

HISTORIC TOURING

TORQUE

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MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA

DECEMBER 2023

THE SILVER FOX SNEAKS CHAMPS!



- HTCAV CHAMPIONSHIP
- WINTON FESTIVAL of SPEED
- THE BEND CLASSIC
- SEPTEMBER STATIE
- HISTORIC SANDOWN
- ISLAND MAGIC
- SIMON'S UK FUN
- DAVE & BOB'S EXCELLENT ADVENTURE
- HEY CHARGER!

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Pic Phil Wisewould

TORQUING HEADS 2023/2024

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Historic Touring Torque is a publication of Historic Touring Car Association Of Victoria Inc.

Association # A0009105K ABN 59 070 047 761 Club Mailing Address PO Box 4182 McKinnon VIC 3204

2024 CALENDAR

IMPORTANT

NOT GETTING EMAILS? SEND YOUR NEW ADDRESS TO MEMBERS@HTCAV.COM.AU

Event	Organiser	Circuit	Date	Points
Feb 16-18	MGCC	Sandown Int Raceway.	State Race Series Rd1	Points
March 7-10	VHRR	Phillip Island Grand Prix Circuit.	Phillip Island Classic	Rebate* & Points
May 17-19	PIARC	Phillip Island Grand Prix Circuit.	State Race Series Rd2	Points
May 25-26	Austin 7 Club	Winton Raceway. Short Track.	Historic Winton incl. "Cortina Challenge"	Points
Aug 2-4	VHRR	Winton Raceway. Long Track.	Winton FOS	Rebate & Points
Sept 20-22	VMCI	Phillip Island Grand Prix Circuit.	State Series Rd5	Points
Nov 9-10	VHRR	Sandown Int Raceway.	Historic Sandown	Rebate & Points
Nov 23-24	PIARC	Phillip Island Grand Prix Circuit.	Island Magic	Points

* Rebate paid as tickets to Club Presentation Night at the Classic

NEXT MEETING

GENERAL MEETING - In 2024. Details will be sent via Text Message

IMPORTANT

LOTS OF EMAIL ADDRESS WE HAVE ON FILE ARE BOUNCING BACK, MEANING THEY DON'T WORK ANYMORE AND YOU MISS OUT ON INFORMATION. PLEASE EMAIL MEMBERS@HTCAV.COM.AU WITH ANY NEW OR CHANGED EMAIL ADDRESS. THANKS.



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PRESITORO



Gday all,

So this is Christmas, end of term and time to take stock...

Firstly, while it's fresh – what a Championship result!

It came down to the last race of the last meeting, between two fantastic competitors in the pre 65 Nb class. Would 'Black Pete' Meuleman in the all-black 289 Mustang make it a triple Champ win, or would former Champ, President and newly minted Life Member Les Walmsley

Well, we have had six eligible championship rounds in which competitors across ten group categories scored points. That's a true reflection of the diversity - and yet the close overall grouping - of our cars.

Throw in interstate rounds, Historic Winton (non points based for '23) and then boom – the ye olde number 99 takes it out by two points. Truly a testament to man and machine along with the HTCAV's well contrived and proven methodology of determining the Club Champion. Further evidence that consistency is the key to taking out the gong.

A big and well deserved congrats to Les Walmsley and the LDR Motorsport team of Liam and Ashlee Reed.

Congratulations also to the all-black Mustang of Pete Meuleman and to Brent

Trengrove's now suitably reliable and strong Camaro whose consistent finishes resulted in championship podium 2nd and 3rd places.

I might add the eventual results were not known until after the Island Magic – just TWO POINTS points being the difference between first and second.

What else have we done?

- In February we anointed the now 2023 Championship winner Les, along with eligibility officer Dean Bryant as HTCAV Life Members. The above-and-beyond work these two guys contribute to our Club and category behind the scenes is a true reflection of them as people and their devotion to this great Club of ours.
- On the Saturday night of the Phillip Island Classic in March we held another successful trophy presentation night with over 200 drivers, partners and team members in attendance. Don't forget the pit crew go karting session on the Friday night and the fact the biggest Group N entrant base for many a year and you've a got a calendar round that is the envy of many of categories.
- In July we organised and ran a successful family and Sponsor Day at Winton – an annual event in the making we hope!
- Another main sponsor for the HTCAV – Bursons – came on board, a fitting match we hope is by our side for years to come.
- Our membership grew to more than 300 members for first time.
- We gave away more product and prizes than ever before to drivers to assist and encourage entries to enter future events.
- Competitors will soon receive their rebates – Merry Christmas!
- And our Christmas Party at Party Central - Rob van Stokrom's 'The Garage' venue rounded out the year.

What will we do in the coming year?

- The 2024 Race Calendar is sorted – please plan now to avoid disappointment.
- Planning has commenced for the trophy Presentation Night at Phillip Island on Saturday 9th March
- The return of the State Series event in May at Phillip Island and;
- Historic Winton n late May is back on the HTCAV Championship rounds with a welcome return for Nc big bangers – and a dedicated Cortina Challenge.

We can't do it without lots of help!

Let's recognise and thank the Club's ongoing – and new – sponsors. Please support these guys as they support us, doing your bit here will make everyone's lives that much better.

But before signing off I need to thank some individuals within the Club's committee. Work that goes on behind the scenes is a mostly thankless task and we do it because we love the Club, the people and the cars.

Big thanks to VP Dominic Leo – great times ahead I'm sure, to the world greatest Treasurer Sir David Floyd and secretary Professor Jim Collins in the Club's executive roles.

Jerv and Ralphie – the oil that keeps the publicity machine working - thank you guys again and to Agent 202 Brett Ferris and of course the host with the most – 'Hot Dog' Rob van Stokrom! And where would we be without our man in MA, Dean Bryant... Thank you to all.

Let's do it all again in 2024, bigger, bolder and better!

Merry Christmas and Happy Holidays, I hope 2024 treats you with health, wealth, happiness and success.

Ben Dahlstrom

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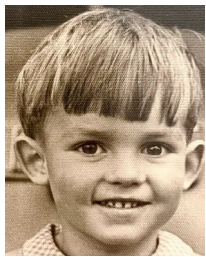
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EDITORO



Another year,
another Christmas mag
full of all we could find,
dream up, sneak off
the internet and cram
together in the frantic
rush to publish before
year's end.

Thanks to Jervis Ward, who in fact runs the show when it comes to things you can click on and pages you can turn. The workload gets bigger, Jerv just gets better and swears more.

But the thankyou list goes beyond, to those who contribute words and pictures. Darren Knight, whom I helped first shove into the commentary box at the AGP in 1998 and is now halfway through his third decade as historic motor sport's pre-eminent tin top commentator, never fails to deliver gun race reports from the meetings he attends, sometimes under

deadlines tighter than his jocks.

From South Australia, John Lemm not only take the great shots from Historic Mallala and The Bend, but also writes the race reports as an added bonus, thanks old friend.

Demon dread snapper Phil Wisewould has been our main man for 15 years and this year the Committee decided perhaps it's a good idea to help defray a few of his expenses, enough to pay for a haircut at least... Thanks Philip for everything you have brought and hopefully will continue to bring to the cause.

The Historic Touring Cars Victoria FaceBook page has become a huge thing with thousands of followers. It's often first with the news, gossip and hits – and some great photographs from left field.

Ron Hossack, father of one of the best credentialled racers we have, Darren, has posted many shots on the FB page and we of

course have swiped them for race reports with his blessing. Recently, Gippsland's Andrew Day has been posting a few PI pics so we swiped a few of them as well – thanks Daysy!

My wailing in the wilderness regarding contributions from members apparently reached the ears of David Twigg, who returned Monterey Car Week and Laguna Seca in August with word from behind the scenes at the USA's most prominent historic meeting.

Drawn to the other direction like a homing Pomigeon, Simon Browning bought a race MX-5 and drove many of the great UK tracks this year. If you wanted to do the same you could buy his car and slot right in during 2024. Many thanks Simon and Twigg.

So, blessings for the festivities and holidays, stay safe and well. See you next year.

Chris Ralph

BEANO

Greetings all.

I thought it was time we provided an update about our sponsorship arrangements and the dollars involved.

Early in 2016, Nathan Gordon & Chris Stern started talking to Just Cars about sponsorship. From that, a \$5,000 naming rights sponsorship deal was struck. Word got around and further work by Chris Stern, Les Walmsley, Dominic Leo, Ben Dahlstrom and Chris Ralph (who has written the Just Cars articles for many years) kept the momentum going – an amazing effort.

A list of the sponsors appears elsewhere in the magazine and many of them have been with us since 2016 which is a fantastic commitment by them.

The committee has a sponsorship charter which documents what we can and cannot do. We do not have a separate bank account for the sponsorship funds however we have accurate records of all funds received and disbursed. It is vital to keep proper records as the club is holding these funds in trust for the competitors.

At the start of the year, the committee decide which rounds will be rebate rounds, meaning a distribution to drivers will occur. All are Historic race meetings and they usually are The Phillip Island Classic, The Winton FOS and Historic Sandown as a minimum.

The competitors receive an annual distribution from our sponsorship arrangement and the quantum of that per driver is based on a formula: we decide how much to distribute, which is most of it - we retain some for direct expenses only - and distribute the rest. We work out how many members have competed at the rebate rounds and the total number events they have all done. We then divide the pie.

As you can see, lots of coin has rolled in and then out.

The distribution per event participated in each year has been:

2016 \$79 per event; 2017 \$117 per event;
2018 \$147 per event; 2019 \$133 per event,
2020 [Covid hence one event at \$100];

Here is a history of the sponsorship dollars:

Year	\$ rec'd from Sponsors	\$ spent on direct costs	\$ distributed to drivers	\$ left at end of year
2016	\$20,000	Nil	(\$13,904)	\$6,096
2017	\$26,000	(\$3,296)	(\$20,722)	\$1,982
2018	\$27,500	(\$5,324)	(\$25,431)	\$(3,255)
2019	\$28,500	(\$6,901)	(\$23,009)	(\$1,410)
2020	\$11,166	nil	(\$4,100)	\$7,066
2021	\$17,334	(\$4,056)	(\$5,390)	\$7,888
2022	\$18,750	(\$6,693)	(\$11,352)	\$705
2023	\$34,250	(\$24,070)	Not yet	N/A

2021 \$110 per event and;
2022 \$132 per event.

