HISTORIC TOURING

# TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA

AUGUST 2022

# WHEELY FULL OF RACING!




- LES WE FORGET
- ANIMAL HOUSE AT THE MOUNTAIN
- 2021 CHAMP
- 2021 AWARDS
- STATE SERIES RD1 & RD3
- PHILLIP ISLAND CLASSIC
- MIXED FORTUNES AT THE MOUNT
- DIVING INTO DANGER
- HISTORIC WINTON
- THE BEND
- WINTON FOS
- AND STUFF

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Pic Phil Wisewould

# TORQUING HEADS 2022/2023

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# 2022 CALENDAR

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

| Event | Organiser | Circuit | Date | Points |
|---|---|---|---|---|
| State Race Series Rd1 | MGCC | Sandown Intl Raceway | February 19-21 | Points |
| Phillip Island Classic | VHRR | Phillip Island GP circuit | March 6-7 | Points + Rebate |
| State Race Series Rd 3 | PIARC | Phillip Island GP circuit | May 15-16 | Points |
| Historic Winton | Austin 7 | Winton - Short Track | May 28-29 | Points |
| Supercars Support - TBC | SCCSA | The Bend Motorsport Park | July 29-31 | Points + TBA |
| Winton Festival of Speed | VHRR | Winton - Long Track | August 6-8 | Points + Rebate |
| State Race Series Rd 5 | VMCI | Phillip Island GP circuit | September 23-25 | Points |
| Historic Sandown - TBC | VHRR | Sandown Intl Raceway | November 4-6 | Points + Rebate |
| Island Magic | PIARC | Phillip Island GP circuit | November 25-27 | Points |

## NEXT MEETING

GENERAL MEETING August 31 - Limerick Arms Hotel. Cnr Park & Clarendon Sts Sth Melbourne

**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



I would like to thank the members for the opportunity to be President of such a great club. After six years on the Committee it is a privilege and an honour to take on this role.

I would like to thank Les for all his hard work as the outgoing President. His ability to network and passion for racing has been truly recognised and appreciated by all members of the Club.

I will continue to work on getting the best deal and track time for our members at all the events we participate in. Although the Club is in a strong position, the biggest challenge over the next 18 months will be the cost of living. This will impact the decisions we all make as drivers when it comes to racing.

I am planning to start discussion with the presidents of the other states to encourage us all to work together to attend main events and grow the profile of racing at all major events. Our partnership with South Australia has been successful and I believe we can work with the other states to create big events to benefit everyone.

My other passion is to have an active role in keeping retired members involved in the Club. I want to ensure when members cease racing they can still play a vital role in the Club.

Thanks to the Committee for staying on for another year. Chris, Jim, Jervis, David, Dean, Ben and Rob. Your tireless contribution keeps the Club going strong. I wish to welcome Dom and Brett to the committee.

*Chris Stern*

# "LES WE FORGET!"



The Boss has stepped down and accolades on the Historic Touring Cars Victoria FaceBook page said it all. Respected and well-connected throughout Australian motorsport, Les was one of the most effective Presidents the Club has ever had.

He worked his already-skinny arse off, connecting, persuading, comforting and never confronting – he was the person everyone could go to and know they would get wise and patient counsel, based on his natural empathetic talents honed by years of experience running teams in the building industry.

Les never has an axe to grind, no personal agenda, he was there to serve the Club and that's what he did 100%, staying for five years when he only thought he'd be in the seat for a couple. His phone connections are legendary and he became the unofficial historic touring car broker – it's no exaggeration to say that more than a million dollars of race cars changed hands through his connections and influence. He did it purely for the love of the category, the Club and the cars.

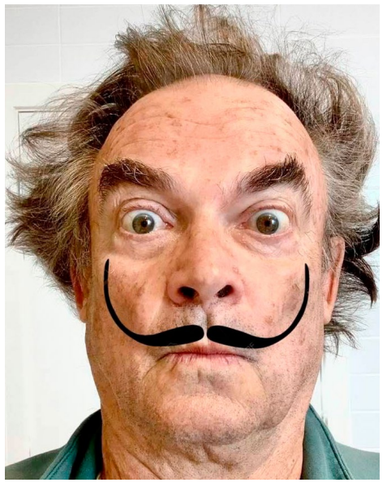
In the middle of it all he accidentally and reluctantly became Club Champion in the re-engined Silver Bullet. The Charger had been off the road for several years while Les worked hard to fund up, ferrying vehicles from interstate for Eddie Abelnica of Melbourne's Cheapest Cars. When it all came together it was a rocket ship and Les, arguably the best driver in the Club, did it proud and scored enough to win the Championship. "I felt embarrassed," he said, "I thought Adrian Read in the Mini was going to win and thought he deserved it."

But then jaws dropped and FaceBook howls rose when the news came through that he had sold the Charger. It was time he said, he'd been made plenty of big offers but he wanted it to go to someone he'd mentored, fellow Mopar maven Ben Dahlstrom and have the pleasure of watching him improve each meeting.

And then, it was back to his 1990s starting point in the Club in the ex-Darrin Davies, ex-Bob Cracknell Cortina – he and Tino Leo bought two from Queensland and they both ran at Historic Winton. Les battled endless Cortina teething problems with previous use of E85 suspected, but now with a brand new set of Webers it's flying.

So, from the Committee and the whole Club, mate, thank you for a great effort and the results it generated. Have fun touring with the caravan and tearing the up the field in the Cortina - and don't stop broking race car sales…

# EDITORO



**Welcome to what could be a Collector's Issue of Historic Touring Torque. Over the past couple of years the Club mag has been getting fatter in content but thinner on the ground.**

"Wow – it went viral!" would be the kindest way to describe what happened during the Covid years (which may include this one) and a quick perv on the Bean Counter's Report has it there in black and white. Which is one of the reasons why this is the first magazine in a year.

It's not just the money. Societal change has altered the way we get our information. Once it used to be 1. Club Meeting, 2 Club Magazine - and that was that. Now the ranking is: 1. E-News, 2. FaceBook (Historic Touring Cars Victoria page) 3. Club Magazine, 4. Club Meeting. In the fact the most regular information now comes through Just Cars magazine every month and that is parlayed into E-News and the magazine. It's fortuitous that these alternative channels are around to supplant the costly and cumbersome magazine.

It was interesting to see that the AGM in June had exactly the same 20 people, more or less, as any face to face meeting. But it was 11 degrees and raining, with a lot of nasties in the air – don't be surprised to see a giant Zoom meeting being suggested in future so we can all join in without having to change out of our tracky daks and Ugg boots.

So here we are a year later with a mountain of reports, photos and personality pieces and not enough pages to put them in (unless you wanted it delivered by wheelbarrow and tear the arse out of the Club's trousers…). We've tried to keep it as topical as we can and to a bit of culling – don't forget all major articles are on the Club website – htcav.com.au

I'd like to thank all those who have helped with article notes and photographs in the past period. Darren Knight (massive effort!) continues to cover the major meetings, with other articles having come from committee portfolio holders. For this issue, an entirely unwoke account on the Bathurst trip from Gordon Cox mustn't be missed. Comes with a health warning – have a ventilator on hand if you're over 60.

Phil Wisewould continues to be our long term official photographer (since 2008) and we thank him profusely, lately Chris Carter has pitched in with some great snaps and over in South Australia John Lemm has contributed enormously with not only images but words as well.

Thanks to each of them, if I've missed anyone out, thanks to you too.

Please consider writing an article and if there's anyone out there who'd like to take on the Editor's role, now is the time to twinkle your fingers in the air.

*Chris Ralph*

## VALE BRIAN DEVESON 4/2/1944 to 14/5/2022



**It's sad to report that former member Brian Deveson has passed on, and sadder to say that he had not really been with the world for some years. Diagnosed with early onset dementia, he began to decline around eight years ago.**

Members will remember Brian for his forays in a green four door Cortina which he sold to Fast Johnny Luxmoore in 1997 as he had then bought the Editor's newly-built blue two door Cortina after I had graduated to a 289 Mustang. Brian was a vigorous driver and always featured in the Cortina scraps, with some success. He was also a member of 'the Trevethan gang' which meant that many Saturday stubbies were mutually consumed at the Moorabbin skunkworks. He ended up joining the team of Trevethan-led MGB drivers who went to Belgium for the famous 'Spa Attack' where he acquitted himself well.

I remember a party at his place in the late 90s. He had one of the major 'Surround Sound' stereos that would have cost as much as a small secondhand car and he played the renowned soundtrack of the 1951 1500cc V16 BRM at speed – very loudly. With sufficient red wine and eyes closed we all saw it screaming around his living room.

Brian's motorsport started with his daily drive Morris Cooper S in many Light Car Club events, most notably hillclimbs, gymkahanas and club racing . After he had been sidetracked by raising a family, he returned to racing with the HTCAV and sampled all the Victorian tracks, plus Bathurst and Mallala, towing the Cortinas behind his bright red Jaguar V12 sedan.

The HTCAV offices condolences to his wife Noelene and their two daughters. May he rest in peace.



Young Brian



Second Cortina at Phillip Island



Hillclimbing for the sponsor!


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# STUFF THE CLUB (NEEDS YOU TO KNOW)

## Club Permit Renewal Forms

DON'T FORGET that Jim Collins needs you to fill in these Club Plate Renewal Forms when you ask him to sign your rego application for another year (Editor did!). Considering the alternative – dragging your car somewhere to have it inspected so that the Club can comply with VicRoads regs – it's not too much to ask. Jim works tirelessly for the Club across several portfolios and anything you can do to lessen the load is only fair. This is the form on the website – go to Membership then Club Plates.

https://www.htcav.com.au/wp-content/uploads/2020/03/Club-Permit-Renewal-Request.pdf

## A sign your number could be up

Motorsport Australia eligibility officers have been asked to turn their attention to errant signage on Group N cars and if your signage does not comply to the regulations, then you will be politely (the first time) asked to change it. Yes, that applies to numbers, names, type fonts and tricky little sticker additions etc.

Please see our website for the regs straight from the MSA horse's typewriter, but basically the rules are these.

1. No ads, names, stickers or thankyou notes on your car
2. Your name on either side, max 75mm in height x 600mm
3. Club badge max 150mm X 100mm on either side below window line
4. Ditto applies to State of origin
5. Mandatory Na, Nb or Nc sign placed no further than 100mm behind your racing number. Max 100mm and 80mm in height respectively in Helvetica Bold Condensed in black or white to contrast with paintwork colour.




## Membership

At the AGM in June, Jim wearing his Secretary's hat revealed that the Club has 227 members which includes nine life members, 160 Competition members and 57 Social members. 59 members hold Club Plates, while 36 are Club Plate members only.

## Counting the beans

Greetings all. On Page 25 of this issue are the financial results for the year ended 31 May 2022.

Despite the year being impacted by COVID our membership level remained fairly stable around the 227 mark.

We decided to substantially subsidise our presentation night as none was held in 2020 and the evening at Phillip Island was very successful.

As at 31 May 2022 we had $40,625.26 of our own funds in the bank and a healthy supply of apparel which we stocked up on, as we go into a period of several large race meetings at which our Just Cars truck will be present.

As at 31 May 2022 we held $27,277.98 of funds in the trust part of our bank account, being the Sponsors' funds that belong to our competitors.

One has been Treasurer since June 2005 and the support from the committee and members of our great club has made the job a lot easier.

It will be good to work with you again in 2022/2023, thanks.

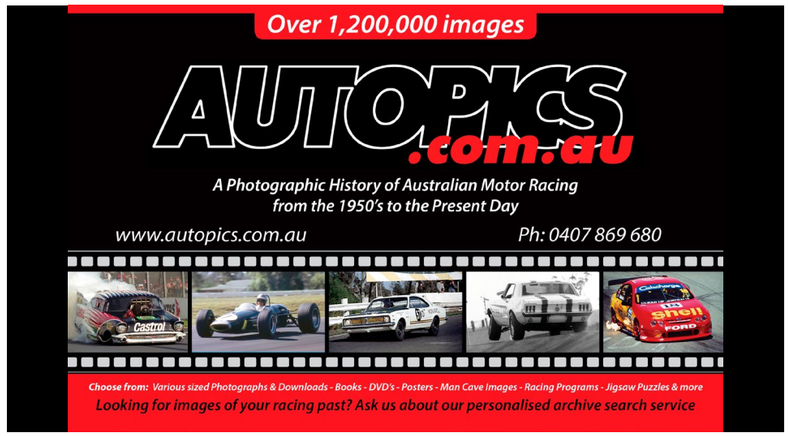
Signing Off
*David Floyd*
Treasurer

## Don't get catched up!

Again, please see the website for the full regs on these sorts of things, but essentially cable operated or hand release bonnet catches must be disabled – but not removed.



Leave them were they are.

# LOOK WHO'S NEW FOR '22

**Here's a short introduction to two new HTCAV Committee members for the next year of racing and revelry. Both race highly competitive cars and will help energise the group with their expertise and enthusiasm. A huge welcome to them both and a good sign the HTCAV doesn't yet suffer the malaise affecting many other Clubs - geriatrics riding the Club into an early sunset!**



Brett Ferris and Dom Leo have joined the Committee

### Brett Ferris:

"I live with my partner Jen, and daughter Sienna. My involvement motorsport over the years has ranged from racing a Torana L34 in CCRA in the late 80s early 90s, to karting in the late 90s and onto building my current XU1 that you see today in Nc

From a career point of view, I have a Master's Degree in Business Management and spent the past 15 years as a General Manager in Strategic Business, developing new businesses units and revenue streams for various organisations in the electrical and renewable energy industries.

Excited to be a part of what I believe to be an awesome category and club and looking forward to contributing as part of the Committee."

### Dom Leo:

"I reside on the Bellarine Peninsula with my wife Julie and two children, Arielle & Jared, and work in Geelong at Geelong BMW where I have been since moving from Shepparton seven years ago.

