

HISTORIC TOURING TORQUE

Magazine of the Historic Touring Car Association of Victoria - www.htcav.com.au August 2011

Brilliant Winton Festival of Speed!

- Full Winton Report
- FOCUS: Driver Standards!
- Bill Cutler's Nurburgring
- Tarmac Tattle
- More Crazy Coxy

**Next
meeting
Sept 28
Aug**

NARRA
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Torquing Heads 2011/2012

		Work Ph	Home Ph	Fax	Mobile	Email
President	Chris Ralph	0418 318 934			0418 318 934	president@htcav.com.au
Vice President	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	vicepresident@htcav.com.au
Secretary	Dean Bryant	0417 012 526	0417 012 526	9551 5859	0417 012 526	secretary@htcav.com.au
Treasurer	David Floyd	9574 7733	9877 2243	9561 8731	0402 257 541	treasurer@htcav.com.au
Competition	Russell Pilven	9379 2616	9337 7017	9379 0669	0419 527 188	competition@htcav.com.au
Membership	Jervis Ward	9690 4321	9690 4338	9690 4323	0409 137 629	members@htcav.com.au
Committee	Gordon Cox	9467 8900	9435 5235	9467 4590	0418 506 650	coxysmotorsportspares@bigpond.com
Committee	Nick Cascone	0409 959 072	9859 1186		0409 959 072	nickcascone@netspace.net.au
Committee	Andy Clempson	0417 561 906	9723 7498	9723 7521	0417 561 906	questroofing@optusnet.com.au
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		ahtca@htcav.com.au				
Editor	Chris Ralph	9592 3030	9592 3030		0418 318 934	editor@htcav.com.au

Club Mailing Address PO Box 16 Chadstone Centre Victoria 3148

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 Histories	Austin 7 Club	Winton (Short track)	28-29 May	Historic
Round 3 State	ASSA	Sandown	23-24 July	VSCRC
Winton Fest. of Speed	VHRR	Winton (Long track)	13-14 August	Historic
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 28 September

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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Preseditoro



Welcome to the August issue of **Torque**. Biggest thing of interest this month is of course the recent historic Winton Festival of Speed run by the VHRP and in particular, our Club member Ian Ross, as the race committee chairman.

This, the second such historic event run on the long track was an excellent weekend and Ian deserves full credit after months of snapping at everyone's heels like a terrier to get everything into shape. To reward him the weather was fantastic, a far cry from the miserably wet and cold conditions of the previous year.

Historic touring cars were equally billed with F5000 as the top drawcards. One of Ian's bright ideas was the inaugural "Shannons Rose City Touring Car Trophy", a 20-lap mini-enduro, complete with a shoot out, rolling start and a "pit stop" between laps 5-15 where each car stopped for a small windscreen sticker before continuing.

This race was a great success and every competitor I spoke to afterwards said that they enjoyed it hugely, certainly it was very entertaining from a spectator's viewpoint.

Ian Ross was very pleased and immediately announced a 25-lapper for next year, with automatic entries for all those who ran plus handpicked invitations to evenly match competition in the balance of the field. I can see this becoming one of the feature races of the year for our cars, and

the trophies are certainly very handsome.

It was a pity that two of the three front-running smaller cars, Spencer Rice's Alfa and Russell Pilven's Datsun, both succumbed to engine maladies, the former with a porous head sending the temp skyrocketing and the latter dropping something nasty in the head on the Friday.

Given their outright pace and the third place gained by Philip Woodbury's Mazda, they would have likely both featured well at the end. If you want to sit inside Spencer's rapid Alfa from the Saturday race there's an in-car video on the website that gives a great rear view of the battle between the cagey old Tony Hubbard in the Camaro and the feisty young Fraser Ross in the 302 Mustang.

Both of these guys were at it hammer and tongs all weekend and Fraser has earned even more respect as a result. 'Hubcap' doesn't suffer fools gladly, if at all, and always says what's on his mind. He said some very nice things about the young charger and really enjoyed the racing between them.

Down the other end of the field there were some great dices between Fast Johnny Luxmoore, Ted Perkins in the Lotus, and Ian Watt in the Triumph 2.5 that were equally engaging to follow as the big bangers up front.

And it was terrific to see such great battles for the lead in the Div 2 races. I saw Craig Miles drive very well to hold out a very determined Ross Muller to win the first of Sunday's shorter races with excellent performances from Alan McKelvie in Leo Tobin's old Torana, Stephen Pillekers' and Stephen Bell's Toranas and NSW's Ross Muller's Kingswood, both of whom rewarded with their own win.

All in all, brilliant racing, but for some un-necessary prangs that is the subject of a separate article. Many thanks to Darren Knight for his reportage and to

Jim Jones and to Greg Llewellyn of Narra Photography for the pics.

Did you realise you can download high resolution images from the Narra Photography website FREE? There are very many motorsport pics there and Greg provides them without charge as a service to the sport! Very altruistic – www.narraphotography.com.au

Vice Chairman of the Historic Commission, 'BMW Bill' Cutler has provided a fascinating look at what it's like to race overseas, having had an amazing experience actually racing at the famed Nordschliefe Nurburgring circuit. I don't know anyone else who's done that - let me touch the hem of thy garment...

And Brian Dermott contributes another very readable article on matter rallyish – he and your Preseditor will be forming a two-car attack on Targa Classic Adelaide this month, he and Linda in the kermit green Torana, I in the new orange Capri Perana 347, both of which were mildly tested at Winton last Friday.

Although only just fiddling around bedding stuff in, the Perana gave a very good impression of being the goods – it looks at the end of the straights, shakes itself, says 'woooooof', and it's there... Had quite forgotten what wonderful things V8s actually are. And with my navigator being the inestimable Jeremy Browne, the bloke who actually started Classic Adelaide and who must have the most comprehensive rally CV in the country there will be no excuses for the driver...

Notwithstanding that and as the pic indicates, work progresses with the next (and last) BMW 2002 race car, it now being in the capable hands of Magic Mick. Having seen pictures of a Gulf Blue Porsche with bright yellow rather than orange I think that might look rather special.

So for those who are competing at the Musclehead Masters, the very best of luck on Father's Day weekend and let's hope that the cars come back straight and the drivers safe...

RalphE

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magazine clearly?
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racing lines?**

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FOCUS: Driving Standards

It's back again – the issue of driver standards in Group N races. There are some simple points that must be made very clear.

