

Crank 'n Grind



The Newsletter of the WA HISTORIC TOURING CAR CLUB

Next Event

April 08
Northam Flying 50

May 19/20
Ernie Hastie Mem'l

June 03
Round The Houses

July 08
State Champ Rnd

The Big Roadie Phillip Island Classic 2018

Continued

Another of our intrepid travellers Randle Beavis had his campaign collapse early in the event



"6 practice laps on the Thursday was enough to get all the oil through the motor but not return to the sump fast enough. Got a gut full of air last left-hander coming onto the straight and at 8,500 rpm that's

the end of it..... A new motor with a much better designed sump is on its way."

Randle Beavis

The Norse Narrative Volvo 142



"With 2 weeks to go, the guys rang and said there was room on the truck for the Volvo. However, the day before a guy from Sydney made an offer for my boat and business and made it impossible

for me to go Vic. That's good and bad timing, I was in two mind states.

I was disappointed not going but selling the boat and business opens a new world for me.

At Barbagallo last night, the Swedish taxi ran all day, and night, (about time) and finished every race. We had a great time and there were a lot of WAHTCC guys there so it was very sociable.

To have two Galaxies, the Falcon Sprint and the Chevy Belair on the track gave us a real spectacle as well as the V8s up front. It was fantastic. Geoff Moran stopped on top of the hill for a BBQ and set fire to the scrub.

Race 1 the Camaro burnt so much rubber on the start line (and didn't move) that the rest of us had to wait for the smoke to clear before we could go.

Gary couldn't stop at the end of the straight so tried the Chevy out as a Bulldozer in the sand trap. It did well as a bulldozer but then would not move due to the amount of sand in the brakes and bent oil cooler.

Randle sorry to hear about your bad luck but thought you

would like to know that the Night Masters event went well. And great you tube footage from Brenden."

Regards, **Ken Waller**

Movin' On



car is staying local, apparently Mick is going to use it for regularity at this point.

Mk1 GT Cortina; Another of our founding fathers **Bill Dunne**, who had hung up his helmet a few years back has sold his car to Mick Watkins from Albany. Great that the



couldn't crack 2 mins but 5 class wins from 5 races can't be a bad way the go out. As usual, the car ran faultlessly all weekend 250ml of oil and 100ml of water No dents and now delivered to Bruce Peacock the new owner. He wanted the car for a private collection of Fords he has and doesn't intend to race it. A pity I guess but at least none of you rough pricks will be scraping its panels.

In July 2017 I managed to better Will Colton's 9-year-old class lap record and it now stands at 71.073

Time for Randle to step up to the plate, he's not far behind so I doubt if this one will last as long as Will's.

It's been a great 10yrs made some great friends and have had an absolute ball Thank you all"

Cheers **John Harwood**



when John downgraded to a Mk1 Lotus Cortina :-)) and campaigned it up until the end of 2017.

"I had a lot of fun driving this Cortina and due to a change of circumstances I decided it was time to pass

Mk2 GT Cortina; Originally built by the Late John Kingcott and campaigned by him. John Harwood brought the car to WA, Gerry Emmelhainz took it over

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it on to the next custodian, Gordon Morrison. The car has now returned home to Brisbane Gordon took delivery of the Cortina yesterday (Mar 21) and drove it for the first time and said he returned with a big grin on his face. He plans to repaint it and do hill climbs and around the street events in Qld."

Gerry Emmelhainz

The Night of the Land Barges Nightmasters 11



Not satisfied with bring one, Mike Moylan installed his sidekick "The Don" into the sister ship and brought him as well. To add to the flotilla Gary Crosswell arrived in his recently acquired Chevy Bel Air. The Wide-bodied Francis Bros S4 looked like a toy.

Of interest, 12 of the 14 entrants were two 2 doors and 8 were V8's

The Ambush; "After rounding up Simon and **"The Don"** I switched to stealth mode/ (blown fuse,) so I could sneak up on Conan the Barbarian

I surprised myself when I caught him

I probably surprised Cono when I caught him

I will probably have to wait for another Nightmasters to catch him again.

Sorry about our 1 & 2 (not really) 2 galaxies 1st time in Australia screw the points history made at Barbagallo.

Great to see Dons years of work come to fruition top job. We have a couple of runs over east but I think with luck both monsters will only miss one event here.

Never been behind a Galaxies before big aren't they?"

Mike Moylan



The Crosswell Report; "I ran the Bel Air at the Collie Icebreaker and it was a handful to say the least, I did turn it around at turn 5 at

practice but managed to keep it pointing in the right direction for the rest of the weekend. Stopping was a problem. The morning of the Nightmasters started at 4.30am trying to match brake shoes with brake drums with limited success, leaving Mandurah at 10am and arriving just in time for the drivers briefing.

I didn't make the allotted tuning day, which was 1 week prior to the meeting through work commitments so my first drive of the Bel Air at Barbagallo was to be qualifying.

I had the brakes wound up fairly tight to assist bedding them in and the car was worse than ever pulling in every direction badly. 1st race I only managed a hand full of laps before I lost the brake pedal entering turn 7 and had to ditch into the sand and that was the end of the day for me as I had cracked the oil cooler and the front right brakes were actually metal-to-metal and popped the wheel cylinder cup out.

Gotta say that car is great fun to drive but may take a while to sort."

Gary Crosswell.



"Well, what a great day and evening for the Night Masters 2. Although it was a relatively small field, the variety of cars certainly made the spectators find a vantage point to enjoy some unique racecars from the

past. Personally, I had a great day back in the seat after what seemed like an incredibly long off-season. So I would like to take this opportunity to thank the many club members who helped get me to the start line (still didn't know if I'd make it when I entered on the Monday afternoon!) for their time, knowledge, lending of parts and everything else. You know who you are and thank you. As far as my races went if anyone knows how to get past a car that's 8ft wide and swinging the back end another 2ft either side, please let me know. Hope the Bel Air is okay after it's off in turn 7. Starting from P.1 in the dark for the reverse grid race was everything I thought it would be. Having never raced in the dark or been that close to the start line for a race I think it all went well. Unfortunately, due to a red flag we only got 4 laps. Race 3 was great. We managed to get the grid positions sorted out so no one was disadvantaged in the points, and a big thanks to the people in the timing office for their help. I had a great time and although the results may show something different. Let me assure you I did finish without to many problems other than brain fade.

One last comment on the race meeting. Had a chat with Brent from www.luxepformance.com.au who commented there was "some very cool gear out for the Historics"

To which I replied, "Where else will you find a field of cars from 1275cc to 7000cc and the newest car is 46 years old." Have a look at their website and mention you are a member of the WAHTCC and they'll give you 5% off your order. Great to have passionate people in Motorsport willing to help out our club. Hope to see you all at the Northam Motor Sport Festival next month."

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Cheers, Brenden Fickling

Driving in the dark with Brenden at the wheel;

<https://www.youtube.com/watch?v=PwOyHVpO1sk>