

HISTORIC TORQUE

JUNE 2022



Photo: Dennis Allen 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:462

New members: Bruce Dekker & John Agosta

Total membership as at 9/06/2022: 464

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From the Presidents Desk

As you know the Race Committee are very busy organising the upcoming race meeting, which takes considerable time and effort to bring together. The July meeting is doubly more this year with transfer and refund of entry fees, which is keeping our treasurer John Tupicoff very busy.

Please if you are entering for July and entered for the May meeting, please do not pay the full fees again as we will need to refund the full amount back to you, just EFT the difference between the two meetings.

Regarding the July meeting and in particular to Regularity, if you have an open wheel car can you please get on to your fellow competitors to enter. Motorsport Australia have regulated that we are no longer able to run open wheel cars with any other vehicles, including sports cars, so unless we can get a minimum of 10 cars, we will unfortunately be unable to run this category at our July event.

We regret having to do this, but our hands are tied by the Motorsport Australia regulations on this matter. Let us know if we can help with getting additional competitors in any way, we are more than happy to help.

As we come to the end of another financial year and close to our major Historic meeting for the

year it is probably time to share some of the things your committee has been working on so far.

We are just about to release our new and updated website. We hope you all find it easier and simpler to use and enjoy the new look. Watch out for this in the next few weeks.

We are still looking at options for Clubhouse storage and display facilities. Don Thallon has been gracious in assisting in looking at the Mt Gravatt showground opportunity and if we can facilitate something and I have been talking to local and state governments about potential abandoned buildings.

The industrial market at present doesn't make sense with the costs involved. Having said that I am sure something will be possible I just believe we need to be patient and diligent. Watch this space for more information.

As you may or may not know we are now back at the Veterans club at Carindale for our meetings which we have secured for a while until we can find our own venue.

I'll sign off for another month and look forward to seeing you all soon at Warwick for our Queensland Historic meeting.

Graeme Wakefield
President HRCCQ

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Autumn Historic Warwick

Wrap Up

Well! When we decided to wait until after the Autumn Historic Meeting to do our articles I wasn't expecting to report on a flooded out cancelled meeting.

We at HRCC are incredibly disappointed this had to happen particularly as we had a large contingent of NSW & Victorian entrants that arrived on Thursday.

For those of you that are not aware Warwick had extensive flooding and the Cunningham and Warrego Highways were cut in several places so both competitors and officials could not get to Morgan Park. So unfortunately, on Friday we made the tough decision to cancel the meeting and make sure all competitors, crew and officials were safe.

With the track not being accessible due to flood waters on the road in and surrounding everyone had to wait until late Friday and early Saturday to access their vehicles and while people heading south could leave, anyone heading Northeast had to wait until after 1pm Saturday to leave.

You may have seen the disturbing pictures of the flooding in Warwick and our hearts go out to the residents and business' that got effected by this devastation. Hopefully they all get up and running quickly and we can help them out when back there in July.

I want to say a big thankyou to John Tupicoff and Greg Dalliston who controlled everything very well and stayed until all the competitors got their cars out.

I know they will say a big thankyou to all the guys who helped them, but John and Greg worked beyond the call of duty and without them I am sure things would have been a lot different. I am looking forward to buying them both a drink in July!

While we are talking about July your Management Committee has worked very quickly with Mark Stockwell and decided that we will run a 2 ½ day meeting in July so we can give you extra track time, I know this doesn't make up for this meeting, but we are trying to provide members and the southerners who have said they will be back extra time on the track.

So, Qualifying will start just after lunch on Friday and allow you to have longer races or more races whatever your group decides. Practise will be half day on Friday morning.

Those of you deciding to transfer your entry fee to this meeting will receive a full credit, if you want a refund, we will keep a \$30 administration fee as we will still have substantial costs to cover.

Don't forget we have the meet and greet on the Friday night with drinks and nibbles we will confirm the venue closer to the date.

Well here's looking forward to a great meeting in July and seeing you and many more competitor's, friends and family to come and join us.

Graeme Wakefield
President HRCCQ



Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 13 June 2022

Treasurer Report:

Operating costs are within expectation.

Membership Report:

310 Full, (including family) 42 Senior, 25 Social, 3 Honorary, 1 Life, Sub Total 381 + 83 Associates – total voice 464.
New Members: 2

Calender Dates for 2023:

Confirmed as follows:

18 February 2023 - TTT Day at QR depending on costs.

13-14 May 2023 - Autumn Historic Warwick at Morgan Park Raceway.

7-9 July 2023 - Historic Queensland at QR depending on costs.

