

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc



Patron: Colin Bond

Next Meeting
Tuesday, 9th April 2013
8:00pm
"The Garage"
Sydney Motorsport Park

Inside.....
the EH Story
& more.....



50 Years & Counting

President's Report

April already, Bathurst has been run and won and congratulations to the winners and those that competed. The best outcome was the lack of damage and incidents, always a concern for the Mountain, the competitors did our category proud. The number of DNF's wasn't too bad considering the reputation the big hill has regarding machinery. Especially our older cars. One competitor obviously didn't read the magazine and turned up with 50 series tyres, immediately spotted by sharp eyed competitors and he changed to LEGAL 60 series tyres. Shame about the other competitor who wanted to run TCM wets, same story. Guys, the days of "getting away with it" are over!

MCM At this point it appears that we will run the new circuit and the F5000s will be the only category using the 'Old' track. Interest from EH's is still generating and we will be asking for expressions of interest from all competitors with a deposit in JULY.

The new stickers and raffle books should be posted by now, Julie has been waiting for me to pick up the stickers so they can be posted together to save some bucks. The new club logo will be available as a Patch for driving suits and will be available with the new shirts.

The Club trailer is currently undergoing a resto and thanks to Stewart Follows for the fabrication and Chris Collett for the painting. New flags will be purchased and should complete the application for a log book.

Cheers

Marc Ducquet

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Driver Profiles

We are creating a new page on the website for Driver Profiles. Marc Ducquet has sent us a photo to kick it off. So, please get your photos to me ASAP guys, (preferably with your current car) with a bit of a story to go with it if you like. Maybe this questionnaire will help.

Jules

Name:

My current race car(s) is/are.....

When I joined HTCA.....

I have been racing for:.....Years.....months

Cars I have raced:.....

My best race moment

My worst race moment

Anything else?.....



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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 25TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements.
 While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy.
 Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

March General Meeting Minutes

Next General Meeting, Tuesday 9th April 2013

"The Garage" Sydney Motorsport Park.

Call me on 0409 161 357 if you need directions. Jules

Minutes General Meeting 12 March 2013

General Meeting: Tuesday 12th March 2013

The meeting commenced at: 8:00 pm.

Attendance: As per attendance book.

Apologies: W. Rogerson

New Members: Nil

Visitors: Nil

December Minutes: As published in *Action-Line*

Accepted: D. Truelove

Seconded: R. Muller

Matters Arising: Nil

President's Report: M. Ducquet

M Ducquet gave an overview of minutes from the February committee meeting, advising members that:

- T. Thompson has taken on the role of CAMS delegate for the club.
- The issue of electric water pumps has been resolved, in the negative.
- W. Bossie has resigned as Eligibility Officer and as a member of the Club. M. Ducquet thanked him for his services to the club in this role. As a result an Assistant EO is being sought to help W. Rogerson.
- The Club is seeking a wireless merchant facility to allow for use of credit cards for fees, merchandise etc.
- New stickers are on the way. First one is free, subsequent stickers will be \$2.00.
- AHTCA is now up and running again with a charter to act as the "firewall" between competitors and CAMS. The AHTCA is donating \$1,000 towards trophies for the AHTCA Cup at MCM.
- AHTCA now has a National Watch List regarding repeat offenders.

Secretary's Magazine Editor Report: J. Williams

- 121 renewals to date.
- More photos required for the website gallery.
- Most correspondence comes via email. There were 106 emails in and 112 out.
- Barrie Brown sent an email resigning his membership due to ill health and sent his "good wishes to the Group", thanking them for the "camaraderie of fellow enthusiasts". (Chris Collett has bought Barrie's Car.)

Treasurer's Report: C. Gabriel

C. Gabriel tabled the Treasurer's report. We are in good shape. Cheque Account \$10,042. On-Line Saver \$7,860. With some memberships yet to come in.

HSRCA: D. Roberts.

- Not a lot happening.
- D. Roberts thanked the members for a great day at Wakefield recently.
- He is now the proud owner of a Mini.

CAMS / CMC / ARDC: T. Thompson

- T. Thompson was unable to attend the last CAMS State Council meeting because of a conflict of events.
- CMC turned 50 on 1st March, which was celebrated with a cocktail party. The first Patron of the CMC was announced (Pedr Davis). A member of the original 1963 committee attended. Next event is SSC on 18th August, featuring 100 Aston Martins, and hopefully, 50 EH Holdens.
- Top Gear event went really well with 41,000 people through the gate. He spoke of the stunts and spectacles at the event.
- ARDC working with M. Ducquet re events at MCM.

Eligibility: W. Rogerson absent.

- EH Gear Box issue. Refer to General Business of these minutes.
- M. Ducquet answered a question from the floor re tyre sizes, referring to the regulations as stated in the CAMS manual. He advised the AHTCA position regarding aspect ratio is: "Aspect ratio will now be defined as the ratio between the tread width (contact area) and the height of the wall." Previously the aspect ratio was determined by the width of the tyre.

General Business:

- C. Bond attending the 9th April general meeting as a guest speaker. Max Stahl taking over G. Howard's column in Auto Action. Max will be the guest speaker for the May general meeting.
- M. Ducquet had a call from an old member, Richard Atkinson. He is pulling his EH out of the shed for MCM. To date EOs have been received from the owners of 15 EHs for MCM.
- M. Ducquet spoke of the EH gear box submission, which was emailed to members for comment. The majority replied in the negative. A general discussion then ensued.
- M. Ducquet spoke of a decision to hold more social events. One is a trivia night to be held at The Garage, and a social dinner at a Chinese restaurant with a banquet menu and everyone paying for their own drinks. L. Kennedy advised the meeting of other venues for the trivia night.
- A discussion arose about the food at The Garage. Most members want more hot food, but it was decided to keep the venue and those who wish to do so can eat elsewhere prior to the meeting.
- Rooty Hill RSL has been booked for the Presentation Night on 2nd November. (Continued next page..)

March General Meeting Minutes

- The club has been invited to the State Championship Round at Wakefield on 27th & 28th April. See the link below for application form and regulations. <http://www.wakefieldpark.com.au/events/nsw-state-championships>
- Wakefield needs to be approached regarding use of The Shed. Modifications are also required regarding water run-off. P. Taylor has offered to rectify the water problem.
- The club trailer is being refurbished. Thanks to S. Follows and Chris Collett for their help in this regard. M. Ducquet has two wheels, which can be used for the trailer. He asked if anyone has tyres to fit.
- D. Roberts advised more entries required for FoSC at Wakefield at Easter. Only 18 Group N entries. 54 cars going to Bathurst at Easter.
- D. Roberts congratulated T. Ducquet on the new Website.
- New club stickers will be mailed out with raffle tickets.
- M. Ducquet suggested a driver's profile of members for the website.
- M. Ducquet welcomed B. Jessop back to the club.
- M. Ducquet presented three examples of possible new club shirts. The members opted for short-sleeved cotton dress shirt, blue & black colours.

Wakefield Park Shed Has a Fridge !!

Phil and Marilyn Taylor have donated a fridge to the Wakefield Park Shed !! So the Champs will stay cold in future guys. I have instructions from El President to say a big thank you to them. So,

A Big
"Thank
You"
to Phill &
Marilyn

A Bit About Bondy's Visit

Colin Bond, our recently appointed patron, will be our guest speaker at the general meeting on 9th April.

