

Crank 'n Grind



The Newsletter of the WA HISTORIC TOURING CAR CLUB

Event Calender

Nov 17 Night masters Barbagallo WASCC
Nov 25 Christmas Party EFYC

Standings

For Race Results go to
<http://racing.natsoft.com.au/results>
Championship Points go to
<http://www.cdcwa.byethost22.com>
*** NEW ADDRESS ***

Well it all started out good, weather was fine, entry level Ok, plenty of small Fords great place to finish of our season and pay homage to one of our founding fathers Trevor Roy Young, Mr Biante.

REVO

FITNESS

Special thanks to our sponsors Revo Fitness and Maxi Pickers and a big thanks to Greg Barr in securing the use of Alan Hill Corporate box to entertain our guests.

Muz's Musing; The escape point on Nuggets crankcase was successfully blocked so as we would not have a repeat of the previous meetings slick, or so we thought. Two, yes two bloody laps and the catch tank was full again. Oh Dear, How Sad, Never Mind.

The Fickling Fable; What a great weekend of racing for most of us. For those who didn't finish the meeting we'll hopefully see you back on the track, if not the next round, for the start of next season. It was terrific having a few more sponsors onboard for this event and thanks again to them for their support and also to Greg Barr for organising the room above McCracken House. What a great opportunity to get out of the pits and have a chat, something to eat and socialise with people you may not usually get the chance to on a typical race day. I look forward to continuing some of those conversations at the Christmas function. One thing that was discussed was posting footage on YouTube and how it might be easier for us to find each other's footage. I've gone through mine and edited the titles so they all start with #WAHTCC and then #Nb46wa and have found this makes it easier for people to find my videos rather than them trying to spell my name correctly. If you need any help with this give me a call. As far as the racing went, my little black Cortina performed faultlessly all weekend and if tyre wear is anything to go by I reckon I drove harder than I ever have before. Although that may have just been trying to make up for not being able to get second gear off the start. That should be easily rectified with some adjustment to the remote shifter or the linkage between my left arm and the thing inside my helmet.

I had an awesome time racing with Gary and Trevor, except perhaps the exit of turn 7 in the rain, it was unfortunate that Ken's Volvo wasn't in the mix too. Finally I would like to thank everyone who made this event such a wonderful weekend and I hope we can keep the momentum going into next year and make the T.R.Y. and All Historic Weekends (Collie and Barbagallo) even bigger and better than the great weekend we've had this year. Cheers.
Brenden.



Garry's Gaff; "Muzz, all I can say is since embarking on the adventure which is Group N, 2 things have become obvious to me. I'm not a very good mechanic and I'm a worse driver." Gazz is a believer in the notion that "If you can't win put on a good show" with that he did a great bit of circle work coming out of T7 to the delight of the crowd.

Waller's Wail; Hi Muz, Another blown head gasket, And a result I have now changed the people that service the head I will be back home in WA in a week and this time a session at Collie to test the

car out before the 17 Nov meeting 600 kilometres round trip to Barbagallo to do 3 laps at 2 meetings in succession is hard to take. Ken

Gallaghers Grumble; I seem to have put my cracking bellhousing issues behind me having now completed three race meetings in a row without a return failure. Unfortunately though the clutch was not disengaging when hot causing a few missed gear changes and slowing things down. Indeed it was getting awfully busy on more than one occasion coming into Turn 7 under brakes and trying to change down to 3rd but I did manage to stay out of trouble. I was able to keep pace with the Lapsley Jaguar and a few of the Cortinas which was great fun. A straight run of second places was enough to take the class honours for the weekend from Lawrie and Gary and his awesome Chev Bel Air. A prize for equal best presented car capped off the awards – thanks to all the fans for that! Post-race the car is now stripped waiting to go back to Platinum to sort the clutch out. I will be looking forward to a strong showing for the last race on November 17th. Regards, Mike

Fairs Fryup; I had a rotten weekend with blown head gasket on Saturday (fixed Saturday night) and a rev limiter on Sunday that spat the dummy. In the process of trying to disconnect it I blew the dizzy module. Despite the valiant attempts by Cono and Trev Stannard it never really got going. All was not lost as I did have a win in the raffle which has paid for the new parts. Cheers, Trevor



The Behets Battle I thought I did as well, Still sorting a new car, quickest Nb in that field, high as 3rd in the wet race, but apparently not, no points, awards given to others, Grrrrr.—Editors Note—post event investigation reveals that both cars had been listed as Nc Cars, Micks, the one with the flat spotting problem is an NC, whereas the 222 of Dons is a Nb—another job for the pit crew on the day.

The Gilfuis Roadie; On a different note at Taillem Bend SA we had 7 Historic touring cars from WA for a big meeting there over the weekend.

Paul Stubber has the lap record 2.07.5674 and finished 1st
Darryl Hansen 2nd

Aldo De Paoli 4th

Tony Gilfuis 5th and won under 3ltr

Graeme Woolhouse 7th

Shane Attwell 9th

And Stuart young had a DNF with motor issues.

6 WA cars in the top nine, quite a good achievement from the boys from the west.

Well Done



Don Behets
22 October at 21:54
Thanks to all involved, including the wives, for the numerous hours put in to organise the T.R.Y. meeting. Well done people. I had fun and I'm sure just about everyone else did as well.

The Trevor Roy Young Memorial
Split Reverse Grid (devised by Trevor)
50 Second Gap, 10 Laps

2018 Winner
Glenn Badger



Third
Mike Holmes

Second
John Bondi



The lunch Time Grid Walk