[If a driver did three events, they received three times the above amounts.]

We have just topped 300 members - for a club of our modest size to have 'done those sort of numbers' is most impressive.

Finally, we need to mention the Just Cars truck. We take it to all the big meetings. It looks great all sign written and fitted out. The truck cost us \$17,857 in March 2017 and most generously, Just Cars funded \$10,000 of the purchase price. Again, how many clubs of our size have that sort of infrastructure, from which we sell apparel and the like – none!

Thanks for reading this and regards

David Floyd



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VICE PRESIDENT REPORT



As another great racing season comes to an end, thank you to all Historic Touring Car Racers that participated for the year and contributed great racing and comradery.

Taking on this role mid year was a bit of a surprise, but totally enjoyable thanks to the help from our great committee.

Part of my role as Vice President was

to take on the responsibility of keeping in touch with our sponsors and keeping them informed and up to date with our activities.

We have had Bursons come on board this year which is great for our club and we are always on the lookout for new ways to attract great people to our club.

Our Sponsor & Drive Day at Winton was a success this year and we look forward to that again next year with a few surprises... (stay tuned)

Thanks again to Ben and our other

committee members for their work, our fantastic members, pit crews and families for their support.

We are always looking for help in any way you can, so please yell out if you can especially at our club truck at race meets selling our great merchandise or providing some friendly advice.

All the best to all for Christmas and we look forward to another racing New Year!

Dom Leo

MEMBERSHIP REPORT

We had a great year on the membership front with a record for the club with 301 members including our life members!

What a fanatatic achievement and thank you to all those members far and wide, which shows that we are the best club & Historic category in the country!

We look forward to some new & inviating changes for membership next year with

some new software that we will provide some more information on in the coming months.

I will be putting together a Membership Milestone record in the new year to recognise our longest serving members over the life of the club with some well over 40 years!!

Also, look out for some Historic Touring

Car Association of Victoria member badges that I look forward to getting out there in the new year as well.

Thanks again to all for your commitment, subs will be out shortly for 2024, so lets all do it again for the New Year!

All the best.

Dom Leo

AHTCA REPORT



Comrades, the AHTCA is about helping Group N, its competitors and supporters now and into the future: to further the category. This includes working on a five year plan as well as a succession plan for the category, plus things it can do now.

Sounds like a lot of words and ideas, but I'm encouraged by the group's successes and commitment to really getting stuff done. One of our aims is communication, with all Group N competitors across the country. Whilst not always 100% successful, due to spam filters, peoples preferences etc, we are trying to do the best we can. This year we have sent out seven electronic Direct Mails (eDM) to members across the country. As technology traps us into monthly fees we are now having to spend a little to keep everyone up-to-date. Hopefully this will not impact our yearly membership dues.

The secretary of the AHTCA, Nic van den Berg, has spent years combing through the 'Spec Sheets' finding little problems and contradictions, bought about by 40 years of updating and modification. They are now mostly correct. And if they are not, lets us know and we'll fix it.

Minimum weights come into effect next year and we are proud to say the AHTCA helped create a level playing field across all

cars. Minimum weights have been an idea of the Historic Motorsport Committee for many years, and with David Twigg's help, the HPBEC came up with the first set of numbers for the cars and with the AHTCA's input we feel it's going to be a successful implementation with very few cars affected.

Another key aim of the AHTCA is nationwide agreement and application of the rules. What's understood in Victoria should be the same as everywhere else and vice versa. But clearly this wasn't happening. Believe it or not, some of the most trivial things like 'Bonnet Catches' became pivotal in establishing an 'EO Forum': a video conference between EOs around the country, with the singular purpose of having consensus between them. The AHTCA had several questions it wanted answered and this become the starting point. It was also good to have the EOs meet each other and get to feel like a team.

So to the main game. The AHTCA believe we should be more involved in decisions the HPBEC make that affect Group N. We have approached Motorsport Australia with a proposal and we expect an answer in the new year. If that is approved we will explain the whole process and invite feedback.

Yes, I've had nothing to do.

Jervis

Production of seven AHTCA Newsletters covered topics including:

- The role of AHTCA
- Eligibility matters;
 - Battery markings
 - Tyres – Nankang
 - Tyre buffing
 - Data loggers
 - Tailshafts
 - Diff Housings/Final Drive
 - Protruding wheels and tyres
 - Sequential shifters
 - Wiring and Chips – Rev limiters
 - Engine sealing
 - Fire Extinguishers
 - Poly fuel tanks
 - Safety – Self extraction
- Introduction of Control tower to car radios
- Introduction of Minimum weights
- Fuel Cut out switches
- Future planning

SHORT SHIFTS

Historic Winton back in the Championship

New Historic Winton management at the Austin 7 Club now welcomes all Historic Touring Cars and as a result the Club has officially reinstated the meeting in our Championship for 2024.

Possibly our premier meeting in the early days of the Club, Historic Winton was always oversubscribed and the absolute crowd favourite for some decades, the short track being unique in allowing little cars to whup big cars – Minis v Mustang battles were a riot to watch.

Then as it drifted in recent years to favour older, smaller cars, the meeting could no longer be on our championship if not all our cars could race there. 'Where are all the V8s?' cries from fans prompted promoter rethink, and led by the excellent Peta Lee they're resetting the clock back to where it should be.

So come on, let's get the glory days happening again!

It's a ripper meeting and the short track flows better than the long, which some say is like someone stuck the back end of Calder to get some straight lines.

First thing, book your accommodation!

And it'll be very special for Cortina drivers...

Announcing the Cortina Challenge

To mark the 60th Winning Year of Cortinas in Australia, Historic Winton will run an extra race on Saturday afternoon – the Cortina Challenge.

Cortina CHALLENGE

With Cortina numbers now the strongest they've been in almost 30 years this (non points) race should see a full grid of punters and get some good cars and drivers out of their sheds.

It's an extra race – all Historic Touring Cars will get Qualy Saturday morning, race Saturday afternoon and two races on Sunday.

All the more reason to put Historic Winton in your diary now.

Stuff yourself - into a Cortina T-Shirt



Our 60 Years of Cortina T-Shirt (designed and organised by the man named after an Ararat prison for the criminally insane, J Ward) sold its pectorals off at Historic Sandown at the Club Truck making the Club a mad little bunch of money to help defray costs.

Did you miss out? They'll be on sale again at Phillip Island – and they should really sell crazy at Historic Winton...

Pull yourself (out) faster



New Motorsport Australia directive (bringing us in line with the the rest of the world): this year we must be able to get ourselves, fully suited, helmeted and harnessed out of our race cars within 15 seconds. In 2025 it'll be 10 seconds.

Is this some vicious pogrom against aging morbidly obese inflexible touring car drivers? No but it's a good thing to practise emergency exits and once you do it, you'll find you could (providing your driver's door isn't smashed shut) extract yourself pretty smartly.

Previous requirements such as side intrusion bars and fancy wrap-around seats can all slow you down. But if there's a problem, quick release detachable steering wheels are legal for Group N and not hugely expensive (in this expensive sport).

301 good reasons...

...while we're the premier historic touring car club in Australia. Already with the largest membership we've just ticked over the 300 mark, when it seems only recently we were hugging ourselves over 150.

We have competition members from every state in Australia, people who are not just drawn to race on our three (and with the return of Calder, four) circuits, nor to receive our Just Cars race rebates, but to actually join the Club as a sign of wanting to belong and be a part of the vibe.

Of our 301 members, 173 are competition members – of which 38 come from interstate. So, special thanks to you far flung guys and girls for telling us we must be doing something right. We hope you enjoy this magazine sent to your door, and we hope to see you racing here again in 2024 and beyond.

Our 2023 Christmas party

The first Christmas social get-together in years took place in The Garage, the fab office/toy shop/fun parlour of Rob and Leonie van Stokrom in Reserve Road, Cheltenham on Saturday night December 9.



What with the Covid years and the actual trophies now being handed out at Phillip Island in March, the emphasis had come off social stuff in the city. This was a welcome return, with excellent food, limitless drinks and top wait staff.

Mine host was his usual generous urbane self, tending to everything while Mr, Mrs and Young Miss President ran the show, the be-antlered last named handing out



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the presents to lucky door prize winners (of which Yr. Hmble. & Mst. Obt. editor was one, it's under the tree addressed to me).

The night was graced by three of our most senior couples – Eddie and Margaret Dobbs, Peter and Megan Sneddon – and Ken and Glenda Zinner who was in sparkling form, possibly because she was person-handled up and down the stairs in her wheelchair by several strapping young men.

Ken's Christmas humour held the observation that while the caboodle had to be lifted up there'd be "no problem on the way down, just roll to her to the top of the stairs and let 'er rip".)

In the absence of a comedian he did us proud, as did Jervis Benedict Ward, whose rolling slide show rolled all night, while he snapped away with his office camera at unsuspecting guests.

There was Christmas cheer, lots of bonhomie and Club spirit aplenty in this fantastic location to which we are so lucky to have occasional access.

To everyone involved – many thanks, congratulations, well done – and Merry Christmas.