Correspondence: Email from WDSCC re VIP Day 9 July 2022.

Club Rooms: Approval granted to undertake a feasibility study for a club house at Mt Gravatt to be conducted by Don Thallon.

Trophy Presentation:

Resolved that the Trophy Presentation will be held on Sunday 13 November 2022 at lunch time. Venue still to be confirmed.

Website Upgrade: New website was reviewed and approved to go live this week.

Race Committee Action Items:

Management Committee reviewed and approved various outcomes from the May Race Committee meeting minutes. Outcomes are published in this newsletter pages 8-9.

HRCCQ 30th Anniversary Celebration:

Badge artwork approved to be produced in time for distribution at Historic Queensland.

Historic Queensland 8-10 July:

Confirmed that the meet and great will be held at the Warwick RSL Club.

Committee Meeting minutes are available for members to view on request. Please contact the club secretary.



GROUP N BULLSHEET

By Rob Switzer

Well not much to write about the May Historic meeting that hasn't already been said, shouted or cursed. Organisers are still reeling from a mixture of horror, disbelief and frustration and with the bottom line well past zero minus, there were many long faces.

Personally, I was thrilled to see a Group N entry of 39 cars. At the following Qld. championship meeting a fortnight later, the entry was a measly 9 Group N cars. Where and why were the other 30 hiding out?

Moving on, July Historics is to be bigger, better and hopefully drier. It won't be able to rain as the July temperature will mean any liquid coming down will be in the form of chunks of ice, easily shoved aside.

Dipping back into ancient Group N history I've dug out a couple of snaps from long ago. These will test your memory and to top it off the answers are unknown --- at least to me.



The circuit is clearly Surfers Paradise and the two EH's are coming round Repco Hill.

In the background is a glimpse of Cooper S and Cortina so not much has changed there.

The EH number 3 looks very like my own car, but I don't think it is, as the wheels don't look familiar.

Perhaps they were visitors from down south?

The second snap is an EH that would like to be going round Repco Hill but has had a change of mind and is about to hit a ditch sliding sideways on --- not a good scenario.

Just who was this gentleman and did his underwear survive unscathed? Answers in a plain brown envelope, please.

Surfers was a likeable track and I did many races there, but I always thought it would have been more interesting to go up over the top of Repco Hill instead of round the base.

20/20 hindsight again!



MEMBERS INSIGHTS

Paul Attard

With a busy schedule at the track and less face to face time due to covid the Historic Torque is introducing a members insights page to get to know club members a little better. Each person will be randomly selected by the editor and asked a series of questions. Paul Attard is the first member I contacted and here are his insights.

Q. What is your most memorable race?

A. Wow there been a few over the 51 + years and all for different reasons, but if I had to narrow it down - Racing at Bathurst in 2004 racing my brothers Group N XU1 Torana, starting at the rear of the field of 35 odd and getting it into the top 20 on the last corner, and having a super run with a Blue Mustang eventually passing him going up mountain straight while passing a group we court up to. Always brings a smile to my face.

But on par with that was at Lakeside in 1999, dryish track with slicks on my SuperMini Crossflow, competing in the final of the Combined Sports Sedan race over and under 2.0 litre, starting midfield winning the Under 2 litre and overall position, passing all the V8s and 6 cylinders in front of me, and giving a Porsche cup car a run to the line on the final lap. Loved it.... the bigger boys didn't..ha..

Q. Ford or Holden?

A. Ha! actually have a leg on both sides of the fence, my wife and I both drive 2016 Ford FGX Turbos as road cars, always been a mad Moffat fan and love that incredible Mustang, but have a collection of a few old Holdens and up until 2016 had Holden road cars.

Q. Are you a cat person or dog person?

A, Definitely a DOG person and have two to prove it.

Q. What is the first event you competed in?

A. Obtained my competition license at 21 and raced in the Amaroo Park 6 hour relay race in my first little Sports Sedan Mini, for the Honda Car Club.

Q. What is the first car you owned?

A, A 1300cc 4 Cylinder 4 door LJ Torana I purchased from my brother.

Q. What motivated you to get involved in Motorsport?

A. Guess it was a natural progression, from going to the races around Sydney in my school years, then joining a car club doing lap dashes, hill climbs, dirt circuit, then into motor racing mainly at both Amaroo and Oran Park.

Q. What do you do to calm the butterflies while you compete?

A. Never have time for them while actually competing, can get a little bit before you put the helmet on but that's it.

Q. What is your favourite track to compete?

A. Hmmm has to be Bathurst in a Group N, but Lakeside in my Sports Sedan Mini is pretty special too. If the track was still there, Amaroo....great track.

