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TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA

JULY 2024

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2024 CALENDAR

IMPORTANT

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

Event	Organiser	Circuit	Date	Points
Feb 16-18	MGCC	Sandown Int Raceway.	State Race Series Rd1	Points
March 7-10	VHRR	Phillip Island Grand Prix Circuit.	Phillip Island Classic	Rebate* & Points
June 29-30	???	Phillip Island Grand Prix Circuit.	State Race Series Rd2	Points
May 25-26	Austin 7 Club	Winton Raceway. Short Track.	Historic Winton incl. "Cortina Challenge"	Points
Aug 2-4	VHRR	Winton Raceway. Long Track.	Winton FOS	Rebate & Points
Sept 20-22	VMCI	Phillip Island Grand Prix Circuit.	State Series Rd?	Points
Nov 9-10	VHRR	Sandown Int Raceway.	Historic Sandown	Rebate & Points
Nov 23-24	PIARC	Phillip Island Grand Prix Circuit.	Island Magic	Points

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

NEXT MEETING

GENERAL MEETING - Details will be sent via Text Message

IMPORTANT

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



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PRESITORQUE



Hello and happy mid year salutations to my fellow Historic Touring Car Association of Victoria competitors, drivers and collective friends.

Wow, that six months has flown by since the last magazine, so let's welcome in the hopefully warmer months of upcoming racing in 2024.

Since the last magazine we've run and won: the State Series in Feb at the in-the-headlines Sandown (is it or isn't it being developed?), the incredibly HOT Island Classic, Historic Winton and the soon-to-be-run delayed second round of the State Series again down at the Island.

To come is a cracker 6-month bracket ahead of us: the Festival of Speed, another State Series, Historic Sandown and finally the ever-popular Island Magic. Throw in some fantastic interstate rounds coming up and you're spoilt for racing choice!

Early indications of Club renewals were concerning – down by about 60 members from the start of last year. Some phone calls were made and I'm pleased to say numbers are now similar to where we were.

But we want to know what it is YOU want from the Club. What is it we need to provide our Members? How should we provide this? Dom and I are more than happy to take phone calls emails, texts etc if there are ideas from the men AND women amongst us...

Which leads to my next point. As always, there seems to be a few doing a lot of the Club associated work both on and off the track. But many hands make light work and new blood is always welcomed. We'd love to have some newbies put their hand up and help where they can – whether it be from a Committee perspective and or being tasked to look after a simple item at an upcoming race meeting...

Remember the golden rule: what you put in you get out, so come on into the inner sanctum, see what happens on the inside and kick some butt!

NEWSFLASH: *So while the ink is not yet dry on their acceptances it gives me great pleasure to welcome and offer huge thanks to Richard Hill and Adrian Moyle for nominating to join the Committee for 24/25. They will bring new perspectives to the merry band of devoted Committee members whom I thank for the service they put in to make and maintain this great Club. Secretary Jim Collins will step down, passing the Secretarial role to Brett Ferris. Great work and thanks again guys, we're sorted for the next year!*

Our Sponsorship base is still going strong with Bapcor /Burson about to recommit for another 12 months which is fantastic for our bottom line. Our sponsors new and old truly are amazing and thank you to these guys again. The unique Sponsorship scheme permits us to provide you, the driver, with not only greater rebates at more events but provide social events at most meets. Our Phillip Island Classic Saturday night function and trophy presentation night is testament to that.

Important: we have to enter our race meetings early, or we may get bumped or lumped. Promoters are emphasizing the importance of entering their events at the earliest possible time once entries are open. They are beginning to combine grids quite simply to maintain their bottom line – take our Feb round at Sandown as an example, or even passing us over for a more populous category. If our initial entry response looks weak, this might happen so if you intend to enter an event please get your name down so we can get you as much bang for buck on the track as we possibly can – particularly Historic Sandown – wink, wink nudge nudge...

It would be remiss of me not to include the efforts of our very friendly face of the club truck Michelle Stewart and the ever-devoted Les for the storage, maintenance and getting the club truck to the events. The truck genuinely creates an almost professional image of us as a switched-on amateur racing group - very much the envy of other clubs throughout Vic and Australia. A subtle thanks again to JUST CARS for facilitating it once again.

I'd also like to pass on my heartfelt thanks to our outgoing Club secretary Jim Collins. His service, commitment and love he has personally shown this club for many years is a true testament to Jim as a great, trustworthy and reliable person, mentor and friend. And Jim didn't just stop at the secretarial role. He masterminded and drove the Cortina Challenge at Historic Winton, from a blank piece of paper to the post race prize giving – what an effort.

On behalf of the club – Jim – THANK YOU!

Benjamin

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EDITORQUE



As you can see, my first car was an open wheeler. And for a knock-kneed, flop-ankled, lace-booted car-mad four-year-old in the barren wastelands of a 1948 Adelaide housing development it help stir one big ambition – I must race cars!

I dreamed on with Dinky Toys, billy carts and eventually a 1920s Fiat then Pontiac to thrash up and down a few steep acres in the Hills.

Licensed at 16 (SA was OK!) it was the family FE and XK wagon before my first road car, a 1948 Renault 760, lasted five days before blowing up. (Race car, right?) Worthless, it was traded on a '61 750, casting me into debt (but not before twin 1" SUs and extractors were fitted).

Luckily my indulged ex-schoolmate had a gold Cortina GT and I honed fake race craft with him as terrified passenger. Off to the Elfin factory's Reynolds for hot bits I took him, so he could quote specs, new power and 0-60mph times at parties.

Meanwhile I 'run what yer brung' in hillclimbs, sprints and rallies but in 1969 with a new job in Sydney I bought a very tired Series Prod Cooper S that had come fourth in Bathurst 66 and 67 and two Surfers 12-hours. My first two races were at Warwick Farm, in the bottom third of a huge field.

Life and overseas travel, marriage and fatherhood got in the way before the urge came back, coinciding with the rebirth of Appendix J. By 1983 I had – a Cortina GT!

It had been built by Harry Firth for Len and Neil Shields and lasted for ten hard years until a Lukey Heights bank ended its days – only to be Phoenixed as a two door for a further four.

Please pardon the indulgent reminisce but it's kind of relevant, this being the 60th year of Cortina wins and a Cortina-heavy issue of Torque, culminating in the Cortina Challenge at Historic Winton – all in an atmosphere of 'Cortina Revivalism'.

They can be long lasting little devils. In this April 1983 naked Historic Winton shot my jigger is followed by Lloyd Cleaver in what is now the all-conquering Nick Cascone car and Trevor Thessman in the ex-Bob Cracknell, Darrin Davies and Les Walmsley car that's still racing in WA.

But there's far more to read about in this issue. Four race meetings and interesting sponsor articles fill its pages, already published in Just Cars top keep the HTCAV sponsorship machine cranking on. I must thank, of course, the excellent Darren Knight for race reports that have sometimes had almost overnight deadlines for copy and photos - and the now de-dreaded Phil Wisewould and others including Andrew Day, Chris Carter, Ian Smith, Peter Knights, Throttlejam Photography and Colin Rosewarne who Philled-in at Winton.

I have deliberately left thanking John Lemm til last – possibly the most knowledgeable photo-chronicler of SA motor racing in the last half century – and for whom the bit about Adelaide may surely resonate.

Next issue of Torque later in the year – big meetings coming up! And please, please send me something interesting of yours to include... pleeeze!

Chris Ralph



Historic Winton 41 years ago Chris Ralph (Vic) leads NSW's Lloyd Cleaver (now the Nick Cascone car) and Trevor Thessman (car still competing in WA).



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BEANOTORQUE

Greetings all.

The financial statements for the year ended 31 May 2024 were emailed to everyone on June 19. The club's transactions are processed on the MYOB accounting system which allows us to allocate transactions as income, expenditure, assets or liabilities. We generate the P&L and balance sheet from that and export them to Excel to hopefully provide an easier to read layout and a comments column.

The club incurred a loss for the year of \$3,904.09. While that may be a concern for some, the key is the funds were directed to the benefit of members including a sponsored December 2023 Christmas function; financial and other assistance at race meetings; first class trophies and the running costs of our truck.

The club's operating bank account,

being our funds and none of the sponsors' funds, reduced by \$17,841 from 31 May 2023 to 31 May 2024. That may appear a concern too but the key is what did the reduction in the bank balance "fund". It funded the operating loss,

\$3,904.09; the increase in club shop apparel \$5,056.52 and the block booking of the upcoming Winton Festival of Speed garages, \$6,875. The increase in club shop stock is an asset from which we shall generate merchandise sales which puts money back into our account. The Winton garages had to be pre-booked and all have been "sold" which in coming weeks will put \$6,785 back into our account.

