

HISTORIC TOURING

TORQUE

MAGAZINE OF THE HISTORIC TOURING CAR ASSOCIATION OF VICTORIA

JULY 2023

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TORQUING HEADS 2023/2024

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2023 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 18-19	Points
Phillip Island Classic	VHRR	Phillip Island GP circuit	March 9-12	Points + Rebate
Historic Winton	Austin 7	Winton - Short Track	May 28-29	
Winton Festival of Speed	VHRR	Winton - Long Track	August 4-6	Points + Rebate
State Race Series Rd 5	VMCI	Phillip Island GP circuit	September 22-24	Points
POSSIBLE State Race Series	SRS	Calder Raceway	October 28	???
Historic Sandown	VHRR	Sandown Intl Raceway	November 10-12	Points + Rebate
Island Magic	PIARC	Phillip Island GP circuit	November 24-26	Points

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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PRESITORO



Chris Stern and I have enjoyed a fantastic 12 months at the helm of the HTCAV. As President and VP our relationship was nothing other than exciting, involved and hard graft.

We tried to steer this great Club into a period of prosperity and growth and I think collectively we've achieved this in our last 12 months at the top.

New and continuing initiatives have taken the Club to the point where we have a very strong voice in discussions with promoters, as to what we want as a category.

This being the case I was saddened, but understanding of Stern's reasons to step down from the Presidential role. I'm very

fortunate to have been in the VP role to someone who genuinely thought selflessly for the Club, its members and its future.

Stern – thank you genuinely for the ride and I know I've made a great mate for many moons to come.

Albeit, with his announcement of moving aside from the role, I felt all eyes move my way. Hesitantly I said yes under the premise that alongside me sat someone who I felt has the same level of enthusiasm, endeavour and effort that Stern and I tried to harness. Fortunately, Dom Leo said yes and there you have it - P and VP for your next 12 months.

I also look forward to continue working with the present Committee as we take on the future and what it brings.

The next 12 months is one where we aim to maintain the firm base our predecessors have so well harnessed. The previously mentioned new initiatives have, in my opinion firmed us up as the strongest and most capable Group N category in Australia.

With almost 300 members this year and an additional \$13,000 in sponsorship funds successfully sought over the racing calendar of 2023, I feel we are in a very strong position again for the next 12 months.

Remembering too that the Club is all for its members and I look forward to improving

what we can, as dutifully as we can while still maintaining the great Club we have.

On behalf of the committee – thank you for entrusting us with this privilege.

Now let's go racing...

The second half of the year is jam packed – you can do up to 7 rounds if you carefully choreograph your calendar around the south-eastern states of Australia.

The Festival of Speed is set to be big. We hoped for two grids but 30+ cars will have to do as maybe the Reserve Bank rate rises have begun to take effect...

Regardless, the 50k race is a competitor and crowd favourite and I'm sure many are counting down the days.

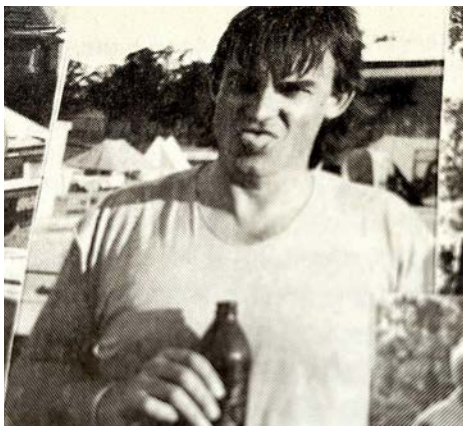
Throw in the State Series at Phillip Island in September, (yes, we will be in discussions about restoring the May round in 2024), November's Historic Sandown and the wonderful Island Magic and you've got yourself some damn good race tracks at which to have a play.

Don't forget our SA friends and their Bend round in late October and NSW's Eastern Creek in December – it's as busy or as quiet end of year as you want.

Thanks all – let's go have some fun soon

Ben Dahlstrom

EDITORO



Well, here we go again with another largish mid-year mag, more like a Yearbook in some ways than a regular issue.

Budgetary issues forbade a Christmas

Torque, this issue covers happenings over the last six months, beginning with a round up of last year's championships, which were physically awarded at Phillip Island Classic in March. So yes, it's all a bit all over the place, but stay with us...

We cover the big Phillip Island meeting and the State Round at Sandown that preceded it, but the absence of the May State round and the sad tale of the wet and almost-disappearing Historic Winton has left the only other race reportage from the Mallala Historic meeting, for which I thank John Lemm for the photographs and Darren Knight for the words, as I do for the Sandown and Island Classic meetings.

The need to feed the hungry mouth of JUST CARS every month has resulted in

digging around for other fare much in the manner of the race-free mid Covid years. Hopefully they will contain enough interest to keep you warming your toes in front of the fire, while saving you from going down to a cold shed and working on the race car.

But there are many events and much fun soon to be had.

Of course, our Quick News e-news blasts and SMS alerts keep the vital information coming, there's much to be found on the HTCAV website and the Historic Touring Cars Victoria FaceBook page seems to be creeping towards Australia's primary source of news and opinion for the category, with no fewer than 3,200 participants.

What a very strange world we are living in.

Chris Ralph

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SHORT SHIFTS



Fun AGM

The change in venue for the Club's Annual General Meeting to Rob van Stokrom's personal pleasure zone 'The Garage' in Cheltenham. Filled with classic car and arcade games and lots of motoring memorabilia it drew much larger crowd than is usual in this digital age – 32 worthies were in attendance.

The catered food was great, the bar open and games going ding dong – what's not to like? All said how great an experience it was and there are discussions afoot to see how we can utilize this fantastic venue for further club meetings and occasions.

As you'll read, Chris Stern resigned from the Presidency and the Committee with Vice President Ben Dahlstrom stepping up and Dom Leo becoming VP.

Many thanks to Rob van Stokrom for his charm, generosity and kindness.

Short, Sharp, Stern

Although Chris Stern was only in the Presidency for 12 months, he completed a full-on nine years of solid effort on the Committee, each building on the other to create just the right form of progress that the Club needed.

"Cometh the hour, cometh the man" – the Club needed an entrepreneur to give it a kick in the pants and lo, it came to pass. Starting with the merchandise and then the trophies and as Vice President under then President Les Walmsley, Chris gave everything the 'Stern look' and made it more efficient and profitable. One of the



fathers of the JUST CARS naming rights agreement with Nathan Gordon he can be credited with starting the big sponsorship ball rolling and keeping it in motion through his personal connections with JUST CAR'S Stephen and Ash Hunter in Geelong. Of course, his own business was also a sponsor.

His upgrade efforts extended to trophies, track catering and merchandise sales. And of course behind every great man etc... his wife Janine was awarded the Les Walmsley Club Person of the Year Award for 2022 for her stalwart support of her Mr President and her tireless work at the track and celebratory occasions.



A round of applause for both of them, dear readers, and we hope to see more of Chris in the ex-Andrew Whiteside 68 Mustang on track in this and coming years (with Janine helping, of course!).

Separated at birth

Into the breach steps Benjamin Dahlstrom Esquire, in natural ascendancy from the Vice Presidency.

Or is it French film star Jean Reno? The likeness of the then-bearded boss-to-be to the bullet-ridden Marseilles crime lord in



the movie 22 Bullets leapt off the TV screen. Luckily our new President has had a shave, and Bare Baby-Face Ben has thus escaped the *flics et filetage*.

From a motor racing background thanks to his late Dad and best mate, Bob and Ben the Mopar Men found the ex-Brash and Holloway S Series Valiant and valiantly restored it to its current status as a crowd favourite. Later, collective jaws dropped when Ben dropped a big load to acquire the famous silver 99 Valiant Charger from the silver fox himself, Les Walmsley, a long time mentor and friend.

Ben tells the story of the two of them towing the Charger to a race meeting and Les saying "one day you'll own that car and be President of the Club". Having added Nostrodomusity to his well known capabilities, Les can expect phone calls re the next winner of the Melbourne Cup.

Armed with a degree in mechanical engineering the young Ben's life changed when he took a job labouring on a building site. He cracked one at the instant fatness of his pay packet and the opportunities ahead. A couple of decades working for big name building firms led him to his current role as Senior Manager at SJ Higgins company.

Ben emulates his predecessor in dragooning family help, but the recruits are very willing and already well seasoned in garage and race paddock – wife Kellie-Jo, son Anders and ubersalesperson daughter Annika form a powerful flank from wing to wing.

Ben advocates a steady hand on the till and tiller in these unsure times, and he and son Anders have already boosted the former with...



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Going to press before it's inked we announce that Burson Auto Parts have strapped themselves into the seat to help drive the HTCAV and historic touring car racing forward.

This is a major sponsorship, money that does not go into the Club coffers but into a



protected account then into YOUR pockets when you race with the HTCAV in nominated rebate meetings.

Our collective thanks to Burson for their generosity and support. This Aussie company was formed over 50 years by Garry Johnson and Ron Burgoine (which explains why you've probably never actually met someone called Mr or Ms Burson) who started by delivering a range of automotive chemical parts from one van.

Now they have more than 800 delivery vehicles and 200 stores – 1800 people work in these and two giant distribution centres, servicing the automotive trade aftermarket.

Every enthusiast knows they're more likely to get the part they need – and more importantly, the advice they need – from Bursons than some of the more generalist stores.

Is this first time Burson has sponsored the Club? Actually, no. Our beloved Maestro Rotundo, Gordon Cox, was a Burson man in the 90s and wangled an advertisement to fill the back of the roneod A4 paper rag that was our magazine in those days.

What goes around comes around, as the Gestetner salesman used to say...

Not getting your sponsorship rebate money?

Apparently a bit of hanky twisting is happening interstate with people not receiving their rebate cheques for racing with us. Now, privacy laws being what they are in this litigious society we're limited as to what we can do to find people not on our membership data.

So please go to our website htcav.com.au and look under competition and register your details. With more sponsorship the rebates could be larger, so it's worth your while!



Rebate Contact

The Historic Touring Car Association of Victoria pays a rebate to competitors who run our sponsor's windscreen banner at nominated rounds throughout the racing year.

We do not always manage to record every competitor's contact details, especially interstate ones. To make sure we have your details, please fill in the following form.

Rebates are usually sent out in the first few months of the following year.

Comments or questions are welcome.

* Indicates required field

Name*

Email*

Subject*

Phat Phillip Island Classic

Apart from two giant grids with four or five races, depending on your group, a lot more happened off the track as well.



The Friday night Go Kart Challenge

The brainchild of Ben Dahlstrom, this event specifically for crew and team members of competitors was a roaring (buzzing?) success. Forty names were registered, competition was fierce and results strongly celebrated.

The Podium:

- Steven Engelhardt (Justin Elvin, Mini)
- James Forbes (David Forbes, Falcon)
- Anders Dahlstrom (Ben Dahlstrom, Valiant)

The Saturday night Awards Night

More awards, bigger awards than ever before! Following on from the 2022 Phillip Island format, the Grand Occasion was the biggest Awards event of all time, with 185 attending.

You can read the full breakdown of who won what in 2022 in our main article, but on the night, memories were still fresh and the applause thunderous, as the worthy received their rightful acclamation.

A new award listed

This year another perpetual trophy was added – 'The Les Walmsley' Club Person of the Year Award.

Celebrating outstanding contribution to the Club, it was won in its inaugural year by - a woman! 'Mrs Boss', the tireless presidential supporter, event organiser, stuff organiser, Club Truck host, food supplier and just-about-anything-else fixer – Janine Stern! The reception that this announcement received reflected the appreciation of her efforts in 2022.

And why 'The Les Walmsley'? That's a rhetorical question. No-one has done more in recent memory for the Club, on the scenes and behind them, to keep this Club and category booming. On the phone networking, calming troubled minds and inspiring new ones, always there, always going beyond, as President and ex-Pres – who else could it be named after?

Two new Life Members



Not surprisingly Les Walmsley has become a Life Member of the Historic Touring Car Association of Victoria. Gracious in acceptance, as ever, and never wanting to make a fuss (or a speech!) Les was very touched by this recognition.



The other Life Membership went to a very different kind of cat, as loquacious and Les is not. Dean Bryant has been front and centre of the Club for almost 20 years as a competitor, Committee member (Editor, Secretary, Vice President and President, and more!) and now as a hardworking Eligibility Officer. Congratulations and well done to both!

Saturday Night Calendar Boys

In another grand entrepreneurial gesture, the Committee tigers found a fantastic fattener for Club funds on the Awards Night.

The 2023 Club Calendar would be auctioned off to the highest bidder on the night, pumped up by Master Auctioneer



Nathan Gordon, already peaking after a great day Monaro Musclin'.

"And now we come to the most valuable moment of ALL what am I bid? I see 400, 450, yes, there's 5, hep, hep, hep, 550, 6, ibba, gobba, dabba, yes 650 against you, sir, hep, hep, hep-SOLD!"

And sold they were! \$5635 was raised, thanks to these...

Men and Women of the Month:

January	Justin Brown
February	Leo Family
March	Glenn Miles
April	Ben Dahlstrom
May	Adrian Moyle
June	Robert van Stokrom
July	Craig Allan
August	Andy Williams
September	Darren Pearce
October	Shannon Eastwood (Nathan's better half)
November	Peter Van Summeren
December	Chris Stern

Calendars will be available at Historic Sandown, just in time for your Christmas stocking.

Midfielder's ghost

In the 80s an anonymous contributor - 'The Midfielder' - would send in race reports describing what went on down the back where everything goes on. Risen from some mouldy grave it appears this haggard apparition again floats above the battling backmarkers, offering a withering view.

But an equally withering view could be directed at the status of Historic

Winton itself, now publicly ruining its stated preference in recent years for older, smaller, slower cars. That left a bitter taste, especially after the 46 years of historic touring cars at the meeting.