MORE MAGIC... Seen at Island magic

Pics Dom Leo



Family photo



Outright 2nd - Andrew Williams (& Driver of the Meeting)



Just a couple of mates having dinner



Under 2 Lt winner - Richard Hill, Outright 1st - Craig Allan & Outright 3rd - Adrian Moyle



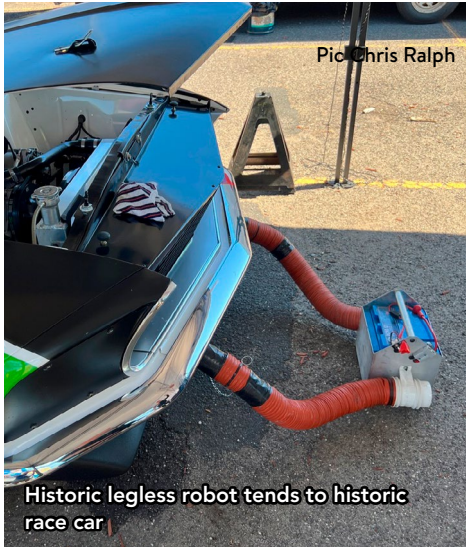
Pic Ben Ben Dahlstrom

Secret Cortina Business



Pic Chris Ralph

Old members Ian Mewett and Craig Allan had a succesful raid



Pic Chris Ralph

Historic legless robot tends to historic race car

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FINAL POINTSCORE 2023

Driver	SRS				SRS		PI		Total
	Rd1	Hist	Hist	Hist	R5	Hist	Mag	Inter	Pts
	Sand	Ph Is	Winton	FOS	Ph I	Sand	Ph Is	state	Best 5
NcA Over 5100cc									
Andrew Lane	39								39
Joe Calleja	19								19
Geoff Munday	29	5		31	35	17	7		119
Aldo DePaoli	0	48					27		75
Brent Trengrove	39	31		34	15		19		138
Domenic Leo	3			39					42
Trevor Talbot				0	28	39			67
Tony Hubbard		5		5		5			15
Ian Mewett		41				37	25		103
Rod Hotchkin							3		3
Brett Hotchkin							3		3
John Alessi						5			5
Nathan Gordon		5				23	3	26	57
David Murphy	28	23							51
Craig Allan						48	43		91
Paul Stubber							36		36
Andrew Beard							3		3
Ben Wilkinson		33							33
Willy van Wersch		5		5		5			15
Colin Larsen						5			5
Wayne Purdon						5			5
Adrian Moyle		17		41	3	29	27		117
NcB 3501-5100cc									
Ben Dahlstrom				14	11	33	9		67
Craig Miles					3	5			8
Michael Miceli						15	43		58
Daniel Myers						29			29
Glenn Miles				0	29		36		65
Chris Stern		32		27					59
Gary Finemore				32		31			63
Rob van Stokrom	27			26					53
Leo Tobin							12		12
Graeme Wakefield						48			48
Darren Collins	34			45	40		3		122
NcC 3001-3500cc									
Andrew Williams		48		48			34		130
Brock Green		13							13
Stephen Pillekers				15	21	32	27		95
Brett Ferris				35					35
Stuart Young		5							5
Robert Smith		29							29
Andrew Girvan	30	37		17					84
Craig Allan		29							29
Gary Edwards				37					37
Evan Gobell				27					27
NcD 2001-3000cc									
Darren Hossack		28					35		63
Jason Humble		39							39
Peter McNiven		30		32			23		85
Reece Moyle					12		3		15
NcE 1501-2000cc									
Justin Brown		5							5
Derek McLaughlan				39					39
Gordon Cox		35		32		32		27	126
Vince Parisi				5					5

Driver	SRS				SRS		PI		Total
	Rd1 Sand	Hist Ph Is	Hist Winton	Hist FOS	R5 Ph I	Hist Sand	Mag Ph Is	Inter state	Pts Best 5
NbA1 Over 4500cc									
Bill Trengrove	33	30		25		0	3		91
John Clarke	0	27		30		29	11		97
Jervis Ward	0	19			31		23		73
Peter Meuleman	40	37		26	30	36	40	30	183
Darren Jones	3								3
Rod Evans	3								3
NbA2 3001-4500cc									
David Forbes XM		14							14
NbB 2601-3000cc									
David Forbes						36			36
Peter Olver						29			29
NbC 2001-2600cc									
Phil Barrow		14		32		32			78
NbD 1601-2000cc									
NbE 1301-1600cc									
Peter van Summeren		48				34			82
Don Knight	40	31		27		21		14	133
Mick Stupka	21	5				13			39
Simon Browning	23	9							32
Jerry Lenstra	3					5			8
David Schofield		5							5
Mike George		15				27	26		68
Les Walmsley		41		45		35	37	27	185
Stuart Bailey		23		23					46
Kim Shearn		17		0		31			48
Stuart Barnes		19							19
John Harrison		5		30		37	21		93
Jeffery Vaux		5		5					10
NbF 1001-1300cc									
Graeme Hill		5			19	23			47
Richard Hill		0		23	34	39	30		126
David Roberts		29							29
Steven Russell-Clark						19			19
Ian Pringle		38							38
NaA 3001 cc & >									
NaB 1501-3000cc									
NaC 1101-1500cc									



*Total Points are total points. The Club championship ONLY scores your **best 5 rounds**, which is some cases will be lower than your total points. If that makes any sense?



Best of both!

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HTCAV 2023 CHAMPIONSHIP

Silver Fox sneaks under Black Pete!

From Chris Anderson in 1988 to Nick Cascone in 2009, pushrod Cortinas had won the HTCAV Championship eight times and Lotus Cortinas two.

Now the Silver Fox himself, former 90s Cortina driver and 2017 Club Champ in his Charger, ex-President and now Life Member, Les Walmsley, has pushed that to nine pushrod and 11 overall Cortina Championship wins – almost a third of the 38 Championships won.

Les took the Cup by a scant two points over another Group Nb competitor, 'Black Pete' Meuleman in his all-black 289 Mustang. Brent Trengrove in his Group Nc Camaro filled the third podium place.

As with most HTCAV Championship results, it was down to the wire at Island Magic in late November with both protagonists battling it out in their separate classes. One slip could have changed the result.

Eighty members contested the Championships, 52 Nc drivers and 28 Nb. The largest single category was 23 – the big banger Nc class over 5 Litres. The second largest was 13 - the burgeoning 'Cortina Revival' class that delivered the fattest field of Dagenham Dashers since the late 80s.

Sixty-eight points covered the Top Ten:

1. Les Walmsley	Ford Cortina GT	185 points
2. Pete Meuleman	Ford Mustang	183 (289)
3. Brent Trengrove	Chev Camaro	138
4. Don Knight	Ford Cortina GT	133
5. Andrew Williams	Holden Torana	130
=6. Gordon Cox	Ford Cortina GT Mk 2	126
=6. Richard Hill	Morris Cooper S	126
8. Darren Collins	Ford Mustang 302	122
9. Geoff Munday	Chev Camaro	119
10. Adrian Moyle	Chev Camaro	117

It's never been easy to win, but a popular class and a fast, reliable car is a good start. Above all, turning up to more meetings is very helpful.

In 2023 Pete Meuleman has won the Presidents Cup for the most points scored. His seven events gained a total of 239 - but only a competitor's best five results count for the Championship. Pete's best five results scored an agonising two points short...

Rewarding class-based victories is the only way to give everyone an even chance. But a minimum of three meetings must be entered for be counted. (For example, David Forbes ran his XM Falcon once as the only competitor in Group Nb 3001-4500cc, and his XK once in the 2601-3000cc against one other car. Congratulations to David, even though he misses out on trophies.)

It's been a hard-fought year, congratulations to all competitors, big and small scorers alike.



CLASS WINNERS

Most pics by Phil Wisewould
www.philwisewould.zenfolio.com

Pre-'73 Grp Nc NcA Over 5100cc



1st. Brent Trengrove Chev Camaro

NcC 3001-3500cc



1st. Andrew Williams Holden Torana

NcE 1501-2000cc



1st. Gordon Cox Cortina



2nd. Geoff Munday Chev Camaro



2nd. Stephen Pillekers Holden Torana

Pre-'65 Grp Nb NbA1



1st. Peter Meuleman Mustang



3rd. Adrian Moyle Chev Camaro



3rd. Andrew Girvan Holden Torana



2nd. John Clarke Mustang

NcB 3501-5100cc



1st. Darren Collins Trans Am Mustang

NcD 2011-3000cc



1st. James McNiven Mazda RX2



3rd. Bill Trengrove Mustang



2nd. Ben Dahlstrom Valiant Charger



2nd. Darren Hossack Mazda RX2

NbC 2002-2600cc



1st. Phil Barrow Holden FJ



3rd. Glenn Miles Valiant Charger



3rd. Jason Jumble Mazda RX2

NbE 1301-1600cc

CHRISTMAS SNAPS



1st. Les Walmsley Ford Cortina



2nd. Don Knight GT Cortina



3rd. John Harrison Ford Cortina

NbF 1001-1300cc



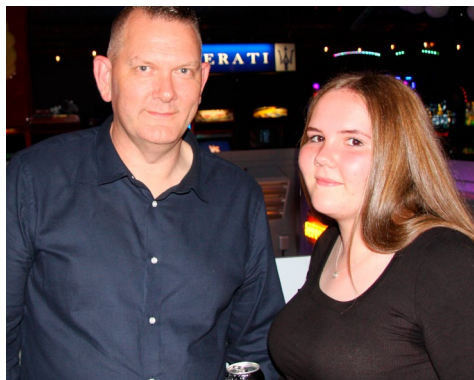
1st. Richard Hill Morris Cooper S



2nd. Graeme Hill Morris Cooper S



3rd. Ian Pringle Morris Cooper S



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DAVE AND BOB'S EXCELLENT ADVENTURE



Bob and David (at rear) became part of The Gang

That already knowledgeable and vigilant pair of Historic Eligibility Officers for Production Based Vehicles, David Twigg and Robert Buck, flew to California just after Winton Festival of Speed in early August.

Off on a jaunt to Disneyland and Hollywood? Nope, they were heading direct to the 2023 Rolex Monterey Motorsports Reunion. A cunning a-la-politician junket at Motorsports Australia members' expense, perhaps?

Nope again, they'd paid their own airfares and bought their tickets. And they'd sent their CVs and MSA credentials to the Monterey eligibility folk (Historic Sports Car Racing run the meeting) to see if they could look over a few shoulders to see "how they did it over there".

'You folks come right on over...'