Our sponsor system has been in operation since 2016. \$200,750 has been received in the 8.5 years of its operation and \$115,254 of payments have been made to drivers and \$72,793 of direct costs including

subsidising the last 2 presentation events at the Phillip Island, trophies for rebate rounds, the Winton fun day 12 months ago and other items. An amazing effort by our sponsors to have made that happen. As at 31 May 2024, we have \$12,703.25 in the sponsors' bank account. In coming months another \$18,500 of sponsors' funds will come in. Wow, can you name another car club that has this system?

One has been Treasurer of our great club for many years and one has been most fortunate to work with such good committees over those years. The support from the committee and members has made one's job a lot easier. I am standing for Treasurer again and if elected look forward to serving a 20th term in that role.

Signing Off

David Floyd

FREE COFFEE FROM GEOFF IN GIPPSLAND!

Great to receive this little piece from Silver Sponsor and ex-hardworking Secretary Geoff Vernon... read on.



When I moved to East Gippsland in 2021, little did I know I'd be running two businesses within two years of settling here.

And little did I know that I'd also end up buying two beautiful Group Nb race cars.



Now, here we are in 2024, and I find I have very little time to enjoy my race cars because my latest business venture, a cafe in Bairnsdale, is thriving.

Classique Cafe has become one of the favourite go-to places for locals and tourists alike and serves the best coffee in town (true!). Trading seven days a week doesn't leave a lot of free time to do anything else. However, my partner and cafe manager, Louie, has staffed the cafe so I can get away every now and then.

Most recently, I've just completed the Rob Roy Revival weekend, coming third in class - a bloody good result. My work on the EH paid off, having pulled the engine and replaced some gaskets to stop the oil leaks that plagued me through 2022/23.



My other car, the Chevy Nova, still sits in the trailer with a broken diff yoke after the



HTCAV Club day at Winton last year. I hope to get to that soon!

When I'm not working at the cafe or repairing the race cars, I'm tending to my small fleet of JCW MINI Coopers.

Three coupes and a roadster all wait their turns to be driven, repaired, or upgraded.

Having spent several years as HTCAV Secretary and at many race meetings as Category Manager, my move to East Gippsland meant it became difficult to actively participate in the committee or attend race meetings on a regular basis.

So, as the cafe got up and running, it made sense to me to continue my active involvement in the club by becoming a silver sponsor through Classique Cafe.

All in all, life is good, and I hope to attend more and more race meetings in the future. It doesn't matter whether that's as a competitor or as a spectator, my passion for historic touring cars runs deep in my blood and always will.

I've had several club members visit for a coffee and a meal. So, if you find yourself in Bairnsdale, drop in for a chat and a great coffee and meal.

I'll be happy to see you, and I will definitely shout you that coffee.

Geoff Vernon



SHORT SHIFTS

HTCAVCPOTY!

Anyone who has witnessed the astounding salespersonship and fierce determination of Ms Annika Dahlstrom around the Club Truck over the past few years knows that resistance is futile. Once the pocket rocket sizes you up to do something, you're gone. And it's not just at the Truck, she's seemingly everywhere, super helpful, super enthusiastic and very busy, even with loads of free set up advice for Dad's Charger.

So when the Committee had to nominate a recipient for 'The Les Walmsley' – the award for the Club Person of the Year, it was unanimous despite any worry it could be seen as a toadying slurp to Mr President and The First Lady. Nup, this kid deserved every bit of it on her own merit. Congratulations Annika!



A Rod for his own back

While we're on families Racy Rod Evans claimed to have the biggest family team at Historic Winton. With one daughter and son-in-law, two grand daughters plus grandson-in-laws, a further three grand daughters and grand son, life's pretty grand.

Rod also claims to be the only competitor with an all-female pit crew – that's grander still.



Peak Cortina?

The Cortina Challenge was a great success with the front qualifiers seen here ready for the off in the Saturday afternoon sun. Have we reached peak Cortina? Negative, if reports of more cars coming on line and people actively looking are correct. The Dagenham Dashers' Day Is Not Done!

'The Famous Fast Johnny' Luxmoore awarded the overall weekend Cortina winners – 1st Nick Cascone, 2nd Peter Van Summeren and 3rd, Les Walmsley. Read about the racing elsewhere!



And if you want the absolute tripe de canard (ducks guts) on Cortina set up by the Man Himself, have a look on the HTCAV website for Harry Firth's detailed memories



and shifty secrets from his days engineering and racing them, courtesy of Bill Ferrier. Magic!

Nathaneering



We've got everything in this Club – including a loud, ebullient and highly successful auctioneer Nathan Gordon who plucked

bids out of the air, through windows and off chairs at the PI Awards night to garner nearly \$8000 for 12 spots on the 2025 HTCAV Calendar. Thanks and congratulations Nathan – here's a sneak peek of how it's shaping, it'll be a fantastic Jervis Ward piece which itself will be going on sale for a modest sum closer to Christmas



Mr May 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



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Watch us on the telly

Earlier this year this Committee engaged entrepreneurial Tasmanian videographer Callan Thomas to cover the historic touring car races at Phillip Island – and it's one of the best decisions made in recent times. For a modest sum the coverage was fantastic – all races, in-cars, highlights packages, interviews with drivers, Club people, and a big shout out for all our sponsors. Congratulations and thanks, Callan and team.

So look up callanrs2000 on YouTube, if you were running or following someone who was, you'll most likely find footage.



Recently Callan released his latest cut – a fantastic four-way dice featuring the fastest Group N cars in Australia in Race 2 – Paul Stubber and Aldo De Paoli (WA) in Camaros and Jamie and Brad Tilley (NSW) in Mustangs, extraordinary viewing.

Begg to differ

While on the Thomas family from Tasmania, Lachlan Thomas, who punts his 1300cc Ford Escort with such verve and effect has secretly been cooking up a surprise with a fellow Ford touring car



punter from Victoria. The one and only David Crabtree, open wheeler and Capri driver extraordinaire, on learning of Lachie's hankering for a sizable open wheeler, found,



fettled and finished a 1969 Begg FM2 F5000 complete with 302 Chev with quad IDA Webers, alloy heads and 4-speed LG500 Hewland. While looking forward to the F5000 driving experience, Lachie will still be racing the Escort on the mainland which is something spectators and small Ford fans will surely be grateful for. Well done Lachie and it's another great story about the remarkable Crabby, whose mechanical interests know no bounds.

Why is this man laughing?

Now Coxy's a happy puppy at Racer Industries he's happier than we've ever seen him. He still gets to be The Man selling



stuff trackside, but he's also got more opportunity to race his blue Mk 11 Cortina with the result that's getting faster and starting to really chuck it around with the more seat time he's getting. He

reckoned it turned the corner (so to speak) at Mallala "there was so much track time and you're so busy on that circuit" it tuned



him up good and proper and by the time he got to Historic Winton a few weeks later he and the car were on song. Great to see and many thanks to Racer Industries for their sponsorship and support for our category and our great mate.

VALE: Andrew Cornish



Andrew Cornish, who will be remembered as a spirited Cortina GT driver in the 90s, passed away in late March after a long battle with cancer. He was popular and respected both as a competitor and like many of us, was gripped by the passion early.

His father Les was Service Manager at Cheney's and brought the Armstrong 500-winning Vauxhall Cresta home for tuning and running in, much to the delight of young Andrew and his best friend next door, the VHRR's Ron Simmonds.

After Formula Vee and Ford plus a spell in Formula Two he joined the HTCAV. After selling the GT the bug still bit and he started preparing a Camaro in the 2000s. Ill health saw him sell it to Wayne and Beau Purdon, who gave it its first run last year.

"Andrew was one of the good guys" and his manufacture and retail furniture store in High Street Armadale was a popular coffee spot for many racers, including Les Walmsley. He will not be forgotten.

VALE: Ken Zibell

In April Team Miceli sadly lost its guru 'Kenny' after a long hospitalization. Kenny was knowledgeable, hardworking, irreverent, cheerful and a champion farter and snorer. Just the sort of guy to have on your side (and sometimes at a slight distance) and one who helped powerhouse Michael Miceli to his very large number of race wins and records over the past decade or two. Although his final years were not great due to some tragic circumstances all those who knew him will remember him fondly as a good, clever, loyal friend and fettler and as funny as feck. He'd have a good laugh over this little note...



CORTINA COMEBACK!



Ford Four foursome fight it out at the Island. Phil Wisewould photo.

Six decades after winning their first race championship in Australia, Cortinas are back on track with a vengeance! Numbers are growing – and there's even a special Cortina race at this year's Historic Winton. But how did a seemingly ordinary 60s family four make it this far?

It all started with an Aussie...

In the late 50s an Australian from Ford Geelong, Don Ward, had become Chief Body Engineer at Ford UK and had set about developing a lightweight unitary body passenger car shell. In October 1962 the Consul Cortina was launched. Amazingly, the original five-seater 2-door base model weighed only 750kg.

