



ACTION - LINE

Journal of the Historic Touring Car Association of NSW, since 1980

August 2018



2018 Historic Queensland

We head north for the biggest historic motorsport event of the year!

**UP NEXT: 8th September FoSC One-Day at Sydney Motorsport Park
AND THEN: 22-23 September HSRCA Spring Festival at Wakefield Park**

Next Club General Meeting: 4th September, 2018, 7:30PM Sydney Motorsport Park Suite 2

IN THIS EDITION:

- *Ray writes the most extensive President's Report in Club history*
- *Historic Queensland becomes the biggest historic meeting of 2018*
- *2018's Muscle Car Masters celebrates the Queen's birthday*
- *We wrap up FoSC's Two-Day July Wakefield Park Meeting*
- *We introduce HTCA NSW driver profiles*
- *And more!*

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Editorial contributions are welcomed!

Contributions 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.

Front Page Photo: Ian Welsh - The HRCC's Historic Queensland, July 2018

PRESIDENT'S REPORT: AUGUST



All the HTCA news in August, 2018, thanks to Club President Ray Dean

August, 2018

Dear members, families and friends,

As you would be aware, after a slow start to 2018 our racing calendar was compacted into a very busy few months. This has made it quite difficult for us as a club to compete in all events and our numbers have been down at some recent meetings. We hope that the rest of the year will see stronger attendance from the club at the remaining events, both point score and invited, so that we can continue our good support of event organisers who work hard to create opportunities for us to enjoy our cars.

As mentioned in the previous newsletter, John Battersby, Elizabeth Wilks and I attended Wakefield Park and totally cleaned out HTCA garage. This included dismantling all of the furniture and the barbecue, and evicting the odd spider. We then blew out, hosed-down and de-cobwebbed the garage to leave it in a pristine state.

The dismantled furniture and barbecue was loaded into John's trailer to be taken to the waste depot. I removed all of the files, secured them in tubs and have stored them at my workshop for future reference.

I'd like to send a very special thanks to John and Elizabeth for their help with this mammoth job!

On another Wakefield Park Raceway note, the circuit will be under the direction and guidance of Dean Chapman from the 1st of August, 2018. I

look forward to meeting Dean Chapman in the very new future and wish him all the best in his stewardship of the circuit. I have great faith in the continued improvement of the circuit and underlying business, and look forward to many great meetings there for the club.

Muscle Car Masters, Sydney Motorsport Park, 9-10 June, 2018

As you are all aware, the numbers for this year's Muscle Car Masters were down across the board. This was due to the many other events available in the first half of year as well as the move to the long weekend.

Those of us who attended and competed made the most of it and had an enjoyable weekend. The club supplied a comfortable lounge area for people take a break with tables, chairs, snacks and magazines (automotive-related, of course) as well as heaters to take the edge off the rainy winter weekend. Café Peregrine Bella Vista supplied beautiful catering on Saturday afternoon. Thank you to all of those who supported the event and the club!

Our trophy presentations were carried out by Bill Smith from PAYCE at lunchtime on Sunday. Thank you Bill!

Muscle Car Masters will return to its traditional Father's Day slot in 2019. We have some great plans in place already and many ideas on the board, including an All-V8 Challenge.



**Council of Motor Clubs Shannons
Sydney Classic, 12th August 2108**

Paul Tierney, Ross Muller, Michelle and I attended the Shannons Sydney Classic on Saturday to set up for the Sunday and eliminate the cold hands first thing on Sunday morning.

Sunday started out quite brisk and windy, but the sun eventually came out and it was a nice day, if a little windy. Huge thanks to Trish & John Battersby, Jen & Paul Tierney, Ros Muller, Steve Pitman, Ian Johnson and Elizabeth Wilks for all of your help throughout the day.

We had a good representation of our historic touring cars on display, including Steve Pitman EH Holden, Ray Dean EH Holden, Ross Muller Chev, Ian Johnson Corvair, Paul Tierney Torana XUI and Elizabeth Wilks Torana LH Hatchback.

Jen Tierney brought along many types of coffee, hot chocolate, tea, biscuits and a

beautifully-baked carrot cake and helped set up a 'kitchen' in our garage area. Thanks Jen!

We had plenty of interest from spectators, who enjoyed the display and chatting too our members. Several expressed interest in joining the club, which we are very happy to see.

We had plenty of raffle tickets to sell along with merchandise. All of the raffle tickets were sold by 2PM and with merchandise sales we totalled \$1672.00.

I'd like to send an especially big thank you to Joe Dominello and Andrew Bergan, who purchased a \$100 book of tickets each.

The winning ticket was drawn out of the barrel by Michelle Cocks and the \$500.00 prize was won by Kristen Battersby, who I believe will choose the Flight Centre voucher.





At the end of the day the historic cars were let loose on the track behind a pace car. Once the pace car took off it became a game of 'catch you if you can'. We were able to carry passengers in the car, who thought they were in for a leisurely stroll around the track to take in the sights and sounds in the company of experienced tour guides. Little did they know that they were in for a few quick laps!

A historic touring car, of course, is built to accommodate a driver alone, so there's no passenger seat belt or anything to hold on to for that matter, so the odd unusual word or two may have been heard from the passenger throughout those cruisy laps. I did notice that my passenger/partner Michelle was looking a little pale with a very serious face, especially when the EH lifted a wheel.