Amazingly, they received a swift, warm and welcoming response. Aussies are regular visitors and well-regarded – and the names who wrote back opened doors to inner sancta where ordinary folk may not tread...

Our intrepid duo jetted off for San Fran, in the words of the 60s Scott MacKenzie song, "wearing some flowers in their hair, to meet some gentle people there...?"

Going my way, Big Surs?

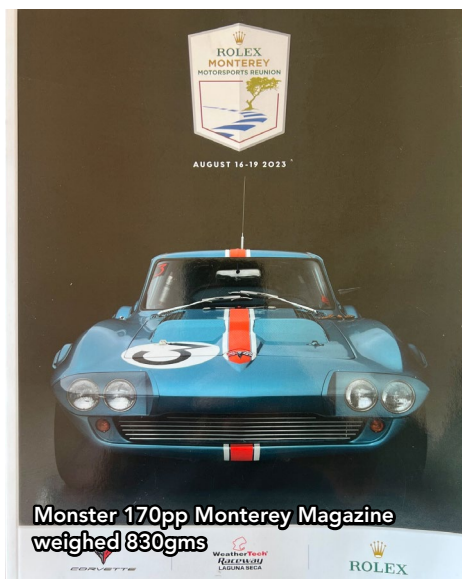
Nah. No getting' high in Haight Ashbury. Bros hightailed it outta town Wednesday in a rent-a-car. Knew the way to San Jose but took a drive-by to Scotts Creek to visit Canepa, a 6,500 sq.m automotive nirvana in the foothills of the Santa Cruz.

Canepa is a Porsche dealership, museum and restoration centre breathing new life into special cars from the very first Duesenberg and the 1973 Can-Am winning 917/30. Dazement and amazement added to moderate jet-lag as they snuffled round. Then they carried on – 'Down in Monterey' (there's a hippie song for every town...).

We're here...

Eyes popped open Thursday to peep at Fisherman's Wharf before heading 15 minutes out of town to the track, to taste the action before Monterey Car Week got rolling.

Featuring more than 20 car shows and



Monster 170pp Monterey Magazine weighed 830gms

concours events including the Pebble Beach Concourse d'Elegance, five separate auctions from international houses, as well as tours, auctions and rallies, \$398m worth of cars were sold at an average \$495,000 each. Entry to auctions – up to \$1400 per day.

Oh, and almost forgot - TWO major race meetings in one week on the famous Laguna Seca circuit.

...for the motor racing!

The first was a two-day event – the weekend Monterey Pre-Reunion, before the Rolex Monterey Motorsports Reunion itself from Wednesday to Saturday – and finishing on the Sunday with the Corkscrew Hillclimb, a reverse trip up Laguna Seca's most spectacular section.

So Dave and Bob drop the names of their pen pals at the Office – open sesame!



Top Tech Tester Twigg's Tech Truck



F5000 pit with Australian cars to the fore. Pic courtesy Capricorn

'Here are your passes for the week, here's your car pass – the Tech Tent's right over there.'

Mentally calculating how much money they'd wasted buying tickets, they introduced themselves and helped out with the Tech Testers' scrutineering of the 371 entries for both meetings, which would be checked for each.

A different scrutineering attitude

"On the Thursday we watched, Friday we checked and they wrote it up, Saturday they handed us the forms – go for it!" said David. "I checked the suit on one old racer – expiry 1988. The head guy said: write 'must replace racesuit' on his form and get him to sign it.

A mechanic had a semi full of cars all for a big CAT dealer to drive ("just the tip of the iceberg, all that would fit in the truck"). A genuine Le Mans GT40, a Dan Gurney Cobra, a McLaren Can Am car, a Duesenberg – and an ex-Lauda F1 Ferrari

5.0-litre V8 F5000 racers at Laguna Seca ... See more



Paul Zazryn took pole and F5000 Championship

complete with the helmet Niki wore driving it, decades out of date. Once again, write it up, get it signed..."

A different driving standard

Spin and you go home, have an accident and you're off the invitation list.

Seven Australasian F5000 drivers were there, including Peter Brennan, Dean Camm, Charles Talbot and ex HTCAV member and 3.8 Jaguar racer, Paul Zazryn, who took pole and the F5000 Championship for '23.

"I was told: 'most of our guys just wanna drive their racecars,'" said David, "I thought - our guys came too far just to do that! The lead guys were quick coming down the Corkscrew, further down the order the wilder they got. But generally speaking, they're not as fair dinkum as our guys."

A different vibe from Goodwood

"I thought it would be a US version of Goodwood, but there's no theme and add-ons – it felt more like Phillip Island Classic. Drivers have one outing a day – eight over the two meetings for around 1200 USD all up, pretty good value.



Great trophy for the Zaz shelf

It was unusually calm and quiet - no PA! But you wouldn't miss your one event."

David Hinton, the man who sold Historic Sports Car Racing Ltd to North American sanctioning body IMSA, part of NASCAR, dashed around all week on his Lambretta running things. He told Twiggy driving his sports car at Bathurst is top of his bucket list... (Interestingly, US motorsport is run by regions – four licences and logbooks.)



2023 Rolex Monterey Motorsports Reunion PROCEDURES FOR TECH INSPECTION

1. All cars must successfully pass tech inspection and be assigned a tech sticker before they may enter the racing surface.
2. Tech Sheets must be picked up at the Tech Tent in the Competition Paddock.
3. Once the Tech Sheet is in hand, the car's representative must make sure the car is presented to a Tech Team official, in race ready condition, with the CORRECT NUMBER as shown on the Tech Sheet. Numbers must be CLEAR and LEGIBLE. No car will be issued a Tech Sticker until the NUMBER is correct. Cars entering the racing surface with incorrect or illegible numbers will be subject to disqualification.
4. Ensure your paddock space row and column are correct.
5. Tech Inspectors will be roving the paddock area for inspections at your location when the Tech Tent.
6. ALL requests for number, race or class changes must be made at the Tech Tent.
7. If there is no Transponder on the car, it must be reported on the proper transponder.
8. Certain cars may be required to have their transponder verified, correct time during the event. Verification will be negated at the discretion of the Tech Team. Cars not having legal times at all times will be subject to disqualification.
9. Post-Session Tech Designated cars will be inspected by Personnel.



VEHICLE LOGBOOK
No A- 1960

HSR runs Monterey Event



A great vibe from everyone

Everything was just so relaxed, David said. All information and eligibility info offered freely. Taken out to dinner every night (meeting George Vidovic, ex-Melbourne Python Cars man, who now lives there). Getting two exclusive Monterey T-shirts, worth hundreds of dollars all up. Getting two free laps in the NASCAR Pace Car (on sale for \$175).

The two Aussies gave away Supercar lanyards, MSA stickers, Aussie lapel pins and – HTCAV stickers and even Just Cars magazines. Gratefully received!

Yep, the most excellent adventure...

"Bob and I had the best time. The scale of operations and the number and variety of cars you'll see is mind boggling.

But car enthusiasts are the same everywhere and the Californians are so friendly you'll feel at home, it's always very relaxed. If you get the opportunity - don't hesitate!"

Chris Ralph



TILLEY TRIPLE TROUNCE

4-6
AUG



All pics by Phil Wisewould
www.philwisewould.zenfolio.com

Triple winner Brad Tilley leads Andrew Williams, Peter McNiven, Darren Collins, Andrew Girvan, Brent Trengrove and Chris Stern

Nearly 40 cars lobbied for some long track action across two days of the Winton Festival of Speed, with the 50K JUST CARS Historic Touring Car Cup the big feature on Sunday. After a substantial dump of rain late on Friday the weekend dawned with brilliant sunshine that lasted the whole meeting.

Qualifying - Saturday morning

NSW's Brad Tilley in the 289 Group Nc Mustang grabbed pole, almost a second faster than local Andrew Williams (Torana) and heralding a dominant performance. A second further back local Darren Collins (302 Mustang) headed a group of Adrian Moyle (Camaro), Andrew Girvan (Torana), Peter McNiven (Mazda), the legendary Tony Hubbard (Camaro), Brent Trengrove (Camaro) and Gary Edwards (Torana) – all within a second, ahead of Brett Ferris (Torana) who rounded out the top ten.

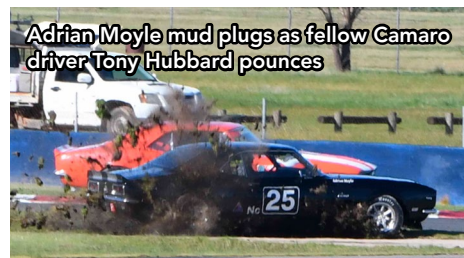
Race One – Saturday afternoon

It was Tilley's first visit to Winton in 15 years and looking to replicate son Jamie's stunning run last year, Brad leapt to an early

lead in front of Williams as Darren Collins slotted into third in his recently acquired '68 'Warhorse Mustang', one of the first Group Nc cars built in the late '90s by Rian Nott in Melbourne. Adrian Moyle ran off the end of the old back straight and fell to the back as fellow Camaro campaigner Tony Hubbard retired. McNiven's Mazda began to look very racy, pressuring the Torana of Andrew Girvan for fourth. Former Torana front runner Edwards, back after relocating to Queensland some years ago, was running strongly in the top ten.

Just behind him the immaculate XU-1 of Brett Ferris had former HTCAV President Chris Stern (Mustang) and current Pres Ben Dahlstrom (Charger) duking it out right in his mirrors. Willie van Wersch found a box of neutrals in his Falcon right at the wrong time, at full noise at the end of the back straight, jumping off line to avoid pole axing cars in front but then hitting the wet grass and clouting the tyre wall. Willie emerged unhurt with the race ending under safety car with only a couple of laps remaining. Tilley won from Williams, Collins, McNiven, with

Adrian Moyle mud plugs as fellow Camaro driver Tony Hubbard pounces



Girvan, Trengrove, Edwards, Ferris, Stern and Dahlstrom completing the top ten.

