



Event Calender

Sep 16 Barbagallo Raceway WASCC
Sep 29/ 30 Coalfields 500 Collie Motorsport
Oct 12 Goomalling Sprints **CANCELLED**
Oct 20/21 All Historic Barbagallo WASCC
Nov 17 Night masters Barbagallo WASCC

Standings

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

Well, as me ole mate Tubby asks "Where would you rather be"? Short answer "At the track with my mates driving an Historic race car".

Sunday last saw all the boxes ticked, great weather, great track, great cars and great racing with a great bunch of people.

Sadly of the 22 entered, the Admiral of the land barge fleet lost his right of passage in lieu of maintaining domestic harmony in a caravan leaving his first mate to represent the fleet singlehandedly as his second mate was off exercising a long board on an Island in the Pacific, apparently.



Muz's Musings; In keeping with tradition the



first report will be about Nugget, my ride. After a disastrous 2017 with a major engine failure and 2 gearboxes we knuckled down and built the Killa Engine that I have been talking about for a while along with managing to build one gearbox out of 2. Seems we may have the recipe about right. Qualifying as usual for me was ordinary, car ran fine. Race 1, off after a huge fishtail (new tyres next) held Brendan off

for the first lap, but there it ended with the engine losing serious power and revs. Back to the bunker to discover that the 47 year old clamp holding the distributor had become bound and was not maintaining tension allowing the unit to move about wherever it felt, like a blonde shopping trolley. "Oh Dear, How Sad, Never Mind" come back to fight another day

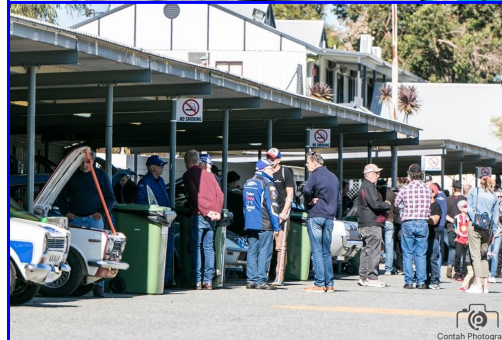
The Bandits Banter; Without Cono's Mini and J Harwood retiring I had no-one to chase



to get a bench mark lap in qualifying, As it turned out it took 6 laps to get the engine oil temp up as the morning was extremely cool, managed a reasonable lap just as the session ended. My main objective was to qualify in front of the Francis Bros EH Holden. This I managed however for race 1 they got away with a jump start and then as we all galloped off into turn 1 David Ward decided to turn himself around, Rob Poglits went out in sympathy and did likewise at turn 2 scattering

the field in all directions, I went wide to miss a fast re entry from Martyn Piercy's Alfa and the Francis EH and Bill Schipper Datsun snuck up the inside of me as the yellows came out. Rounded up the Datsun on the outside of turn 6 and set about chasing the EH down. Got onto their tail by start of lap 2 and that's where I stayed. Unable to make a move as the Holden's poor steering seems to make the car wander all over the track just at the entry to every corner making it too dangerous to pass. Almost pressed the Cortina emblem into their boot lid numerous times.

Race two reverse grid was a great start from P11 rear of the first group and had passed all cars except the EH and the Lapsley Jag. Settled into the same problem with the EH as the



first race and on Lap 5 my exhaust broke and so we parked up on the exit of turn 5. This isn't the best view of the race I can tell you. Thanks to the CoC for allowing the car to be tilt trayed back to the pits rather than leaving me on the infield as was their first plan. Hearing that the Francis Holden had put a rod through the block and their day was done gave us the enthusiasm to repair the Lotus for race 3. Terrific that my daughter and partner came to watch for the day, They got the job of driving to the nearest auto shop in Wanneroo to buy some fibreglass exhaust wrap and clamps while my mate Colin Thorne and I set about bending some flat alloy kindly donated by Dean Whisson to put around the exhaust. Repairs went well and with a couple of safety wires in place we made it to the grid with a few minutes to spare. Poor start for race 3 however with the Holden in the garage I knew I only had to keep the very quick Whisson Cortina behind me and I'd get the chocolates for the day. Had a great tussle with Chris Chang in his Alfa for the first 5 laps when yep you guessed it the exhaust wrap failed and the decibels went nuts in the cab. I was confident the safety wires would hold the pipe off the ground so I just had to manage the noise level at every flag point and the start line so the officials didn't give me the mechanical black flag. The Whisson Cortina loomed up in my mirrors last few laps as I dropped off the pace but managed to keep him at bay and so went on to get the top step for the class for the day. A great way to finish the day were the stories told at McCracken House at the trophy presentations. There wasn't enough of our HTC group there however and its a little embarrassing when most of our trophies are not collected. Another long rest before our next race day September 16. Bring it on!