1. Rubbin' is not racin' – never, never, ever in our category
2. There should be no such thing as a racing incident, this should not be an excuse
3. Unless – contact is the result of something the car in front has done to make a touch unavoidable.

There were several incidents at the Winton Festival of Speed that simply should not have happened. In nearly every case they were ambitious 'under brakes' manoeuvres that were never going to come off.

Yes it happens all the time in motor racing (Bruno Senna in Spa last weekend for example) but that doesn't mean it should be acceptable in historic touring car racing.

Why should it be so different in our category, what, are we special or something? Yes we bloody well are.

We are amateurs racing old cars for which parts are increasingly hard to get. Panel beating costs money that doesn't need to be spent, the majority of us being not exactly overflowing with money. Competitors usually love their cars, prepare and polish them to a high standard and hate seeing them harmed, as they are rarely as nice after any sort of hit. Cars can take a long while to be fixed, fields are depleted, reluctance to race grows, interest fades, the Club and the category suffer.

So what can be done about it? At the August meeting it was agreed that "a holiday" is the best deterrent, but the Club has no real authority to impose that. The governing body (CAMS or AASA) has to be the one to dish out licence suspensions, which usually happens only for major offences.

Race meeting directors can tell offenders to pack up and go home - which has happened, most notably in NSW where Charles Jardine has severally applied that tough rule at FOSC meetings – and after specific and repeated warnings in supp regs and entry forms.

As a result the FOSC meetings have a commendably low incidence of panel damage because drivers know they have to be on their best behaviour and don't risk that inside move, because they won't be accepted again. Now FOSC race meetings have wide appeal and large fields. I for one am allergic to getting beaten up in NSW (lawd knows I have done enough damage all by myself down here) but will happily consider a FOSC meeting as a no-income retiree with his last race car, one I hope that will stay



pretty as well as competitive.

But is there anything that the Club can do? Yes. We can set our own standards and find ways to make them stick.

These could include:

1. Liaising with promoters and Clerks of Course at race meetings and asking them firmly (demanding?) as a Club to





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send offenders home at the first touch or display of stupid driving.

2. Pointing out to the Clerks of Course that if they preach tough in the drivers briefing they should be seen to practise it at the time when it has the most effect - immediately.
3. And one measure where we have full control – losing Championship points for misdemeanours - or even the use of tougher deterrents.

Is this sort of thing too hard line? Well, you tell us. Write or email the Competition Sec (competition@htcav.com.au) or any member of the committee you choose, with your views.

Personally, I think it's fair enough. What's wrong with a plan that has a prescribed and well publicised punishment for crashing into other competitors, one that makes you actually think before you do a Desperate Dan?

I grew up learning to drive cars fast with a belly full of beer. It's what 99% of us did back in the freewheeling days of yore when the cars we race now were brand spankers. Would I do it now? Of course not – because the consequences are too great. Neither would I drive any more than a few kays over the limit because I know the bastards could be hiding anywhere and probably are, even though the conditions might beg for an easy 140kph in complete safety.

The same draconian level of deterrents that changed road driving behaviour for a nation can change race behaviour in a few historic touring cars. Has to be true, right?

If you feel it ain't the same without the biffo then may another category beckon you soon, otherwise a complete moderation of on-track behaviour will be essential for continued competition. Biffos do not equal balls or brilliance. How many times did you see Peter Brock run into people in the closest of encounters?

And there is no reason why competing in Victoria cannot become known as a biffos free zone, so that competitors from here and elsewhere are fully warned as to the consequences.

The Committee welcomes your input!

Chris Ralph

STOP PRESS Carnage at the Creek

I'm sure we'll get the full story over the next week or so, but once again Muscle Car Masters has seen damage to almost every Victorian Car.

The Club is not going to stand by and see \$10,000+ being destroyed.

Stay tuned!



Pic courtesy Narra



Pic courtesy Narra



Pic courtesy Narra



Pic courtesy Narra



Pic courtesy Narra



Pic courtesy Narra

Winton Festival of Speed

The second annual FoS enjoyed magnificent weather together with a strong Historic Tourer grid, the meeting counting towards the Club Championship for the first time.

The highlight was the 20-lap Rose City Trophy mini enduro on Sunday which included a compulsory pit stop between laps five and fifteen. The ten fastest drivers in practice qualified for a top ten shootout on Saturday that would shape the first five rows of the grid.

Last man out Tony Hubbard (Camaro) just edged out Fraser Ross (Mustang) for pole while Winton rookie Phil Woodbury (RX-2) served notice with a great lap time that would put him right in the mix.

The Big One – The Rose City Trophy

Hubbard hooked up nicely to lead from Ross as the field seemed to settle into a rhythm, knowing that any first corner heroics were pretty pointless in a 20-lapper.

Hubbard came in for his stop as soon as the window opened with Ross following him in. After coming to a complete stop and the application of a sticker they were out again and began threading their way through the traffic.

Some exciting racing ensued as the gap varied with many competitors engaged in their own battles but keeping a wary eye on the faster cars coming through after their stops.

Woodbury had taken over the lead and led for many laps until finally stopping on lap 11. He rejoined in third as Hubbard and Ross found themselves with some clear track and began a fierce battle as the laps wore down.

Suddenly Ross was right on the Camaro's tail and pressured Hubbard mercilessly on the last lap. Hubbard used all his vast experience to just hold off his lanky



Pic courtesy Jim Jones

Toranas at play - Peter Wilcox and Alan McKelvie.

young pursuer – the margin in the end just .3 of a second after 20 laps!

Woodbury was a clear third from the Charger duo of Michael Hibbert and Les Walmsley with the big XW of Cam Worner sixth then Steve Coad (Torana), Darren Smith (XY), Leo Tobin (Mustang) and David Moran (Mustang).

Group One

Ross grabbed the lead early in the first of the shorter races while Woodbury received a tap from Walmsley entering the esses for the first time and spun. Hibbert, Gary Edwards (Torana) and Daryl Hansen (Mustang) found themselves caught behind the stationary Mazda. Hansen would be plagued by gearbox woes all weekend.

Spencer Rice quickly climbed to third until

retiring with the rapid Alfa overheating. Denis O'Brien (in Alan Shearer's Mustang) was harassed by Walmsley and Tobin as the Mustangs of Andy Clempson and Peter Burchell diced hard until the latter retired. Hubbard made his move on the last lap and snatched a narrow victory after a terrific stoush with Ross. O'Brien bagged third.

