

# HISTORIC TORQUE

AUGUST 2022



*Photo by John Lemm MSI Media*

The Official Journal of the Historic Racing Car Club (Qld) Inc

Patron: Kevin Bartlett



THE SPORT OF MOTOR RACING HISTORY



# WELCOME

On behalf of the Officers of Historic Racing Car Club (Qld) Inc, it is with great pleasure that we welcome the following new and returning members to our club.

Returning members:466

New members:

Total membership as at 11/07/2022: 467

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# From the Presidents Desk

Hi All,

Hope you have enjoyed the cooler weather and the rest after Historic Warwick.

I have been lucky enough to enjoy a bit of R & R away with my lovely wife, but still managing to make sure things keep progressing with club matters.

On that note you will see that the new website is up and running, please feel free to give feedback as this site is for you and we want to make sure that it is not only user friendly but provides exactly what all our members want.

I have a couple of meetings with our NSW counterparts to discuss how as Historic clubs and racing we continue to go forward. One of the areas we are looking closely at is what newer classes can we bring in and to what date do we make the cut off.

The consensus is that pre 2000 should be the date and I would be interested in any of your feedback on what classes you think we should be encouraging to be part of Historic Racing.

As much as a lot of us don't like change and would like to keep the older cars still going the logistics and cost are becoming a huge factor, which is leaving a lot of the older cars in the shed.

I would love nothing more than to continue being part of what we were running in the 80's and 90's but having run through the later part of those years unfortunately we all know that is not possible.

So, if you have any suggestions or are passionate about a particular class please let us know and what we need to do to bring them into our race meetings.

I was lucky enough to just compete at the Bend in a Group N support category for the V8's and what a facility and racetrack. I wont detail the weekend here as there is a full report below, but if you get the opportunity make sure you put it on your bucket list.

You will see the invitation for the Christmas Party, trophy presentation and what is our 30<sup>th</sup> Anniversary Celebration. As the invitation says it is a Sunday lunch this year, 2 course meal with a bar tab for beer, wine and soft drink. As this is a special event this year make sure you come along and bring your crew, because there is plenty of room for a big party.

Please note the start time of 11am for 12pm as we want to start sharp at 12pm. Also, lookout for our special social prior to that.

Great to chat with you all and as you know I am more than happy to take emails and phone calls with any suggestions you may have.

See you next month

Graeme Wakefield  
President HRCC

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# GROUP N BULLSHEET

By Rob Switzer

With the cancellation of the recent Lakeside meeting many Group N racers will now have time on their hands and a quiet workshop. Why not think ahead and consider your next Group N build?

The photo below may provide inspiration.

This is a nice shot of the Barnes Auto stock car taken at the old Exhibition Saturday night speedway. Looks like about a 1939 flathead V8 Ford, so we'll class this as NA.

The car is not battered, bent, crushed or shredded and the paint is pristine. I guess this must be the first lap.

And what about that paint! orange with dark blue stripes. Why not liven up your current car with a copy of this?

The car has a nice line in what can only be termed a battering ram bull bar out the front. Any experienced Group N guy knows how handy this could be.

The tubular frame around the wheel arch could also be very useful when things get crowded in that first turn.

