

# HISTORIC TOURING TORQUE

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

## *Two on the Trot*

*Russell Pilven 2011 Champ by Two Points!*



- FAB presentation night
- Island Magic Magic
- Merry Christmas
- All the winners...

Pic Courtesy James Smith

**Slater  
Sprints Feb 5  
See Pg4  
inside...**

# GASOLENE TV

[www.gasolene.tv](http://www.gasolene.tv) Channel 31 & Digital 44

# 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

## 2012 DRAFT Race Calendar

Event	Organisers	Location	Date	Type
Event	Organisers	Location	Date	Type
Phillip Island Classic	VHRR	Phillip Island	9-11 March	Historic
Round 1 State	PIARC	Phillip Island	21-22 April	VSCRC
Winton Historics	Austin 7 Club	Winton (Short track)	26-27 May	Historic
Round 2 State	MGCC	Sandown	16-17 June	VSCRC ?????
Round 3 State	ASSA	Sandown	21-22 July	VSCRC
Winton Fest. of Speed	VHRR	Winton (Long track)	10-12 August	Historic
Round 4 State	VMCI	Phillip Island	13-14 Oct	VSCRC
Historic Sandown	VHRR	Sandown	10-11 Nov (TBC)	Historic
Island Magic	PIARC	Phillip Island	24-25 Nov(TBC)	Other



Club Mailing Address  
PO Box 16  
Chadstone Centre Victoria 3148



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

**REVOLUTION  
RACEGEAR**

**COXYS**  
MOTORSPORT SPARES

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

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

# Preseditoro



**Hooray, it's the end of the year at last. Time to forget about racing and turn our attention to other matters, like family, gift giving and holidays. No more bloody old race cars for the moment, right?**

But if you're like me, that never works for long. Contemplating the ever-rounding tum as the Christmas pud sinks southwards is all very well but it's not long before the mind wanders to cars, competition, calendars, upgrades, past efforts and resolutions for the future. Downtime is when the thinking is done about what to compete in and how to prepare the car. Or maybe change steeds? Happy motoring thoughts to all...and welcome to our Christmas/Hannukah/Happy Hols issue

First though, is the need to review the year, in particular the last few months. Top of the list, still current and unlikely to go away until we all make it do so...

**Driver Standards:** Competition members will notice that with their membership renewals is a Code of Conduct that each is being asked to sign, to show that he or she has read and understood it.

For those who say "I'm not signin' nuffin'" signing this sheet of paper is not binding in any way, it's just to say that you have read it. It should be crystal to anyone by now that we are very serious about leading the charge to clean up the HTC act, the Club will also be a signatory to the AHTCA Code of Conduct which will basically say the same thing. If you are reluctant to sign that you read and understood it, please ask yourself why not...

**2011 Championships:** Wow, what a close one but as ever it left those observers such as WAGs who may not be as close to the logic as the competitors, wondering why the bigger, faster cars don't win the championship.

Well, please read the article and it should all become clear. Suffice to say that a new and

important championship was introduced this year, one that recognizes the huge effort put in those who do every, or almost every, round of our Championships.

The most successful of these are the members of the 200 Club and he or she with the most points earned at the end of the year gets a nice fat trophy – The Presidents Award – anyway read on, further into the mag.

**Christmas Party and Trophy Presentation Night:** Again, another fine and enjoyable evening!

Being more closely involved this year I became aware of the huge amount of work in organisation and once again, praise and thanks must go to the indefatigable Jervis Ward, who then leaps around the place like a mad court jester on the night providing comedy for free (this year he 'didn't work blue' much to the relief of matrons, scandalized WAGs and tut-tutting old people).

The HTCAV house band, the Rank Outsiders, fronted by our own rockin' John E. Brash again played the R&B standards we now know so very well, and if you didn't hear Andy Clempson doing his Barnesy version of Wild Thing on the dance floor at midnight you weren't in Postcode 3004.

Throughout the event Emily 'Social Snapper' Sneddon was never still, taking all the shots of everyone looning about. Many thanks to her and everyone who worked so hard to make it a great night and special thanks to those who came from interstate to join us.

The Club trophies were upgraded this year: we figured that the better they are the more treasured they will be now and in future, they are a fitting tribute by the Club in recognition of the hard work of a year's campaign in competition. Yes, they cost more, but at least there's something with a bit of substance to dust off in the coming years.

**Coming up in the New Year:** First up is the inaugural Slater Sprint Day on Sunday, February 5 at Broadford.

The Supp Regs will be available on Friday 17th December. Please note that there is a maximum track density of six cars only, something we weren't aware of at the beginning. This cannot be negotiated and will restrict numbers so please reply with an entry ASAP!

We also have invited the HQ Association

to thank them for inviting us to join them at Calder on past sprint days. We are holding 12 spots for them, which leaves 48 for our members. The entry fee has been kept way down and represents very good value, food and drink can be purchased at the track.

If you're not competing, come along and support this event – a Club first!

**Phillip Island Classic:** entry forms are out, it's wise to enter early. Please note that if you want a spot in the marquee, fill in the appropriate bits on the entry form and send the money with your entry fee – the VHRR organizes and sorts it out with us – don't wait for anything from Ted or Jervis, it won't happen...

**Winton Festival of Speed:** Historic Touring Cars are the heroes of the meeting and the enduro has been extended to 25 laps with a pit stop. This was a great event this year and should be even better in 2012.

**Club Plates:** Don't forget that you must be a financial Club member to be able to drive your Club Plated car, otherwise you are breaking the law. So keep your Club card or a copy with your car logbook and everything with the law will be sweet, mate.

**The mag:** thanks to James Smith for the Phillip Island shots and all the other contributors and advertisers for supporting this issue and all those preceding it. The next issue will probably surface sometime in February, reporting on the Slater Sprint. In the meantime, happy Christmas reading.

**Cars for Sale:** three new chariots for your consideration, representing small medium and large. Marty Lambert's immaculate almost-new Alfa 2 litre is a great opportunity for someone starting out – the engine is not highly developed but he has the hot bits to go with it, so driver and car can progress together.

Just as beautiful is the Coxy Torana, another car one would be proud to own and develop, and at the well-proven end of the scale is Andy Clempson's Mustang, a multiple trophy and race winner, waiting to put you right in the thick of it next year. It even comes with its own wise-ass pit crew as standard. Bone up on all the details on these excellent vehicles in the ads at the back.

That's it – stay safe and well, see you next year.

**RalphE**

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

**Maybe Bill can help!**  
For a comprehensive eye examination  
and the latest styles in glasses, call - Bill Cutler

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



# Announcing the First Club Speed Event

## Organised by your Club (or at least the first in years)

### THE GRAHAM SLATER FUN DAY SPRINT Sunday 5th February 2012

STATE MOTORCYCLE SPORTS COMPLEX –  
BROADFORD [Melway X910 L8]

60 entries maximum. The HQ Association have been invited and allocated a maximum of 12 entries. Therefore 48 of our members can enter.

Entries open Friday 16 December. Cost is \$125.

Passenger practice sessions in the morning and then timed runs.

If you entered Historic Sandown you'll get a prefilled in entry that will be posted on Sunday 15 December.

If you did not, no problem, we shall have the regs on the club's website on Friday 16th

December and shall be sending a global email out to you as well.

We want your Historic Touring car there. However if you have another vehicle that complies with the speed event rules, you are welcome to bring it along.