Q. What would be the hardest thing to give up?

A. My cars and the ability to work on them.





From the Secretarys Desk

Well the HRCC Qld Autumn Historics meet may have been a wash out and the Historic Queensland meet promising to be a big one with entrants getting a chance for extra track time with practice on Friday morning followed by an early start with qualifying starting around midday and then 5 races/trials for each Group.

While we haven't been on track since TTT for HRCC events the various HRCC Committees have been busy discussing all things related to the Club both on and off the track.

There are three committees that regularly meet all year to ensure that the club runs smoothly and that members interests are considered and met where possible.

The Management Committee who are elected each year through the Annual General Meeting are charged with ensuring the objects of the Club are met and control general financial operation of the club. They meet on the 2nd Monday of each month.

The Race Committee who meets every 3rd Monday of the month, develop and implement the plans for our HRCC current three motor events for the year, and report back through the Management Committee.

The third committee is the Group Leaders who represent each of the 16 classes of historic cars through 10 Group Leaders. This group meet quarterly and have had two meeting so far this year.

While all committee members are available to raise your matters with the Group Leaders are generally your first contact to have any matters related to the club raised.

The most recent Group Leaders (GL) meeting was held on 4th June, and a number of matters were raised by the Groups.

- Condition of the carports and pit bay areas at Morgan Park, including flooding of carports, flooding of the scrutineering area access clearance for race cars onto the bitumen roads. This will be taken up with the Warwick and District Sporting Car Club who manage the Morgan Park Raceway.

- Number of races/trials and number of laps per race/trial for each group. While one group has asked for longer races the majority of groups have asked for 3 x 6 lap and 1 x 8 lap race/trial for the weekend in addition to qualifying with Trophy Races over 8 laps.

If you would like anything different, please discuss this with your group competitors and GL.

- Number of races/trials which count over the weekend for the group trophies and club championship. Currently it has been agreed that all races will count for points.

- Invited cars for some groups to accommodate other race car types and ensure that grid sizes are maximised.

- Regularity has usually tried to be two groups where number of entrants and type of cars has been considered, usually splitting open-wheel cars from the tin tops.

There has been a safety issue raised with combining these two types of cars and unfortunately even though we have some historic open-wheel cars which cannot qualify for other classes e.g. racing, we do not have the numbers to put out a full field in open-wheel Regularity.

So in order to assist these cars to run we need to get at least a field of 10 cars for this to occur. Please talk to other car owners to see if we can assist with this.

➤ Scrutineering of cars so that the first groups can get out on track with all entrants in the field. A number of competitors have stated that they have missed their first run because they could not get scrutineering done in time.

Currently when entering for a race meet the owner must fill out a self-scrutiny form and return it to the Race Secretary and bring a copy to the track. A number of cars have Targeted Scrutineering done/or available and hence you only have to take your paperwork and race gear up.

By doing this it will allow the other competitors to get through scrutineering first and quicker.

➤ Safety in and around pit area and race cars. All competitors need to identify the risk to themselves and others when working on their cars. This should include jacking and stability of cars, wheel chocks, refuelling and hot surfaces as a minimum.

➤ Linking of Group Facebook pages to the HRCC web page to assist in social media spreading our events and news.

If any members would like to raise any matters, please contact anyone on the above groups. We as committee members are here to ensure that all voices are heard and promote our motorsport.

Greg Dalliston

Acting Secretary HRCCQ



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Have You Ever Heard of - The Cisitalia 202?

By Dale Vinten
Car & Classic Magazine

A lot of beautifully styled classic cars have been lovingly assigned monikers denoting their alluring looks and exquisite bodywork. Terms of endearment that include such artistically-themed sobriquets as 'automotive masterpiece' or 'art on wheels'. But perhaps one of the most deserving of all of such lavish aesthetic praise is the Cisitalia 202. A car that upon its release would be dubbed a 'rolling sculpture'. And rightly so if you ask us.



Cisitalia 202 - 1947

It's always fascinating how quickly dreams and ambitions can be rekindled after devastation and disaster. It just goes to show the sheer resilience of the human spirit and our collective sense of endeavour. Case in point is the Italian sports car manufacturer behind the Cistalia 202. Founded in Turin in 1946 in the aftermath of World War 2, a young and wealthy Italian businessman and racing car driver by the name of Piero Dusio set up *Consorzio Industriale Sportive Italia*, of which the Cisitalia derives its name and would later come to be known itself.