If you never make another meeting this year, you can't miss this one for a chance to get up close and personal with "Bondy" one of the all time nice guys of motor racing.

"Colin John Bond (born 24 February 1942) is a retired Australian racing driver. Bond reached the highest levels in Australian motorsport in 1969 when he was recruited by Harry Firth to the newly formed Holden Dealer Team. He quickly found success, winning the 1969 Hardie-Ferodo 500 mile race (now the Bathurst 1000) at Bathurst, New South Wales in a Holden Monaro.

Bond was a particularly versatile driver, also finding success in the Australian Rally Championship, winning the title in 1971, 1972 and 1974 driving a Holden Torana. Bond also won the 1975 Australian Touring Car Championship in a Holden Torana and was inducted into the V8 Supercar Hall of Fame in 2002."

Look forward to seeing you all there.....





*Historic
Touring Car
Association
of NSW Inc*

2013 Pointscore

Points are awarded to financial members only, and cover the three categories, Na, Nb, Nc. The six best results will determine the final outcome. Class placings (as per CAMS Manual) are awarded points as follows:

- Outright results count as 6+ starters (1st, 2nd, 3rd)
- Points are divided by the number of scratch races held at each meeting.
- 3 Points are allocated for entering and participating in a meeting
- 1 bonus point is allocated for the fastest lap in each class over the entire meeting.
- Members flagging at a pointscore round are allocated 10 points per day, subject to a maximum of 30 points
- Written notification must be received by Chris

Class	1st	2nd	3rd	4th	5th	6th
6+ starters	18	15	12	9	6	3
5 starters	17	14	11	8	5	
4 starters	15	12	9	6		
3 starters	13	10	7			
2 starters	11	8				
1 starter	9					



2013 Overall Leaders

Alexander Bland	30.4
Laurie Donaher	22
Bill Attard	22
John Wright	21
Michael Anderson	20.8
Brian Titheradge	19
Harry Bargwanna	18.8
Wayne Rogerson	18
David Wheatley	18
Martin Macri	16
Lynn Brown	16

2013 Na

Don Homann	9.4
------------	-----

2013 Nb

Brian Titheradge	19
David Wheatley	18
Lyn Brown	16
John Battersby	14.8
Paul Battersby	13.8
Colin Tierney	13
Robert Ingram	12.6
Phil Taylor	12.4
Kerry Hughes	10.8
Chris Collett	10.2
Greg Meredith	10.2

2013 Nc

Alexander Bland	30.4
Laurie Donaher	22
Bill Attard	22
John Wright	21
Michael Anderson	20.8
Harry Bargwanna	18.8
Wayne Rogerson	18
Martin Macri	16
Paul Tierney	15.8
Harvey Felton	14
Santo Di Carlo	13
Jerry Lenstra	13
Noel Roberts	12.8
Jared Cox	12.6
Craig Robertson	11
Rod Wallace	9.8
Greg Schwenke	9.6
Warren Wright	8.6
Alan Mayne	4.8



I won't have the updated pointscore until after this issue goes to the printer so watch this pace in the May issue.

The February Committee meeting we agreed on the need for us to keep a photo on file of every member, with his car, so as soon as you can arrange it would you either email or snail me a photo for our files.

Thanks & Regards, Jules

hollymist@bigpond.com

P.O. Box 138, Brighton-le-Sands 2216

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Race Numbers 28th March, 2013
(Numbers to the right of column denote paid memberships).

Race #	Name		Race #	Name		Race #	Name	
1	Club	Champion	65	Benjamin	Tebbutt	130	Daniel	Homann
2	Michael	Kennedy	66	Michael	Kennedy	131	Craig	Robertson
3	Dominic	Truelove	67	Vacant		132	Bob	Munday
4	John	Gillfillan	68	Trevor	Hutchins	133	Bill	Attard
5	Alan	Lewis	69	Daniel	Cotterill	134	John	Predl
6	Ross	Muller	70	Wayne	Rogerson	135	Dave	Probin
7	John	Predl	71	Ian	Sawtell	136	Phillip	Haynes
8	Lionel	Walker	72	Phillip	Barrow	137	Chris	Collett
9	Daniel	Kennedy	73	Trent	Ducquet	139	Lynn	Brown
10	Michael	Terry	74	Dick	Bryant	140	Mark	Lenstra
11	Michael	Anderson	75	Ross	Donnelly	141	Brad	Harris
12	Andrew	Bergan	76	David	Stone	142	James	Goldsbrough
13	Leonard	McCarthy	77	Harvey	Felton	143	Ray	Dean
14	Wayne	Seabrook	78	Ian	Wilks	144	Geoff	King
15	Jason	Foley	79	Cameron	Schofield	145	Paul	Cameron
16	Stewart	Follows	80	Steve	Land	146	Paul	Tierney
17	Steve	Travica	81	Bruce	Stewart	147	Vacant	
18	Allan	Reid	82	Cameron	Womer	148	Mark	Oberg
19	John	Sorraghan	83	Greig	Malaure	150	Ray	Dean
20	David	Roberts	84	Graham	Russell	151	Frazer	Roberts
21	Colin	Higgins	85	Bruce	Walker	152	Scott	Fleming
22	Vacant		86	Santino	DiCarlo	153	Trent	Ducquet
23	Max	Ullrich	87	Phil	Taylor	154	Rod	Wallace
24	Bruce	Smith	88	Greg	Toepfer	155	Santino	DiCarlo
25	Mark	Le Vaillant	89	John	Harrison	156	Ryan	Strode
26	Chris	O'Brien	90	Ray	Bailey	157	Warren	Wright
27	Peter	O'Brien	91	Steve	Burke	158	Stephen	Taite
28	Brad	Tilley	92	Stephen	Shepard	159	Laurie	Donaher
29	Jason	Humble	93	John	Burke	160	Brett	Hobson
30	Chris	Gabriel	94	Jared	Cox	161	Colin	Simpson
31	Craig	Stephenson	95	Adam	John	162	Greg	Schwenke
32	Bill	Callan	96	Adam	John	163	Mark	Oberg
33	Alexander	Bland	97	Harry	Bargwanna	164	Ian	Johnson
34	Brian	Jessop	98	Daniel	Sugden	165	Mark	Oberg
35	Grahame	Hill	99	Phil	Taylor	168	Max	Hutchins
36	Paul	Truelove	100	Paul	Palmer	169	Tom	Amos
37	Ralph	Clarke	101	Vince	Macri	170	Paul	Knott
38	John	Lockyer	102	Martin	Macri	171	Greg	Mereditth
39	Chris	Dubois	104	Robert	Hayden	172	Warren	Gay
40	Chris	Collett	105	Robert	Hayden	174	Garnet	Patterson
41	Jerry	Lenstra	107	Kerry	Hughes	179	Barry	Jessop
42	Robert	Ingram	108	Michael	Anderson	181	David	Gray
43	Steven	Thomas	109	Mathew	Windsor	183	Colin	Tierney
44	Vince	Harmer	110	David	Noakes	185	John	Wright
45	Darryl	Heydon	111	Allan	Burke	186	Michael	Cooke
46	Robert	Nicol	112	John	Shuttle	189	Ben	Wilkinson
47	John	Dyer	113	Alan	Mayne	190	Ken	Ballantyne
48	Noel	Roberts	114	Darren	Burnes	191	Graeme	Hart
49	Ken	Brigden	115	Andrew	Broderick	195	Thomas	Dyer
50	Rod	Brincat	116	Vacant		197	Michael	Collins
51	Chris	Stewart	117	Richard	Huer	199	Dave	Flood
52	Geoff	Rose	118	Brian	Titheradge	200	Bruce	Whitford
53	Craig	Stephenson	119	Phillip	Yakas	202	Greg	Luca
54	Robert	Owers	120	Laura	Kennedy	222	Keith	Croft
55	Vacant		121	Ray	Dean	224	John	Beechy Snr
56	Chris	Strode	122	Tony	Land	225	John	Beechy Jnr
57	John	Dowsett	123	Wayne	Potts	270	John	Battersby
58	Steve	Pitman	124	Bob	Boulter	271	Paul	Battersby
59	Alex	D'Onofrio	125	Bill	Meeke	276	Bill	Magoffin
60	Cameron	Tilley	126	Neil	Marks	279	Alf	Bargwanna
61	David	Wheatley	127	Aaron	Gabriel	283	Greg	Tkacz
62	Chris	Collett	128	Peter	Mackay	295	Spencer	Rice
63	Ken	McGann	129	Aaron	Tebb	308	Tom	Mott
64	John	Tight				316	Stephen	Beazley
						333	Troy	Williams
						350	Brian	Potts
						351	Robert	Nicol
						411	Rod	Stait
						427	Marc	Ducquet
						777	Fred	Brain
						888	Joe	Dominello
						971	Ian	Johnson