I have been a part of Historic Touring Cars for over 25 years, growing up supporting my father Tino Leo, whom you all know. He has been a member and racer in this category since 1988.

Competition in my own right started with a Cortina and then progressed into the various cars we have had over the time, Mustangs and the famous Monaro.

Now I now compete in the ex-Chris Stern Mustang Trans Am and we love our racing. I look forward to "giving a bit back" and help this great club prosper for many years to come."

### Fun facts

- Our two new members were born only 15 days apart in 1970.
- One newbie has the new President's old car.
- The new Vice President has the old President's car.
- The average of the Committee is 60 with the youngest 44 and oldest 77.
- The combined age of 152 of the two oldest members is more than the total of the two new members and the new Veep.
- Pension them off and the average age becomes 50 - better!

### The new Boss and Vice Boss

It came as no surprise to current Vic president Chris Stern ascend unopposed to the top gig at the AGM in late June, and no surprise to see Ben Dahlstrom slip into the number two slot.

Since Chris came on board a few years back, he's shaken the dust off the merchandising portfolio and made that a real profit centre for the Club, promoted a strong liaison with the Just Cars movers and shakers and other Club sponsors, got really hands-on in the paddock with the Club Truck and merchandising shop and the provision of loaves and fished for the multitude at more meetings than we can count. The new First Lady, Janine Stern has been by his side and many, if not all, of these endeavours.

In the last couple of years, Chris's innate entrepreneurial skill has seen him become involved in promoting and enabling our participation at big race meetings, notably at The Bend, forging a very strong bond with the SA Club. It's fair to say the SA Club was teetering a bit before the Vic impetus gave it a decent shot in the arm, now numbers and enthusiasm have grown much to everyone's relief and delight. Anything you need to know about entering the Bend – and maybe even a support event at the Adelaide 500 (ssshhh!) Chris is your man.

Now Ben ain't no organizational slouch neither – with Rob van Stokrom (who says "it was all Ben!") he devised and put on this year's belated 2021 Awards Night at the Phillip Island Historics, a move which brought accolades and cries of "best Awards Night ever!".

A very active mind always has light bulb moments and we look forward to new concepts and strategies to come. Like Chris, he has his family right behind him – wife Kellie-jo, son Anders (who has his eye on the wheel of the Valiant) and super-salesperson Annika who currently holds a record for shifting merchandise at the Club Truck…

With two young guns at the helm, two more young guns coming on board and a bunch of mid-range old and older fogeys the Club's in great shape.



Outgoing, incoming, up-and-coming








# UNDER SCRUTINY



### Dean Bryant looks at the larger picture

**I've never shied away from standing by what I think, so I'm up for taking a huge risk and putting my thoughts in print. It's not to invite flack but I feel I have to speak out because some people may have lost sight of some of the major benefits of our Group N category and could be inadvertently putting it at risk – so here goes.**

Being part of our HTCAV Committee and also a Motorsport Australia official at the track I get to be privy to most dramas and issues as the occur. Every now and again I hear complaints from members regarding eligibility items and more importantly, substitution allowances, often from competitors who have been around the sport a lot longer than I have – but in non-historic categories.

In Australia we have three distinct groups of motorsport competition – racing, rally and historics.

Non-historic racing is about the competition aspect – winning. Drivers and their cars are closely linked to a sponsor's name, usually written all over their car.

5th Category historic competitors play in a different arena. We are there to emulate racing of particular time periods – Na, Nb, Nc; Sa, Sb, Sc; Group A or C etc with rules and regulations protect the authenticity and integrity of those cars and ensure they correctly represent their time period.

### Sponsorship

Rules are strict on preventing spurious sponsorship. The later period when cars carried advertising (Group A & C) can only show the exact signage of the day and no more. Group N and S are almost exclusively replica cars from a period when advertising was not allowed – so they cannot show any at all today.

The only exception is signage reflecting a group sponsorship which benefits every competitor, such as the Just Cars window banners, which must be specifically applied for at the beginning of each year on a meeting-by-meeting basis from Motorsport Australia.

Since 2017 around $100,000 has been shared between every Group N competitor, no matter which state they are from, who raced at an MA historic race meeting. The HTCAV sponsors provide the bulk of the sponsorship money, Just Cars are the naming rights sponsor and it is their name carried on the windscreens. To run another sponsor name – or any other signage not specifically allowed under the rules puts this arrangement at risk.

With no individual sponsorships a win comes down to driver attitude, not sponsorship returns. 'Win-at-all-cost' is discouraged heavily in Group N to help eliminate car contact – and there's one other major difference - there are always several class winners in every race.

If you don't understand why this is so then perhaps you have chosen the wrong category for you.

### Component substitution

Component substitution allowances are there to allow appropriate replacement components where the originals are found to be either no longer available or no longer suitable for racing.

Often news of an approved substitution spurs a flurry of comment – 'if they get that we should get this' etc. Group N has a hugely diverse range of cars and they are always the stars of the show. But one rule and one component substitution will NEVER fit all and are not meant to. Each approval decision is chosen on its merit at the time of asking.

Getting an allowance is no pushover and each submission must be clearly put forward along the guidelines. The aim is to keep cars running on track where possible, but integrity must be maintained at all costs. Any non-compliance is given a generous time frame to be rectified. The big picture is getting all states on the same page and compliant with the rules – without scaring people away from the category.

Group N is truly in strong shape at the moment. One of the NSW clubs is providing some excellent racing opportunities at the present time, as is the revived SA club, so nationally the future is bright I would think. The HTCAV remains strong.

My aim in eligibility as they presently are. My ears are always open to hear your comments and points of view on any Group N matter.

Keep in mind that all eligibility officers walk a tightrope of sorts. We have the resources and rules to allow us to do our job but we also have to be mindful to exercise those powers with integrity. When it comes to serious matters we are always by the book but use discretion on matters that can be dealt with without resorting to use 'a sledgehammer to drive a fine brad nail'.

We are part of a sport and category we all are very passionate about. We should all be striving to help each other to maintain this situation.

*Deano*


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# A PILGRIMAGE TO THE MOUNTAIN

**Now this whole racing-a-Cortina saga started because I really wanted to race on track together with my old mate Fast Johnny Luxmore but unfortunately medical complications and Covid made that impossible, which is hugely disappointing.**



However, when the opportunity came up to go to Bathurst and stay in the luxurious 1-star bunk room at the Sheep and Cattle drome in the thriving rural hamlet of Kelso I grabbed it with both hands.

Being the procrastinator that I am I was going, then not, then going again until a final push from my new friend Mike George, who with a few words of encouragement (you know the ones) I put in an entry. And like the great man Peter Brock used to say…"bite off more than you can chew and chew like hell". That's what had to happen.

First to renew my license. First step was to pass the medical. I was immediately diagnosed with FUCYAWAYTOOFAT!




Off the booze, walking, eating fecking nuts and man shakes and fruit and all that other shit I hate but I just scraped through. I was in the doctor's surgery with Dr Fady (who you callin Fady?) and his student Dr Toby. (I wonder if was Toby from Newport? - Google it.) Oh, your blood pressure is too high, just relax. I said yeah no worries Doc! I'm sitting here fat and naked with two blokes and you want me to relax?

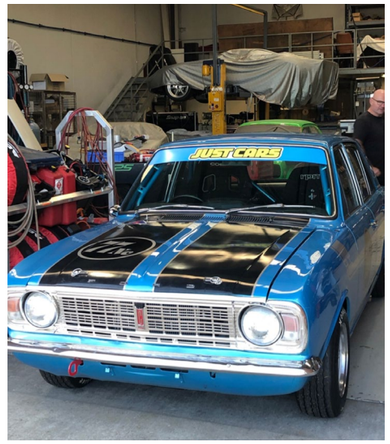
So after sitting in the waiting room for half an hour watching Judge Judy he takes my blood pressure again and viola! 149/77 - I made it!

I whipped the old medical form into the express post and sent it to MA. I miss the old CAMS. You could make up so many rude acronyms but MA?

The car? It's doesn't even run. It was with my mate Anthony of Track Performance Solutions for wiring and general fettling so I gave him a call and suggested I might run at Bathurst at Easter …and he suggested I might run off the end of the Portsea Pier but he made it happen anyway. A huge effort from Anthony and the hugely famous Mini guru Barry Devlin.

Anyway fast forward, the cars ready, I'm ready… well sort of. The race suit? Oh my lord. When I last raced I was wearing a 3XL suit (which I subsequently sold to an unsuspecting punter who never did a sniff test)

I was Adam Ant I wasn't wearing no big fat suit again so more walking nuts fruit shit no booze nuts water fecking walking




and into a size XL, just. A big shout out to Revolution Racegear and the strength of their zips! It was holding back a tsunami of flubber but it was on. I couldn't breathe but I'd dropped two dress sizes!

I'd decided to leave the Coxy's truck at home and use my falcon Ute to tow the car up there. It only runs on LPG so I thought I'll save heaps on fuel and I can have a weekend racing without coming off the track, back to a bunch of people lined up waiting to buy a 30amp fuse! I'll just take a few things with me in case my group N



mates need something.

Well, most of what was in the truck ended up in the back of the Ute, except the 30amp fuses! Fark it was chockers and probably sitting on the bump stops. And then my co-pilot Dean Bryant turned up. In the tradition of aeroplanin' I had to jettison a bit of stuff to make the weight limit!

Time to hit the road. Bendigo to Shepparton, better get some gas. Deano had a servo snack. Stopped at Macca's in Wangaratta, thought the gas looked ok so just a coffee. Deano had a snack.




Traveling OK, using quite a lot of gas though, and then the arse puckering moment when the fuel gauge says 80ks to empty and the next time you look it says 20ks to empty with 40ks still to go!

Oh my, this could end up a disaster. These dedicated gas cars can only be towed if you run out of fuel. We coasted into the servo at Gundagai on vapour only. In my desperation to get to the only gas pump






I drove in arse about and upset the other thirty or so travellers that were queuing for fuel. How embarrassment! Deano had a snack.

With a full tank of gas, more fkn nuts fruit and water we were back in the game. Couple of hundred ks up the road and we're frantically checking google for the next LPG station! My god this thing is sucking the juice.

We made it into Cowra. No wonder the Japs escaped! Only one LPG servo in town in the Main Street with just enough room for a car and trailer on the apron. Topped up for the final leg into Bathurst, via KFC so Deano could have a snack.








Late afternoon and we had made it. Time to unload the car and get the pit crew to get it ready. The pit crew?

One big man with hip dysplasia & carpel tunnel! Let's just pray nothing goes wrong.

The car looked fantastic, I was very proud of the finished result.

Ready for the first practice. Been waiting twelve years for this. Lined up, tight suit, helmet, neck thingy, sweaty palms waiting… waiting.waiting...

Postponed for about 40 minutes. SHIT! Then - off we go!

And that was pretty much the tone for the weekend, red flags and bloody fog interrupted most of the sessions but the car finished them all and I drove it onto the trailer at the end.

So all in all a good result for its first meeting.

I am so impressed with the little Corty. A credit to Keith Davidson for building a cracker "duck" engine (I'll explain in the next exciting instalment) and to Anthony from Track Performance Solutions for doing all the hard stuff like wiring and fabrication etc

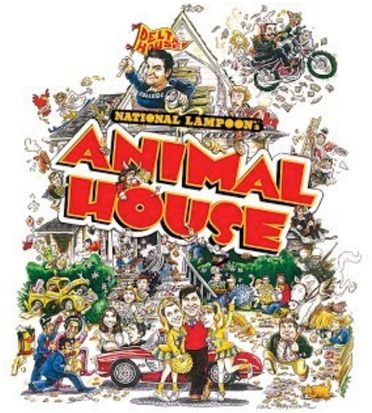
What a weekend it was. It was like being



on the set of Animal House!

So there's five of us in the bunkhouse with a combined age of 354 but the maturity of a Wiggles concert!

There was myself, Fast Johnny, Roddy




Evans, Simon Browning and Big…and I mean BIG Dean Bryant. He was at one end of what we'll now call the big brother house, making noises not unlike the mating call of the Blue Wildebeest!

So I slept across from Fast Johnny. Not a lot I can tell you about our bed time stories without being referred to as "the defendant" but I can tell you on the Sunday morning, when the alarm went off at 5am, the first words from Fast were "thank Christ for the alarm Coxy! If I'd slept any longer she would have been pregnant!"

He said he remembered being a young bloke but nowadays his dreams are dry and his farts are wet!

He really is a funny old bastard. I guess that's why we love him.

So when it was all over Deano and I hit the road and I was ready to EAT! We stopped at Cowra for brunch. Bugger me if we didn't pick the same joint as the veteran cyclist club! Oh my lord, and I was embarrassed by my race suit.

What a fantastic time we had. The best fun I've had in a long time and in great company. And I think it's going to happen again next year. I can't wait!

*Coxy!*

# 2021 'RELUCTANT CHAMPION'



With Mustang battle-buddy Darren Jones at The Bend. John Lemm photo.

**When laid-back surfer Pete Meuleman decided to go Historic Touring Car racing he never thought he'd ride a break to be an almost-rookie HTCAV Champion! "Mate, I am so embarrassed," laughs the sandy-haired welder, "A participation award maybe, but how did I end up with this?"**

## A Championship is a long haul

Motor racing stories everywhere are full of unlikely outcomes. So many aspects in the mix have to work together: one slip, one component failure and it can all fall apart. Was it good luck or good management in Pete Meuleman's case? Let's find out the whole story…

Peter was a surfer, and still is. If the property he has on Victoria's Mornington Peninsula was any closer to the pounding back beach surf he'd be living on the sand. He's had it for almost 40 years and for most of that time it's been the halfway house for all his surfing mates – some of whom are his pit crew: "Yeah, we're just a bunch of surfies masquerading as a race team…" Grin.