CORTINA GT

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and everybody's favourite. She'll give you quietly through suburban streets... quiet, smooth and decisive—with careful regard to economy. But push her—just a little—and she is off to prove she can tear strips off competition, regardless of size, breed or reputation. Up front you've got pure Ford fire, neatly packed into the race-bred, over-square engine, carefully modified to put out 115.5 horsepower all day at 5000 rpm. That's been lifted to 97 bhp of torque at 3000 rpm. The speed is 100 plus with 0-60 in less than 13.0 seconds. If you think ride like a dog, forget it. The ride's firm—but it's velvety firm. Controlled, but supple. The specially lowered suspension incorporates enough shock dampening and spring stiffness to give you a degree of comfort unmatched by the plushiest aristocrat. Inside, everything's laid on for complete driver and passenger comfort. Niceties include fully-filled carpeting, armrests on all four doors, dash padding, Aeroflow ventilation and beautifully resilient 'Glove Grain' upholstery. But full instrumentation, bucket seats, and sports shift equip the cockpit for action. And there you have it. Compact, yet spacious. Fast, but quiet and docile. Completely equipped and superbly appointed. The result? A very sophisticated form of transportation with loads of potential. And a name that's built on success.

Cortina 'GT 500' series production model also available. \$9999 (£1495) tax paid. Details at your Ford Dealer.

FORD OF AUSTRALIA

RACING CAR NEWS, April 1966, page 9

With either two or four doors, bench seat and column change or two flat seats and floor change, there was not an ounce of surplus metal anywhere. Add McPherson strut front suspension and it looked good from the start.



Bob Jane (L) and Harry Firth score Bathurst 63 win.

Under the bonnet was a three-bearing 1200cc, enlarged from its predecessor, the 997cc Anglia. A scant three months later, the famous five-bearing 1498cc 'Kent pre crossflow' was installed, an immensely tunable engine that became the choice for racing and sports racing car builders in the UK and Australia.

Cortinas were immediately pressed into race duties – especially when the GT was released in both body shells. The standard 60bhp 1500 leapt to 78bhp with a different cam, head, exhaust and a twin choke Weber, the car was lower and had disc brakes up front, which would become standard across the range the following year.

Enter Colin Chapman

One stage higher up the food chain was the Ford Lotus-Cortina. Under pressure on racetracks and rally stages, Ford's association with the new world champions bore fruit when the running gear from the Lotus Elan was transplanted into the humble 2-door.

Despite alloy bonnet, boot, doors, two-piece prop shaft and diff, go faster bits increased the weight to 810kg, which was still super-light given the 1558cc and 105 bhp output. But the transplanted Lotus 7 clubman coil sprung A-frame rear end couldn't cope with the sedan's higher centre of gravity, coils distorted the bodywork while the nose of the A-frame stressed the diff into oil leaks and failures.

Under Ford control, by June '64 the 'Ford Cortina Lotus' had a conventional rear end, dropped the alloy panels and featured the GT gearbox. In Australia a Lotus was more than 50% more expensive than a Cortina GT and never officially sold by Ford.

On top Down Under

As early as 1963 Harry Firth took a 'Ford Consul Cortina Mark 1' to fourth outright behind Bob Jane's 4.1 litre Jag and two Valiants in the Australian Touring Car Championship. The next year a GT won outright in the hands of Ian



On the way to the first Bathurst win.

'Pete' Geoghegan, in '65 Lotus versions came second and fourth in the hands of Geoghegan and Moffat.

At Bathurst Cortina GTs scored a triple in the Armstrong 500; Firth and Jane in '63, Jane and George Reynolds in '64 and Barry Seton and Midge Bosworth in '65 in the GT500, a limited run factory special built specifically for the race.

From the Lotuses of the major teams, through to the GTs and wildly hotbed-up standard cars of privateers and club racers, Cortinas were a good thing right through the mid-60s.

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First of 12 HTCAV champs in a Cortina was Chris Anderson in 88.



And in historic touring car racing another 60 years later, they still are.

The Appendix J Revival 1980

So fondly remembered were the 'good old days' the 'Appendix J' (the rule book name) cars were back racing, as historic, just 15 years after the category finished. With most original J racers having become



Cortinas swarm at the 2002 AGP. Marshall Cass photo

Improved Touring, Sports Sedans or returned to road cars a flurry of Cortina building took place, as it did with their natural enemies, Minis and EH Holdens.



Fan favourite Fast Johnny Luxmoore promoted the little Fords. Phil Wisewould photo.

The majority of Cortinas running today are those from the 80s and 90s or rebuilds of crashed racers. In 1994 this writer's 4-door and team-mate Ian Robertson's 2-door were written off at Phillips Island. They 'phoenixed' a year later as twin Paul Trevethan-built 2-doors, the 'Robbo' car later campaigned by 'Fast Johnny' Luxmoore.

Even the super-immaculate GT of Nick Cascone, probably Australia's fastest, was an '83 racer in the hands of NSW's Lloyd Cleaver – the pedigree lines twist and turn like those of champion dogs...

The Cortina Revival 2022-23

While the pre-72 V8s are now the most numerous, some of their drivers have traded



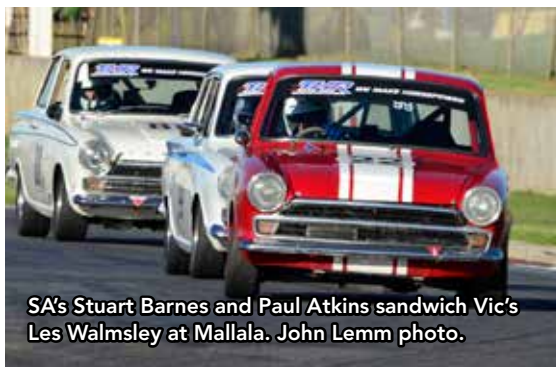
Saving tyres at Sandown, Peter van Summeren's Lotus Cortina. Phil Wisewould photo.

in bellowing exhausts and tyre smoke for the little Fords and joined the happy gang.

Rapid NSW farmer John Harrison of XU-1 and Mustang fame bought the well-known 'Violet Crumble' ex-Darren Pearce car from Tasmania when he saw how much fun they were having. "Very different on the track. You brake much later, then turn and straight on the gas to not lose speed – because that's in short supply down the straight! And yeah, the battles are really tight."

He's been chasing current HTCAV Champ Les Walmsley, himself a downsizer from the victorious Valiant Charger, and now unofficial Cortina cheerleader. "Every meeting I find new places to put the car, it's great. Just drive it flat out until I run out of grip!" His enthusiasm has inspired more to join the throng. Victoria is home to around 20 Cortinas and it's estimated another 30 are in play around Australia.

By the time this issue hits the newsstands the Phillip Island Classic will be upon us with 12 Cortinas, evenly split between Lotus and pushrod versions. Also in the fray will be the Group Nc cross-flow engined Mk11 Cortina of Gordon Cox, one of several in Australia.



SA's Stuart Barnes and Paul Atkins sandwich Vic's Les Walmsley at Mallala. John Lemm photo.

(The bigger and later Mk11s with the OHC 2-Litre Pinto engine are also eligible and at least one is currently under construction.)

Historic Winton Revival!

To celebrate 60 years of Australian wins for this fabulous little car, a special Cortina Challenge race will be held at the 47th version of this popular event, returning to the HTCAV championship now that the Nc big bangers are back on the race card. On a



Gordon Cox goes modern with a Mk11. Phil Wisewould photo.



Fastest pushrod in recent years, Nick Cascone's. Phil Wisewould photo.

track that suits them perfectly, that will be a must-see!

Phillip Island Classic and Historic Winton – a big start in a great year for the little Pommie Fords. Stop by the HTCAV truck in the pits – there's even our limited edition T-shirt you can buy... See you there!

Chris Ralph

MAN, MACHINE – & SHOCKS FOR YOU.

Mike's precise notes on every shock absorber are pure gold.

It's a story to warm every historic racing heart. Kid helps Dad with racecar, works on another in the hols. Ends up buying it, racing it, storing it and racing it again decades later. Oh, and inherits Dad's bespoke lever arm shock absorber business, now servicing customers around the world.

One of the HTCAV's newest Gold sponsors with his company All Lever Shock Absorbers, Steve Russell-Clarke, is one of those naturally funny guys who always brightens your day. Stories told are legendary and fascinating, including his own...



Child labour pit crew for Dad's bug-eye Sprite.

An eight-year-old Steve started helping his dad Mike in the pits with his bug-eye Sprite. Early bonding with BMC A-series engines stuck, as did the race prep, pit protocol and crafty stuff. Once he could reach the pedals he drove the Sprite to the grid, as a reward for all the pit repairs. ("It was English - it always broke!") Mike carried a huge number of spares in the boot of his Leyland P76 so he and Steve were always "bug-eye" central at historic meetings around Australia.

The tearaway gets a licence

At 16 Steve was one of the era's youngest drivers to get a CAMS licence, passing driving test at Calder under the stern eye of Peter Brock, John Harvey and Bob Gill on the corners.

Yes, Steve got to drive the Sprite but the

teenage gung-ho racer had seen historic touring cars and wanted in. With their wealth of A-Series knowledge and bits, Mike and Steve were excited: "What about a Morris Minor?" "You're joking, Dad!" "An A30?" "They tip over." "Got it," said Mike, "An Austin A40 Farina!" "What's that?"

