

HISTORIC TORQUE

JULY 2022



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: George Puna

Total membership as at 11/07/2022: 467

IN THIS ISSUE



Management Committee Meeting Summary, Page 5



Group N Bullsheel, Page 6



2 Days of Thunder Shannons Regularity, Page 7



Historic Queensland Wrap Up, Pages 10-15



Queensland Raceway Official Opening, Pages 16



M O Q R Sports Report. Page 18



From the Presidents Desk

Historic Queensland has been run and won and what a great event! After 2 years of interruptions from COVID and weather we finally had a meeting that was a great success and from the feedback I got everyone enjoyed.

Thanks once again to all our officials and the fabulous work they did at this meeting, particularly with the program interruptions we had on the Saturday.

Everyone still got their full compliment of racing and Sunday still finished at the normal time.

Thanks also to the tireless work of all our volunteers, our fabulous "Flaggies" and all our members in the paddock who control the pits, gate etc. I would normally name names, but there are too many to thank.

I consider myself very lucky to be part of a club that has such a dedicated group of people that both passionate and willing to help.

There was some great racing on the weekend with Saturday morning starting off with an "Emu Parade" on track. Where else could you go in the world and have an Emu on the Racetrack, but again all the volunteers who rounded it up and got it off the track, definitely a new experience at Morgan Park.

Back to the racing! The three trophy races were part of this meeting due to the cancellation of Autumn Historics, the Lionel Ayres trophy for Group O, M, the Bill Campbell Memorial for Group Nc and the Jack Lacey for all Group N.

The Lionel Ayres Trophy was won by Richard Carter in his Group M Renmax, the Bill Campbell Trophy was won by Peter Bagually in his XU1 Torana and I am very proud to say the Jack Lacey Trophy was won by yours truly in my Ford Mustang. As I am sure the other guys are, I feel very honoured to have won this trophy. Overall results are printed below.

Photos in this Newsletter are courtesy of Rob Turrisi from Gran Turrisi and John Carson, thank you very much Rob and John for your hard work and assistance.

We have arranged our Christmas trophy date and venue for 2022, which is at Cloudland at the top of Fortitude Valley. It will also be a celebration of our 30th Anniversary. Thank you to Marie Gehde, Wendy Goulden and my lovely wife Robyn for organising this. The date is **13 November 2022 11am for 12 until 4**, yes, a Sunday lunch. If you are coming from a distance, there is an accommodation deal which is in the invitation below.

As I mentioned in the last Newsletter our updated website goes live this week, so look out for that, please feel free to provide feedback on this.

We intend to have a social General meeting in September or October at the Veterans Club at Carindale, look out for that, the only reason for the uncertain date is that we are organising guest speakers and need to confirm before this announcement.

I'll sign off for another month and look forward to seeing you all soon at upcoming social evening.

Graeme Wakefield



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Image by Peter Ellenbogen



Image by RIC Photography



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HISTORIC LONG TRACK RACING, CLASSIC CAR SHOW, PARADE & MOTORKHANA

Over 500 cars racing and on show over 3 days, featuring 50kms Historic Touring Car race. Classic Sports Car feature race and Super Sprints for Group C tribute cars and Historic Sports Sedans.

Invited Categories: Group N, Group S, PQ&R, M&O, JK&L, Grp C&A, Formula Vee, HQ Racing, MG Racing, Regularity, C&A Tribute Sprint, Historic Sports Sedans, Alfa Racing, Formula Ford.

Entries from May, 2022. For more information and entry, visit www.vhrr.com



Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 11 July 2022

Treasurer Report:

Operating costs are within expectation.

Membership Report:

312 Full, (including family) 42 Senior, 26 Social, 3 Honorary, 1 Life, Sub Total 384 + 83 Associates – total voice 467.
New Members: 1

Trophy Presentation: Resolved that the Trophy Presentation will be held on Sunday 13 November 2022 at Cloudland, Fortitude Valley from 12 noon to 4pm.