General information, contact Michael Hibbert AH 9379 2018.

For entry forms and supp regs and related matters, download them from the Club website ([www.hycav.com.au](http://www.hycav.com.au)) or contact **David Floyd** Event Secretary

AH 9877 2243 or E [treasurer@htcav.com.au](mailto:treasurer@htcav.com.au)

Mark it in your diary now. You will be able to buy food and drink at the track. See you there !

## 2011 in review & quite frankly...

**Hi all, Floydey here and if that headline made you read on then objective achieved!**

The headline in its complete form is "2011 in review and quite frankly it has been a darn good year for the club." Here's a dot point summary :

While attendances at the monthly meetings dropped off at times but was very good in November, the AGM in June was very well attended. The regulars were there, and I also saw Paul Zazryn, Margaret Brewster, Mark Schatz, Peter Owen and one of the Rank Outsiders, John Brash. Pleasing to see them there.

Next, this magazine. How good is it ? Great photos with captions. The production effort of Chris Ralph & Jervis Ward is about 95% responsible. Chris has also written numerous articles. The other 5% includes the contributors such as Graham Slater (dec'd), Simon Browning, and Ian Watt, Bill Cutler, Brian Deveson, Brian Dermott and others.

The Historic race meetings were very well supported again this year. An extra one was in the mix there with the Winton Festival of Speed. Ian Ross already has some good ideas for next year. To get good grids at 4 Historic meetings is a great commitment by members.

The state series was quite well supported too, better than some of us thought it would be. [I was one who was concerned and was pleased to be proved wrong]. Russell Pilven has come up with some good ideas to give

the smaller engine cars more incentives to run next year. Well done Russ. Watch this space for 2012.

The monthly meetings saw HQ and now HTCAV members David Landry & John Alessi attending regularly. I recall them both over many years in their HQs with my work with the State series. Welcome aboard guys.

I have really enjoyed David Brown's technical input on roll cages and general safety aspects of our cars when he has spoken at our monthly meetings. Again, David attends all general meetings.

Andy (Hollywood) Clempson and Nick (Quick Nick) Cascone have been very good additions to the committee. The committee is a good mix of those who have been there for a while (but not always in the same role as they held previously) and the two new lads. We also have a very good skipper at the helm in Chris Ralph.

The Creative Parrot / Jervis Ward. I have been on committees in other car clubs where the Vice President does very little. I think with Jervis' work on the website, producing the magazine and being our membership officer we can say he puts in, big time.

The annual dinner had 111 attendees. It was a great night. Sure it was a bit hard to hear at times, the raffle was a bit of a shouting match but the key factors of an excellent venue, good MC, friendly atmosphere, great trophies etc. are more important than niggles that we can improve

on. Regulars with many tickets purchased included Rod Hotchkin, Andy Clempson, Dean Bryant and others. Special mention to Ian Pringle & Stuart Barnes from Sth. Aust. [sorry guys, I do not know your wives' names] It was also good to have David Noakes & his wife there too. I'd also like to mention the Read family, Barrie & Lee, Ben & Kelly and Anthony & Lizzie. They cannot get to monthly meetings but always make the commitment to attend our dinner. Well done guys.

The rally division. Wow, the work Brian Dermott puts in. His very detailed articles would need a lot of research and they seem to appear in every issue. Well done Brian.

In 2012 we have our first club organised competition event for ages, the Graham Slater Fun Day sprint at Broadford. Several of us are working with Michael Hibbert, whose idea it was, to make it happen.

I hope the above comes across with the right vibe. Sure, we have a few niggles here and there, we are working on driver standards and other things. But when you look at the above, I'm sure you'll agree we have many positives.

I look forward to being with you all in 2012.

[At the November meeting, I said I'd write a Treasurer's report. However I hope the above is more interesting !]

Signing off

**David Floyd**

# Wet Magic, Dry Magic

## Island Magic 26-27 November 2011

All pics courtesy James Smith

The Island Magic meeting at Phillip Island has a unique feel, a bit like 'after the exams' at school. Not a historic meet, not a State round, but a traditional end-of-year special event with its own character.

This year the meeting and the Island showed two sides of a very strong personality. A Saturday that was so wet cars in other categories refused to race (unlike the stoic HTC drivers who mostly saw no problem) and a Sunday that developed into one of those lightly breezy, sunny Island afternoons that many of us know so well.

A good entry of 27 cars ventured out for a wet qualifying, with Fraser Ross's Mustang heading the Toranas of Gary Edwards and Scott Slater, then Ben Read's Mazda ahead of Russell Pilven's Datsun. Then came Stephen Pillekers' and the ever-improving Alan McKelvie's Toranas, the BDA Escort of John Smallman, 'Hollywood' Andy Clempson's Mustang and Justin Brown's BMW 2002 ahead of good mates Leo Tobin and Rod Hotchkin in their big iron Mustang and HO. Further back in the field two other big bangers: Andrew Tickner's Monaro and Darren Collins' Camaro were gingerly (and literally) testing the waters after a long lay off...

The stage was set for good battles over



Ian 'Smoky' Cromarty was fired up



Whaddyamean you couldn't see

the weekend, the fastest among them being the Toranas of Scott Slater and Gary Edwards in P2 and 3. The first very wet race was won by Fraser Ross ahead of these two, the winner's time roughly 14 seconds off the usual dry mark and equivalent to that of a moderate Cortina in the dry. Ben Read bested Leo Tobin for fourth, ahead of Russell Pilven's Datsun, Andy Clempson, Rod Hotchkin, Alan McKelvie and John Smallman in the top ten. David Landry's new Torana had been a scratching, the Pillekers Torana coughed and spluttered into retirement, while both Ang Taranto and his Torana cracked it for the meeting and the year. Paul Trevethan observed low oil pressure in the Lotus Twin Cam and retired, bringing out the Deveson pushrod the next day which thanked him by having fuel problems. Back to the esky.

Sunday was indeed a sun day, but in the

preliminary the finishing order was the same with Ross ahead of the tight Slater-Edwards battle, but Leo Tobin getting on top of the pesky Read Mazda which recorded a fantastic 1.53.7 on the run through. Making his way through the field were the Tickers Monaro and the Collins Camaro which at a blistering 1.49.5 showed neither car nor driver had forgotten what to do. But with a front row spot for the final in sight the Camaro slowed dramatically in the last lap - a right front Bridgestone had separated tread from carcass, a victim of big car weight and Phillip Island's long punishing left handers (seems you can run the Bridges on a big car at Sandown but not at the Island). The Collins Camaro had won two of this weekend's feature races in previous years so, unsurprisingly, another tyre was to be rustled up.

Also marching up through the field was the Bill Trengrove Mustang. Bill had a social wet Saturday and arrived Sunday morning wondering what all the fuss was about. Meanwhile the Stupka Imp had its first DNF in seven years when stuck in first gear, with Mick cursing because he had



Phil Shepherd is always neat and quick



**New hi quality Group 4 Spec components in stock now**

- 4 link kits - heavy gauge steel body boxes, quality rod ends, Ford bushes to body
- Panhard rod kits - quality rod end, Ford bush, simple under-floor installation
- 2.2 and 2.4 ratio quick racks - heavy duty bronze bushes, extended tie rods, new alloy housings
- 2.4 quick rack kits; heavy duty rack bar, bronze bush & tie rod cups. Fit original Ford housings.
- Steel bubble arches mark 1 Escort, alloy forest & tarmac arches mark 2 Escort



**This was the weekend that won the Championship for Russell Pilven**

Johnny Luxmoore in his sights... Simon Browning's Cortina and Ian Watt's Triumph had a good dice, with the Trumpy not doing its overdrive thing properly, further up the field Justin Brown's BM had no second gear but enough torque for his lap times not to be too dissimilar while thus afflicted.