He soon found out. On school holidays Steve had been helping build Sunliner campervans for one Tony Hunter, one of the bug-eye racers. Tony was also building a race A40 so, little did he know it, Steve had to help build the car he would later own. Tony soon wanted a Cortina so it wasn't long before Steve got his sticky fingers on it.

And we're off!

He and great mate Peter Caffyn rebuilt it and went racing, startling everyone with a dare devil car control that 36 years later hasn't diminished, if the startling kerb hopping at last year's Historic Sandown are anything to go by.

"You won't catch a Mini in the Under 1300cc class, but there's no better fun than monsterring bigger cars in corners. It handles so well!" Steve says.

There are many SR-C derring-do stories.

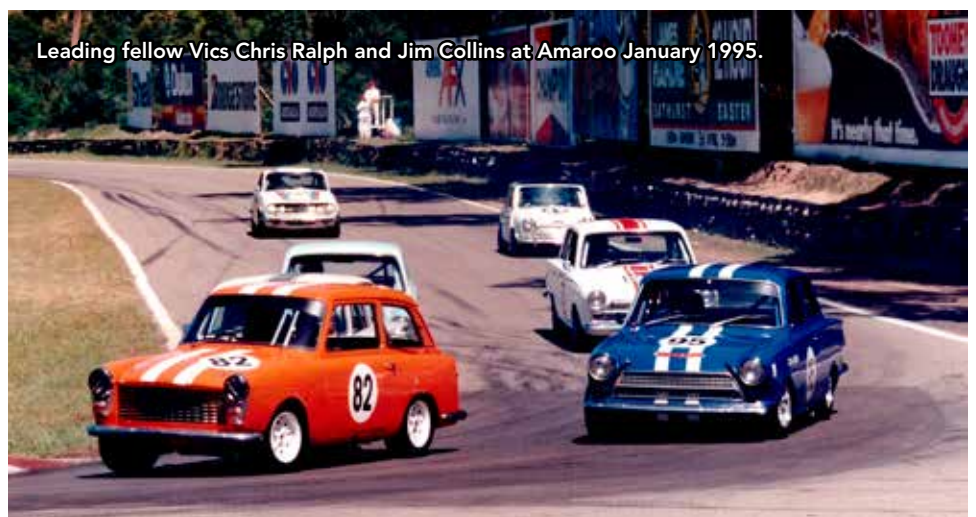
At 18 and with his parents at the Cape Patterson weekender, his dad's million-dollar Sprite engine was sneaked into the A40. But at Winton he spun the car a couple times - and the engine about 12,000. "Dad marched me off to the Moonee Ponds Westpac for a personal loan to rebuild it..."

At a one-off Calder meeting in 1988 he'd gone in too hot where the National Circuit joined the Thunderdome via a sharp off-camber hairpin. As I rounded it the A40 was balanced - motionless - on the driver's side wheels. Would it fall over? I stopped. After forever, it plopped back down and I carried on.



A regular Bathurst visitor before the 17-year layoff.

The unlikely car/driver combo was welcomed many times at Bathurst and



Leading fellow Vics Chris Ralph and Jim Collins at Amaroo January 1995.



MGB race shocks for an Aussie attack on UK historic racing.



Vintage machines for vintage shocks.

Amaroo and this year Steve is primed for a full assault in the little orange demon. "Driving the car you raced as a kid - you're a kid again!" he laughs. "Here we go!"

But a life of shocks was in store...

Around 1980 Mike, a Communications Officer with the CFA (and yes, brother of TV cook Peter) heard that a Moorabbin shock absorber business was closing. At the same time, nearby Pedders were moving and ditched the lever arm side of the business.

Mike saw a dream retirement and bought both companies' stock and machinery, trucking the lot down to Cape Patterson, building a giant shed to fit it all in. Pedders franchisees funneled their repairs to him as did volume specialists like MG Workshops, the Healey Factory, Hillman Spares and more.

From father to son...

"Dad was meticulous, thinking all his customers were Frank Williams. In reality, they just wanted shockers that didn't leak oil," Steve says, "I thought it was a casual social thing, but he churned them out! I used to help him and learnt processes and machinery, so I was well-primed to take over after he died in 2018.

But discovering all his technical drawings and fine detail information on every lever arm shocker was pure gold. That mountain of unique information was the thing that convinced me to take on Dad's work."

Which cars use levers?

Armstrong lever arm shockers were ubiquitous in pre-60s UK, on Fords from Anglia to Zephyr, on Austin, Morris, MG, Austin Healey, Wolseley, Riley from the Nuffield Group, Hillman, Humber, Sunbeam and Singer from the Rootes Group, Standards and Triumphs, Rovers, Daimlers, early Jaguars and Aston Martins – and more.

Cooper won both a Formula 1 World Championship and World Sportscar Championship with them in 1959. (And fun fact - the mostly unloved Morris Marina was stubbornly fitted with them to its end in 1980.)

The first Holden, the 48-215, had them and 1954 Armstrong York Pty Ltd built a factory on four acres in Sunshine to mass produce Armstrong shock absorbers for export.



Steve and A40 chasing hard. Phil Wisewould photo.

In the US, GM cars and trucks used Delco, as did Chrysler, Dodge, Plymouth and De Soto, with Ford using the Houdaille rotary shocks (as did Ferrari into the late 50s).

From the UK to Hastings, Vic

There's still strong demand, which our now not-quite-so-young boy racer further tapped with a trip to the Goodwood Revival, visiting foremost and famous historic race prep firms. "The historic racing business there is huge. Whole companies work on your car. You just turn up and drive - much of the time, on lever arm shocks."

His knowledge of these "proper shocks" and raffish charm left the Poms defenceless - orders have been rolling in to this little Hastings cottage industry.

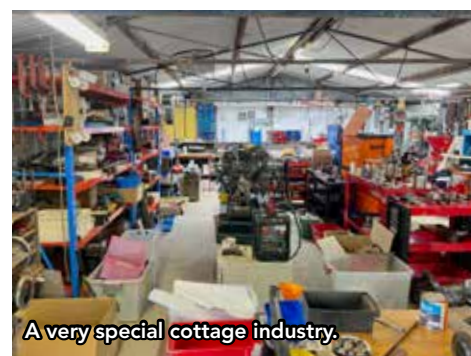
Tired bodies are sandblasted to spotless before the bespoke (and period: "That's Roy Pedder's actual lathe...") machinery gets to work on them.

"Properly operating lever arms offer a unique ride and handling combination" says Steve, "owners of 'knee action classics' can't stop telling me the joy it brings them."

So to ban the bounce or junk the judders, email steve@alllever.com or call him on 0418 393 377.

You'll get a smile out of it, whatever happens.

Chris Ralph



A very special cottage industry.

KICKING OFF AT SANDOWN

16-18
FEB

Pics by Phil Wisewould
www.philwisewould.zenfolio.com



R1, T1 saw Lenstra's Cortina, McLeod's Torana and Paterson's Mini looking racy, but only Don Knight would finish the weekend.

Although historic tourers fielded 15 cars for Round 1 of the VSCRC, Feb 17/18, they were lumped in with the HQs in a 26 car field. Six Camaros, four Mustangs and a lone Falcon GTHO made the contingent power heavy, with three Cortinas and a Mini ready for a four-way four-cylinder fight. Many racers were saving themselves and cars for the Island Classic just three weeks away...

Qualifying

Peter Meuleman's Nb Mustang snuck into P5, interrupting the sweep of six Camaros at the top of the field: Adrian Moyle, Dominic Leo, Brent Trengrove, Trevor Talbot, Andrew Beard and Geoff Munday – the first three were all in the 1:22s so Race 1 was to be eagerly anticipated. Regular NSW visitor Jerry Lenstra's smart grey Cortina was the quickest of the small cars, while Ray Hepburn made the most of the long trek over from WA to squeeze another meeting in for his immaculate 351 Mustang Fastback.

Race 1. 11 laps, Saturday afternoon

Brent Trengrove's Camaro took the honours just half a second ahead of Trevor Talbot, with Adrian Moyle just under a second behind him. The fleet Pete Meuleman skipped into fourth, holding out the Camaros of Leo, Beard and Munday, the GTHO of Brett Hotchkin and Bill Trengrove's Nb Mustang. Don Knight was the fastest four ahead of the first appearances of Luke Paterson's Mini and Peter Olver in the ex-Mick Stupka Cortina.

Conner McLeod, starting from the back of the grid, only completed a lap in the pink Torana, Leo Tobin's Mustang and Jerry's Lenstra's Cortina were out for the weekend, but Ray Hepburn's Mustang would fight another day...