During Covid 2020 the Mustang went on a huge diet. Image supplied

## Livin' the dream

Before Pete was a legit dole-receiving member of Bob Hawke's Surf Team in the 80s competing around Victoria, he'd been a young mechanic at a Ford dealership. And after a couple of years on the bones of his sandy bum, sleeping in his board bag, eating Weetbix with no milk for breakfast and a can of cold baked beans for dinner, it kind of occurred to him that maybe, just maybe, being a mechanic might have been the better life.

So he dropped out of being a drop out and returned as a mechanic in a heavy vehicle and plant workshop where he learnt fabrication and welding.


The Man In Black about to attack. SD Pics

## Livin' the life

Today his Nepean Welding business operates right there at home with him on two surfside acres. A choice of four beaches within board-carrying distance for his old passion, a choice of four garages for work and his new passion - historic touring car racing.

"In my 50s I wanted another sport to supplement surfing; motor racing called. I'd been crewing for a mate of mine, Wayne Mercer, who raced an XY GTHO in Touring Car Masters. In the paddock I picked up an HTCAV brochure and thought – this is it! It had to be a Ford, but I didn't want to mix it with the Nc front runners until I'd learnt the ropes, so I thought a 289 Group Nb Mustang would be about right."

## Makin' the car

"I bought a going car that needed a lot of work and looked around for advice. John Mann, Les Walmsley and David Twigg were very helpful and I got stuck into making my historic Mustang." He finally went testing at Winton and had a great time. Driving back down the Hume he called Dick Savy of Savy Motorsport and excitedly uttered the fateful words: "Mate! Build me that engine please!"

That proved to be a great decision, he said. All the best bits had to go in it, but he wasn't chasing the ultimate neddies. Reliability was he what he was after. As a rookie, outrights weren't on his radar. He needed to learn his trade, do lots of races and finish every one. Which in 2021 is exactly what he did.


Everything at his fingertips. C.Ralph photo


Lots of stuff in there. C.Ralph photo

## De-porkin' in Covid

At Phillip Island Classic in 2020 Pete and his car turned a wheel for the first time. He looked around at the other cars, and being a chatty chap, had soon gleaned new information. One of the things he discovered – his car was overweight.

No racing that year didn't mean no activity. Lockdown only spurred him on – less is more! Pete took the car completely apart and dropped the shell in an acid bath. Then he painstakingly rebuilt it bit by bit, anything that looked extraneous got the elbow. The roll cage was overbuilt and ugly, so he built and gained certification for his own.

Wow! He'd saved 90kgs and turned up at Island Magic at the end of the year to gasps of surprise – and a few 'ahems'. In his zeal for adding lightness he'd jettisoned a few bits he should have kept. So into the new year about 30kg went back in, but he'd still saved the weight of a medium sized passenger. With the Mustang's bout of bulimia over, he was ready for 2022.

## Winnin' the Champs

Pete didn't even think about the point score in his first proper year, he just wanted to go motor racing. But he wanted to maximise seat time and learn as much as he could, starting steadily, working up to a decent pace – and finishing every race.


Dick Savy-built engine has not missed a beat. C.Ralph photo

"With all of the racing, testing and track days, the car has always finished every single session," Pete says, "I have many people to thank for that – most of all Dick Savy. Apart from building me the best engine and sourcing other parts he's been right there for me whether in the pits or on the phone, asking what the car's doing and not doing and suggesting changes for the better." And because he'd taken it apart and put it back together it was "his" car – he knew every square centimeter of it and established a rigid maintenance program.



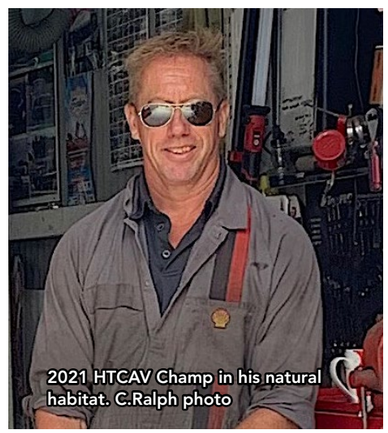
Slipping through the Sandown slime. Phil Wisewould photo

So it all came together. Every finish racked up more points and he got quicker and quicker, picking up a few class wins along the way after some stirring battles. Planning, preparation, practice and persistence – that's the winning formula for any sport and Pete had all of that in droves.

He's pleased with the result, and proud of his achievements, but: "Don't think I'll be putting No. 1 on the side of the car this year," he laughs, "that might be going too far."

We disagree, mate. You ticked all the boxes – enjoy the fame!

*Chris Ralph*


2021 HTCAV Champ in his natural habitat. C.Ralph photo

# 2021 AWARDS NIGHT A GREAT SUCCESS

**Held in the corporate hospitality rooms above pit lane at Phillip Island, a record number of guests cheered, clapped and mingled as MCs Dean Bryant and Chris Stern gave a polished display of handing out the excellent trophies - thanks to Chris Stern for organising those!**

The idea for the venue and format, and its organisation came from Ben Dahlstrom and Rob van Stokrom, while Jervis Ward supplied the rolling slide show showing all of the year's action, with pics from Phil Wisewould. It was a great success and an encore for 2023 is planned.



Murray Carter, the Legend himself, presented the John Mann Cup to 2021 Club Champion Peter Meuleman



Big Bald Brave Blokes - Dean Bryant presents Nathan Gordon's cup for his class win



Billy Trengrove wonders if he's got room for yet another trophy



David Crabtree gets his first HTCAV cup for Capri capers



Simon Browning scurries away yet again with the prestigious Ken Raper Award



Rookie of the Year Brett Ferris well and truly earned this one



The Teams Award for Team Miceli was an emotional acceptance





# FINAL POINT SCORE 2021

| Driver | SRS R2 Sand | Phillip Island Hist | SRS Rd3 PI | The Bend | Wint FOS PI | Hist Sand | Island Magic Ph Is | Int. State | Best 5 * |
|---|---|---|---|---|---|---|---|---|---|
| **Nc Over 5100cc** | | | | | | | | | |
| Tony Hubbard | | | | | | 29 | 3 | 13 | **45** |
| Andy Clempson | 31 | | 26 | | | 28 | | 22 | **107** |
| Craig Allan | | | | | | | | | |
| Brent Trengrove | | | | | | 23 | 12 | | **35** |
| Trevor Talbot | | | | | | | 26 | | **26** |
| John Mann | 28 | 12 | | | | | | | **40** |
| Joe Calleja | | 38 | | 3 | | | | | **41** |
| Andrew Lane | 21 | 33 | 21 | 24 | | | | | **99** |
| John Alessi | | | | | | 5 | | | **5** |
| Karl Wittick | | | | | | | | | |
| Andrew Taite | | | | | | | | | |
| **Nc 3501-5100cc** | | | | | | | | | |
| Les Walmsley | | | | 31 | | | | 26 | **57** |
| Daniel Myers | | | | | | | 3 | 7 | **10** |
| Michael Miceli | 24 | 35 | 24 | | | 5 | 46 | 31 | **160** |
| Alan McKelvie | 17 | | | 27 | | | | 7 | **51** |
| Ian Mewett | | | | 34 | | | | | **34** |
| Chris Stern | 27 | | | 11 | | 5 | | 25 | **68** |
| Matthew Hansen | | | | 45 | | | | | **45** |
| Glenn Miles | | | | | | | 33 | 15 | **48** |
| John Harrison | | | | | | | 39 | 19 | **58** |
| Ben Dahlstrom | | | | | | | 27 | | **27** |
| Darcy Russell | | 21 | | 15 | | | | | **36** |
| Darryl Hansen | | | | 21 | | | | | **21** |
| Rob Burns | | 25 | | | | | | | **25** |
| Craig Miles | | | | | | | 3 | | **3** |
| Dom Leo | 33 | | 19 | | | 39 | | | **91** |
| **Nc 3001-3500cc** | | | | | | | | | |
| Stuart Young | | | | 36 | | | | 17 | **53** |
| Andrew Williams | | | | | | | | | |
| Stephen Pillekers | | | 19 | | | | 37 | | **56** |
| Daniel van Stokrom | | | | | | | | | |
| Nathan Gordon | | 39 | | 37 | | 36 | 26 | | **138** |
| Andrew Girvan | | | | | | | | | |
| Mark Brewster | | 14 | 24 | | | | 3 | | **38** |
| Gary Edwards | | | | | | | | 21 | **21** |
| Brett Ferris | | | | | | | 29 | | **29** |
| Jon Pillekers | 3 | | | | | | | | **3** |
| Scott Slater | 37 | | | | | | | | **37** |
| Conner McLeod | 30 | 5 | | | | 5 | | | **40** |
| Elliot Barbour | | | | 11 | | | | 26 | **37** |
| **Nc 2001-3000cc** | | | | | | | | | |
| Tony Gilfuis | | | | 27 | | | | 19 | **46** |
| Stephen Watt | | | | | | | | | |
| David Crabtree | 12 | 29 | | | | | 17 | | **58** |
| Darren Hossack | | | | | | | 39 | | **39** |
| Jason Bumble | | 30 | | 34 | | | | 24 | **88** |
| Peter McNiven | | 37 | | | | | 38 | | **75** |
| James McNiven | | 27 | | | | | 32 | | **59** |
| Wayne Rogerson | | | | | | | 3 | | **3** |

| Driver | SRS R2 Sand | Phillip Island Hist | SRS Rd3 PI | The Bend | Wint FOS PI | Hist Sand | Island Magic Ph Is | Int. State | Best 5 * |
|---|---|---|---|---|---|---|---|---|---|
| **Nc 1501-2000cc** | | | | | | | | | |
| Robert van Stokrom | 30 | 32 | | 27 | | 33 | 32 | | **154** |
| Gabriel Digenis | | | | | | | | | |
| George Dragovitch | | | | | | | | | |
| Harrison Draper | 37 | | | 34 | | 16 | | | **87** |
| Peter van Summeren | | | | | | | | | |
| Justin Brown | 24 | | | | | | 24 | | **48** |
| David Brown | | | | | | | 35 | 21 | **56** |
| Lockie Wheeler | | | | | | | | | |
| Tom Christensen | | | | | | | | | |
| **Nc 1101-1500cc** | | | | | | | | | |
| Michael Holloway | | | | | | | | | |
| Len Read | | | | | | | | | |
| **Nb Over 4500cc** | | | | | | | | | |
| Andrew Cannon Esq. | | | | | | | | | |
| Bill Trengrove | | | 24 | | | 26 | 28 | | **78** |
| Peter Meuleman | 37 | 29 | 19 | 32 | | 41 | 31 | | **170** |
| Jervis Ward | | 42 | | | | | | | **42** |
| John Clarke | | | | | | 29 | 25 | 21 | **75** |
| Brett Trengrove | | 17 | | | | | | | **17** |
| Darren Jones | 21 | 35 | 29 | | | 13 | 25 | | **123** |
| Rod Evans | 3 | | | | | | | | **3** |
| **Nb 3001-4500cc** | | | | | | | | | |
| Ben Dahlstrom | 18 | 32 | | 22 | | 33 | | | **105** |
| Brock Green | | | | | | | | | |
| **Nb 2601-3000cc** | | | | | | | | | |
| Richard Fairlam | | 39 | | | | | | | **39** |
| David Forbes | | 32 | | 31 | | | | | **63** |
| Bill Trengrove | | 5 | | | | | | | **5** |
| **Nb 2001-2600cc** | | | | | | | | | |
| Eddie Dobbs | | 31 | | 31 | | 34 | | | **96** |
| Philip Barrow | | 34 | | | | 23 | | | **57** |
| **Nb 1601-2000cc** | | | | | | | | | |
| Andy White | | 32 | | | | 33 | | 21 | **86** |
| **Nb 1301-1600cc** | | | | | | | | | |
| John Luxmoore | | | | | | | | | |
| Simon Browning | 34 | 38 | | 31 | | 31 | 3 | 21 | **155** |
| Mike George | | 15 | | | | 36 | 32 | | **83** |
| Peter van Summeren | | | | | | | 43 | | **43** |
| Mick Stupka | | | | | | | 10 | | **10** |
| David Schofield | | 30 | | | | | | | **30** |
| Don Knight | 3 | | | | | 30 | 34 | | **67** |
| Rod Evans | | | | | | | | | |
| **Nb 1001-1300cc** | | | | | | | | | |
| Ted Brewster | | 27 | | | | 21 | | | **48** |
| David Roberts | | 32 | | | | | | | **32** |
| Richard Hill | | 38 | | | | 36 | 21 | | **95** |
| **NaB 1501-3000cc** | | | | | | | | | |
| Vince Parisi | | 29 | | | | | | | **29** |
| Mick Stupka | | 36 | | | | | | | **36** |
| **NaC 1101-1500cc** | | | | | | | | | |

* Your best 5 rounds count towards the championship. If you have any issues with the pointscore please contact Jervis

# SANDOWN STATIE OPENS THE YEAR

8-9 Feb


Trevor Talbot's Camaro gets the jump in R1. Phil Wisewould photo

**With some JUST CARS racers saving themselves and their cars for the big Island Classic in two weeks' time, a field of 15 Historic Touring Cars mixed it with 17 BMW E30s in a busy race grid. That produced a weekend of good battles and great camaraderie as old mates got back together for the first time in months.**

## Camaros conquer qualy

Darren Collins grabbed pole with a time of 1.20.9, a second quicker than fellow Camaro punter Trevor Talbot's 1.22.1 with Andrew Lane's black Mustang Fastback just over .2 sec behind him.