Fierce NSW rivals David Noakes (BDA Escort) and Tom Tweedie (Mini) finished next a second apart, with Tweedie bagging bragging rights with fastest lap in the first of their three magnificent stoushes for the weekend. Les Walmsley led the contingent of six Cortinas home, their number only interspersed by Phil Barrow (FJ Holden) and Dean McLaughlan (Datsun 1600).

Former Vic champ Gary Edwards brought the Torana down from Queensland



Race Two - early Sunday morning

With the main 'enduro' in the middle of the day, this short sharp 5-lapper just after 9 am blew cobwebs out of cars and drivers event on a cold track.

Even with less-than-ideal wide ratios in a replacement gearbox, Tilley led early



Tom Tweedie (Mini) and David Noakes (BDA Escort) brought their battle south from NSW



Phil Barrow's FJ squeezes between the Cortinas of Les Walmsley and Don Knight



Darren Collins locks up keeping the Mustang in front of Brent Trengrove's Camaro

with Williams hot on his heels. The cool air worked magic as Tilley broke the outright Group N record with an astounding 1.35.3. Girvan was out early after a belt departed. McNiven nipped under Collins and began harassing Williams in a fantastic dice with a similar David and Goliath stoush erupting between Richard Hill (Mini) and reigning HTCAV Champ Pete Meuleman (Mustang).

Dahlstrom went out with gearbox issues as open wheeler ace Tom Tweedie flung his Mini around with much verve in his pursuit of Dom Leo in the ex-Collins Camaro. This time he bested Noakes and set the unofficial Mini record for the Winton long track of 1.39.4 and finished just outside the top ten. Tilley was never headed and took the win from Williams and McNiven closely followed by Collins and Brent Trengrove (Camaro), Stern's Mustang and the Toranas of Ferris and Edwards.

THE 50K JUST CARS Historic Touring Car Cup

This is toughest race on the HTC

calendar. The Winton track tests everything on designs that are between half and three quarters of a century old - even though many are newer builds the stresses and strains saw ten cars unable to endure the Enduro.

Fuel tanks were brimmed with 17 laps in the offing as the field gridded up under bright sunshine. Tilley made another tidy start to lead as mid-pack Rob van Stokrom, who had steadily moved up the order over the weekend in his unfamiliar ex-McKelvie Mustang, had a moment through the sweeper. Stu Bailey (Cortina) tried to avoid cannoning into the errant Pony but was collected in the rear quarter by an unsighted Girvan charging up from the rear. Both retired as did Stern a few laps later with power steering woes and Meuleman with a dead fuel pump, ending his incredible run of consecutive race/session finishes, thought to be as high as 74.

Tweedie and Noakes engaged in some spirited dicing in front of S.A. visitor Evan Gobell (Torana). Les Walmsley was having

another solid run in the freshly painted Cortina (striping still to come) while McNiven pitted with a loose wheel ending his chances



The podium battle was fierce between Peter McNiven's Mazda and Andrew Williams' Torana

of another good finish. Brent Trengrove nabbed third place from Collins then almost immediately retired after the throttle cable dislodged. D'oh!

Collins then suffered his own misfortune with a gearbox issue allowing Moyle onto the podium as Tilley made it a clean sweep for the weekend including that new lap record earlier in the day. Williams, Moyle, Collins and Edwards rounded out the top five, ahead of Makulu Vehicle Storage HTC Driver of the Meeting Andrew Ferris. The VHRR Driver of the Meeting, over all race categories, went to Tom Tweedie for his giant killing efforts, which resulted in a 9th place finish, scraping home just over a .1 sec ahead of his archrival Noakes.

A great weekend with two lucky days of good weather to showcase the JUST CARS Cup, now firmly established as the feature race on this premier historic motor racing meeting.

Darren Knight



Former HTCAV President Chris Stern leads the Camaros of Adrian Moyle and Dom Leo



Variety! Bill Trengrove (Mustang), Dean McLaughland (Datsun), Ben Dahlstrom (Charger), Les Walmsley (Mk1 Cortina), Gordon Cox (Mk 11 Cortina) and Richard Hill (Mini)

BIG BANGERS AT BEND CLASSIC

28-29
OCT



Paul Stubber leads Craig Allan and Adam Smith

All pics by John Lemm

THR Developments Historic Touring Cars were the star category at The Bend Classic on October 28-29 at the circuit now known as Shell V-Power Motorsport Park.

Part of a Supersprint and Regularity meeting, the HTC and F5000 events were races, running on the 4.9 km International Circuit rather than the 3.41 km West Circuit used by the other categories.

With 25 entries from NSW, Qld, WA, Vic and SA, the HTC had by far the largest field. They also had another thing the other categories didn't have – a Top 10 Shootout! That fell to WA's Paul Stubber in his yellow Camaro, while fifth qualifier SA's Josh Axford had his Escort RS1600 lose top gear on the last part of his shootout lap, dropping him to last.



Mark Lenstra's Escort made a great comeback after losing a wheel in Race 2

Race 1, Saturday afternoon

Stubber got away best from the start of Saturday's Race 1 before having an off at Turn 9 on the opening lap, letting Qld's Craig Allan's Mustang into the lead. On the same lap, Axford's replacement gearbox let go, putting him out for the weekend.

Stubber regained the lead, only for his gearbox to jam in third on the final lap, finishing second to Allan but ahead of Ian Mewett (Mustang), local Adam Smith (Falcon GT), Vic's Pete Meuleman (Nb Mustang) and NSW's Mark Lenstra (Escort RS1600).

Race 2, first up Sunday

Stubber again leapt to the lead from Allan whilst Qld's Ian Mewett's Mustang was slow off the line before retiring with a distributor problem. But on Lap 2, Lenstra's Escort lost a wheel, bringing out the Safety Car.

When that came in it was a one-lap sprint to the finish, Stubber heading home Allan, Smith, Meuleman, Vic's Nathan Gordon (HQ Monaro) and a trio of Torana XU-1s of Qld's David Streat, and locals Mark Blyfield and Rob Smith.

Race 3, mid Sunday

Stubber again led - and again couldn't change gear as he exited Turn 17 for the first time, letting Allan through into the lead.

The Torana of Blyfield and Capri of Robert James tangled in Turn 5, leaving the Torana stranded on track and bringing out another Safety Car.

Then in two frantic racing laps to the finish, Stubber fell into the clutches of Adam Smith, but finished clear of Meuleman, Gordon and Streat, with Lenstra's repaired Escort finishing 7th, just ahead of Vic's Richard Hill in the quickest of the Minis.

Race 4, Sunday afternoon

Paul Stubber had sorted out his gear linkages by the final race and took gleeful revenge, leading all the way to finish five seconds clear of Allan, who was in turn well ahead of Smith, with Meuleman just holding off Lenstra.

Class trophies were awarded:

Up to 1600cc: Richard Hill from Mark Lenstra and NSW's Francis Meier (Cooper S); 1601cc to 3500cc: Streat from Blyfield and Rob Smith; Over 3500cc: Allan from Stubber and Adam Smith.

Exciting track, exciting racing.

John Lemm

Adam Smith's Falcon finished an unexpected third



Paul Stubber was as spectacular as ever in the Camaro



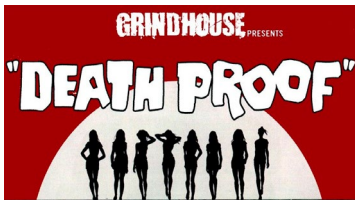
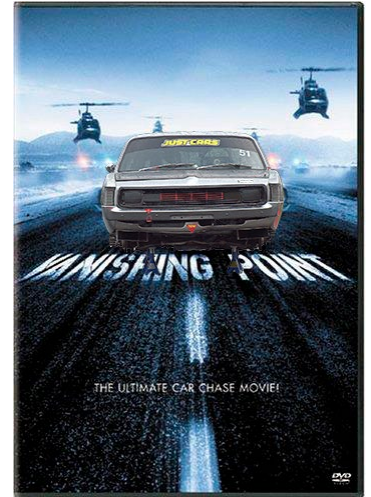
David Streat's Torana battles with Nathan Gordon's Monaro



Phil Barrow's FJ passes Ian Mewett's slowing Mustang in Sunday's first race

HEY CHARGER

It all started when someone commented that Ron Hossak's photo of 'Ben's car on stands' looked like it was flying. Jervis then took it on tour. Here are a few...



SUNSHINE STATIE

23-24
SEPT



Stephen Pillekers' Torana came through this battle pack in R3

Pic by Ron Hossack

Victoria's sunny spring smiled on the Island all weekend, to make the Just Cars historic touring car big banger battles all the more enjoyable. New race formats based on elapsed time rather than laps were in place at this Round 5 of the Victorian State Series, this time run by the Victorian Mini Club.

Qualifying, Saturday morning

Big bangers were the majority of the 14 cars qualifiers. While Bill Trengrove had retired the 64 Mustang on Friday, son Brent Trengrove put his Camaro on pole with a 1.49.6, two tenths ahead of Darren Collins' Trans Am and a tenth in front of Trevor Talbot's Camaro.

Glenn Miles' Charger lined up fourth with defending Champ Pete Meuleman's pre-65 Mustang, Adrian Moyle's Camaro, Club President Ben Dahlstrom's Charger, Geoff Munday's Camaro, filling the top ten from former champs Jervis Ward in the Falcon Sprint and Stephen Pillekers in the trusty Torana. Down the back, Mini brothers Richard and Graeme Hill had newcomer Reece Moyle's Mazda RX-2 for company.

Race 1, Saturday afternoon

Geoff Munday's Camaro sat in a cloud of blue smoke as Jervis Ward's new starting technique split the pack through the vacant allotment left by the non-appearing Adrian



Three from three - the Warhorse Mustang won every battle

Pic by Phil Wisewould

Moyle, to get right on to the tail of Group Nb archrival, Pete Meuleman.