Jen Tierney, who accompanied her husband Paul in his Torana, was also looking a little bit paler when she got out. I believe she decided to have a wine or two when she got home. I think they are still speaking.

Graeme Cocks went out with Ross Muller in the Chev and stated that he was able to see some of the sights in a few different angles when Ross let the big V8 loose on some of the corners. He thought at one stage that he'd seen three trees in one corner, but it was actually just the one tree at three different angles.

On the other hand, Bill Smith went out with Steve Pitman in the EH and came out of the car proclaiming that "This is more fun than a lap in a V8 Supercar!"

All in all a great day was had by all. Many thanks to everyone who supported the club.

As always, thank you to all Historic Touring Cars of NSW members, families, friends and volunteers. Your support and involvement makes the club a wonderful community to be a part of and is valued and appreciated.

Enjoy the rest of Action Line! I hope to see you at an event in the very near future.

Ray Dean
President,
Historic Touring Cars NSW

In pit lane at Sydney Motorsport Park with nervous passengers awaiting drivers for their "cruisy" tour of the circuit.



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2018 Points Rounds

<p>6 MAY</p>	<p>ROUND 4 - FOOSC ONE-DAY AT SMSP GP CIRCUIT Organisers: FoSC Length: 1 Day Points: Yes</p>
<p>9-10 JUN</p>	<p>ROUND 5 - ARDC MUSCLE CAR MASTERS AT SMSP Organisers: ARDC Length: 2 Days Points: Yes</p>
<p>28-29 JUL</p>	<p>ROUND 6 - FOOSC TWO-DAY AT WAKEFIELD PARK Organisers: FoSC Length: 2 Days Points: Yes</p>
<p>8 SEP</p>	<p>ROUND 7 - FOOSC ONE-DAY AT SMSP NORTH CIRCUIT Organisers: FoSC Length: 1 Day Points: Yes</p>
<p>22-23 SEP</p>	<p>ROUND 8 - HSRCA SPRING FESTIVAL AT WAKEFIELD PARK Organisers: HSRCA Length: 2 Days Points: Yes</p>
<p>1-2 DEC</p>	<p>ROUND 1 2018 - HSRCA SUMMER FESTIVAL AT SMSP Organisers: HSRCA Length: 2 Days Points: Yes</p>



TEST IT!

The ARDC Private Practice Track Days are specifically for drivers and riders with CAMS/MA Competition licences, and are particularly affordable for ARDC Members. It is an arrive-and-drive day*, open to road cars, bikes, and race cars of all types!

*Weekdays available for some categories



Historic Touring Cars Association of New South Wales Progressive Point Score

	HSRCA	FoSC	HSRCA	FoSC	MCM	FoSC	FoSC	HSRCA	Total
	SMSP	WP	WP	SMSP	SMSP	WP	SMSP	WP	
	R1	R2	R3	R4	R5	R6	R7	R8	
Alex D'Onofrio		16.5	16		22	15			69.5
Luke Broadhead	16	3	11.75	14		11			55.75
Franis Meier	16.5	15.75	10.5		10.5				53.25
Adam Walton				18	9.75	12			39.75
Jamie Tilley					19	16.33			35.33
Wayne Cooper			16.75		16				32.75
Rod Wallace	4		15		10				29
Chris O'Brien				16	12.5				28.5
Ross Muller	13.5			13					26.5
David Roberts		10.5		13					23.5
Chris Collett		19.75		3					22.75
Chris Thomas					19				19
Andrew Bergan					18.75				18.75
Steve Beazley		6.25			12.5				18.75
Ray Dean	7				11.5				18.5
Steve Land	18.25								18.25
Wayne Rogerson				3	15.25				18.25
Allen Burke	17.5								17.5
Brad Tilley						17			17
Ben Wilkinson					15.75				15.75
David Noakes Jr.			3		11.75				14.75
Geoff Pike				9	4.5				13.5
Michael Rose	13								13
Andrew Taite					13				13
Grant Harrington					13				13
David Wall					13				13
Stephen Pittman					12.5				12.5
Mark Lenstra					12.25				12.25
Quentin Bland					12				12
John Harrison					10.5				10.5
Nathen Stephenson					9.75				9.75
John Shuttle					9.5				9.5
Daniel Berry					9				9
Dale Perry						9			9
Greg Schwenic					8.5				8.5
David Wheatley					8.25				8.25
Alf Bargawana			7.75						7.75
Rob Owers			6.25						6.25
Harry Bargawana			5						5
Robert Ingram	4								4
Paul Tierney			3						3
Stephen Taite			3						3
Michael Bevan				3					3
Nathen Goulding					3				3



THE HRCC's MORGAN PARK HISTORIC QUEENSLAND

PAYCE GROUP N HISTORIC TOURING CAR RACING SERIES

**RACE REPORT: 2018 Historic Queensland
14 - 15 July, 2018**

By Ray Dean, photos by Ian Welsh



The Historic Racing Car Club Queensland's Historic Queensland

Morgan Park Raceway, July 14 to 15, 2018

Report by Ray Dean,

Photography by Ian Welsh

The HRCC's 2018 Historic Queensland at Morgan Park was a record-breaking weekend for the HRCC.