Memories of always being the last dance on the Sunday night (promoters trying to keep the crowd later for their favourite event etc) has also resulted in lessened interest. Its AASA sanction goes counter to our MSA alignment and has been taken off the championship point score, but there's a lot of history there, it's a fun meeting and fills a handy gap in the calendar.

What do you think?
Yep? TEFE? Send
comments to
president @htcav.com.au

Member Update

Memberships edging close to 300!!



Old Father Time fiddles with those bonnet pins again

JOIN THE LEGENDS...



Archeologists recently unearthed new Ancient Artifacts in a field



WHERE ARE ALL THE GROUP N ENTRANTS?

It doesn't seem that long ago when Historic Winton was able to attract a large number of Group N entrants and many of our fanatical spectators came along to especially see the epic battles within the different classes. We always knew when the Group N events were about to start by watching the spectator crowd move closer towards the fence line.

Morris Cooper S versus Ford Cortina, Holden Torana, Ford Mustang, Ford Escort and Old Holdens etc. It is always great to see them in action and we welcome our 2023 group of competitors.

In fact, only ten years ago, we had 42 Group N entrants and had to split them into two divisions. The numbers were comfortable until 2018 with 30 plus cars on the one grid but unfortunately, as they say 'the wheels have fallen off' and this year we have really struggled to attract the numbers that we were expecting.

We realise that times have changed. There are now many more events jostling for their attention and a lot of competitors have financial restraints. Plus, the strong events are getting stronger, which is evidenced by the huge number of Group N entrants that competed at this year's Phillip Island Classic with 72 vehicles spread over two groups. Simply amazing and such a great spectacle.

of competitors have financial restraints. Plus, the strong events are getting stronger, which is evidenced by the huge number of Group N entrants that competed at this year's Phillip Island Classic with 72 vehicles spread over two groups. Simply amazing and such a great spectacle.



Photo: Andrew Day

However, one of the best things about the Winton short track is its tighter layout, which is a big attraction to the smaller Group N vehicles and we hope to attract more of these in the future.



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Three touring car heroes pull into the pits...

Things, they say, come in threes and recently the sad news came that three HTCAV heroes have died.

Jim McKeown's story follows and just before Torque went into production we learnt of Kent Youlden's passing, followed closely by Wayne Rogerson.

To the families and friends of these fine racers on their final podium Torque offers condolence and sympathy, on behalf of all HTCAV members.



VALE: Jim McKeown

The HTCAV is extremely sorry to report the loss of Jim McKeown, one of Australia's finest touring car and sports car drivers from the 60s and 70s. His great mate John Mann came through with the sad news this morning.

Jim was at the forefront the earliest Appendix J days in the Neptune Racing and later, Trident and Shell Racing teams in Lotus Cortinas and Porsche, along with Norm Beechey (Mustang, Nova and Monaro) and Peter Manton, Mini. In the early 70s he campaigned his Porsche in Sports and Sports Racing.

In the mid 90s Jim returned to racing with the HTCAV in a Lotus Cortina he built to replicate his Mk1 and made many friends in our Club.

Our sincere sympathies to his partner Toni and his family.



VALE: Kent Youlden

The national racing community has lost one of its stalwarts in Kent 'The Bear' Youlden, who passed away on June 26 at the age of 72 after a long battle with dementia.

Kent was a HTCAV member in the later 90s when he built and raced one of the first Nc cars in Australia - the Holden 350 Monaro now owned by the Leo family, in which he won his class.

Kent spent his entire working life at Ford as a chassis development engineer, but a lot of motorsport fans will have known him for his decorated national production car racing career, of which he was one of the country's most noted performers over a long period of time.

While probably not known to many in the racing scene, Youlden had some success in the Victorian Rally Championship between 1971-74, winning seven rallies, as well as taking third in the Alpine Rally.

He then won many Sports Sedans races aboard his self-prepared LJ XU1 Torana throughout 1973-76, and also in his F5000 engined TE Cortina between 1978 and 1981.

Racing with his brother Brett in 1986-87, he drove a VK Commodore in both the Production Car and Commodore Classic Series, with the pair also winning the Winton 300 by two laps in 1990.

Following his production car career, he also won the group NC championship in a Monaro 350.

He was known for his generosity when it came to helping others in the sport and lived for racing.

Kent is survived by his wife Yvonne Youlden, his four Children Luke, James, Clinton and Rebecca and his brothers Brett and Ray.



VALE: Wayne Rogerson

It's been a bad season for old touring car heroes. Wayne Rogerson passed away in Ballarat on Wednesday afternoon aged 79, after fighting oesophageal cancer for the last couple of years. Wayne was a Sydney driver of Fords, starting in a 1650 Anglia and progressing to a beast called the Faltang and then to the Jubilee Motors Falcon, built by him and business partner Alan Mayne. Fighting off the likes of Moffat, Brock and Geoghegan, he nabbed the 1970 NSW Sports Sedan Championship and making the cover of Racing Car News.

In the 70s he ran rotaries for the Mazda Racing Team, winning the class at Bathurst in 1973.

Inspired by going to Historic Lakeside in 2000 he and Alan joined together to build two black Mazdas for historic touring and again run as a team. Wayne's run at Island Magic in 2020 was his last hurrah, fighting at the front with Peter McNiven and the V8s for podium positions.

He was proud to be an HTCAV member and could not get over how friendly and welcoming the club was.

Our deep sympathies to his devoted wife Maurie and son Brad. May he rest peacefully after the pain of his recent struggles.

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"JIMMY MAC"



Getting the jump on Bob Jane, Hume Weir, 1970

In May one of the pioneers of Australian touring car racing, Jim McKeown, passed away aged 85. Articles are available online on his many exploits, plus there's a comprehensive FaceBook page run by his son Dean - Jim McKeown Racing. This is one incomplete account, from personal perspective...

As a spindly young flag marshall in 1964 at South Australia's wintry windswept Mallala race circuit., I stared as the Neptune Racing Team set up in the paddock.

Three cars all the same dark blue with white GT stripes. Jim in the Lotus Cortina, Norm Beechey in the Holden S4 and Peter Manton in the Mini.

All raced in matching blue polo shirts. With matching blue helmets - each carrying the white GT stripes.

Each with nice pair of matching slacks, socks and loafers. (No race suits or roll cages then...these guys were heroes!)

This looked the start of something big. This was... *professional*.

Jim was right there, at the start. He helped light the wick that blew touring car racing into the stratosphere, overtaking open wheelers to become Australia's premier racing category.

And he would fan the flames at the front for another ten hectic years.

McKeown vs Moffat, Mallala

Jim and the Lotus showed they were a perfect fit for the tight Mallala circuit.

In a hectic battle with Alan Moffat's similar car in the 1966 SA Touring Car Championship, absolutely no quarter was given. "There wasn't much left of either of our cars when we finished," Jim said.

I witnessed this breathtaking racing, even phoning in the results live over the Adelaide radio.

Little did I know I would one day meet my hero through the HTCAV, spent time socially on the Gold Coast and recently, read his motor sport eulogy at his Celebration of Life, in Melbourne.

The start of a legend

In the 50s Jim bought a lucky ticket in a Moomba Festival raffle. He won a Ford Zephyr and 500 gallons of petrol. He kept the juice, but flogged the Zephyr to buy a blue Austin Healey 100/4 to race and hill climb.

(You never forget your first race car. Decades later Jim restored another blue Healey; it was one of his proudest moments to see his son Dean chauffeuring Max Verstappen, on the driver's parade lap this year at the AGP.)



Proud moment for Jim, son Dean drives Max at the AGP in the Healey he restored to match his first race car

Titanic 1966 Mallala battle with Allan Moffat left both cars in tatters

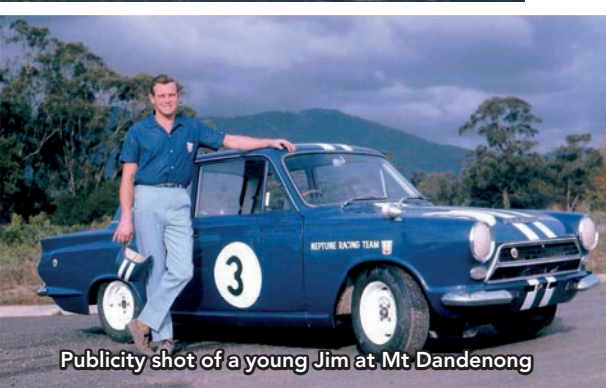


After the Healey, Jim raced two cars fitted with the demon Repco Holden head. A Holden sedan then a fibreglass bodied sports and GT, the Coad Vauxhall.

After that, early 60s exploits in a pushrod Cortina GT took the eye of the Neptune Racing team.



After the Healey, a Repco Holden, Templestowe 1950s



Publicity shot of a young Jim at Mt Dandenong

Tinkerer and thinkerer

As the team morphed into the black-liveried Tridents, and finally the yellow and red Shell Racing Team, Jim's Lotus Cortinas always had the edge.

Why? Jim wasn't just a gun driver. He was a tinkerer - and a thinkerer.

Behind the closed doors of his Kilsyth garage he experimented with the help of Melbourne's best engineers.

Every available weight saving and race tweak was carried out. His Lotus Cortina engine was rumoured to be the fastest in the world.

Duddled in the US

In 1967 his fierce rival Alan Moffat struck a deal with Ford Racing in the US where he and Jim - and Jim's engine - would contest



No roll cages, race suits, just hangin' out the window



Holding off Terry Allen's Camaro in the Mk11 Lotus Cortina

the Trans American 300 at Daytona.

Two factory race ready Lotus Cortinas would be supplied. Alan would drive one

with Jim's engine, Jim would drive the other.

Records show Jim was the fastest qualifier, even without his secret weapon under the bonnet. In the race Alan was leading the class when the flywheel came loose. Jim's car had the gear lever come off in his hand.

They had been duddled. The cars were tired and nowhere near race-prepared; there was little time to fix them after they flew in. Boo, hiss.

The Jim McKeown Porsche years

But Jim was impressed enough by Kar Kraft to quickly plonk down an order for a Boss 302 Mustang for 1970 after it was clear Cortinas were no longer competitive.

Shell had allowed a budget of \$10,000, a huge sum in those days. But they already had drivers in V8s.



Locked in battle with Brian Foley, Energol Corner Oran Park 1970. Dick Simpson photo

No go, he would stay their middle capacity man.

So Jim races round to Hamilton Porsche, to order a 911 the same as Alan Hamilton used in the 68 and 69 championships.

Too late to import a whole car! Hamiltons strip down an Irish Green 911S off the showroom floor. It's in Shell yellow when all the good bits come from Germany and

on the grid for the first round at Calder in March.

Another yearlong battle takes place.

This time his nemesis is renowned Sydney driver Brian Foley also in a 911S. Jim's yellow Shell car and Foley's red Chesterfield car are inseparable all season.

Jim takes two rounds outright, one by a whole lap at a wet Symmons Plains in Tasmania. He's second in the Championship, behind team-mate Norm Beechey.

In 1971 Jim finishes every race and comes in fourth behind the V8s. The Porsches' two years were up. Even without the power deficit, a tiny back seat no one could ever fit into, no longer qualified them as touring cars.

Porsche Sports Sedans

In '72 the Porsches found a new home in Sports Racing-Closed, or Sports Sedans. Alan Hamilton, Jim and Brian Foley were back - hard at it all over again - in stousses that defined a golden era for the category.

In his last year Jim drove a monster mid-engined 2 litre Turbo 911 producing 474 HP and weighing a mere 670kg.

Gladiatorial stuff. But rule changes banned the car - a factory 908 under the skin - at the end of 1975. Approaching 40, Jim retired from just over a decade as a professional racing driver.

Mr Nice Guy

If you expected a bombastic self-centred hero at the heart of such success, go to the back of the grid. Nothing could be further from the truth, Jim's warrior nature was contained within a truly nice guy.

"Jimmy Mac" as he was known, was a



908-based mid engined 2.0 Turbo Sports Sedan banned for 76, so Jim retires



Old heroes reunite: Standing (L-R) Ian 'Pete' Geoghegan, Kevin Bartlett, David Bowden, Alan Hamilton, Bob Morris, Norm Beechey. Seated: John French, Leo Geoghegan, Doug Chivas, Allan Moffat, Jim McKeown, Colin Bond

member of a close-knit bunch of race mates. The first thing they all say – what a great bloke he was.

His great mate John Mann remembers a sports sedan race at Hume Weir with Jim leading in a Porsche, himself in a Repco V8 Cortina, and a bloke called Harry Lefoe in a tiny dark green Hillman Imp with a V8 engine, stuck between them.

"I had this little blowfly stuck to my bum," said Jim. "I know mate, I was tryin' to swat him for you..." said John. Laughs and the camaraderie bonded these two, and all their other great race mates.

Larry Perkins recalls Jim sharing a Volkswagen in the Armstrong 500 with his uncle George Reynolds twice - in 62 and 63. In '62 they won the class for cars under 900 quid.

Ten years later he's lifting elbows in the Sandown pub after a race meeting, starting a long friendship. "What a top man," he says.

Untold Bathurst tales

But it's President of the Victorian Historic Racing Register, Ian Tate, who has some inside stories.



Fateful 68 Bathurst drive of the auto Falcon

Ian was working for the great Harry Firth running two FoMoCo GT Falcons at Bathurst 1968. Harry had retired from driving and picked Jim to co-drive one of the cars with Spencer Martin.

Fitted with a tricked up auto their car qualified well in 7th. In the race the left rear wheel bearing failed, the axle spearing up through the boot lid on Griffins Bend, halfway up the Mountain.

Jim took the long walk down, grabbed tools and parts, walked all the way back up to work on the car, with racing just a few feet away. He got going again, finishing 12th in class.