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Pointscore & Competition Calendar 2013

FoSC	-	1st June	-	One Day Meeting, Sydney Motorsport Park
HSRCA	-	29th & 30th June	-	Sydney Motor Sport Pointscore Round
FoSC	-	10 & 11 August	-	Back-to-back 1-day meetings at SMP South Circuit
HSRCA	-	28th & 29th September	-	Wakefield Park Pointscore Round
HSRCA	-	23rd & 24th November	-	Sydney Motor Sport Park. Pointscore Round
FoSC	-	7th & 8th December	-	Back-to-Back 1-day meetings at SMP South Circuit



Is the documentary film of the monumental life and tragic death of legendary Brazilian motor-racing Champion, Ayrton Senna. Spanning the decade from his arrival in Formula One in the mid 80's, the film follows Senna's struggles both on track against his nemesis, French World Champion Alain Prost, and off it, against the politics which infest the sport. Sublime, spiritual yet, on occasion, ruthless - Senna conquers and transcends Formula One to become a global superstar. Privately, he is humble, almost shy, and fiercely patriotic, donating millions to his native Brasil and contemplating a life beyond motor-racing.

Yet he is struck down in his prime on the blackest weekend in the history of the sport, watched live on television by 300 million people. Years on he is revered in Formula One as the greatest motor racing driver of all time - and in Brasil as a Saint.



TECHNICAL BULLETIN

Schedule J – Protective Padding Moratorium

REFERENCE:

<http://www.cams.com.au/motor-sport/cams-manual/general-requirements>

RATIONALE:

Having received feedback regarding the fitting of protective padding it is felt that this is the best way forward at present. CAMS will use this time to review and re evaluate the requirement for protective padding in National level competition and below.

ACTION:

Place a moratorium, effective now until 30 June 2013, on the requirement to have SFI 45.1, SFI 45.2 and FIA 8857-2001 protective padding fitted in competition below a National level as detailed in CAMS Manual of Motor Sport, Schedule J Article 11.1

Amend

11. PROTECTIVE PADDING

11.1 Helmet and Head Protection:

(a) Where the helmet of an occupant could come into contact with the safety cage, protective padding shall be fitted in that area, which complies with:

- (i) International competition and below, FIA standard 8857-2001, type A (see FIA Technical List No 23 "Roll Cage Padding Homologated by the FIA"); or
- (ii) For national competitions and lower, SFI specification 45.1. For each 1st Category vehicle manufactured prior to 1 January 2012, the use of SFI specification 45.2 for the head rest is permitted.

(b) Implementation Dates

Padding of the type specified in 11.1(a) is required as follows:

- Any FIA category vehicle (eg. Group N, Super 2000) – refer FIA Appendix J, Article 253 – currently in place;
- National competitions – from 1 January 2012; and
- All competitions – from 1 January 2013.

The use of the specified padding is highly recommended in the meantime.

11.2 Body Protection: Where the body of an occupant could come into contact with the safety cage, it is recommended that flame retardant padding be fitted. FIA standard 8857-2001 or SFI specification 45.1 padding.

Note: Due to a lack of readily-available and suitable safety cage protective padding within Australia, CAMS will provide a dispensation for all vehicles manufactured prior to 1 January 2012 with a 'Type 1 Solo Roll Bar' (as defined by CAMS Schedule J), to compete without protective padding as per the 2013 CAMS Manual of Motor Sport, Schedule J Article 11.1. Dispensation is valid until 31 March 2013 only. After this date, protective padding shall be required as per Schedule J.

Moratorium in place, effective now until 30 June 2013, on the requirement to have SFI 45.1, SFI 45.2 and FIA 8857-2001 protective padding fitted in competition below a National level in all vehicles as detailed in CAMS Manual of Motor Sport, Schedule J Article 11.1

Expression of Interest Historic Eligibility Officer

Group A, C & N (NSW)



The Australian Historic Motor Sport Commission (AHMSC) is seeking expressions of interest from persons with the requisite skills, experience, passion and time to undertake the role of Historic Eligibility Officer, Group A, C and N in New South Wales.

Historic Eligibility Officers (HEO) are responsible for the inspection of historic vehicles whose owners wish to obtain a Certificate of Description (COD). This is a voluntary position, with the successful candidate being a member of the Historic Production Based Eligibility Committee, reporting to its Chair. The position will sometimes involve travel to conduct vehicle inspections at a time that is convenient to both parties.

HEO's are also required to assist with matters regarding eligibility, attend historic events as required and may be called upon by the AHMSC to provide technical assistance and advice.

Ideal candidates will have good interpersonal skills and sound technical knowledge and experience with vehicles from the Group A, C and N period, which are Production Touring Cars run in events promulgated by CAMS between

A – Touring Cars 1984 – 1992

C – Touring Cars 1973 – 1984

N – Touring and Production Touring Cars pre 1958 (Na), pre 1965/App J (Nb) and 1965 – 1972 (Nc)

This is a fantastic opportunity for a passionate, enthusiastic person to assist the AHMSC in managing a growing part of historic motor sport. The successful applicant will be provided with induction training and will be assigned a mentor as part of the appointment.

Interested persons must submit an application including a summary of relevant experience to:

**Attn: Cameron Sabine -
Motor Sport Coordinator - Historic
C/o – CAMS Historic Department
PO Box 147 Caulfield East VIC 3145
or email historics@cams.com.au**

Applications will be assessed by members of the AHMSC and shortlisted candidates may be required to attend an interview.