Many of our members entered the event, heading north to Queensland for a winter getaway. A few groups headed up in convoy to enjoy the trip up to Warwick, with my own meeting at Ourimbah on the M1 before heading up. Along the way we noticed a few Minis parked and waiting to pick up their mates. They somehow managed to get in front of us during the trip, which I can only assume is down to towing half a race car and the weight savings giving them a boost.

During the road trip David Wheatley's trailer decided to make some weight savings of its own. The trailer spare decided it had seen enough of the road trip life, broke its mount and took off down the road at 100kph. It's amazing how far a mini wheel can go by itself – I think it had been taught by Chris Collett.

Eventually the wheel was found lying by the side of the road, a little injured but still in one piece, and was sent to rejoin its mates. The trailer mount was very kindly repaired by Bob Russell (Graham Russell's brother) when we got to Warwick.

We stopped often for snacks, coffee, fuel and the odd bathroom/make-up break, and the closer we got to Warwick, the colder it got. Dash temps at times dipped into the negatives! The road trip was a lot of fun, and added a special element to what would be a magic weekend.



The meeting, organised by the Historic Racing Car Club Queensland, was a credit to Alan Steel (HRCC President) and the many officials, volunteers, sponsors and everyone who participated. It was a great success, and very enjoyable for all who attended.

Steve Jeffs stands out in my mind from the launch of the event. I had the privilege of meeting Steve at Muscle Car Masters a few years ago, where he was competing as a driver. He has supported the HTCA NSW ever since, keeping in contact with our club, updating us on any relevant information and making sure that we had everything we needed for a good Historic Queensland. On behalf of the club, the committee, competitors and our members I'd like to send a special 'THANK YOU!' to Steve.

On the Friday evening before the event a meet and greet was held at Warwick RSL courtesy of the HRCC. All entrants, partners, families and friends were invited, and it provided a good opportunity to mingle and meet people from all round the country and all groups competing.

Phil Brock, Peter Brock's brother, was one of the guest speakers for the evening. He welcomed us and entertained everyone with motorsport stories of days gone by. A raffle was held, with all proceeds going to support Warwick Scouting Group.

While most of us had booked hotels or motels for the weekend, a few decided to man-up and camp at the track. Little did that know that the overnight temperatures would drop to a very fresh -4 to -5C! Some of them woke up with a few more aches and pains than normal. In addition, campers were joined by the odd kangaroo stopping in for a morning coffee.

Racing over the weekend was well-organized and conducted professionally in all aspects. The track lost power first thing on Saturday morning, which disrupted the timing and P.A. system, but it was quickly restored, credit to the organizers.

270 entrants competed in the meeting across ten categories in 49 events. The Group N entrants consisted of 80 cars separated between two grids. A Special 'All Holden' race was held as a feature event on Sunday afternoon.

Considering the huge entry in Group N and the age of the cars, we were pleased to see minimal mechanical issues or racing incidents leading to damage.

One of our beautifully-prepared EH Holdens, steered by Steve Pitman, came to grief with a Lotus Cortina on the way to Gum Tree. Apparently the Cortina couldn't wait to pass Steve, giving him a nudge and sending him into a spin. The incident resulted in damage to the back-right guard, and as I drove past Steve I could see his lips moving, I'm sure muttering 'Goodness gracious that's unfortunate!'

All was amicable between the drivers. No fists were clenched, just handshakes and apologies after the race. The Cortina driver offered to replace some hardware for Steve's car in a show of good sportsmanship.

On Sunday morning one of our entrants decided to do a mid-race oil change on turn three, which is under the bridge on what you would say is a blind corner. I had had issues getting my EH off the line with a temporarily-jammed gear box and had foot flat to the floor to catch up to the field again. Turns out, I needn't have tried so hard. When I approached turn three the oil flags were out and by the time I got under the bridge, a little sideways, I discovered that a few of the field had decided to show off for the crowd with some pirouettes after hitting the oil. This gave the spectators an opportunity to take happy snaps of the cars at all angles.

Some entrants left to head home after our last race of the weekend, which is sometimes the only option but often best avoided if at all possible. At the end of the day drivers are tired and the nocturnal wildlife is waking up and more active on the roads. Kevin Tomlinson, towing a Mini, performed some remodelling of his car to the tune of \$20,000 with a very large kangaroo near Tamworth. We were pleased to hear that nobody was hurt.

Francis Meijer had a similar experience, avoiding something by moving on to the side of the road and destroying two tyres on the tow car and one on the trailer. A 320 kilometre drive to a tyre dealer on flat tyres followed – a very slow trip! Again, we are happy to hear that nobody was hurt.

Ray Dean



Chris Collett (Mini) checking to see if any of his wheels are trying to catch him.



David Noaks at the head of a large pack, willing his four cylinders to help him pull away.





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Australia



HTCA Driver Profile: Andrew Taite

Thanks to Steve Taite

Images thanks to Steve Taite & Seth Reinhardt

Andrew started racing motocross with Oakdale Junior Motorcycle Club at nine years of age.

After progressing through the junior ranks to seniors at 16, he then raced in A Grade with the likes of Chad Reed, Robbie Maddison, Josh Brookes and the Marmont brothers, racing interstate in the Thumper Nationals, Australian MX Championships and Supercross titles. At nineteen he was chosen to compete in the Red Bull City Cross at Darling Harbour, which included a jump over the water. During this time he qualified as a motorcycle mechanic.



