

Crank 'n Grind



Event Calender

Jun 03 Albany Round the Houses VSCCWA
 Jul 08 Barbagallo Raceway WASCC
 Sep 16 Barbagallo Raceway WASCC
 Sep 29/ 30 Coalfields 500 Collie Motorsport
 Oct 12 Goomaling Sprints VSCCWA

Standings

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

Comings and Goings;

After 21 years residing in our fair state the clan Colton have returned from whence they came. Both Allison and Anthony (aka William) were active members and competitors of the WAHTCC and Historic Motor Racing here in WA. Big loss to our community.

Septuagenarian;

As they say age will not weary them, this is a reflection on one of our elder statesmen Max Farrall, who at the end of April celebrated his 70th Birthday.

The Fickling Findings

The start of May saw the Supercars back at Barbagallo and this year instead of being a support category we, along with most of the other clubs, had a car on display. This gave us an opportunity to engage with motorsport fans who may only go to the track once a year. The club displays were set up in the Formula Vee carparks and that area becomes a major thoroughfare when the V8 show comes to town. This meant that almost everyone that was there walked past at least a few times and got to see there is a lot more motor racing to watch or get involved in locally. Our display had a very nice Mk1 Cortina G.T. with a 30+ year history in Appendix J and Group N Historic Touring Cars which always attracts plenty of attention. We also had the footage from last years T.R.Y. race meeting playing on a T.V. to let people see the true variety of amazing race cars that compete in our category. It was great to see how many people are interested in our club but unfortunately were disappointed we weren't racing as it's usually something that they enjoy when they go to watch the V8s.

Hopefully they were encouraged enough to get along to some state rounds to see us in action. It was also terrific to meet a few people in the process of building or buying Group N cars and hopefully we'll see them on the grid sooner rather than later. Personally, I was very pleased when Mark Larkham took some time out of his busy schedule to have a chat about Historic Touring Cars and was very impressed with the Cortina. The boys from DJR also stopped by for a photo and appreciate the history behind Touring Car racing. Next year, if this is our only chance for exposure at the Supercars Barbagallo round, we might be able to have a few more cars



The Newsletter of the WA HISTORIC TOURING CAR CLUB

from different eras and other manufacturers on display. Look forward to seeing plenty of you at Barbagallo on the 8th of July. Cheers **Brenden** (Hopefully nobody noticed my bias towards Ford and Cortina's).

RACE REPORTS—ERNIE HASTIE MEMORIAL

Northey's Notes

It would be fair to say the weather was magic all weekend, bit frosty in the morning, but warm and sunny with cool breeze all day. Perfect for our cars and perfect for setting lap records it seems! Now I'm not sure if it was the removal of the "bump" in the middle of turn two or just some of us were on a mission to set a new record before the long track opened.

John Bondi reset the over 5100cc NC record to an eye watering 51.9237, Graeme Woolhouse reset the over 4500cc Nb record to 53.0508 and Cono in the little yellow terra lowered the record three times to a 53.8433. Cono said to me at the start of the day that his tyres were pretty average, but clearly they were good enough. We had eleven starters in all, not a big field but all quality! Big bangers like Mike Moylan's 63 ½ Ford Galaxie (all 427 cubes), John Bondi's super neat HQ 350 coupe and Peter George's 1969 Camaro. Hang on, wait, am I seeing double? Wasn't Peter's Camaro parked over near me, he must have moved it! Nope it's Aldo Ce Paoli's 1969 Camaro. Bob Jane would be stoked to see two clones of his famous ZL1 heavy hitter! Unfortunately Aldo had teething issues all weekend, where as Peter was going along well in his bright orange beast. We should see Peter and his Camaro at more meetings from now on due to his recent semi retirement. Martyn Piercey had the little Alfa wound up, mixing it all weekend with the V8s. "Oldskool Pushrods" Dean Whisson and Mike Holmes flew the flag for the ever popular Mk1 Cortina's and Ken Waller has the Volvo coupe, sorted, reliable and going along very nicely thank you very much. Cono had the super quick Mini and Graeme Woolhouse and myself were batting for team mustang. Now to the racing! Team Woolhouse topped the time charts in Qualifying with a 52.7566 to start on pole. Lap record pace straight up, but doesn't count as an official record. Not to worry Graeme only had to wait until race one to rest the official record.

