

HISTORIC TOURING

# TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA

DECEMBER 2024



## 2024 CHAMPS? IT'S A... **THREE-PETE!**



Pic by Phil Wisewould

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## 2025 CALENDAR

### IMPORTANT

NOT GETTING EMAILS? SEND YOUR NEW ADDRESS TO [MEMBERS@HTCAV.COM.AU](mailto:MEMBERS@HTCAV.COM.AU)

Date	Organiser	Circuit	Event	Points
Feb 14-16	MGCC	Sandown Int Raceway.	State Race Series Rd1	Points
March 6-9	VHRR	Phillip Island Grand Prix Circuit.	Phillip Island Classic	Rebate & Points
May 16-18	???	Phillip Island Grand Prix Circuit.	State Race Series Rd2	Points
May TBA	Austin 7 Club	Winton Raceway. Short Track.	Historic Winton	Points
Aug 1-3	VHRR	Winton Raceway. Long Track.	Winton FOS	Rebate & Points
Oct 3-5	VMCI	Phillip Island Grand Prix Circuit.	State Series Rd?	Points
Nov TBA	VHRR	Sandown Int Raceway.	Historic Sandown	Rebate & Points
Nov TBA	PIARC	Phillip Island Grand Prix Circuit.	Island Magic	Points

## NEXT MEETING

GENERAL MEETING - TBA. Details will be sent to you via Text Message/Email

### 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](mailto:MEMBERS@HTCAV.COM.AU) WITH ANY NEW OR CHANGED EMAIL ADDRESS. THANKS.



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# PRESITORQUE



Wow what a year it was....

Eight possible point scoring rounds, two trophy presentation nights, two new checkered flag wavers

rivalling the graceful Glen Dix, a new State Champion for the State Series and a Three-Pete for the HTCAV Championship winner Pete Meuleman.

What a Championship it was – results were not clear until post the final round and it was a nervy Jervy who realised, after checking five times that the winner was the black Mustang, just over Don Knight, followed closely by Gordon Cox in third who got up.

Had Brent Trengrove's child arrived a couple of weeks early and he'd competed in the five rounds point scoring rounds a different series of results could have been reported – congratulations to all and well done again.

This year had been an interesting one all in all for our category. Numbers of entries

were strong at the start of the racing year but seemingly got a little lower as the year progressed. This is something not exclusively being reported by our group to promoters but by others too – perhaps a sign of the fiscal times...

Regardless our promoters are looking into reviewing entry fees and hopefully the new year brings some financial relief across the greater community which in turn reflects back to our grids.

From a Committee perspective, our long-standing secretary Jim Collins bade farewell to us formally mid-year at our last AGM. His time and effort over the years has been greatly appreciated by all and again we thank him for the work he has done. We welcomed Richard Hill and Adrian Moyle on board as General Committee members and we collectively thank them for putting their hands up and for their great works already achieved in a short period of time.

So what does 2025 look like – we are hoping very similar to this year for the Victorian racing calendar so please begin to plan ahead. New events are being spoken of in other states and we encourage all to spread their wings and check them out.

Again, and it goes without saying, I need to pay a big thanks to the following outstanding Club Committee members for their never ending devotion and long standing support for this great club of ours – Dom Leo my main man, Brett Ferris – secretary to the stars and the world's greatest treasurer David Floyd. Their support is superb and makes this gig a lot more tolerable I assure you.

The media man Jervis and the ultimate wordsmith – Chris Ralph – brilliant. Your abilities in producing the country's finest magazine for an amateur motorsport group is worthy of accolades we cannot present – well done again. Deano, Adrian, Richard and the host with the most RvS – guys thank you so much for all of the hard work. The workloads that these guys do behind the scenes should never be underrated. Countless phones calls, emails and meeting between us all make this beast tick over and we so hope you enjoy it all.

MERRY XMAS to all, stay safe and see y'all again in '25 – the year of a non-Ford based championship winner – perhaps... but let's find out together. Many thanks again.

*Benjamin*



Thirty-five Years of Tossers: Presidents out of order – Ben Dahlstrom, Don Knight, Justin Brown, Eddie Dobbs, Dean Bryant, Jervis Ward, Chris Stern, Les Walmsley, Chris Ralph and Gordon Cox

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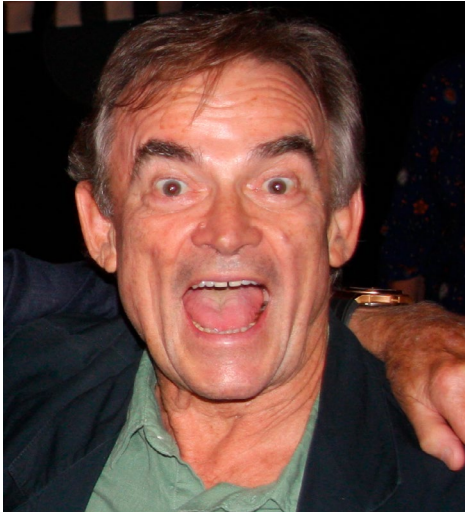
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# EDITORQUE



So here we are again, cramming all sorts of bollocks into the magazine in a desperate last lap lunge at the line. Much hilarity was had at the Christmas Party and Presentation Night, as they say 'pictures speak louder than words' so please, go ahead and see how silly we all are – and the great vibes that can happen in a top club.

The Christmas party night fell exactly upon a reasonably significant birthday for your tatty old editor who joined the Club when it was just a three-year-old toddler and he was an immature spliff-waving goon with a Cortina. Maths was never my

strong subject but it appears I have now been in Appendix J Assoc/HTCAV for more years than I have not. So I reckon I spent the big night with family after all... I was even presented with a cake and 'Happy Birthday Mr Ex-President' sung to me by a reincarnate Marilyn Monroe. In reality it was the fabulous LvS – Leonie van Stokrom, Rob's wife and lead singer with their ripper family'n'friends band in The Garage, the most magnificent place to hold a proper party. The Club is truly blessed to have them.

OK, on with it. This mag has race meeting reports and general articles of interest that have been shared to meet the monthly obligation to provide content with Just Cars every month and keep the sponsorship thing happening. So if it occasionally looks like mansplaining and 'telling' yer grandmother to suck eggs' (a saying I never understood) it's because they have been writ for a wider audience than just us.

As ever, I must thank the excellent Darren Knight for his race reports, they are as fun to edit and as informed as his specialist microphone commentary. As the organiser of the Historic Touring Car support races for the 1999 AGP at Albert Park I was asked if there was anyone with

The Knowledge who could help add some facts to the flap. A young and bashful DK was pushed forward, he got to meet the stars and has never looked back.

Phil Wisewould of course needs no introduction, but many thanks for providing excellent race photography over the last 15 years. Gone are the days when snappers could risk their lives getting up close and personal to get The Shot. That bloke Elf N. Safety put paid to that, there are now designated places for them to stand, but framing, long lenses and a bit of cropping and you're right there. A shout out to Daisy Motorpix and Deano's Race Pix for the additional, great to have, thanks.

If there's an interstate Club we're pretty close to it's the HTCASA and trips over to The Bend and Mallala are more popular than ever. John Lemm's photography AND race reports makes that great relationship even more so. Onyamate!

Have a MERRY CHRISTMAS no matter your beliefs, background, personal identification or dress code. It's all one in the end, the rest is cultural.

Be kind to your friends, kinder to your enemies, and stay safe.

*Ralphy*



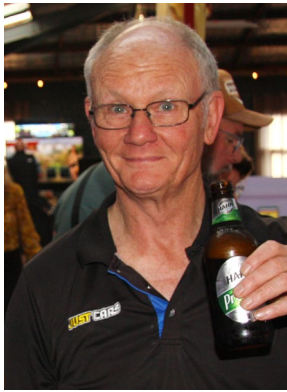
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# BEANOTORQUE



Greetings all. One is typing this a week after our Christmas function and Presentation night at Robert van Stokrom's "The Garage" - a great venue and without Rob's

generosity of providing his premises, the event could not have happened such is the cost nowadays to hold such functions. At the time of writing, we are still finalising the costs and these will be funded partly with our own funds and partly with sponsor funds.

At this time of year our general account funds tighten up a bit as we have costs such as the annual trophies, the Just Cars truck rego and insurance, our MA (Motorsport Australia - ah I still prefer the acronym CAMS) affiliation fee to pay etc. This "fiscal tightening" eases in late December though to February when our hard working membership officer Dom Leo processes circa 280 renewal notices.

A couple of months ago one did a cash flow projection from September 2024 to the end of our financial year, 31 May 2025 to assist with planning for and managing our finances. It is indicating we shall make a

small surplus on our general account for the financial year. The committee are conscious that for the 31 May 2024 year we sustained a loss an while we have a sufficient buffer in our general account to fund it, one cannot run at a loss year on year.

Our sponsorship system has been in operation since March 2016 meaning we are about to enter our 10th calendar year - an amazing commitment by our sponsors. We have a separate account at the ANZ for this which helps us "measure 'n manage" the funds. There will be close to \$20,000 in the account by the end of the calendar year. In February the committee will meet and decide on the annual distribution to drivers for the rebate of the 2024 year's competition events, or more correctly, the rebate rounds that count towards a distribution.

We have accurate records going back to March 2016 for sponsor funds received, direct costs spent therefrom and the distribution to drivers. Historically, the distribution to drivers has been \$100 to \$150 per eligible event. We shall be distributing the funds via EFT to each driver in late February.

Ah, the ATO looms... one has mentioned at times this year the ATO's renewed focus on NFPs, the Not-For-Profit sector. Most folk think NFP are not taxable and one can see the logic in that thought process however the default position is that NFPs are taxable unless they fall within one of the eight exempt categories.

In the ATO's EM, Explanatory Memorandum, they give examples of NFP's that prima facie would not be exempt and one of the examples provided is a car club, rather inconvenient! The ATO has written to 260,000 NFPs that have an ABN and we need to lodge a form explaining our position. If a car club is not considered a sporting club, they will need to start lodging income tax returns and paying tax on their non-member income. Non-member income includes interest income and the proportion of non-members who attend events - to measure and comply with these rules will increase the considerable workload that office bearers of many car clubs already undertake

The one exemption some car clubs may be able to access is the Sporting club exemption. Our club's sole focus is motorsport and as an active support mechanism for our competitors at race meetings. Our website and other mediums are all about racing. We do not hold Sunday drives, unrelated to competition social events, nor do we have garage tours etc. My plan is to lodge the form claiming tax exempt status. I shall keep you informed of any other developments.