The 8-lap Hornet Press Victorian Historic Touring Cars Trophy was the last race of the meeting and the year and it looked to be a ripper. Will the mightily fast Collins Camaro get up to grab Fraser Ross, who'd been untouchable so far? Who'd win the Slater/Edwards battle? At the drop of the flag Scott Slater again leapt ahead but it wasn't long before Ross took control and wound out what looked to be an unassailable lead as Slater was winning the arm wrestle with Gary Edwards, with

'The Overtaker', Leo Tobin keeping a watching brief. Then came Hollywood and Billy Trengrove at the beginning of their tight battle, ahead of 'Hot Chicken' Rod Hotchkin in the Falcon and Ben Read in the Mazda.

But what of Collins? He'd knocked off the slower cars but had settled to an easy pace in second, mindful of the characteristics of the tyre and with eight laps to complete was settling for an honourable podium. And that's how it looked for the finish, but when the flag came out it was the Collins Camaro that got there first with Slater and Tobin, who had sneaked past Gary Edwards, taking the minors. What had happened to the mighty Ross Mustang? Fuel problems – initially thought to be a short fill but later explained as a problem

with the fuel lines inside the car. It was a telling result, had Fraser kept the lead he would have been knocking on the door of the championship win.

By the same token it was a defining meeting for Russell Pilven who had resigned himself to losing the number 1 from the side of his car for 2012. Winning his class of four cars (Smallman, Brown BMW and Brown Datsun) plus setting fastest lap gave him a best five-meeting score of 199 to retain his Championship for another year by just... two points. Just goes to show you – never stop till de checker drop.

Hollywood drove a brilliant last race in his much loved Mustang to hold off Bill Trengrove, ahead of Hot Chicken and Ben Read with Tickers and Alan McKelvie rounding out the ten. Behind him Russ



**John Smallman was pleased with his outing**



**Ben Read scored a 1.53 and hassled the big bangers**

## **T&G Racecar Engineering**



### **Fast and reliable**

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

**Seymour 3660**

**Tel 0411 670 914**

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





**John Clarke's Mustang motored mightily**

Pilven bested the very rapid EH of Phil Shepherd, who was lapping consistently in the 1.59s, ahead of Justin Brown in the 3-speed BM, John Clarke in the Mustang and Simon Brown who set a personal best keeping Ian Watt behind him with John Luxmoore, Esq not happy about the rear end of the Cortina at the rear end of the race.

David Brown had product tested his neat new Datsun's super-complex Brown Davis roll cage early in the race. Coming on to the staright the back stepped out, old rally skills held the drift on the grass but the back wheel caught the first ripple strip and it turned around backwards and whacked the wall on the drivers side. Bruised arm, bruised car, no structural damage to the car, but probably an unnecessary product demo, David!

I saw the two races from the Commentary Box and many thanks to Nick

Cascone for sharing the gab duties for the major. Nick had previously qualified 9th for the 1-hour Sports Car enduro in Anthony Moodie's Porsche (he used to race a Jag with us in the 80s) but because the car was a reserve it was denied a start...bummer for Nick.

A great event for our group to finish the year, and we're back at the Magic Island for our first race event in 2012. Great.

*Ralph E.*



**Watty's Triumph underdrove when stuck in overdrive**



**David Brown was quick until he pitted - against the pit wall**



**Bill Trengrove missed the wet, appeared on the Sunday morning**



**Leo Tobin, Overtaker, as The Chicken quickens**



**Scott Slater won the terrific Torana battles with Gary Edwards**



**Automatic Transmission Specialist**

Ph. 039758 0448 FERNTREE GULLY

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

## **WILL YOUR AUTO TRANS MAKE IT TO THE NEXT RACE MEETING?**

**We can help!**

Get your transmission inspected, serviced or upgraded to tow that well-prepared,

no-expense-spared race car to the rack.

- Changeover Automatic Transmissions
- Transmission servicing and repairs
- Latest computer testing equipment
- General Automotive log book servicing

***'The most expensive transmission you will ever own is the transmission that you don't get serviced'***

**Call Andrew on 0416 221 953**





Simon Browning set a personal best in the last



No-Dreadlock-Darren Collins won his third Victorian Historic Touring Car Trophy



Typical Gary Edwards pose, on it big time



Scott Slater got the jump on Fraser Ross in R2



**GET THE REAL RACING OIL**

**PENNZOIL 25W-50 RACING OIL**

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

**NOW AVAILABLE**

I have imported a small shipment from the USA

AVAILABLE IN QUART BOTTLES  
12 BOTTLES TO A BOX

\$120 per BOX + postage / courier

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

Phone or email  
credit card or direct deposit available

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

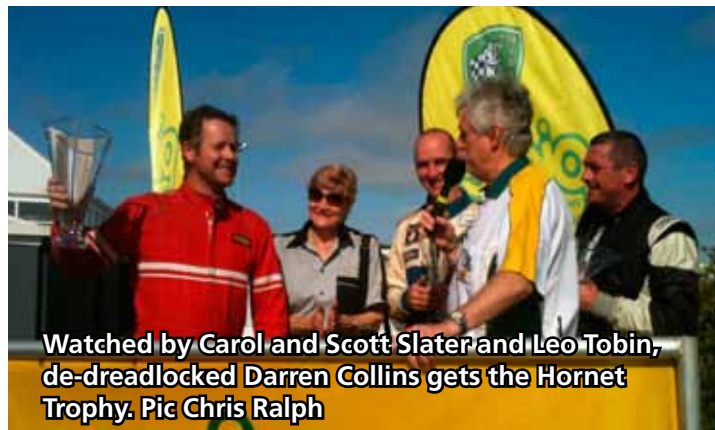
*Australian Classic Wire Wheels*  
**Dunlop Wire Wheels**  
to suit all makes and models  
Including wheels, hubs, knockoffs, complete sets & accessories

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





Curiously, Justin Brown's BM wasn't that much slower with no 2nd gear...



Watched by Carol and Scott Slater and Leo Tobin, de-dreadlocked Darren Collins gets the Hornet Trophy. Pic Chris Ralph



Coxy's neat Torana is now for sale!



Andrew Tickner had a good weekend after 18 months off



Alan McKelvie just keeps getting quicker



Andy Clempson's last race in the Mustang was a ripper



David Brown product tested his roll cage. Works fine. Pic Chris Ralph.

## POWERCOM

### Repairs to

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

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

**Mark Sully 0428 535 245**

PO Box 274 Niddrie VIC 3042

Fax 03 9366 6872

### Repairs to

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

### Installation of

blue tooth, car stereo, mobile phones  
& sat nav

**CAR STEREO REPAIRS**



# Checking out the Championship



**After the Presentation night a few people have wondered aloud about all the different championship awards and why it is that a small car can win the HTCAV Championship when bigger cars go faster and win races.**

Although those on the periphery can't be expected to be familiar with the system, some competitors have also voiced wonderment so it's obviously time to remind ourselves of what championships are on offer and why they exist in their current form.