Confederation of Australian Motor Sport

phone: 1300 883 959 | email: info@cams.com.au | www.cams.com.au

twitter: @CAMSmotorsport | facebook: [facebook.com/CAMSmotorsport](https://www.facebook.com/CAMSmotorsport)



FoSC Summer Invitation
Wakefield Park 2011



MCM 2013 is jointly managed and promoted by the Australian Racing Drivers Club (ARDC) and Chevron Publishing and places on show and in competition a great range of Groups A, C and Group N Touring cars. It is the largest event in Australia.

The ARDC is the largest car club in Australia and Chevron is the largest producer/publisher of Motor Sports titles and DVD's in the Southern Hemisphere.

Groups Na, Nb and Nc are the featured Marque for this meeting and will be the category subject to the largest promotion.

There will be APPROX 200 Group N cars, the largest field ever seen in Australia. There will be 4 groups.

Categories will be Nc Under and Over 3500cc. Na and Nb Divisions 1 and 2 based on times and to ensure close racing all races will be a maximum of 6 laps.

A naming-rights sponsor is currently being sought and it will be called the "Historic Touring Car Challenge"



There will be a function at SMSP on the Saturday evening. This will be a catered function for approx 400 people.

There will be major trophies for all classes as well as best presented and engineered cars for all four divisions.

We will be providing a rebate/incentive for interstaters ON A SLIDING SCALE as it is expected there will be approximately 60 entries from interstate.

There will be approved single-sponsor windscreen signage for this event.



The EH Story

Released 26th August 1963. The exhaustive testing that was carried out on these models at Holden's Lang Lang test ground covered more than a million miles. This paid off, as the Holden was coming to be known as a very reliable, yet easy to repair should the need be. Based on the EJ the EH had a much more powerful engine and clever styling changes. There was a wave of public interest before the release of this new model, which also contributed to its success. Central to the new model's appeal were its styling updates, and the new "Red" motor. This new motor was stronger, smoother, more economical and more powerful. There was the 149ci at 95 bhp and the 179ci at 115 bhp, which was initially only available with the automatic transmission. This showed an increase in power of over 50% in the 179ci motor over the old "Grey" (one of the reasons the public wasn't ready for a 179ci manual?) The 179 manual option was not available until April 1964.

Other new models were also introduced. They were the Premier wagon, and the limited edition S4 model. The S4 was introduced in September 1963. It was basically a 179ci manual Special sedan with some changes to gearbox (slightly stronger 179 manual box as fitted to all EH's from early 64 up to HK), larger fuel tank, metal lined brake shoes with a quick change setup, a larger tailshaft, changes to carburettor jet and float level, Michelin tyres, slightly larger tool kit, and that was about it. Only 126 of these limited models were made, and some were used for racing by people like Dick Johnson and Norm Beechey at speeds up to 110mph! Power steering was fitted to some EH models, but with units numbering only in the low thousands fitted, they are rare, and some spares non-existent.

These power steering units were fitted to The EJ model, and the only significant difference was the bracket for the pump was to suit a grey motor. The EH was still the same price as the EJ being \$2102, and a total of 256,959 units were built and sold up until early February 1965.



Muir & Beechey.....never far apart on the track!



Dick Johnson in the Holden EH at Lakeside in November 1969



Our own Colin Tierney pilots his 1964 EH around turn 2!



The track's thata away !!



Beechey at Lakeside 1964



Neck & neck !!

Jim McKeown - Lotus Cortina

Jim McKeown was an Australian racing driver who competed in the Australian Touring Car Championship from 1964 to 1972, with a best finish of 2nd in the 1970 ATCC. McKeown was part of the successful Neptune Racing Team alongside Norm Beechey and Peter Manton. The team later became known as the Shell Racing Team and consisted mostly of McKeown in a Porsche 911S and Beechey in a Holden Monaro GTS350.

In addition to the Australian Touring Car Championship, McKeown also competed in the Bathurst 500 and its forerunner at Phillip Island on four occasions. He and George Reynolds took the Class D win at the 1962 Armstrong 500, five laps off the lead.^[3] McKeown drove for the Ford Works Team under Harry Firth in the 1968 Hardie-Ferodo 500, finishing 42nd with Spencer Martin in the teams only XT Falcon GT fitted with an automatic transmission.^[4] In the 1970s McKeown raced Porsches in the Sports Sedan category, achieving a 2nd place finish in the 1974 Toby Lee Series at Oran Park.



Helping take the 'bile' out of eligibility..

Along with (don't mention the rubber things that touch the road) eligibility is the thing that stirs competitors more than any other.

But things are looking up. No, you can't suddenly run silly out-of-period parts, but at least now there is a method that competitors can use to test their substitution options.

There has been no change in philosophy regarding historic relevance of the cars we run. We don't want our cars to be sports sedans or improved production. But as the cars grow older it makes a certain amount of sense to consider period substitutions that might help keep cars on track or bring cars out of garages.

How it works now:

Final decisions are made by the Historic Commission through the Historic Production Based Eligibility Committee (HPBEC). This has not changed and the judgement criteria have not changed.

But the HPBEC now works closely with the Australian Historic Touring Car Association (AHTCA) our national body comprising the five state HTC clubs.

The state presidents are usually the delegates and the AHTCA votes by majority decision as to whether a substitution has

general support. The AHTCA is an advisory body, it doesn't make the rules, the HPBEC does.

The new involvement of the AHTCA creates a more 'ground up' method of operation where members can have a say.

Level One and Level Two Substitutions:

Level One substitutions are simpler, they apply to one make of car and offer no substantive performance improvement. There is a different approval pathway for these sorts of applications, as shown by the chart. Typical examples include two gearbox applications currently being considered, the HT 3-speed gearbox for EH Holdens and the Type 3 gearbox for 1300 Escorts.

Level Two substitutions are, well, everything else. Anything that can apply to more than one car, or have the potential to affect performance is considered to be Level Two.

Criteria:

The five key criteria haven't changed: will there be no performance gain, is the part no longer available, is the cost exorbitant, is it similar in design and appearance and is it made from similar materials?

Unarguable supporting evidence has to accompany the submission, including part

numbers and photographs or drawings. There's a lot involved in mounting a submission – many have failed because people did not do their homework properly.

The CAMS/AHTCA Component Substitution form must be used, this is available for download on the website at www.htcav.com.au

Precedence:

There is no precedence, this is not the law. Each case is judged on its merits, if one substitution is approved it does not follow that another will also be.

Full reasons are always given for acceptance or rejection.