Meanwhile the other team car, an outright contender, had a stone go through the radiator. Mechanics down in the dumps.



The Neptune Racing Team helped start it all

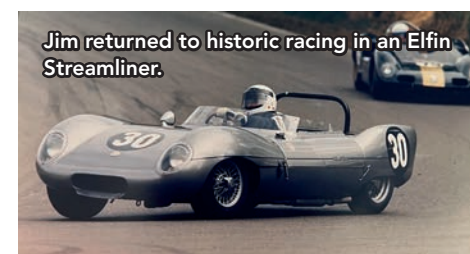
Ian borrows a brand new GT off the local dealer and takes them into town to drown their sorrows.

After a feed and a few, Ian's behind the wheel on a wet intersection, gives it a boot - and bang, he whacks a car. The cops are called - and bang, he's in the clink.

Guess who casually wanders up and bails him out...

Historic Racing

Ian remembers Jim racing historics in an Elfin Streamliner. "Watching his car



Jim returned to historic racing in an Elfin Streamliner.

control from tower as he came over Lukey Heights was a masterclass," says Ian. "Some competitors complained his engine was over capacity. I told them he could have pulled a plug lead off and still beaten them..."

Jim had built a Lotus Cortina to run as a historic touring car in the HTCAV, when I met him for the first time.

My own Cortina GT (bought years



Touring car Porsche ready to win at Warwick Farm 1970



beforehand, coincidentally in Team Neptune colours) was sidelined because of the recession we had to have.

But on the way back from Winton one Sunday night our group came across Jim and his great mate and mechanic Alan in a roadside café.

And we found this motor sport hero was a real gentleman... Jim.

Back to Porsches

Jim returned to racing one more time, in the Australian Porsche Cup of 2000. He came 6th in his last race in a GT3. But a back injury put paid to that last hurrah.

However, seven years later he's back in his race suit at Calder on a foggy morning, ready to track test a newly built replica of

his yellow Porsche from 1970. Jim had given every assistance during the build to Mark Johnson and David Belford from Classic Road and Track.

Now it was time for the shakedown. "I'll just do a couple of slow laps," Jim

offered. And then he did a few more, and a few more - getting quicker each time.

Eventually he's back, a huge grin on his face.

"It's just like my old car," he said, "felt exactly the same - I even kept looking in the mirror for Foley!"

Jim followed the car's fortunes, driving it in spirited 'parade laps' with his old mates and rivals at a Muscle Car Masters meeting in Sydney a decade or so ago.

"Gonna need a bigger boat..."

In the meantime, I had built a BMW 2002 for historic touring car racing, and become friendly with another BM driver, the late Peter Martin from Main Beach on the Gold Coast, where we have a small apartment.

He and his wife introduced us to their close friends. None other than... Jim and his partner Toni...

These fantastic hosts took us on trips on McKat, Jim's monster PowerCat boat. He'd ordered a maximum horsepower motor. And

then fitted two. Jim would stand it on its rear so all you could see was sky. Great fun.

I never did tell him about the gawky, goggled-eyed young flaggie at Mallala 50 years earlier. He was just such a relaxed and unassuming guy. It was a pleasure to be in his company and I simply forgot.

The right kind of horsepower

There was a saying in the 80s: he who has the most toys wins. The biggest houses, the biggest horsepower.

Jim qualified as a winner. He had all the toys and trappings.

And all the great memories of someone who had ridden a remarkable wave of motor sport history. From the very beginning, at the very front.

But he had something more. He had a hero's understanding of what was what, that possessions and achievements belong only to this moment in time.

He'd been unwell, in pain for years. He knew that all we need to pack for the big journey is what's in our hearts.

And I believe that for his next adventure, Jim McKeown will have plenty of that sort of horsepower under his right foot.

Chris Ralph



Jim with old mate Alan Hamilton in recent years

COXY'S 20-YEAR ROAD TRIP



The Racer Industries truck says it all

The genial and hilarious Gordon Cox, trackside favourite with his good advice and huge range of stuff to save your weekend, has come a long way from his Falcon van 20 years ago, to a flash truck and a real job. This is his story.

If you're in the parts business, people somehow think you carry the parts they're desperate for right now, in the boot of your tow car. Twenty plus years ago, a few weekends of this pestering flicked on a lightbulb – hey, maybe there's a need for a spare parts shop at the race track...

No longer racing and with my own little parts shop, Diamond Valley Auto Parts in Bundoora, in the northern suburbs of Melbourne - plus two young children, my focus was on paying the bills. I decided to start selling products at the track. I'd get my motor racing fix, make a few bucks and help my mates keep their cars on the track at the same time! It wasn't a new idea, I wasn't the first, but I was excited...

"Sorry mate you can't come in."

It certainly wasn't smooth sailing at first. Trying to get into the race track without the appropriate pass wasn't that easy! Fortunately, a few promoters saw how the

service would add value to their meeting and it wasn't long before I was at the gate with "G'day Coxy, you know where you should park."

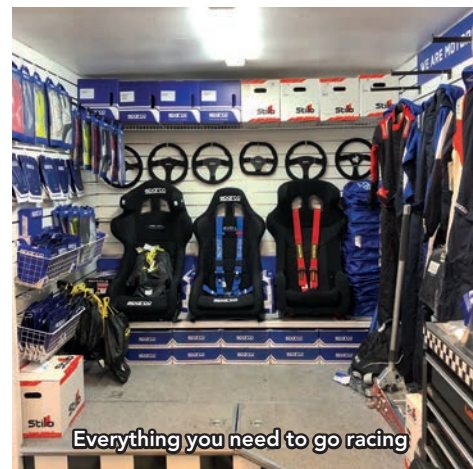
My first meeting was at Phillip Island, the XF Falcon van loaded up with things like oils, brake fluids and pads, a few nuts and bolts, cable ties and gasket goo. I sold a couple of hundred dollars' worth - it was a start. The next meeting was at Sandown and I'd borrowed a box trailer from a mate, painted it white and put some stickers on it and loaded it up with more gear.

From little vans big vans grow...

Around 2004 I purchased a big display trailer that looked more like a horse float. But it allowed me to keep everything out of the elements, including me. As time moved on so did that trailer which made way for a small truck. It was pretty tricky with a flip up tailgate - and air conditioning!

Then it was a bigger van and display trailer, forerunners to the current truck that over the years has become a bit of a meeting place and drop-in centre for elderly miscreants.

If it's cold they'll come in to get warm



Everything you need to go racing

and when it's hot they'll come in to get cool. Mostly they just come in for a bit of yarn. I've heard stories you wouldn't share with your grandma - or the police!

Come the Revolution

From initially carrying the consumable products, when I became a dealer for Revolution Racegear the range grew to include seats, steering wheels, and the full race gear from helmets to Nomex socks. We were then a proper shop...at the track! The product range constantly evolved as did the competitors and categories.

Once, at state-level race meetings, if you arrived with a tandem trailer and more than one Weber Carburetor you were doing pretty well. Now it's B-Double trucks with engine guy, suspension guru and team manager – it's "arrive and drive" for many entrants.



The A90 on the way to Winton



The Torana was immaculate Phil Wisewould pic



Resident HTCAV comedians Gordon Cox and Fast Johnny preparing their next act



Drop in and say g'day...



His new Mk 2 Cortina debuted at Bathurst. Phil Wisewould pic

But the majority remain husband and wife teams, with kids in tow and - lots of mates helping mates. And for 20 years my little one-man effort has proudly helped them, through a global financial crisis and global pandemic.

Something very Cool comes along

After Covid we were back at the track, business as usual and I was approached by Mr. John Blanchard of CoolDrive Auto Parts. "We should do something together"

was the start of the conversation and a few months later Coxy's Motorsport Spares became part of Racer Industries, part of the CoolDrive business since 2021.

Had someone else approached me the outcome may have been different. But the Blanchard name is motor racing royalty and fully respected in the wider automotive industry. I was very happy to do a deal with JB and stay on as an employee - I knew that the passion the Blanchards have for racing would make it a perfect fit.

After a 20-year road trip, I'm home

So I'm still doing what I know and love, but now I'm part of a larger family-owned organization, Racer Industries.

While they're pretty big deal - Official Race Accessories Partner of Motorsport Australia, the Shannon's Motorsport Australia Championships and the RSEA Safety Motorsport Australia Rally

Championship etc, they're dedicated to supporting those at the grassroots level who are so important to motorsport.

So you can pre-order what you need on the Racer Industries website to be delivered to your door, or picked up from me at the Racer Industries in the race paddock.

Life as I love it will go on, helping and supplying competitors and even enjoying time on the track with my mates in the JUST CARS Historic Touring Cars. And if you're in the paddock drop into the Racer Industries truck to get warm, get cool or just say hello...

Coxy!



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Racer Industries truck snuggles up behind Big Mother

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SUPER SANDOWN STARTER

18-19
FEB

Murphy's Camaro pushed Lane's Fastback hard in R3, they clashed at T1

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

The JUST CARS Historic Touring Cars opened their 2023 account at Sandown on 18-19 February. After a heatwave Friday practice session, great weather favoured a weekend of excellent Historic Touring Car action. The famed power circuit was in its element with an entry dominated by V8s.

Qualifying

Although Andrew Lane was complaining about a slight misfire his sleek black Fastback Mustang not unexpectedly grabbed pole with a handy 1.21.52 – but the qualifying podium was interesting.

Last issue told the story of the Warhorse Mustang, one of the original Group Nc cars built and changing hands late last year between the Leo and Collins family stables. Dom Leo would get the Camaro while Darren Collins took on the Trans Am Mustang. With them both on the grid this meeting, how would they fare?

Darren and Dom slotted into P2 and 3 with only a tenth between them, both learning their new mounts. Into 4th was Joe Calleja in his Fastback Mustang and an excellent fifth for reigning Club Champ Pete Mueleman in the Nb Mustang, cracking into the 1.24s for the first time.

Geoff Munday's Camaro, Andrew Girvan's Torana and ex-engine builder and Ute racer David Murphy, having his first run in the ex-Gary Treloar big block Camaro, were next. Filling out the top ten were a returning Brent Trengrove in his Camaro and Rob van Stokrom, up a huge grade from his 2002 with his first-ever drive of his new '68 Trans Am Mustang.

Engine problems saw four almost 60-year-old warriors proceed no further – the Nb Mustang and Chev Nova of Darren Jones and Rod Evans, the Lotus and pushrod Cortinas of Kim Shearn and Jerry Lenstra.

In a first for the State Race Series, events would be 'time certain' with stopwatch not lap counter determining race length.

Race 1 Saturday afternoon drama

Darren Collins got the initial jump, Lane was through T1 first. Dom Leo was shuffled back in the pack but the big mover was David Murphy out of 8th, using every last one of his 6,800 cubic centimetres to slot into 3rd and taking Collins, falling into the clutches of Dom Leo who was getting to know the Camaro very well.

Dom was soon past and set about chasing Murphy with both setting fastest laps along the way.



Don Knight took the Cortina class

Behind Collins Brent Trengrove, Calleja and Mueleman were going well, gapping the Girvan Torana.

But drama ensued when Murphy popped a right rear wheel cylinder just when he needed it most – at the end of the straight into T1. Experience saved the situation as he ran wide then motored calmly to save track position for the next race, only to DNF anyway.

Dom Leo's elevation to P2 was short-lived as his Camaro rolled to a stop with a fuel issue at the top of the circuit, returning Collins to the place he'd had at the start of the race.

A delighted Brent Trengrove followed Lane and Collins home into third, with Calleja and Mueleman behind him.



Kim Shearn's ex-WA Lotus blew a head gasket in Qualy



Brent Trengrove's Camaro chased the Warhorse hard



Joe Calleja's Fastback spits flame to ward off Brent Trengrove's Camaro and Pete Meuleman's Mustang



New gold accents looked great, but the Leo Camaro had a suspect oil pump drive



Darren Collins led for 3 laps in R2 before the Long Brake Pedal Blues played in

Race 2 Sunday morning tight racing

Race 1's big mover, David Murphy extended his rear-of-grid handicap by stalling the Camaro and giving himself a monster catch-up job – which he did in very short order.

Collins again got the initial jump but settled for second into T1. Tigering away at the back of the Lane paid dividends when the big black Fastback faltered out of Dandenong Road on Lap 3. Collins grabbed a lead he would hold for the next three laps before a long brake pedal saw him slightly overshoot that same corner, Lane took back P1 sharply.

Murphy took only five laps to work his way into fourth but grabbing the distant trio of Lane, Collins and Brent Trengrove, trying hard to nab second, was not on.

The mid-pack resolved into Geoff Munday's Camaro, Pete Meuleman's Nb Mustang, the fantastic Torana of Andrew Girvan, the Fastback of Joe Calleja and the 60 Trans Am of Rob van Stokrom, with Bill Trengrove's Nb Mustang as rear guard. Don Knight held sway in the Cortinas over Simon Browning getting a slightly faster lap time.

David Murphy's ex-Treloar big block Camaro is a force to be recognised



Camaro retired with a suspect oil pump drive.

Race 3 – afternoon boil over

With Murphy looking menacing in P4 it was again Lane into T1 with a tight front pack of two Mustangs ahead of three Camaros, but the 6.8 litre big block of Murphy grunted past Collins outside into T1 on the first tour and set about after Lane.

He made his move after the third lap with a big push down the inside of T1. Lane decreased the amount of available track, Murphy kept insisting on a pass, taking to the ripple strip. Inevitably there was contact, Lane spun and Murphy found Darren Collins glued to his tail, with Brent Trengrove's Camaro just astern.

Behind them, a battle pack of Calleja, Meuleman, an on-pace van Stokrom, Bill Trengrove and the gallant Torana of Girvan.