Race 2. 11 laps, Sunday morning

Brent Trengrove prevailed again and the late morning track conditions offered up a ripping 1.21.88 for him and a 1.21.91 for the hard charging Adrian Moyle in second in what was a fantastic dice in the feature

race. Dom Leo came in third, but only .6 sec in front of Peter Meuleman, with Munday's Camaro and Hepburn's Mustang only .2 secs apart, two seconds behind him. Knight led Olver home in the Cortinas, Paterson's Mini retired, as did Beard's Camaro and Hotchkin's HO.

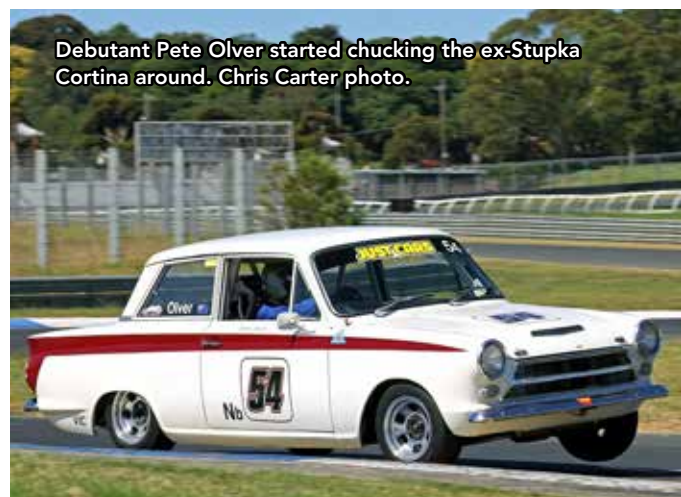
Race 3. 11 laps, Sunday afternoon

Only ten cars faced the starter and it was pretty much a re-run of R2 – Trengrove, Moyle and Leo took the honours but fastest lap bragging rights went to Moyle – by under 1/100th of a second over the winner. Andrew Beard, getting ever more comfortable in his new silver Camaro charged from the back of the grid to grab fourth over Munday, with the Nb Mustangs of Mueleman and Bill Trengrove following in sixth and seventh. The experienced Knight prevailed over the debutant Olver in the Cortinas, while Hepburn's Mustang retired on Lap 3.

Despite the low numbers the meeting provided top racing, in amongst the HQs to make it feel busier than usual. But the biggest meeting of the year was looming...



Ray Hepburn's immaculate Fastback had a shakedown after a trip from WA.



Debutant Pete Olver started chucking the ex-Stupka Cortina around. Chris Carter photo.



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HOTTEST EVER CLASSIC

Over 2 Litres

7-10
MAR

Pics by Phil Wisewould
www.philwisewould.zenfolio.com



Michael Rose (NSW) watching the action at Southern Loop.

Hot fields and hotter weather ensured the 2024 Phillip Island Classic Festival of Motorsport, the biggest historic race meeting in the southern hemisphere, would be one to remember. While the recent resurfacing promised a potential fall in lap records the brutal (and very rare) hot northerly wind would have something to say about that. The JUST CARS racers would also be having rolling starts for the first time...

Over 2 Litres

Race 1, Friday afternoon, 4 laps

WA's Paul Stubber (Camaro) blasted away from pole in the opening race with similarly mounted fellow Sandgroper Aldo De Paoli stuck to his tail. Ian Mewett (Mustang) was right with them until the gearbox cried enough on the second lap. Teammate and 2023 Island Magic winner Craig Allan (Mustang) was charging up the order, having started from the back penalty due to a flag infringement in qualifying.

The Safety Car appeared after the Torana of Reece Moyle spun and stalled, while dad Adrian Moyle (Camaro) came under attack after the race restarted with only one lap to go, from the Toranas of Andrew Williams and Daniel Van Stokrom. Stubber just held out De Paoli and NSW's son-and-father Jamie Tilley (Mustang) for the win, with Brad Tilley (Mustang) and Moyle next.

Race 2, Saturday morning, 5 laps

There was drama at the start with Ray Hepburn's Mustang fracturing a brake line heading into T1 and spearing across the track and kissing the Armco side-on, with following cars lucky not to collect the big fastback as it limped back to the pits.

Alex Bland's (NSW) V6 Capri hounded the V8s all weekend.



Jason Humble's Mazda harassed Williams Torana all weekend



Meanwhile Jason Humble (Mazda) harassed the daylights out of Williams in a great battle for sixth as Allan dropped places with clutch issues.

Graeme Woolhouse led the Nb brigade in his Mustang as the similar machines of Peter Meuleman and Michael Rose ran in close company. On the last tour of the five lapper De Paoli and Jamie Tilley pounced at Southern Loop after Stubber seemed to ease off the gas momentarily and the first three finished in that order. Further back Rob Burns in his still-for-sale Charger just beat home HTCAV Pres Ben Dahlstrom in his Charger.



Andrew Williams' Torana and Jason Humble's Mazda fought tooth and nail all weekend.



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Storming Camaro battles from WA pair Paul Stubber and Aldo De Paoli had the crowd on their feet.



Ben Dahlstrom's Charger chasing Pete Meuleman's Mustang. Photo by Daysy Motorpix.



Race 3, Saturday afternoon, 6 laps

A determined De Paoli wrestled the lead from Stubber, who grabbed the hole shot as Adrian Moyle nipped under Mewett, but then retired shortly after with a fuel pump problem. Humble slid the Mazda into the top ten after getting through on Andrew Beard (Camaro) during an entertaining dice, as rear of grid starters Dom Leo (Camaro) and Rob van Stokrom (Mustang) carved their way up to 12th and 15th respectively.

Meuleman spun at the bottom of MG but re-joined as Stubber did everything to find a way past De Paoli in a fantastic battle at the front. De Paoli held on to win with Jamie Tilley, Allan and Brad Tilley next.



Aldo De Paoli and Paul Stubber go slightly off-piste in their fight.

Race 4, Sunday afternoon, 10 laps

Tanks were brimmed in preparation for the longest race of all categories for the weekend – the 10-lap final - but it meant nothing for De Paoli after his Camaro suffered a radiator leak on the dummy grid.

Stubber put the hammer down to build a small buffer over Jamie Tilley (dad Brad would sit this one out) as the incredibly rapid Alex Bland knocked on the door of the Top 10 in dad Quentin's Capri. Moyle retired after the Camaro got too hot as did Doug Westwood, his recently acquired Falcon Sprint still needing sorting after spending several years in storage.

Newcomer Scott Pierce (Mustang) had Rob van Stokrom right on his tail while

Humble and Williams traded places regularly again. Stubber built an unassailable lead and went on to take out the Norm Beechey Trophy. Runner-up Tilley never stopped trying, just four seconds adrift at the flag with Allan third after a rather torrid meeting for the Queenslander and Williams' brave Torana fourth in front of Mewett.

Craig Allan's fightback from two back row starts to claim two podium places earned him the Makulu Vehicle Services Award Driver of the Meeting.



Weekend winners; Craig Allan, Paul Stubber and Brad Tilley

Hot horsepower released at the start of Race 5.



Craig Allan won the Over 2 Litres Makulu Vehicle Storage Driver of the Meeting.



HOTTEST EVER CLASSIC

Under 2 Litres

7-10
MAR



The field scatters as Richard Hill's Mini finds the fence.

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

Under 2 Litres and Invited Race 1, Friday afternoon, 4 laps

It was an all-BDA Escort front row with pole man, South Aussie Josh Axford, and NSW 2023 Champ David Noakes leading the field away after an extra warm up lap. Former TCM racer Adam Bressington's weekend ended early after blowing a head gasket in his Mini as the Cortina of Stuart Barnes endured a bad miss that would persist all meeting.

Axford won from Noakes and Richard Hill (Mini) as Will Colton pushed his Lotus Cortina past the similar machine of Peter Van Summeren to move into fourth. NSW's Francis Meier (Mini), Jim Schilling (Volvo) and Phil Barrow (FJ Holden) followed in hot pursuit.

Race 2, Saturday morning, 5 laps

Axford seemed determined to shake off any challengers early and built a sizeable lead as Hill nipped under a fast-starting Schilling to nab third at the hairpin.

The Volvo then became immersed in a huge battle involving Van Summeren, Meier, Barrow and the ex-Bill Cutler BMW 2002 of Stephen Page. Further back Mick Stupka (Citroen) held out his old Cortina (now

in the hands of rookie Peter Olver) and the MK II GT Cortina of Gordon Cox, who was kept busy in between races by the Racer Industries trackside truck, selling much needed supplies to fellow racers. At the checker Axford, Noakes and Hill replicated the race one podium.

Race 3, Saturday afternoon, 6 laps

There was first lap action at T1 when Hill was punted off track and into the Armco, one of Australia's fastest Minis now out for the duration with hefty damage. Schilling was also out early, as was Van Summeren with a bad miss.

But Barrow and David Wheatley (Mini) were having a great scrap as Page moved into fourth with Dean McLaughlan (Datsun) hot on his heels. At the front Noakes hounded leader Axford relentlessly in a cracker of a race but fell just short at the finish, Colton crossed the line third but was



David Wheatley skates the gravel chasing Dean McLaughlan, Peter van Summeren and Phil Barrow.

relegated to 9th after a 30-second penalty. Page and McLaughlan were then only a second apart in third and fourth.