We're an amateur Club with members who compete for trophies in cars representing touring car racing from the 50s to December 1972.

In this period big cars raced against small cars, and that's what happens now. Big cars will beat little cars 99% of the time, so an overall competition grouping cars into classes of like capacity allows a more level playing field. Big cars and little cars get the same points for performance, depending on the number of cars in their class. All logical so far – a standard class based scoring system as used around the world.

Many years ago the Club decided that its Championship would be won on a member's best five rounds. We race old cars that can be ornery, but if you put in five good rounds (it used to be six) that's probably a good enough basis for comparison. In the last few years the

scoring system has been adjusted so the spread of points between having one car in your class and six cars was narrower. This was fairer for a keen competitor in a less popular class but if you always won a class of six or more, you were well on the way to being the champ.

The revised scoring made little difference to the results. The dominant driver/car in a class was still the winner, but the closer spread of points made results much closer and rewarded a consistent finishing record. Over the years Mustangs, Toranas, Cortinas and Minis have all been winning cars, now a Datsun has won twice.

Any car, any driver has a theoretical chance to win. But it's not easy to win. In the mid 90s I blitzed everyone in total points but ended up not being the champ because someone had a better six rounds, again in 2004 I was way ahead but an Nb/Nc class split at Sandown did me in and bloody Jarvis scored a better six rounds.

Remembering that frustration I was happy to see the Presidents Cup come in this year, which honours the highest scoring competitor of the year. The big scorers can now be recognized alongside the Club Champ (if only it was retrospective) and as it's a perpetual trophy your name will be there for history.

Also important is the Golden Oldies win – we are a historic club and good performances at historic meetings will net you important awards. With four historic meetings a year, your best three performances are counted for the results.

For the Club Championships and Golden Oldies, awards for places in class are also trophied, but class winners only for the State Race Series are recognized.

## In Summary:

**Club Champion:** Whoever scores the most number of points in their capacity class over their five best meetings is the overall champion.

**Presidents Cup:** Whoever scores the most number of points during the year is the winner.

**Golden Oldies:** Whoever scores the most number of points in their capacity class over their three best historic meetings is the Golden Oldies Champion.

**State Series:** No one champion but class winners based on total points.

It's a system that has evolved over the decades, but that doesn't mean to say it can't evolve some more. If you can see a way to improve it, please let the Committee know in writing via email or letter. Don't just say "it's no good because I don't like it"; constructively show you think it could be made better.

## And Please Note:

Getting the trophies together and checking points scored is a stressful business, especially when the last race meeting is just a week before the presentation. So we try to have as much as possible done in advance, which includes a cut off for submitting your interstate points of November 15.

Now this makes it difficult for those who choose to run at Eastern Creek which traditionally clashes with Island Magic at the end of November. If you do have a good run there and want to use your points you must let the Committee know after the last race! Congratulations to David Moran who always goes well at Eastern Creek and this year won a consecutive Ian Geoghegan Trophy there, unfortunately David didn't let us know until after the deadline passed and engraving was done so his points couldn't be counted.

*RalphE*

## Sales • Mechanical Repairs • Restos



# MUSTANG 'ALLY

**Priority given to getting race cars back on track quickly.**

**Michael Miceli** 0418 386 727  
m.miceli@live.com.au  
Fact 2 / 386 Kororoit Creek Rd,  
Williamstown North, VIC 3016



**MIKE MICELI & Ken now restoring & repairing Mustangs, Falcons & any make of race**



# Winners and Grinners 2011

All pics courtesy  
Emily Sneddon

## Who's the class, class by class

### Group Nb

#### Under 1000cc

Of course, it's the Mick Stupka class. Poor lonely Mick, wins every year in his Hillman Imp and has done since the 90s. For a while it looked like his Imp mate Jerry Lenstra might fight for the crown but some



Pres and Helen

spectacular blow ups and buying a Twin Cam Escort took him out of the frame. One litre Minis and others – take up the challenge!

#### 1001-1300cc

The famous Mini class was this year won convincingly by Helen Lindner. Her consistent six meetings doubled the total number of points of the second placegetter, Anthony Ramadge who with two good rounds was second on the podium, with Pete Melick third. Helen finished 6th overall in the Championships and was a Golden Oldies winner.

#### 1301-1600cc

No surprises to see 2009 Champ Quick Nick Cascone dominant here, his yellow pushrod Cortina now holds records almost everywhere in Vic. His good (very) old mate Johnny Luxmoore ran every meeting and was second in class, with Rookie of the Year Ted Perkins third in his sharp red Twin Cam. It's always been a great class, may it remain so.

#### 2001-2600cc

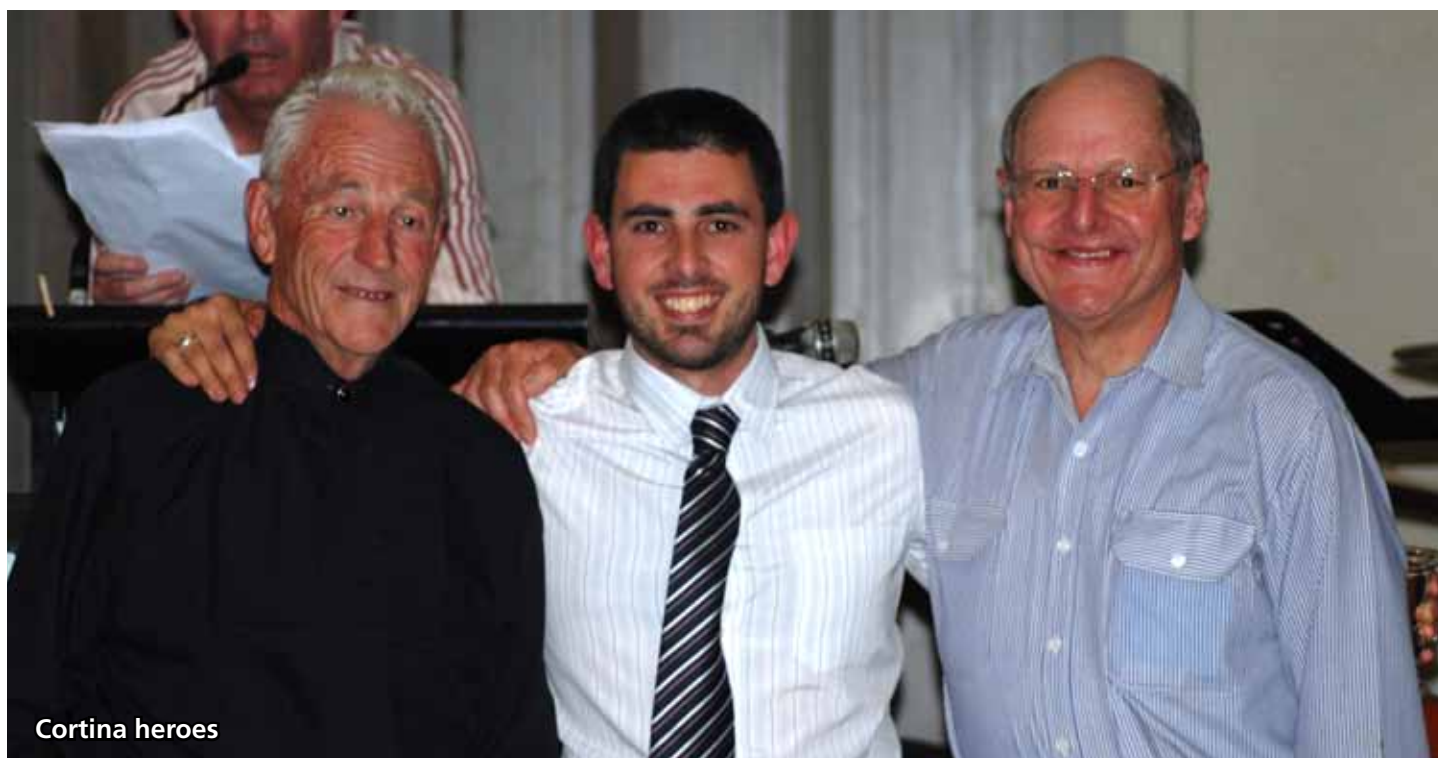
Two cars, each running by themselves at one meeting only = equal points. Congratulations to co-winners Eddie Dobbs Holden FE and Rob Southouse Holden 48-215. More early Holdens please.