Dom Leo in the 68 Mustang was 2 secs further back in fourth – and then came the battling Nb 289 Mustang twins of reigning champ Pete Meuleman and his battle buddy Darren Jones, with the latter squeaking ahead in qualy by a mere hundredth of a second. This set the stage for very entertaining combat all weekend.

Further back David Crabtree in the ex-Lawrie Nelson Capri headed the sweet-sounding BMW of Rob van Stokrom, followed by a battling quartet of Quentin Ferry's EH, newcomer Peter George's ex-Mark Johnson Lotus Cortina, Tony Pejkovic's EH and stalwart Simon Browning's pushrod Cortina. Paul Dobson's 289 XR Falcon, Michael Holloway's Mini and Phil Pearmain's Mk 1 Jaguar 3.4 rounded out the grid.

Nathan Gordon in his newly-acquired ex-WA blue HQ Monaro had fronted the dummy grid but without the full complement of tags and gaudy wrist bands required for both race and Covid acceptance was returned to the paddock, muttering more than darkly. But revenge was to be his, later in the weekend…


David Crabtree's Capri made rocket starts all weekend. Chris Carter photo

## Race 1, Saturday afternoon

The fastest BMW E30 qualy times put them about mid field in the historic touring car grid and were started a full minute after the tourers had taken off. This fair calculation had not reckoned on the tail-end E30 being very slow off the mark and as the safety and medical vehicles followed it patiently down the main straight they were overwhelmed by an onslaught of bellowing V8s into Turn 1.

Darren Collins had not made the best of starts and was jumped by Talbot and Andrew Lane off the line. With performances so close and the Lap 1 confusion it was not a gap he could make up and they finished in that order.

Dom Leo had also had an iffy getaway and after eventually disposing of the 289 twins of Jones and Meuleman worked his way back into fourth, only to fade over the last few laps as the engine lost compression and the car was retired for the weekend. Behind the two Nb Mustangs was Nathan Gordon who had stopped cussing and started charging, grabbing sixth and a third row start for the next morning's race.

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Tony Pejkovic hadn't forgotten how to drive. Phil Wisewould photo

Open wheeler driver David Crabtree had mastered getting the Capri off the line and his rocket starts had him well up with the V8s for the first few corners, while Tony Pejkovic in the EH just beat Peter George's Lotus to the line by less than a second. Browning headed Holloway home, while Dobson and Pearmain were retirements, as had been Ferry's EH before the event.

## Race 2, Sunday morning

There was no mistaking Darren Collins' intent from the third row and he blasted into the lead immediately, with Talbot and Lane scrapping behind him. But wait – not so easy!

Further back, Peter George's Lotus had broken the output shaft of the gearbox and he was stranded with 17 BMW E30s behind him, waiting for their start. Out came the red flag and the historic touring cars weaved their way through the E 30s back on to their grid spots as the Lotus was towed off the battlefield.

Race 2, Start 2 saw Collins not repeat the ripper start and Talbot grabbed the lead, holding it for the first two laps while behind them Lane, who had been pinged for noise


Phil Pearmain's 3.4 Mk1 Jag found some pace in R3. Phil Wisewould photo


Paul Dobson's returning XT Falcon made beautiful sounds. Chris Carter photo


The Collins-Talbot battle ended up 2-1 over the weekend. Phil Wisewould photo

in R1, found the Fastback's performance noticeably curbed after fitting a quieter muffler.

These three held station while another Crabtree rocket start saw him in fourth at the end of Lap 1 before being displaced by a charging Nathan Gordon, then by the duelling Nb Mustang twins of Jones and Meuleman ahead of the BMW of van Stokrom, on his way to a PB. Pejkovic, Browning, Holloway and Pearmain completed the order.

### Race 3 Sunday afternoon

As the two Camaros and the black Fastback blasted off for the 10-lap final, little did they know that an E30 ploughing into the guardrail on the exit of T4 would halve the race distance with a red flag.

Poor Andrew Lane was cursing the throttled muffler performance, even having to go back to first gear at Dandenong Rd. Closely following, the hard-charging Nathan Gordon in the Monaro saw his chance and executed a great overtake down the inside into T1 to put himself into a podium position.

Pete Meuleman turned the tables to lead Darren Jones home ahead of Crabtree, van Stokrom, Pejkovic, Browning, Holloway in the Mini he's owned forever and Pearmain in the gallant 3.4 Jag Mk1, which was noticeably quicker in this race.

### Next stop, Phillip Island

It was good meeting to start the year and a great sorting-out for Island Classic contestants, giving them handy seat time and a shake down to face the 75-car, two-grid event. Peter George (no relation but friend of Michael George in his matching Lotus Cortina) has some serious last-minute prep with complex gearbox and A-frame rear end issues, but where there's a will there's a way…

Next issue, a complete race report on the Phillip Island Classic for the JUST CARS racers. Don't miss it!

*Chris Ralph*



Peter George's Lotus Cortina leads Quentin Ferry's EH Holden. Chris Carter photo



Darren Jones won two out of three tight Mustang battles with Pete Meuleman. Phil Wisewould photo



Michael Holloway's Mini and Andrew Lane's Fastback Mustang epitomise diversity. Phil Wisewould photo



Darren Collins' Camaro won the weekend. Phil Wisewould photo



Trevor Talbot's Camaro on Dom Leo's '68 Mustang. Phil Wisewould photo

# THE MOST CLASSIC CLASSIC EVER?

**6-7 March**



Ford Four foursome - Messrs Browning, George, Walmsley and Knight

All pics by Phil Wisewould
www.philwisewould.zenfolio.com
Unless otherwise noted

**The end of lockdowns and State border closures saw JUST CARS Historic Tourer entrants from around Australia leap at the chance to race at the 33rd Phillip Island Classic, a meeting now recognised as one of the world's great Historic meetings. Seventy-five entrants ensured there would be two grids with a different split this year – Under 2 litres and Over 2 litres, with the flying rotary powered Mazda RX-2s set to run with the big boys. With races from Friday through to Sunday, it was a big test of man and machine…**

### Under Two Litres and Invited Cars

David Brown (Datsun 1600) had grabbed pole at a 1.54.4, just over half a second clear of Group S Alfa racer Adriano DiMauro, who was enjoying a guest steer behind the wheel of Rob Burns' Alfa, and New South Welsh BDA Escort punters David Noakes and Mark Lenstra, with Rob van Stokrom in the BMW 2002 in fifth ahead of Peter van Summeren's Lotus Cortina.

### Race 1, Friday afternoon

DiMauro showed immediate speed to head the field in the early going. Brown had a great battle with of Rob van Stokrom until he fell off at the tight MG corner before re- joining behind the Escort of David Noakes.

Peter van Summeren (Lotus Cortina) slid up into the top five as Richard Hill (Mini), Queenslander Jim Schilling (Volvo), while Great Grandfather Ted Brewster (about to turn 87) in his Mini and NSW's David Roberts (Mini) had a real ding dong struggle not far behind. Former Charger man Les Walmsley retired with ignition woes as his team worked through various issues with his recently acquired but still largely unsorted Cortina. DiMauro took the win from van Stokrom and Brown.


NSW's Jim Schilling's Volvo 142 was strong all weekend

### Race 2, Saturday morning

Brown lost a couple of spots with wheel spin off the line at the start but was soon back up at the pointy end and all over the tail of van Stokrom. It all came a cropper though, diving into Honda hairpin on the grass when a touch to the BMW's rear wheel saw it pointing the wrong way and losing many places as Rob waited for a gap in the traffic to re-join.

After head gasket problems earlier in the meeting Spencer Rice (Alfa) was hurtling through the field and up into sixth having started from the back. Van Summeren and Hill were locked together while Roberts (Mini) and Andy White (Volvo) ran in close company with Helen Lindner (Mini) showing all her old pace, knocking on the door of the top ten having done very little racing in the last few seasons.

Rice posted fastest lap on the final tour as he caught DiMauro entering the straight,



Sidelined early with a head gasket problem, NSW's Spencer Rice came back to provide thrilling Alfa batttles with Adriano DiMauro


Phil Barrow's FJ chases five Cortinas. Peter Knights photo

the two Alfas hitting the line side by side in a dramatic finish that saw DiMauro take the win by .03 of second.

### Race 3, Saturday afternoon

The two Alfas scooted off into the distance during race three with the Minis of Brewster, Hill and Roberts three wide for a brief moment while White suffered a major mishap with the Volvo holing its block and dropping oil everywhere at the hairpin. The Lotus Cortina of Peter George spun and was collected by the hapless Lindner who had nowhere to go. DiMauro had his own moment, running off between turns 11 and 12 but re-joining without losing his second place as a now untroubled Rice took the win with van Stokrom third from van Summeren and Hill.


Richard Hill and 87-yr old Ted Brewster chase NSW's David Roberts


Stuart Bailey in the ex-Luxmoore GT with Peter George's Lotus



Adriano DiMauro's Alfa leads Rob van Stokrom's BMW and David Noakes' BDA Escort at the start of R2

### Race 4, early Sunday morning

Brewster posted a rare DNS for the next race with a gearbox issue as the Alfas once again ran in close company at the front. The real highlight was a monumental scrap between the Cortinas of Peter George, Paul Atkins, Walmsley, Mike George and Don Knight. The small Fords absolutely climbed all over each other, harking back to the mid 90s when grids featuring upwards of a dozen examples were a common sight. Phil Barrow was right on their heels after earlier maladies had struck down the fastest FJ Holden in the land. At the flag Rice just held off DiMauro in another great finish with van Stokrom again on the podium.

### Race 5, late Sunday afternoon

With tanks topped up for the 8-lap final the 19 remaining contestants lined up for the 61st and last event of a fantastic three-day weekend of racing for more than 400 individual competitors. Don Knight's Cortina bogged down badly off the line with a dislodged float in one of the Weber carbs but Atkins was flying to lead the pack of nine Cortinas, as was Barrow who decided he had enough of looking at Cortina rear ends, the Humpy barrelling into the hairpin during his fight with Michael George's Lotus but looping on the exit and facing the wrong way.

Rice saw off the challenge from DiMauro and collected another win, rounding out a top weekend for the Sydneysider, while Rob van Stokrom took third to wrap up his "best weekend of racing ever", ahead of van Summeren's Lotus, Schilling's Volvo, Pringle's Mini, five Cortinas and Helen Lindner's Mini.




The packed field enters Southern Loop

### Over Two Litres

West Australian Aldo De Paoli (Camaro) was back after a two-year break from the Island and rewarded himself with a mighty 1.47.3 pole, a full second ahead of Queenslander Ian Mewett, Victorians Michael Miceli and Andrew Lane's fastback Mustangs and Marc Tessari's HQ Monaro. Daniel van Stokrom was top Torana ahead of Qld's Craig Allan and then – Jason Humble's Mazda, showing with a time of 1.50.0 that rotaries are right up there with the big iron.

### Race 1, Friday afternoon

De Paoli was a little too eager at the start of race one, rolling before the lights went out and earning himself a ten second penalty. Marc Tessari (Monaro) and Michael Miceli (Mustang) had a great scrap before the Ford grabbed second place down the front straight. The Toranas of Daniel van Stokrom and Craig Allan engaged in a huge dice with Jason Humble's Mazda as former GT and TCM racer Keith Kassulke dialled himself quickly up to speed inside the top ten in the ex-John Mann `69 Camaro.

Nathan Gordon was another driver acclimatising to a new mount with his HQ Monaro originally built by Paul Stubber's crew in W.A., who also produced the Tessari HQ as well as the DePaoli Camaro - which greeted the chequer first but fell to third in the results once the time penalty was applied. Miceli was awarded the win after fighting off Tessari with Hogs Breath Traralgon proprietor Andrew Lane (Mustang) fourth, then van Stokrom who just held off Allan.


The great Nb Mustang rivalry of Darren Jones and Pete Meuleman (nearest camera) continued in earnest

### Race 2, Saturday morning

Tessari would not start this due to an oil leak nor would John Harrison, whose immaculate `64 Mustang shot a push rod clean through a rocker cover! Lane came in early with electrical gremlins as De Paoli built an unassailable lead, winning from Miceli and the ever impressive Humble. Allan just held off Peter McNiven (Mazda) for fourth and NSW's Adam Walton and Vic's Darren Hossack, making it four Mazdas in the top seven finishers. Nathan Gordon (Monaro), Keith Kassulke (Camaro) and Darryl Hansen (Fastback Mustang) rounded out the top ten.


Qld's Craig Allan won the Makulu Driver of the Meeting award

### Race 3, Saturday afternoon

Miceli made a great start shadowing De Paoli for the first half of the seven laps before grabbing the lead on the fourth. Was De Paoli just foolin'? No, they'd tried something different on the car and it hadn't worked and Aldo was throwing everything he had at Miceli. Meanwhile Ben Dahlstrom pitted his Charger with a severe flat spotted tyre as former Supercars steerer Darren Hossack (Mazda) and Qld Torana man Ashley Heffernan (son of former Supercars steerer Kevin) raced hard with Gordon's big blue HQ.

Humble and Allan climbed all over each other in a fantastic scrap until the latter had a big "tank slapper" at Siberia, forcing Humble off who lost several places before re-joining. Darren Jones (Mustang) fell off at MG on the last lap after harassing reigning Victorian Club champ Peter Meuleman (Mustang) – the two had been glued together in all previous races, just as they had at Sandown a few weeks previously.



Marc Tessari sniffing for a pass on Darryl Hansen's Mustang

Miceli led within sight of the flag but DePaoli used all of his extra 48 cubic inches to finally grab the flag by just over a tenth of a second. Peter McNiven was third in front of Allan and Hossack.

## The Peter Brock Trophy, Sunday midday

This stand-alone five lapper would celebrate the 50th anniversary of the Holden Dealer Teams XU-1s Bathurst victory with the Trophy awarded to the first Torana home, with Craig Allan's quest made slightly easier after the demise of Daniel van Stokrom's car with a cracked head. De Paoli built an early lead (Miceli and a couple of others had elected not to run with the main 12-lapper being run in just two hours' time) as Humble shook off the attentions of Allan to consolidate second place.