Website Upgrade: New website was reviewed and approved. Noted that will go live asap.

Correspondence: Letter from Liam Redman thanking the committee for a well run and successful race meeting.

Letter received from Ian Gillam and Rodney Pugh advising their retirement from competing in regularity.

2023 Calendar Dates: Dates to be confirmed with QR noting that owner Tony Quinn had an accident at V8 Townsville. The Committee wishes Tony a speedy recovery.

Club Constitution Review: Draft is being prepared and will be available to members before the next AGM.

Date Change: Looking to change the date of Historic Queensland in 2023 so it doesn't clash with V8 Townsville and after the school holidays.

Licencing: President met with AASA and Motorsport Australia regarding trying to reduce costs and the impact on members.

AGM: Monday, 28 November 2022 at VCCA club rooms

Invited Cars: Work done on producing a document to clarify the eligibility of Invited Cars category.

Historic Queensland 8-10 July: Discussion held on how the race meeting went and what improvements can be made for 2023.

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



GROUP N BULLSHEET

By Rob Switzer

With 18 entries at the recent Qld. Championship meeting at QR, Group N looked like putting on a pretty good showing. Unfortunately, mechanical mayhem reduced the field by about half and it was fairly serious stuff, with gearboxes out, cylinder heads off, steering gear broken and horrible noises coming out of cars on all sides.

Also unusual, was an entry without a single Cortina or Cooper S.

Some cars have been raced since the first one rolled out the factory door ---- Mk1 Cortina, Cooper Mini, Mk2 Jag, Mustang spring to mind with maybe the Datsun 1600 also included, so these were missed.

A packed program of qualifying and 5 races for a huge number of different categories was a credit to the organisers. While QR is not the most exciting of tracks, it does allow some real speed in contrast to the stop/go nature of Morgan Park with its two tight hairpins and three 90-degree corners per lap.



The Grant Wilson Camaro, the King Kong of Queensland Group N racing. Won every race entered and won them with ease, the result never being in doubt.

The exception was the last race on Sunday where a rather stage-managed finish allowed Graham Wrobel to reach the flag first by a metre or so.

Maybe the trophy for this one should be an Oscar?

This shot is from the mid-eighties and shows the last lap of a Group Nb handicap at Lakeside.

Handicapping always seemed wildly inaccurate and I don't recall ever getting a starting position that made any sense at all. However there seems to be a big finish coming up here.

The yellow Anglia, currently raced by Shane McJannett, is driven here by the original owner Trevor Jones and is about to be attacked by heavier metal in the form of the EH Holden and early 289 Mustang and M2 Jag, all planning a last moment dash to the line.



2 Days of Thunder “Shannons Regularity” at Queensland Raceway

By Andrew White



Thanks to Phil Ross and Shannon's, QR included a Regularity event at the recent 2 Days of Thunder. With 16 entries and a great variety of vehicles, from Porsche 911 to Ford Anglia, the scene was set for a great weekend at the “Paperclip” There was also a heard of Mustangs - well four of them anyway, all 1965 models.

Saturday we had qualifying and one Trial which saw two cars out due to failures..... ah the joys of classic cars. Fortunately for Brendan he swapped his Datsun 1600 for his Mazda RX7 and was back on track Sunday. Not so lucky for Bob Bear with clutch issues.

Speaking of clutch / gear box issues my issues continued from TTT weekend with gear selection still a problem. Clutch and gearbox review now a must.

Enough of my sob story, Sunday we had three more trials before midday all without incident, but plenty of competitive spirit, and with the teaser of a champagne podium there was some very close times recorded.

Ultimately there can only be one winner - First Jim Goulden in his Anglia, followed by second Darryl Meahan in his MX5 and rounding out the top three was Ray Law in his Mustang.