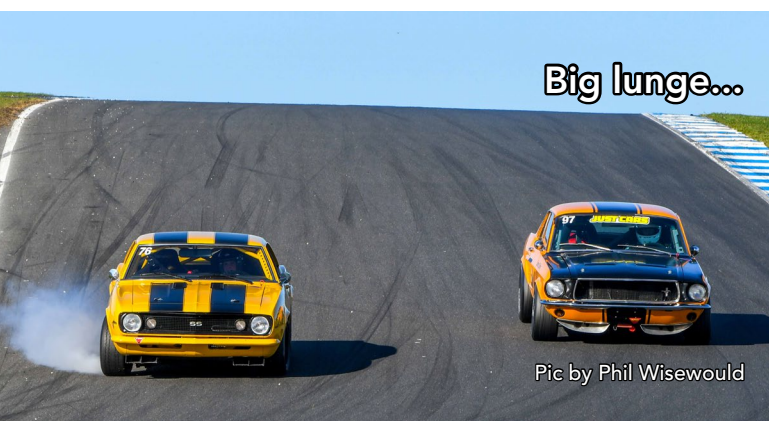
At the front, Collins in the 'Warhorse' TransAm also made great start and fended off Brent Trengrove for the first lap, who in turn had Trevor Talbot in his mirrors. Talbot took Trengrove at Siberia and set off after Collins with the skinny tyred Sprint of Ward chasing Meuleman (variously called Mooman, Moolyman and Mooloolooman by the commentators).

Dahlstrom in the Charger was hanging on to Ward while hanging on against an attack of gastro. Holding off his own runs he made one under Ward at Turn 4 but the plastic fantastic had its nose back in front

out of Siberia. As the Meuleman/Ward battle raged on, Trevor Talbot raged against his failing fuel pump as he pulled off at T4.

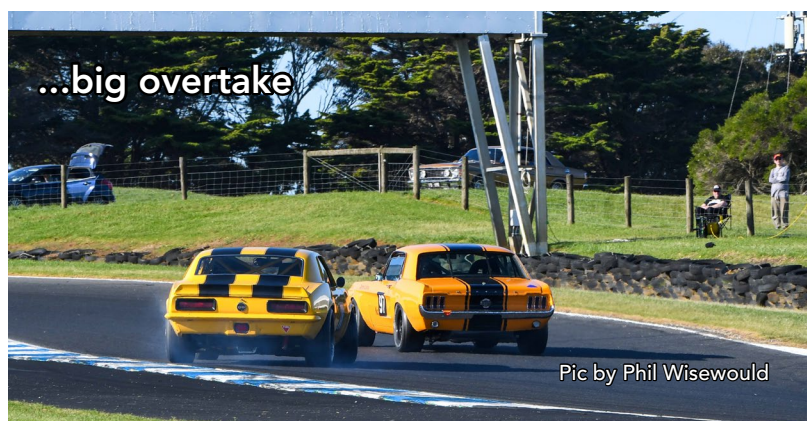
With Talbot out of the picture, Collins took the flag ahead of Trengrove at the end of the allotted 20 minutes, setting fastest lap at 1.48.8. Glenn Miles took third in the Charger ahead of the two Nb combatants and a very seedy Club President who had to helped from the car. He returned the next day well, but this time it was the car, complaining of a blown head gasket.

But Stephen Pillekers who retired with gearbox linkages would be back with a vengeance...



Big lunge...

Pic by Phil Wisewould



...big overtake

Pic by Phil Wisewould



Mini bros Richard and Graeme Hill the only fighting fours



Three podiums for the swift Glenn Miles Charger

Pic by Daysy Motorpix



Jervis Ward's skinny tyred Falcon Sprint danced around Munday's Camaro

Pic by Ron Hossack



Newcomer Reece Moyle's Mazda made some rocket starts

and Chevy muscle won out but Collins challenged into T4 and stayed there, with Miles not far behind.

Munday had come into the mid pack and stuffed it right under Pillekers into MG corner, but the Torana driver glued himself to the back of Mueleman and pulled clear. But chasing Ward on the next lap the order was Munday, Meuleman and Pillekers down the main drag.

Race 2, Sunday morning

Collins' next good start headed Trengrove and Miles and Ward, whose own rocket start put him ahead of Meuleman, while not unexpectedly Talbot had charged from the back row to be fifth by T4. By the end of the first tour he'd grabbed third, his race face on.

Geoff Munday joined the Meuleman/Ward punchup, putting Camaro power between the two Nb cars and despite a massive lockup into MG taking Ward, who then locked onto his bumper down the straight with Meuleman in his mirrors.

Avoiding a very early braking Munday he had his own lock up, with nowhere to go except into T1 in a cloud of smoke ahead of Meuleman.

Munday took back the advantage down the straight with Ward hanging on ahead of Meuleman. As this group battled, Stephen Pillekers had the Torana in top form with the flying Mini of Richard Hill not far behind.

In a masterful outside line overtake exiting MG, Pillekers grabbed Meuleman and set off after Ward who then picked off Munday after the Camaro locked up at T2, allowing Meuleman to retake Pillekers and that's the way they would finish.

Up front, Collins held sway, but distributor issues caused Trengrove to DNF, handing second to Talbot and further back, Miles.

Entertainingly, Richard Hill's Mini did the classic blowfly, all over Munday's Camaro in the corners, and finishing less than a second in arrears, lowering his PB by a second to 1.57.1.

Race 3, Sunday afternoon

Again, Collins led with Talbot hot on his tail. Reece Moyle made a cracker start from the back row, the Ward/Mueleman stoush was back on in earnest, but this time Pillekers bought in from the start.

On to the straight for the first time

The battle at the front was full on, with Collins consistently attacking Talbot under brakes; with time running out Talbot locked up into MG and Collins was on his case. With both cars tyre weary, Mustang oversteer trounced Camaro understeer and Collins won through, with Miles again in third.

In the four-way fight Munday led but Ward retook it under brakes in T4, then Meuleman's slight off in Siberia saw Pillekers move up on the heels of Munday, whom he soon vanquished. Next was Ward, who with a slight misfire was taken by the Torana at MG.

But it was the triple for Darren Collins in a weekend that showed that smaller fields can still serve up big excitement.

Next up for the Just Cars racers: two big fields at Historic Sandown, November 10-12, a few days after the Melbourne Cup – and you can read all about it in the next issue.

Chris Ralph

Pic by Ron Hossack



Richard Hill's Mini blowfly buzzed Geoff Munday's Camaro

Pic by Daysy Motorpix



Monster battle - Darren Collins, 68 Trans Am Mustang and Trevor Talbot, Camaro

Pic by Ron Hossack



Smokin' understeer for Trevor Talbot into T4 chasing pole sitter Brent Trengrove

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11-12
NOV

All pics by Phil Wisewould
www.philwisewould.zenfolio.com

STOP-START SANDOWN HISTORICS

Richard Hill won 3 from 3 and a Makulu Vehicle Storage Driver of the Meeting

The JUST CARS Historic Tourer fraternity rolled out in force with a strong two-grid entry to support the 31st Historic Sandown, at the famous old circuit in the heart of Melbourne suburbia. An especially impressive line-up of larger-engined machinery featured no fewer than nine Mustangs and seven Camaros – and five Queenslanders!

Group One Under 2 Litre and Invited Cars

The sizzling hot Friday practice day taxed man and machine with a line of cars on trailers returning home for major surgery - including the rapid XK Falcon of David Forbes hauling to Nagambie in central Victoria for an engine transplant, and Philip Barrow's fast and furious FJ for a new gearbox (yet again), both of which proved to be a smart move...

Race 1, Saturday afternoon

The last few seasons have seen Richard Hill become one of the quickest Mini pilots



When you only have 1202cc - Steve Russell-Clarke's Austin A40 Farina flies after Mick Stupka's Cortina

in the country and it was no great surprise to see him snare pole and then bolt away in the opening race. Long-time racer, recent historic tourer Kim Shearn showed much improved speed in his Lotus Cortina battling the similar machine of Peter Van Summeren for the podium, ahead of the Forbes Falcon and Barrow FJ absolutely glued to each other in the first of three ridiculously good battles for the weekend.

Comeback Kid Steve Russell-Clark (Austin A40) picked up where he left off many moons ago, terrorising Cortinas, with Mick Stupka (Mk I) and Gordon Cox (MkII) the targets this time round. NSW's John Harrison pushed the ex-Darren Pearce 'Violet Crumble' Cortina past the Mini of Graeme Hill who almost tipped the brick after clouting a few kerbs, allowing Don Knight (Cortina) through.

Van Summeren retired after breaking an axle, handing second place to Shearn as Hill took an easy win with Forbes just holding out Barrow for third. First timer Peter Olver posted a debut race finish in his very neat EH, a welcome addition to the thinning pre '65 Holden ranks.

Race 2 – Sunday morning

Shearn made a great start in R2 to lead until Hill gathered him up, plunging into Dandenong Road Corner. Barrow headed Forbes briefly with Les Walmsley (Cortina), Harrison and 'Best Presented Winner' Mike George (Lotus Cortina) all dicing very hard as Van Summeren (new diff and quick dyno session overnight) clawed up the order from



Phil Barrow throws the FJ at David Forbes' XK Falcon in their 3-race duel

Historic Touring Torque



The Cortina Revival on show in their 60th race year



NSW's John Harrison and Les Walmsley fought over top pushrod Cortina honours

the rear of grid. Stupka turned the tables on Cox as Hill won from Van Summeren and Shearn, who headed the eight Cortinas (in their 60th year of racing) with John Harrison taking pushrod version honours from Les Walmsley and Don Knight. In the famous Falcon/FJ fight Forbes squeaked home .4 sec ahead of Barrow over the eight laps.

Race 3 – Sunday afternoon.

Hill again put the hammer down in the final and built a handy lead early until Russell-Clarke broke a hub in the A40 past the Penrite Bridge, three-wheeling to a stop and bringing out the Safety Car. After the restart it was a single lap sprint to the line - Forbes dropped back after a power-sapping exhaust leak slowed the Early Bird with Barrow taking full advantage and climbing on to the podium at the end, behind winner Hill and runner up Van Summeren. Harrison was fourth with Mike George just beating home Les Walmsley and Don Knight. The Makulu Vehicle Services Group 1 Driver of the Meeting Award went to Hill for a flawless weekend.