The Piercy Perspective; Race 1 after the start saw David Ward's Porsche turn left at the



exit of Cat corner. With worn rear tyres not gripping it must have been a taxing time for David. He recovered to spin yet again on the same lap and gave it away for the day preferring to go and watch the Eagles play.

Following David's lead P Plater Poglits Torana wiggled jiggled then pirouetted off the track confusing Peter George's Camaro and Martyn's Alfa into their own evading actions. The race thereafter settled down and I then followed Peter's Camaro with

smoke coming from the rear tyres which gave up at Cons corner on lap 5. The remaining 3 laps of race 1 the Alfa followed the aircraft carrier (AKA Ford Galaxie) captained by Don Behets. I thought his number plate was in reference to the loan from his wife

to buy the car but got close enough to realise it was a state from the USA.

Post race interview with Peter George alleges his brake bias was changed over by his dyslexic mechanic Dick Savvy thus front bias was going to the rear and hence cooked rear brakes. Surely this calls for a savvy dick that's not dyslexic.

Race 2 (the reverse grid) the sole 4 cylinder Alfa sat at the front of the second grid and was mown down by most of the 6 and 8 cylinder brigade on the first lap (note to Brendon Fickling can we have a "mercy rule"?) Just as well the reverse grid is pointless for the championship.

Race 3 saw 15 starters from the original 21 at the start of the day. Randle obtaining sufficient chewing gum and string to cobble together an exhaust system for the Cortina. Well done to Scott Mackie posting some good times in the Torana at last after a few mechanical gremlins at previous meetings. Graeme Woolhouse in the Mustang divided the Bondi boys finishing second. Graeme has decided at last to dye his car the same colour as his hair. The Alfa tried dive bombing the aircraft carrier a few times at Cons corner but captain Betts used all 7 litres to thwart these. Great day for racing with fabulous weather and great camaraderie among the WAHTC group.

The Fickling Findings; We couldn't have hoped for better weather, for the second weekend of July, than what we had on race day. The same has to be said for the number of entries. Great to see such a large and diverse group of cars on the track.



This gave the committee an opportunity to discuss a couple of things with members after the drivers briefing. Randle suggested we start considering when and how we want our race meetings spread across next years season and I used the time to explain the proposed changes to the reverse grid format. Unfortunately fuel was open at the same time and we had to cut the discussion short. If you would like a copy of the proposed new format email me at [bcfick-](mailto:bcfickling@gmail.com)

bcfickling@gmail.com On to the racing. I surprised myself in qualifying being only 2 tenths off my PB on such a cold track. Unfortunately Ken and his Volvo didn't make it to the start of race 1, I was looking forward to some more close racing with Ken. I got past Muzz before he pulled out with engine trouble. I managed to set a new PB on the last lap taking 3 tenths off my previous best lap. I got a great start in the reverse grid race but as always it didn't take to long for the first group to get past me. I used the rest of the race to try some different lines and techniques which paid off in the last race taking a whole 7 tenths off the PB I started the weekend with. My goal for this year was to do 75 second laps and I achieved that several times during the day. The car performed faultlessly all day as did my pit crew, they sure earned their new coffee machine. I had invited some friends from Brisbane and they were extremely impressed by our category and racing. It is a great day out so be sure to tell your friends when we a racing and I'm sure they'll have a great day at the track too. All in all I had an awesome day and can't wait to get back out there and do it again.

Pist 'n Broke; Not much to tell Muzz number 5 conrod decided it wanted to be on the outside of the block half way though race 2. Looks like the brand new conrod bolts broke, taking a big chunk out of the block, sump and damaging the extractors. plus a big dent in the wallet. *Francis Brothers Racing.*

A rare Triumph for a Jaguar (work that one out!)