#### 2600-3000cc

The Holden EH class: this year the gong went to the rapid Phil Shepherd from Tasmania who put in a huge effort to run and win here three times. Steve Watt was second for the year with equal third going to country members John Bourke and a returning Doug Juniper.

#### Over 3000cc

In a gigantic effort, running nine events to score a monster total of 267 points, Andrew Clempson was never going to let this one get away. Previous winner Bill Trengrove was second with newcomer John Clarke settling right in for third. Hint: Andy's car is for sale, fresh motor, ready to go – it could be you next year...



Cortina heroes



**Eddie Woods**

31 Capella Crescent Moorabbin 3189  
Phone 9553 2517 Fax 9532 2485

## The Head Stud Development Company

Specialising in:

Development and preparation of competition race proven cylinder heads

Complete general reconditioning of cylinder heads

Manufacture of engine valves to customer requirements

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



**The Club's Top Three**



**Midget President with Long Tall Chicken**

### **Group Nc Under 2000cc**

Five great rounds was all it took for Russell Pilven in his Datsun 1600 to win the Championship, so obviously he was class champ as well. In second place another Datsun, that of roll cage guru David Brown, with the BMW 2002 of Justin Brown in third. More BMWs, Escorts and Alfas please, this class has the potential to be the hottest ever. Meanwhile, Mick Stupka won the Certificate of Description class in his Citroen 11D.

### **2000cc-3000cc**

Another interesting spread of cars – Triumph, Mazda, Porsche and Capri. Ian Watt in his Triumph 2.5 took the gong, Ben Read in the Mazda RX2 was second and Mark Johnson third in the Porsche 911. Pity the Read brothers Ben and Ant sharing the car, adding their scores together would have been a different story. Time for an arm wrestle in 2012?

### **3000-3500cc**

The Torana class was red hot with 2008 Club Champ Gary Edwards fighting off Steve Coad, Angelo Taranto, Andrew Williams and rising star Alan McKelvie for honours. Gary accumulated a stonking 259 points and finished just two points off the big prize on a count back. A massive effort by a competitor who gives it all - and never gives up.

### **3500-5000cc**

Another furious fighting group, and it was Fraser Ross, a multiple race winner and fastest lapper who fought off Leo Tobin for the class win in their Mustangs. Both accumulated more than 250 points in the year ahead of third, the silver assassin Les Walmsley in his Charger. With 13 entrants during the year it equals the Torana class in popularity.

### **Over 5000cc**

Big bangers, big noise, big competition. Rod Hotchkin had the blue HO on the go and took the class from Tony Hubbard in the Camaro with Karl Wittick's white HO in third. There were ten entrants in this class during the year, with only half that number running regularly these guys could easily produce the next Club Champion.



**Big banger big heroes**





President awards inaugural President's Cup

## Competition winners everywhere

### The President's Cup (and the 200 Club):

This new perpetual trophy celebrates and rewards the effort of those who have a real crack at the Championship, by running at every meeting. To score more than 200 points in a season takes commitment, great car preparation and consistent driving ability.

The top scorer wins the President's Cup, a major competition award up there with the podium winners of the Club Championship. The inaugural winner, Andy Clempson, ran his Mustang in eight Victorian and one interstate round for a massive score.

The proud members of the 200 Club for 2011 are:

Andy Clempson 287

Fraser Ross 269

Gary Edwards 259

Leo Tobin 251

Rod Hotchkin 236

### The Golden Oldies;

An award as old as the Club itself, the Golden Oldies celebrates results in Victorian historic race meetings. There are now four of these but the results are judged over the best three.

Outright and Nb winner was Nick Cascone in the Cortina, second and top Nc

scorer was Steve Coad in his Torana, third was Rod Hotchkin in the booming blue HO.

### State Series Championship:

There were three States this year and top points went to Angelo Taranto in the Torana, a single point ahead of Leo Tobin, himself a single point ahead of Fraser Ross – a close finish indeed. Awards went to the winner in each class.

### Club Championship - Outright

	Best 5	Total
1. Russell Pilven	199	199
2. Gary Edwards	197	259
3. Fraser Ross	193	269
4. Hollywood	181	287
5. Hot Chicken	179	236
6. Helen Lindner	160	160
7. Leo Tobin	158	251
8. Steve Coad	157	189
9. Nick Cascone	154	154
10. Les Walmsley	150	150



John Clarke wins his first trophy





Paul and Christine Freestone have their praises sung for 3rd in the Rally Champs



Rally Champ winners Wayne and Scott Kent came over from Tas



Graeme Raper presents the Ian Jones Trophy to the Silver Assassin while Jerv mugs

### **The HTCAV Rally Championship:**

Now in its third year, the Club's Historic Touring Car National Rally Championship expanded trophy wise with equal sized trophies for both driver and navigator, to emphasize the team nature of our sport and results were based on cumulative rally kilometers over Targa Wrest Point, Targa Tasmania, Classic Targa Adelaide and Targa High Country. That totals way over 1000 kms of competitive driving.

The winners came from Tasmania for the night's frivolities – Scott and Wayne Kent (Ford Mustang); second-placed Bernie and John Wilson (Ford Capri Perana) were not able to make it down from Canberra. Third spot on the podium were locals Paul and Christine Freestone in the amazing super Uber Humpy.

### **The Elective Awards**

#### **Rookie of The Year**

Ted Perkins in his red Lotus Cortina impressed the judges with his fine driving and good results in Group Nb, giving Johnny Luxmoore and others a hurry up in his first year in the class. Top work!

#### **The Encouragement Award**

This year the Norm Beechey went to Darren Smith in his white XY Falcon GT HO. Darren had a mixed run at the Winton Festival of Speed but did well in the enduro and then showed good speed and consistency at the Sandown historics. That's encouraging!