Meuleman slid off entering the front straight in spectacular fashion and somehow kept his car from spearing back onto the race surface, the closely following James McNiven (Mazda) doing a superb job of slowing up in time and not pole-axing the Mustang. More drama followed on the last lap when Gordon lost the Monaro at Southern Loop whilst trying to hold on to third in front of a hard charging Kassulke, the Camaro cannoning into the HQ's rear corner.

With a big lead and only a few corners to go in this demonstration race, De Paoli began to throw his Chev into some lurid, smoke-belching drifts to the delight of the big crowd. Humble chipped in with a couple of big slides of his own on his way to second from Allan who snatched Brock Trophy honours in third in front of the fastback Mustangs of Lane and Darcy Russell.

## The Main Event, 12 laps Sunday afternoon

With the grid for the final reverting to the finishing order of Race 3 Miceli was back to challenge De Paoli - but before that he had to fight off Tessari who was again showing impressive pace in the Monaro as a relative newcomer to the JUST CARS Historic Tourer ranks. Marc and brother David had previously won just about everything in the tightly contested six-cylinder HQ Kingswood class.

Dahlstrom and Brett Ferris (Torana) had a close dice in the early stages as Adam Walton charged up from the rear of the grid and into the top ten in his 289 powered `64 Mustang. Russell drove around the outside of the battered HQ of Gordon which was clearly not handling 100% with Heffernan also getting through shortly after.

Allan and Tessari had a huge battle with two laps to go until the Torana had a half lose at the hairpin, Tessari and Humble sweeping past the rapid Queenslander. DePaoli eventually built a winning lead and took the final win followed by Miceli and Tessari, with Humble, Allan, Peter McNiven, Andrew Lane, Darcy Russell, Heffernan and Walton completing the top ten.


L-R: 0 cylinders + 6 cylinders + 0 cylinders + 6 cylinders...


Some like it sideways!

What a fantastic weekend of motor racing was enjoyed by the JUST CARS racers. The big fields, the number of races, from short sprints to what almost amounted to enduros for these (minimum) 50+ year old cars, the great weather and celebrations made it one to remember. And 170 people celebrating the 2021 HTCAV Championship Awards Night in the hospitality rooms above the pit garages on Saturday just topped it off.

Next JUST CARS adventure is the elective support round for the Bathurst 12-hour at Easter, before the big field at the iconic Historic Winton meeting at the end of May. That's a meeting for every old car enthusiast!

*Darren Knight*


Old's Ashley Heffernan hounds Darcy Russell's Mustang


Bill Trengrove pokes the Falcon Sprint under Jim McNiven's Mazda


Monaro v Mustang Mumbo - Nathan Gordon and Marc Tessari ahead of Andrew Lane, Darcy Russell and Darryl Hansen



Michael Miceli took the fight up to Aldo De Paoli



Aldo de Paoli's Camaro gets the jump in R1

# MIXED FORTUNES AT THE MOUNT

**3-5 April**



Why they couldn't race on Sunday morning. Fog enshrouds Peter Meuleman's Mustang. Phil Wisewould pic.

**A dozen Victorian JUST CARS Historic Tourers journeyed up to Mount Panorama as part of the support card for the ARG-run Hi Tech Oils Bathurst Six Hour production enduro. Despite red flags and thick fog all reported a fantastic experience.**

## Mountain virgins, men and cars

Ben Dahlstrom (Charger), Club Champ Pete Meuleman and fellow Mustang man Andrew Lane were among a handful of Mountain virgins and all got through Practice and Qualifying unscathed by treating the place with the respect it demands.

Underlining the resurgence of Cortinas, no fewer than six Quick Vics were in the Dagenham Dashers. Great mates Rod Evans and Les Walmsley battled niggles in their recently acquired Fords while Don Knight (making his first Bathurst start in nearly 18 years) sheared an alternator pulley in his GT.

Coxy's Motorsport Spares had a replacement (Gordon himself back in the hot seat debuting his very neat Mk. II Cortina GT) and NSW Lotus Cortina ace Chris Dubois re-wired it suit. Trouble-free Simon Browning (Pushrod) and Mike George (Lotus) made the cuppas.

The Tilley family locked out the front row with Brad on pole alongside Jamie with the two Camaros of Aldo DePaoli and Darren Collins filling the second row behind the Tilley Mustangs.

## Race One went full term

Brad Tilley jumped out to an early lead after the rolling start as long time Falcon fast man Peter O`Brien punted his big XY past Jamie and into second before the Mustang snuck back past.

De Paoli and Collins both rounded up the Falcon which then came under attack from Michael Miceli (Mustang) and Keith Kassulke (Camaro) in an entertaining battle.

Wayne Seabrook (Porsche) led the invited Group S sports car contingent followed by Group N Mustang racer John Harrison, this time in his genuine Shelby GT350H – the H standing for Hertz, who commissioned Carrol Shelby to supply a batch for their rental fleet in the early sixties.



Keith Kassulke in the ex-Mann Camaro charges after Michael Miceli into the chase. Phil Wisewould pic.



Gordon Cox_s immcaulate Mk 2 Cortina had a dream debut. Phil Wisewould pic.



Aldo de Paoli's winning Camaro kicks dust at the Chase. Throttlejamphotography.

Jamie Tilley retired with gear linkage issues while Miceli looked set to challenge for the podium until a drop in oil pressure ended his charge and his weekend.

At one stage Brad Tilley led by six seconds but it all came to naught when he caught a gaggle of slower cars across the top and was left with nowhere to go.

Standing on the brakes hard with the 'Stang writhing in protest, somehow Tilley managed to avoid contact and eventually get past.

De Paoli was now well within striking distance and with the flag in sight pounced at Murrays Corner to clinch the race-winning pass. Brad was second but suffering brake issues that would scupper his chances in the next race.

Collins took third in front of O`Brien, Kassulke and Seabrook. Steve Shepard brought the sole Mazda home in 20th while Dubois in 26th led home fellow Lotus Cortina campaigner Mike George and first pushrod Cortina home, Don Knight.

## Race Two – racing 'til the red

De Paoli led O`Brien in the early stages with Brad Tilley having retired on the out lap with the aforementioned brake issues. Jamie Tilley was charging through from the rear with Luke Harrison in the stunning ex-Brian Potts HT Monaro trying to hang on for the ride after his own race one DNF.

Collins moved up to second as Adam Walton (Mustang) and Seabrook became involved in a massive scrap, as did Shepard and Bryan Taylor (Porsche) which unfortunately ended with both cars in the turn one sand trap after contact at Hell Corner.

At the same time Queenslander Stephen Scales bent the nose of his Camaro exiting the Dipper and with zero run off at that part of the track, the Chev had to be parked next to the fence.

With the car obviously in harm's way (and with two cars already in the sand trap at Hell) Race Control had little option but to unfurl the red flag and declare the race a non-event with only three of the scheduled five laps completed.



Don Knight's pushrod pushes Mike George's Lotus over the top in the battle of the Cortinas. Throttlejamphotography.



Les Walmsley hard on the tail of Don Knight out of Hell Corner. Phil Wisewould pic.

## Race Three – hello yellow

Sunday morning dawned with a real "pea souper" enveloping Mount Panorama. The organisers moved the scheduled 7:30am start to 8:30 in hope the fog might lift and while the top of the mountain was bathed in sunshine the lower reaches actually became frustratingly foggier!

The race started under yellow flags behind the Safety Car and would remain that way for the entire five laps, bringing a rather anti-climatic end to the weekend.

Special guest star Driver Observer for the meeting Andy Clempson had an eye-opening experience in Race Control and Category organisers Nic van den Berg and David Noakes put in a sterling effort at the track and in preceding months to get the whole thing off the ground.

Despite the race hiccups every driver to a man relished every single minute of track time on the hallowed Mount. Who knows when they will get the chance to do so again.

And from the majesty of the Mount to the wiggles of Winton – next outing for the JUST CARS tourers would be the 45th Historic Winton run on the original short track circuit.

You'll read all about those adventures in the next issue!



Charging Chargers. Ben Dahlstrom and Craig Robertson. Throttlejamphotography.



Best placed Victorian Darren Collins snatches a brake before the Dipper. Phil Wisewould pic.



Mike George's Lotus A-frame rear suspension gets a workout. Throttlejamphotography.



Rod Evan's Cortina went well first up. Throttlejamphotography.

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# GREAT RACING AT THE ISLAND MAY STATIE

Thanks to Jim Collins for this report on the entertaining racing recently at the Island

## EIGHT IS STILL GREAT

### Victorian State Circuit Racing Championship R3

**Eight Group N cars competed at the third round of the VSCRC at Phillip Island Grand Prix circuit. Andrew Lane was a late scratching due to a wiring loom fault on the Friday during private practice, the fault later found to be due to a broken alternator bracket. The Group N competitors were combined with twelve HQ Holden competitors for the race schedule.**

The schedule had been changed for a format of qualifying and two races on Saturday and then one race on Sunday. The Group N and HQ Holden competitors would have separate qualifying sessions but race together with separate grid positions.

Qualifying was run in cool, windy and overcast weather conditions. Quickest time was set by Darren Collins (Chev Camaro, 1.48.4) followed by Glenn Miles (Valiant Charger, 1.52.9) with Peter Meuleman (Nb Ford Mustang, 1.55.3) third and Bill Trengrove fourth, only separated by 0.054 second.

Race 1 Heavy rain an hour before the first outing of 6 laps left the track still wet but drying out.

Glenn Miles got a great start and headed off Darren Collins into turn 1. Darren eventually used the extra power of the Camaro and lead for all five laps with Glenn second (scoring fastest lap) and Peter Meuleman third.




Race 2 of 5 laps was last race of the day. Weather was cool, overcast and the track now dry. Glenn Miles again got a great start and led for a lap before Darren Collins took the lead and finished in first with Glenn second, setting a PB of 1.52.3. A great dice for third spot between Bill Trengrove Falcon Sprint, Peter Meuleman Ford Mustang and Wayne Rogerson Mazda RX2 saw Bill Trengrove eventually finish third. This trio followed by Geoff Munday (Chev Camaro), Justin Brown (BMW 2002ti) and James McNiven (Mazda RX2).

Race 3 on Sunday was a 10-lap event and weather was now fine, cool and windy. Justin Brown did not start due to a brake caliper issue. Glenn Miles started really well and led the race for the first three laps. There was some close racing at the front from Glenn Miles and Darren Collins with the cars side by side through Honda and MG corners. On lap four Darren took the lead and finished in first place followed by Glenn in second.

There was some spirited driving between the next three cars of Wayne Rogerson, Peter Meuleman and Bill Trengrove with Wayne eventually securing third position. Peter Meuleman finished just 0.04 seconds ahead of Bill Trengrove to finish fourth. Next to finish were Geoff Munday and James McNiven.

*Jim Collins*














# TREASURER'S REPORT

subhead

## BALANCE SHEET

| copy | 31/5/22 | 31/5/21 |
|---|---|---|
| **Assets** | **$** | **$** |
| Our | | |
| Cheque | 3,119.71 | 15,563.67 |
| acc. | | |
| Cheque | 1,123.45 | 1,123.45 |
| Term | 36,382.10 | 36,368.46 |
| Sub | 40,625.26 | 53,055.58 |
| | | |
| Cheque | 27,277.98 | 15,442.23 |
| Total | $67,903.24 | $68,497.81 |
| | | |
| Apparel | 14,500.00 | 5,608.65 |
| Stripe | 297.05 | 0.00 |
| | 3,513.35 | 3,513.35 |
| | -2,366.34 | -1,984.01 |
| | 1,147.01 | 1,529.34 |
| Motor | 7,857.67 | 7,857.67 |
| Motor | -557.75 | -557.75 |
| Motor | 7,299.92 | 7,299.92 |
| | | |
| **Total** | **$91,147.22** | **$82,935.72** |
| | | |
| Sub total of | 6,096.00 | 6,096.00 |
| Sub total of | 1,982.00 | 1,982.00 |
| Sub total of | -3,254.50 | -3,254.50 |
| Sub total of | -1,409.77 | -1,409.77 |
| Sub total of | 7,066.00 | 6,943.80 |
| Sub total of | 8,548.25 | 5,084.70 |
| Sub total of | 8,250.00 | 0.00 |
| Total of all | 27,277.98 | 15,442.23 |
| | | |
| **Total** | **$27,277.98** | **$15,442.23** |
| | | |
| **Net** | **$63,869.24** | **$67,493.49** |
| | | |
| Surplus | 67,493.49 | 49,689.70 |
| Current | -3,624.25 | 17,803.79 |
| **Total** | **$63,869.24** | **$67,493.49** |

## INCOME & EXPENDITURE STATEMENT

| | 1/6/21 - 31/5/22 12 months | 1/6/20 - 31/5/21 12 months |
|---|---|---|
| **Income** | **$** | **$** |
| | 0.00 | 5,160.00 |
| Interest | 13.64 | 72.70 |
| | 20,570.00 | 23,560.00 |
| **Total** | **20,583.64** | **28,792.70** |
| | | |
| **Apparel** | | |
| Sales of | 5,135.00 | 1,005.00 |
| | 5,608.85 | 6,408.65 |
| | 13,853.62 | 0.00 |
| Closing | -14,500.00 | -5,608.65 |
| **Result** | **172.53** | **205.00** |
| | | |
| **Total** | **20,756.17** | **28,997.70** |
| | | |
| AHTCA | 150.00 | 150.00 |
| Annual | 6,156.25 | 0.00 |
| Bank | 367.54 | 469.40 |
| Bank | 347.19 | 0.00 |
| Club | 590.00 | 0.00 |
| | 382.33 | 382.33 |
| Filing | 60.10 | 59.20 |
| Ford | 1,991.18 | 1,743.03 |
| Internet | 0.00 | 373.50 |
| MSA / | 1,270.00 | 1,270.00 |
| | 5,309.92 | 5,064.95 |
| | 2,025.54 | 1,016.20 |
| Race | 179.77 | 665.30 |
| Trophies | 3,186.00 | 0.00 |
| Trophies | 1,840.00 | 0.00 |
| Trophies | 525.00 | 0.00 |
| **Total** | **24,380.82** | **11,193.91** |
| | | |
| **Net** | **-$3,624.65** | **$17,803.79** |

*[COVID occurred in mid March 2020 and impacted activities from then until early November 2021.]*

*Please read introduction on Page 5.*

*David Floyd*

# DIVING INTO NEW DANGER



Leading Paul Atkins' Cortina as Rob Ford whoopsies

Race pics John Lemm

**Dr Richard "Harry" Harris regularly puts himself out there. Formerly an aeromedical consultant and anaesthetist with the South Australian Ambulance Service he's been on medical teams in natural disasters in the Pacific and played a vital role in one of the most dangerous rescue missions in world history.**

But then the hero of the Tham Luang cave rescue meets another perplexing challenge – a Morris Cooper S…

In mid 2018 Harry and diving partner Dr Craig Challen are called to help an international rescue team of thousands in North Thailand. Their calm and bravery are critical in rescuing a team of 12 young soccer players and their coach from a flooded cave 1km below and 2.4 kms into a mountain.