Having been running the Blue for a year or two now, I've started to appreciate some of her mechanical foibles. Without giving too much intelligence to my competitors, chief amongst those has been her brakes which from the rapid rate of deterioration of the front discs (getting life of 4 events only) and total lack of wear of the rears at all (pads or discs) gave a pretty clear indication that the balance was all wrong. So after suffering a wildly pulsating pedal by the conclusion of the Albany RTHs, I decided to get it all sorted once and for all (well for a short time really – it is a race car after all). Cue reconnection of rear brake circuit booster (a previous owner had disconnected it altogether), skimming of rear discs, fitting of new front discs and new pads all round, I turned up on the Sunday 8 July for our race meeting (doing the bedding in en route) hoping my guesswork as to bias settings wasn't



going to be too far out. Well qualifying proved I don't know shit from clay because braking into the left hander out of the Esses had the rear end most frighteningly attempting to overtake the front! Oh, well, I know what needs adjustment for our first event but, bugger about the grid position.

1st event and there I am sitting at the back surrounded by those pesky Minis, Cortina's, Alfas, Dattos and Volvos but hoping I can get away to a

half decent start and put a couple behind me to improve my lot for the reverse grid one coming up (that's actually a bit of a contradiction isn't it because the worse you go, the better your position for the RG one – DOH just occurred to me!). Anyhow, seems that was not to be as the tail happiness under brakes continued and my cahunas were rosinig. Long and short, managed to beat only 3 cars home and two of those were retirements.

Right, now for the Reverse Grid run and I'm in position 4 but because of the oh so unfortunate retirements of Ken Waller's and Murray Paddison's steeds (thanks gents) there's no one ahead of Brenden Fickling and I on the 2nd row. Lights go out and "if I can just get ahead of Brenden into turn one.....". I manage to out accelerate the plucky Cortina and away I go. Oh the fun of getting to the front in a reverse grid number. Well it seems I didn't really need to do the fat arse thing coz Brenden, Bill Schipper, Randle Beavis, Dean Whisson, Martyn Piercey, et al were doing all of that for me and lo and behold by the third or fourth lap, I actually had quite a handy lead. A bit lonely but I quite enjoyed it really – a total novelty for me! Butt cheeks started to clench a little as I saw positions change in my rear view mirror and I knew that once the Lotus Cortina of Randle's was clear, he'd be off after me like a scalded cat. Well imagine my disappointment (really, I was disappointed Randle) when I saw him halted and incapacitated after turn 5 with what I later learned was "just" a broken exhaust. The relief of an expired competitor was short-lived though as in laps 7 and 8 I could see the serious boys (Messrs Woolhouse, Bondi, Mackie, Behets et al) with their extravagantly litred steeds carving through my "rear guard". All too soon it was me diving into turn 7 on the 8th lap, leaving the anchors as late as I dared with the rampaging Mustang of Graeme Woolhouse chomping through what little lead I still had and then it was a sprint to the finish line.

Well, it has been reported that perhaps Graeme's steed crossed the line before my own and that the 0.0164s final margin might've had a little to do with an advantageous Dorian mounting but I say baloney! Such comments must be coming from those failing to understand the vagaries of parallax error and seeing as the front two cars started from the second row, the finish line really should've been 15 metres further back anyway. AND it was time the Blue got revenge on a Mustang. Graeme, you're a good sport and the closeness of the final margin made the official result oh so sweet for me and the Blue. My first ever race win!

Now, as to Brendan's suggestion before the meeting about changing the reverse grid arrangements, I'm thinking we should leave well enough alone. *Laurie Lapsley*

"Team Lapsley struggling to match the fairness of the oh so professional, Woolhouse Team – shave your legs lads!"



We have a deal on hans specific harnesses for historic racers, these will help guys get the latest belts and replace the aging UV damaged ones scrutineers are picking up across the different fields. We have the latest spec HANS specific harnesses by TRP (same as RPM, which include quick release dr buckle, light weight quick shoulder adjusters and the endure spec tabs - **Normally we do these cheap at \$289 but just for historic guys we are offering these for \$259 - just flick us a message** Sales@luxepformance.com.au

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