It wasn't long before the fired-up Lane caught Bill Trengrove as Joe Calleja's iffy gearbox cried enough. On Lap 5 it was Murphy, Collins and Brent Trengrove out in front with a gap to Munday's Camaro. Brent was trying everything to catch Collins and closed right up on the last lap before getting woolly at Dandenong Road.

Further back Lane made an almighty lunge into the same corner to take Meuleman for fifth. Getting the hang of his new steed Rob van Stokrom was next ahead of the fast-finishing Girvan and Bill Trengrove. Don Knight again won the Cortina battle with Simon Browning getting a slightly faster lap time.

Murphy finally took the win he looked like taking all weekend, Collins collected three seconds and Brent Trengrove was



Andrew Girvan's immaculate Torana punched well above its weight

delighted with his third after a sabbatical.

Next, the Classic...

The biggest historic meeting of the year and the JUST CARS historic tourers are fielding 80 cars in two capacity class grids.

You'll read the full report in the next issue of JUST CARS but there's nothing like being in the paddock, meeting the drivers and seeing these wonderful old warrior cars in the metal – make yourself known to the friendliest racers at the meeting and get some merchandise from the HTCAV truck!



Geoff Munday overshoots T1, despite the licence plate!



Rob van Stokrom got a handle on the Trans Am, by R3

A CLASSIC THREE DAYS

10-12
MAR



SA's Josh Axford, Jason Armstrong and Justin Elvin blitzed the weekend

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

An entry nudging 80 JUST CARS Historic Touring Cars again showed the huge appeal of competing at the VHRR's Phillip Island Classic. Two big fields of large and small classics saw the locals face Australia's best - and interstate cars took home the major tinware.

Under 2 Litre and Invited Cars Race 1, Friday afternoon

The South Aussie trio of Josh Axford (BDA Escort), Justin Elvin (Mini) and Jason Armstrong (Mini) had topped the timesheets in qualifying, setting up a classic opening race. Mere centimetres separated all three led by pole man Axford with WA's Cono Onafaro (Mini) close behind in fourth.

Lachlan Thomas (Escort 1300) and Jim Schilling (Volvo) duked it out in close company as did David Noakes (BDA Escort) and Dan Forster (Mini), while Phil Barrow's FJ jumped out of top gear at full noise, the close-following Cortina of SA's Stuart Barnes just clipping the Holden as he took avoiding action.

Axford just beat the Minis home but was relegated post-race to fourth after copping

a 5 second penalty for moving slightly (but stopping) before the lights went out at race start. Elvin was awarded the win from Armstrong and Onofaro.

Race 2, Saturday morning

Armstrong grabbed the early lead with Elvin losing a few spots mid race. Onofaro this time battled Noakes as the Cortinas of Stuart Bailey and Don Knight got stuck right into it before Bailey ran wide at the hairpin, allowing Knight through. Gordon Cox (Cortina) was enjoying a rare outing being usually tied up with Racer Industries trackside spares duties as he kept the unique Citroen of Michael Stupka at bay.

David Forbes was climbing up the order after missing race one due to a gearbox change in his XM Falcon. Axford nipped under Armstrong and this time the victory stood with Noakes third from Onofaro, Forster and the Lotus Cortina of Peter Van Summeren.



Jason Armstrong gets the jump into T4



Age before beauty... Phil Barrow and Steve Jeffs' Holdens lead David Forbes' Falcon

of Lenstra with the red flag coming out and the race called. All drivers emerged unscathed - but the Fords themselves were not so lucky.

Race 4, Sunday morning

A determined Axford shot clear by a few lengths at the front with fierce Mini rivals Armstrong and Elvin dicing mightily for second place. Newly installed HTCAV life member Les Walmsley (an award richly deserved) was again class of the pushrod

Race 3, Saturday afternoon

This third event went no further than the Turn 4 hairpin on the opening lap. Mike George (Lotus Cortina) had a half spin and was collected heavily by the GT Cortina of NSW's Jerry Lenstra. The Mk.II Cortina of Tasmanian Adrian Wilson then ploughed into the back



Moustache leads beard - Don Knight and SA's Stuart Barnes



NSW's Chris Dubois and David Roberts brought their battle south. Phil Taylor Photography



Old's Jim Schilling's Volvo leads a pack into T4



Les Walmsley tries a new line into MG Corner

Cortinas as the Lotus version of Chris Dubois was hounded by fellow New South Welshman David Roberts (Mini).

Noakes and Onofaro swapped fourth place multiple times while Elvin plunged down the inside of Armstrong at MG corner to snatch second on the last lap. Axford took the win as the final corner turned terrible for Barrow, the FJ drifting out wide coming onto the front straight, hooking a wheel over the kerb and shooting the Holden into the inside pit wall with hefty damage (to car only thankfully) the result.

Race 5, Sunday afternoon

Axford again squeezed out a slender lead over the two SA Minis in the final, while further back the Cortina punch-on continued with Barnes and Knight joined by newcomer Kim Shearn in an ex W.A. Lotus version.

Noakes looked set for a podium until first Armstrong then Onofaro nipped underneath the Escort at the bottom of MG. A frantic final lap saw Armstrong pull the

same manoeuvre on Elvin to grab second. Elvin immediately fought back and ranged up alongside as the two Minis hit the flag together, Armstrong just home in second behind race winner Axford.

Back in 7th a mighty battle raged between van Summeren's Lotus Cortina and Tasmanian Lachie Thomas' 1300 Escort which passed the older car in the corners before being outdragged. The Lotus won the day by .4 second but the Escort scored fastest lap.

But it was 'SA all the way' as Axford won the weekend and also the Under 2 Litre Makulu Vehicle Storage Driver of the Meeting, with Armstrong and Elvin completing to overall podium.



Justin Brown's BMW sizes up Ben Dahlstrom's Valiant S Series



Peter van Summeren (Lotus) and Tas's Lachlan Thomas's R5 fight was epic



A tight midpack charges into the braking area



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Paul Stubber leads in to T4 as Jamie Tilley challenges Ian Mewett for 3rd

Over 2 Litre and Invited Race 1, Friday afternoon

Rolling starts would be utilised for all big capacity touring car races in a departure from the norm. After missing last year's event WA's Paul Stubber (Camaro) shot into the lead with the similar machine of WA's Aldo De Paoli right on his tail. Stubber had an interesting moment diving into the hairpin for the first time, the famous number 31 Chev getting well out of shape before composure was restored with third fastest qualifier Nathan Gordon (Monaro) coming under sustained attack from all sides.

Ian Mewett (Mustang) had Jamie Tilley all over him in the first outing for the teams recently completed 351 Windsor powered '69 Mustang with Brad Tilley also close behind in a '64 Mustang before making a successful move up into fourth. Stuart Young retired with a suspected head issue in his Torana as former two time National Sports Sedan Champion Darren Hossack (Mazda) pressured Andrew Williams (Torana) for sixth.

Brent Trengrove (Camaro) showed impressive speed and looked set to finish well inside the top ten until a touch with the rapid Mazda of Jason Humble at MG Corner saw both lose several positions on the last lap. De Paoli pushed hard but could not quite catch Stubber with Mewett just edging out Brad and Jamie Tilley in fifth.

Race 2, Saturday morning

Long-time Group C touring car racer and collector Willie Van Wersch (XY Falcon) was squeezed out onto the grass momentarily in the run into turn one as Stubber looked to better his newly set 1.45.9 lap record from the previous day. That all came to naught on the second lap after a rear wheel cylinder mounting bolt sheared sending him into retirement. Jervis Ward also parked it after a tyre let go on his unique Falcon Sprint coming on to the main straight.

Williams and Island first timer Chris Thomas (Torana) swapped fifth place numerous times as the buzzing Mazdas of Peter McNiven, Humble and Hossack all ran in very close company. Nathan Gordon had good mate Chris Stern (Mustang) hassling him everywhere as De Paoli took the win from Mewett and Jamie Tilley.

Race 3, Saturday afternoon

De Paoli wasn't hanging



Willie Van Wersch's Falcon takes on David Murphy's Camaro



Andy Williams & Chris Thomas battled all weekend

around waiting for Stubber in R3, grabbing an early lead as the latter sliced through from the rear to be tenth by the second lap. Jamie Tilley snatched third from Mewett as Adam Walton (Mustang) crept up the order after suffering panel damage earlier in the meeting. Meanwhile newly crowned and now two-time HTCAV Club Champ Peter Meuleman (Mustang) was having a spirited tussle with the similar machine of Graeme Woolhouse and the Capri of Alex Bland.

Stubber reached second place with two laps to go but two seconds shy of De Paoli at the flag with Jamie Tilley third. Brad Tilley somehow salvaged seventh after a plug lead jumped off on the out lap, the little 289 sounding rather grumpy as a result.



Nb Mustang sandwich, Bill Trengrove, Graeme Woolhouse and Pete Meuleman



HTCAV President Chris Stern's Trans Am leads good mate Nathan Gordon's Monaro



Mighty Mazda battle - Peter McNiven, Jason Humble and Darren Hossack



Five wide start! Video still courtesy Mel Hossack

Race 4, Sunday lunchtime

The 50km final had crews brimming tanks full in preparation for this 'mini enduro', expected to be 12 laps in stark contrast to the abrupt 3 lap opener. Stubber leapt out to build a lead and again chase down another lap record which eventually proved fruitless with the track conditions after four days of running not conducive to quick times for most competitors.

Brad Tilley made a big dive under Mewett at the hairpin which saw the latter drop back a couple of spots. Williams meanwhile was flying and soon into fourth as Ben Wilkinson (Mustang) and Brent Trengrove ran neck and neck, with Hossack nipping constantly at their heels.

Stubber was well clear in front as was De Paoli in second so the customary (and extremely popular!) sideways tyre smoking from both erupted within sight of the flag. Jamie Tilley took another excellent podium in an impressive first up meeting for the menacing black fastback Ford and lodging into overall third for the weekend.

The Makulu Vehicle Storage Driver of the Meeting was awarded to NSW's Chris Thomas in the Torana for his stirring drives as an Island rookie, while the JUST CARS Historic Tourers had entertained the big crowd (Saturday in fact a record for the meeting) in trademark fashion.

All set for more Historic action throughout the year - including the JUST CARS 50k Cup at the Winton Festival of Speed in August!

Darren Knight



Jervis' Falcon Sprint leads Qld's David Streat's Torana and NSW's Michael Rose's Mustang into T4



20,000 horses head through heat haze



First lap streaming into Siberia



Camaro capers - Brent Trengrove and Dave Murphy

Aldo de Paoli won the now-expected last lap burnout



MALLALA MAESTRO ALL HISTORIC MALLALA

22-23
APR



Adam Smith's Falcon leads Josh Axford's BDA Escort and Kirk Davis's Mazda in R2

Paying back the Western States for their clean sweep of the Phillip Island Classic, Darren Hossack took five from five at the 2023 Mallala All Historic. With three events each day the action didn't stop.

Before The Bend there was Mallala Motor Motorsport Park and the little circuit 60 clicks north of Adelaide is still going strong some 62 years after its birth. Devilishly hard on brakes, the former RAAF training base promotes close racing and seven JUST CARS Victorian Historic Tourers journeyed across the border.

One of those was Phil Barrow, who along with a few helpers including ultra-enthusiastic wife Kellie had incredibly repaired his mangled Humpy in time after a rather big impact with the pit wall at Phillip Island.

Race One

No stranger to the place thanks to his Championship winning days in Sports Sedans, polesitter Darren Hossack (Mazda) was eclipsed off the line by locals Josh Axford (BDA Escort) and Kirk Davis (Mazda) but fought back to take the lead. Davis came under attack from WA's Graeme Woolhouse (Mustang) and the Toranas of local Mark Blyfield with WA's Stuart Young in extremely close company.

Returning to the driver's seat after some years, prolific Group C touring car collector Willi Van Wersch retired his XY Falcon with fuel pump issues, as fellow Ford pilot Adam Smith showed impressive braking ability in

his XW Falcon, climbing from sixth to third on the last lap, as Hossack bagged the win with Axford second.

Post-race grid box penalties hit Ian Pringle (Mini), Davis and Smith, bumping Woolhouse into third.

Race Two

Hossack again reeled in the fast-starting Axford and to build a handy lead, as the fired-up duo of Smith and Davis moved up the order after their post-race demotions.

SA duo Jason Armstrong (Mini) and Brett Munns (Torana) retired with engine woes while Pringle and Johnathon French (Mini) duked it out, as did the Cortinas of rapid locals Stuart Barnes and Paul Atkins with new HTCAV Life Member Les Walmsley.

Returning to Mallala after 22 years Don Knight (Cortina) harassed the Mazda of Geoff Davis as Barrow spun into the infield thanks to an errant stone inside the car that rolled underneath the pedals and messed with Phil's fancy footwork.

Blyfield nabbed Woolhouse to grab sixth



Justin Elvin tips his Mini in hard chasing Davis and Axford

on the final lap as Hossack cruised to victory over Smith and Axford with Davis not far behind.

Race Three

The red flag came out on the opening lap after Pringle found the Woolhouse Mustang facing the wrong way at T3 and hit the Ford right between the eyes, with big damage the result.

Walmsley sustained front end damage as he just clipped the Pringle Mini. All drivers emerged relatively unscathed though Pringle was quite sore.



SA's Don Costelloe (EH) ahead of Vics Phil Barrow (FJ) and Gordon Cox (Mk2 Cortina GT)



Rapidly repaired FJ of Phil Barrow hunts fellow Vic Don Knight's Cortina



Victorian Darren Hossack's Mazda took five from five, plus pole

Smith grabbed an early restart lead before Hossack came from miles back under brakes to demote the XW back to second. Kirk Davis's rocket start headed Axford and Justin Elvin (Mini) as Evan Gobell (Torana) just held out WA's Cono Onofaro (Mini). Knight retired with a throttle cable issue (which Barnes had also suffered) as Hossack took the win ahead of Smith and Davis.