Hubbard lost a few spots off the line in race two amid a cloud of tyre smoke but was soon back on the tail of Ross. Rod Hotchkiss (Falcon) had made a great start but soon came under attack from Walmsley as Worner and Angelo Tarranto (Torana)



Pic courtesy Jim Jones

Jim and Marcus Gordon are joining the Club.

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fought a good ol' Holden versus Ford battle. An upset loomed but then Ross suddenly lost it on the sweeper after dropping a wheel onto the grass, the 'Stang looping into the infield and eventually rejoining dead last. Hubbard took the win from O'Brien and Walmsley.

Hubbard and O'Brien did not appear for the final late on Sunday afternoon as Walmsley led early on. Hotchkin, Edwards and Tobin put on a huge battle as Ross calmly picked his way through field after starting way down the order, eventually powering past Walmsley who had no answer to the extra cylinders of the Ford. Woodbury took a well deserved podium in third behind Walmsley.

Group Two

Tassie visitor Stephen Bell (Torana) beat pole man Craig Miles (Charger) off the line while Justin Brown (BMW) had a red mist attack at the old turn one, locking brakes and sending several cars scattering including Ted Perkins (Lotus Cortina) into the sand (post race a very apologetic Brown dubbed himself "Fred F*#wit" after the ambitious move).

Bell won from Miles who squeezed past Stephen Pillekers (Torana) with fourth eventually going to Ross Muller (V8



Pic courtesy Jim Jones

Angelo Taranto chasin' The Chicken.

Kingswood) after an epic dice with Alan McKelvie (Torana) who spun on the last lap.

Henry Draper was out after race one with gearbox dramas but helped out fellow Mini pilot Helen Lindner with brake components for Sunday. Bell also was a scratching. Miles built a commanding lead which became bigger after Pillekers retired as Dylan Innes (Torana) roared up the order, posting the fastest lap in the process. The fourth placed Nick Cascone (Cortina) was in his sights until a big lose exiting the esses put paid to that. The red Cortinas of Perkins and Johnny Luxmoore had one of the battles of the weekend as Miles went on to win from Muller and McKelvie.

McKelvie made a fantastic start to grab the lead in the final as Miles fell off at the esses and retired shortly after. Luxy found himself in another great dice, this time with the Triumph of Ian Watt until Fast Johnny retired within sight of the flag.

Muller utilised the grunt of the Aussie 308 to snatch the lead on the old back straight and went on to win from McKelvie, the ever sideways Cascone in third and Justin Brown in fourth after an excellent drive.

Darren Knight



Pic courtesy Jim Jones

Craig Miles won a hot Sunday race.



Pic courtesy Jim Jones

Beat up but unbowed - Gary Edwards on song.



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Winton Festival of Speed...cont.



Pic courtesy Grease Monkey

Denis, Gary, Spencer, Phil, Michael, Cam, Tony, Fraser, Les & Leo made up the top 10 shootout



Pic courtesy Narra

Ghastly colour, great car. Steve Coad was consistently quick.



Pic courtesy Narra

Nick was quick, again.



Pic courtesy Narra

Green Mustangs were good to watch.



Pic courtesy Narra

Michael Hibbert was consistently quick.



Pic courtesy Narra

The big guns were fantastic to watch all weekend.



Pic courtesy Grease Monkey



Pic courtesy Grease Monkey

Our very own Cock!



Pic courtesy Grease Monkey

A rare mistake by Mr Clean. Mark Johnson gets gritty.



Pic courtesy Narra

Tassie's Stephen Bell won on Saturday.



Pic courtesy Narra

Denis O'Brien & Les Walmsley were evenly matched.



Pic courtesy Narra

Helen Lindner's Mini lifts its skirts.



Pic courtesy Narra

The Group 2 races were good fun to watch.



Pic courtesy Narra

Watty & Fast Johnny battled bigtime at the little end.



Pic courtesy Grease Monkey



Pic courtesy Narra

Fraser Ross keeping the hoon heads happy.



David Moran had a wild ride after the checkered flag fell.



Pic courtesy Narra

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The Bean Counters Report

Greetings everyone. A few words from the Treasurer for 2011/2012. It is good to be on board again and to work with you all, or as Jeff Fenech would say, as did a CAMS official a driver briefing recently, "Youzz all".....

The June magazine came out prior to the AGM which was held on Wednesday 29 June. It contained the financial statements for the year being the income and expenditure statement for the 12 months ended 31 May 2011 and the balance sheet showing our assets & liabilities as at 31 May 2011. Both reports included prior year comparatives.

Overall our income exceeded our expenditure by \$3,690 for 2011. The surplus for 2010 was \$2,242, for 2009 was \$1,493, for 2008 was \$3,065 and for 2007

was \$859.

The surplus figure needs to be seen in the context of our overall asset base (now around \$40,000), the numbers of members we have, now around 228 etc. The other thing to keep in mind is the nature of our club : we are a racing Association and our efforts and expenditure on annual trophies, the club trailer, race meeting nibbles and promotion of our club are the key areas of focus. Our main fixed cost is this first class magazine which costs around \$700 an issue once it is posted to the members. So about \$7,700 a year for 11 issues. This represents about a third of our subscription income.

At a recent committee meeting I outlined the internal controls that we have in place for our financial record keeping. This is important as the committee need

to treat members' funds as trust funds for which they are custodian. I shall not list the internal controls here but the committee (without me present) reviewed them and were satisfied that our systems are all in order. (Actually I think they said a bit more than just satisfied but you know what I mean). It is important to conduct such reviews from time to time.

In closing I would like reiterate how good it has been to be a member of the club and serve on the committee. I have only been in the club for a few years and have been Treasurer for all of that time. I have decided to do it for a 7th year and am looking forward to it and working with the committee and fellow members.

Signing Off

David Floyd

Gasolene is go!

The Club's foray into sponsorship with the Channel 31/44 program Gasolene seems to have been a success so far, the first episode of the two part report having been shown within two weeks of the event.

It gave a very good account of our group and showed the racing to be as excellent as it was and club member Glenn Everitt did a very good job interviewing the drivers and explaining the situations involved for the viewers.