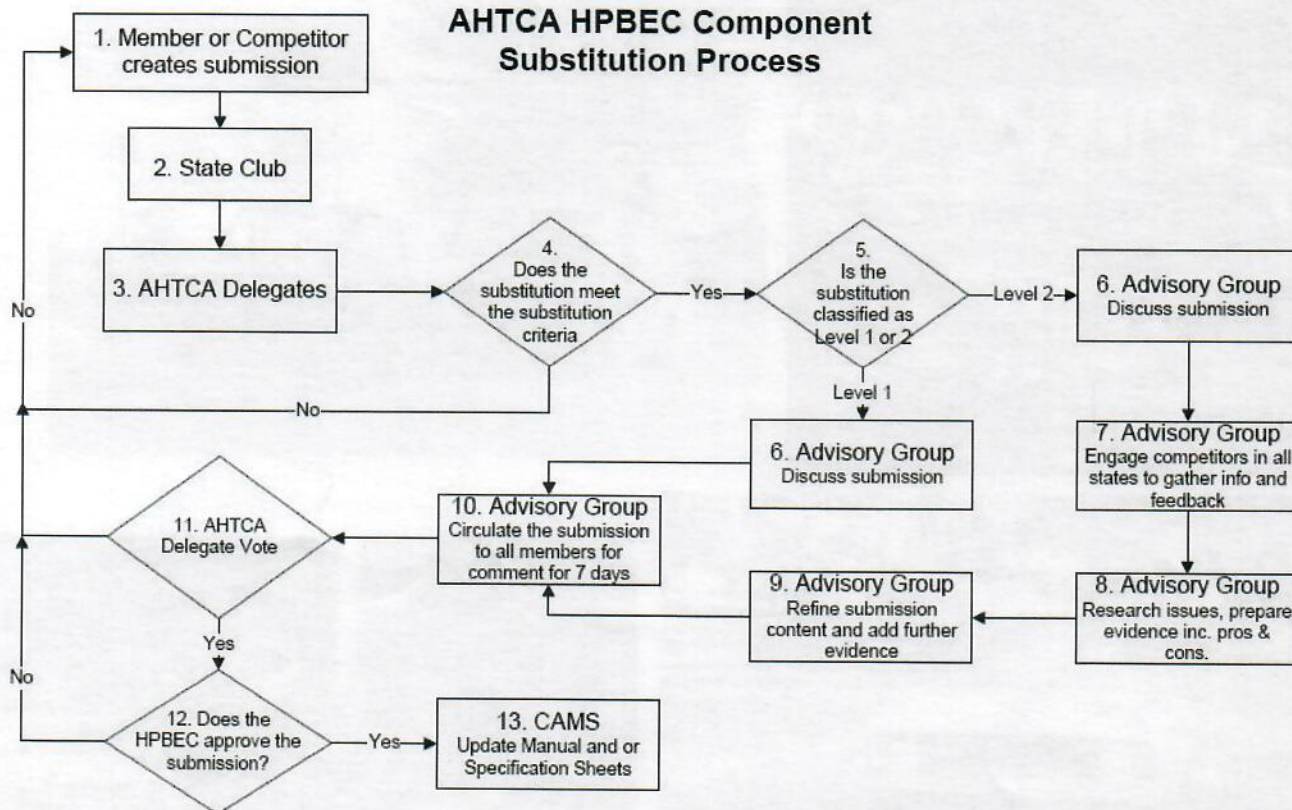
Usual reactions:

Dogs in the manger wake up and howl when it appears that a competitor in a different car may be able to run a substitute part.

"That will make them more reliable!" If performance gain is measured by whether your competitor's car is likely to finish a race, then one needs a nice cup of tea and a bit of a re-think.

"What about me? If they get that, you have to give us this..." As above, each case is different and will be judged on the criteria. As ever, a quick email to David Twigg at

AHTCA HPBEC Component Substitution Process



Courtesy of

HISTORIC TOURING TORQUE

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

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Action-Line

Journal of the Historic Touring Car Association of NSW Inc

eligibility@htcav.com.au or phone on 0414 875 922 might save a lot of time. An extra gear than your car had in the period, or disc brakes when not originally supplied? Don't bother.

"Other historic classes don't get these freedoms" A good argument but historic touring cars do not have a COD (Certificate of Description) as per genuine cars from the era, and thus not the ultimate value.

With one or two exceptions, the cars are replicas that represent the period, as are Group S sportcars. They are also more numerous than COD cars and thus have a high volume of parts used.

COD cars usually use different parts and there is a controlled substitution process for them as well. Please read the accompanying article by NSW President Marc Ducquet on this matter...

Things to consider:

1. The hard line is still hard. This new involvement of the AHTCA will not open the floodgates and nor should it. The very reason why historic racing is so popular is because the rules are so tight and long may they remain so. Other countries have granted too many freedoms; they bemoan their laxity and look to Australia and CAMS as the model they should have followed. Once it's gone, it's almost impossible to get it back.

2. We are a class-based racing category and club. The appeal of the category lies in the wide range of makes, models, sizes and ages in the same events. We race against similar cars, an Imp will never beat a Camaro. If one model gets a substitution it is of most interest to others in that class category.

3. Cars are going faster. Improvements in consumables such as lubricants, fuels, tyres, things like the size of batteries, weight of seats etc, technical input into tuning and set-up and so much more means a steady improvement in performance. This is inevitable from Mini to Monaro, it can't be controlled and may well strain older components. The hard liners may say "driver slower" but how do you do that? We are historic racing, so we have to control the hardware as much as we can, while being sensible about it.

4. Substitutions are

options, they are not mandatory, but will be added to the specification sheet if passed.

In the pipeline:

Very likely to be approved but not quite through the door are two Level One substitutions. The first is the 3-speed all-synchro gearbox for EH Holdens. It is 11kg heavier but can be fitted and a conversion is available for the steering column so there is no meaningful change in appearance with the shift linkages.

This was the run-on gearbox from the non-synchro box used in the EH. While there's an ability to get back to first easier, first is not a gear often used on tracks around Australia.

The second is the Type 3 gearbox for Ford Escort 1300 models, which had a unique one piece gearbox and bell-housing, which have become almost extinct.

The asked-for gearbox can take more power, but the engine cannot deliver a huge amount. Both of these have been seen, so far, as not delivering any meaningful performance advantage, but an ownership one.

A new car:

Also about to be judged is a submission to have the 1967 Chevrolet Nova included on the list of cars with a racing heritage in Australia between 1965 and December



The HT gearbox is a sturdier unit.

1972.

A comprehensive submission from a Sydney competitor proved that the 67 model which only differed outwardly from the 66 model by a few trim changes had been raced by Tony Bowden and John Kay in Adelaide. Disc brakes were an option in this year, and so the car raced with disc brakes in the period.

Previous applications had been made for the Beechey Nova to run with disc brakes, but that car had not used them and so the application was not proceeded with. But after being sold to Bowden and Kay, it did, and with the evidence supplied, approval looks likely. It's all to do with homework and facts...

And the round rubber things we can't mention:

Also in the wind is a re-think on how the aspect ratio of a tyre should be measured... there's only one way to measure the height of a tyre, but there are two ways to measure the width - stay tuned!



The 67 Chev Nova will be added to the list of Nc cars.

Phillip Island Classic



Bill Trengrove battled with WA's Shane Atwell in the ex-Burchell car.



Another local HO has joined the fun, Darren Smith chases The Chicken.



Toepfer loops, Alan Mayne poops.