Deep underground, Harry's professional and recreational expertise come together as the critical piece of the puzzle. The weakened, frightened kids can't swim; testing and preparation are everything.

Harry carefully anaesthetises the wet suited boys, then with their hands and feet zip-tied behind them, dive teams float them one-by-one for three hours through the dark, fast-running serpentine waters.

Four boys per day see daylight after 16 days trapped underground. Save for the tragic death of a Thai Navy Seal, a mission given little chance of success is 100% complete.

In gratitude the King of Thailand appoints them both as Knights Grand Cross. The next year they are both awarded the Star of Courage, the Medal of the Order of Australia and named joint Australians of the Year. They are public heroes and very busy people for the rest of 2019.

But somewhere in that most eventful year, at home in Adelaide, Harry starts to yearn for – of all things – a Mini. Why?

## "I'd always been a bit of a car guy"

"I've owned and tinkered with heaps of cars and would change them pretty frequently. Mostly 4WDs of course, given the nature of my outdoors life." (There were some 'road' cars. A photo of a young bare-chested Harry with his Holden HR can't be found to balance the books…)

"And I found myself saying to people: 'I'd love to buy a Mini.' Eventually I found one that had been used for track days and hillclimbs. It was already half a race car, so I thought 'I'll race it!'.

## "Can't be that hard, could be fun…"

When talking on the phone, 'Harry power' comes through instantly. A rapid, clear mind and sense of great personal confidence – the qualities of a leader – are unmistakable. But there's also an easy humour that lets him poke fun at himself…

"Look, deep underground under water, that's my happy place – unknown, claustrophobic, dangerous - a place some people would fear. But swapping flippers for race boots – that sat me on my bum!"

## Into the deep end

Collecting the kit and a slapping a 'P' sticker on the back of his brick, Harry takes to the track with gusto. Like many new historic racers he expects to be right up there, right away. His first race days Mallala see him at the back of the field, then he gradually improves as track craft comes.

He admits it was a steep learning curve, but in his second race meeting at The Bend he's midfield in the wet. He's having fun and the bug has bit.

## Time to up the ante

"Things had started to break – gearbox, clutch, engine." (That's pretty much all there is of a Mini.) "I'm very goal-focused, this car wasn't going to beat me!"

He went to SA's renowned fast Mini preparer, Jason Armstrong at Dave Armstrong Motors. It was a meeting of two strong characters.



Saving rubber at Mallala



Harry (right) & Craig Challen outside the cave. AFP image

"I certainly had to earn their trust to start with!" laughs Harry, "But Jason built me a fantastic 1293cc high-revving short-stroke motor, in goes a 'dog box' and a lower diff ratio."

That makes all the difference, slicing almost six seconds off his Mallala times.

## If one is good, two must be better

In one of Australia's strongest Mini states, traditional ruling rivals Jason and Justin Elvin have recently been joined by Jonathan French in an ex-Armstrong car. Now Harry's right in the mix behind them, enjoying fierce battles with long time Mini racer Ian Pringle.

But sometimes the racecar bug can't stop biting. He admires fellow racer Josh Axford's Ford Escort Twin Cam in the pits. Josh introduces him to noted Improved Production racer Scott Clements.

Harry looks in his garage and tells Scott he has too many cars and he should sell one – perhaps 'that one'. Scott's wife is within earshot and shouts: "Yes, you should!" Scott's cornered, Harry pounces. Deposit paid.

## New excitement!

After a short FWD apprenticeship Harry is now taking on a very serious race car. Is this a step too far? For most people, probably yes.

But for a high energy, totally focused and very confident specialist anaesthetist adventurer who packs more into each day than most of us manage in a week (he even writes children's books) and thrives on the next challenge? Nah.

At the peak of his powers, Harry won't be treading water just yet. There's more big fun to be had - and more, if somewhat smaller, medals to be won!

*Chris Ralph*

*Footnote: Joel Edgerton plays Harry Harris in 'The Thirteen', a movie about the cave rescue screening soon.*



In The Bend paddock 2021 - Harry's second ever race meeting



The next adventure is waiting



Harry's new battle chum is veteran Ian Pringle



The Bend 2021 was so wet he could have been back cave diving

Historic Touring Torque



Nullabor adventure. Lithium batteries on the roof burst into flame, exploding scuba tanks and everything else




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

# COLD WEATHER – HOT HISTORIC WINTON

Long lens shows Linda Devlin and Peter van Summeren squeezing William Walker into T1.




Tassie veteran Scotty Taylor leads NSW's Jerry Lenstra and Vic's Quentin White.

**Race days were clear for the 45th Historic Winton as drivers from WA, SA, NSW and Tas joined Vic JUST CARS racers for a mighty weekend. The immaculate rapid Holden Torana of Andrew Girvan, the sole Group Nc entrant, blitzed everything while behind him small car battles raged with nine Minis and seven Cortinas predominating**

## Mini on pole

Quaintly still called 'Practice' - a hangover from the meeting's earlier days - qualy saw the ex-Armstrong SA Mini of Jonathan French take pole with a 1.09.02 ahead of Girvan's Torana, the only other car in the "nines" with a 1.09.3.

French's pole first time out at Winton and his three-race domination of Group Nb earned him the coveted Makulu Vehicle Storage Driver of The Meeting award. Third, fourth and fifth on the grid would be the Minis of Richard Hill and the ex-Nick Stillwell car of former NSW TCM racer Adam Bressington, and Historic Touring Cars' fastest lady, Linda Devlin.

## Race 1 - late Saturday, 10 laps

From P2 Andrew Girvan leapt into the lead in front of a spirited four-way Mini battle for third: French, Bressington, Hill and Devlin. Linda Devlin of course had an unbelievable weekend-long stoush at this meeting last year with the Cortina of Nick Cascone, R1 this year saw a short fist fight with Peter van Summeren's ill-handing Lotus Cortina (with a longer and closer dice on Sunday with Les Walmsley's Cortina GT). Cortinas are the bane of her life!

A similarly high powered and entertaining dice erupted between the Cortinas of Peter George, Don Knight and Les Walmsley and W.A. based Mini racer Syd Jenkins. Walmsley threw everything at Knight but could not find a way past as the one and only Tino Leo (Cortina) found himself in a similar position right behind the stunning Mark II Jag of John Shuttle.




David Forbes' new ex-WA 2-door XM Falcon looked great.

Jerry Lenstra was having a much better run after his recently acquired Cortina gave him plenty of grief at Phillip Island earlier this year. Ben Dahlstrom (S Series Valiant) slid off at turn one before re-joining but then retired near the end after veteran Scotty Taylor (Mini) tagged the Val`s front corner at the esses.

Girvan was never headed and in the blinding setting sun won from French, Bressington, Hill, Devlin and Peter Van Summeren (Lotus Cortina) rounding out the top five.

## Race 2 – midday Sunday, 6 laps

Girvan again scooted away to lead early as Leo took to the grass off the line to get around a slow-starting Stu Bailey in the ex-Fast Johnny Luxmoore Cortina. Having bested Walmsley in R2 Knight ran wide at turn one allowing Walmsley through, who then gapped his pursuers with a change to a shorter diff ratio making the little Ford quicker out of Winton`s slow corners.

After decades based in W.A. the ex-Rob Semple XM Falcon Hardtop was out circulating in the hands of XK Falcon racer David Forbes and looking an absolute picture. A spring change after race one improved the 200 c.i. powered Ford somewhat but Early Bird nut Forbes has plenty more in store to get his new mount to his liking.

Phil Barrow (FJ) blew a gearbox after finding himself in his usual massive battle with several cars (people seem to gravitate to the old Holden both on track and off) while Girvan took another win under sunny skies with the top five the same as Race1, but with Walmsley up into sixth in front of William Walker (Mini) who had charged up from the rear after a DNF in the opener.




Les Walmsley has replaced Nick Cascone as Linda Devlin's Cortina battle buddy.



Legendary Tino Leo's Cortina return found fellow Northern Vic David Forbes.



Ben Dahlstrom's Valiant made rocket starts but got stroppy in the corners.

## Race 3 – late Sunday, 10 laps

Barrow was back with a replacement `box in the final, as second generation Torana racer Girvan again made his getaway from the front while Bressington this time got the jump on French when the flag dropped and slottedinto second place.

French hounded Bresso until he finally squeezed past, while further back Barrow was having an almighty scrap with Jenkins, who eventually crossed the line only .5 secs ahead of the 'FJ Supercar'. Both Lotus Cortinas of Peter George and then Van Summeren retired, as did Dahlstrom who had endured a frustrating weekend.

The black 3.8 litre Jag of NSW's John Shuttle and the yellow example of Vic's Greg Menzies held up the Union Jack with 'Grace, Pace and Space' (old Jag slogan), with the rapid Shuttle holding off Bailey and Lenstra in Cortinas and Scotty Taylor in the Mini over the line.

Girvan was flying high though, and made it a clean sweep with Winton newbie French claiming second, followed by Bressington, Hill, Walker and Devlin who had emerged victorious over the hard-pedalling Walmsley.

## Beat the rain home!

There was little time for post-race niceties as black clouds threatened the scramble to pack and load the hot race cars and head on to the Hume. But all had agreed that it was one of the classic 'good time' Historic Wintons, up there with the best in long memories and setting a standard for the younger crop of racers, making them determined to repeat the exercise next year.

Next up for the JUST CARS racers – a support event for the Supercars at Tailem Bend in late July – then back at Winton on the long track for the Winton Festival of Speed. If you'd like to come but need to keep warm, the HTCAV has booked a room with a great view of the action… come along!

*Darren Knight*



In a class of his own, Andrew Girvan ran away to win three from three.



Peter van Summeren's Lotus handling was eventually tamed by the last race.



NSW's Adam Bressington and SA's Jon French had an awesome fight.



Fearless Phil barrows through the middle at the start.



SA's Jon French in the ex-Armstrong Mini won the Makulu Driver of the Day Award.



NSW's John Shuttle's Jag was right in the mix.

# SUPER RACING AT THE SUPERSPRINT



**29-31 July**

Aldo De Paoli grabs the start in R2.

All pics by John Lemm

**Ten JUST CARS HTCAV competitors made the journey across to Tailem Bend to join racers from four other States to support the 2022 OTR SuperSprint, demonstrating the driver appeal of the fast and challenging South Aussie circuit. Five Queenslanders, four West Aussies and NSWelshmen also came to battle the seven home staters. The races were all morning affairs in very crisp weather…**

In Friday's Qualifying the big field spread from the big V8s down through the rotaries and straight sixes to a mix of cammy and pushrod fours. WA's Aldo De Paoli (Camaro) snagged pole with Queenslanders Craig Allan (Mustang) second fastest in front of Keith Kassulke (Camaro) and NSW's rotary fan favourite Jason Humble (RX-2). Charger pilot Ben Dahlstrom awoke on race day with a local version of Bali Belly and would not grid up at the rather early race start time of 7:35am.

## Race One, 7.30am Saturday

De Paoli edged in front of Allan when the lights went out as Kassulke bogged down badly and lost several positions. In complete contrast was Spencer Rice (Alfa) who rocketed off the line and set about rectifying his comparatively lowly grid spot. Local Josh Axford (BDA Escort) soon found himself engaged in a titanic battle with Rice as the two four cylinder machines traded places multiple times. W.A. based racer Tony Gilfuis endured a howler of a meeting with his Capri lasting one solitary lap having already swapped engines before making the journey across the Nullabour. The Hard Luck Award duly went his way.

The SA Torana pair of Rob Smith and Evan Gobell ran in close company in the early going as Humble fought off the recovering Kassulke. Andrew Williams was making a very welcome return after a two year rebuild to his familiar blue Torana which was heavily damaged against the Phillip Island pit wall back in 2020. Fellow Victorians Nathan Gordon (Monaro) and Chris Stern (Mustang) joined Williams in a very spirited three way stoush until newly-elected HTCAV President Stern fell off and rotated on the now impressively grassy infield, much to his combatants' mirth no doubt.

The XK Falcon of David Forbes slowed and then became stranded on the outside curb coming onto the front straight, bringing out the safety car with a couple of laps to run as Humble began trailing smoke before retiring. The yellows stayed out as the chequered flag fell with De Paoli claiming the win from Allan and Kassulke followed by Adam Walton (Mustang), Williams, Gordon and Rice.