Race Four

Thanks to several helpers Walmsley lined up a bit battered but mobile. Smith and Axford made neat starts while Kirk Davis's attention-grabbing T1 moment saw his Mazda squirrely on the kerbs, Blyfield having to button off and dropping a couple of spots as a result.

Van Wersche careened off into the big

sand trap at the top of the circuit. The red flag did come out to extract the Falcon which then drove back to the pits under its own power.

After the restart Smith pushed hard but could not hold out Hossack who won the shortened three-lapper with Axford third. Further back, Barrow just held out Walmsley in a great battle on the final lap.

Race Five

Hossack made his customary cautious start but was soon through on Kirk Davis then Smith to build a small buffer. The wily Blyfield again kept Young at bay with the latter in turn harassed by fellow Sandgroper Dan Forster (Mini).

The man behind Racer Industries trackside service Gordon Cox (Mk. II Cortina) mixed it up with the ex-Ben Wilkinson EH



Muscular Minis of Dan Foster (WA) and Jonathon French (SA) locked together

of Don Costello as Knight retired with more throttle problems.

Smith lost a couple of spots mid race after gear selection issues but then charged back up the order only to hook a kerb and clout a wall just in front of a run off area that would have allowed the unlucky Smith to escape damage.

Barnes was having a happier time by holding out Walmsley as Hossack made it a perfect score for the weekend with Kirk Davis second in front of Axford and Elvin.

All the interstaters loved the amount of track time and the relaxed nature of the meeting, with many vowing to return. SA Historic Touring Car Cup winner Hossack said he'd be inviting plenty of drivers slower than him to come over!

Darren Knight.




Cortina chorus - SA's Stuart Barnes and Paul Atkins sandwich Vic's Les Walmsley



The Toranas of SA's Mark Blyfield and WA's Stuart Young battled all weekend



Fast-starting Josh Axford (BDA Escort) gets the jump in R2




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THE 46TH EDITION OF HISTORIC WINTON



Who doesn't love a wet Winton? Photo - Steve McKay's daughter's boyfriend

This meeting usually brings out a fleet of Minis which are very handy on the traditional shorter layout, but this year only Richard Hill and Steven McKay gridded up. Likewise bigger engine machinery was also scarce with pole winner John Bowe in Joe Calleja's Mustang joined by the Falcon of local Willie Van Wersch.

In dry conditions Bowe was untroubled in the opener to win from Hill and McKay while the MkII Jag of John Shuttle just held off category newcomer Dean McLaughlin (Datsun 1600) for seventh.

Several entrants (including Bowe) did not reappear as Sunday dawned wet and would stay that way forcing a number of cars to be parked with no suitable rubber available.

Hill and McKay made it a Mini 1-2 in race two with Don Knight (Cortina) onto the podium after Phil Barrow plonked his FJ into the sand at turn one.

McKay made a great start to lead early in the final right at the end of the programme before the slow starting Hill first got past Peter Knight (in Richard Fairlam's EH) then

McKay to grab the lead.

Don Knight looped his Corty exiting turn two and fell right back before re-joining whilst Barrow fell off at turn one under pressure from Rod Evans (Cortina). Hill won from McKay and Peter Knight.

Darren Knight

Muddy in the midfield

A small field of cars - 10 Nb and 4Nc attended the meeting. Overcast on Saturday but with rain and a wet track on Sunday most of the larger cars except Peter Knight in the EH and Phil Barrow in the FJ Holdens decided to give Sunday a miss.

Qualifying Saturday was on a cold but dry track. Most of the times of the midfield runners were between 1.13.8 and 1.17.7 and set on the final laps after the tyres warmed up. Except Phil Barrow in the FJ Holden who did a 1.13.7 early before his brakes faded.

Race 1 Starting at the back of the grid



John Bowe had no-one to play with, sat out Sunday

was Willie Van Wersch in the XY Falcon. Jeff Vaux in his Cortina GT got the best start with the exception of the front runners and Willie. According to him it was the 5.3 diff ratio. As Willie roared up into 8th place Vaux tucked in behind him and through some of the traffic. Phil Barrow wound up the FJ to do a 1.12.9 on his 2nd lap.

Later, Don Knight in his Cortina GT got caught in a sandwich between the Phil's FJ and the MK2 Jag of John Shuttle (NSW). Lockie Wheeler in the Volvo 144, Michael



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27-28
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Other pics by Phil Wisewould
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Stupka, Cortina and Jeff Vaux had a close scrap, changing position over a number of laps. Unfortunately, the Volvo took some paint off the side of Stupka's car and the XY Falcon and Vaux's Cortina had coming together. Rod Evans only completed 1 lap with his newly built engine in the GT Cortina. At the time this was put down to a flat battery.

Sunday Morning in the pits

All the Cortina drivers except Tino Leo and Michael who had decided not to run were busy on their cars. Rod Evans had his battery on the charger overnight but his car still would not start neither would Jeff Vaux's. Both were



He's there somewhere...

towed to start, but only Jeff's fired up.

After about 2hrs of working on and cranking Rod's Cortina plus new plugs, altered timing, new fuel pump etc it was

discovered that on a trip infield over the kerbing the diff centre had squashed the fuel line flat, the cause of his earlier problems. Rod and Don Knight then put on their wets while Jeff Vaux was asking if anyone had a dipstick as the top of his had disappeared. Les Walmsley was there as chief gofer doing his usual of helping everyone. Jerry Lenstra came down from NSW to watch and give reports of his rebuild. Chief Auto Electrician 'Fast Johnny' was in attendance trying to rewire the Anglia of Russ Mead for the Regularity Events.

Race 2

As it was held in the wet none of the big cars ran. Except Phil Barrow in the FJ who had an off at turn 1 on lap 2 and had to let the whole field pass. Don Knight was 3rd with a best lap time of 1.27 behind the 2 Mini Coopers of Richard Hill and Stephen

Barrow load of mud to clean there, Phil!



McKay. Then came Dean McLaughlan in the Datsun 1600, Lockie Wheeler's Volvo, Vaux's Cortina and Barrow in the FJ. Rod Evans had a DNF when his battery did go flat on lap 5 from all the cranking in the morning.

Race 3 All on wet tyres except Jeff Vaux who said he had his 'first ever spin' trying to keep Rod's newly fixed Cortina at bay. Don Knight had the fastest lap time of 1.21, but had a little off to let Rod finish in front of

him. He was followed by Phil in the 'Humpy' and Jeff Vaux.

See you at the Winton Festival of Speed.

The Midfielder's ghost



Steve McKay gives the famous family Min a workout



Willie van Wersch stormed from back of grid



Peter Knight guest drove Richard Fairlam's EH



Rod Evans holds out Vaux and Lockie Wheeler's Volvo



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TOP TOURERS '22

The JUST CARS Historic Touring Cars 2022 HTCAV Club Championships have been run and done, with some surprise results in the Top 10. Just like a modern race enduro, the Championships are notoriously difficult to win and often come down to the wire. But before we unpack the year's topline results, what's HTCAV Club Championship all about?

First of all, it's class-based

If it wasn't, no small car would ever get a look-in. Diversity of size, shape and sound is what makes this immensely popular category so absorbing.

As far from a one-make group as you could get, watching rotaries and small fours towelling up some of the big sixes and V8s guarantees the whole competition a David v Goliath fascination.

Minis monsterring Mustangs, for example, has been a popular 'sport within a sport' for almost 40 years of historic touring cars. And as the results show, whether you run an earlier pre-65 Nb or later pre-73 Nc car your chances are just as good.

More cars in your class = more points

Zooming around all year by yourself in a rare car can yield some great on-track battles and a good number of points.

But when your class is full of fellow Mustangs, Minis, Toranas or Cortinas that's when they can really mount up. Add fastest lap for the weekend and don't break down and you're looking good.

Speaking of breakdowns, only your best five meetings count. These are 50-60-year-old warriors we're racing here, got to cut them some slack! This can also mean that a competitor with the most points might lose out against a better five-round score.

So which class has the most cars?

Listed competitors total 111. Almost half come from the biggest capacity classes, with 50 cars. Twenty-two are from Group NcA

Over 5100 cc (Camaros and 351 Mustangs), 16 from Group NcB 3501- 5100cc (302, 289 Mustangs and Chargers) and 12 from Group NcC 3001-3500cc (Toranas).

Also with 12 cars was Group NbE (Cortinas) but the plucky little Dagenham Dashers provided four of the Top 10 championship results – a 40% haul.

'Black Pete' backs up last year's win

After last year's win 'Black Pete' Meuleman in his all-black pre-65 Mustang felt he was a lucky rookie who didn't really deserve the win and wouldn't wear the number 1. (When asked if it'd be on this year he just chuckled and said "Watch this space...")

This year speed, reliability and more seat time yielded record total points over eight recorded meetings (10 in all) to win the President's Cup while a massive 'Best 5' made him uncatchable in the championship chase. "Car's run down, driver and crew worn out, heading for bankruptcy – would we do it again? In a heartbeat!" he laughs.

Standard procedure after every race – on jacks, wheels off, spanner checking, bleeding, adjusting, cleaning everything gave Pete and top crew guys Tony and Ryan a 100% reliability record. "We're Team OCD here, mate – works for us!"

The podium dudes

On the second step, former HTCAV President and Charger charger Les Walmsley had a great year in his Cortina GT. "I'm over the moon with this little car. Not trying for outright but just running in your class is massive fun..." But he's not called the Silver Fox for nuthin' – Les races the only way he knows how, hard!

Third was another black Mustang, the immaculate '69 Fastback of Andrew Lane, who won Historic Sandown outright ("I had brakes for the first time all year!") and scored well in four other rounds. Still humbly claiming to be a learner, Andrew gets

excited "being able to race up the front with the big names, to see how they do it!"

So what's for '23?

Another major year's ready to roll. First up, Round 1 of the Victorian State Race Series on Feb 18-19 followed by the biggest meeting of the year, the Phillip Island Classic on March 9-12. Huge entries are already listed for two big JUST CARS grids so don't miss out! As a bonus, the HTCAV will be celebrating with a big awards night with trophies for all the winners here.

Here's to another great year of historic touring car racing!

JUST CARS/HTCAV Top Ten '22

1. Pete Meuleman	Group NbA
Ford Mustang	174 points
2. Les Walmsley	Group NbE Ford Cortina
	158 points
3. Andrew Lane	Group NcA Ford Mustang
	157 points
4. Rob van Stokrom	Group NcE BMW 2002
	148 points
5. Glenn Miles	Group NcB Valiant Charger
	141 points
6. Nathan Gordon	Group NcA Holden Monaro
	138 points
7. Peter George	Group NbE Lotus Cortina
	127 points
8. Don Knight	Group NbE Ford Cortina
	123 points
9. Jason Humble	Group NcD Mazda RX2
	121 points
10. Peter van Summeren	Group NbE Lotus Cortina
	116 points



Pete Meuleman Club Champion 2022



Les Walmsley 2nd outright 2022



Andrew Lane 3rd outright 2022

CLASS WINNERS

The HTCAV champs is proudly class-based.

So here they all are, class by class.

NB The following copy is for your reference for sorting out positioning, suggest run images with their captions only

Pre-73 Grp Nc NcA Over 5100cc



Andrew Lane 1st Ford Mustang



Nathan Gordon 2nd Holden Monaro



Geoff Munday 3rd Chev Camaro

NcB 3501-5100cc



Glenn Miles 1st Valiant Charger



Ben Dahlstrom 2nd Valiant Charger



Chris Stern 3rd Ford Mustang

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

NcC 3001-3500cc



Craig Allan 1st Holden Torana



Stuart Young 2nd Holden Torana
(John Lemm)



Mark Brewster 3rd Holden Torana

NcD 2011-3000cc



Jason Humble 1st Mazda RX2



James McNiven = 2nd Mazda RX2



Darren Hossack = 2nd Mazda RX2

NcE 1501-2000cc



Rob van Stokrom 1st BMW 2002



David Brown 2nd Datsun 1600



Justin Brown 3rd BMW 2002.

Pre-65 Grp Nb NbA1 Over 4500cc



1st Pete Mueleman Ford Mustang.



Darren Jones 2nd Ford Mustang



Jervis Ward 3rd Ford Falcon Sprint

NbA2 3001-4500cc



Phil Pearmain 1st Jaguar Mk1



David Forbes 2nd Ford Falcon XM



Ben Dahlstrom 3rd Valiant S Series

NbB 2601-3000cc



Tony Pejko 1st Holden EH



Bill Trengrove 2nd Holden EH



David Forbes 3rd Ford Falcon XK
(James Smith)

NbC 2002-2600cc



Phil Barrow 1st Holden FJ



Eddie Dobbs 2nd Holden FE

NbE 1301-1600cc



Les Walmsley 1st Ford Cortina



Peter George 2nd Lotus Cortina



Don Knight 3rd Ford Cortina

NbF 1001-1300cc



Richard Hill 1st Morris Cooper S



Ian Pringle 2nd Morris Cooper S



Ted Brewster 3rd Morris Cooper S

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NATURALLY ASPIRATED FUN



Local Lynx manifolds and linkages with Webers and Malpassi fuel regs

HTCAV Gold Sponsor Weber Performance's new premises hide more than the usual. Along with everything Weber and Lynx there are carbie rarities, race cars and even a fine espresso, if you're lucky.

It finally clicked with Weber Performance's Daniel van Stokrom. I'd wondered why this Aussie guy with a Dutch name was so into things Italian. Then while telling me about chucking in his London job in recruitment years ago to work on a fishing boat in the Irish sea, he mentioned travelling on an... Italian passport – whoa? "Yeah, mum's side's Italian..."