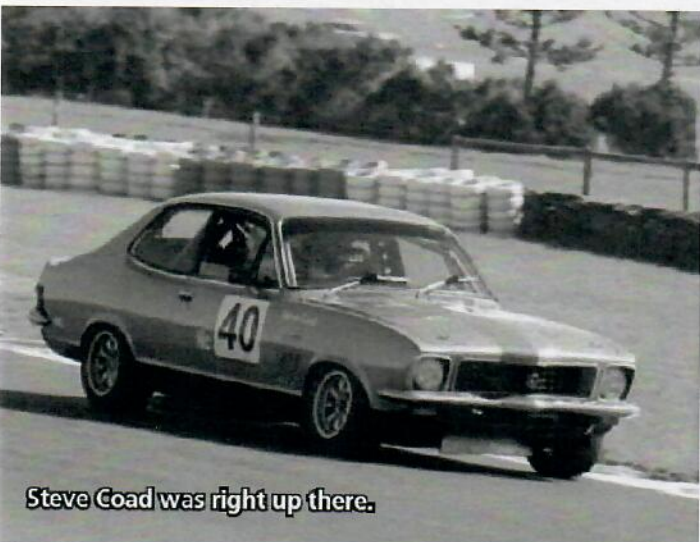
Phillip Island Classic



Mick Donaher didn't lack any power.



Qld's Lionel J. Murphy in his gentlemans carriage.



Steve Coad was right up there.

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precision

Phillip Island Classic



70% of the field was from interstate.



Harry Bargwanna and John Harrison had great dices.



John Bryant's Falcon has some mumbo.



Old foes Barwanna and Hansen.

Courtesy of

HISTORIC TOURING TORQUE

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

My Bit.....by Jules



Hi All, Hope you had a great Easter and didn't overdo it with the chocolate, otherwise you'll have to buy a new seat for the car; maybe like the one below! Sorry guys, just a little toilet humour!

I can't resist a little Abbot & Costello either. "Who's on First" is an old favourite.....comic genius at it's best!

Talk to you later. Jules

Says it all eh !!



Airport security can double as free diagnostic centres. Some interesting findings.

Full Body Scans at the Airport

The A.S.I.O. disclosed the official Airport Screening Results:

October 2012 Statistics on airport screening from the Department of Homeland Security:

Terrorists Discovered	0
Transvestites	133
Hernias	18,485
Hemorrhoid Cases	133,172
Enlarged Prostates	8,249
Breast Implants	999,350
Natural Blondes	3

It was also discovered that 61 members of the Labor Party Federal Parliament had no balls, but one redhead did.

Thought you'd like to know.

Punographics.....

- I dropped out of communism class because of lousy Marx.
- All the toilets in New York's police stations have been stolen. The police have nothing to go on.
- I got a job at a bakery because I kneaded dough.

You have to be old enough to remember Abbott and Costello, and too old to REALLY understand computers, to fully appreciate this. For those of us who sometimes get flustered by our computers, please read on...

If Bud Abbott and Lou Costello were alive today, their infamous sketch, 'Who's on First?' might have turned out something like this: **COSTELLO CALLS TO BUY A COMPUTER FROM ABBOTT**

ABBOTT: Super Duper computer store. Can I help you?

COSTELLO: Thanks I'm setting up an office in my den and I'm thinking about buying a computer.

ABBOTT: Mac?

COSTELLO: No, the name's Lou.

ABBOTT: Your computer?

COSTELLO: I don't own a computer. I want to buy one.

ABBOTT: Mac?

COSTELLO: I told you, my name's Lou.

ABBOTT: What about Windows?

COSTELLO: Why? Will it get stuffy in here?

ABBOTT: Do you want a computer with Windows?

COSTELLO: I don't know. What will I see when I look at the windows?

ABBOTT: Wallpaper.

COSTELLO: Never mind the windows. I need a computer and software.

ABBOTT: Software for Windows?

COSTELLO: No. On the computer! I need something I can use to write proposals, track expenses and run my business. What do you have?

ABBOTT: Office.

COSTELLO: Yeah, for my office. Can you recommend anything?

ABBOTT: I just did.

COSTELLO: You just did what?

ABBOTT: Recommend something.

COSTELLO: You recommended something?

ABBOTT: Yes.

COSTELLO: For my office?

ABBOTT: Yes.

COSTELLO: OK, what did you recommend for my office?

ABBOTT: Office.

COSTELLO: Yes, for my office!

ABBOTT: I recommend Office with Windows.

COSTELLO: I already have an office with windows! OK, let's just say I'm sitting at my computer and I want to type a proposal. What do I need

ABBOTT: Word.

COSTELLO: What word?

ABBOTT: Word in Office.

COSTELLO: The only word in office is office.

ABBOTT: The Word in Office for Windows.

COSTELLO: Which word in office for windows?

ABBOTT: The Word you get when you click the blue 'W'.

COSTELLO: I'm going to click your blue 'w' if you don't start with some straight answers. What about financial bookkeeping? You have anything I can track my money with?

ABBOTT: Money.

COSTELLO: That's right. What do you have?

ABBOTT: Money.

COSTELLO: I need money to track my money?

ABBOTT: It comes bundled with your computer.

COSTELLO: What's bundled with my computer?

ABBOTT: Money.

COSTELLO: Money comes with my computer?

ABBOTT: Yes. No extra charge.

COSTELLO: I get a bundle of money with my computer? How much?

ABBOTT: One copy.

COSTELLO: Isn't it illegal to copy money?

ABBOTT: Microsoft gave us a license to copy Money.

COSTELLO: They can give you a license to copy money?

ABBOTT: Why not? THEY OWN IT!

(A few days later)

ABBOTT: Super Duper computer store. Can I help you?

COSTELLO: How do I turn my computer off?

ABBOTT: Click on 'START'.....

A Bit Moreby Jules

BRAIN EXERCISE

If you can read this OUT LOUD, you have a strong mind and you are one of the 55 people out of 100 who can. Better still: Alzheimer's is a long, long, way down the road; if it ever gets to you at all!

7H15 M3554G3 DEOS 4M4Z1NG 7H1NG5!
 1MPR3551V3 7H1NG5!
 1N 7H3 B3G1NN1NG 17 WA5 H4RD BU7
 NOW, ON 7H15 LIN3 YOUR M1ND 1S R34D1NG 17
 4U70M471C4LLY W17H OU7 3V3N 7H1NK1NG 4B0U7 17,
 B3 PROUD! ONLY C3R741N P30PL3 C4N R3AD 7H15.

The Phaonmneal pweor of the hmuan mind. Aoccdrnig to a rscheearch at Cmabrigde Uinervfisy, it dseno't mtaetr in what oerdr The lfteres in a word are, the only iproamtnt Tihng is that the frsit and last lftere be in the Rghit pclae. The rset can be a taotl mses. And you can still raed it whotuit a pboerlm. This is bcuseae the huamn mnid deos not Raed ervey lftere by istlef, but the word as A wlohe. Azanmig huh?