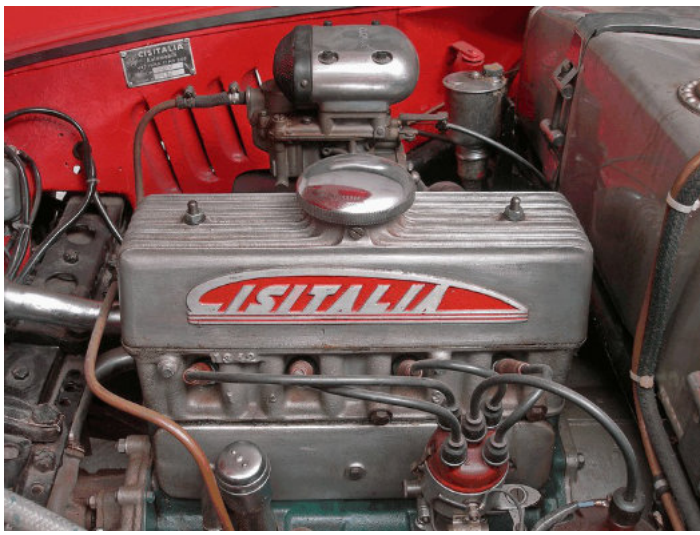


With a history of privateer racing as far back as the '30s Dusio wanted to build his own car that would be cheap enough for amateur racers to afford and allow for a single class of race where driver skill was the ultimate measure of success. With this in mind he teamed up with in Fiat engineer Dante Giacosa to design what would become Cisitalia's fledgling effort – the D46. Before development could be finalised, however, and after designing a tubular space frame for the car, Giacosa returned to Fiat but recommended fellow engineer Giovanni Savonuzzi to carry on where he left off.



The D46 Cisitalia's very first car

As with most small-batch Italian sports cars at the time the D46 featured many Fiat parts, including a 1.1-litre engine from the Italian auto maker producing around 70bhp. The D46 was a successful project and seven examples competed in the *Coppa Brezzi*, the first post-war road race in Italy, held on the streets of Turin, with Dusio himself taking the win. Following this proof of concept, as it were, a much more ambitious project was undertaken by Cisitalia in conjunction with Ferdinand Porsche, culminating in a single-seater, mid-engined Formula 1 car. Unfortunately Dusio had bitten off more than he could chew at this point and the project floundered and ultimately failed, ostensibly due to spiralling development costs.



Down but not out Dusio immediately focussed his attention on creating a two-seater continuation of the D46, using the same underpinnings but with a much more sleek and sculpted body. For this he supplied none other than Italian coach-builder Pinin Farina (amongst others in the trade) with a D46 chassis who would subsequently provide a hand-built aluminium body to sit on top. This original and inventive design was not only a truly innovative creation, but it also established Pinin Farina's reputation as automobile designer and builder extraordinaire within the industry.



The new, elegant body was a huge step forward in terms of aesthetics and technicality for the time, that would completely alter the landscape of post war car design. So inventive and original was it that this new Cistalia 202 coupé, as it was known, was honoured by the Museum of Modern Art in New York in 1951 as part of a permanent collection. A rolling sculpture indeed. Underneath, however, the 202 was still based on the earlier D46, which in turn used the Fiat Topolino as a basis but with dry sump lubrication, an Abarth twin-carb manifold and modified suspension, along with a four-speed gearbox.



Before the Cistalia 202 came along the principles of automobile coach-building were very different, whereby each part of the body was seen as a separate entity. The designers of the 202 body treated the car as more of a whole, as one continuous piece, and as such we get the beautiful, flowing curves that adorn the car. Due to this hand-crafted nature, however, the 202 was expensive to build and as a result only a mere 170 were ever produced, making it a rare beast indeed.



Cistalia 202 Cabriolet 1947

Cistalia didn't stop there though. Oh no. Dusio and his team, including Savonuzzi and Carlo Abarth (yes, that Abarth) would further develop the 202 and produce a handful of streamlined versions for the 1947 Mille Miglia. Labelled the Cistalia 202 MM and designed to be entered into that most famous of historic races, the 202 MM featured more aerodynamic bodywork, including two rather distinct fins protruding from the rear of the car. Not only that but there was also a cabriolet spider version too, called the 202 SMM.



Cisitalia 202 SMM

One such car proved its worth at the very race it was built to enter – the aforementioned 1947 Mille Miglia. Piloted by accomplished Italian motor racing legend Tazio Nuvolari the 202 SMM led the majority of the race until engine troubles scuppered any chance of a win. Despite this, Nuvolari still managed to steer the Cisitalia to second overall and first in class. Subsequently all competition spiders were named 202 SMM Nuvolaris after the plucky driver.