First ever race meeting for Peter Oliver's EH Holden



Brock Shearn joined the Turn 1 Two Up Club in the Lotus



Mike George's Lotus Cortina leads Don Knight's pushrod version



Horsepower through the heat haze into T2

Group Two Over 2 Litres

Qualifying set the weekend up for Craig Allan in the Fastback Mustang, his 1.20.28 pole time 1.6 secs quicker than local Trevor Talbot in his Camaro, defending Victorian honour from Ian Mewett and Graeme Wakefield in their Mustangs. Vic's Adrian Moyle's Camaro was next, ahead of SA's Adam Smith (hi to the economists out there) in his XW Falcon, who won applause for his trio of rocket starts. With the first 16 places occupied by V8s, six-cylinder grid honours went to Ben Dahlstrom and Craig Miles' Chargers ahead of Torana pilots Stephen Pillekers and Qld's David Streat.

Race 2 – Sunday morning

The Saturday afternoon opener came to a very early and messy end with the red flag unfurled after two laps when the HQ Monaro of former six-cylinder HQ front runner John Alessi suffered a major blow up and deposited virtually all its engine oil across the track.



Qld's Craig Allan won 3 from 3 in the resurrected ex-Darryl Hansen fastback

The next day Craig Allan (ex-Darryl Hansen '69 Mustang) replicated his rapid getaway to grab the lead from pole; Sandown first-timer Adam Smith pushed the big XW into second before Trevor Talbot (Camaro) pushed up the inside. Former XY Falcon racer Wayne Purdon was back after

many years away, this time in a brand new '68 Camaro he will share with son Beau, awarded Best Presented in Group 2. A massive plume of smoke signalled the end of Michael Miceli's meeting with his Boss 302 Mustang suffering an internal engine failure and again bringing out the Safety Car.

At the resumption Adrian Moyle (Camaro) was showing huge speed as reigning Club Champ Pete Meuleman (Mustang) just held out the returning Daniel Myers in his gleaming 308 Holden powered Kingswood. Stephen Scales (Camaro) tagged the fence after contact with Tony Hubbard (Camaro) and Craig Miles Charger copped a big hit in the side from the Chev Nova of Willie Van Wersch at T1.

David Streat bested Stephen Pillekers in the battle of the two Toranas as Ian Mewett (Mustang) got past Smith for third towards



Willie van Wersch aims the Chev Nova at Qld's Ian Mewett



SA's Adam Smith's XW Falcon under attack from Qld's Graeme Wakefield's Mustang



Trevor Talbot muscled the Camaro past Ian Mewett's Mustang

the end. Allan took an untroubled win with Talbot a strong second in the Chev that has taken a couple of seasons to endear itself to its current custodian, having originally appeared with Angelo Taranto behind the wheel.

Race 3 - Sunday afternoon

Smith made it three from three perfect starts to grab an early second place behind Allan in the final before Talbot and Mewett both snuck past. In an eventful first lap Moyle came under pressure from the Mustangs of Graeme Wakefield and soon-to-retire Graeme Woolhouse while Myers stopped after a diff destroyed itself at T5 on to the back straight. Miles crunched into the rear of fellow Mopar man Ben Dahlstrom's Charger as the brakes disappeared and he promptly retired.

The stunning new Mustang of WA's Ray Hepburn (finished in Bud Moore Trans Am colours) chased the Camaro of Geoff Munday, as Pete Meuleman nipped the Nb Mustang under Geoff Munday's Camaro – but then Smith stopped with a fuelling issue in the Falcon at T5, which stopped the race. No yellows, the red flag was shown and lap five of eight was the last tour.

Allan had made it a clean sweep, leading home team-mate Mewett and Talbot, with the motionless Smith recorded as finishing fourth.

For his rapid improvement and brave top five performance in the Camaro, Adrian Moyle won the Makulu Vehicle Storage Group 2 Driver of the Meeting Award.

Darren Knight with Chris Ralph



Stephen Pillekers and Qld's David Streat did the Torana Tango



A returning Daniel Myers' 4-door and Nathan Gordon's 2-door flew the V8 Lion flag



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Pic by Ron Hossack



Lap1, Turn 4 mid pack muscle

Apart from major historic events, November's Island Magic meeting has established itself as the most popular meeting of the year. Aside from three Cortinas and a Mini, muscle dominated the 33-car entry - twenty V8s, two Chargers, two Toranas and three Mazda RX2s, with six from interstate.

Championship Showdown

As with all exciting championships, the HTCAV Historic Touring Car Championship came down to the wire for the JUST CARS racers.

Would current and two-time champ 'Black Pete' Meuleman in his black pre-65 Mustang score more points in his class than former Club Champ and ex-President Les Walmsley would score in the Cortina class?

Separated on-track, they were neck-and-neck on the score card...

Qualifying – Saturday morning sort out

Qld's Craig Allan looked to continue his all-conquering Historic Sandown form, placing his newly rebuilt Mustang Fastback on pole ahead of the two WA Camaro heroes, Paul Stubber and Aldo de Paoli.

Darren Collins whacked the Warhorse Mustang into fourth ahead of Michael Miceli's and Qld's Ian Mewett's Fastbacks – but that was his highpoint, with a fire from a split fuel line burning under bonnet for several minutes in R1, ruining more than his weekend.

Brent Trengrove's Camaro was next ahead of Andy William's Torana, Adrian Moyle's Camaro and Peter McNiven's Mazda to round out the top ten, with Darren Hossack's purple RX2 stuck to his bumper.

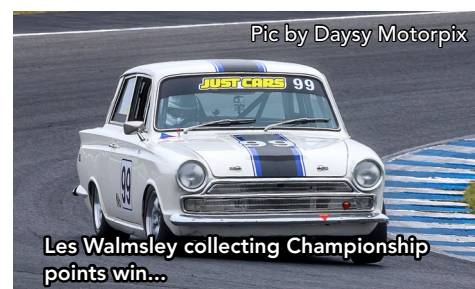
Race 1 – Saturday afternoon shake down

Such was the determination of WA's Paul Stubber to re-assert his dominance over the Qld pole-stealing upstart he rocketed away from the start and immediately sliced .2 sec off his own outright Historic Touring Cars lap record, to set it at 1.45.3. Take that! He then lounged around in the 1.48s for the win (and the Alan McKelvie Memorial Trophy) while the battles raged behind him.

And rage they did. Craig Allan's Mustang and Aldo De Paoli's Camaro nipped and tucked with Aldo finally getting past on lap 6/8 before a final lap T1 lockup saw him take the wild ride across the run-off and gravel to rejoin at T2 behind Brent Trengrove's Camaro. He threw everything at Trengrove to the flag, to fall short by .006 second!

It was just as torrid behind. The evenly matched blue Fastback Mustangs of Miceli and Mewett and Andy Williams' giant slaying Torana made a flying wedge while attacked by the two Mazdas of Hossack and McNiven.

Miceli won out, while after being briefly usurped by Williams, Mewett regained the upper hand. Adrian Moyle's ever-quicker Camaro had picked up three places to head



Pic by Daysy Motorpix

Les Walmsley collecting Championship points win...

McNiven, while Hossack was stuck in third gear and winding it to astronomical revs.

Further back, Stephen Pillekers took a T12 swoop to best Ben Dahlstrom's Charger at the line while Jervis Ward's Falcon Rallye Sprint had the pesky Mini of Richard Hill stuck to his back end like a blowfly.

Race 2 – Sunday morning slides

It was a slippery track but Stubber's wildly optimistic guess at when the red lights would go out saw him bolt and be slipped a 15 second time penalty, knocking him back to third after leading the field to the flag.

Once again De Paoli and Allan were at each other, the former holding the Queenslander out for the first six laps before the tables were turned and Allan grabbed what would become the race win by .5 of a second, after withstanding an all-in De Paoli onslaught.

Behind them the nimble XU-1 of Andy Williams had scooted away from Miceli and Mewett, but Adrian Moyle had inserted his Camaro into the fray. Driving one-handed to hold third gear in, Darren Hossack was all



Pic by Ron Hossack

Lockstep lockup at T4 for Mewett, Miceli and Andy Williams



Pic by Phil Wisewould

The Mazda twins' banzai attacks on the big metal were awesome

Pic by Phil Wisewould



Aldo De Paoli and Qld's Craig Allan were never further apart than this

Pic by Daysy Motorpix



Darren Hossack's 3rd gear woes didn't stop a stellar drive

Pic by Daysy Motorpix



Aldo De Paoli's Camaro and Craig Allan's Mustang fire over Lukey Heights

over them in the corners, lights ablaze and lifting inside front wheels.

But on the slightly drying track it was Moyle's Camaro muscle that held sway over the five-car battle, ahead of Miceli, Williams, Hossack, Mewett and McNiven, who after a grid stall had scythed his way back up the order.

This time Richard Hill's blowfly tactics almost got the better of Brett Hotchkin's GT HO, drawing level with him between T11 and 12 before sheer grunt won the Ford a .9 sec gap at the flag.

Race 3 – The Victorian Historic Touring Car Trophy

The iffy weather had worsened and in the dim, dank late afternoon (one hour after the scheduled start), Gorillas in the Mist with headlights lined up on the grid. This time Stubber walked his car off the line from his unaccustomed lowly P3 grid slot and soon grabbed the lead.

Behind him, Aldo De Paoli and Craig Allan continued their entertaining punch up, ahead of the Moyle and Williams stoush. The Mazdas of McNiven and Hossack ganged up on Mewett's Mustang, as Glenn Miles watched amused from the Charger.

As is traditional, the WA Camaros confidently started their lairy demo 1-2 victory slides halfway through the last race, aided by the greasy track.