After a period of injury Andrew decided to change direction and raced Formula Ford on and off for 3 years, driving older cars that he rebuilt.

Andrew then headed overseas for a couple of years to work and travel. Being a Formula One fan he saw the F1 in Monaco and Monza.

The racing bug hit again after he tried my Chev Nova in 2014. We then found the Chev Camaro in WA and he has been working on it ever since.



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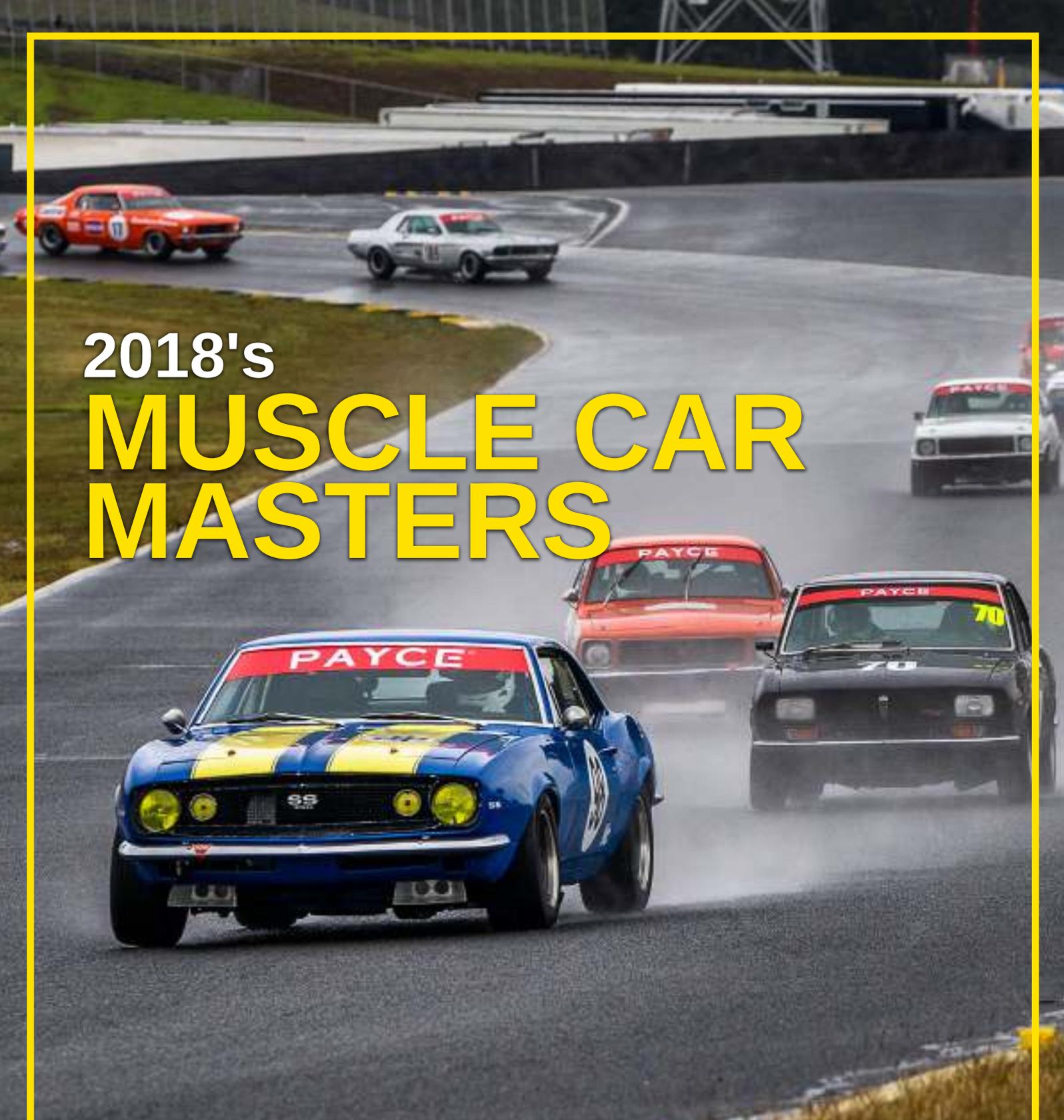
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2018's
**MUSCLE CAR
MASTERS**

PAYCE GROUP N HISTORIC TOURING CAR RACING SERIES

RACE REPORT: 2018 Muscle Car Masters
9-10 June, 2018

By Ray Dean

Photography by Seth Reinhardt



2018 Muscle Car Masters

Sydney Motorsport Park, April 6-8, 2018

Report by Ray Dean

Photography by Seth Reinhardt

— — — —

Muscle Car Masters was once again moved from its traditional Fathers' Day date to run over the Queen's Birthday long weekend, the 9th and 10th of June, at Sydney Motorsport Park. Historic Touring Cars' Group N competitors took part in good numbers, although not in the abundance that has become tradition for this Australian celebration of muscle.

The long weekend proved difficult to manage for many members and spectators, and was one of the reasons for the decline in attendance. The event also kicked off after a very wet week in Sydney, and continued wet weather surely discouraged more than a few spectators when it came time to roll out of bed and journey to the circuit.