That's about it folks, Season's Greetings to all.

**David Floyd**  
Treasurer HTCAV Inc.

# VEEPOTORQUE

Greetings to all our valued members, sponsors and competitors, thank you all for a great 2024 of racing.

We had some fantastic events throughout the year, highlighted with our "three biggies" the P/island Classic, Winton FOS and Historic Sandown.

Another close Club Championship, congrats to Peter who came from the clouds to clinch it in the end from a couple of Cortinas. It just goes to show, you don't have to have the fastest car out there, you just need to show up and finish and you're in with a shot!

A shout out to our hard working Committee for all your help. The big wig

Ben who does a power of work, Jerv & Ralphie for their creativity, Floydie, there is no one better on the abacus, Brett our Secretary for his hot lap skills, Deano for all your knowledge, Hot Dog the style guru for a wonderful end of year get together and the newbies, Adrian and Richard for all your help. Also a shout out to Dr. Jim Collins who finished up this year, for his time served on the committee, it was very much valued.

Thank you again goes to all our members that signed up, just on 280 members for 2024 which is fantastic and to all of you new members that joined in 2024, we hope to see you all become lifelong members and friends.

We hope to bring you some more member activities in 2025 with and without the helmet on. Stay tuned...

Of course the biggest thankyou to all our Sponsors that you see throughout the magazine, who keep the wheels turning, namely our major sponsors in JUST CARS & BURSON, our existing sponsors and to our new sponsors that came on board this year, Mentone Pre Mix, All Lever Shock Absorbers, Whitsunday Rent a Yacht & Men Who. Thanks again all and we look forward to your support in 2025.

A Merry Festive Season to all and I look forward to seeing you all at the track in 2025!

**Dom**



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# SHORT SHIFTS

## A Triumph of lateral thinking

Wanting to sell his ripper 2.5 PI race car Ian Watt started competing in Triumph Sports Owners events to open a new market – and the car was soon sold to NSW for a future life of gentlemen's racing days at GEAR events.

It seems he may have advertised it at \$35K as an 'interesting full house classic' - \$5K for the car, the rest for the distinctive sound - but not to be sold separately. Neat.

"I had a great 35 years with HTCAV - really appreciated the journey," says Watty, "it was a family affair with my wife Jan and son Steve, who first drove at 13 the Triumph 2000 I bought from Chris Anderson (and later sold to Ian Cuss) in the late 80s and was the last to drive the 2.5 PI at Phillip Island in 2019. Three race cars over 50 years – bucket list done in spades!" Good on you Watty, go well.



## A very model gentleman

Seen here modelling harness and race suit for racing gentlemen of the fuller figure, Gordon Cox revels in the kind of self-deprecating humour that has customers in the Racer Industries trackside van rolling around in laughter and buying more than they intended.



Since I met him as a slim Cortina racer in the early 90s I've maintained he had a career in stand up and at the Christmas Party it was a special pleasure to present him with the Harry Firth Trophy. For years as a sole trader Coxy could only sneak in the odd steer at the meetings he served, this year he's been able to really get amongst it in the Mk11 Cortina and having the fun he's long deserved – and get the speed and results that come from seat time and consistency. Receiving the award, he asked the multitude: "The time has come to ask myself. Am I a racing driver – or a pastry enthusiast?" Gold!

## The older I get the faster I go

Turns out Ian Pringle and I lived streets away from each other around seven decades ago. The Adelaide water was OK then but was undrinkable once they piped it from the Murray. But they must be putting something special in it now because contrary to the golden rule this bloke is actually getting quicker.

Ian has been racing with us for many decades and he has never been more on the pace. The fastest Mini at Sandown after Richard Hill, he also came third outright for the year in SA Historic Touring Car Champs collecting more points save for Stuart Barnes and Josh Axford. Keep drinking that stuff, if that's what it takes!



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## Rawdog Racing. It's what we do.



Erudite old racer and rallyist extraordinaire Mansfield's Brian Dermott felt he'd landed on the planet of the giants when parked in the Healey 3000 during the snow season between two top selling giant SUVs. The sky darkens as giant doors open, his head is on a level with Lulu Lemon clad knees. "Wow," says Mrs Yummy, "Now THAT is a cool car. What on earth is it?". He fields all the questions. "What? 63-years-old, 210 kph and worth 6 figures?" Two Gen Z blokes look inside. "Is that a GEAR LEVER? Is this a manual? You really know how to use it?"

Brian explains the switch on the stick, no computers, beeps, gongs, driver assist, just hands, feet, eyes, brain etc. "Mate" they say, "you're really rawdogging it!"

Rawdogging is what we do and how we race. In comparison with modern categories we are the last of the originals. We do the very most with the very least. Our category is growing for that very reason and it's the secret sauce the others don't have. It's in the nature of the racer to want to go faster and that can come up against the regulations that have so far stood guard over both the category and the cars. Ask historic touring car racers from Camaro to Cortina, Mustang to Mini what they value the most and most will say it's the racing, not the speed. There are plenty of other categories for that, with data and dongles, computers and carbon fibre. Woof!



## Another daft old geezer turns 80



Simon Browning, faithfully following the direction to wear "something to do with your car" fashioned a pair of Ban The Bum Cortina tail lights to clip on to his clobber. There was no need for this as age has banned his long ago, as it has the Editor's, as both are only weeks apart in reaching the age that begins with an upright infinity symbol 8 and ends in a zero 0.

Still, if leaping octogenarian Mick Jagger bared his all we reckon he'd be short of an arse as well. Happy Birthday Simon.

### The Original Mann

Great to see longtime Life Member and alltime hero racer John Mann grace the



occasion with his presence. He tells the story of that day in late 1980 when a bunch of blokes started the Appendix J Association of Victoria in a pub and he was one of them, with first President being the late Paul Trevethan, whose 84th birthday it would

have been that midnight. Check the article on the very first App J race meeting very soon afterwards featuring the same J. Mann.

Every year Australia's grand old racers meet in Queensland and John is reunited with all his wheelmen mates, some of whom are on a different set of wheels these days. The eternal wisecracking super-salesman saw Bo Seton being pushed around by son Glenn. "See you've got a decent driver at last!" he bellowed. Here he is presenting the winners of this year's winners.

### How lucky are we?

Not every historic Club can boast a generous sponsor, racer, collector, owner of a fantastic Meg Man Cave facility that he lets us use – and muso with his own band! Rob van Stokrom deserves maximum applause for his performance on the Committee and



for his efforts to make sure the Club gets the maximum benefit of everything he can offer.

No only did he provide, wrangle and host the Celebrations, he organised the whole thing from whoa to goa – and goa it did!

A cracking effort, all due to one of the nicest blokes you'll ever meet.



# 2024 CHAMPIONSHIP - IT'S A WRAP

Economic conditions may have trimmed the number of race meetings entered by some JUST CARS racers but they didn't trim the fierce competition for the big cups. Always hard to win, the Champs once again came down to the last two rounds of the year.

Here's a quick refresher on rules honed over the years to create level playing for the most dissimilar group of competitors in Australian motorsport...

Eight cylinders, six cylinders, four cylinders – or no cylinders at all. Engines and diffs are in the front or the back. Two or four doors, built between 1952 and 1972, weighing between 600 and 1500kg or so.

How can they all compete equally for the HTCAV Championship?

## A vote for diversity

If it wasn't class based no small car would ever get a look-in. You'll see monster V8s throwing themselves at each other in tyre-frying slides, but further down the field screaming six and four-cylinder cars are also totally absorbed in do-or-die battles.

The more meetings run, the more points attained. And when your class has up to six fellow Camaros, Mustangs, Minis, Toranas or Cortinas, points can really mount up. Fastest lap in your class lap for the weekend adds points and reliability is golden.

With the youngest cars over 50 and the oldest more than 70, these maxed out warriors are living on the edge. So only a competitor's best five meetings count. A competitor with the most points might lose out against a better five-round score, but overall most points scored all year wins President's Cup.

## 1. 'Black Pete' is back

The 2022 winner, Peter Meuleman, narrowly missed out last year by two points to Les Walmsley's Cortina. But in '24 he came roaring back in his all-black pre-65 Mustang to take it by a bigger margin over another Cortina – that of Don Knight.

The mix of speed and reliability proved unbeatable. "Team OCD" as he calls himself and old surfie mates came through.

Standard procedure after every race – on jacks, wheels off, spanner checking, bleeding, adjusting, cleaning everything gave Pete and top crew guys Tony and Ryan a 100% reliability record.

## 2. Is Don. Is Good.

For much of the year, veteran driver and ex-President Don Knight was always a strong force in the Cortina class and led the field



1. Peter Mueleman 172



2. Don Knight 162



3. Gordon Cox 147



in the Championship race only to be run down at the end – a leaking fuel pipe in R2 at Historic Sandown did not help the cause. Spannered by son Leigh, the no. 32 Cortina competed in seven rounds totalling 198 taking the President's Cup.

### 3. Captain Reliable – Coxy!

Unleashed after years of being shackled to his own van in the pits selling everything racers need, Coxy can now race the blue Mk 11 Cortina he tows to circuits behind the Racer Industries van. Competing at seven meetings at Victorian circuits, plus Mallala and The Bend in SA over the extra seat time tuned him up – he credits the turning point after the fast and furious multi-race card at Historic Mallala as the turning point.

### The Top Ten

1. Pete Meuleman Nb Ford Mustang 172 pts
2. Don Knight Nb Ford Cortina 162
3. Gordon Cox Nc Ford Cortina 147
4. Adrian Moyle Nc Chev Camaro 138
- =5. Brent Trengrove Nc Chev Camaro 133
- =5. Phil Barrow Nb Holden FJ 133
7. Geoff Munday Nc Chev Camaro 130
8. Stephen Pillekers Nc Holden Torana 117
9. Andrew Beard Nc Chev Camaro 109
10. Richard Hill Nb Morris Cooper 'S' 108

That's a spread of capacities and cars!