The brief from our end was to make sure that the smaller cars and Nb cars didn't get left out of the mix in the rush to present the excitement of muscle and horsepower for TV enjoyment.

Given that the ratio of entrants were approx 70:30 in favour of Nc and large cars this request was mostly complied with although it's natural to favour the bigger faster cars at the front when putting together a program.

Twas ever thus – the big cars at the front are what the Club has survived and grown on from the introduction of the category. In the beginning there was a fair amount of pushback bringing Mustangs into historic Appendix J, but without them the growth and popularity of the category would not have been the same. The fact that we had V8s allowed all the cars, big and small, to compete at very major meetings for some decades, including Bathurst supports and Formula 1 meetings, four in Adelaide and three in Melbourne. So it's always going to be a bit of a burden for small car drivers to see the focus floating up to the front of the grid.

Regular watchers of the program and visitors to the website may have followed the building of Glenn's Falcon as it travels from supplier to supplier getting all the bits lined up and installed. It's actually been a fascinating trip and a visit to the website is well worth it.

The Club is represented on the website and there will be inducements who join as a result of clicking through from the Gasolene site.



Small Torque

Fraser Ross had a good lead over arch rival Tony Hubbard in the first of the two shorter WFOS races on the Sunday, yet went off in a cloud of steam infield at the sweeper, returning to the track dead last. His father Ian gave the reason. "Fraser did about 10 years in go-karts. No mirrors. He can't break the habit of looking over his shoulder to check where the pack is. He missed his braking marker looking for Tony..."

What it is to be the son of an indulgent petrol-head father. The same F Ross found himself in Virginia International Raceway earlier in the year. He qualified 4th behind two Ford GT40s and an ex-NASCAR driver, but broke a diff in the race. Boo hoo, but at least he got to be there!

This mag is getting to spread its wings or tentacles or somesuch. Mike Smith from



Perth will be our Goodwood Revival reporter this year (Michael and Janis Holloway, Brian Deveson, Mike Bugelly, Tino Leo and John Clarke will also

be there but unlikely to all meet among 100,000 spectators, although I did run into Brique Reed there last year.) The bonds between the Victorian and WA clubs are quite strong, courtesy of them providing a strong contingent every year for the Phillip Island Classic, a major and usually highly successful for them adventure for them.

Mike Smith also tells me of the passing of Al Munday, former President of the WAHTCC and a Perth Mini racer extraordinaire. On behalf of the HTCAV, our sympathy and condolences to his family. I am sure that any of our members who met 'Big Al' would wish their sympathies to be passed on as well.

I have received two of Murray Paddison's WA newsletters recently, both of them deal with the terrible carnage they have had lately on track, destroying cars and risking the lives of the drivers.

It's not just us, then... are historic touring car drivers across Australia just hoonos with a CAMS licence? Of course not, but on recent evidence one could mount a case to the contrary...

And are various Clerks of Course just huffing and puffing when it comes to

warnings about the consequences of bad driving? We've all been given a dressing down before events and told that a plague of toads will be upon us should a wheel leave the bitumen, but where are the apocalypses after an on-track incident moulds some poor bugger's car into a pastie? Nothing much seems to happen. Perhaps it's all too hard at the end of a meeting, the less to do the better, flaggies have gone home, need to have a beer with the other blokes in blazers, "nobody seems to have been killed or maimed so WTF seems to be the problem sir?" It's not as though you inadvertently passed under yellows in a blinding rainstorm, in which case removal of the tabernacles is the mandatory sentence...

So what should do at a race meeting when you have a problem? Fish out a committee member and take it to them. There are usually three or so competing and in particular Andy Clempson has put up his mitt to say that he's happy to be the CRO (rally speak borrowed here: Competitor Relations Officer). And if it's an eligibility matter, David Twigg is usually around for a quiet word. Make a note of mobile numbers, they're in the magazine and on the website.

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20 laps of Winton or liposuction. You be the judge!

Well after a brief rest of about 18 months I decided it was time to once more

don the race suit and head out onto the track to show you losers how it's done!

Therein laid the first problem...Donning the race suit. "Is Don Is Good" far too many of those quality smallgoods I'm afraid! The bigger your guts, the smaller your goods!

Once I figured out which bits to push out and which bits to suck in, I made it fit. Man those zippers can hold back a huge amount of pressure, something I noticed about Rusty Pilvens old race suit as well.

Once I had the race gear sorted, next stop was the Doctor's office for a quick medical. How rude are those doctors? Morbidly obese he said, anyway once he'd extracted his ECG machine from his rectum he proceeded to plug me in, steal all my good blood and cast dispersions about my physical appearance. Touch your own f&#%ing toes Doctor Kildare! Had to go back the next day for results. I thought long and hard before I went and I didn't have a pie!

Well, the good doctor was surprised, cholesterol good, no sign of diabetes generally pretty healthy. Albeit FAT! He filled in the CAMS form, highlighted the number 37 on the BMI scale and away I went.

Now to fettle the car. Shit, I still haven't fixed the loose flywheel and now I don't have a hoist and can't be bothered and didn't fix it properly last time, I'll get some help.

I rang my good mate Gary "Uncle Fester" Roberts. He's a sports sedan guy who never stops working, knows pretty much everything about fixing cars and loves Toranas. He has an LC Sports Sedan with a Buick V6 Indy car engine. Fester had the Ma Sheela Torana (remember the orange people and the tough titties?) in his workshop in a flash. Sorted the flywheel problem, rebuilt the gearbox, gave a pre race check and he even made me a V8 wanker style gear shifter so I would stop jamming it in between gears. What a guy!

Right, better check the trailer. Registration: March 2009. It's best to pay your rego as soon as it arrives I think. I had to re-register the trailer because it had lapsed.

I can't take it to VicRoads looking like that! Had to buy four new tyres from Essendon Tyrepower (the plug should make up for the suit remark) so I spent all of Saturday brush painting it with some blue enamel I scrounged at my brothers factory. It looked a treat.

The Vic Roads lady (who coincidentally looked like Ma Sheela) couldn't care less how it looked and didn't believe I owned it because I'd copied down the VIN number incorrectly. If I had my glasses on I wouldn't have done that, but I stood on them in the car port whilst I was painting the bloody thing! Any way, after I charmed her into doing the rego thing I was away.