Group N was the second category out on Saturday morning, and we rolled off the dummy grid onto a wet and cold circuit. This made qualifying with a good time a tricky prospect and a number of drivers made graceful pirouettes and ended up pointing in the wrong direction. These conditions persisted when we went out for race one just after lunch on Saturday, but from there they steadily improved and by Sunday afternoon we were racing in wonderful winter sunshine and track conditions were all but perfect.

Through rain and cold to sunshine on Sunday competitors put on a number of quality dices as well as close and interesting racing between a number of cars.

As is the way with motorsport of all forms, there were a few moments during the course of the weekend and a small number of competitors sadly left the circuit early with mechanical issues. At one point a Mini and Cortina decided to trade some paint, but there was no major damage. The O'Brien Falcon decided to lock a gearbox during practice on Friday, sending him off into the wilderness where he was brought to a halt by the circuit wall. Happily there was no major damage to panels, and the car was ready to race on Saturday morning.



Andrew Taite parked the Camaro on the side of the track during Race 3 on Sunday morning due to mechanical issues. Luckily the weather remained dry and it was an opportunity to watch the racing from a different point of view.

We set up a 'lounge' marquee in the paddock providing tables, chairs, magazines and a few snacks and drinks so that entrants, support crew and families could take time out and relax over the weekend. As usual we catered for members on Saturday afternoon, and this was once again very successful. Thanks to Café Peregrine at Norwest Business Park for providing catering!

'Thank you!' to Bob & Monica Munday for attending the event all weekend and

assisting with various duties, including fitting the PAYCE windscreen banners, managing paper work and helping out with anything else that arose. Ian Johnson was also in attendance and always more than happy to lend a hand to anyone who needed assistance. Thank you Ian!

Trophies were chosen and obtained by Jen and Paul Tierney prior to them jetting off overseas. Bill Smith from PAYCE kindly performed the trophy presentation after lunch on Sunday.

Trophies were presented for first, second and third Nc & Nb, as well as Best Presented Nc, Best Presented Nb Race Car and Best Presented Team.



John & Warren Wright looking relaxed and casual for a 'candid' portrait.

Trophy Results

NC

1. Andrew Taite
2. Christopher Thomas
3. Wayne Rogerson

NB

1. Alex D'Onfrio
2. Andrew Bergan
3. Daniel Berry

Other Trophies

Best Presented Nc Car - Ben Wilkinson

Best Presented Nb Car - Daniel Berry

Best presented Team - David Noakes

Newcomer to group N Chris Thomas was impressive in the ex-Daniel Cottrell Torana.

Despite the quieter atmosphere and iffy weather, all present had a fun weekend and got some good racing in. This highlights just how important our wonderful club and community is and shows that a lot of the fun in our sport really comes from its social side.

Although the meeting achieved a much lower profile than previous episodes of Muscle Car Masters, our members reported a relaxed and enjoyable weekend of racing and socializing. Thanks to everyone who joined us at the circuit, braved the weather on Saturday and provided great company!

Ray Dean



"Do you think if we fit this Zubric Oscillator it will help me go quicker?"





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CUSHMAN

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HTCA Driver Profile: Ian Johnson

Thanks to Wendy Johnson

Images thanks to Wendy Johnson

Ian built his first race car, an FJ Holden, in the late 1960s when he was seventeen years old. He went on to race at Oran Park, Amaroo Park, Warwick Farm, Hume Weir and Surfers Paradise International Raceway.

In the early '70s he moved on to his first EH Holden, which he raced until he sold it in 1974 to spend a few years travelling overseas.

Ian returned home in 1977, when he married, built a few houses, went into several business ventures and raised two children. Motor racing just did not get a look-in during this period of his life.

In 2007 he bought an orange EH and transformed it into a near-duplicate of his first black car from the early 1970s. It debuted on the track in his hands in around 2010.

He ran that EH for two years before deciding to build one more race car, something a little different that no one else was racing here in Australia – a Chev Corvair. This is also in black, and is absolutely stunning. Ian's first race meeting in the Corvair was the 2014 Muscle Car Masters.

Following the meeting he and the car were featured in Australian Muscle Car magazine and Street Machine magazine.

As is the way with historic cars, he has had numerous problems tuning the set-up to be 'just right', and is currently working on solving an overheating problem, but he will surely get it well-sorted and continue to enjoy racing it with the HTCA.



President's Note

Ian is, and has always been, a great asset to our club in many ways and is always there to assist anyone who needs help both on and off the track. His work conducting and organising great prizes for our general meeting raffles each month is very much appreciated and, most importantly, his personality and humour make him cherished company.

When he moved to the Central Coast he thought he was going to take it easy, but has since carried out a beautiful repaint and minor renovation of his home inside and out. He's also involved in the local Rotary Club, Men's Shed (always making something for himself or someone else) and is doing an admirable job of keeping up with the many, many tasks his wife Wendy adds to his list.

He has been known to hide in his garage from time to time so that he can't hear when called by the master to do another job.