### President's Cup (Most points overall)

Don Knight 198

### Nc Over 5100cc



Adrian Moyle 138



Brent Trengrove 133



Geoff Munday 130

### Nc 3501-5100cc



Rob van Stokrom 71



Glenn Miles 63



Graeme Wakefield 49

### Nc 3001-3500cc



Stephen Pillekers 117



Andrew Williams 39



Stuart Young 21

### Nc 2001-3000cc



Peter McNiven 51



Jason Humble 36



Reece Moyle 21



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## Nc 1501-2000cc



Gordon Cox 147



Dean McLaughlan 98



David Brown 64

## Nb Over 4500cc



Peter Meuleman 172



Bill Trengrove 105



John Clarke 68

## Nb 2601-3000cc



Phil Shepherd 32



Bill Trengrove 12

## Nb 2001-2600cc



Phill Barrow 133

## Nb 1301-1600cc



Don Knight 162



Peter Olver 103



Les Walmsley 96

## Nb 1001-1300cc



Richard Hill 108



Ian Pringle 94



Steven McKay 62

## Na 1501-3000cc



Mick Stupka

## Nb Outright

Peter Meuleman 172

Don Knight 162

Phil Barrow 133

## Nc Outright

Gordon Cox 147

Adrian Moyle 138

Brent Trengrove 133



# HTCAV SPECIAL AWARDS

## Golden Oldies (Historics)

Richard Hill 108  
Peter Meuleman 105  
Don Knight 104

## Rookie Of The Year - Peter Olver

## Teams Award - Geoff Munday

## Norm Beechey Encouragement Award - Chris Finlayson

## Ken Raper Nb Special Award - Steve Russell-Clarke

## Ian Jones Nc Special Award - Andrew Beard

## Les Walmsley Club Person Of The Year - Michelle Stewart

## Harry Firth Trophy - Gordon Cox



Gordon Cox won the Harry Firth Trophy



Les Walmsley presents the 'Les Walmsley Clubperson of the Year' to Michelle Stewart



John Mann gives away gold to the top three



Ken Raper Nb Special Award - Steve Russell-Clarke with long-time crewman Grant Peters



David Floyd and Johnny Luxmoore flank Don Knight and the Jim McKeown trophy



Geoff Munday (L) Ben Palman and Peter Carter (absent) won the Teams Award



Andrew Beard wins the Nc Ian Jones Trophy

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# WHAT A FINISH!

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Pics by Phil Wisewould  
[www.philwisewould.zenfolio.com](http://www.philwisewould.zenfolio.com)

Peter McNiven withstands Tilley's lunge to win by .08 seconds

Now one of Australia's premier historic touring racing events, the JUST CARS 50km Cup Enduro not only brought its closest finish but a David and Goliath ending. After a week's predictions of wet weather, the Victorian Historic Racing Register's Winton Festival of Speed brought glorious sunshine and some mighty racing.

## Saturday surprises Qualifying:

Thirty-five JUST CARS racers, the biggest entry in the event's history, faced the sharp early morning light. Last year's 50k Cup winner NSW's Brad Tilley looked a good bet to repeat the dose by plonking his Mustang on pole.

Running to Group Nc specifications, the 289 notchback benefits from decades of Mustang race preparation by Australia's foremost historic touring family. Setting a time of 1.34.2 he was 1.4 seconds clear of Vic's Adrian Moyle, the first of the five Camaros in the top ten.

The Tilley Racing-prepared Mustang of Adam Walton was third ahead of the only Mazda RX2 in the field, that of Vic's Peter McNiven who headed a trio of home-state Camaros: Tony Hubbard, Dom Leo and Brent Trengrove.

Qld's Graeme Wakefield's '68 Mustang was eighth, ahead of the amazing Mini of Adam Bressington, south again after his Historic Winton dominance in May. Tenth was WA's Aldo De Paoli finding his way around on his first visit to Winton in the rapid red Camaro.

## (Non) Race 1

The excitement and expectation knew no bounds for the opener. It lasted less than a lap. While Tilley's slightly better start got him ahead of Moyle, Graeme Wakefield out of eighth spun and sat facing the traffic at T1, poor Bill Trengrove in the ex-Clem Smith Mustang had nowhere to go and smacked



Adam Bressington's Mini monsterd the V8s into 8th place

the later Mustang snout to snout.

Out came the red flag. It was declared a non-race, Wakefield was out for the weekend, as was Hubbard's Camaro which had snapped an axle before race start.

## Sunday races - one short, one long Race 2 – the 'warm up'

The early morning 5-lapper had extra pressure on it for excitement after the R1 fiasco. Tilley hooked up well to lead into

R1 T1 red flag after Graeme Wakefield's blue Mustang spins into Bill Trengrove's red one







1. Brad Tilley's brakes down on the penultimate lap...



2. ...Peter McNiven pounces at the same corner next lap

turn one with Winton debutant Adam Walton (Mustang) spearing out of second to make it a Team Tilley Mustang one-two. Peter McNiven (Mazda) nipped in front of Moyle to grab third place before Aldo De Paoli's Camaro that podium spot as a huge battle erupted between the Camaros of Brent Trengrove and Dom Leo, the latter often sideways but getting through before the former's clutch failed, keeping him in third gear.

#### Fun further back

Richard Hill (Mini) ran over the kerb at the sweeper and collected the FJ Holden of Phil Barrow, putting his Mini out. the 'Invited' Mini of Keith Collins had a torrid battle with Les Walmsley's Cortina, edging him by seven thousandths of a second at the end. Racer Industries' own Gordon Cox, ever faster in

his Mk11 Cortina, was muttering "back off Don!" (or words to that effect) holding out out Don Knight in the earlier Mk1 version by just three tenths of a second. Steve Russell-Clarke ("We're in the entertainment business!") had the little orange Austin A40 cooking in a mighty tussle with the FJ Supercar of Phil Barrow.

#### New record set

On the last lap De Paoli grabbed second off Walton who just held onto third in front of Moyle and McNiven on the final lap. Tilley won, lowering his own 2023 lap record to 1.34.4, McNiven was fifth in front of Leo and Bressington, whose Mini topped the pre'65 Group Nb machinery, while Andrew Beard



FJ furious Farina fight - Phil Barrow & Steve Russell-Clarke

(Camaro) had his hands full with Marc Tessari's Monaro. Brent Trengrove held on to tenth ahead of Geoff Munday's Camaro while Stephen Pillekers won the Torana battle by just edging out Queenslander David Streat for twelfth.



Marc Tessari's Monaro muscling won Makulu Vehicle Storage Driver of the Meeting



Six pot stoush - Stephen Pillekers vs Rob James (Qld) V6 Capri







Dom Leo and Brent Trengrove's Camaro fight was a R2 highlight

### Race Three The JUST CARS 50K Cup

In bright midday sunshine Tilley again led the big field away as Moyle made a much better start to leap into second place, though De Paoli was soon through. Walton and McNiven began a real ding-dong struggle for a podium place while further back John Harrison (Cortina) kept sometime TCM racer Leo Tobin (Mustang) busy in his return to Group N. Francis Meier (Mini) hassled the Best Presented winning Cortina of Les Walmsley before eventually breaking clear.

#### Some Chevis stopped chasing

A few of the 'bow tie brigade' didn't like the long race - Geoff Munday retired his Camaro in a cloud of smoke, De Paoli suffered power steering failure which ended a mighty charge, Andrew Beard left the track not to return and Adrian Moyle's front left suspension arm would fail on the last lap.

#### The rotary chase begins

With the race ten laps down former 50k Cup winner McNiven started applying pressure to the V8s. De Paoli was now out, he despatched Walton, three laps later he he'd taken Moyle and started the pursuit of race leader Tilley. The sound of the rotary buzzing loudly signalled the Victorian was not going home wondering. The gap closed

slightly as the laps wore down and second place seemed secure.

#### 8/100ths of a second!

Suddenly Tilley ran off at the end of the old back straight on the penultimate lap, re-joining in front but now with big brake issues and the Mazda on his tail. McNiven swooped on the nobbled Pony and grabbed the lead within sight of the flag. Tilley was not giving up and made a final lunge at the line as the flagman flung out the checker but McNiven just held on by a bee's nose to take an incredibly exciting win.

#### Even more drama

Tilley had floored it but still had no brakes and careered off the front straight at T1, bouncing, spinning and jumping across a ditch laden grass infield. (Surely time for

Close battle - Les Walmsley hounds Francis Meier (NSW). Daysy Motorsport photo



a grade please Winton?) Walton was third jumping a limping Moyle on the last lap, Leo and Makulu Vehicle Storage Driver of the Meeting Marc Tessari (HQ Monaro) heading Brent Trengrove's Camaro, with Bressington again first of the Nb cars in a brilliant eighth outright.

David Streat's ninth in his Torana made the trip south seem worthwhile, as former HTCAV double champ Pete Meuleman came back to tenth ahead of Stephen Pillekers and another fightback, Richard Hill (Mini). Right through the field the racing had been fast and furious.

The VHRR should be rightly proud of their efforts and will be diligently planning our next stop on the Victorian Historic calendar - Historic Sandown over November 9-10 - where another big field of JUST CARS Historic Tourers will descend on the famous Melbourne circuit. Plan to be there!