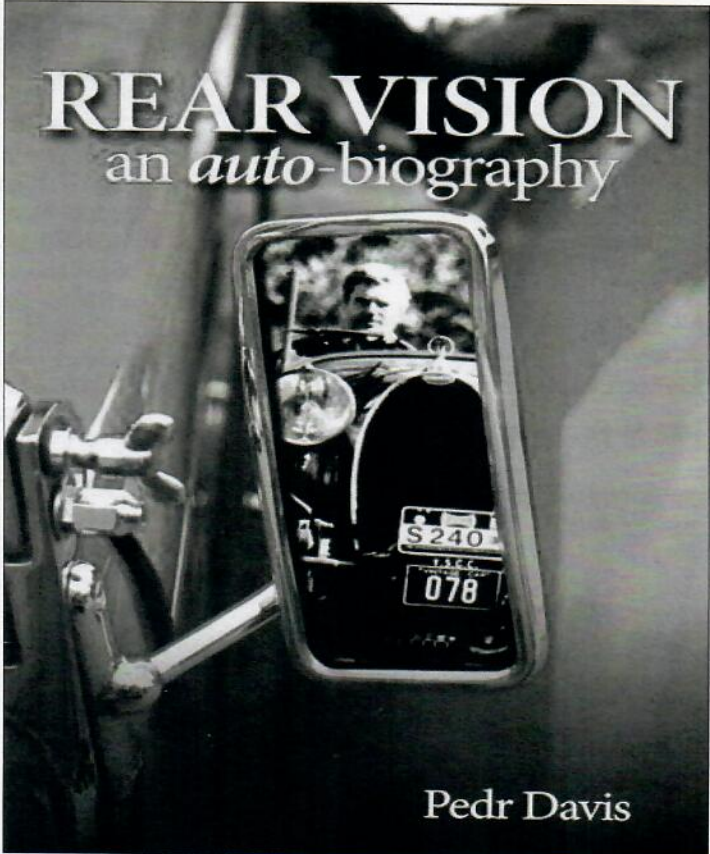
Some timely adviceyou can thank me later guys!
 Jules

NINE EXPRESSIONS WOMEN USE...

- Fine:** This is the word women use to end an argument when they are right and you need to shut up.
- Five Minutes:** If she is getting dressed, this means a half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.
- Nothing:** This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with **Nothing!** usually end in **Fine!**
- Go Ahead:** This is a dare, not permission. Don't Do It
- Loud Sigh:** This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to # 3 for the meaning of "nothing".
- That's Okay:** This is one of the most dangerous statements a women can make to a man. **That's okay** means she wants to think long and hard before deciding how and when you will pay for your mistake
- Thanks:** A woman is thanking you. Do not question, or faint. Just say you're welcome. (I want to add in a clause here - This is true, unless she says **'Thanks a lot'** - that is PURE sarcasm and she is not thanking you at all. DO NOT say **'you're welcome'**.. That will bring on a **'whatever'**
- Whatever:** Is a woman's way of saying...Go to Hell
- Don't worry about it, I got it:** Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking **'What's wrong?'** For the woman's response refer to # 3.



Book of the Month



During six decades of motor journalism, Pedr Davis knew Stirling Moss when he was a tyro, wrote articles for Jack Brabham and was chauffeured at high speed by five-time World Formula One Champion, Juan Manuel Fangio.

He has tested prototype cars in East Africa against a background of Mau Mau terrorism and chatted with industry legends. In a memorable 1962 interview, motorcycle-maker Soichiro Honda told Davis of his plans to make "the best cars in the world" and predicted that Japan would become the world's leading carmaker.

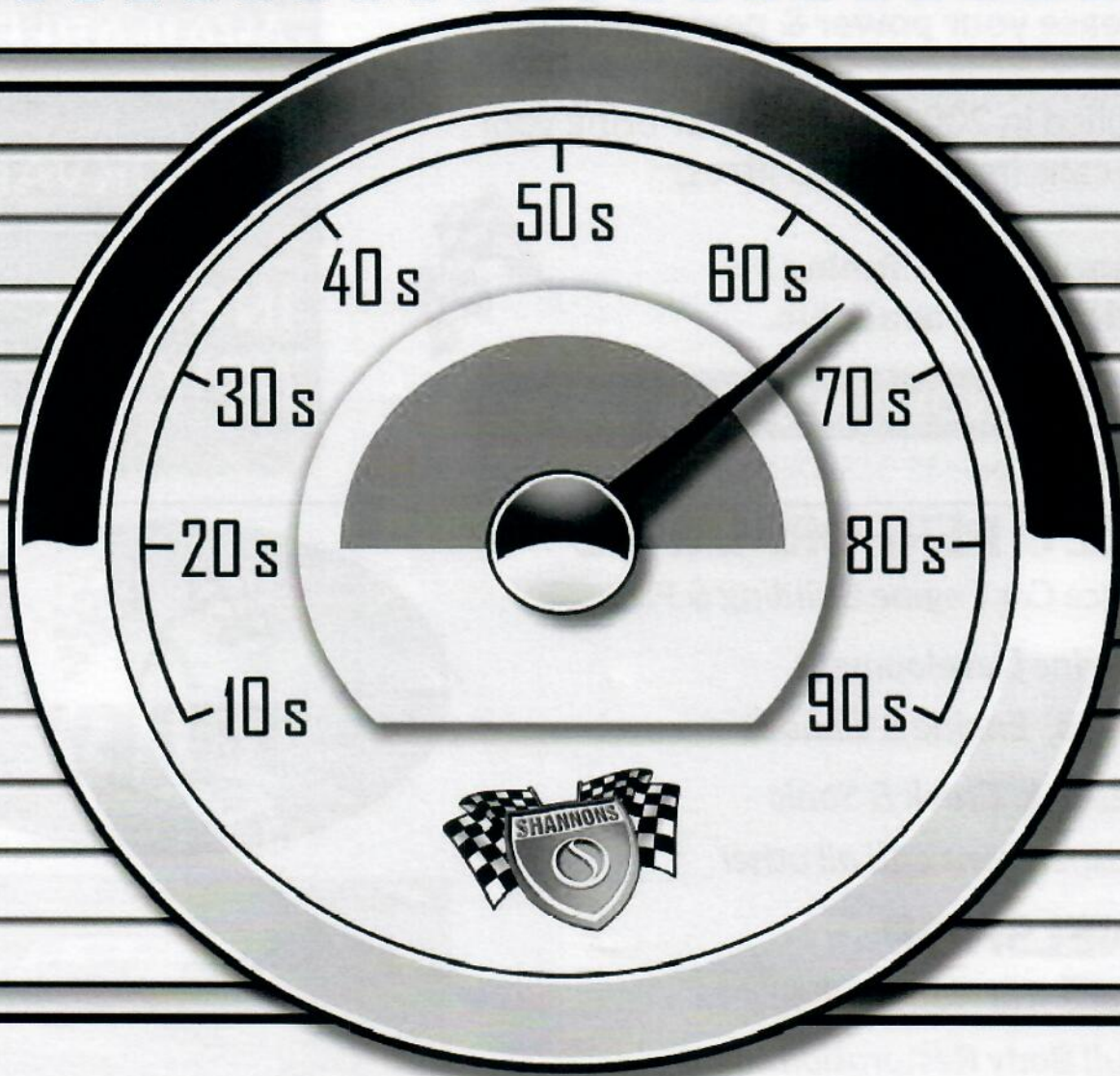
Davis was one of the few journalists allowed to drive the first real car, the 1885 Benz, and the first journalist to drive the car powered by Ralph Sarich's amazing engine.

His story is packed with anecdotes and fascinating snapshots of such characters as Abe Safron, Leslie Thies, Soichiro Honda and Dick Smith. He followed the demise of BMC, the highs and lows of Holden and Toyota's incredible climb from obscurity to best seller.

Rear Vision charts the adventures of singular man of Welsh background and his expansive work in television, book-writing and publishing.