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Motor Racing Australia Series Round 3

Sydney Motorsport Park, May 6th, 2018

Report by Steve Pitman

Photography by Daniel Walters

— — — —

Sydney's ideal autumn weather continued for the Motor Racing Australia One-Day event at Sydney Motorsport Park on Sunday the 6th of May. It was a low-key and relaxed one-day event, providing a good opportunity to get together and give the cars a run on the Gardner circuit.

We were pleased to welcome a few new members to our ranks on the day. Adam Walton joined us with a beautifully turned-out Ford Mustang. The car was resplendent in an orange and black livery that perfectly fit that '60s era vibe. Adam had his first Group N race with the support of the Tilley Group.

Other new members in attendance and eager to get involved in the off-track activities were Elizabeth Wilks, who's a Holden Torana enthusiast, and Garry Kingcott, who will sometime in the near future be piloting a BMW 2002 with us.

On a somewhat down note, we unfortunately struggled to put together a strong Group N grid once again. This has left us scratching our heads as to why it's occurring, especially considering that grids like Regularity grids are consistently increasing. Is it the economic times, or are we losing enthusiasm to be involved?

In the past we have complained about not getting enough track time, and yet at Wakefield Park and Eastern Creek, for some reason we pack up and do not contest the last race. These situations leave one to wonder what is going on, and what we can do to help improve the situation. We would love to hear your feedback on the situation and how we can improve.



Anyway, enough of the complaining! Our Group N cars were combined with MX5 at the event, and I did not receive any negative feedback on the combination. The mixture seems to work well, with no major incidents occurring, and it provided a unique comparison of the historic touring cars up against these more modern sports cars.

The mix saw MX5 drivers mostly dominating the front of the field, but some Group N competitors, such as Chris O'Brien in the GT Falcon, had a good dice with the MX5s at the front. As the field spread out there was a sprinkling of Group N in the mid-pack, with the remainder playing at the tail end of the field.

Qualifying

Nc

1. Wayne Rogerson Mazda RX2 1.49.4
2. Chris Obrien Ford Falcon 1.50.7
3. Alan Mayne Mazda RX2 1.52.7

Nb

1. Geoff Pike Mini Cooper S 156.7
2. Adam Walton Ford Mustang 156.7
3. Luke Broadhead Mini Cooper 157.3

Worth a mention is Ross Muller in the Chevrolet Nova SS, who also recorded a time of 1.52.7.



Race 1

Stand outs in Nc

Chris Obrien Ford Falcon

Alan Mayne Mazda RX2

Ross Muller Chevrolet Nova SS

The fastest in Nb

Adam Walton Ford Mustang

David Roberts Mini Cooper S

Luke Broadhead Mini Cooper S

Race 2

Nc

Chris Obrien Ford Falcon

Alan Mayne Mazda RX2

Ross Muller Chevrolet Nova SS

Nb

Adam Walton Ford Mustang

Luke Broadhead in the Mini Cooper S made major improvements in this event, lifting himself from the bottom of the leader board. Geoff Pike also featured well in the final results.

Race 3

As I had commented on before, it was left the MX5 drivers to put on the show in the finale, although we did have some Group N participants flying the flag for the club.

Luke Broadhead in the Mini Cooper S had a major lock up into turn 2 and severely flat-spotted both front tyres. Ross Muller had the large Chevy Nova competing in the mid-pack, but complained of an ill-handling vehicle that provided him some frustration.



Final Summary

To conclude on a positive view, these relaxed low-key meetings are invaluable to introduce new members to our sport. They also provide excellent opportunities to test and tune our cars for larger events coming up.

Track time these days is becoming harder to attain, so we need to ensure that we support events like these moving forward to ensure their survival, and maximize our opportunities to enjoy our cars in good company.

Thanks to all who supported those event and joined us for a good day's racing.

Steve Pitman





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FoSC Wakefield Park Two-Day Meeting

Wakefield Park, 28-29 July, 2018

Report by Stephen Pitman

Photography by Kerry Henshaw

FoSC's July two-day meeting at Wakefield Park was a somewhat low key affair for the club, with just six competitors making the trip south to Goulburn. We were welcomed by mild weather, although we had to brave some extremely brisk starts!

Despite the poor entry, these quieter events provide important opportunities for drivers to gain experience, and we're especially pleased to see younger drivers supporting them.

Jamie Tilley furthered his motorsport career over the weekend by stepping in to drive the Touring Car Masters car. He competed against his father, who piloted the Group N-spec car. Brad Tilley also had a good weekend, breaking the HSRCA Wakefield Park lap record.

Another young driver gaining Group N experience was Dale Parry, who has purchased the ex-Warren Gay Ford Mustang. Dale is the son of Peter O'Brien from Canberra, so I'm sure he will receive expert guidance in his motorsport endeavours.

He was unfortunately involved in an incident that served to demonstrate why combining categories can create a negative experience. In the last race an MG tried to slip underneath him with two laps to go. The car proceeded to drive up and over the rear quarter panel and door, severely damaging the A pillar and punching out the right-hand passenger window. The incident resulted in a DNF for both drivers.

In less dramatic news, Adam Walton was a little too eager to get to the front in race one, jumping the start and receiving a five-second penalty for his efforts.

Other competitors to travel south were Mini Cooper S drivers Luke Broadhead and Alex D'Onofrio. Both drivers were consistent, although Alex was excluded from race five for an undisclosed reason. This event had a number of mixed category entrants competing, including a group of MX5s similar to those we drove with at the HSRCA's Autumn Festival earlier in the year.