## Race Two, 11.00am Saturday

Gobell would not line up after the Torrie



Keith Kassulke is really enjoying the ex-Mann Camaro.



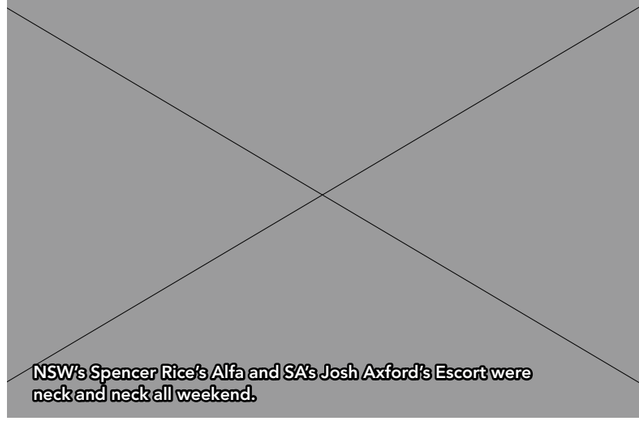
Jason Humble's magic Mazda scored a podium in R3.


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Justin Elvin's Mini trails alloy after a V8 rub.



NSW's Spencer Rice's Alfa and SA's Josh Axford's Escort were neck and neck all weekend.



Ben Dahlstrom continues to improve in the ex-Walmsley Charger.

ripped off a rear trailing arm in the opening race -but in happier news Dahlstrom would be starting from the back although still plainly under the weather. Humble would join him at the rear with only minutes to spare after a gearbox change. Don Knight (Cortina) did not leave the dummy grid after the Pommy Ford refused to fire after leading home the two other Cortys of Simon Browning and Bend rookie David Schofield in Race One.

At the get-go Walton made a great start to slot into second behind De Paoli before Allan squeezed past. Kassulke then got past the 289-powered 'Stang of Walton and set about harassing Allan mercilessly, the two pony cars swapping positions all over the circuit in a fantastic display of hard but fair racing.

Local Brett Munns ran well early until his Torana again started misbehaving, a recent switch from SU to Weber carburation needing more sorting. Graeme Woolhouse



Brett Munns spins the Torana as Graeme Woolhouse and Stuart Young avoid.


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Adam Walton's Mustang holds off the Humble charge that's about to end due to a gearbox seal...

(Mustang) nipped under Gordon at turn one as Stern had another (smaller) excursion onto the grass before re- joining whilst making mental notes of the handling improvements required for his bucking bronco (er, Mustang). The Mini of Justin Elvin clashed with the Mustang of reigning Club Champ Pete Meuleman though both continued as Dahlstrom mixed it up with NSW's Michael Rose (Mustang).

Within sight of the flag De Paoli slowed dramatically and waved his pursuers through with Allan just holding out Kassulke to take the win after a monumental dice. Walton was third in front of rear of grid starter Humble with De Paoli creeping across the line in fifth after suffering a fuelling issue.

### Race Three, 9am Sunday

Kassulke's race ended very quickly after the Camaro's gearbox gave up, leaving Allan to take the fight to De Paoli, the Mustang leading the opening lap until the W.A. based Chev blasted past. Ian Mewett was finally getting some laps in at the wheel of the ex-Mike Rowe Falcon Sprint, the car still needing sorting after being raced very sparingly over a long period of time.

Best Presented Car winner Darryl Hansen (Mustang) showed much improved speed as he held out Williams inside the top ten. Richard Harris held sway over Rob Ford in a battle of locally based Minis as Axford broke clear of Rice on the edge of the top ten. Nearing race end Humble began harassing Walton especially in the twisty stuff around the back of the sprawling 18 corner layout and finally snuck onto the podium on the last lap as De Paoli took an untroubled win from Allen followed by Humble (who also garnered Driver of the Meeting) then Walton, Gordon and Queenslander Graeme Wakefield (Mustang).

It was yet another sensational adventure for the JUST CARS drivers across the border at The Bend which continued to strengthen the growing bonds between the HTCAV and the Historic Touring Car Association of South Australia who were superb hosts all weekend. As HTCAV President Chris Stern posted, "we were treated like kings!".

*Darren Knight*



Qld's Graeme Wakefield gets loose chasing Nathan Gordon's rapid Monaro.



Andy Williams' repaired Torana had lost none of its speed..

Craig Allan, Keith Kassulke and Adam Walton fought for the R2 lead after De Paoli slowed.

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# POINTSCORE 2022

| Driver | SRS R1 Sand | Phillip Island Hist | SRS Rd3 Pl | Hist Wint | The Bend | Wint FOS Wint | SRS Rd5 Pl | Hist Sand | Island Magic Ph Is | Int. State | Total Pts * |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Nc Over 5100cc** | | | | | | | | | | | |
| Keith Kassulke | | 25 | | | 23 | | | | | | **48** |
| Marc Tessari | | 30 | | | | | | | | | **30** |
| Craig Allan | | 38 | | | | | | | | | **38** |
| Darryl Hansen | | 27 | | | 15 | | | | | | **42** |
| Darren Collins | 36 | | 34 | | | | | | | | **70** |
| Geoff Munday | | 17 | 19 | | | | | | | | **36** |
| Trevor Talbot | 35 | | | | | | | | | | **35** |
| Andrew Lane | 27 | 23 | | | | 24 | | | | | **74** |
| John Alessi | | | | | | | | | | | |
| Karl Wittick | | | | | | | | | | | |
| Nathan Gordon | 23 | 43 | | | 26 | | | | | | **92** |
| Ian Mewett | | 5 | | | | 23 | | | | | **28** |
| **Nc 3501-5100cc** | | | | | | | | | | | |
| Ben Dahlstrom | | 27 | | | 16 | 26 | | | | | **69** |
| Daniel Myers | | | | | | | | | | | |
| Michael Miceli | | 48 | | | | | | | | | **48** |
| John Harrison | | 5 | | | | | | | | | **5** |
| Gary Finemore | | | | | | 12 | | | | | **12** |
| Chris Stern | | | | | 27 | | | | | | **27** |
| Paul Dobson | 3 | | | | | | | | | | **3** |
| Glenn Miles | | | 30 | | | 29 | | | | | **59** |
| Darcy Russell | | 37 | | | | | | | | | **37** |
| Peter Knight | | 25 | | | | | | | | | **25** |
| Rob Burns | | 5 | | | | 16 | | | | | **21** |
| Harry Bargwanna | | | | | | | | | | | |
| Dom Leo | 3 | | | | | 23 | | | | | **26** |
| **Nc 3001-3500cc** | | | | | | | | | | | |
| Stuart Young | | | | | 41 | | | | | | **41** |
| Andrew Williams | | | | | 32 | | | | | | **32** |
| Stephen Pillekers | | 16 | | | | | | | | | **16** |
| Daniel van Stokrom | | 5 | | | | | | | | | **5** |
| Brett Ferris | | 5 | | | | 23 | | | | | **28** |
| Andrew Girvan | | | | | | | | | | | |
| Mark Brewster | | 36 | | | | | | | | | **36** |
| Gary Edwards | | | | | | | | | | | |
| Jon Pillekers | | | | | | | | | | | |
| Scott Slater | | | | | | | | | | | |
| Craig Allan | | 45 | | | | | | | | | **45** |
| Elliot Barbour | | | | | | | | | | | |
| **Nc 2001-3000cc** | | | | | | | | | | | |
| Tony Gilfuis | | | | | 3 | | | | | | **3** |
| Darren Hossack | | 25 | | | | 17 | | | | | **42** |
| David Crabtree | 30 | 5 | | | | | | | | | **35** |
| Jason Bumble | | 41 | | | 34 | 31 | | | | | **106** |
| Peter McNiven | | 40 | | | | 16 | | | | | **56** |
| James McNiven | | 23 | 19 | | | 23 | | | | | **65** |
| Wayne Rogerson | | | 34 | | | | | | | | **34** |
| Stephen Pillekers | | | | | | 12 | | | | | **12** |
| **Nc 1501-2000cc** | | | | | | | | | | | |
| Lockie Wheeler | | | | | | 23 | | | | | **23** |
| Robert van Stokrom | 30 | 32 | | | | 28 | | | | | **90** |
| Adriano Dimauro | | 39 | | | | 5 | | | | | **44** |
| Justin Brown | | | 21 | | | | | | | | **21** |
| David Brown | | 5 | | | | | | | | | **5** |

| Driver | SRS R2 Sand | Phillip Island Hist | SRS Rd3 Pl | Hist Wint | The Bend | Wint FOS Wint | SRS Rd5 Pl | Hist Sand | Island Magic Ph Is | Int. State | Total Pts * |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Nc 1101-1500cc** | | | | | | | | | | | |
| Michael Holloway | 30 | | | | | | | | | | |
| **Nb Over 4500cc** | | | | | | | | | | | |
| Bill Trengrove | | 23 | 22 | | | | | | | | **45** |
| Peter Meuleman | 30 | 37 | 31 | | 35 | 26 | | | | | **159** |
| Jervis Ward | | | | | | | | | | | |
| Brett Trengrove | | | | | | | | | | | |
| Darren Jones | 31 | 30 | | | | 14 | | | | | **75** |
| John Clarke | | | | | 22 | | | | | | **22** |
| Craig Allan | | | | | | 23 | | | | | **23** |
| Ian Mewett | | | | | 10 | | | | | | **10** |
| **Nb 3001-4500cc** | | | | | | | | | | | |
| Ben Dahlstrom | | | | 13 | | | | | | | **13** |
| Philip Pearman | 21 | 23 | | | | | | | | | **44** |
| David Forbes | | | | 36 | | | | | | | **36** |
| **Nb 2601-3000cc** | | | | | | | | | | | |
| David Forbes | | | | | 21 | | | | | | **21** |
| Quentin Ferry | 3 | | | | | | | | | | **3** |
| Peter Knight | | | | 5 | | | | | | | **5** |
| Tony Pejkovic | 33 | | | | | | | | | | **33** |
| **Nb 2001-2600cc** | | | | | | | | | | | |
| Eddie Dobbs | | 5 | | | | | | | | | **3** |
| Philip Barrow | | 33 | | 32 | | 14 | | | | | **79** |
| **Nb 1601-2000cc** | | | | | | | | | | | |
| Andy White | | 5 | | | | | | | | | **5** |
| **Nb 1301-1600cc** | | | | | | | | | | | |
| Paul Atkins | | 25 | | | | | | | | | **25** |
| Simon Browning | 32 | 15 | | | 34 | | | | | | **81** |
| Mike George | | 29 | | | | | | | | | **29** |
| Peter van Summeren | | 48 | | 34 | | | | | | | **82** |
| David Schofield | | 5 | | | 28 | | | | | | **33** |
| Don Knight | | 17 | | 37 | 15 | | | | | | **69** |
| Peter George | 13 | 29 | | 25 | | | | | | | **67** |
| Les Walmsley | | 31 | | 39 | | 23 | | | | | **93** |
| Stuart Bailey | | 9 | | 23 | | | | | | | **32** |
| Tino Leo | | | | 25 | | | | | | | **25** |
| Rod Evans | | | | | | | | | | | |
| **Nb 1001-1300cc** | | | | | | | | | | | |
| Ted Brewster | | 14 | | | | | | | | | **14** |
| David Roberts | | 5 | | | | | | | | | **5** |
| Helen Lindner | | 27 | | | | | | | | | **27** |
| Richard Hill | | 19 | | 32 | | | | | | | **51** |
| Ian Pringle | | 42 | | | | | | | | | **42** |
| **NaB 1501-3000cc** | | | | | | | | | | | |
| Vince Parisi | | | | | | | | | | | |
| Mick Stupka | | 32 | | | | | | | | | **32** |
| **NaC 1101-1500cc** | | | | | | | | | | | |
| Vince Parisi | | | | | | | | | | | |

If you have any issues with the point score please contact Jervis

*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?

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# JUST CARS CUP DOWN TO THE WIRE

**After spending two years in Covid pit lane the VHRR's long track Winton Festival of Speed meeting was back at full strength with 300 entries and headlining the now traditional 50km JUST CARS Cup for Historic Touring Cars. The traditional enduro did not disappoint, with just .5 sec between first and second after 17 torrid laps.**

## Qualifying – Saturday morning

Twenty-six cars would slip and slide for four laps in the damp and greasy conditions.

A welcome sight for Mopar fans saw three Chargers line up for the first time in a while, to mix it with eight Mustangs and single Monaro and Camaro entries at the 'big cube' end of the field.

Regular long-track visitor Jason Humble led a five-strong Mazda charge and duly stuck his rapid RX-2 on pole in damp and greasy conditions, ahead of the similar car of former Supercar steerer and Sports Sedan Champion Darren Hossack, Jamie Tilley's Mustang and Glenn Miles' Charger. Les Walmsley impressed in the lone Cortina slotting into fifth, while further back the amazing Phil Barrow also put the family FJ Holden midfield ahead of more fancied machinery.



The mid-race Charger battle was epic.

## Race One – Saturday afternoon

Under drier conditions Hossack jumped Humble off the line and led into turn one while James McNiven fell off through the esses and rotated his Mazda on the very wet grass before re-joining. A gearbox input shaft breakage for Phil Barrow's FJ brought out the Safety Car with Humble snatching the lead after the resumption of racing.

McNiven again took to the grass beyond the esses as son Peter McNiven found his own RX-2 stranded on the edge of the sweeper with an issue, necessitating another Safety Car. Winton first timer Jamie Tilley (Mustang) took little time finding his groove and moved into third where he remained at the flag as Humble took the win in front of Hossack. Veteran Tony Hubbard (Camaro) was fourth while Glenn Miles (Charger) just held out Ben Wilkinson (Mustang) for fifth.