Race One; Team Bondi & Team Woolhouse went hammer & tong, with John edging out Graeme for the win with Cono in a comfortable third. George, Piercey and myself mixed it up for fourth, fifth and sixth. Dean and Mike (land yacht) Moylan were having a David & Goliath battle with Ken (Mr Volvo) and Mike (Team Pushrod) were in another battle. Racing all the way through the field! Three lap records in the first race, has the bump got anything to do with that, I don't know.

Race Two; John Bondi had his HQ wound up and got on with it in race two with Cono (how can a mini go so fast?) Onofaro in a comfortable second and Martyn Piercey (Alfa) in third. Mr Woolhouse fried his rear brakes in race one and completed the rest of the meeting on front brakes only. A very solid effort! Peter George was settling into his Camaro and getting faster and faster. Myself in the Ex-Viskovich mustang just behind George battling a shifter problem constantly missing the third to second down shift. In the end I gave up and left it in third and simply chugged out of the tight corners. Yes I know, a good tradesman doesn't blame his tools! Dean Whisson was flying

in the Cortina, closely followed by the other Cortina of Mike Holmes, Mike Moylan in the Galaxie and Ken hot on their heels in the Volvo. Again no DNFs and close racing. Oh and Cono lowered the record again!

Race Three; Brother Brian was lending a hand all weekend at Team Bondi and what ever they were doing it worked, John clean swept the weekend with another win in race three. Of course Cono (I'm starting to not believe the average tyres story) came second and guess what? Lowered the class lap record again! Graeme Woolhouse held off a hard charging Alfa of Martyn's in his front brake only mustang. A bit of gap back to Peter George's Camaro and myself in the Mustang. The two Team pushrod Cortina's were next home with Ken in his ever reliable Volvo not far behind. Mike Moylan elected to not start the last race after also competing all day in his Targa 63 Galaxie in regularity as well. A Stella effort to push such big cars around such a tight circuit! So to wrap this up, the racing was clean, fast, close and bloody enjoyable. The weather was unbelievable and the HTC camaraderie was fantastic. A final comment about the 'Bump', having driven now with and without the bump, my preference is without. The cars are under less stress and the corner still has plenty of appeal. See you at the next meeting.

Simon

Onofaro's Offerings

Collie – the coldest place on the planet. Well for me it was, as the Collie Motorplex is a 3 hour drive for me I decided to go on the Friday and camp overnight. Bring the swag, camp in the back of the ute no problems. Didn't get much sleep that night as it was bloody freezing, about 6:30am it was time to get up and try and find some warmth – no surprise the whole back of the ute was ice, someone did mention it was minus 1 over night.. The much anticipated new track was not to be but the huge bump that everyone complains about was gone (myself I thought it added character) obviously this made a difference as several lap records were broken. We only had 10 starters for the weekend – qualifying put Graeme in the Mustang on pole with Bondi next to him. By race one there was a bit more heat in the track offering a bit more traction. John Bondi stormed away to win the race breaking the Nc lap record with Graeme in the Mustang not far behind, next in line was myself trying to keep up also breaking our class lap record – actually all three of us broke our respective lap records. John Bondi led race two from the get go with Graeme not far behind with myself in the yellow brick hounding Graeme – cant beat them with power but keep the pressure on, eventually on a small track like Collie brakes & tyres come in play, managed to get past Graeme a couple of times and eventually got away to take second. Martyn in the Alfa also managed to get past the Mustang to take out third. Race three proved Bondi's domination with me throwing everything at him to try and keep in touch, breaking our class lap record again. Graeme just pipped Martyn on the line to take third place.. Out of ten starters – nine remained at the end of the day. I believe that the September outing at Collie will be on the new circuit.. **Cono**