That explains a lot. The fascination with Weber carbies, Malpassi fuel systems, fancy Italian cars, his personal style and an absolute mania for good coffee – *questo ragazzo è un figlio d'Italia!*

Anyway, a pub in the Irish fishing town of Dingle, County Kerry, sparked an idea. A traditional Irish pub, it was split down the middle – Guinness flowing freely on one side, on the other a huge timber bench where artisans quietly tooled beautiful leather goods. There's a concept, he thought – 'Carbies and Coffee!'



There are manifold reasons to check with Daniel first

Blank canvas new premises

Weber Performance has a new home next to the equally new Mornington Peninsula freeway in Melbourne's Chelsea Heights.

It's not just a new home, but a brand new shop. And he'll surely fill almost every square centimetre. The lathes, mills and flywheel pressing machines for the Ram Flo air filters aren't in service yet, but the many corridors of racking surely are.

Ninety-five per cent of Weber Performance stock goes interstate or overseas, both to the trade and legions of owners with European thoroughbreds, Australian muscle cars – and of course, race cars.

Daniel has two of his race winners right there – the immaculate red and gold Torana and the Ralt RT/4.

There's no signage on the building, you'll have to track him down via the weberperformance.com.au website if you're after performance carbies plus performance caffeine...

'Carbies and coffee'

Taking your set of Webers or Dell'Ortos to Daniel for service, or buying new – or maybe just dropping in – might earn you a carefully ground and expertly hand-pulled espresso from his prized La Pavoni Europiccola manual machine, served in a piccolo cup.

He says the bean is just a Vittoria mountain blend "but it's all in the grind and the pull". His right arm is tuned for a smooth, consistent 15kg pressure.

He's so into his coffee he took grinder and machine with him on family trips into the outback, much to the amusement of fellow campers – who soon lined up for a daily shot...

Cool, your jets

Everywhere you look there are rows of shelving with drawers holding hundreds of small drawers containing many thousands of Weber jets, emulsion tubes, washers, bolts, spacers, springs, correctors, unions, and all those hard-to-find bits you won't find anywhere else.

There are also stacks of Lynx inlet manifolds and Ram Flo air cleaners, from when Daniel bought the famous business about seven years ago. So much came in the containers of equipment, including racy



As serious about coffee as carbies, Daniel van Stokrom's new premises cater for both



Make mine rare - 42 DCNF Webers for your Maserati Indy

70s advertising posters that would have the company cancelled today.

Carbie Capture

Looking for a set of Webers for your Maserati Indy, or some IDA 46s for your Porsche 904 GTS Carrera? Yep, in stock.

There are racks of rare items that have been accumulated, as Daniel's as keen on buying as he is on selling, constantly scanning for Weber related items he can return to new and delight a restorer or collector somewhere around the world.

Anyone reading this with un-needed Webers or Dell'Ortos in the shed? Get in touch!

Malpassi and more

Standard fare on Lamborghini and Alfa, Malpassi fuel regulators are sympatico with Weber carburetors and their unique fuel delivery needs.

And if you're running a turbo with Webers you'll want the rising rate fuel pressure regulator you can set to match the boost you run.

Daniel thinks he probably has the largest Malpassi regulator range in Australia and is

ready to supply or replace your worn bits.

But it's not all imported stuff. Everything that can be made in Australia, is. High quality laser-cut heat shields, billet linkages, rods, eyes and connectors are all sourced just around the corner. His suppliers all meet his meticulous requirements.

100 years of Weber

As it happens, Daniel and family will be on holiday in Italy in September this year, visiting a few suppliers and dropping in on the Weber centenary celebrations at the old factory, now the home of Magneti Marelli. Who knows what might be in his luggage on the way home?

There's a good kind of very stylish crazy going on here. A connoisseur of cars, carburetors and coffee, Daniel has found his niche and is following the wise advice – "do what you love doing every day and you'll never work a day in your life".

His work is fun - and that makes it a pleasure to do business with him.

Chris Ralph



Race cars waiting for their next run



All the hard-to-find bits



Locally sourced heat shields and billet linkages

WARHORSE MUSTANG



Early trip and fall in 1997 meant a complete rebuild

Historic Touring Cars have always been a replica category, allowing 'new old cars' to be prepared for Motorsports Australia's Historic 5th Category. Fifteen years after pre-65 Group Nb appeared in 1980 the pre-72 Group Nc category hit the tracks. New builds now appear regularly but some very special 'originals' have been around for almost 30 years. This is one of them.

Touring car racing exploded in popularity between 1965-72 to become Australia's premier racing category, so it was no surprise cars from that period were included into Group N historic touring car regulations. New Group Nc regulations were approved in July 1993 and in the CAMS manual by 1995 when the flag was dropped.

Pre-'65 Group Nb accepted models with a global FIA race history but the new Group Nc would be restricted to models raced in Australia. There was pushback from the pre-65 racers, but others eagerly plotted their race builds and the first cars soon hit the track.

Birth of the Warhorse

Son of Owen Bailey, a well-known 1950s competitor who raced a Talbot Lago at the famous 1956 Australian Grand Prix at Albert Park won by Stirling Moss, Rob Bailey knew exactly what he would build – a replica of the 26-only Ford Mustang Trans Ams built in 1967/8 by Carroll Shelby for the 'Trans American Sedan Series'.

Armed with a good Californian Mustang shell, A4 block, GT40 heads and TopLoader Rob engaged legends Ian Tate to build the 302 motor and Ken Zinner the gearbox.

The car's build, race prep and years of race crewing would be taken care of by Rian Nott, ace panel man, race car builder and gun driver who had also built a front-running XY GT Falcon for the new category.

With a 4-barrel carby it initially made 400HP but later, four IDA Webers took that to 500HP and 400 lbs/ft of torque. First hitting the track at Historic Sandown in 1996

it was also driven by Sir Jack Brabham in demonstration races.

Near death of the Warhorse

With Rob's then business partner and co-owner driving at Calder, hooves clattered and the near-new racer tripped and fell dramatically. End of racing, end of partnership. Rob bought the wreck for Rian Nott to totally rebuild, with period McLaren colours replacing the previous Shelby yellow/black scheme.

Rob raced it through to the end of 1998 when the horse went to another stable...

Warhorse driver

Many years senior to the relatively youthful former owner was the UK-born Chris Stephen who had won his first rally in 1961 and had rallied and raced consistently thereafter.

Running a large family Tasmanian sheep farm producing Superfine Merino wool recorded by the Guinness Book of Records as the finest wool in the world for nine years, the doughty Chris raced and rallied "whenever he could get behind the wheel".

With wife Dee as navigator his Ferrari 365 did three Targa Tasmanias, his Iso Rivolta three more and a Classic Adelaide or two (plus lap records in Victoria as a Group S car) while a factory-built ex-London to Sydney Falcon handled dirt duties.

Two tough campaigns

With Rian Nott spanning the car he knew so well, the now Victorian-based Chris enjoyed a serious couple of years of Mustang racing in Victoria, NSW and South Australia, doing 10-12 meetings a year. Natsoft shows wins and podiums amongst the toughest company across most circuits.

True to their roots, Chris and Dee also entered a Classic Adelaide but the Tilton clutch kept going out of alignment, so it was on to the trailer and off to the wineries.

Warhorse still in the wars

In a dust-up at Clipsal Adelaide, young Nick Stillwell stuffed the front wheel of his

Chris Stephen lines up at Clipsal 500 support in 2000





Warhorse went on a Classic Adelaide adventure in the late 90s



Warhorse carried yellow/black Shelby livery when first built in 1996

Mini through the passenger door ("Bib tore strips off him!" says Chris).

Sandown June 1999 saw the late Brett Wiseman spin his grey Falcon at T1. Chris managed to stop in time but Greg Nicholls in a 289 Mustang didn't - brave car and driver were meat in the sandwich.

These days Chris gets his kicks driving the Safety Car at historic meetings, fierce eyebrows bristling. "Several hundred kays around Phillip Island in somebody else's car, that's a good retirement plan!", he chuckles.

Meanwhile, in 2001 our hero horse was off on another adventure...



1999 Sandown Sandwich coming right up!

Time in a top paddock

The Mustang then came into the gentlemanly hands of Mike Bugelly, who quickly adapted to the big jump from his Mini.

Known for mechanical sympathy and a relaxed style, Mike had a dream run with the car. "It was fabulously reliable," he says, "the only times it didn't finish a race was from somebody else's accident". His 1.23 at Sandown showed the partnership worked well.

Consistency, reliability (plus Rian Nott spanning through his third owner) won Mike and Mustang the 2002 Victorian State Race Series Championship for Historic Touring Cars.

Mike didn't actively pursue development but the second of the two engine rebuilds, this time by Dennis Johnson, netted 517 HP - enough to carry Mike through to the end of his of 12 years of ownership.

Mike drove the car in the 2022 and 2004 Australian Grand Prix support races and brought it home battered on the trailer after the 2008 Muscle Car Masters in Sydney.

"It was fantastic to drive, always up there at the pointy end - but not in the wet!" he remembers, "then it was - 'just bring it home'..."

In 2013, it went to a jockey with more serious intent...

Back into the fray

New HTCAV member and ex-Radical racer, current HTCAV President Chris Stern was looking for a class "that does not change their rules and specs every year" and was fired up ready to go. The old stallion was going from a 'hands and heels' jockey to one happy to use the whip.



Mike Bugelly had 13 trouble-free years

Taken aback by the comparative lack of brakes to his previous steed, Chris upgraded to larger Kelsey-Hayes units, gave it a fresh coat of paint and set off at a gallop.

It must have been shock to the system for the old nag. "I had three engine rebuilds over the time which were a disaster until The Doctor (Keith Davidson) took over. Never had another engine fault." Chris says.

He remembers highlights as an overall second in class at the 2019 OTR SuperSprint at The Bend, running top ten at Bathurst and a couple of placings in the Victorian State Race Series.

Off to a famous stable

In February 2020 the Warhorse came into the hands of Tino Leo for son Dominic, a current HTCAV Committee member. Presentation is a Leo hallmark: black paint highlights were replaced with silver, the traditional Leo gold not sitting well with the McLaren orange!

Due to all the Covid dramas Dom's first race wasn't until November of that year. But 2021 furnished the most fun – 2nd in the Victorian State Race Champs and some great battles at Sandown, including with John Mann's Camaro and the late Alan McKelvie's '68 Mustang.

Coincidentally, the second oldest Group Nc car was a Warhorse stablemate – the Monaro bought from Kent Youlden in the late 90s, later sold on and repurchased.

In another coincidence the Leos, always looking to get further up the grid, had a conversation with another respected father and son outfit – Jim and Darren Collins whose white Camaro had won them a cabinet full of trophies and many lap records...

Hot swap

Late last year a gentlemanly trade took place that saw Darren Collins take over the old Warhorse with a generous budget to



Chris Stern grabbed silverware at The Bend

go racing and Dom Leo with a car that has been on pole position more often than not. Everybody happy!

Tino and Dom immediately painted gold stripes on their car, Jim and Darren immediately took the silver stripes off theirs, adding a black bonnet to return it to original 1968 Shelby colour scheme.

Looking at the 68 Trans Am race results over recent years, Darren is super excited about the big challenge. "I've always fancied a Mustang, and the TransAm can rev its head off. Going to be pushing to getting back up the front, and who knows I might even get a sniff of Dom in the old car..."

And Dom? His times and results in the Warhorse prove he's no slouch in the driving stakes. "Always been a Blue Oval racer so getting my head around driving on the 'Dark Side'," he smiles, "but so excited to get behind the wheel of a car with such an impressive record."

Back into battle

Warhorse with winning driver vs winning faster car with talented up-and-coming driver - it will be fascinating to see how the two compare on the track. Will Camaro cubes see Dom close to Darren's times, will Darren's front-running experience push the Warhorse faster than ever?

You'll read all about that in the next issue of JUST CARS when we report on the February opening race of the season at Sandown. Don't miss it!

Chris Ralph



Team Leo owned Victoria's first two big banger Nc cars - ex-Youlden Monaro and the Warhorse Mustang



Darren Collins buys a famous horse from Tino Leo



2023 new owner, new Shelby colour scheme



GRAND PRIX GREATS!

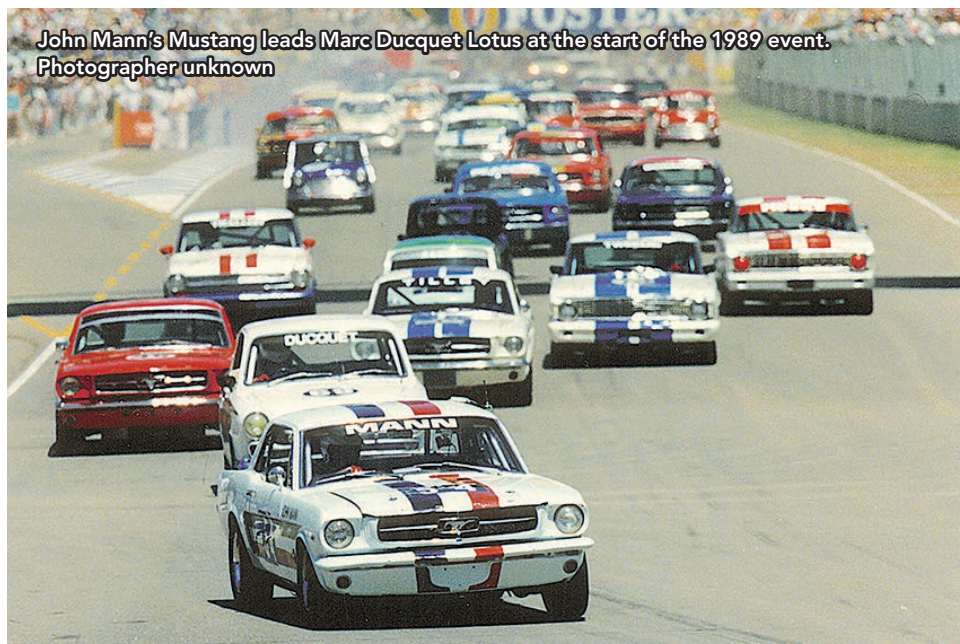
Touring cars come of age, Albert Park AGP 1956.
Photographer unknown

Australian Historic Touring Cars have raced in Formula 1 Australian Grand Prix support events no fewer than seven times: four in the Adelaide parklands, and three at Albert Park in Melbourne – but the story goes back much further...