Darren Knight with Chris Ralph



As the race wore down, winner Peter McNiven wore down the big cars

Mr Entertainment - Steve Russell-Clarke, Austin A40 Farina. Daysy Motorsport photo



Adrian Moyle limps home into fourth



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# FINAL POINTSCORE 2024

Driver	SRS			SRS			SRS			PI			Total
	Rd1	Hist	Hist	Rd3	Hist	R5	Hist	Mag	Inter	Mag	Inter	Pts	
	Sand	Ph	Is	Wtn	PI	FOS	Ph	I	Sand	Ph	Is	state	Best 5
<b>NcA Over 5100cc</b>													
Andrew Lane													
Joe Calleja								13					13
Geoff Munday	21	29		26	5	28	25	22					130
Aldo DePaoli		34			20								54
Brent Trengrove	46			28	17	42							133
Domenic Leo	31	17			27	34	5						114
Trevor Talbot	15					22	38	11					86
Tony Hubbard			32		5		5						42
Ian Mewett		37					27						64
Rod Hotchkin													
Brett Hotchkin	3												3
John Alessi							5						5
David Tessari							29						29
Marc Tessari					21								21
Craig Allan		35											35
Ray Hepburn		5											5
Andrew Beard	17	25			13		35	19					109
Ben Wilkinson							45						45
Willy van Wersch													
Colin Larsen													
Wayne Purdon													
Adrian Moyle	37	5		37	31	3		28					138
<b>NcB 3501-5100cc</b>													
Ben Dahlstrom		15											15
Craig Miles								28					28
Rob Burns		41			5								46
Daniel Myers													
Glenn Miles						30	5	28					63
Chris Stern													
Gary Finmore		23			16								39
Rob van Stokrom		27					16	28					71
Leo Tobin	3												3
Darren Collins													
Scott Pierce		31											31
<b>NcC 3001-3500cc</b>													
Andrew Williams		39											39
Stephen Pillekers					23	30	36	28					117
Brett Ferris													
Stuart Young		21											21
Conner McLeod	3												3
Andrew Girvan													
Daniel van Stokrom		14					5						19
Gary Edwards													
Evan Gobell													
<b>NcD 2001-3000cc</b>													
Darren Hossack													
Jason Humble		36											36
Peter McNiven					23			28					
Reece Moyle		21											21
<b>NcE 1501-2000cc</b>													
David Brown							36	28					64
Dean McLaughlan		36	36		26								72
Gordon Cox		29	29		13		29	28	32				147
Vince Parisi													

Driver	SRS			SRS			SRS			PI			Total
	Rd1	Hist	Hist	Rd3	Hist	R5	Hist	Mag	Inter	Mag	Inter	Pts	
	Sand	Ph	Is	Wtn	PI	FOS	Ph	I	Sand	Ph	Is	state	Best 5
<b>NbA1 Over 4500cc</b>													
Bill Trengrove	27					16	30	5	27				105
John Clarke			32		21				15				68
Jervis Ward							37						37
Peter Meuleman	34	39			26	33	40	24					172
Darren Jones					21	13	19						53
Michael Rose		32											32
Doug Westwood		5											5
<b>NbA2 3001-4500cc</b>													
David Forbes XM													
<b>NbB 2601-3000cc</b>													
Bill Trengrove				12									12
Phil Shepherd							32						32
<b>NbC 2001-2600cc</b>													
Phil Barrow		23	32		14		32		32			32	133
<b>NbD 1601-2000cc</b>													
<b>NbE 1301-1600cc</b>													
Peter van Summeren		11	39										50
Don Knight	37	43	25		21		15	28	29				162
Mick Stupka													
Simon Browning		33	11				21						65
Jerry Lenstra	3		5										8
David Schofield													
Nick Cascone			48										48
Mike George		35					41						76
Rod Evans			5										5
Les Walmsley			37		30		29						96
Stuart Bailey													
Kim Shearn		34	9				46						89
Stuart Barnes		5	9										14
John Harrison		5	21		25		37						88
Jeffery Vaux			5				5	3					13
Peter Olver	30	19	9		17		9	28					103
Julian Bingley		19											19
<b>NbF 1001-1300cc</b>													
Graeme Hill							21						21
Richard Hill		5	40		17		46						108
David Roberts		15											15
James Holloway							17						17
Steven McKay			37				25						62
Steven Russell-Clark		13	19		25								57
Ian Pringle		30	21				43						94
Luke Patterson	12												12
Chris Finlayson					14		9						23
<b>NaA 3001 cc &amp; &gt;</b>													
<b>NaB 1501-3000cc</b>													
Mick Stupka		5											5
<b>NaC 1101-1500cc</b>													

\*Total Points are total points. When there are more than 3 Races per event only the last 3 races are scored. The Club championship scores your **best 5 events only**.



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# BRENT BAGS TRIPLE

Victorian State Circuit Racing Series Round 5

21-22  
SEPT



It was Brent Trengrove's best weekend

All pics by Phil Wisewould  
[www.philwisewould.zenfolio.com](http://www.philwisewould.zenfolio.com)

HTCAV Sponsor Barwon Timber's Brent Trengrove took a hat trick in Round 5 of the Victorian State Race Series at Phillip Island in early October. Whether in the wet or dry, the self-built Camaro was never headed in a small-field weekend that nonetheless featured some of the best two-car battles seen this year.

## Talbot takes dry pole

Trevor Talbot cracked a 1.48.7 to lead his four fellow Camaro captains – Trengrove, Dom Leo, Adrian Moyle and Geoff Munday – ahead of the Charger of Glenn Miles whose weekend mission was to “gate crash the Camaro Cup”. Three 289 Group Nb Mustangs followed – Pete Meuleman, Bill Trengrove and Darren Jones, ahead of Stephen Pillekers' Torana. Adrian Moyle's black Camaro suffered more left front hub issues, thought to be fixed after Winton in August, and had to leave his Chev cobbles to it.

## Wet Race 1, Saturday pm

Saturday's low-vis slippery start not for the faint hearted. Pic courtesy Blendline



The polesitter, tentative on very old 'wet' tyres, led the field across little rivers and puddles to line up for the first of three 20-min events. Brent Trengrove got the jump to lead Talbot, Leo and Munday into T1 ahead of Miles with dad Bill Trengrove making the best of a good start to get ahead of Meuleman, Pillekers and Jones.

In a race of two halves Trengrove cleared out from the chasing Camaros and Charger, with Dom Leo taking Talbot at Siberia as Miles monstered Munday, to set their personal battle style for the weekend. In the second pack the nifty and nimble Torana of Pillekers herded the Mustangs of Meuleman, Jones and Trengrove before Jones took Black Pete at T4.

Munday's bravery lunging into corners was epic but allowed Miles' Charger to close in, finishing just .27 secs behind as the four crossed in a pack. A similar close finish among the Nb Mustangs saw Jones hold out Meuleman by less than a second.

## Dry-ish Race 2 Sunday am

Brent Trengrove bested a squirming Dom Leo off the start but it was his dad who split the grid straight down the middle, last to third by T1! Bill's ex-Clem Smith Nb Mustang had the bit between its teeth and was only taken by a slow-starting Leo at the end of the first lap.

Meanwhile the hard-driving Geoff Munday was challenging for lead at T1 but Brent held the outside line.



The Miles-Munday fight went over three races

Munday then had Leo on his hammer at T4 who despite half a tank-slapper on the exit clamped white on to red and grabbed second back next lap at T3. Down the sharp hill into MG Munday got squirmy under a lunge and slowly fell back into the clutches of Glenn Miles' Charger.

In the Nb Mustang and Torana battle, Bill's early push kept him ahead of Stephen Pillekers' XU-1, while Jones had caught Meuleman. On lap eight Jones was too hot into Honda/Miller/T4, locking up into a spin. The remaining pair had a last-minute dice with Meuleman pinching it as the checker was waved.

The first of the day's two sensational battles between Munday's Camaro and Miles' Charger had come into play, the latter attacking at T4 and making it stick on lap seven of the nine. But Munday wasn't done yet, tail waving, leaving rubber in his pursuit of the flat-handling Mopar and making another audacious lunge into MG on the last - and just failing to catch the Charger over the line.



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A rocket start put Bill Trengrove's Nb Mustang into an early third in R2



R1 oopsie at Southern Loop for Bill Trengrove

## Mostly dry Race 2 Sunday pm

Brent Trengrove once again led away but Trevor Talbot had returned rear of grid to rip his way through the Nb cars on the first lap and set off after the Charger. In his wake Pete Meuleman's black Mustang chased the Venerable William Trengrove Esq's red one hard.

By Lap 3 Talbot had taken Miles and out-dragged Munday's Camaro down the straight to take him into T1, while recording fastest laps. Dom Leo defended hard against the rampaging yellow machine but a persistent right front lock up at T4 left him

vulnerable, he conceded but kept chasing.

An encore clash between Munday and Miles saw the two almost kissing fenders on to the main straight. Miles drafted Munday for consecutive laps hoping his prey's exuberant style might leave a crack. Side by side into T4 and through Siberia on the last lap they went. Munday pulled ahead, Miles again challenged, got underneath at T12 but Camaro cubes ruled the day in the dash to the flag.

Brent Trengrove took his third ahead of Talbot, Leo, Munday and Miles – but the Nb battle between Trengrove Snr and



I was too hot into Honda!  
Darren Jones also scored a class win

Meuleman hadn't finished. 'The Old Bill' did a fantastic job holding out the 'Black Knight' for six laps, regaining it on eight, losing it again on a superquick last when they lapped in the mid 1.52s and finished .4 sec apart. All three Mustangs had each taken a class victory in the meeting's three races.

Apart from the retired Moyle (who had ruled the roost here in June) every driver would have had their money's worth of satisfaction and fun from this top 'Statie' weekend.

Next, big fields await at Historic Sandown in early November – not to be missed!

Chris Ralph



Pole sitter Trevor Talbot chases triple race winner Brent Trengrove



The Nb Trengrove-Meuleman R3 dice was epic



# A COUNTRY CLASSIC

## THE BEND CLASSIC

28-29  
OCT

All pics by John Lemm

Father and son Tilley's chase Paul Stubber through the dip

The 2024 Bend Classic at the Shell V-Power Motorsport Park was a very different event in 2024. Not just historic racing, but also drag racing, a rodeo, BBQ festival, ute muster and concerts (both kinds of music – Country AND Western). Lee Kernaghan, Kasey Chambers and Beccy Cole starred on the Saturday evening.

While Sprints and Regularity used the 3.4km West circuit configuration the 4.9 km International circuit was claimed by the racers - Formula 5000, Groups F, M & O and the meeting's largest entry - the THR Developments Historic Touring Cars.

WA's Paul Stubber's Camaro took the

Top 10 shootout with 2:08.1, while Jason Humble's Chev Nova in 10th found engine problems - but was back again for Sunday.

### Race 1

Third on the grid, Aldo de Paoli's Camaro clutch failed on the line, causing a scrape between SA's Josh Axford's Escort RS1600 and Adrian Moyle's Camaro. Meanwhile Jamie Tilley's Boss 302 Mustang outraked Stubber into T1 for the lead closely followed by Brad Tilley's Mustang and Vic's Andrew Beard's Camaro.