#### **The Hard Luck Award**

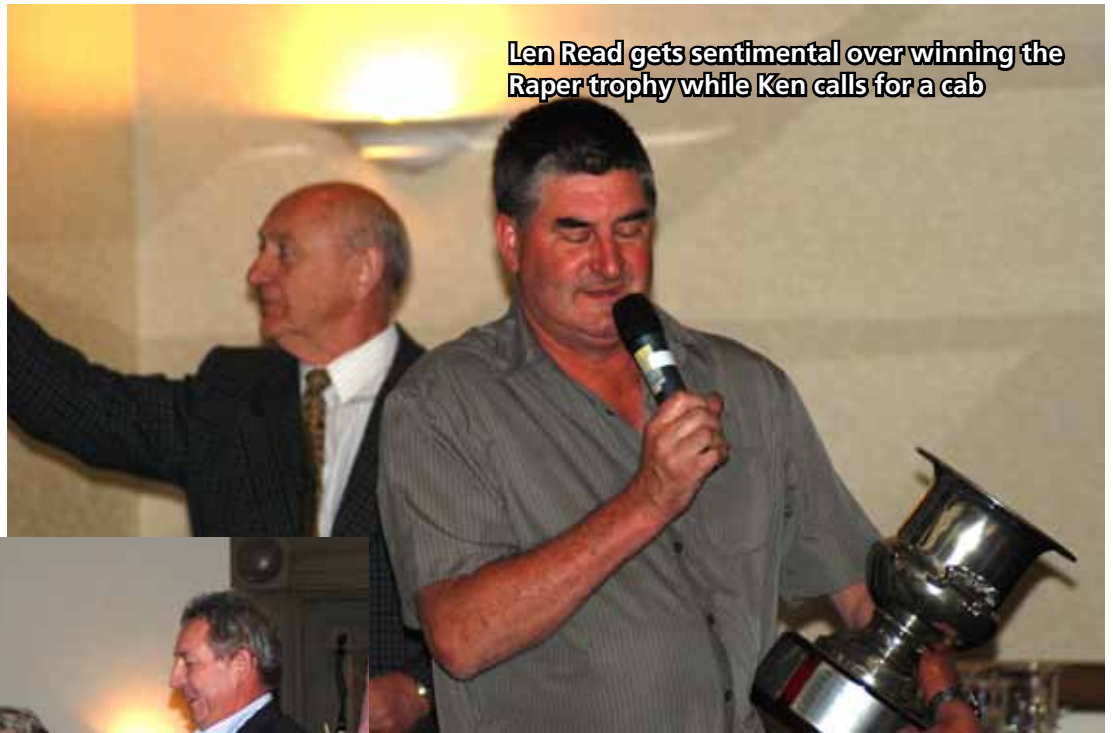
Double winners for the first time: David Noakes and Peter Owen had a coming together in their BDA Escorts at Sandown which wrote Peter's off and badly re-damaged David's. The Club was pleased to offer a complimentary night and accommodation to them both in a minor compensation – and of course, the Hard Luck Award!

#### **The Teams Award**

Tasmania's Phil Shepherd walked away with this one, or he would have if he was there. Always a well presented car backed by a smartly turnout out team – a worthy winner.



**Len Read gets sentimental over winning the Raper trophy while Ken calls for a cab**



**Len Read receives the Ken Raper Trophy from Ken's mother Alva and brother Graeme**

#### **The Clubman of the Year Award**

Well, somebody other than Jervis or Dean Bryant was bound to win it one year and this year it was me, although I voted for Jervis who was probably more deserving. Thanks to the Sneddon family for providing a very worthy trophy and advice on the recipient.

#### **The Ian Jones Trophy**

One of the two major elective trophies in the Club, both of which are decided by two elder statesmen, Ken Zinner and Ted Brewster. The Ian Jones trophy is for derring-do in Group Nc and in 2011 it went to the Silver Assassin, the silver haired Les Walmsley in his silver Charger for his gold standard performances.

#### **The Ken Raper Trophy**

This coveted award, in memory of the dashing Chev Impala racer who lost his life in 1987, is also decided by our two oldest and wisest monkeys. Contrary to misinformation it is not for Group Nb nor is it necessarily for performance on the track, as non-competitive but highly contributive members have won it in the past. Who knows the criteria or the processes that take place, but the recipient is always a worthy – this year it was Len Read, who was visibly moved by the honour bestowed.

This occasion was even more significant, as Ken's mother Alva and brother Graeme (a noted historic racer and former Prince Skyline GT punter) presented the award. It was the first time that the Rapers had

been at a club function for 24 years, but the family is once again involved as Graeme's son Lewis is besties with Fraser Ross and is a keen member of his pit crew.

The Club remains in debt to the Raper family as income on the original sum they bestowed to the Club for the care and maintenance of the Ken Raper Trophy has been a cornerstone of our growth of the last two decades.

#### **And a once-off, the Golden Gob Award:**

No it's not really called that but a handsome microphone-styled award was on hand for Darren Knight, in appreciation for all that he has done as "The Voice of Historic Touring Car Racing". As noted in the last mag, Darren has done an enormous amount for our Club and category in his on-track commentary and on-deadline race reporting and we thought it should be recognized. Thanks, Daz.

It could be you, Tommy...

Don't think anyone remembers Tommy Hanlon Jr (why would one?) or that we have any members called Tommy, but if you fancy standing up getting one of our increasingly spiffy awards at next year's Presentation Night, go for it!

*RalphE*



**Peter Owen and David Noakes shared the Hard Luck Award**





Help! Rescue me from this smooth-talkin' Septuagenarian



Outcheese me!



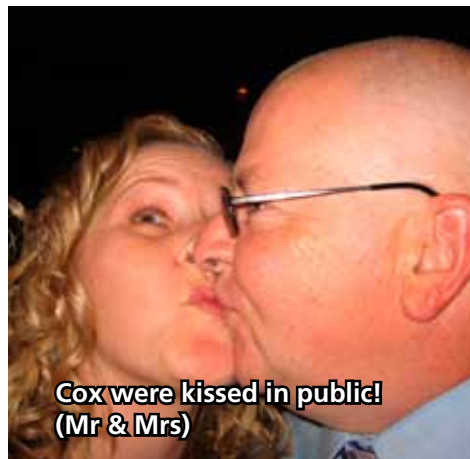
Brother and sista Fashionista!



They don't call him Fast Johnny for nuthin'



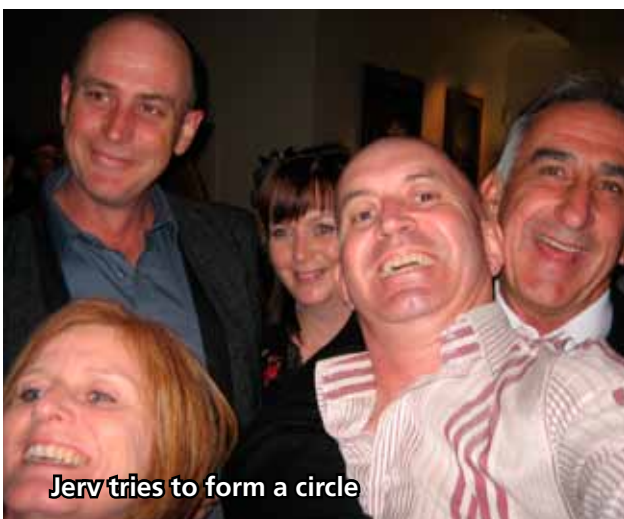
The crowd warms up with pre-dinner drinkies



Cox were kissed in public!  
(Mr & Mrs)



Jerv tries chokin' the chicken



Jerv tries to form a circle



Mrs Dobbs is very suspicious...





Jerv demonstrates the effect of a rally stage for the Champ winners



Thumbs up for Gaz



Winning President's Cup team



Brashy and the band belted em out



The only lei Jerv got that night



Club Champ Rusty wins the big one for the second time



Jerv thinks it's Grab a Granny night....