Had the truck all loaded for the Winton Festival of Speed, had the car on the trailer and was ready to rock n roll. Now the freshly fettled car was under the carport on the shiny trailer. The carport is 2.6 meters high. The truck is 3.6 meters high. How the hell am I going to hook the car onto the back of the truck? Handy Dave to the rescue!



You would have met my mate Handy Dave at the track. He's always about, armed with his Ute full of tools and his fridge full of beer! (I think he may have had a small part in the Adam Sandler movie the Water Boy...) We travelled up the Hume Convoy style and arrived at the track after an uneventful trip. Unloaded the car, set up the truck and was all set for a ripper weekend.

Friday practice was great. The sun was shining, the birds were singing, I was driving like Dick Johnson. I was all set to break the lap record! 1.48.8 What a DISGRACE! It was at this point that I thought, car's too heavy, more power. That's what I need!

The cost of the power I need shouldn't be any more than about 20 grand, and I've almost always got a lazy twenty lying around. More delusion. Maybe Dr. Kildare was right! I could call Jen for Men, lose a whole lot of ugly fat, just like Kenny and pick up those extra 50 neddies all for just ten bucks a week! And if that's all it costs for me to become the trim young stud that I used to be then I'm in!

I could get some of those fake abs like Darren Whatshisface. .



Saturday dawned awfully cold in the early hours, and what with Handy Dave gargling 14 cans of Vic Bitter all night in the next room, I was

feeling a little lethargic.

None the less I was raring to go. Oil... check, water....check, fuelcheck.

Out we went for qualifying. After my three successful practice sessions yesterday I should be right on the money!

23 77 Gordon Cox (VIC) Holden Torana GTR 3300 CO3 64 1:48.5663

Jesus, where did I go wrong? I have the shiniest wheels; the car has GM muscle stripes! I should have given Hubbard a scare! Anyway I made it into the slower group.

Oh well, we've all heard the story of the old bull, I'll take my time, this twenty lapper wont be won in the first corner! They will just need to keep an eye in the mirror for the Ma Sheela Orange Torrie chewin' on their buttocks!

First six lap sprint and I finished 14th with a fastest lap of 1.48.18.

Spent most of it trying to get around Helen's over-width Mini and chasing down Big John Clarke in the ex-Tino Leo Mustang. I like racing with John cause he makes me look young and thin!

Sunday morning, another 14 cans of Vic for Handy Dave, and we had another fettler for the weekend now, Ian Girvan. He came to lend a hand for the big endurance test.

Lined up in the dummy grid, I wasn't sure how it was going to work with a rolling start. I followed close to the car behind, ready to pounce as soon as I get the green flag. Somehow there ended up a great gap between the front half and the back half of the field. That bugged my chances of catching Hubbard and bloody Fraser!

I battled lap after lap with cars of all sorts, most of them passing me, but I was battling none the less. I managed to finish a credible 21st. And the main thing was to finish.

I was happy to see Dylan Innes's pit board displaying ...lap 14. Oh thank God, I'm knackered! Lap 17, I don't think I can go on! Chequered flag - I wish we had another 20 laps!

It was an experience that has made quite an impression on me, so much so that I might just tackle one of these 300k races at Winton or Wakefield.

Above all a good time was had by all and I thank Handy Dave and Girv for their help and look forward to my time at Jenny Craig!

Cox

2011 Race Championship Pointscore

Driver	Rd 1	Rd 2	Rd 3	Rd 4	Total
NC Over 5000					
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
Nc 2001-3000					
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
----------------	----	--	--	----	----

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
Nb 2601-3000					
John Bourke			27		27
Phil Shepherd			34		34

NB 2001-2600

Eddie Dobbs	31				31
-------------	----	--	--	--	----

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

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		

Tarmac Tattle

OLD CHUMS

Mr & Mrs Tattle took the Big Healey for an outing to Winton for the Winton Festival of Speed on August 14th. With the winter sun glorious and the early fog dispersed, the Healey enjoyed the brisk trip along the Targa High Country stages and those wonderful lonely roads around Lurg. Is the descent into Whitfield the best bit of classic car tarmac in Victoria? (And oh for a high pressure Laycock overdrive in the Torana - those instant full torque changes would transform the M21 into a wonderful six speeder. But Australian manufacturers never discovered the magic little unit which bolts on the back of your box of gears...)

We soon met up with Henry Draper, who was watching the action instead of being the focus of it after the little blue brick had blown a motor in qualifying the previous day. Despite being The Man whose times on stages was the subject of so much debate and time comparison during the recent work on PPI's by the Targa Classic Advisory Committee (oh yeah!), Henry has no plans to return to tarmac rallying at the moment.

Henry has branched out into a new form of motorsport - and this was a shock - he's bought one of the modern Mini Cup Cars (plus another one for spares) which he is campaigning in production car events. These typically go for 300 km and learning the car and preparing it to last the distance has been keeping Mr Thatch out of mischief.

Out on the track and unrecognisable to rally eyes in his gorgeous original XU-1 in Strike me Pink was Steve Coad. No bellowing orange Monaro here. The Torana was having its last outing before a new engine and Steve was steady but subdued for someone who brought so much tyre smoke to Tasmania - but then Gary Edwards' red

version was providing so much action there was none left for anyone else. Steve was in fine form but he and Rachel have given up the tarmac rallying, at least for now.

Instead, Steve has discovered something new to keep his adrenalin glands up to scratch and that's the 'Bathurst Sprint'. Apparently this is a popular event for tarmac rallyers whose cars don't comply with racing regs but who nevertheless want to test themselves on The Mountain.

Not surprisingly, the Monaro is VERY QUICK - 2 mins 22 secs quick and 4th fastest on the day among a field of Lambos and Porkers and other exotica. This was not without drama - the General tried to fly a few times on the bumps up Mountain Straight on full grunt and found the Dipper a bit squeazy - but Macphillamy was impressive. I bet it was! Now, of course, Steve has a new goal - to get under 2 mins 20 secs, which is only 10 secs off the V8 Supercar grid.

Who wants Car of the Future when the fans could have Car of the Past?

ADELAIDE IN SPRING

The HTCAV will have some good representation in the first of the Octagon organised, Targa titled Classic around the city of parklands and old stone houses. Clerk of the Course Stuart Benson has done a good job of



Henry Draper blew the Min at Winton but now has a MODERN one!

freshening up the course while still keeping (most) of the good bits. Missing is that fabulous bit of road between Strathalbyn and Macclesfield but also gone is the dreaded car breaking Basket Range. Having to compete on that terrible road was bad enough but the recce was always worst - following locals driving black smoke belching utes at dot kph.