Then Stubber opened up the Camaro on the long straight to take the lead on L2. A

great battle for fifth was going on between SA's Adam Smith (Falcon GT) and Vics Darren Collins (Mustang), Pete Meuleman (Mustang), Michael Hibbert (Charger), Nathan Gordon (HQ Monaro), and Axford.

While Stubber and the two Tilley's pulled away from the field, David Wheatley's Cooper S blew a head gasket and Keith Kassulke had a major Camaro oil leak.

But wait! Stubber's Camaro jams in third gear, finishing third behind Jamie and Brad and followed by Beard, Collins and Smith.

### Race 2

Stubber had grabbed the lead back from Brad and Jamie by T6 as de Paoli's Camaro from rear of grid was fifth behind Smith and ahead of Beard by the end of L1.

Jamie displaced Brad for second by L3 with de Paoli then challenging Brad for third, to be past both Tilley's by the end of the lap.

Stubber had brake failure at T1 on the final lap going off track and scattering the field a little, as Jamie went on to win by 5 seconds from de Paoli and 9 seconds from Brad and ahead of Smith and Beard, with Stubber limping home in 6th spot.

### Race 3

Jamie Tilley's winning Mustang's diff had been failing. Dad's white car was sacrificed and the diff swapped over to the black one for Day 2.

The start saw de Paoli grab the lead

Historic Touring Torque



I see red! I see red! Stuart Barnes' Cortina





Adam Smith's Falcon GT chased by Jason Humble's Chev Nova



Josh Axford's BDA Escort kept the big cars honest

from Jamie, Smith, Beard, Stubber, Humble, Hibbert, Axford and Meuleman.

By L2 Tilley was right on de Paoli's tail as they pulled away from the rest with Stubber now up to third. On the same lap Stuart Barnes' Cortina bonnet flew up to smash the windscreen and call out a brief yellow, before retreating behind the barricade.

With 3 laps to go, Tilley, pulled fastest lap and a 3 second lead over de Paoli and Stubber, now in tyre trouble but well ahead of Smith, Humble, Beard and Hibbert.

#### Race 4

de Paoli, Tilley and Stubber cleared out from Smith, Beard, Humble, and Hibbert. The Nova and the Charger retired by the

end of the next lap, leaving Meuleman, Axford and Rodney Hotchkin (Falcon GTHO) fighting for sixth.

On L4, Tilley's race was over, dropping down the field into the pits with power steering failure.

With 2 laps to go, Smith's Falcon lost fuel pressure, but he elected to limp on to the finish, crossing the line in 10th.

Meanwhile de Paoli crossed the line 8 seconds ahead of Stubber, followed by

Beard, Meuleman and Axford who'd kept the big cars honest all weekend.

A great weekend of racing – WA's Blake Watson winning the under 1600cc trophy from NSW's Francis Meier and David Roberts, Josh Axford the 1600 -3500cc with his 1615cc BDA Escort over the SA XU-1s of Rob Smith and Evan Gobell, with Paul Stubber taking Over 3500cc from Andrew Beard and Adam Smith, who showed wisdom in pushing on to finish the final race.

*John Lemm*



WA's Blake Watson won the Under 1600cc class



Paul Stubber leads Brad Tilley with son Jamie lurking



Aldo de Paoli leads eventual winner Jamie Tilley in R3



# SANDOWN'S SUNNY HISTORICS

9-10  
NOV



David Brown thrice-winning Datsun staves off Phil Shepherd's EH

Pics by Phil Wisewould  
[www.philwisewould.zenfolio.com](http://www.philwisewould.zenfolio.com)

Two grids of JUST CARS Historic Tourers formed the largest category of the weekend, demonstrating the enduring appeal of this iconic meeting, which now looks to have a future. After recent Board changes, circuit owner Melbourne Racing Club voted to retain this important historic venue - and the motorsport community gave three cheers...

## Group One – Under 2 Litre and Invited Cars

### Race One, Saturday pm

After qualifying third Richard Hill (Mini) went nowhere when the lights went out, the whole field avoiding the 'Stricken Brick', which eventually got going almost dead last. At the front, polesitter David Brown displayed all the speed his Datsun 1600 is known for, but with the quickest EH in the country of Phil Shepherd in hot pursuit.

Regular SA visitor Ian Pringle (Mini) ran strongly in third as an almighty battle raged between the Mini of Steven McKay

and the Lotus Cortina of Kim Shearn. The two Queensland EH Holdens of Claude Ciccotelli and Stephen Jeffs were giving Les Walmsley (Cortina GT) all sorts of bother with James Holloway (Mini) joining the entertaining scrap in his first meeting for some time.

Meanwhile, Hill was absolutely storming through the field and snatched fourth place on the last lap as Brown took the win from Shepherd and Pringle. John Harrison was the best of the five Cortinas entered in eighth while further back Simon Browning edged out Don Knight in their GTs.

### Race Two, Sunday am

Shepherd got the jump on Brown and led for the first few laps as the Minis of Hill, Pringle and McKay punched on in earnest. A switch to different size rear rubber saw



Sprung! Les Walmsley's suspension tune on show as he chases Qld's Claude Ciccotelli's EH

better speed from Walmsley but he now had the FJ Holden of Phil Barrow for company before the Humpy's bugbear of diminishing brakes eventually reared its head and Walmsley opened a gap.

Championship contender Don Knight suffered a blow to his chances when a carb link issue forced retirement. But Mike



Spirit of the 60s - swift newcomer Geoffrey Hulbert chases Michael George into T1. Photo by Deano's Race Pics



Who says you can't drift a Mini? James Holloway at work





Cortina hunter hunted - Phil Barrow on the fly



Sunshine Staters Stephen Jeffs and Claude Ciccotelli had a great time down south

George (Lotus Cortina) continued his solid run by harassing Harrison constantly, as Brown grabbed the lead and went on to take another win in front of Shepherd, Hill and Pringle.

### Race Three, Sunday pm

Shepherd again grabbed an early advantage but Brown fought back sooner this time to take the lead. Browning, Knight, newcomer John Doherty (Mini) and Racer Industries trackside van man Gordon Cox (Mk II Cortina GT) got stuck into a fierce battle not far behind the immaculate W.A. based Mk II Jag of Sandown first-timer Michael Gallagher who surprised no one by taking out the Best Presented award. Barrow's Cortina hunting came to a halt as he limped to the finish with the column shift stuck in top gear.

With the famous ex-Blanchard FE Holden now retired, category stalwart Eddie Dobbs was deservedly given the honour of waving the checker as Brown, previously untroubled at the front, found the roaring EH of Shepherd almost finishing alongside in second followed by Hill and Pringle. Getting faster every outing, Mike George wrestled fifth off Kim Shearn in their Lotus Cortina battle and winning the Makulu Vehicle Storage Group 1 Driver of the Meeting for his efforts.



Racer Industries' Gordon Cox bullies newcomer John Doherty as Peter Olver watches



John Harrison's Violet Grumble 240 kept the Loti of Kim Shearn and Mike George honest



Best presented winner WA's Michael Gallagher ahead of Simon Browning, Don Knight and John Doherty

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Trevor Talbot and Andrew Beard's Camaros sandwich Ian Mewett's Mustang

## Group Two – Over 2 Litres

Qualifying saw some early drama when the Charger of Glenn Miles suffered a stuck throttle and T-boned the Mustang of Darren Jones in the passenger door while fourth qualifier Dom Leo's weekend in the Camaro was cut short with an engine issue. With the first three qualifiers all in the 1.21s David Tessari plonked the 350 Monaro on pole ahead of Trevor Talbot's Camaro and Qld's Ian Mewett in the Fastback Mustang.

### Race One, Saturday afternoon

Tessari grabbed the lead as Tony Hubbard (Camaro) rocketed off the line to head the Torana of Daniel Van Stokrom who was soon all over the big Chev's tail. Likewise, Mewett harassed Andrew Beard (Camaro) in a big dice for third - as Tessari suddenly slowed momentarily allowing Trevor Talbot (Camaro) to sweep into the lead. Tessari continued down the order plagued by gear selection issues and a recurrent miss.

Coming down into Dandenong Road corner van Stokrom found himself out of control with a suspected deflating tyre. Try as he might to avoid Hubbard's Chev he cannoned into its rear quarter of with massive damage to both cars. Both drivers alighted unaided with Hubbard taken for medical checks.

After a race long duel Jervis Ward (Falcon Sprint) snuck past Geoff Munday (Camaro) on the last lap as Talbot greeted the chequered flag first in front of Mewett

and Ben Wilkinson (Mustang). A five second penalty for alleged movement before the start saw Talbot knocked down to fourth behind Andrew Beard, with Mewett awarded the win.

### Race Two, Sunday am

Talbot had plenty of wheel spin off the line and soon joined Beard, Wilkinson and Mewett in a cracking early battle at the front. Darren Jones was back after the generous loan of a door from the Targa-spec '66 fastback Mustang of Driving Standards Observer and fellow racer Andy Clempson but fuel surge would curtail his comeback. Beard looped his Camaro at T1 and re-joined in fifth.

Two-time Club Champ Peter Meuleman

Jervis' nimble lightweight Falcon Sprint had fun battles with Geoff Munday's Camaro



led the pre-65 brigade with fantastic speed from his sinister all black Mustang whilst fellow Nb runners Ward inadvertently knocked his ignition off before continuing and Bill Trengrove (Mustang) retired with overheating. Talbot ran wide at Dandy Road after second gear failed to slot and Tessari retired the big Munro with its maddening miss.

At the front Wilkinson had his eyes glued to his mirror as Talbot rapidly closed in on the silver 302-powered Pony but Trev fell just short by half a second at the flag. Meuleman snagged a third in front of Beard and Mewett who dropped back mid race with braking issues.

Like a giant Tonka Toy Ben Wilkinson's Mustang shortcuts to escape Trevor Talbot's Camaro



Stephen Pillekers' Torana tries to skip away from Joe Calleja's Mustang

### Race Three, Sunday pm

A big squeeze after T1 on the opening lap saw Mewett bounce across the hefty ripple strips and into retirement with the '69 Mustang stuck in gear. Ward slipped through on Meuleman in the melee as back at the front Wilkinson headed a charging Talbot who looked set to mount another challenge to finally snatch a win.