Woolhouse Words

Had a great time as usual, at Collie.. Enjoyed tussling with John Bondi in race one but lost rear brakes so not able to go so hard in the last 2 races but enjoyed it all the same! **Graeme**

Waller's Wondering

With a request for info like you have requested, it Would be not be right if I did not respond. After Wondering around Collie for which I put a few good

laps, I came back on Sunday and did flags on the far corner. Interesting to watch up close and see how dedicated some of these flag guys are. They see it as a very important job and act accordingly. So Waller's Wondering saw him wonder home on Sunday and off to Work on Tuesday to Queensland and on to New Zealand and back in time to pick up the car and off to Albany. What I learnt is its very very cold in NZ. As to Collie the Volvo finished all races and that is a big improvement. So glad to see Cono do so well with the lap record and finish second overall. Great effort. I had a good look at the new track and it will be interesting. They need something like 16000 car tyres to go in front of the existing tractor tyres. And they have to be bolted together. Huge job. I hope my ramblings are of some use to you. **Ken The red Swedish Taxi**

Historic Touring Car Member Races at Monaco Historique

Hi Muzz, I believe you are looking for stuff for the Newsletter - this isn't touring car news, but it is about a WAHTCC member.

I am currently in the UK on holidays, however before I came here, I was in Monaco for the "Monaco Historique" May 11-13, 2018.

The reason for my visit to the event, was that our own Martin (Marty) Bullock (Lotus Cortina), had entered his rebuilt 1978 Williams FW06 Formula 1 car. This car was driven by Alan Jones prior to winning the World Championship in 1980.

Marty would be best to interview regarding the car and the event, however he is currently on the road in Europe with his Lotus 27 Formula Junior, as part of the 60th Anniversary events, so I will just give my brief impressions of the event.



Marty testing the Williams in the UK 2017, following rebuild.

I had never been to the MH, so it was a fantastic experience to see billions of dollars of historic Formula 1's at the most famous race track in the F1 Calendar.

Marty, very generously invited me into the “Pits” for the Friday Practice. This is the only place to be at Monaco, as it is where all the cars come through to go to the grid. Marty was very lucky, in that he was allocated in the garages set up for the current F1 2 weeks later. The majority of the expensive machinery was corralled in Marquees on the other side of the track.



Marty with the Williams in the F1 Garage on Practice Day (Friday)



Marty, Cosworth V8 roaring, on his way out to the circuit (wife Michele in background)

I was in heaven with all the F1 cars parking outside the garages, or slowly moving past, as I watched Marty's mechanics tune, check and prepare him for the practice

As each group went out I could sprint across the dummy Grid to the fence to look down at each group racing around the track. I had forgotten how loud historic F1 cars used to be. Cosworth V8's & Ferrari V12's emit sound that is almost painful, so luckily Marty had extra ear muffs for me.

If you want to see/hear a short video of some beautiful F1's idling on the Dummy Grid go to Youtube to this link. <https://youtu.be/KAZOToS2aZo> Marty got a good feel for the circuit on the Practice Day, however by the end of the day, of the 4 cars in Marty's garage, Marty's was the only one in working order. The other 3 had either hit the wall or another car!

On every event I watched over the 3 days, between 4-6 cars, ended up on the back of a truck or on a crane being lifted off the track. The way people drove these beautiful and expensive cars, was just plain crazy.

Marty, who is both an excellent driver and sensible, got through Practice, Qualifying and the Race without one bingle – that is winning in my book. He had a loss of power in the Qualifying event, due to an electrical fault, however that was fixed prior to the race, and was only minor.

The race was nerve racking for we spectators, as we watched cars crash, however Marty made his way through the carnage, improving his grid position from 25 (I think, check with Marty), to 15th outright at the end. This was on a damp track, and from a starting group on the Friday Practice of 41 cars (again for verification), so a great effort!

The best part, is the Williams has completed the Monaco event without any damage, and lives unscathed to fight another day.