The 'run what yer brung' days

In the early 1950s Australian motor racing mostly comprised racing cars, the majority being Australian home-built specials, and production sports cars. Racing for tin tops was usually on dirt ovals between pre-war bangers in 'demolition derbies', but as saloon cars quickly evolved with better engines, suspension and brakes they starting to appear on bitumen tracks. Money was tight and cars were usually newish and too important to risk in racing – but motor racing passion has never listened to logic!

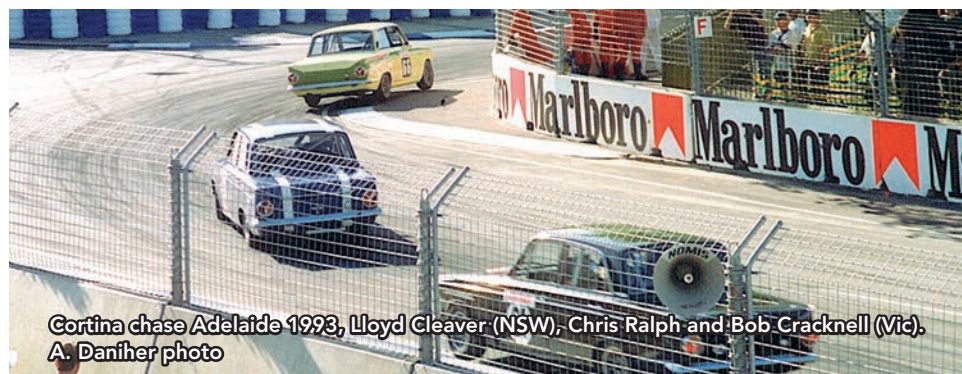
From the UK came the Jaguars, Ford Zephyrs, Austin A90s and Vauxhall Veloxes as well as stove-hot Morris Minors and



John Mann's Mustang leads Marc Ducquet Lotus at the start of the 1989 event.
Photographer unknown

10 hp Fords, from France the Simcas, Peugeots and Renaults, VWs and Mercedes

from Germany while Australian built Ford Customlines and – of course – the multiplying numbers of 48-215 and FJ Holdens, helped create decent fields and exciting if sometimes loony racing.



Cortina chase Adelaide 1993, Lloyd Cleaver (NSW), Chris Ralph and Bob Cracknell (Vic).
A. Daniher photo

Going centre stage

Partnering the 1956 Olympic Games in Melbourne was an Australian Grand Prix, with international stars and cars, as well as a 100-mile Australian Tourist Trophy race for sports cars. And for the first time - a frontline showcase for the everyday mum and dad family cars in their very own feature races...



Old's Don Thallon, Chev Nova, leads WA's Bill Meeke (Falcon Sprint), Adelaide 1989. Autopics.com.au



Rob Tweedie's winning Falcon Sprint in a relaxed pre-grid Adelaide 1989. Photo supplied

Often the tow cars of racing and sports car drivers and with a complete absence of rules (proper Championship rules came in 1960) the four-door fliers headed by the hotted-up Ford Customlines of Len Lukey and a 23-year old 'Stormin' Norman' Beechey lurched around the makeshift circuit, with victory going to the younger man.

From this stealthy start, touring car racing would eventually grow to replace purpose-built race machines as Australia's foremost racing category, but it would be three decades before these iconic touring cars graced an F1 billboard again...

Fast forward 30 years - Adelaide

When F1 returned to Australia in 1986, it wasn't to Albert Park but to the leafy eastern parklands of the Adelaide CBD. With the booming popularity of the new historic touring car category it soon found a place on the card.

Back-to-back in 1988-89 and twice more in 1993 and 1995, packed 40-car grids gave the Adelaide crowds their money's worth, gaining an international tick of approval when F1 crews were seen hanging over the pit wall to watch the unique spectacle.

The relaxed parklands paddock atmosphere featured legends such as Jackie Stewart wandering through telling Cortina drivers he cornered them "always on three

wheels, often on two wheels, and sometimes ONE wheel!"

Those halcyon days were not to last as big, bad Melbourne stole the event back to return it to Albert Park exactly 40 years after the 1956 event.

Nineties into Noughties – Melbourne

The Historic Touring Car Association of Victoria lost no time in lobbying the Australian Grand Prix Corporation for the 1997 event.

The 'ten undeniable reasons' why the AGP Corp desperately needed us included proven popularity, emotional connections, huge fields diversity of sights and sounds - and of course, fantastic racing. Persistence paid off and after full dance cards in 1997/1998, we were considered for 1999.

We promised something different from stickered-up one-make racers whizzing around in a bunch, leaving two minutes of nothing until the next lap.

We would offer in-field battles between cars as diverse in sight and sound as Galaxies and Minis, right round the circuit, all the time. Plus, we'd self-manage, minimising AGP admin time. Whatever, it swung our way.

Curating the field – herding cats

Your writer, foolishly volunteering to manage the category, was assailed with requests – nay, demands! – for inclusion on the grid.

Each state was given a quota of cars drawn from different capacity classes. Only known combinations would be acceptable: fast, reliable, presentable cars in experienced hands. We had a reputation to make and uphold!

Drivers were made fully aware that we were on show, oil spills and crashes would ban us from the big stage forever.

With a Wednesday bump-in and Monday bump-out it was a big commitment. But everything went according to plan with a top report card.

Christmas call-up

The phone rang late December 01 – an international sports car category had pulled the pin, said the AGP, could we please fill the hole at short notice? Could we! The 2002 event swung into action and this second time it seemed a bit easier, the show we put on even better.

Newer, faster V8s had been built in the meantime to add to the spectacle but the successful recipe was unchanged – diversity and constant action around the track was our unique attraction.

Packed 2002 field into Turn 1. Marshall Cass photo



Balletic Jeremy Mantello's Monaro with Mike Bugelly's Mustang in 04. Marshall Cass photo



Once more with feeling

In 2004 historic touring cars again graced Albert Park for what would be their final AGP appearance.

It was even bigger and better than two years prior, but competition from other categories had become much more intense. As amateurs we had no sponsor to stump up the required entry sponsorship, so our time in the sun had come.

Today, with the recent explosion in F1's popularity and the inclusion of F23 and F3 on the card, other well-funded local categories have now had the same 'use-by date' experience.

The world moves on, but Australia's historic touring car clubs can feel proud and grateful for the seven years in the spotlight at the biggest and most spectacular events in the land. It was a blast.

Chris Ralph

Race-winning Brad Tilley's Falcon leads Les Walmsley's Charger in 04. Marshall Cass photo



Author's Mustang leads a bunch in 2004. Marshall Cass photo.jpg

ENTRY LIST //// SHANNONS HISTORIC TOURING CARS

NO.	DRIVER	ENTRANT	STATE	2002 AGP ENTRY LIST VEHICLE
1	CHRIS STILLWELL	KNOX FORD	VIC	1969 FORD MUSTANG BOSS 351
3	JOHN MANN	ANTHONY MANN	VIC	1968 FORD MUSTANG 302
5	PHIL MORRIS	PHIL MORRIS	WA	1971 FORD FALCON GT HO
7	JEREMY MANTELLO	JEREMY MANTELLO	VIC	1969 HOLDEN MONARO 350
8	PAUL TRUELOVE	ROBIN MARSHALL	NSW	1964 LOTUS CORTINA
10	ANDREW CANNON	ANDREW CANNON	VIC	1965 FORD MUSTANG 289
12	WES ANDERSON	WES ANDERSON	NSW	1964 ALFA ROMEO GULIA TI SUPER
16	RUSSELL PILVEN	RUSSELL PILVEN	VIC	1969 DATSUN 1600
17	DREW MARGET	DREW MARGET	VIC	1967 FORD MUSTANG 302
18	JOHN BRYANT	JOHN BRYANT	SA	1963 LOTUS CORTINA
23	BILL CUTLER	BILL CUTLER	VIC	1969 BMW 2002
24	MARK JOHNSON	SILCA AUSTRALIA	VIC	1965 FORD MUSTANG 289
26	JERVIS WARD	THE CREATIVE PARROT	VIC	1963 FORD CORTINA GT
27	EDDIE DOBBS	EDDIE DOBBS	VIC	1957 HOLDEN FE
30	PAUL ZAZRYN	PAUL ZAZRYN	VIC	1963 JAGUAR 3.8 Mk II
32	DON KNIGHT	DON KNIGHT	VIC	1963 FORD CORTINA GT
35	MARK BREWSTER	MARK BREWSTER	VIC	1969 HOLDEN TORANA GTR-XU1
40	GREG NICHOLLS	GREG NICHOLLS	VIC	1965 FORD MUSTANG 289
43	CHARLES GRUBER	CHARLES GRUBER	NSW	1964 MORRIS COOPER S
46	NICK STILLWELL	BIB STILLWELL MINI GARAGE	VIC	1964 MORRIS COOPER S
48	HARRY WILLISCROFT	HARRY WILLISCROFT	TAS	1963 FORD FALCON SPRINT
51	PAUL TREVETHAN	PAUL TREVETHAN	VIC	1963 FORD GALAXIE 427
60	BRIAN DEVESON	BRIAN DEVESON	VIC	1963 FORD CORTINA GT
61	DAVID WHEATLEY	DAVID WHEATLEY	NSW	1964 MORRIS COOPER S
62	DOUG WESTWOOD	FALCON FIRE PROTECTION	NSW	1965 FORD MUSTANG 289
64	BILL TRENGROVE	BARWON TIMBER	VIC	1963 HOLDEN EH
66	MIKE McDONALD	MIKE McDONALD	WA	1972 HOLDEN TORANA GTR-XU1
67	MICHAEL MICELI	MICHAEL MICELI	VIC	1965 FORD MUSTANG 289
73	GARRY TRELOAR	GARRY TRELOAR	VIC	1971 CHRYSLER CHARGER E49
74	MICHAEL BUGELLY	MICHAEL BUGELLY	VIC	1967 FORD MUSTANG 302
75	ROSS DONNELLY	JOLLY ROGER MARINE	NSW	1969 FORD MUSTANG BOSS 302
76	TREVOR TALBOT	TREVOR TALBOT	VIC	1972 HOLDEN TORANA GTR-XU1
77	JOSE FERNANDEZ	FORD MUSCLE PARTS	NSW	1971 FORD FALCON GT HO
78	PETER MOUSER	PETER MOUSER	NSW	1964 MORRIS COOPER S
79	ROBERT BURNS	ROBERT BURNS	VIC	1971 CHRYSLER CHARGER E49
82	CAM WORNER	CAM WORNER	NSW	1969 FORD FALCON GT HO
83	PAUL ATKINS	PAUL ATKINS	SA	1963 FORD CORTINA GT
85	TINO LEO	TINO LEO	VIC	1971 HOLDEN MONARO 350
89	JOHN HARRISON	JOHN HARRISON	NSW	1972 HOLDEN TORANA GTR-XU1
95	CHRIS RALPH	CHRIS RALPH CREATIVE	VIC	1965 FORD MUSTANG 289
98	BOB COX	BOB COX	NSW	1966 FORD MUSTANG 289
99	JOHN LUSTRI	JOHN LUSTRI	ACT	1971 FORD FALCON GT HO

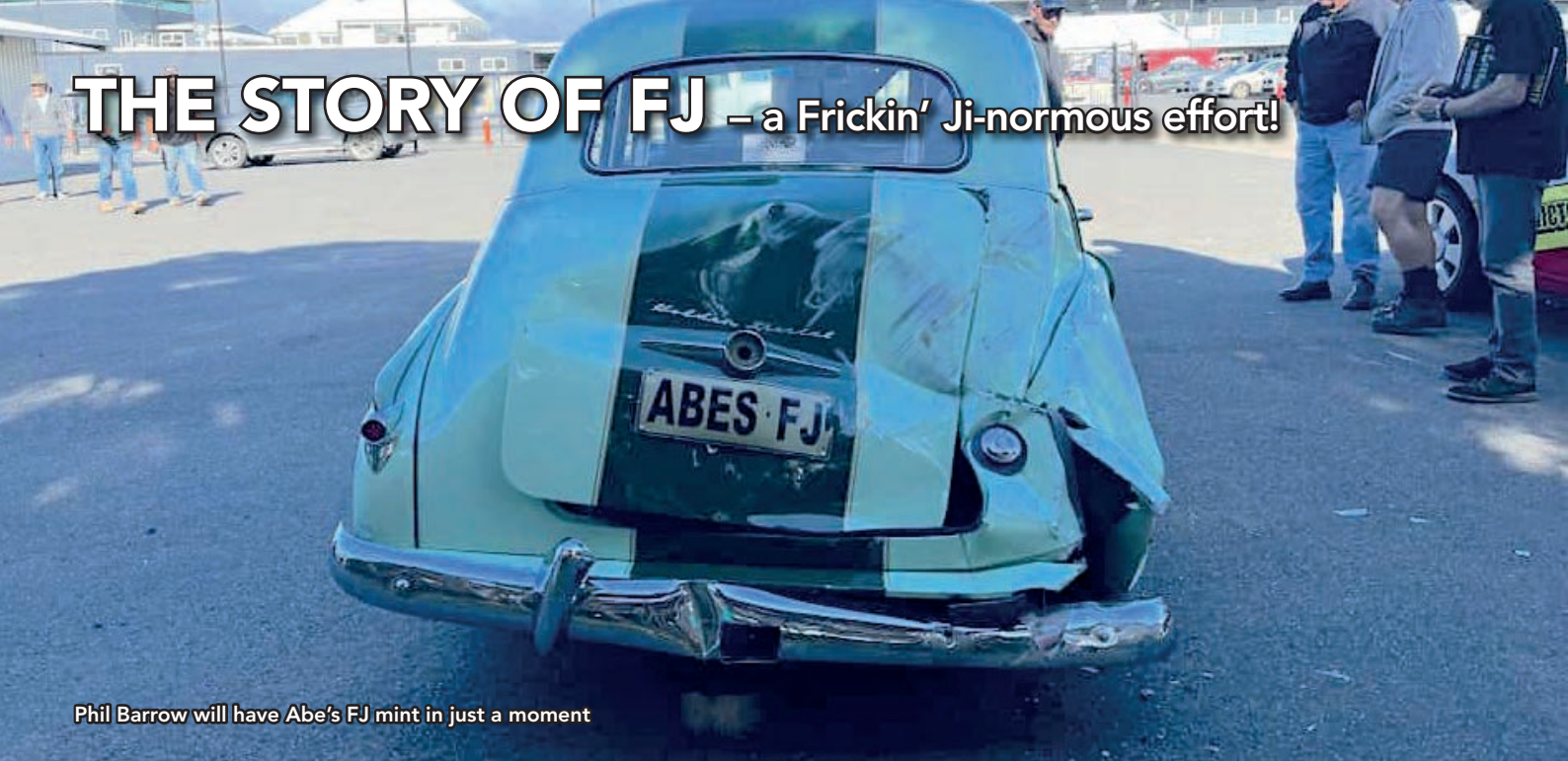


Albert Park crowds loved the grid diversity. Marshall Cass photo



Peter Brock ran his son's car in 2004. Marshall Cass photo

THE STORY OF FJ – a Frickin' Ji-normous effort!