The Cisitalia 202 remains one of the most beautifully designed sports cars to ever exist and fully deserving of that previously mentioned anonym of rolling sculpture. Not only that but with an impressive motorsport legacy and ground breaking body composition it's an esteemed car that paved the way for the future of automobile design. An incredibly rare sight today of course, but if you're ever in New York then be sure to stop by the Museum of Modern Art where that early example is still on permanent display. And we can think of few cars that are more deserving of such prestigious praise.





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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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Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

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Chassis 4026 is #26 of only 100 ever made.

Hand built with a wooden chassis and fibreglass body.

Engine is a 1.8 ltr Volvo B18 race engine built by renowned Kim Baker.

Transmission is a Volvo M40 gearbox with genuine Volvo close ratio gears.

Competition brakes and suspension.

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Specialist spare parts are easily obtained from Marcos Heritage Spares in England, however spares for all mechanicals are easily obtained in Australia.

The car is situated in Sydney, and we are happy to schedule inspections almost any day, or video calls for anybody outside Sydney.

Includes the following:

- An extensive history file including its original green cardboard logbook issued in England in 1965.
- Photocopies of its original bill of sale and other documents issued by Marcos Heritage of England.
- 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

Cars, Trailers and Parts For Sale

FOR SALE: 1968 Morris Mini Cooper S, Group U. Log Booked Historic Sports Sedan
History: Competition history from 1977, mainly raced Amaroo & Oran Parks
Restoration: Completed to 1983 spec for COD purposes. Livery: Rapid Transport
Mechanicals: 1380cc (new build by Ken Nelson) Russell Head, CAM. All the best components I could afford for reliability & performance.
Diff: MED LSD ratio 3.9:1
Gearbox: Straight cut Remote Shift
Paint: 2 pack fresh total respray (2020 – GC Restorations)
Wheels: Original set Mawer 13x8.5", 10x8", 13x8"
Custom made Mawer 13x9", 10x8"
Tyres: Hoosier Radial Slicks front and rear, 2nd set Avon radial front
Brakes: Morris Marina Callipers (front)
Morris Mini drums (rear)
Master Cyl Triumph Stag

Way more than asking spent on the car as built to race not reluctantly sell.

Happy to answer any questions as the car has been a passion over 3 years of the research and build process.

PRICE: \$35,000.00

Ph: 0414 047 490 or email: mark@4orceracing.com.au



FOR SALE: 1984 Tiga SC-84 Sports 2000



Keith Carling offers his front running Tiga SC-84 Sports 2000

The car is the ex-Ian Barbary car and has recently completely had a ground up restoration including new panels & fully painted. It is one of the competitive cars in the Group R Sports 2000 category.

The car comes with 12 wheels, near new wets, 30 + gear ratios, fiberglass body molds & numerous parts including suspension arms, spare brakes and a huge list of spares.

This car is the winner of the HRCC Champion in 2018

This car needs to be sold. All offers will be considered.

PRICE \$45,000.00 or offer

Fully set up trailer is available at additional cost

Please ring Keith Carling on 0438 881 208 or email keith@dbchomes.com.au

4 X Michelin 165 HR 13/ XAS FF (Formula France) Tyres

Selling at half price **\$600.00**

Considered among the best period tyres and cost accordingly.

Bought new from Stuckeys and have been stored correctly.

They just don't fit under my Lotus.

Please msg or phone Lindsay on 0417 618 823



CLASSIFIEDS

Cars, Trailers and Parts For Sale



Single Axle Tilt Trailer Price: \$4000 negotiable

Registered with Safety Certificate

Built 08/2017

Commodore Stud Pattern

2 Built in Toolboxes

Override Disk Brakes, Track width can be adjusted, LED Lights

2000kg Hitch, Tare 350kg, Aggregate Trailer Mass 1600kg

Twin Safety Chains, Removable Winch Post

Ideal for Clubman, MX5, Open Wheel Race Car, Golf Buggy

Previously used for a Formula Ford 2000

Located Brisbane Northside

Further details and pictures call Greg on **0439 002 388**

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TELL US YOUR STORY!

Why not share your story with us through the newsletter. It might be the car your building. an event you recently participated or officiated in or your travels with your pride and joy. All contributions for upcoming issues of Historic Torque are welcome. Please submit your story and photos to torque@hrcc.org.au.

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 - 12th day of each month