To keep the old hands interested are some changes of direction - especially the Gorge stage being run uphill. The insane drifting descent was always a fight between the thrill of being so on the edge between those rock walls and fear of ditto but for anyone with less than 300 bhp this was always a chance to close gaps. For the increasing number of V8s those now uphill 5s and 6s in third at maximum torque



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Pic courtesy Clive Massel

Tattle pulls a face before pulling revs.



Pic courtesy Perfect Prints

No, it's not Watty, but it could be!

should be quite a ride.

It will be interesting to see how the new layout works, with the cars kept at Wayville which is the other side of town from Rally HQ at the Intercontinental Hotel on North Terrace. Certainly the magnificent new exhibition hall will provide classier digs for the parc ferme than the dirty, smelly U Park above the Central Markets. For the ladies it will all come down to toilets - how many, how close and do they have soap and towels?

Keeping the format of Targa Tasmania for the end of the event is also an interesting change. Finishing on the Saturday and then holding the gala dinner on the Sunday gives time for some chilling out after the close of competition. Classic Adelaide always finished late afternoon and then it was a mad scramble to get back to the flat and prettied up for a 7 pm start. There were always some snoring revellers before the end of the night. And of course another huge change will be (hopefully) the weather.

Tattle did all of the first 10 Classic Adelaide events and never had a wet stage - we did two more and only had one wet stage. This year could be different - the Weatherzone long range has some dark green squares over the days of the event,

meaning rain is a 70% chance. For classic cars, it was the crushing heat of November which was so hard to cope with - at least there is a good chance that we will not be sitting in cars where the thermometer is over 50 degrees.

The Presidential orange Perana and Tattle's Kermit green Torana are teaming up - both prepared by Andrew Lawry at Mansfield Motorsport, we're soon heading West for the first adventure since Big Targa in April. With Paul Batten involved in setting up the monster and with Jeremy Browne (long

time sky diver, Targa winner and WRC 000 car navigator) now calling his notes, Ralph should be able to show the rally types just how quick the racers can go. We'll certainly enjoy watching how things develop.

HIGH COUNTRY GOES HIGHER

Although even for locals it's been hard to find out all the details, the recent eNews told us two key things about the course.

First, the finish would no longer be at Horsehill but right up in the Village itself. But we think not outside the Abom, which is where Peter Washington took us in the Buller Sprint. This is significant for the V8s - the extra kilometres include two huge climbing hairpin corners that will need first gear and good traction and are a big set back for less endowed machines; plus that weird 'opens and closes' left hander into

the 3 R outside the clock tower. This is a very spectacular viewing spot from behind the protection of the wall as cars slam into the corner braking heavily while still not straight. The water filled barriers copped a bashing there in the past and the water which ran down the hill into the braking zone just added to the number of hits.

Secondly, we won't have to grind out all the way to Wangaratta along the most boring road in the North East for lunch; something new is being organised and the hot tip locally is that lunch is being put on by the Italian wine growing King Valley families alongside that beautiful Alpine Lake named after Hume and Hovell, which is approached by a very pretty cruise along the King River and its wineries bearing names like Dal Zotto, Pizzini, Politini, Chrismont and Francesco. But for recce don't miss the cakes and coffee at the Whitty Cafe.

The upshot is 60 kms less transport and 10 kms more competition - including the terrific newly sealed road up from from Eildon. This is your taxes at work - with big dollars from Federal and State Governments giving us a superb hillclimb course - nicely graded, smooth tarmac and barriers on the dodgy corners.

For the HTCAV, the good news is that Scotty Kent is coming over for it, the Clubs' Championship leader is trying to win the top spot for pre '73 rallyers at the Club gala night. This is quite revolutionary - it's not often a Tasmanoid travels to compete and we get to see them at work on our roads.

And watch out - the whole Kent family is coming. Dad, Drew, Wayne and Scott all with one thing in mind - getting that white 65 Mustang along those stages as fast as possible.

Brian Dermott



Pic courtesy Chris Ralph

Big dollars, massive horsepower, great fun.



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Bill does the (Oh!) Ring

How it all started...

After both kids finished at school (no more fees to pay) and after being in the Practice for 25 years, Sue and I decided in 2010 that a decent holiday was in order. So we went to Le Mans Classic, where we watched our English BMW friend Alex Elliott race his BMW CSL with fellow Group A racer Adrian Brady as his co-driver.

What an amazing event! They have races for pre-war cars, and also grids for 50s through to late 70s cars which must have Le Mans history. Races start at 4.00 on the Saturday and run continually, all night, and finish at 4.00 pm on the Sunday.

Alex's grid was from 1972 to 1979 and contained 65 cars, ranging from Porsche 911s, 935s, 956s, BMW CSLs, BMW Procar M1s (six of them), Ferrari 330LMs, all manner of sports racing cars and prototypes from that era. All of them amazing. Alex's CSL is the car which won the 1973 ETCC, driven by Dieter Quester, hugely significant in BMW Motorsport history.



So it's pretty easy to get caught up in all the excitement.

In a moment of euphoria we hatched a plan...

... to have a drive in Europe in 2011. The chosen event was the 3-hour support race at the 24-hour Nurburgring Classic in July. Our two cars were E30 M3s. The grid contains about 210 cars ranging from 1965 to 1988.

Think of a combined Nb, Nc, Group C, Group A, Sb and Sc grid; Simca Aronde to DTM M3. 53 classes. 450 drivers. Fuel stop/driver change mid way, using 30 fuel bowlers in between every second pit garage. OH&S a bit easier than here!

All races were on the combined Nordschleife and the GP circuit. 23km in total. 103 corners on the north loop alone. Can you learn the track? Not until you've done maybe 200 laps! Qualifying was in the rain, we were pleased with the times, until we learned that some hotshoe called Klaus Ludwig qualified 3 MINUTES quicker than us....

Then factor in 100,000 spectators, and a further 200,000 mad motorsport fans camped in tent cities around the track. For a week. Drinking beer. Blowing trumpets. Drinking beer. Painting their names on the circuit at night. Drinking beer. Made Bathurst look tame by comparison!