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ARDC Private Practice Dates for 2013

Friday 19th April - NSW MRC Competitors only
Friday 26th April - Cars / Bikes / L2S, South Circuit
Friday 7th June - Cars / Bikes / L2S, Brabham Circuit
Friday 21st June - NSW MRC Competitors only
Friday 26th July - Cars / Bikes / L2S, GP Circuit
Friday 23rd August - Cars / Bikes / L2S, Brabham Circuit
Friday 30th August - MCM Competitors Only
Friday 13th September - Cars / Bikes / L2S, GP Circuit
Friday 20th September - NSW MRC Competitors only
Friday 25th October - Cars / Bikes / L2S, Brabham Circuit
Friday 1st November - Cars / Bikes / L2S, GP Circuit
Friday 8th November - NSW MRC Competitors only
Friday 6th December - Cars / Bikes / L2S, GP Circuit

*Dates are subject to change. Please contact the ARDC or go to
www.ardc.com.au/events to confirm dates before attending.

Details:

Practice is from 9am - 5pm

GP Circuit - 3.9km

Brabham Circuit - 4.5km

Requirements:

CARS - minimum PC Cams licence or higher competition licence unless stated otherwise.

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Journal of the Historic Touring Car Association of NSW Inc

ADVERTISE IN ACTION-LINE

FOR 12 MONTHS

1/4 PAGE = \$125; 1/2 PAGE = \$225; FULL PAGE = \$450

Contact : Julie Williams at hollymist@bigpond.com

Market Place



Ross Muller reluctantly offers **FOR SALE** the mighty **KINGSWOOD HQ Holden**, well prepared, strong runner.

Fresh 308 with top hp and good torque one meeting old by BK RACE ENGINES Bankstown.

- Craig Burns hand

fabricated exhaust.

- Straight Cut Pfitzer gearbox, recently overhauled.
- Harrop Truetrac diff with Watts Link.
- Jag Brakes with balance bar and Neville Pearce cast rear drums.
- King springs.
- QA1 shock absorbers with bump and rebound adjustment.
- 1 spare set 10 spoke Minilite 15 x 8 wheels.
- 1 spare close ratio heavy duty M21 gearbox in top condition.
- 1 Locked diff 4.44:1 ratio with brakes.
- Assorted sway bars and springs.
- Many spare panels, doors, bars and chassis rails.
- Spare parts car.

\$45,000 will see you having the time of your life in a well sorted car.

Email rossem@exemail.com.au

Ph (02) 4655 4588 (day/night)

Ford Escort/Cortina 13" x 6" alloy wheels \$120 set of [4] .

Ford Cortina/Escort alloy wheels [5] [cheviot 4 spoke] 13" x 6" 3 are gold and 2 black and 4 of them have polished edges.

Definitely round . \$60ea or \$275 ono lot. [2] CSA 5 SLOT style suit ford/valiant magnum 14" x 8" roughly polished \$100 pair . [4]

Escort/Cortina 13" x 6" wheels \$120 .

Cameron Schofield 0410 528 505 .

YOKOHAMA A048 205/60/13 TYRES

Some tires have completed as many as 5 laps and others completed less. Various dates on tyres.

\$120 each, ono Contact Vince **02 9606 0105**

Gold Trak Diff Centres - New in boxes DPI Platinum Trak 31 spline centres for 9" Ford **\$690** each -

Also 4 x race ready **Ford 9" diff housings** compete with Gold Trak centres various ratios **\$1200** each.

Please call **Ross Donnelly 0409 666 302**



Genuine, original road going LJ GTR XU-1.

This Glacier White car was built in May 1973. It is complete, has matching numbers and is in very, very good original condition. It has done 68, 855

miles and drives like new. Being sold to pay, and make room, for a race car. **\$95k**

Please call Daniel on 0488 294 966 or email dbc@grapevine.com.au



FOR SALE... 1971 Volvo 142 with Nc) logbook. Ready to race with CAMS approved roll cage, seats etc. Rust free body and tidy original paint. Comes with spare motor, original seats etc. \$10,000.00. **Phone: John Dowsett 0414 231 934.**

I have just started a new business called

RACE & ROAD CLASSICS & STORAGE.

- Long term secure and alarmed storage for your classic car, race car, boat or caravan.
- Reasonable rates from \$165 per month.

I have **race car trailer for hire** @ \$100 a day OR \$150 a weekend. Set up with tyre rack and winch / suits low cars.

I also have **car body rotisserie twirler** for hire @ \$100 a week OR \$165 a fortnight.

Suit most cars.

Ian Johnson - mobile : 0414 526 219

e-mail : rclassicsandstorage@hotmail.com



WANTED PANEL BEATER/METAL FABRICATOR

-Northern Beaches Location

-Full Time Position

-Immediate Start

We are a well-established general smash repair shop with particular interest in classic muscle car restoration and race car building.

We require an experienced panel beater/metal fabricator who can complete all aspects of general insurance based, automotive panel repair and has a passion for restoration work with skills in the panel fabrication and rust repair.

Good conditions and friendly work environment.

WANTED PANEL SHOP TRADES ASSISTANT

-Northern Beaches Location

-Full Time Position

-Immediate Start

We are a well-established general smash repair shop with interest in classic muscle car restoration and race car building.

We require a general paint and panel trades assistant to help our tradesman keep the work moving.

Knowledge and some skills within these trades required and experience within the industry preferred.

Good conditions and friendly work environment.

Contact Tilley's Smash Repair & Restorations

Phone: 02 99050105

1955 Morris Oxford

Well-known, if not notorious, log-booked Group Na race car.

Engine is BMC B 1459cc +60, with steel crank and twin 1 1/2 SUs.

Full roll cage.

Race seat and 5-point harness. Light green bodywork in passable nick.

Car was winner of 1999 CAMS NSW State Motor Race Championship Appendix J (Na) category.

Has been raced at Amaroo, Eastern Creek, Oran Park, Queensland Raceway and Wakefield Park. Also competed in second Guyra GP and Historic Hillclimb at Bathurst.

Sadly, selling on medical grounds.

A great car for Racing or Regularity.

Asking \$12,000.

Andrew Pursey - 0417 922 693 or awpursey@a1.com.au



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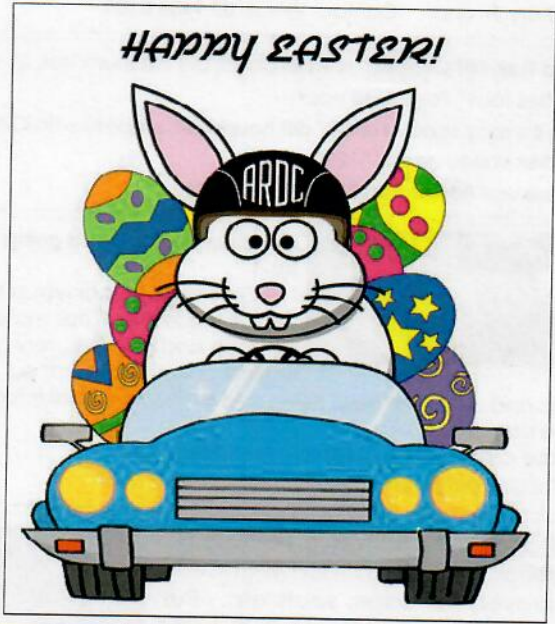
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