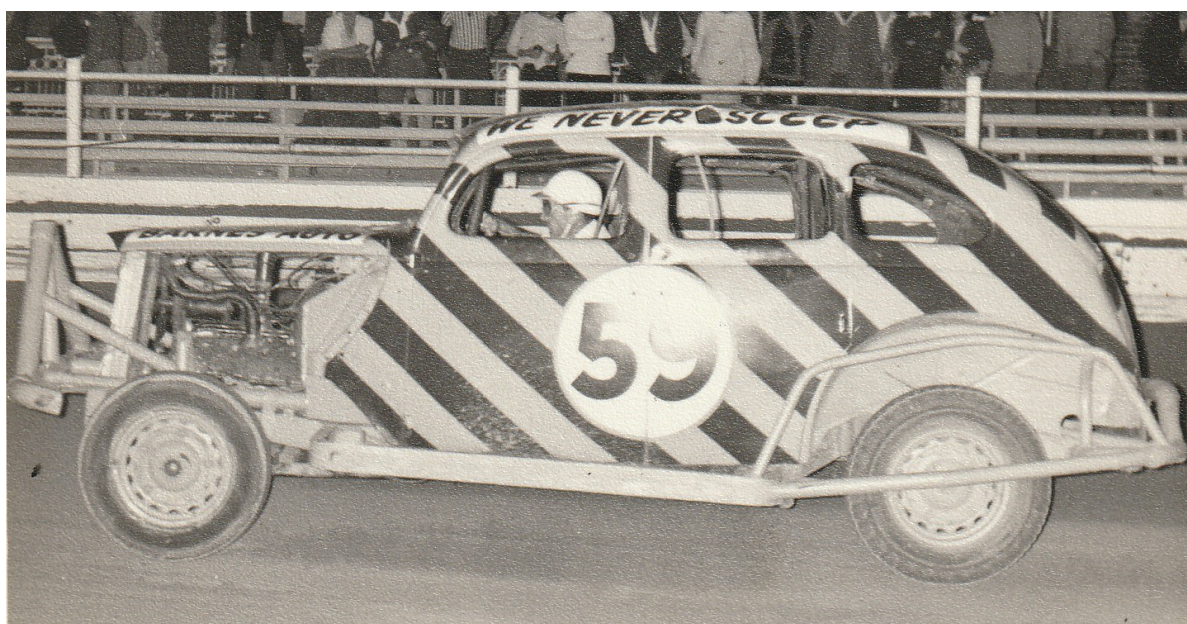
The flat head Ford donk is proudly displayed and is not boiling, again proving it's the first lap. Check out that shoulder to shoulder crowd in the background.

Of course, the old Exhibition speedway closed down many years ago. How it was kept open as long as it was, with the hospital just across the road, was hard to understand.

Now comes the news that Archerfield Speedway's property is on the market, the real estate now being more valuable than the business.

All the more reason to keep the spirit of speedway alive with a Group N bomber of your own. Who's going to be first???

Rob Switzer



# INVITATION

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# “OLD RACE RESULTS WANTED”

by Rod Chivas

The Australian Motor Heritage Foundation is growing rapidly since moving into the former ARDC premises at Sydney Motor Sport Park. The facility now boasts an ever expanding library of motoring books, magazines, brochures, photos and race programmes.

One of the Foundations goals is to fill a gap in Australian motor sport history by creating a database of official race meeting results.

Current competitors would be aware that since the advent of electronic timing using Dorian transponders, events after 1998 have their results available on either the Mylaps or <http://racing.natsoft.com.au/results/web> sites.

The AMHF approached Natsoft to utilise their platform, but the difficulties with both technical and workload, to transfer paper records were just not feasible.

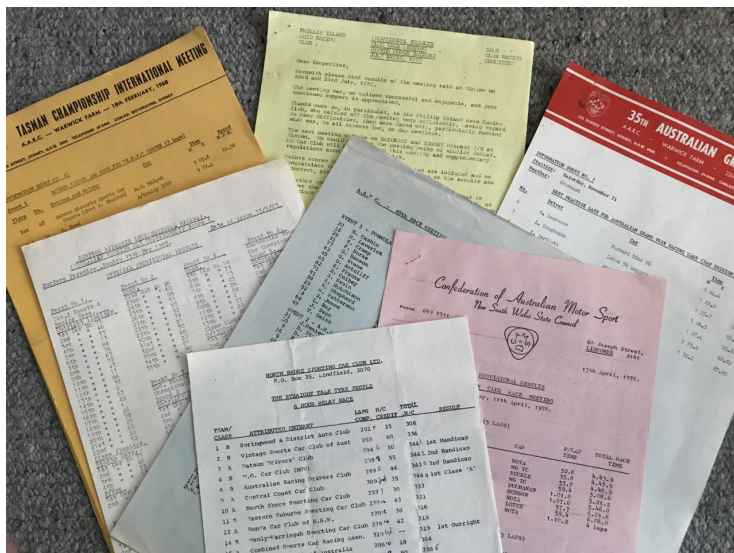
Event results from our Grands Prix and major Bathurst races are well covered in a number of sites such as oldmotorrace.com and Wikipedia. But the majority of Australian race meeting results are lying in drawers and cupboards, just waiting to be disposed of in the next home clean up.