Mr Dobbs is very suspicious...

# Final 2011 Race Championship

Class Driver	Historic 1 Philip Island	STATE 1 Philip Island	Historic 2 Winton Short	STATE 2 Sandown	Historic 3 FOS Winton Long	STATE 3 Philip Island	Historic 4 Sandown	Island Magic Philip Island	I'state nom rd	Total Points	State Series 3 Rds	Golden Oldies Best 3	Club Champ Best 5
<b>NC Over 5000cc</b>													
Tony Hubbard	3		37	36	24					100	36	64	100
Rod Hotchkin	31		28	37	29	31	46	34		236	68	134	179
Karl Wittick		31		27			27			85	58	27	85
Michael Miceli			12	3						15	3	12	15
Darren Smith							25			25	0	25	25
John Allesi							13			13	0	13	13
Stephen Lee							16			16	0	16	16
Andrew Tickner								26		26	0	0	26
Darren Collins								30		30	0	0	30
Robert Marshall							11			11	0	11	11
<b>NCB 3500-5000cc</b>													
Rob Burns	3									3	0	3	3
John Mann	37									37	0	37	37
Fraser Ross	40	24		26	40	37	46	26	30	269	87	126	187
Leo Tobin	33	23	32	35	31	30	35	32		251	88	131	158
Les Walmsley	35		40	31	41		3			150	31	119	150
Michael Bugelly	15						7			22	0	22	22
Stuart Barnes	13		15		21		3			52	0	52	52
Craig Miles	7	10		23	15	3	21			79	36	43	76
Michael Hibbert			37		27		35			99	0	99	99
Peter Burchell			22							22	0	22	22
John Harrison							29			29	0	29	29
James Frolley							11			11	0	11	11
Ian Cromarty								17		17	0	0	17
<b>NCC 3001-3500cc</b>													
Andrew Williams	32			46			46			124	46	78	124
Angelo Taranto	25	25		31	27	33	21	3		165	89	73	141
Steve Coad	37	17	33	21	39	11	31			189	49	140	157
Douglas Growcott	35									35	0	35	35
Lawrie Nelson	9						13			22	0	22	22
Alan McKelvie	25	10	11	25	27	11		33		142	46	63	120
Tim Fettel	9									9	0	9	9
Stephen Pillekers		19	3	3	13			11		49	22	16	49
Gary Edwards		30	40	39	32	40	39	39		259	109	111	190
Dylan Innes					19		3			22	0	22	22
Gordon Cox					3			17		30	0	3	30
Scott Slater							17	46		63	0	17	63
David Landry								3		3	0	0	3
<b>NC 2001-3000cc</b>													
Ian Watt	27				29			27		83	0	56	83
Ben Read	34							34		68	0	34	68
Brendon Hare			31				19			50	0	50	50
Ant Read			14				26			40	0	40	40
Brian Beasy				11						11	11	0	11
Robert Hare				34						34	34	0	34
Mark Johnson					24		32			56	0	56	56
<b>NCE 1501-2000cc</b>													
John Smallman						33		23		56	33	0	56
Mark Schatz	29									29	0	29	29
Russell Pilven	40		37	36			46	40		199	36	123	199
Peter Owen	3			29			27			59	29	30	59
Chris Ralph	31									31	0	31	31
David Noakes			21				23			44	0	44	44
Justin Brown			26		34		27	25		112	0	87	112
David Brown				19	32	28	29	19		127	47	61	127
Spencer Rice					4					4	0	4	4
Marty Lambert							3			3			
Dean Bryant							19			19			
<b>C.O.D.</b>													
Mick Stupka		31		31			31			93	62	31	93
<b>NCF 1101-1500cc</b>													
<b>NCF Up to 1100cc</b>													



# Final 2011 Race Championship

Class Driver	Historic 1 Philip Island	STATE 1 Philip Island	Historic 2 Winton Short	STATE 2 Sandown	Historic 3 FOS Winton Long	STATE 3 Philip Island	Historic 4 Sandown	Island Magic Philip Island	I'state nom rd	Total Points	State Series 3 Rds	Golden Oldies Best 3	Club Champ Best 5
<b>NBA Over 3000cc</b>													
Andrew Cannon	21						35			53	0	56	53
Bill Trengrove	38			34			38	18	21	149	34	76	149
Andy Clempson	41	33	35	27	32	22	25	36	36	287	82	133	181
David Moran		28	35		21					84	28	56	84
Grant Bingley	26									26	0	26	26
John Clarke	20		23					25	25	93	0	43	93
John Harrison			22							22	0	22	22
Geoff Taylor							17			17	0	17	17
<b>NBB 2601-3000cc</b>													
John Bourke			27							27	0	27	27
Phil Shepherd			34				31	31		96	0	65	96
Steve Watt						31				31	31	0	31
Douglas Juniper							27			27	0	27	27
<b>NBC 2001-2600cc</b>													
Eddie Dobbs	31									31	0	31	31
Rob Southhouse							31			31	0	31	31
<b>NBD 1601-2000cc</b>													
<b>NBE 1301-1600cc</b>													
Nick Cascone	37		37		37		43			154	0	154	154
John Luxmoore	17			4	19	31	34	29		134	35	70	130
Paul Watson	30						10			40	0	40	40
Simon Browing		31					28	33		92	31	28	92
John Bendell			30							30	0	30	30
Ted Perkins			24		28		21			73	0	73	73
<b>NBF 1001-1300cc</b>													
Anthony Ramadge	43		39							82	0	82	82
Ted Brewster	23		27							50	0	50	50
Helen Lindner	29	31	31	31	31				7	160	62	91	160
Ian Pringle	18		3				28			49	0	49	49
James Holloway	11						29			40	0	40	40
Peter Melick	25		46							71	0	71	71
Len Read			3							3	0	3	3
John Eeles			23			31				54	31	23	54
Henry Draper					14					14	0	14	14
Michael Holloway							35			35	0	35	35
Roger Howard							23			23	0	23	23
<b>NBG Under 1000cc</b>													
Michael Stupka			29			31		13		73	31	29	73
Jerry Lenstra	31		24				4			59	0	59	59

## Club Championship - Outright

### John Mann Cup - Top Ten

#### Scored from your best five events in 2010

1st Outright	Russell Pilven	Datsun 1600	199
2nd	Gary Edwards	Holden Torana XU-1	197
3rd	Fraser Ross	Ford Mustang	193
4th	Hollywood	Ford Mustang	181
5th	Chicken	Ford Falcon GT HO	179
6th	Helen Lindner	Mini (beep beep)	160
7th	Leo Tobin	Ford Mustang	158
8th	Steve Coad	Holden Torana XU-1	157
9th	Nick Cascone	Ford Cortina	154
10th	Les Walmsley	Hey Charger	150

## HTCAV Rally Championship

### Four rounds in three states

1st	Scott and Wayne Kent	Ford Mustang
2nd	Bernie and John Wilsoon	Ford Capri Perana
3rd	Paul and Christine Freestone	Uber Humpy

#### Norm Beechey Trophy

Darren Smith

#### Fire & Rescue Rookie of the Year

Ted Perkins

#### Hard Luck Award

Peter Owen & David Noakes

#### Teams Award

Phil Shepherd

#### Ken Raper Memorial Trophy

Len Read

#### Ian Jones Memorial Trophy

Les Walmsley

#### Clubman Of The Year

Chris Ralph – as voted by the members on the night

# 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

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

### Booran Holden Caulfield:

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

### Cranbourne Holden

217A South Gippsland Hwy Cranbourne,  
3977  
Phone: (03) 5995 4555  
Fax: (03) 5991 1655  
www.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

vampiring 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.

