condition.
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- One set of genuine Ford GT HO steel wheels. Stamped on wheels "made in Canada"

Phone John Mann on 0418 310 472

## **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

## **1965 NC Ford Mustang**



This car is very clean and has the potential for development for the caring driver/mechanic, excellent body with all the right parts. New motor not run in 289 Mexican block all the info on the motor is available Dennis Johnson built. Toploader close ratio box and spare maintained by Ken Zinner, triple plate clutch Tilton internal throw out bearing. Gold Trac diff 9", 3 ratios go with the car, diff housing and axles made by Sydney Competition Warehouse. Kelsey Hayes front callipers, Koni shocks all round. Body and trim in excellent condition, car comes with various spares, 4 spare rims and tyres. Enclosed car trailer is available.

Car is located in Mount Gambier SA contact Peter Burchell 0418827273 for more details. Selling price \$80,000

## **48IDA Weber carburetors**

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

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

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