This all came to nought though when the Safety Car was despatched following a spin at T1 for the John Alessi HQ Monaro with the dreaded red flags coming out shortly after. Ben Wilkinson bagged the win from Talbot, Beard and Ward. This effort and his spirited charging all weekend won Ben the Group 2 Makulu Vehicle Storage Driver of the Meeting award.

It had been a solid weekend's sport as the Just Cars racers' HTCAV Championship surged towards the finish line, with the just Island Magic weekend at Phillip Island to go. And you'll read all about that in the next Issue of Just Cars.

Darren Knight



The quarrelsome quartet at T2



Aussie muscle - David Tessari's Monaro heads the American iron of Talbot, Mewett and Beard



Ian Mewett's hungry Mustang gobbles a cone as Andrew Beard watches



The big boys pile into T1



FROM THE SANDOWN Paddock



Eddie waves the winners who respond with a salute



Club favourites Eddie and Margaret Dobbs



Makulu Vehicle Storage Driver of the Meeting and Winner Group 2 Ben Wilkinson



2nd outright Group 2 Trevor Talbot



Sandown Spirit Award - Darren Jones



Makulu Vehicle Storage Driver of the Meeting Group 1 Mike George



Sandown Spirit Award and third in Group 1 Richard Hill



2nd outright Group 1 Phil Shepherd



Everyone lends a hand, but Andy Clempson lends Darren Jones a door



Winners of Group 1. Phil Shepherd 2nd, David Brown 1st & Richard Hill 3rd



# THE LAST HURRAH

## ISLAND MAGIC 2024

23-24  
NOV



Pics by Phil Wisewould

[www.philwisewould.zenfolio.com](http://www.philwisewould.zenfolio.com)

Moyle and Munday initially kept the dry-tired Stubber in check in the damp

JUST CARS Historic Tourers had their traditional final hit out of the year at the magnificent Phillip Island Grand Prix circuit, though the weather turned out less than magnificent. Humid, showery conditions prevailed on Day 1 which was cancelled early with the untimely passing of another competitor after crossing the line in the Improved Production race. Two races on Sunday would end the season.

### Saturday's Qualifying

Nineteen qualifiers slipped out on to the iffy surface. Unsurprisingly the top four were all Camaros – WA's Paul Stubber, Adrian Moyle, Geoff Munday and Andrew Beard. Next in line, the fiery Mazda RX2 of Peter McNiven ahead of Glenn Miles' Charger.

Behind him but with no hard feelings, Darren Jones in the Mustang, still sporting

the spare door from Andrew Clempson's rally car after a jammed Miles Charger throttle T-boned him at Historic Sandown a couple of weeks before. The wily veteran Bill Trengrove slotted in next in another Nb Mustang, ahead of NSW's Quentin Bland in the V6 Capri and Rob van Stokrom's 68 Mustang rounding out the top ten.

The returning David Brown had his Datsun 1600 cooking while Don Knight topped the trio of Cortinas that included Peter Olver and Gordon Cox. The stage was set, but the curtain came down before play could take place. The sad medical incident that took the life of another competitor was respected by all.

### Race 1, Slippery Sunday, 10 mins

Necks were craned to the skies pre-race as drivers pondered on wet or dry rubber.

In the end it was almost an even split, with Adrian Moyle on wets giving pole winner Paul Stubber all sorts of hurry up as the veteran West Aussie opted for dries.

Geoff Munday's Camaro looked very strong in third while Andrew Beard's Camaro slowed with the gearbox issues that had afflicted him in qualifying. The Datsun of David Brown struggled for grip as did Trevor Talbot (Camaro) and everyone else, with times ten seconds slower across the field.

Craig Miles' Charger found the grass while (no-relation) Glenn was giving the V8 boys something to think about in his fellow Charger. Darren Jones suffered a stuck throttle in his Mustang and Rob van Stokrom looped his Mustang, the former mount of the late Alan McKelvie who would be honoured with a trophy in his name for the race winner.



Peter McNiven waved the rotary flag to scare the big boys





NSW's Quentin Bland and Bill Trengrove were never far apart

Stubber eventually broke clear of Moyle to take the win with Munday third and Glenn Miles fourth, ahead of McNiven, Bland, Trengrove, and Pillekers, who evoked memories of Brock in the rain with his Torana running the skinny little Sprintmasters with wets, holding out Pete Meuleman (Mustang).

### Race 2 – the Isola di Capri Victorian Historic Touring Car Trophy

The misty rain thankfully abated for the final race of the year and Stubber took full advantage, blasting away to lead the 20-minute trophy event. Munday went nowhere with massive wheel spin and lost many positions. He then found himself immersed in a huge battle with Talbot,

Beard and the Nb Mustang of Bill Trengrove.

Peter McNiven (Mazda) nipped under Glenn Miles to snatch third until the latter fell off at the hairpin, re-joining shortly after. Quentin Bland (Capri) ran strongly inside the top ten as the Cortinas of Don Knight, Peter Olver and Gordon Cox ran in close company in the early stages.

Stubber wasted little time in attempting to lower his own lap record (1:45.31) set at this meeting last year and with no pressure from behind duly did so with an astounding 1:44.58 – quite a feat with a car now in its 25th year of competition. Moyle and Beard completed the all-Chev podium in front of McNiven and Munday with Glenn Miles, Trengrove, Meuleman, Bland and Jones completing the ten.

After the celebrity checker waving of Eddie Dobbs at Sandown it was the turn of another retired HTCAV racer, the perennial fan favourite Fast Johnny Luxmoore who carried out his task with aplomb, despite some rude gestures from his mates as they whizzed by.

So that was a wrap for '24 with the Just Cars tourers returning once again in '25 for the biggest historic meeting in the Southern Hemisphere, the Phillip Island Classic in March. Time to make those accommodation arrangements now!

Darren Knight



Cortina trio of Olver, Cox and Knight fly in formation





On the chase - Trengrove, Bland, van Stokrom and Jones



Watch out! The McNiven Mazda dives on Miles and Beard at T4



Wily veteran Bill Trengrove knows a late entry into T4 works well



Paul Stubber broke his own lap record to set it at 1.44.5!



FROM THE ISLAND PADDOCK



Chevy dominance. Andrew Beard 3rd, Paul Stubber 1st & Adrain Moyle 2nd



Paul got all the chocolates including the Alan McKelvie Trophy



Adrian Moyle a ripping 2nd outright



Andrew Beard becoming a podium regular with 3rd outright



David Brown wins under 2 litre

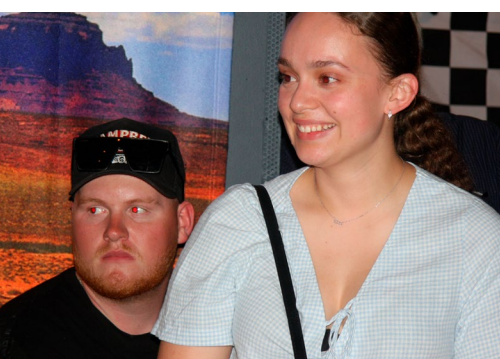


Don saluting guest flagman Johnny Luxmoore

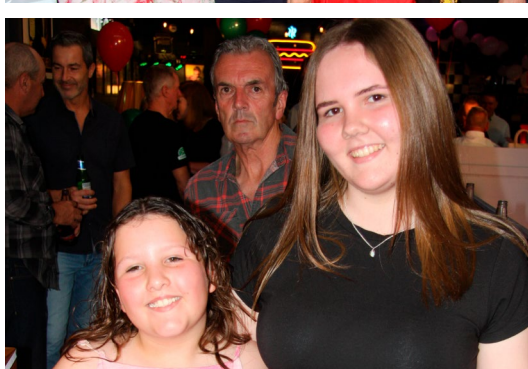


Fast got to wave the boys home!









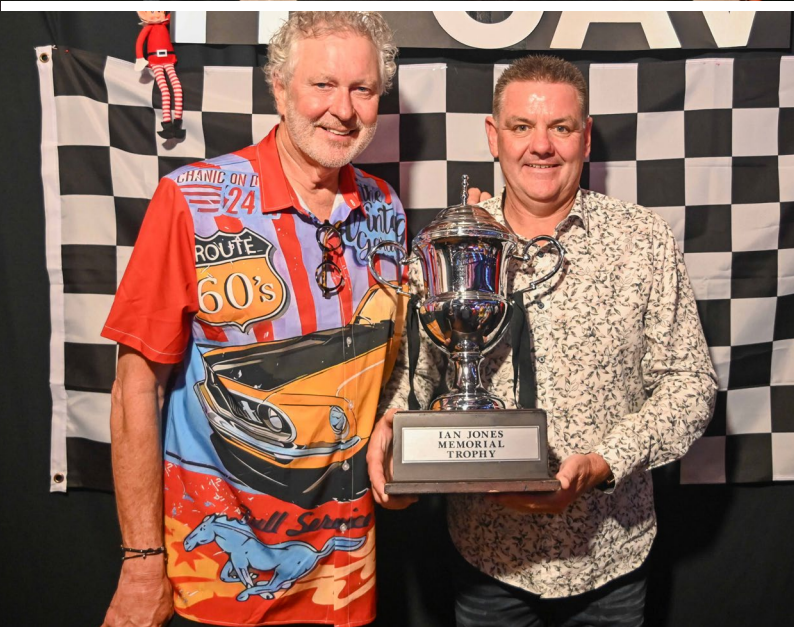








Darren and Jim Collins with his Big Thankyou award





# THE GOOD OIL ON THE MOYLES



Pic by Phil Wisewould

## Father and son in Dad's Torana after a Mazda problem

A father and son have burst on to the historic racing scene in Victoria. Dad Adrian Moyle's black Camaro is now firmly established as a front runner, son Reece returns soon in his Mazda. Since rising without a trace, within two years Adrian has won points, podiums, fastest laps, driver of the meeting, trophies and now sits on the HTCAV Committee. What. Just. Happened?