But it wasn't over yet. Colin Larsen and Brett Hotchkin's GT HOs were chasing the fleet Falcon Sprint of Jervis Ward. Larsen made a big lunge into T4 under Ward,

Pic by Daysy Motorpix



The Flying Wedge, together race-long

locked up, lifted, locked up again and spun the Sprint, which limped home with a rubbing tyre, as Larsen sat stranded, unable to proceed.

Out came the Safety Car, only minutes before the pin was to be pulled on racing – but yes, there would be one last desperate lap to round out the year.

As the Safety Car pulled off at T12 the two WA boys bolted way before time – and both copped a 15-second penalty. Second car on the track was John Harrison's lapped Cortina, with the pack breathing down his neck. No overtaking is allowed before crossing the Start/Finish line...

Then it was on! Craig Allan stretched to a one second lead over Andrew Williams who'd managed to get the Torana ahead of Adrian Moyle's Camaro to the podium. places. Then Miceli, Hossack, Mewett, Miles and Trengrove in the frantic dash to the line.

Naughty boys Stubber and De Paoli were listed in 8th and 10th places.

A Fab Finale

The Makulu Vehicle Storage Driver of the

Pic by Brett Butler



Nathan Gordon's Monaro menaces Jervis Ward's Falcon Sprint in the gloom

Meeting award went to Andrew Williams in the giant-killing Torana, while the Spirit of the Meeting trophy went to Brent Trengrove, who'd suffered distributor module failure in R1, couldn't make R2 but stormed through the field in R3 from the back of the field.

And that all important 2023 Historic Touring Car Association of Victoria Championship result?

You can read all about that in the next issue of JUST CARS when we'll review winners in every class for you. (But shhhh - if you can't wait 'til January, the car in its 60th anniversary of winning races in Australia was triumphant – the Cortina by two points!)

Chris Ralph

Pic by Daysy Motorpix



Adrian Moyle Camaro - Andy Williams Torana battle was hot

Pic by Phil Wisewould



Harrassed by Mazdas, lan Mewett's Mustang goes a bit deep under brakes

Pic by Phil Wisewould



Andrew Williams won Makulu Vehicle Storage Driver of the Meeting

Pic by Daysy Motorpix



Falcon XY into Falcon Sprint after a brake mishap at T4



BURSON WITH THE BEST

Ever met anyone named Burson? Only five listings appear in the White Pages, but no-one of that name started the automotive parts company whose name now appears on 200 stores nationwide... The HTCAV's newest major sponsor's fascinating back story of a special relationship with the trade and car enthusiasts has seen it grow to become Australia's largest automotive aftermarket products group.

As Aussie as...

In the 1960s two smart young Melbourne blokes saw an opportunity to make a couple of quid - delivering stuff to busy garages. With car boots full of common parts and consumables they were soon popular with mechanics, grateful for the time saved and their new vendors' trade knowledge.



fast they thought, we'd better start a company. So Garry Johnson and Ron Burgoine each donated a bit of their surnames to form the word Burson (probably had a better ring to it than Garron or Johngoine...).



By 1971 Burson had its first store in Braybrook and then business really came on to the cam. Albury opened in 1984 and after buying out Ron Burgoine's share in 1986, Garry Johnson was soon overseeing a group of 15 stores by 1987.

Making it real



Hard work and good advice fueled their rise. Burson had started down-to-earth and stayed that way. Their competitive difference has always been 'knowledge', freely available over the phone or across the counter. It's a no BS game and their 'can do' approach gave them an edge.

Combine this with keen pricing, a stock of the best quality products and a mania for fast delivery and it was no wonder Victoria's trade and DIY enthusiasts bonded with Burson Auto Parts.

Business continued accelerating through the 90s: 25 stores by 1996 and 50 across Victoria by the early 2000s. But by 2005, having outgrown their logistics infrastructure they really were 'Burson at the seams'.

Going national

A new purpose-built head office and distribution centre was commissioned, planning ahead for national growth. Cue another burst of expansion...

Within two years, a further 16 stores in New South Wales were added with 11 more after a Queensland acquisition during 2008. In 2010 the first Burson Auto Parts store opened in the Northern Territory, then continuing their expansion an acquisition of 11 stores in 2011 took them into the South Australian automotive trade market.

A highly successful privately owned company that had expanded over half of Australia? That made them look very attractive in the corporate world...



Once, every Burson store could have fitted into today's distribution centre

Going public

Quadrant Private Equity reviewed the nature, spread and reputation of the business and acquired Burson in 2011 with the goal of taking it public, which they did in 2014 under the new name of Bapcor Limited.

Time for yet another strategic and unparalleled growth trajectory, as Burson Auto Parts became Australia's number one national trade aftermarket parts, tools and equipment supplier.

Today its 200 stores nationwide claim more stock per store than any other automotive parts, tools and equipment supplier.

Keeping it real



The man who made it all happen - Garry Johnson

From two young blokes selling parts out of car boots to a massive national organisation, has the secret recipe changed?

The unique herbs and spices include the many long-term staff and management who know their business intimately and have

passed the culture of knowledge and enthusiasm down the line.

Which is why the motor trade and fully engaged hands-on classic car people know that if it's to be found, there's a better chance they'll find it (with advice) at the red, white and blue stores.

What's more, there's a mine of product and how-to information for them on burson.com.au, especially in the free Bur-Sun magazine...

Keeping it sporty

With its highly engaged following, Burson is a natural fit with motorsport involved with different motor racing categories including Production Cars, Supercars, S5000 and TCR, supporting cars in each category, as well as community-based car clubs and groups.



Ben Bargwanna carries the Burson flag in TCR



Many forms of motorsport are supported

Now they're not just supporting cars, but a whole new category.

Historic Touring Cars appealed to them, especially through the successful HTCAV sponsorship scheme under the JUST CARS banner that returns several hundred dollars each year to individual competitors, depending on the number of meetings entered.

Spirit of the 60s

It's not just the shared five decades of history that aligns Australia's No1 trade aftermarket parts, tools and equipment supplier with Australia's No1 historic racing category.

The hands-on, have-a-go attitude of today's historic touring car racers fettling and driving the cars they love reflects the same attitude that drove Garry John(son) and Ron (Bur) goine to start the all-Australian company that's now putting back into a grass roots category that has always supported them.

The HTCAV is grateful for this new sponsorship and looks forward to building the relationship for the benefit of all.

And we reckon Gazza and Ronnie would think that a pretty bloody good result.

Chris Ralph



So Ben Bargwanna uses open ends

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RACING TO, FROM & AROUND THE UK



Our very own Cortina-punting Englishman Simon Browning spent a year racing himself silly back in the UK. What an adventure!

While on holiday in the UK in 2022

I hired a Mazda MX-5 Mk 1 and drove in two rounds of the BRSCC MX-5 Clubman Championship. Wow!

It was so good I wanted more. So just before Christmas, with the help of a friend's son (Tim, who lives in England and races an MX-5) I bought a race car, joined a top-running team (AB Motorsport) and set off for the UK the Tuesday after the PI Classic.

Having looked at the calendar, I had decided to do Rounds 1, 2 and 3, come home for five weeks, return for Rounds 4 and 5, come home for five weeks and then finish off with Rounds 7 and 8 finally returning home in mid-October. Luckily I was able to stay with my brother for the bulk of the time. I drove at Silverstone (R1 and 8),



Brands Hatch, Croft, Anglesey, Snetterton and Donington Park. I didn't particularly like Brands; it was short, damp and I was rubbish.

The BRSCC run two championships for MX-5s. The MX-5 Championship comprises one qualifying and three races, each of 20

minutes. The MX-5 Clubman Championship has one qualifying and two races, each of 15 minutes. The latter has a lower entry cost and is run in one day, and apart from the Snetterton meeting, that is what I did.

The cars are all Mk 1 MX-5s, (we call them NA), 1600cc, approx. 110bhp, adjustable shocks, 960kg minimum weight, full cage, plumbed in extinguisher, front and rear facing cameras by regulation, Avon control tyres.

AB Motorsport was run by Ali and Niki Bray; Ali was a top driver, and they together with their "mechanics" looked after my car along with the other cars in the team. I found this a bit weird compared to here, where I am the one who primarily looks



after all aspects of running the car. Several of the AB drivers were in the leading group, including a 16-year-old kart racer who had not driven a car with a clutch until two weeks before. He put it on pole qualifying in his first event!

The weekend format would typically be - drive to accommodation on the Thursday, to the track Friday morning for signing on for "Testing" - four sessions of 25-30 minutes each, most MX-5s on the track (possibly 40-50 cars) and mostly flat out, while I was learning the circuit.

Saturday, drivers briefing at 7.45am, quali at 9.00am, Race 1, late morning or

early afternoon after lunch break, Race 2 late afternoon/early evening. Clubman racing all done for the weekend.

All cars went to Parc Fermé at the end of each race; I liked that because you get to meet the drivers around you for a chat.

Racing is extremely close, and most midfield cars carry tyre rubbing marks and/or panel damage (spare parts are much more readily available in the UK than here) whereas my mentality is to try to avoid contact with other cars.

My Aussie friend, Tim, was constantly teasing me for not having any damage on the car; he reckoned I wasn't trying hard enough. When eventually I did take paint off the front bumper, the whole team came over and cheered, thinking it was finally evidence of hard-fought competition, whereas actually I had lost it in the wet and hit the Armco!

I did own up but they didn't hear my explanation. The other major difference was how much kerb they used and how robust the car's suspension is; however, I did learn to use the ripple strips a fair bit despite the noise and vibration. There was also a big emphasis on track limits although I am not sure how consistent they were in applying penalties. My conservative driving doesn't get you good times, BUT I still had great fun.

Tim in his green and gold painted car (Aussie colours) was the 2023 Masters Champion in the MX-5 race series and



came 10th outright; a terrific effort (Masters awarded for drivers over 45).

If you want to watch some fantastic racing, go to YouTube, BRSCC, and the relevant event. And if you get excited, my MX-5 is for sale; go to www.racecarsdirect.com/Advert/Details/140079/brscc-spec-mk1-mx-5-for-sale

Simon Browning



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