Steve Pitman



The VHRR's Winton Festival of Speed

Winton Motor Raceway, August 4-5, 2018

Report by Stephen Pitman

Only the very brave came out to play at the Winton Festival of Speed, which seemed to descend into carnage very quickly.

Race one began with Jason Humble attempting to slip past Dean Neville and spinning the big Camaro at the front of the field in the first corner. Ben Wilkinson repeated the exercise in the Mustang, locking wheels as he attempted to go underneath Wayne Rogerson's Mazda and creating a coming together that resulted in extensive panel damage.

The race one action did not stop there, with this sort of driving behaviour continuing down the field – so much for the driver's code of conduct.

Daryl Hanson spun the Ford Mustang, involving Harry Bargwanna and Brent Trengrove in a Camaro and again causing extensive damage to all of the vehicles involved.

Daniel Van Stockel took advantage of the confusion to stretch out and claim the win.

This unfortunate start set a precedent for the following races. Harry Bargwanna looked for a gap underneath the Rogerson Mazda, which suddenly closed, inflicting even more damage to the vehicles. Les Warmesley in the Valiant Charger turned Ben Wilkinson around in yet another panel-bending incident, although thankfully only minor.

Apparently there was some interesting conversation to be heard in the pits after the completion of these events.

One positive to come out of the event was Phillip Barrow, a former HTCA member, insulating himself and his FJ Holden from the contact and going on to win the NB class.

Putting blame aside, and we have been down this road before, I do think that competitors need to take a step back and focus on whether this sort of driving is acceptable. All of the drivers involved have many years of competition experience under their belts. They should be, and are, skilled enough to make passing manoeuvres safely and without contact.

We should all take the time to read the code of conduct again and create an awareness each and every time you sign the entry form disclaimer of the reality of the message "Motorsport is dangerous and can lead to serious injury or even death." We are involved in this sport because we love it and want to have fun doing it with our mates. It's important to remember that none of us are immune to the possibilities referenced in that disclaimer.

Take it from my previous experience. I suffered serious injury as the result of an on-track incident and can assure you that, especially in our later years of life, recovery is slow and painful and will test both your physical and mental limits.

Seriously guys, blow the red mist away, refresh the code of conduct in your mind and before the next meeting ask yourself if it's worth sustaining an injury or thousands of dollars of damage for a hundred dollar trophy. I'm sure that you're not prepared to continue enduring this sort of damage just to please the spectators!

Please be aware that this report was initiated after feedback from drivers who competed at this event. I was not in attendance, so information may not accurately reflect the events I'm reporting on.

Steve Pitman, 0419 232 407

Current Race Numbers

As at 15 August, 2018

1 Club Champion	61 David Wheatley	126 Neil Marks
2 Michael Kennedy	62 Chris Collett	127 Aaron Gabriel
3 Ross Donnelley	63 Daniel Kennedy	128 Matthew Sullivan
4 Geoff Davis	64 John Tight	129 Tom Sullivan
5 Alan Lewis	65 Benjamin Tebbutt	130 Mike Walsh
6 Ross Muller	66 Michael Kennedy	131 John Papoutsis
7 Geoff Pike	67 Mark Broadhead	132 Bob Munday
8 Ben Tebbutt	68 Trevor Hutchins	133 Bill Attard
9 Daniel Kennedy	69 Luke Broadhead	135 Grahame Hill
10 Michael Terry	70 Wayne Rogerson	136 Phillip Haynes
11 Michael Anderson	71 Ian Sawtell	138 Peter Walsh
12 Andrew Bergan	72 Paul Tierney	139 David Healy
13 Graham Russell	73 Paul Bachmann	144 Geoff King
14 Mark Lenstra	74 Dick Bryant	150 Ray Dean
15 Jason Foley	75 Ross Donnelley	154 Rod Wallace
16 Stewart Follows	76 David Stone	160 Brett Hobson
17 Chris Thomas	77 David Noakes Jr.	161 Colin Simpson
18 Allan Reid	78 Neil Marks	163 Mark Oberg
19 Daniel Berry	79 Alf Bargwanna	164 Ian Johnson
20 David Roberts	80 Steve Land	168 Max Hutchins
21 Available	81 Bruce Stewart	169 Tom Amos
22 Peter Ward	82 Cameron Worner	170 Paul Knott
23 Available	83 Greig Malaure	172 Dale Parry
24 Paul Guntley	84 Graham Russell	178 Ken Lee
25 Mark Le Vaillant	85 Graham Russell	179 Ray Dean
26 Chris O'Brien	86 Santino DiCarlo	181 David Gray
27 Peter O'Brien	87 Phillip Taylor	188 Francis Meier
28 Brad Tilley	88 Greg Toepfer	189 Ben Wilkinson
29 Douglas Burton	89 John Harrison	190 Ken Ballantyne
30 Daniel Homann	90 Ray Bailey	191 Graeme Hart
31 Craig Stephenson	91 Steve Burke	192 Bill McGuire
32 William Colton	92 Stephen Shepard	194 Daniel Sugden
33 Alex Bland	93 John Burke	195 William Colton
34 Elizabeth Wilks	94 Jared Cox	197 Nathan Swain
35 Wayne Cooper	95 Adam John	198 Stephen Taite
36 Laurie Griffiths	96 Adam John	200 Bruce Whitford
37 Ralph Clarke	97 Harry Bargwanna	202 Greg Luca
39 Chris Dubois	98 Andrew Taite	212 Jennifer Tierney
40 Chris Collett	99 Phillip Taylor	217 Mitchell Pember
41 Jerry Lenstra	100 Adrian Macri	270 John Battersby
42 Robert Ingram	101 Vince Macri	271 Paul Battersby
43 Nathan Goulding	102 Martin Macri	276 Bill Magoffin
44 Vince Harmer	103 Nathan Stevenson	279 Alf Bargwanna
45 Darryl Heydon	105 Grant Harrington	283 Greg Tkacz
46 Robert Nicol	107 Kerry Hughes	289 Michael Rose
47 John Dyer	108 Michael Anderson	313 Michelle Cocks
48 Noel Roberts	109 Mathew Windsor	316 Stephen Beazley
49 Ken Brigden	110 David Noaks Snr. & Jr.	350 Brian Potts
50 Rod Brincat	111 Allan Burke	351 Robert Nicol
52 Geoff Rose	112 John Shuttle	353 Michael Bevan
53 Craig Stephenson	113 Alan Mayne	411 Rod Stait
54 Robert Owers	114 Darren Burnes	772 Graham Loughnan
55 Phillip Ward	116 Greg Schwenke	777 Fred Brain
56 Chris Strobe	119 Chris Gabriel	888 Joe Dominello
57 Adam Walton	120 Jamie Tilley	891 Miles Harrison
58 Steve Pitman	121 Tyler Dean	971 Ian Johnson
59 Alex D'Onofrio	122 Tony Land	991 Gary Kingcott
60 Cameron Tilley	123 Wayne Potts	999 David Waddington