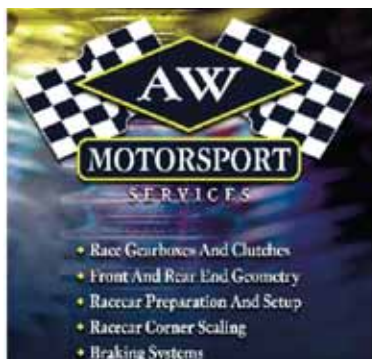
So potential advertisers, please take advantage of our sooky business practices and sign up now!

### 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

## KEEP THE UV RAYS OUT!

PROTECT AND PRESERVE YOUR RACE RUBBER IN STORAGE.  
WATERPROOF POLYESTER TYRE COVERS WITH CARRY HANDLE  
BLACK/GREY or BLACK/BLACK, 3 SIZES S/M/L  
SET OF 4 = \$100.00 Or \$25 EACH  
**Call Andrew on 0416 221 953**





# Thanks to our sponsors



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

For all your photographic and promotional presentations



**James Smith Photography**

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

## Marshall Cass Photography

Mobile: 0418 888 977

Phone: (07) 3341 6392

Fax: (07) 3423 0033

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

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

Studio: 38 Dromos Street,  
Eight Mile Plains.

P.O. Box. 4147

Eight Mile Plains, 4113.  
Brisbane, Queensland.



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



**Hoosier**  
RACING TIRE

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



HOOSIER/STREET TD



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

5.50-15  
5.00-15  
& soon  
4.50-15



VINTAGE TD

2b 161 Canterbury Rd  
Kilsyth (03) 97615557



Jerv thinks it's grab any girl night....

# DUKES BODY WORKS

**Quality Crash Repairs  
With a 3 Year Guarantee.  
Insurance Specialist**

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

Phone: **Trevor Talbot**

(BH) 5996 7888, Mob. 0418 336 335

# Torquing 'Em Up - Classifieds are free!

## 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

## 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



## Devo's '64 GT Cortina

To be Sold as a Complete racing package.

Built by Broadwalk Engineering.

Brother/sister car to

Fast Johny'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 Package also available.

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

## 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.**

Spare parts & panels negotiable

Rod Evans 0411717167



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

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

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

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



# Torquing 'Em Up - Classifieds are free!



## Group Nc 1972 LJ Holden Torana GTR

Completed 2006, it has minimal race miles and is in very good condition. Original GTR (numbers no longer match). Some say the "best looking

Torana on the track".

Good HP 202 (3.3 blue) Knife edged crank. M21 G/box BMW rotors Volvo callipers. 13x7 Sprint masters with new Toyos, Minilites with Kumhos. Good amount of spares. You get everything in the deal. Business commitments have made it difficult for me to race to any satisfying degree. \$37,500. Gordon 0418 506 650



## 1972 Alfa Romeo GTV 2000

Built as a CAMS logbook NC historic touring car, it has run in only 3 historic events. Turnkey ready for competition in 2012 Phillip Island Classic! 20 laps

on new Dunlop rubber, the car is mechanically sound. You could also run the car in Group S, or refurbish to register as a road car. Certain parts for an engine upgrade may be available at reasonable cost or possibly negotiated in the asking price. Feel free to call Marty Lambert on 0406 544 131. A mechanical report is available from Bruno Colautti on 9386 9650, or Hugh Harrison with mechanical and dyno report on 9720 4442. Fashionably priced at \$26,950 ONO. Will deliver.

## Car Storage/Workshop Space To Let.

Space in a well-equipped Moorabbin factory. A double space (single space with dedicated hoist storing two cars) is now available and another single space will also be free. Seven HTCAV tenants share hoist and various workshop items, engine dyno also on site. Fully alarmed and patrolled. Suit car storage (esp double space) or competition cars. Very reasonable rates.

Email [chrisralph@crc.com.au](mailto:chrisralph@crc.com.au) or call Chris 0418 318 934.

## Manny's hot race bits.

- Set of 48 IDA Weber carburettors. 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.
- Assorted spares: pistons for 302 and 289 con rods, cranks
- Kelsey Hayes calipers machined and widened.
- Three sets of 14x6 lightweight lookalike Minilite wheels.
- One set of genuine Ford GT HO steel wheels. Stamped on wheels "made in Canada"

Phone John Mann on 0418 310 472



## 1964 Ford Mustang

289 Group Nb rocket ship. Ground up restoration and build in 2005. Lovingly driven and always maintained to the highest order. Driven mostly on Sundays.

Three sets of rims and tyres. Many spares. Fresh Zinner gearbox. Fresh Johnson engine. On going support. \$85,000 Call Andrew Clempson 0417 561 906



## RF87 Van Diemen

Historic Group FC Formula Ford. Fully restored and has only competed in two race meetings.

Fitted with a Graham Ritter built engine. Large quantity of new spares and wheels.

This is an English car and is painted in Van Diemen works colours.

Asking price \$28,000 Phone Brian Beasy 03 97355090

## 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

**Direct all advertisements to [editor@htcav.com.au](mailto:editor@htcav.com.au) Ph 0418 318 934**  
**or go to [http://www.htcav.com.au/htcav/?page\\_id=152/classifieds/](http://www.htcav.com.au/htcav/?page_id=152/classifieds/) and post it there.**  
**Old Classified can be found on the Forum as well.**



Essendon Tyrepower opened in March 2004. After 6 years of working & growing we have now moved to **392 Keilor Rd. in NIDDRIE (Only 2kms from the old store).**

The new premises have the best of everything we need, to give the service you deserve!

**Here's what we'll do for your race and rally cars:**

**KUMHO, TOYO, BRIDGESTONE, DUNLOP & ADVAN** Race tyres supply & fitting.

Race car WHEEL ALIGNMENT & set up (The BEST around).

Race car PREPARATION, MODIFICATION, REPAIRS & TUNING.

In car TWIN CAMERA HD DVD recording with data logging (Day or Weekend hire avail.)

**Here's what we'll do for your road cars and trailers:**

Full mechanical servicing for your Tow car, your daily driver, 4WD or company Fleet car.

The best selection of tyres and wheel alignments to suit your day-to-day driving needs.

Trailer repairs, rejuvenation, modifications, servicing and preparation.



So get the job done right by calling your Club mates Russell, Paul or Ricky  
@ **Essendon Tyrepower** Tel: **9379 2616** Mob: **(0419) 527 188 A/H**  
Or e-mail us at [essendontyrepower@bionond.com](mailto:essendontyrepower@bionond.com)



**WELD AWAY ENGINEERING PTY. LTD.**

(Used & RECOMMENDED by **Essendon Tyrepower**)

Corey Rogers (HTCAV member) is "Weld Away". Corey is a highly certificated Welder of ANY material: Alloy, Stainless, Cr-Mo, Steel etc. with experience in many fields of sheet metal work, component design & fabrication, boiler-making & general engineering.

Corey is willing & able to assist with all aspects in the engineering field and the end result will always meet expectations. **"Many club members already race on Weld Away products!"** So for all your metal needs don't hesitate to call Corey on **0401-191-626**