Drivers briefing in German. Didn't understand a word. Thankfully they did it again in English. Essentially it went like this: The grid is separated into 3 groups, slower/medium/faster. Not by lap times but by class. Each group gets a warm-up lap of the whole 23km circuit, then a rolling start.



Start racing when you see the green light. Lucky I'm tall, I could see it as we turned onto the start straight.

The warm-up lap was mad. The locals do the whole swerving thing for the whole 23km. They pull alongside you and rev-rev-rev. Mind games!! We started well, but an oil leak cut our race short. DNE.

However the opportunity to race at perhaps the most famous and most challenging race track in the world was simply amazing, and to experience such a massive event was great.

Bill Cutler



Fraser flys the flag

-story by Anthony Cruz

-photos by Larry VanScoy

The tradition of SAAC focus event, another word for gatherings have been held all over the United States. This year over the Memorial Day Weekend, Virginia International Raceway was the venue for the Shelby American Automobile Club, SAAC, 36. SAAC shared the venue with the Ford Superfest. It was a full weekend of meetings, swap meets, vintage racing, car shows, open track sessions, concours and great parties. Plenty of track time on the Grand Course was available. The Grand Course is a combination of the North Course, the South Course and the Patriot Course. The Grand Course's total length is over 4.2 miles.

Kurt Vogt of Cobra Automotive is the President of Shelby American Automobile Club, and he and his staff worked diligently to create a fun and safe venue to showcase this great marque.

The **Vintage Group** was organized with practice sessions Friday and Saturday and the Vintage Race on Sunday. **Vintage Group** saw two Superformance GT40s, finish first and second. Dennis Olthoff of Mt. Ulla, North Carolina piloted the #2 1966 Superformance GT40 MKII for the top spot on the podium. Jack Lewis of Atlanta, Georgia drove the #6 1968 Superformance GT40 MKI to the second place finish. A pair of Shelby GT-350s battled it out for the third place. That honor went to Kurt Vogt of Wallingford, Connecticut in the



#98 Gary Moore, 1966 GT-350; #65 Fraser Ross 1967 A/S Mustang.

SAAC 36

Virginia Int'l Raceway, VA

May 27-29, 2011

#53 1966 Shelby. Gary Moore of Bethelhem, Pennsylvania drove the 1966 Shelby for fourth. A more rare Shelby American car had good on-track performance. Lorne Leibel, driving a 1966 289 Cobra finished a very respectable fifth after a smoothly driven race. Ford power was evident everywhere with Geoff Byrd of

Hertford, Connecticut who drove the #165 1965 Sunbeam Tiger and placed ninth. Finishing 11th was Martin Beaulieu of Concord, Massachusetts who piloted the #21 1968 Cougar.

This was indeed an exciting weekend of car activities, Ford and Shelby fans. Can't wait for next year.



A rear view shot of some of the cars from the Vintage Group.



#77 Jeff McKain, 1966 Mustang;
#94 Brian Kennedy, 1966 Shelby GT-350.



#21 Martin Beaulieu, 1968 Cougar;
#51 Colin Comer, 1966 Shelby GT-350.



#2 Dennis Olthoff, 2005/1966 Ford GT40 MKII; #6 Jack Lewis, 2009/1968 Ford GT40 MKI; #76 Jim Dolan, 1966 Shelby.



#53 Curt Vogt, 1966 Shelby GT-350; #8 Lorne Leibel 1964 Shelby Cobra 289; #51 Colin Comer, 1966 Shelby GT-350.

RACE RESULTS VINTAGE GROUP PL CL DRIVER/CAR

- 1 V D. Olthoff/1966 Superformance GT40 MKII
- 2 V J. Lewis/1968 Superformance GT40 MKI
- 3 V C. Vogt/1966 Shelby
- 4 V G. Moore/1966 Shelby
- 5 V L. Leibel/1964 Shelby Cobra 289
- 6 V M. Morris/1994 Mustang
- 7 V J. McKain/1966 Mustang
- 8 V C. Morris/1985 Mustang
- 9 V G. Byrd/1965 Sunbeam Tiger
- 10 V J. Dolan/1966 Shelby
- 11 V M. Beaulieu/1968 Cougar
- 12 V L. Corda/1966 Shelby
- 13 V H. Gordon/1966 Mustang GT350
- DNF V B. Kennedy/1966 Shelby
- DNF V J. Currey/1966 Shelby GT350
- DNF V F. Ross/1967 A/S Mustang Coupe

Deals for HTCAV members

The HTCAV-Booran deal at a glance

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- Make sure you show your current Club Membership Card to establish your bona fides.
- Make sure you say the word "Oz Child".
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4. Access to Oz Child Unite website providing business networking opportunities.

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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

vampirism 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.

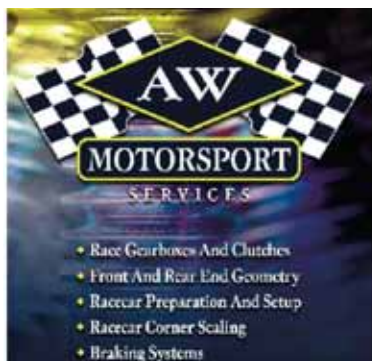
So potential advertisers, please take advantage of our sooky business practices and sign up now!

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Quarter page	\$200.00
Sixth page	\$150.00
Business card size	\$75.00

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Competition Numbers

No-one owns a number, but we understand how nice it is to have a regular one on your car.

Ultimately the Chief Steward or Race Secretary of the meeting issue the numbers for each event. However the Club tries to allocate numbers to our members to save members money and angst. Many events do not allow triple digit numbers, so that leaves 180+ competition members vying for 99 numbers. We often supply a list of the HTCAV member numbers to promoters of Victorian meetings. In most cases they will give preference to the HTCAV member for those allocated numbers on the list over other entrants. The same rules apply interstate which is why you often end up with a different number when your race interstate.

As stated above we have more competitors than we do numbers. While not all competitive members require numbers, we have used all 99 and we still need to keep allocating more. To have a number allocated & retained you must Be a continuous financial member and Use the number at least once every 2 years. ***These rules still do***

not guarantee you exclusive usage of a number! They have been devised as way for the committee to make a fair judgement of when we can consider reallocating unused or infrequently used numbers. Other factors that may be considered re the 2 year usage rule are special circumstances that may prevent a member from competing at their intended meetings (e.g.. unexpected engine blow ups!)