Race 4, Sunday morning, 5 laps

With the north wind already blowing strongly for the first race at 9.15, Axford really got into it early ahead of Noakes as Colton started from pit lane after copping a penalty due to an incident in the previous race. Wheatley battled McLaughlan for until he was taken off by another competitor, joining Page on the sidelines after a carb issue halted the BMW.

In the mid-pack Don Knight was the best



Kim Shearn (Vic) under attack from Will Colton (NSW).
Photo by Daysy Motorpix.



NSW Davids Roberts and Wheatley dance around Southern Loop. Chris Carter Photo.



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The BDA Escorts of Axford and Noakes were first and second in all five races.

of the pushrod Cortinas again, managing to hold out the Lotus version of Michael George as Axford took an easy win after setting a blistering 1:52.9362 on the last lap. Noakes was second with a first podium for McLaughlan in third followed by Colton and Ian Pringle (Mini).

Race 5, Sunday afternoon, 6 laps

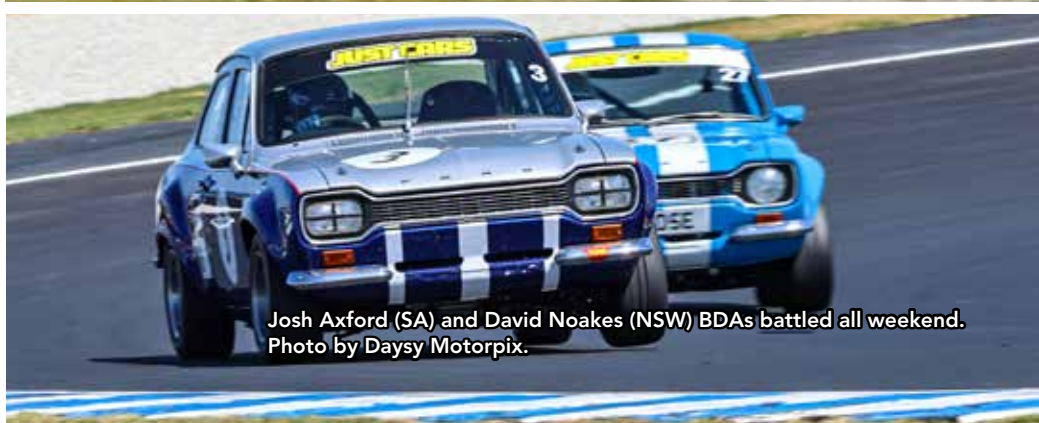
The fan-forced open oven door temperatures had helped to trim the field right back for the final, with several of the (minimum) 50-year old cars suffering heat exhaustion or humanely retired by their carers. But the heat didn't stop the two Escorts running away at the front, Axford taking a clean sweep from Noakes and Dean McLaughlan's Datsun 1600 – a second podium being a great result for this recent car and driver combination. He narrowly bested Stephen Page's BMW after tight battles all meeting.

For his heroic steering of the Holden FJ as he battled with much later and supposedly faster cars and setting a personal best and class record of 2.02.1, the Makulu Vehicle Storage Driver of the Meeting award went to Phil Barrow.

Darren Knight



Phil Barrow won the Under 2 Litres Makulu Vehicle Services Driver of the Meeting.



Josh Axford (SA) and David Noakes (NSW) BDAs battled all weekend. Photo by Daysy Motorpix.



Simon Browning, Steve Russell-Clarke and Paul Gilbert escaping the T1 drama.

SAIL AWAY WITH THE HTCAV

One of HTCAV's newest Gold Sponsors is rapid racer Rob Burns, offering a luxury catamaran to rent in the Whitsundays. A generous 'five nights free' was a door prize at the recent HTCAV Awards Ceremony at the Phillip Island, but a special incentive can help you escape to paradise throughout the year.

Rob Burns has always been an all-or-nothing kind of guy on the track and started out sprinting an Alfa 105 GTV Coupe in the early 80s.

Stuck, then sold to the US for IMSA racer Jim Busby in 1979.

A year later it was in Australia, driven by Allan Grice then Jim Richards, who raved about its explosive performance, calling it 'a very special car'.

By the late 80s it was in Rob's hands, but the regs of the day meant a big reduction in the aero and rear tyres - from 14" to 10".

Welcome to the HTCAV

Seven years after taking a breather to concentrate on his clay mineral processing business in Bendigo, the old fire stirred within him when he watched a historic touring car race at Bathurst on TV. "I'm back in here!" he thought.

He upgraded to CAMS Road Registered racing in 1983, winning the Under 2 Litre Championship first up. Thinking if this is good, more must be better, he bought the ex-Peter Wherrett Alfaetta Sports Sedan from Gordon Stephenson in Perth.



Further pumped with a Garrett Turbo it made up to 480HP from its 2-litre DOHC cam engine and featured in a support race at the 1988 Adelaide F1 Grand Prix.

Then, a fire breather.

The BMW 320 GT Turbo Sports Sedan was a rare factory lightweight car built in 1978 raced by Ronnie Peterson and Hans



Flick the switch and catch the twitch

"Ever tried to turn a light switch on slowly?" asks Rob, "At 4900 rpm it was a gutless slug, at 5000 all hell broke loose!" With 700HP and 880kg it could spin its wheels at any stage down the front straight at Sandown.

But that wasn't the only thing holding his attention on the track. In the same period he was racing his Auscar at the Thunderdome, where average laps were over 220 kph...



Rob was regularly in Calder's top ten during that short but interesting period. But running the two cars was taxing and by 1993 he'd sold both, with the BMW going to the US for a good figure and a ground up restoration.

Looking for something a bit different he set about building a Valiant Charger which has since run at the front over the years – and is now currently for sale.



Along the way he returned to his first love and built an Alfa Romeo GTV 2000. Unsurprisingly, his rapid blue example also ran where you'd expect it – at the front.



Rob goes to water

"I'm a car, trucking, earthmoving kind of guy and never into boats," he says. "But on holidays in FNO I saw a harbour full of craft and went 'wow', this is the new me!"

With 'a toe in the water' he bought a smaller catamaran before the one he has now, a Leopard 40 named 'It's All about Me'. Seafaring lore says it's bad luck to change a ship or boat name, so he's ruefully stuck with it...

Putting it in the Whitsunday Rent A Yacht fleet allows Rob to offer extra time on his cat to HTCAV members and followers using the HTCAV promo code.

Rob launched his Gold Sponsorship at the HTCAV Phillip Island Awards presentation in March with a \$7,500 door prize - five free nights on board.

And the winner is...

Crew member for Andrew Beard's Camaro, Phil Langenbacher's jaw dropped when his number was called out. "I had to look twice at the ticket, I was in shock. But it's great - the Team Beard 'four amigos' are very



old friends and we'll be up there as soon as we can."

Rob has enjoyed the friendship and camaraderie in his two decades in the HTCAV. "I've met some great people in the Club and while its rebate scheme returns money to competitors, I can return something to the Club... in Northern Queensland!" he smiles.

'It's All About Me' is all about you

"Don't worry, you don't need a licence - you get a full safety briefing. If you can't sail you can motor or have a sail guide for part or all the trip," he says. "It sleeps up to ten - four big double cabins plus two forward bunks, two bathrooms, big inside saloon - all airconditioned. Luxury all the way."

The galley, fridge and freezer can take all your food and drink from local supermarkets. Rob claims the latter is important: "I can proudly say we have never had one case of scurvy on board!"



HTCAV promo code = free night on board

The Club's special arrangement with Whitsunday Rent A Yacht and Rob allows anyone reading this to take the \$220 'Sleep Aboard' option at no charge.

"Great idea," explains Rob, "Fly in the day before, get your provisions, on board by 4pm, settle in and enjoy a quiet, beautiful night in a sheltered harbour."

Your briefing next day comes forward to 8am instead of noon, giving you another half day to explore the 74 islands of the warm pristine Whitsunday waters, snorkelling, fishing, lazing in the sun...

If this sounds like you, beat the rush and book before August 31st via sales@rentayacht.com.au or 1 800 075 000. And remember - use the promo code 'HTCAV' for your free night on board.

Could there be a better way to help historic touring cars?

Chris Ralph

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MAGIC MALLALA ALL HISTORIC

26-28
APR

All pics by John Lemm



23 cars launch themselves into T1, Race 1.

No fewer than a dozen JUST CARS Historic Touring competitors made the trek across the border to descend on Mallala Motorsport Park, north of Adelaide. Numerous FaceBook posts and general cajoling from teams that had journeyed over last year had rounded up a great grid. With two practice sessions, qualy and five races it was a busy schedule on a very busy track!