We now have a large A3 scanner which can copy those old “foolscap” size pages. It also saves them as a searchable pdf file which will be useful as the database grows.

At the time of writing we have Official Results for over 700 race meetings going back to 1937 on our database. But there would be thousands of events held prior to the digital age from 1998. So if you still have copies of your pre-1998 race results, the AMHF would love to hear from you.

You can either donate them to the AMHF or we are happy to carefully scan your originals and return them to you with a digital copy.

AMHF Fellow and HSRCA member, Rod Chivas is currently running this project and can be contacted on 0413 360772 or by email at [results@australianmotorheritagefoundation.org](mailto:results@australianmotorheritagefoundation.org)



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# GOING ROUND THE BEND

By Robyn Wakefield

The weekend of 29 - 31 July saw us at the Bend running in the Group N support category for the V8's.

Well, what a weekend! We had four Queenslanders running, David Streat in the Torana, Ian Mewett in the Falcon Sprint, Craig Allan in the 69 Mustang and my crazy husband Graeme Wakefield in his 68 Mustang (Robynator). In total there was a field of 31 cars from all over the country.

The winter woollies were definitely needed for the weekend, we knew when arriving on Thursday that shorts were not an option and beanie's a must. Friday saw sub-zero temps, frost and fog a great combination for motor racing.

Even though the guys weren't on the track until 9am they all complained that it was ridiculously slippery and still came back cold. Thankfully three other classes were running with us on the Friday and the track improved so Practise 2 and Qualifying was a lot better.

Qualifying saw Craig Allan 2<sup>nd</sup>, Graeme Wakefield 9<sup>th</sup>, Ian Mewett 22<sup>nd</sup> and David Streat 23<sup>rd</sup>. A great effort from all these guys with only Craig and Ian competing at the track once before, both in different cars.

Saturday morning was one time when I really hated the fact that Graeme raced a car. Our first race was at 7.35am so we had to be out of bed at 5am, yes 5am!! Thankfully it was a bit warmer, only 6 degrees. WOW! We nearly put our bikinis on, not!

Unfortunately, Ian had an issue and did not start, but the other guys completed the race with the last lap under safety car. Craig 2<sup>nd</sup>, Graeme 11<sup>th</sup> after not being able to get 4<sup>th</sup> gear and David a very creditable 17<sup>th</sup> from 23<sup>rd</sup>.

As usual work started on the cars while I made breakfast for the boys, it seems the Robynator had a loose engine mount bolt. All fixed and ready for race 2.



*Photos by John Lemm MSI Media*





Ian's wasn't that simple (apparently?), it was missing, but I could clearly see it was still there, not sure exactly what was going on, but they were confident it would be on the grid for race 2.

Graeme had an issue with his timer so had to go and borrow one from the tower, he seemed to be gone forever and said he was rubbing shoulders with Mark Scaife and Craig Lowndes, I think it was more that it was really warm up in the tower which is next to the Rydges Hotel area. He might have pinched some breakfast from the buffet as well!

Race 2 at 11am, an early finish to the day for us. All the guys made it to the grid, ready to go.

A great race, which if you had the opportunity on Fox or Kayo you could watch it live. If you did watch it live didn't all the cars look great!

Unfortunately, Ian was still having car problems and didn't finish the race, but Craig ended up winning which was a great battle with Keith

Kassulke after Aldo De Paoli forgot to go to the petrol Station.

Graeme was 8<sup>th</sup> and came in with a huge grin on his face after improving his time as well and David came in 17<sup>th</sup> also with a huge grin on his face.

That left us with Saturday afternoon, the boys got all the cars ready for Sunday and we stayed in the trailers with heating as although it was warmer in the morning it never heated up during the day, so jumpers, coats and beanies were never removed.