Our solution to the above conundrum is "a" numbers. What we have begun to do is allocate new members a number that is already in use by another member. So if we have a new member join with a Mustang we would look to use the same number as used on a small car like a Mini or maybe Cortina. e.g.. Glenn Everitt newly joined has been given #52a (for his GT Falcon) while John Smallman retains #52 (for his BDA Escort). At most larger meetings these cars would not be in the same race, however if they did then John would use #52 and Glenn would have a different number allocated by the event organiser (hopefully 5 or 2 so major change is necessary)! Importantly nobody runs with the "a" on their car.

No.	First	Last	Car								
1	Reserved	Club	Champion	36	James	Holloway	Mini	70	Matt	Jager	GT Falcon
2	Grant	Bingley	Mustang	37	Craig	Miles	Charger E49	71	Michael	Hibbert	Charger
3	Mark	Johnson	Porsche 911	38	Anthony	Ramadge	Mini S	72	Andy	Clempson	Mustang
4	Tony	Pejkovic	Holden EH	39	Michael	Holloway	Valiant	73	David	Brown	Datsun 1600
5	Len	Read	Torana	40	John	Harrison	Torana	74	Michael	Bugelly	Mustang
6	Dylan	Innes	Torana	41	George	Ginis	Mini S	75	Mark	Barbour	Mazda RX2
7	Ted	Perkins	Cortina	42	Ted	Brewster	Mini S	76	Roy	Wilson	Torana
8	Darren	Davies	Monaro	43	Gary	Burton	Jaguar	77	Gordon	Cox	Torana
9	John	Bourke	Torana	44	Darren	Hill	Porsche 911	78	Laurie	Nelson	Ford Capri
10	Andrew	Cannon	Mustang	44a	John	Eeles	Mini Cooper	79	Garry	Rowe	Cortina
11	Paul	Dobson	Falcon	45	Peter	Whitten	Torana	79a	Ben	Dahlstrom	Valliant S
12	Danny	Myers	Datsun 1600	46	Leo	Tobin	Mustang	80	Gary	Edwards	Torana
12a	James	Frolley	Torana	47	Graham	Slater	Torana	81	Rob	Southouse	48-215
13	Rod	Evans	Cortina GT	48	Rod	Hotchkin	Falcon	82	Mark	Schatz	BMW 2002
14	George	Opoczynski	Volvo	49	Jody	Mason	Charger E49	83	Peter	Owen	Escort
15	Patrick	Dwyer	HQ Monaro	50	David	Moran	Mustang	84	Alan	Brown	Torana
16	Russell	Pilven	Datsun 1600	51	Michael	Lemmens	Torana	85	Tino	Leo	Mustang
17	Drew	Marget		52	John	Smallman	BDA Escort	86	NUMBER RETIRED		
17a	Alan	McKelvie	Torana	52a	Glen	Everitt	Falcon	86a	Karl	Wittick	Falcon
18	Marty	Lambert	Alfa Romeo	53	Ian	Cromarty	Falcon	87	James	Frolley	Mustang
19	Ian	Cuss	Triumph	54	John	Mann	Mustang	88	Andrew	Tickner	Monaro
20	Bill	Benic	Volvo	55	Dean	Bryant	Escort	89	Robert	Braune	Charger
21	Brendon	Hare	Capri	56	Kevin	Stoopman	HQ Monaro	90	John	Bendell	Cortina
22	Bill	Trengrove	Mustang	57	Simon	Browning	Cortina	91	Chris	Ellis	Mini Cooper
23	Bill	Cutler	BMW 2002	58	Colin	Dooley	Cortina GT	92	Phillip	Dunkin	Holden HQ
24	Tony	Hubbard	Camaro	59	Andrew	Williams	Torana	93	Peter	Melick	Mini Cooper
25	Justin	Brown	BMW 2002	60	Brian	Deveson	Cortina GT	94	Stuart	Brown	Torana
26	Jervis	Ward		61	Michael	Stupka	Hillman Imp GT	95	Chris	Ralph	BMW 2002
27	Eddie	Dobbs	Holden FE	62	Peter	Burchell	Mustang	96	Ray	Challis	Torana
28	Ashley	Allan	Torana	63	John	Luxmore	Cortina GT	97	Jim	Collins	Camaro
29	Spencer	Rice	Alfa Romeo	64	Bill	Trengrove	Mustang	98	Helen	Lindner	Mini Cooper
30	Paul	Zazryn	Jaguar MKII	65	Brian	Beasy	Capri V6	99	Les	Walmsley	E49 Charger
31	Jill	Hergt	Chevy Nova	65a	Fraser	Ross	Mustang				
31a	Ben	Reid	Mazda RX2	66	Peter	Sneddon	Torana				
32	Paul	Cruse	Escort	66a	Nick	Cascone	Cortina GT				
33	Paul	Grit	Mini Cooper	67	Ian	Watt	Triumph 2.5				
34	Richard	Fairlam	Holden EH	68	John	Brash					
35	Mark	Brewster	Torana	68a	Steve	Watt	Holden EH				
				69	Michael	Miceli	Mustang				

If you have any queries about these numbers, please contact the Competition officer, Russell Pilven on 0419 527 188 or competition@htcav.com.au

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More Winton

All pics courtesy Grease Monkey



READ CAREFULLY!

Len Read wants friends and fellow competitors to know that he does a lot more than Webers and Minis, and that he can help YOU. Most of the Minis in a Group N grid have had input from Len, from complete cars for Ian Pringle and Kevin Brown (everything, including engine, suspension and panel work) to work for Len Nation, Paul Girt, Mal Rutschack, Anthony Ramadge, Pete Melick and more. Len has also had input with Gary Edwards' Torana, Mick Hibbert's Charger, looking after Doug Growcott's car and fully building Marty Lambert's old Torana. Group C cars include work on A9Xs for Stephen Perrott, Shaun Tunny, Stuart Hayes, Dean How's L34 and Anna Cameron's XU1. As well, all sorts of restorations and conversions for road cars are carried out. Email Len at Irea5327@bigpond.net.au or call him on

0408 548 133

Torquing 'Em Up - Classifieds are free!

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

Ford Mustang car No. 54



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Devo's '64 GT Cortina

To be Sold as a Complete racing package.

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Brother/sister car to

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Torquing 'Em Up - Classifieds are free!

Editorial BM for sale



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chrisralph@crc.com.au or 0418 318 934.

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