Phil Barrow will have Abe's FJ mint in just a moment

There were tears shed when Phil Barrow's Famous Family FJ seriously smacked the wall at Phillip Island in early March. Could it be fixed? In a year, six months? Try six weeks, at home after work. Just one man and a helluva wife... There was another race meeting to be contested! A breathless Phil Barrow recounts the story..

"It all begins doing my favourite thing - Cortina hunting. Last lap Sunday morning at the Island Classic on the rear bumper of Kim Shearn's Lotus Cortina. He has a slight wiggle on the turn in on the final corner. I lift off the throttle and see my change to pass. Only one problem - I forgot to trail brake to keep the diff locked up!

As soon as I jump on the accelerator the old girl turns left. This resulted in hitting the tyre covered wall for the pit entry, going in backwards and tipping the front in, just to rub salt into the wound.

The damage was very extensive. The whole rear was crushed, the front was pushed across 260mm and all my lovely chrome destroyed. On the plus side I was not injured at all - but my pride was dented.



Two weeks later a friend of mine lends us a master bench. So my Number One, Kellie, asks "What are the chances of getting to Mallala?" My response - "forget it!"

Well, by that Sunday afternoon we've made jigs to hold the car, stripped her down

and mounted on the bench. We now have three and a half weeks.

I start pulling, not having any idea where to start. By Tuesday we have the rear shape looking good, but the boot didn't fit. After wasting two more days my Number One suggests another boot lid. Bingo - fixed!

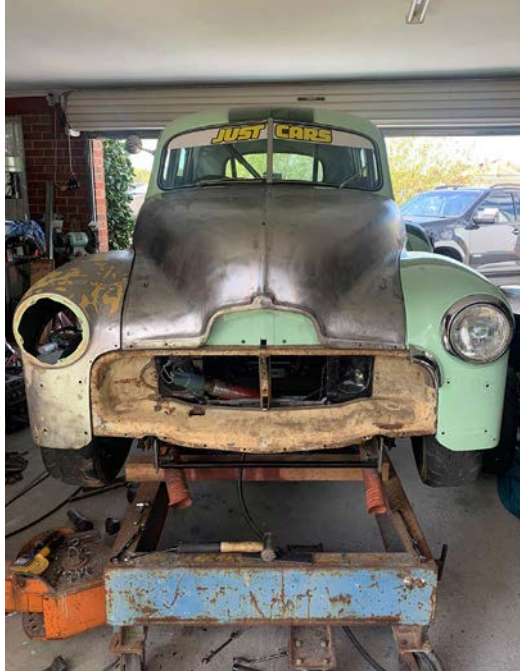
So as I go to straighten the front Kellie enters Mallala Historic. Still miles off, Kellie organises all my chrome and spares needed. Thank you, Rarespares and Dave Ryan for the hard-to-get parts.

Kellie has our entertaining area full of panels, she's paint stripping and sanding.

I have lots of trouble pulling the rails straight but finally get the front to line up. It's now Easter. The weather is not our friend. Trying to paint 2-Pack in the rain and cold. Not my best job. But we have colour on most parts by Easter Monday. Stripe's done by Thursday. Now we have to put it all back together. A few minor alignment issues but success.

We finish 4.30 pm Wednesday - and straight into the trailer for our Mallala road





says we deserve this for all our effort and the great entertainment I had given him over the years. Wow, humbled by his actions and so blown away. Then several representatives of the Sporting Car Club of SA welcome us and thank us for our efforts to support their meeting.

Quali not so good as the gear box fails. A quick change (He can do this with his eyes shut. Ed) and we are ready to race.

The South Australian Historic Touring Car Club made us feel at home. At Saturday afternoon drinks they gave out gifts to all

interstaters and the final was a special gift for us: a little trophy for biggest effort...

What a weekend of fun. Back to chasing Cortinas all weekend, even finish in front of them all in Race 4. Last race of the weekend is by far the most entertaining for me. After Les Walmsley and Stuart Barnes pass me I'm in the box seat sitting behind the two Cortinas and their epic battle. If only there was one more lap!

What a race - and the best weekend!"

If there was ever a classic story about classic car racing this is it. It epitomises everything good and wholesome about car clubs and the Vic and SA HTC Clubs in particular.

But most of all it shows what a determined husband and wife can do against the odds and their passion for historic car racing and the car that's been in their family for generations. Pass me the tissues...

trip early the next morning!

Wow we made it! All due to the Best Wife in the World. It was just she and I who did all this work.

We practice on Friday with only a slight vibration from the tyres. We were so happy with the results.

After our second run photographer Peter Knights pulls up. "Ha Phil, I have some spare parts for you." On the back seat is a box. We get it out and open it. A giant vinyl poster of the FJ Supercar in full flight! Peter



An 'FJ' effort from Phil and Kellie Barrow got the Fearsome Flying Family FJ to Mallala in just three and a half weeks!



Phil's phavourite phun is hunting Cortinas. They're in plague proportions



THE TREASURER'S REPORT

Greetings all. Prior to the AGM you would have received via email the AGM notice which included the financial statements for the year ended 31 May 2023. These included comparative figures for 31 May 2022 and a comments column. The key statistics included:

An increase in subscriptions for the year just ended, around 264 paid up members, a great effort by all and special mention to Dominic Leo our membership secretary.

The \$10,000 Government grant arranged by Robert van Stokrom (many thanks) which was to buy 50 race-receivers.

Various expenses all geared towards supporting our members, particularly our competition members.

The net P&L result was pretty much break even.

Our balance sheet includes \$50,464 of our funds and \$22,439 of funds held in our sponsors' trust account. Pleasingly, the sponsors account has increased since 31 May 2023 with more paying into it and a couple of new ones about to come on board.

Overall we are in a very sound financial position for a club of our size.

The financials are also printed in this issue of the magazine.

A week after our AGM I lodged the annual return form with Consumer Affairs Victoria which all incorporated Associations have to do - that task can be ticked off the list.

While one is typing this I would also like to acknowledge:

The amazing work by Chris & Janine Stern;

The years of effort by Jervis Ward and Chris Ralph on the magazine and Quicknews and Chris writing the Just Cars articles;

Jim Collins quiet work as Secretary;

Ben Dahlstrom stepping up to be President;

And to those that travelled to RVS's amazing premises for our AGM: the Bendigo brigade of Gordon Cox and Dean Bryant, Justin Brown always pops down from Ballarat and special mention to Tony & Jenny Pekovic coming down from Seymour, good to see you folks.

It will be good to work with you again in 2023/2024 thanks.

Signing Off
David Floyd
Treasurer

CLUB DRIVE DAY WOWS!

Track shots courtesy Ron Hossack

In a great Stern/Dahlstrom initiative the Club put on a drive day at Winton in early July. This allowed competitors to not only test their cars before the upcoming Festival of Speed event but also to scare the dampened pants of those invited into the passenger seat. As well, it allowed us to give a big thankyou back to Sponsors for their support and generally give an opportunity to 'run what yer brung' for anyone interested.

A ripping success, it's hoped this cost-efficient exercise can be repeated!

Congratulations to all involved.



AHTCA REPORT

Although the AHTCA's aim is to foster and raise the profile of Group N, we do spend most of our time on seemingly little things.

The national body, made up of 5 state clubs aims to create a consistent, nation-wide application and understanding of the Group N rules as written and applied by Motorsport Australia and it's committees.

It's quite astonishing how many trivial things, like Bonnet Catches, aren't understood and/or applied consistently across the country.

As a result, one of the biggest things we have achieved is having an Eligibility Forum established. This currently meets once a month - online - and includes almost

all Group N EOs across Australia and they discuss rules and application of them. This is a huge success for all competitors and EOs.

And even more important is that the AHTCA is seen as an important body in Group N.

Motorsport Australia do not have your email, and probably couldn't share it around anyway. The AHTCA, made up of the clubs, have almost everyone's emails, plus we meet personally at club meetings, and as a result we are a great conduit between you and the rule makers. But more importantly, we are now asked for our input, as we are seen as being relevant and important.

We also have input into Component Submissions, and other eligibility issues.

We try to communicate with competitors via bi-monthly newsletters as well as club general meetings.

On another note Nic van den Berg (NSW Delegate) has been fine tuning all the vehicle specification sheets and the Motorsport Australia Manual. It's amazing how many little mistakes and errors have crept in over 40 years of constant changes and updating.

The AHTCA also manage an engine sealing database, that tracks changes and helps aid compliance of vehicles requiring seals to be applied.

There's still lots to be done. And it's all good for Group N competitors.

Jervis

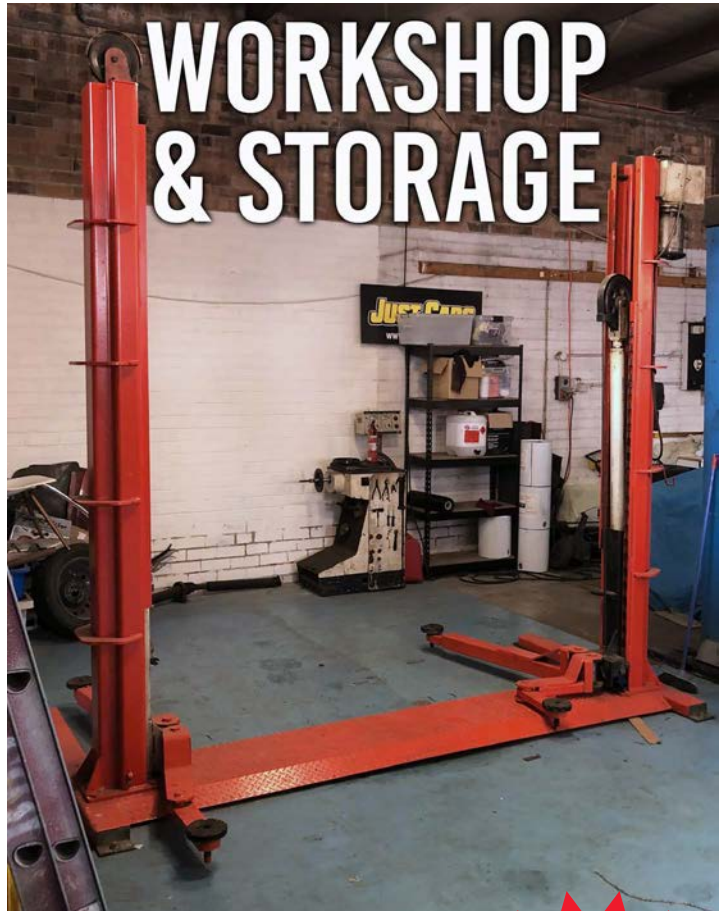
TORQUING 'EM UP – Classifieds are free!



Magnificent EH Opportunity!

Tony Pejovic is selling his immaculate and very rapid EH. A car with nearly 40 years of racing in Historic Touring it has always had the very, very best of care, winning numerous class trophies and Best Presented on and off race circuits. Please check the ad specs to convince yourself this is a chance to get something Great - a real piece of Australia, Holden and race history.

Tony's asking price is a very reasonable \$55,000 and his number is 0427 509 027. Car is located at Seymour Vic.



HISTORIC GROUP N RACING BRAKE PARTS



BRAKE PADS

Racing Brake Pads are available in CIRCO and Winmax product ranges for Kelsey Hayes (Lincoln and Mustang), Volvo, Jaguar, Cortina/Escort, Corvette Single Pin and more.

Compounds available include Sprint and Heavy Duty options in thicknesses also available for common caliper modifications.



BRAKE FLUID

CIRCO MF1200+ Racing Brake Fluid has been specially formulated in Europe to provide the highest performance under racing conditions.



BRAKE DISCS

Replacement Brake Discs designed specifically for GpN racing are available to order. These rotors have 60 directional vanes and have been a high quality option for some years now. They are available in 3 specs:

- DBA52187: 280x28mm (Monaro, Pacer, Chargers)
- DBA52191: 287x30mm (Falcon, Mustang, Comaro)
- DBA52195: 297x32mm ('69 Camaro)

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