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A Guide to Engine Sealing in 2018

By Stephen Pitman

The CAMS January 2018 deadline for engine sealing has passed, so I would like to take the opportunity to briefly summarise the process to be followed to have engines sealed for the 2018 season. The Historic Touring Car Association of NSW website has been set up to explain the easy tasks to be followed to have engines sealed.

Step 1

Preferably go to the HTCA website, under Rules/Engine Sealing (<https://www.htcansw.org.au/engine-sealing>) you will find all the associated documentation to be utilised to complete the process. Alternatively, this can also be achieved on the CAMS website.

Step 2

On that same page, open the PDF list of registered engine sealers, decide which engine sealer is the most suitable to your requirements and make contact.

Step 3

Save the official CAMS engine sealing form to your desktop or any other convenient folder location for your records. Fill in the form including all details i.e. name, address, and car type, model and engine number.

Print the form and take it to the engine sealer who will measure and record the engine bore and stroke and check the engine number for accuracy, entering the information in the correct location on the form.

Step 4

It would be more convenient if the competitor pre-drill the engine/sump and or timing case cover in the most visual location prior to the engine being fitted with the seal.

Step 5

Copies of the official CAMS form need to be sent to and retained by:

1. The HTCA of NSW Administration Officer. paul@jtm.sydney
2. The engine sealer's records
3. The competitor to keep a copy for audit purposes at any race meeting

Notes

NC competitors with CAMS approved replacement heads will be required to have heads inspected and also sealed.

It is recommended that rotary competitors have the seal placed between the two cast steel rotor end housings, making note that the central alloy section does not exceed 70mm in width.

Engines that are complete and cannot be measured for the bore and stroke can still be sealed, but it is to be noted on the CAMS engine form that the engine could not be measured as of that date. The engine should then be measured at the next most convenient occasion when the engine is in disassembly and resealed if the seal is broken in this process.

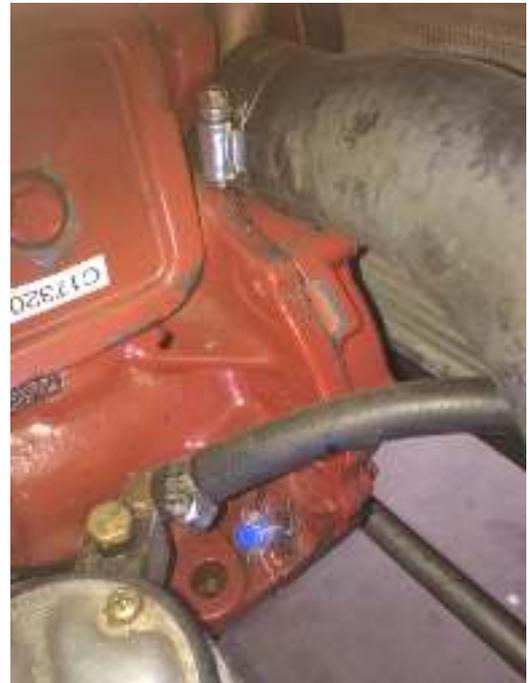
Engine sealing fees may apply and are negotiable between the competitor and the engine sealer.

The HTCA website also has helpful links to the CAMS Vehicle Specifications and CAMS Rules.

If you require any further assistance please contact:

Stephen Pitman

0419232407



Typical Red Motor Holden sump to engine block seal.



Typical Mini Cooper S timing case seal.

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