**6-8 Aug**



Just .5 sec gap at the flag after 17 laps.

## Race Two – The JUST CARS Cup early Sunday afternoon

This was the big one. As has become tradition at this meeting the Historic Touring Cars would contest a comparative marathon as spectators flocked to the fences – 17 laps and 50 kms around a tough track to take home the JUST CARS Cup and class trophies.

Humble jumped away well to lead Tilley into the esses as Hossack lost a few spots off the line with too much wheel spin. The Mustangs of Dom Leo and Andrew Lane swapped places as Hossack nipped under Wilkinson to climb back up to fourth. Rob Burns (Charger) rounded up the similar machine of Miles before later retiring the famous number 70 Hemi Orange machine.

Hubbard had his hands full keeping the nimble Mazda of Hossack at bay with a great battle for third lasting several laps until Hubbard waved Hossack through. The Mazda pilot had posted fastest lap in his pursuit of Hubbard but it all came to naught with the car stuck in gear not long after moving into third.

The Rob Burns-owned Alfa of Adriano Di Mauro sliced its way from the back up the order to 11th with molto brio to earn him the Makulu Driver of the Meeting before overheating problems slowed him. But fellow rear-of-grid starter Peter McNiven's similar great drive encountered no such



Adriano DiMauro gallant but failed fightback earned him Driver of the Meeting.

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

Darren Hossack gets the jump into T2 in R1.


Slippery T1 sees Dom Leo steam through T2.

problems and would eventually bear fruit. Meanwhile Ben Dahlstrom (Charger) battled Leo and Lane began to put serious pressure on Hubbard for third place.

At the front, Humble had his eyes glued to the mirror as Tilley harassed the Mazda all around the 3.0km layout. The Mustang launched over the curbs as Jamie tried to find a way past, finally sneaking through under brakes at the esses but then running a little wide on exit to allow Humble to close back up again.

Suddenly the two front runners found the limping Di Mauro in their path mid battle, Humble seizing on the opportunity to snatch back the lead with two laps to go. Despite a valiant fight back within sight of the flag Tilley would have to settle for second behind Humble with Hubbard just holding onto third in front of a fast finishing Lane.

Peter McNiven was an excellent fifth followed by the `69 fastback Mustang of Queenslander Ian Mewett. Ben Wilkinson's Mustang followed with the two Chargers of Ben Dahlstrom and Glenn Miles in hot pursuit, with Dom Leo rounding out the top ten.

Jason Humble had come so close in previous years and in this year's determined attempt he finally got his hands on the trophy. Jamie Tilley won first pre-65 car home, with Rob van Stokrom winning the Under 2 Litre category. Glenn Miles' Charger scored Best Presented.

Fair to say that driving home in the pouring rain all would agree that it was a fabulous weekend of motor sport, with the annual enduro again one of the highlights of the racing year. Next up for the JUST CARS racers is Historic Sandown in early November. Bring it on!

*Darren Knight*


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Jamie Tilley gets both inside wheels off the deck in pursuit of Jason Humble.


Greg Menzies' big cat waves its tail.


Rob Burns' Charger leads Dom Leo, Ben Dahlstrom and Andrew Lane.


Gary Finemore's Mustang leads an eclectic mix.


It was Craig Allan's turn in the ex-Rowe Falcon Sprint, leading team mate Ian Mewett and Phil Barrow's FJ.


Jamie Tilley's Winton debut was a magic display.


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# THIS 4WD SHOP IS A CLASSIC

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**A 4WD workshop preparing old race cars? That's different. But the HTCAV's latest Just Cars Gold Sponsor - engineer, fabricator, businessman, deer hunter and guitarist - is your different kind of rev head.**

Like many Just Cars readers, Geoff Whitehead reckons it's time to ease off and spend more time playing with the things he's passionate about.

With his successful 4WD Workshop approaching its 40th year and blessed with quality staff he's adding another string to his bow – the Performance Classic Workshop - where he can help prepare older cars become their best for road and track.

"Get your tow car and race car sorted under one roof!" the lanky (but never laconic) spanner man jokes.

## Born into it

His father, the late Arch Whitehead, was Manufacturing Manager at Repco in Richmond, brother Paul was a 'brainy Experimental Engineer' at Holden.

And Geoff? "I sort of think with my hands," he says, "I wake up in the middle of the night solving a problem and seeing myself making something. Sometimes I get up, go to work and get into it!"

## An exhausting start

The young Geoffrey needed to fund his riotous lifestyle (complete with Austin Healey 100/4) and naturally gravitated to a Repco apprenticeship. He learnt from the best in the country – and now passes 'the knowledge' on to his own apprentices.

Never backward in coming forward he put himself forward for a marketing role, which somehow parlayed itself into buying the first franchise for Repco's Mufflafit enterprise. When these were cancelled he became a FastFit man.

Beyond day-to-day repairs he found great pleasure in sand bending extractors and fabricating sports exhausts for an eager market. (He hasn't lost the skill – stepped headers on the writer's race MGB unleashed 40Nm of torque over the previous set.)

## Problem solved; lesson learnt

In the late 70s no-one could solve the new Datsun 200B's irritating exhaust resonance. Cars were being returned, not good. Geoff made a system that worked and was busy making two or three a week for delighted dealers.

Nissan representatives appeared smiling at the door, full of praise and asking for the set which Geoff obligingly made. The next model run had them on... Life lesson learnt for young businessman!

## Into the 4WDs

A farmer's 6-cyl 4-Litre Toyota LandCruiser 2F couldn't get up his drive towing a horsefloat. Geoff built headers and an exhaust system, found him 20% more power. The farmer found him more and more country customers - the 4WD ball was rolling…

"Every corner garage was dropping their prices to get general trade. No-one wanted to touch 4WDs, it was a ready-made opportunity and just grew from there - I haven't advertised in 25 years…" he says. Word of mouth is powerful thing.

## Proofing the product

The 4WD Workshop has prepared vehicles for events like the Australian Safari and the Outback Challenge for decades, as well as for family 4WDs on weekend trips or long adventures in the outback. A big inventory of springs and suspension parts, spares and accessories, camping kits and more are carried.

A keen game hunter, Geoff's own 4WD tests all the kit that he sells to his customers, in the most miserable and rugged places one could imagine. He claims it's fun.

## And now, the Performance Classic Workshop

Geoff's dream has come to fruition. The logbooked Holden 48/215 Sports Sedan he built in the 70s peers down from a hoist, awaiting its turn for restoration among the classic performance cars in for fettling.

Fully equipped with all relevant machinery including a milling machine and a chassis dyno, bits can be fabricated in alloy, steel, stainless and cast iron – quickly.

A Lotus Cortina needed urgent surgery after a Sandown start line incident, only two weeks before the Phillip Island Classic. After many decades the A-frame rear end had torn its mounts from the chassis rails, which were weak from too many patches. With all hands to the pump new chassis rails and mounts were made, other issues were sorted and the car performed faultlessly.

## "If you do what you love, work is a joy"

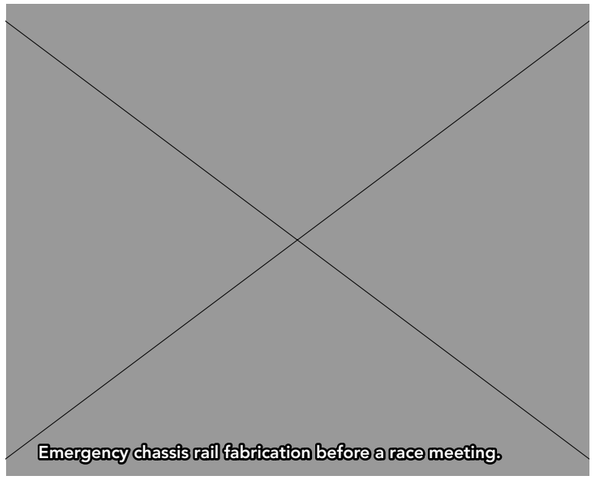
Geoff is never happier than when he's designing and fabricating something for a 4WD or classic. Each part is an elegant piece of work, almost too good to go into or under a car.

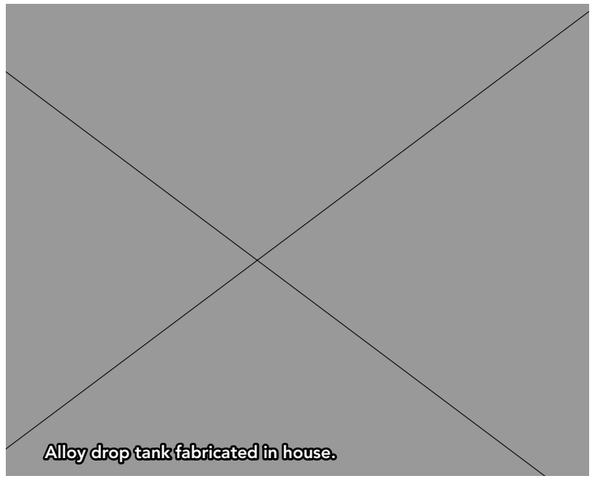
"Everybody who loves old cars knows they're all special, but each one is different. That's why it's such a pleasure being an HTCAV sponsor," he says. "It's a privilege to help someone's pride and joy become the best it can be - could be a simple as stopping an oil leak, or as extensive as a complete rebuild.

And it's the same for 4WDs. Nothing is impossible, everything just needs to be thought through…"

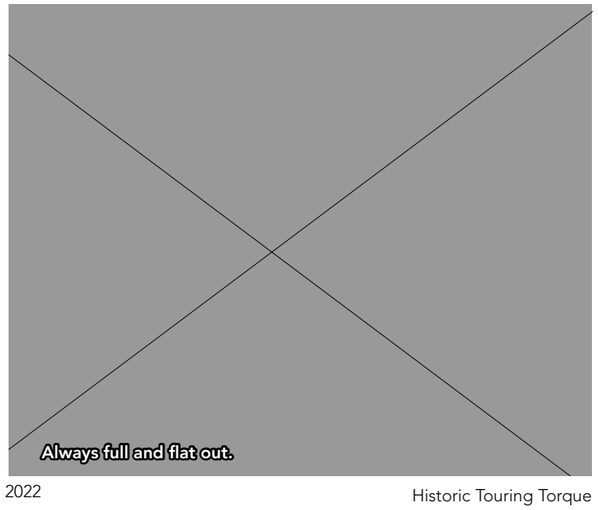
Call or email Geoff: 03 9786 1818 or sales@the4wdworkshop.com.au Or follow The 4WD Workshop on Facebook.

*Chris Ralph*

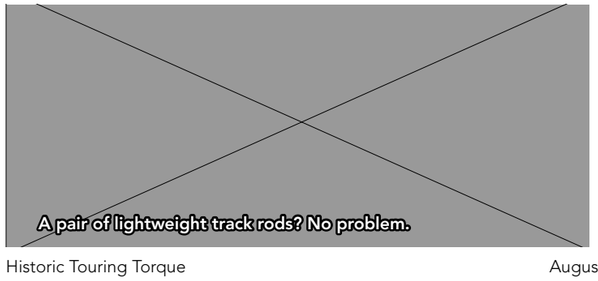

Emergency chassis rail fabrication before a race meeting.

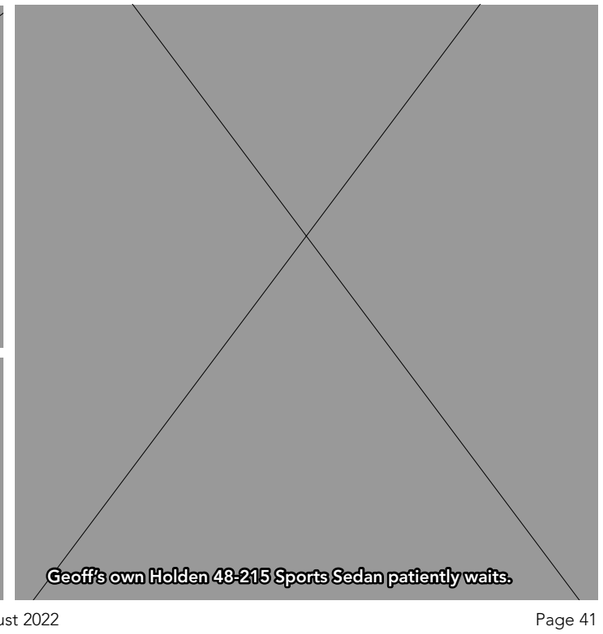

Alloy drop tank fabricated in house.


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# WINTON FOS TROPHY POTTERS

All pics Kellie Dahlstrom




All-conquering Jason Humble took 1st outright!



Jamie Tilley took 2nd outright after a great challenge.



Jamie Tilley won the Nb class.




Chris Stern and Nic Massaro present Glenn Miles with something to remove Winton sludge for Best Presented Car. Thanks Ozito!




Rob van Stokrom won the Under 2-Litre class.



Adriano DiMauro was Makulu Driver of the Meeting for a stirring drive in Rob Burns' Alfa.



# TORQUING 'EM UP – Classifieds are free!




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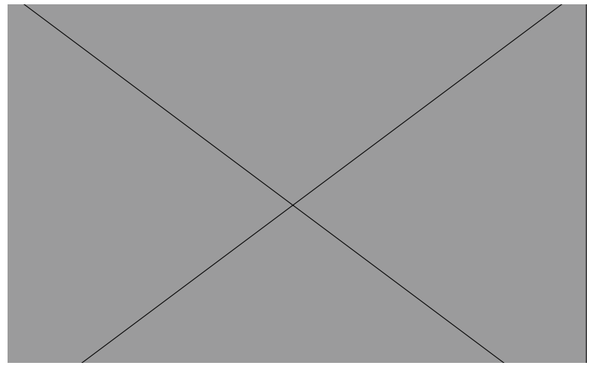
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