Race 1, early Saturday am, 6 laps

Off the line, pole-winner Andrew Williams (Torana) bogged down badly to lose a few spots as rapid local Adam Smith (Falcon), squeezed on to the grass, got back onto the black stuff to move into third just before the tight T1. But the big XW slowed momentarily shortly after when the clutch pedal went to the floor as the dominator of this event last year, Darren Hossack (Mazda), led the pack.

Williams recovered from his slow start to begin harassing Hossack at the front, further back the Cortinas of Stu Barnes and Don Knight had a close tussle with the Mini of Richard (everyone calls him Harry) Harris and the Datsun of Derek McLaughlin. In his first visit to the track in 26 years Darren Collins (Mustang) had a stonking battle with Josh Axford (BDA Escort) as Justin Elvin proved the quickest of the Minis in tenth.

Mallala first timer Michael Hibbert ("I like this track!") retired South Australia's very own Charger with a carbie issue, Phil Barrow in his ridiculously quick FJ Holden lost brakes within sight of the flag, extracting himself on the edge of the sand trap as Hossack just beat home Williams in a thrilling finish. Fellow Vic Peter McNiven (Mazda) was third from Axford, Collins and veteran Tony Hubbard (Camaro).

Race 2, early Saturday pm, 6 laps

Williams made a better getaway as Hossack suddenly slowed out of T2 with clutch dramas - but the two-time National Sports Sedan Champion continued the chase after losing several places. Smith dropped the Falcon into the sand at the entrance to the esses and eventually re-joined well down the order.

Hubbard came in after a plug lead jumped ship as local Historic Open Wheeler and Clubman stalwart Keith Williamson (making his Historic Tourer debut in a Cortina) pursued Racer Industries trackside hero and perennial wise cracker Gordon Cox (Mk.II Cortina). After being caught up here last year in a serious prang not of his own doing Ian Pringle (Mini) was showing all his old speed in front of Kim Shearn (Lotus Cortina).

Williams took the win from McNiven and Hossack followed by Axford and Kirk Davis, making it three Mazdas in the top five.



Andrew Williams locked up the meeting win - and a front right.

Race 3, late Saturday, 6 laps

There was early drama for Knight who found himself facing the wrong way on the first corner after local Paul Atkins clipped the massive inside curb and tagged his fellow Cortina runner. McNiven jumped out to an early lead after Williams was slow at the flag drop. Hibbert and Smith had a great battle around the outside at T1 before the latter stopped with the shifter snapping off the Ford's top loader gearbox. Barnes continued his barn-storming form (sorry...) by holding



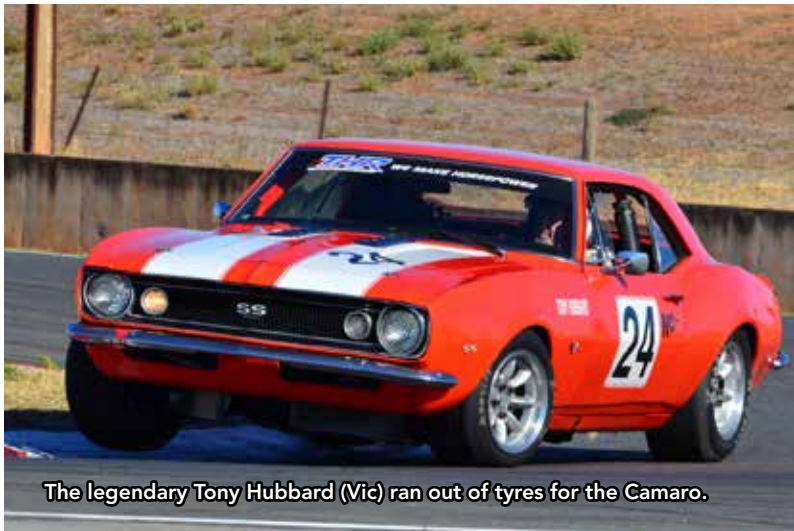
Victorians Kim Shearn (Lotus) and Phil Barrow (FJ Holden) ducked and weaved all meeting.



R1 podium, Vic's Darren Hossack (Mazda), Andrew Williams (Torana) and Peter McNiven (Mazda).



Tight Vic trio Peter McNiven (Mazda), Andrew Williams (Torana) & Darren Hossack (Mazda) head SA's Josh Axford (BDA Escort).



The legendary Tony Hubbard (Vic) ran out of tyres for the Camaro.

out newcomer David Cheney (Mini) and Shearn. At the checker Williams led home Hossack and McNiven.

Darren Collins had lost a couple of spots after a brief excursion in the busy Warhorse Mustang, the old warrior also being run in the mixed category sprint events by gun engine builder Mark Johnson.

Race 4, early Sunday am, 8 laps

Hossack got the jump as Collins moved past Axford to grab fourth place while Hibbert parked the Charger with a split oil cooler. McNiven was all over Hossack who then dropped back a couple of places with driveline issues that would subsequently rule him out of the last race.

Atkins retired with a constant miss that had bugged him all weekend as did Elvin - with Davis coming in with gearbox woes it was a rough patch for the locals. Williams bagged another win after getting past McNiven who beat home Collins in third.

Race Five, early Sunday pm, 6 laps

McNiven got the hole shot in the final, but Williams blasted past on the back straight to begin building what would become a race-winning lead. A lack of tyres hampered Hubbard in his pursuit of the lead bunch but he never gave up, the big Chev sideways frequently as Barnes held a narrow margin over the warring Cortina duo of Michael George (Lotus) and Don Knight (GT).

The immaculate Torana of Evan Gobell suffered gearbox dramas, forcing the Gawler native to circulate in third gear as Smith pressured Collins for third place toward race end. Williams took the win and secured his fourth S.A. Historic Touring Car Cup from four attempts with McNiven a strong second in front of Collins.

It was a sensational weekend's motorsport, made even better by the traditional hospitality from the hosts who can expect even more JUST CARS racers



Richard 'Harry' Harris escapes smokin' fellow SA racer Kirk Davis.

next year. Relatively few issues for the Cortina punters meant they were free to enter Historic Winton where a first-time all-Cortina race has now been fought out on the tight and twisty Northern Victorian circuit. And you can read about that elsewhere in this issue!

Darren Knight



Return of the heliotrope Hemi. Vic's Michael Hibbert holds of SA's Evan Gobell's Torana.



26 years after his last visit Darren Collins sticks the hoof into the Warhorse Mustang.

HOORAY FOR HISTORIC WINTON

25-26
MAY



Most of the field chases Steven McKay into T2. Ian Smith photo.

Brilliant sunshine and brilliant racing all weekend – well worth the trip to the Northern Victorian circuit for the 47th edition of one of the world's oldest historic race meetings. A special one-off Cortina-only race celebrating 60 years of Australian race wins would be held for the first time, attracting a very healthy 15 entries of the ever-popular small Ford.

The Cortina Challenge, mid-afternoon Saturday

After three years in the shed Nick Cascone's rapid yellow Mk.1 GT demonstrated all its old pace by jumping into the lead in front of the hard-charging Lotus of Peter Van Summeren. An almighty battle erupted between the GTs of Stuart Barnes, Don Knight and NSW's trio of John Harrison, former Jaguar racer John Shuttle and Jerry Lenstra, with the proverbial blanket covering the quintet. Lotus-mounted Chris Dubois (NSW) fell from third place after slipping on oil exiting the esses and re-joined well down the order. After a frantic five laps Cascone took out the special

trophy with Van Summeren second and 2023 HTCAV Club Champ Les Walmsley third in his GT.

This extra race was a great success and a testament to the vision and hard work of long-time stalwart of the HTCAV, Jim Collins.

Race 1, late Saturday

NSW's Adam Bressington (Mini) had lost a wheel after setting pole in qualifying, but he shrugged that off to grab the early lead over Vic's Richard Hill (Mini). But all hell broke loose behind him after Van Summeren had a big tank slapper exiting Turn 1. The following cars went in all directions to avoid the Cortina slewing back across the track, but in a cloud of dust there was inevitably some panel crunching in the melee. Barnes and Lenstra were out on the spot while Vics Kim Shearn (Lotus Cortina) and Phil Barrow (FJ Holden) continued but with hefty damage. Hill, back after copping a big hit at Phillip Island in March kept maximum pressure on Bressington but could not quite catch the Sydneysider at the finish as a huge dice for third raged between Tony Hubbard

Ex-TCM driver Adam Bressington won two of three races. Grant Bressington photo.



(Camaro), Cascone and the Minis of NSW's Tom Tweedie and Linda Devlin with the quartet finishing in that order after ten laps of great racing.

Race 2, mid Sunday

Hill got the drop on Bressington this time to grab the lead with the two Minis haring off into the distance, virtually locked together at the head of the field. Hubbard made an eye-catching lunge at the end of back straight to snatch third from Cascone who soon had Devlin all over his back bumper. Barrow was in his element hunting Cortinas in an amazing 11th outright, closely followed by Dean McLaughlan (Datsun)



The Cortina Challenge is on! Throttle Jam Photography.