Back to the Hotel about 5.30pm and ready for dinner at the Murray Bridge Hotel, which was fabulous. It seemed like the Hotel was full of all the Group N guys, so it took a while (as usual) for Graeme to get to the table, particularly after Aldo showed him the photo of his car with the flames coming out of the exhaust pipe (Really! The things boys get excited about).



Photos by John Lemm MSI Media



Sunday morning was a little more civilised, with our race at 9am, unfortunately we were held up due to the Ute drivers having a few incidents and knocking a kerb out of a corner. It meant the guys lost a couple of laps, but all the guys finished this race and came in with smiles. Craig finished 2<sup>nd</sup>, Graeme finished 6<sup>th</sup>, Ian finished 19<sup>th</sup> and David 20<sup>th</sup>.

Everyone had a great weekend with Craig winning the weekend outright and Graeme coming 5<sup>th</sup> overall. Unfortunately, we couldn't find out where David and Ian finished, but David had a big smile on his face at the end and Ian did get to finish the last race.

A big thank you to the SA touring car guys and the Victorian Touring Car Association for making this happen as well as providing us with some great photos along with MSI Media,

I know I won't have any choice but to go back, having said that, we really enjoy all the friendship, not only with the Queenslanders, but all the guys from around the country we have got to know and look forward to seeing.

It really is a wonderful group of people who all enjoy the social aspect as well as the racing.

I must say a special thanks to Spencer Rice from NSW (he is building Graeme's Alfa) who won the 2-litre class in his Alfa and let me stay warm in his heated trailer. Spence also had a very cool kitchen setup so made it very easy to feed the hungry troops and a tv to watch the racing. This would have to be the best track we have ever been to.

A great place and great fun, now were off to Melbourne and Tasmania for some more R & R.

Robyn Wakefield



Photos by John Lemm MSI Media

26th

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# 2022 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
Autumn Historic Warwick CANCELLED	14 - 15 May	Morgan Park Raceway, Warwick
Motorsport Australia Qld Circuit Racing State Championships Rd 2	27 - 29 May	Morgan Park Raceway, Warwick
HSRCA - Sydney Classic	11 - 12 June	Sydney Motorsport Park
Historic Queensland	8 - 10 July	Morgan Park Raceway, Warwick
VHRR - Winton Festival of Speed	6 - 7 August	Winton Motor Raceway
Historic Leyburn Sprints	20 - 21 August	Leyburn, Qld
Motorsport Australia Qld Circuit Racing State Championships Rd 3	26 - 28 August	Morgan Park Raceway, Warwick
HSRCA - Spring Festival	10 - 11 September	Wakefield Park
Baskerville Historics	15 - 18 September	Baskerville Raceway
Australian Hillclimb Championships	20 - 23 October	Mt Cotton, Qld
VHRR - Historic Sandown	5 - 6 November	Sandown Raceway
Motorsport Australia Qld Circuit Racing State Championships Rd 4	18 - 20 November	Morgan Park Raceway, Warwick
HSRCA - Summer Festival	3 - 4 December	Sydney Motorsport Park

**Disclaimer:** These dates are tentative and may change without notice. The Covid-19 pandemic or other matter may create a situation where events could be brought forward, postponed or cancelled.

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Runs with its standard power steering. Bodywork is totally rust free. Factory AMX build #05705, plate located on dashboard. Chassis # A8M397X337862, Engine # GR4428, Queensland Concessional Road Registr# 68-AMX.

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- Original FIA logbook issued in England in 2000.
- Original CAMS logbook issued in Australia in 2004.
- Photos of its restoration and several magazine articles featuring the car.

**Contact:** Darren Freeman 0414 857 777

# CLASSIFIEDS

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**FOR SALE:** 1968 Morris Mini Cooper S, Group U. Log Booked Historic Sports Sedan  
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Alternatively, post articles to The Editor - Historic Torque, PO Box 353, Red Hill Qld 4059. Please include a stamped self address envelope for the return of your precious photos.

**Deadline - 12<sup>th</sup> day of each month**