Best mate father and son at the Island

Growing up amid his father's garage of fine British motor cars, Adrian Moyle learned how to set the cam timing on many Jaguar engines and still retains those specialist tools today. His chemical engineer father took him to many motorsport events and while he saw the Scotch College lad as a doctor or lawyer, the lure of tinkering with cars took over the young go-getter.

## Getting loose on dirt

As a young mechanic his skills grew and gracious Pommie cruisers faded, although his father's 1951 Alvis TA21 remains in his collection today. Meatier fare such as an LH Torana and Mazda R100 transported him. The family moved to Queensland and motorsport soon came on the menu.

In 1988 his Holden Gemini Coupe contested the Queensland Clubman Rally

Championship, by 1991 he'd won the title, before hanging up the helmet in '92 and starting the family thing.

## Getting tight on track

Motor racing came off Adrian's agenda, dirt bikes and family go-karting came on. At the historic kart track in central Surfers Paradise a long friendship with Garry Brown began.



Brownie takes the hammer to his worst customer

Garry, a racer and motorsport engineer with extensive experience in big bow-tie engines became his mentor, mate and secret weapon when 20 years later "AIDS" would run a black Camaro in Victoria.

## Getting underground

By 2011 Adrian had what his dad always wanted for him – a degree. He gained his Bachelor of Mechanical Engineering while

immersing himself in the new technology of horizontal directional drilling. Sound boring?

Steerable installation of pipelines, ducts and cables soon conquered traditional trench digging methods. Adrian flung himself into business, flinging work/life balance out the window...

## Getting real

Although back in Victoria since 2011 to "look after Mum" the family still keep a Queensland home for the winter months.

"By Covid it was time for a rest. I was worn out, in danger," he said, "I had to step back a bit." Recovering his health in Melbourne Adrian eyed his 11-car garage and thought "needs a tweak!" Plenty of drive days in Porsche, AMG, BMW, Cobra and XU-1 plus coaching from stars such as HTCAV member Darren Hossack led to the inevitable – he had to go racing.

## Getting racy

With a long hunt and plenty of advice from mate Brownie, Adrian finally found the right Camaro in WA – in the collection of the fastidious Greg Freeman ("I had to be interviewed as a suitable owner!")

Adrian had his first drive at a Winton test day in 2022, joined the HTCAV and hit the track, not knowing what he'd find. Some motorsport can be competitive off the track as well, but he reckoned he struck gold.

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Limping home with no brakes at Winton

Pic by Phil Wisewould



Pic by Phil Wisewould

Armfuls of 2023 trophies for the duo

## Getting cosy

"Couldn't believe this club - another family! Reece was now 20 and could join me on the track, my wife Shannon, despite being a nervous wreck during the races, runs



Fixing that Winton hub problem up in Old in Brownie's garage

the pits - we were taken in with open arms. The camaraderie at the track means more to me than anything, everybody's ready share advice, parts - and we all share in each other's achievements".

## Getting faster

With Brownie back-up the Camaro has improved in every meaningful area - and so has he. "Old rally skills came back - changing surfaces and the unexpected." At Winton Festival of Speed the front left hub failed and he drove the last three laps with no brakes to finish fourth.



Pic by Phil Wisewould

Sniffing close race-mate Brent Trengrove's Camaro

"The joy of finding the limits of the car and myself - this is so much fun." No wonder he's in the frame for the HTCAV Championship this year.

## Getting together

Adrian and Reece have always bonded over their love for cars. Now they're racing in the same events together, joining around a dozen historic touring father-and-sons to have done so.

And Reece's take on that? "The Club's unreal! Driving the old cars among older people - so much support and encouragement. And especially from Darren Hossack who's looking after my orange Mazda - and now we've just bought his purple one, it's up to me to get quicker!"

Nothing motivates effort like the

thought of more performance and more racing. Reece puts in long hard days as an excavator operator, gathering his funds for the fun. The rare pleasure of racing with his Dad is too good to pass up.

They may have arrived in a hurry but the good oil's on them being in their "new home" for a long time yet. Keep an eye on these go-getters.

Chris Ralph



Pic by Phil Wisewould

Three out of three wins at a wet Phillip Island



Pic by Phil Wisewould

Hauling the big Chev round Honda corner



Pic by Phil Wisewould

Reece hauls the orange Mazda at Phillip Island

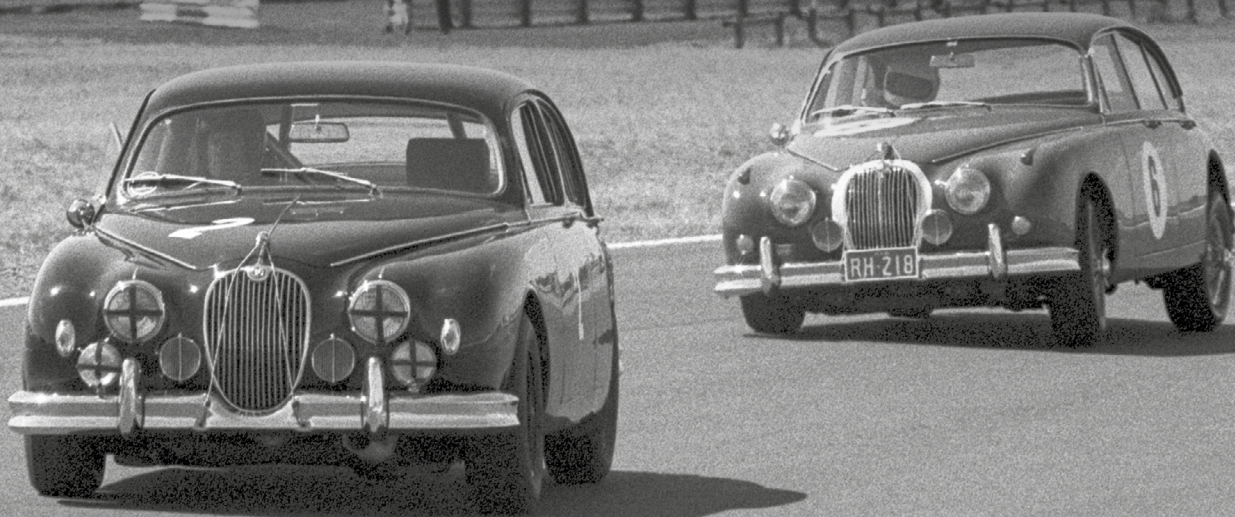


Pic by Phil Wisewould

New mount for Reece - Darren Hossack's car  
Photo by Daysy Motorpix



# BACK WHEN IT ALL (RE)STARTED...



Colourful NSW dealer Ron Hodgson in a Jag 3.8 chase on Rowland Short

Every now and then it can be instructive to look back on how and where, a popular movement began – and that's what we're doing in this issue of Just Cars. Next year will mark the 45th Anniversary of Australia's historic touring car racing.

But first, let's go waay back... In the two decades after World War 11 an explosion of different makes and models from around the world became available for Australian drivers - and race enthusiasts - to enjoy.

With engines from two to eight cylinders in different formats and placed longitudinally, transversely, fore or aft, their diversity created the magic ingredient for the Just cars racers' popularity today.

## Instant 'favourite racers'

Such was the variety of sights and sounds the new touring car events became hugely popular - and accessible for the amateur racer. Daily drivers were serviceable enough to take a thrashing on a Sunday and still get to work or take the family to the drive-in.

But things never stay the same and the rules changed in 1965. Improved Touring replaced Appendix J that year, cars moved up to the new class, became Sports Sedans or quietly reverted to road use.

## Why can't things stay the same?

The Appendix J class had been so popular there were enough enthusiasts who wanted to turn back time and lobbied the Confederation of Australian Motorsport to revive it as an historic class. Cars and parts were inexpensive, it represented a way to boost historic racing generally with a tightly controlled and affordable class that the general public could relate to.

Towards the end of 1980 in Victoria a group of Melbourne enthusiasts started



Don Green's Jag lets go at Tin Shed corner

## Calder 7th December 1980

## Group N

No	Driver	Car	Practice	Event 8	Event 17
1	Barry Jupp	Lotus Cortina			
2	Rowland Short	Jaguar	✓	✓ 1st	✓ 2nd
6	Ronald Hodgson	Jaguar	✓		
7	Doug Wait	EH Holden	✓	✓	✓
11	Tony Klay	Valiant			
14	John Virgo	EH Holden	✓	✓	✓
16	John Baragwanath	Ford Cortina GT	✓	✓	
17	John Emery	Alfa Romeo	✓	✓ 3rd	✓
29	Mike Holloway	Mini	✓	✓ 2nd	✓
54	John Mann	Holden	✓	✓	✓ 1st
62	Robert Edgerton	Renault R8	✓	✓	✓
63	John Watson	Jaguar			
66	Len Shields	Cortina			
69	Neil Shields	Cortina GT		✓	
78	Alex Reid	Ford Anglia	✓	✓	✓
88	Don Green	Jaguar	✓ SPIN TISHED	✓	✓
89	Peter Bick	Austin Lancer	✓		

First meeting results, courtesy Peter Weaver

the Appendix J Association of Victoria with a meeting in the Shields brothers' North Melbourne pub. Such was the excitement the first events were organised for Calder Park's first all historic race meeting on

December 7th that year. Thanks to the meticulous noting, filing and memory of veteran motorsport photographer Peter Weaver we're able to bring you details and photographs from that first day.



## Bleak, treeless Calder...

Seventeen entries were logged for a practice (qualy) session and two races. From NSW came Ron Hodgson's Jaguar 3.8 which practiced but didn't race; while Robert

**John Mann takes the ex-Herb Taylor EH to an R2 win over the Green and Short Jags**



Edgerton brought down his Renault R8 achieving some awesome oversteer angles on its 135x60x15 Michelin X tyres. Two current members of the HTCAV competed: Don Green in his Jaguar 3.8 his son Brock drives today – and the redoubtable John

**Skinny Michelins and swing axles - Robert Edgerton's Renault R8 challenges John Baragwanath's Cortina**



Mann who won Race 2 in an EH Holden.

The late SA driver John Virgo had brought his EH over, both would move to V8 power when Mustangs were allowed into the category. (And the Mike Holloway listed is not current Mini driver and former Inspector Michael Holloway...)