Phil Barrow's mighty FJ ran 11th in R2. Colin Rosewarne photo.

Peter van Summeren throws the Lotus at Challenge winner Nick Cascone. Colin Rosewarne photo.



Race 2 winner Richard Hill was bounced in R3. Peter Knights photo.

and Harrison. Shuttle pressured veteran South Aussie Ian Pringle who was posting his fastest ever laps at Winton as fellow Mini man David Cheney dropped a wheel into the dirt but stayed ahead of Walmsley just inside the top ten. At the end of six exciting laps Hill just edged out Bressington for the win with Hubbard similarly just besting Tweedie for third in front of the waring duo of Cascone and Devlin.

Race 3, late Sunday

With the late afternoon sun right in drivers' eyes the final ten-lapper saw a slightly messy start with a few jumping the start and a few missing it! Bressington was not hanging around to find out and bolted to build a handy lead with Hubbard slotting into second in front of Devlin. In contrast, Hill dropped spots but was soon back on pace and picking off cars at will. Cascone and Van Summeren ran side-by-side for a fair part of a lap as Hill fell off while hounding

Tweedie for third but re-joined. Worse was to come for Hill though as he was tapped into a spin by Hubbard during a three-way Mini attack. Cascone's skilful avoidance on the grass just brushed the stranded brick as Tweedie nipped under Hubbard whose tyres were now well past their best.

Start line infringement penalties lopped five seconds from ex TCM racer Bressington and Sports Sedan legend Hubbard's times but such was the former's margin it was still a 'Bresso' win ahead of Tweedie, with Devlin elevated to third. Adding Hubbard's further 15 sec penalty for the Hill tap, Seymour's fastest Camaro punter was relegated to eighth in the closely packed top ten.

One can only hope the racing (and incredible weather) will again feature at Winton for the

VHRR's Festival of Speed on the full circuit layout come the first weekend in August.

You'd be crazy to miss it!

Darren Knight



Tom Tweedie tucks in under Linda Devlin. Throttle Jam Photography.



Chris Dubois found oil and lost P3 in the Challenge. Colin Rosewarne photo.



Flying five - NSW's John Harrison, John Shuttle and Jerry Lenstra with Vic's Don Knight and Kim Shearn. Colin Rosewarne photo.



Tony Hubbard's Camaro had to bat away the smaller cars. Colin Rosewarne photo.



NSW's Chris Dubois' Lotus and Les Walmsley's GT tiggered mightily. Ian Smith photo.

HALL OF FAME

Hardworking Veep Dom Leo cunningly put together this list of LPs – Long Players, Lazy Participants, Loyal Partners?

Yep, that last one's on the money. And it's the secret to this Club's longevity, a loyal bunch of people who've seen the value in the cars and the camaraderie to have stuck around for decades to form the backbone of what others say is the most active and respected historic touring car organisation in the country.

With pride assuredly coming before a fall we will neatly step aside from self-aggrandisement to admit that perhaps our convivial welcome and hospitality at race meetings and generally cheerful outlook may have something to do with it. Around ten per cent of our membership comes from interstate – from every state in Australia and one Territory – eagerly awaiting our first NT member!

The HTCAV pioneered sponsorship for all participants in historic race meetings in Victoria, no matter where they come from, each year sending rebate cheques back to delighted racers, courtesy of our loyal sponsors whom we thank profusely. Since it started in 2017, we've handed back well over \$100,000 to competitors and that includes the lean Covid years.

We're in leaner financial years now and understandably our numbers have softened about 10 per cent as belts get hoicked in that one final hole. We understand and thank you for your previous support but we'd love to have you back onboard as soon as you can make it.

In the meantime, let's congratulate the 'Hall Of Famers' – and if you should be on the list – let us know!

40+ Years

Ted Brewster (44)
Eddie Dobbs (40)
Don Green (44)
Ross Hudson (41)
Chris Ralph (41)
Graeme Raper (43)
David Twigg (44)
Ken Zinner (44)

30+ Years

Chris Anderson (39)
Justin Brown (35)
Mike Bugelly (38)
Jim Collins (36)
Rob Cracknell (37)
Tino Leo (37)
Trevor Talbot (36)
Ian Watt (35)
Gordon Cox (32)
Darrin Davies (33)
Peter Burchall (36)
Vaughn Stevens (39)
Bill Trengrove (32)
Mark Brewster (30)

20+ Years

Dean Bryant (25)
Rob Burns (24)
Mark Johnson (29)
Don Knight (27)
Dom Leo (26)
Scott Slater (27)
Chris Stillwell (27)
Les Walmsley (28)

Peter Melick (23)
Simon Browning (22)
Barrie Read (20)
Andrew Cannon AM (25)
Liam Reed (29)
Andrew Tickner (25)
David Belford (20)
Daniel Myers (20)
Jervis Ward (25)

10+ Years

Nick Cascone (17)
John Clarke (13)
Andy Clempson (19)
John Eeles (13)
Quentin Ferry (11)
Colin Larsen (11)
Helen Lindner (18)
Nick & Paul Massaro (13)
Clive Massel (12)
Vince Parisi (15)
Matthew Read (14)
Darren Seccull (11)
Chris Stern (11)
Brent Trengrove (17)
Andrew Whiteside (19)
Ben Dahlstrom (15)
David Floyd (19)
Brian Dermott (19)
Daniel Van Stokrom (11)
Robert Van Stokrom (10)
David Forbes (10)
Nathan Gordon (10)
Stephen Perrott (10)



POINTSCORE 2024

Driver	SRS				SRS		PI		Total
	Rd1	Hist	Hist	Hist	R5	Hist	Mag	Inter	Pts
Driver	Sand	Ph Is	Winton	FOS	Ph I	Sand	Ph Is	state	Best 5
NcA Over 5100cc									
Andrew Lane									
Joe Calleja									
Geoff Munday	21	29							50
Aldo DePaoli		34							34
Brent Trengrove	46								46
Domenic Leo	31	17							48
Trevor Talbot	15								15
Tony Hubbard			32						32
Ian Mewett		37							37
Rod Hotchkin									
Brett Hotchkin	3								3
John Alessi									
Nathan Gordon									
David Murphy									
Craig Allan		35							35
Ray Hepburn		5							5
Andrew Beard	17	25							42
Ben Wilkinson									
Wiily van Wersch									
Colin Larsen									
Wayne Purdon									
Adrian Moyle	37	17							54
NcB 3501-5100cc									
Ben Dahlstrom		15							15
Craig Miles									
Rob Burns		41							41
Daniel Myers									
Glenn Miles									
Chris Stern									
Gary Finemore		23							23
Rob van Stokrom		27							27
Leo Tobin	3								3
Graeme Wakefield		44							44
Darren Collins									
Scott Pierce		31							31
NcC 3001-3500cc									
Andrew Williams		39							39
Brock Green									
Stephen Pillekers									
Brett Ferris									
Stuart Young		21							21
Conner McLeod	3								3
Andrew Girvan									
Daniel van Stokrom		14							14
Gary Edwards									
Evan Gobell									
NcD 2001-3000cc									
Darren Hossack									
Jason Humble		36							36
Peter McNiven									
Reece Moyle		21							21
NcE 1501-2000cc									
Justin Brown									
Dean McLaughlan		36	36						72
Gordon Cox		29	29						58
Vince Parisi									

Driver	SRS				SRS		PI		Total
	Rd1	Hist	Hist	Hist	R5	Hist	Mag	Inter	Pts
Driver	Sand	Ph Is	Winton	FOS	Ph I	Sand	Ph Is	state	Best 5
NbA1 Over 4500cc									
Bill Trengrove	27								27
John Clarke			32						32
Jervis Ward									
Peter Meuleman	34	39							73
Darren Jones									
Michael Rose		32							32
Doug Westwood		5							5
NbA2 3001-4500cc									
David Forbes XM									
NbB 2601-3000cc									
David Forbes									
Peter Olver									
NbC 2001-2600cc									
Phil Barrow		23	32						55
NbD 1601-2000cc									
NbE 1301-1600cc									
Peter van Summeren		11	39						50
Don Knight	37	43	25					29	134
Mick Stupka									
Simon Browning		33	11						44
Jerry Lenstra	3		5						8
David Schofield									
Nick Cascone			48						48
Mike George		35							35
Rod Evans			5						5
Les Walmsley			37						37
Stuart Bailey									
Kim Shearn		34	9						43
Stuart Barnes		5	9						14
John Harrison		5	21						26
Jeffery Vaux			5						5
Peter Olver	30	19	9						58
Julian Bingley		19							19
NbF 1001-1300cc									
Graeme Hill									
Richard Hill		5	40						45
David Roberts		15							15
Steven McKay			37						37
Steven Russell-Clark		13	19						32
Ian Pringle		30	21						51
Luke Patterson	12								12
NaA 3001 cc & >									
NaB 1501-3000cc									
Mick Stupka	5								5
NaC 1101-1500cc									

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



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- Unique brakes with 60x40 bolt-in shoes
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