**Famous 64-65 Sandown Six Hour winning factory Alfa of John Emery ducks under Wait's Holden**



If you need to hunt down photographs (and even results) for Victorian race meetings from 45 years ago to last weekend, there's a good chance Peter Weaver will have them and easier if you can nominate the race meeting. Email him at peter.weaver@speedway.net.au or FaceBook Peter Weaver Motorsport Photography.

# Where are those pioneer cars now?

John Emery's 1964 factory Alfa Romeo Giulia TI Super was perhaps the most famous of all. It's the same car that won the Sandown International Six Hour in 1964, entered by Alec Mildren Racing, driven by Alfa factory driver Dr Roberto Bussinello and Mildren driver Ralph Sachs.



**Famous Alfa in a Japan collection**

The homologated Autodelta race special ran like clockwork, 4-wheel discs saving it from brake issues and longer pit



**Surprise Sandown 6-Hour winner**

**ALFA TRIUMPHANT**  
Success crowned Alfa Romeo's first race appearance in Australia for years, says Peter Bakalar

stops suffered by works teams, including the 7-litre Ford Galaxie of Lex Davison and Sir Gawaione Bailey, Indy driver Rodger Ward's Studebaker Lark, the Lotus Cortinas of Jackie Stewart and newcomer Alan Moffat. The modest qualifier won by seven laps!

In 1965 the car repeated the hare-and-tortoise trick winning in the hands of Frank Gardner and Kevin Bartlett. It now lives with a British Alfa enthusiast in Japan.

Ron Hodgson's 3.8 Jaguar didn't complete any racing laps but it had earned its place in history.



**Fully restored Hodgson Jag in the Bowden collection**

The colourful Sydney car dealer placed third in the 1961 Australian Touring Car Championship, held at Lowood, Queensland, as well as featuring throughout the '61 racing year. After going missing

for many years it was perfectly resurrected and is now part of the extensive Bowden collection.



**Herb's old racer rests in Wonthaggi**

John Mann's EH Holden was the ex-Herb Taylor car, formerly a 221,000 mile Sydney cab originally bought to tow Herb's 48-215 racer but converted to a race car in 1967. A crowd favourite within NSW it was once guest-driven by Aussie international Brian 'Yogi' Muir at Amaroo Park.

Sold to fellow NSW racer Ron Wittig it ended up as a Sports Sedan in Melbourne before John returned it to correct Group N specs. A year later he sold it to Wonthaggi car dealer Hugh Grieve who raced it in the 80s before keeping the immaculate car for display, where it lives today.



**The Greens' Jag a race winner today**

Don Green's Jaguar 3.8 was white in the 1980s but is now black and still an HTCAV favourite in the hands of his son Brock who won three from three at Historic Sandown in 2019.

This Jaguar has been cosseted and continually improved by Don and is now immaculate inside and out, an outstanding investment for a collector. It remains for sale, Don's number is 0419 574 763.

The Shields Cortina GT listed was written off in 1993 at Phillip Island, if readers know anything of the other cars on this 1980 entry list could they please email editor@htcav.com.au

Chris Ralph



# MAXIMUM MINI



**Playful Minis - Richard Hill, SA's Ian Pringle and NSW's Paul Battersby**

Sixty-five years ago a little British car revolutionised the motoring world - and the world of motorsport. Today they're faster and more competitive than ever. Numbers are growing and the HTCAV Committee's Richard Hill, currently Victoria's fastest Mini man, is waving the flag for the new crop of bricks and pilots.

Racers around the world seized upon the Alec Issigonis-designed Austin/Morris 850 the moment it was released. A lightweight unitary body plus a tuner's favourite, the BMC A-Series engine, rubber cone suspension and a wheel at each corner, wow! Any doubts about the 10" wheels disappeared on the first twisty bits.

Tuners quickly opened up cylinder heads, added another S.U. and a set of extractors, while adding a bit more width to the rims. But it was the marriage with crusty John Cooper, whose cars won 1959-60 F1 World Championships for Australia's Jack Brabham, that shot the Mini into the motorsport firmament.

Austin/Morris Coopers of 997, then 998 ccs preceded the 'S' (for 'Serious?') models, built for the racing classes of the day with capacities of 970, 1071 and 1275cc. Global success followed on race tracks and rally stages.

## History always repeats

Today the little terrors largely occupy the pre-1965 Group Nb 1101-1300 cc racing class, with the later fluid suspended cars with wind-up windows and slightly wider wheels eligible for the pre-72 1101-1500cc Group Nc class.

And just like the days when names like Peter Manton and Brian Foley had their 'flying bricks' snapping at the heels of the larger cars - and beating them under certain conditions - they're doing the same thing today. David and Goliath battles have had the crowds on their feet for the last 45

Historic Winton race meetings. This year was no exception as hordes of Minis dive-bombed a monster V8 Camaro for the win...

## Often a family affair

Through the decades the same names appear in race programs - Mini drivers, fathers and sons. In NSW one of the quickest Minis is that of Tom Tweedie. His



**Tom Tweedie on Linda Devlin while Steve McKay watches. Throttle Jam Photography**



**Rob Tweedie 1969 Warwick Farm**

father Rob, originally from SA, sold and raced Minis during the Swinging Sixties in the UK, returned to Sydney to race Improved Touring into the early 1970s - and reappeared in a Mini for the Appendix J Revival in the 1980s.

Three generations: CAMS Race Steward Keith McKay drove an ex-Shell team car in the early 90s, his son Steve has the ex-Lindsay Siebler race winner, his son Max now has the Adrian Read/Pete Melick/Mike Bugelly car.

Adrian's dad is Victorian Mini racing and tuning godfather Len Read, who had sons Adrian and Daniel racing alongside him... in NSW John and Paul Battersby, Dave and Jason Armstrong in SA, in WA Cono and

Paul Onofaro, in Tassie it was the Ellis family, and so it goes - but it's not always sons.

In the 80s two of the quickest Victorian Minis were in the hands of Mini Maestro Henry Draper and great mate Barry Devlin. For the past ten years Barry's daughter Linda has regularly aced the blokes at Historic Winton - driving Henry's car.

## But there's only one Ted

One Mini man's name spans the 1960s to the 2020s - the ageless, fearless Charles Edward Brewster.

In 1965 Ted raced a 997cc Morris Cooper in Improved Touring and won four hill climb championships. With 1071cc he then won the Joseph Lucas Touring Car Series at Calder. With 1310cc he won the 1968 Australian Touring Car Hillclimb Championships, beating Alan Hamilton's Porsche by .04 of a second...

In the early 80s the bug bit again in a demo run for the new historic touring car



**Ted Brewster won in Minis for almost 60 years. Phil Wisewould photo**

category. Another yellow-striped green Mini was soon built, carrying the famous number 42.

Four more decades of motor sport brought four HTCAV Club Championships, countless class wins - and one big one. At the wet 2002 Victorian Touring Car Trophy on Phillip Island as the V8s and swift sixes slithered, Ted charged through to take the outright.

He last raced his Mini in 2022 aged 87, at or near the top of the class and cranking out





The Hill's wedding cars had to be Minis

the lap times the young pretenders would have been proud of.

### Now for the 'new breed'

The HTCAV Committee's Richard Hill is waving the flag for the battling bricks. Currently Victoria's quickest Mini man, he notes the resurgence and recycling of race cars among new drivers.

"Newcomers - Geoff Hulbert has the old Len Nation car, Luke Patterson's is ex-NSW guru Graham Russell - Chris Finlayson brought his car from WA and John Doherty also has a car with a long history. Plenty of us Mini fans to carry Ted's torch..." he says.

Richard's Mini meanderings started in 1982 with a '67 car in the same colours as his current race car. With brother (and fellow Mini racer) Graeme they pulled many apart trying to make them go faster - 40 years later they're still at it.

### So, are Minis faster than they were?

"You'd have to say yes. Once 100 BHP

per litre was the magic mark for all engines which 1300cc Minis now exceed - there's a whole industry in the UK devoted to that!

Adam Bressington shows how quick SU-fed cars can be. Grant Bressington photo



Weber carburettors usually replace the twin SUs – but Adam Bressington (the SU man in Australia) came down from NSW and caned us a bit at Winton!" he laughs.

What about weaknesses? "Well, gearboxes integral with the engine and running in engine oil isn't ideal. But now we have stronger 'dog boxes', reliability has improved."

### Sssh, something's afoot...

There's a bit of a push to have an all-Mini race in Victoria next year. Nothing's

Brothers in Arms at Phillip Island. Phil Wisewould photo



confirmed but the list of starters from all Australian states is long and impressive – and the man behind it is of course – Richard Hill.

"Why not?" he grins, "If you've seen the all-Mini races from Goodwood Revival, they're nuts – great racing! The HTCAV is going all out to make it happen – watch this space..."

Chris Ralph



Plans for a major 2025 Mini race are underway



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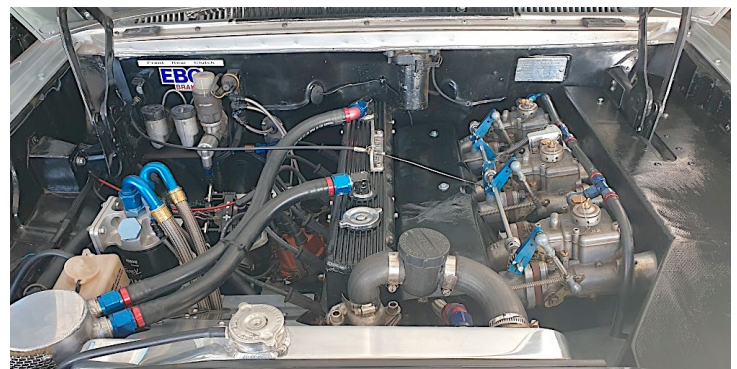
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<b>B</b> Level A;	
<b>C</b> FIA 1986 - <i>Not permitted after 31/12/2024</i> Level A; Level B; SFI3.2A/1 (single layer) or superior SFI standard.	 
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<b>E</b> Minimum of a CIK Level 2 Fabric Overall which must be marked as per the CIK-FIA requirements; or Leather overall, which may be one or two piece, securely fastened at the wrist and ankle and also at the waist of a two-piece suit. In each case the overall must cover the whole body from ankle to neck to wrists.	
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POWERS  
THE RANGE



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