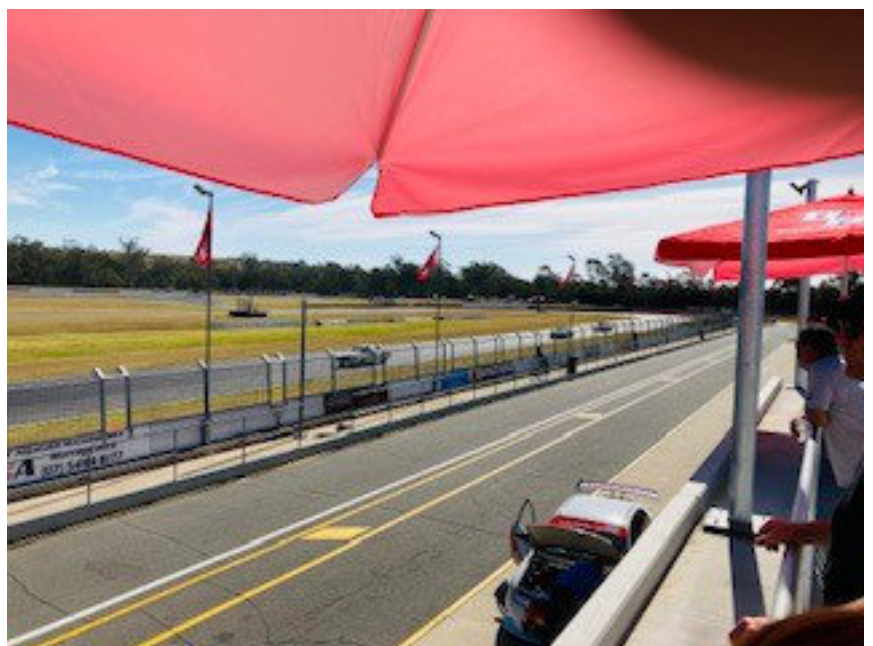
Shannon's also supplied a nice goodies bag for our place getters and a bottle of bubbly each, most of which ended up in the QR dirt.

So thank you to all those who entered, hopefully you enjoyed the weekend. I certainly enjoyed running around QR again after 4-5 years, and seeing the latest evolution of QR.

Finally and again, thank you to Phil Ross and Shannon's for organising and sponsoring the event.

Cheers

Andrew White



MEMBERS INSIGHTS

Terry O'Sullivan

I made an interesting discovery while doing some prep for the Historic Queensland race meeting.

This is one of my fuel hoses that looked fine where it was easy to see but was getting really bad where it went through the boot floor and under the car.

Good advertisement for doing good car prep inspections. Even brand name fuel hose goes off reasonably quickly. This hose is a bit over 5 years old and purchased as ethanol compatible.

Hope this is useful for others.

Cheers
Terry



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After a disappointing cancellation of our Autumn Historics in May, due to floods, the Premiere event of the HRCC Qld - Historic Queensland was run at Morgan Park Warwick over three days from 8 to 10 July.

The Historic Queensland meet was changed to a three day event, with Practice held on Friday morning and Qualifying beginning after lunch on Friday. The race program was extended to give each Group 5 Races/Sprints/Trials, with very positive feedback from competitors and spectators.

Warwick turned on its winter weather with cool mornings (down to minus 2) to about 15 degrees with fine and sunny conditions.

Thanks to the Race Committee and Management Committee for all the work which goes into a race meeting with over 190 initial entrants.

Photos by Rob Turrisi



HISTORIC QUEENSLAND WRAP UP 8-10 JULY

By Greg Dalliston

Special thanks to John and Monica Tupicoff, Kirrily Star Dalliston and Brad Manz for their huge efforts over the 4 days in ensuring the behind the scenes issues were all ran smoothly. Especially after losing half of our team with Covid and family bereavement.

Thanks to all other club members who assisted and the Scouts for manning the entry points.

Our heartfelt thoughts are with Jim and Wendy Goulden with the passing of their beloved son, Paul early on Thursday morning. Our sincerest condolences to the family on behalf of all the racing fraternity.

The social side of the event started with a meet and greet at the Warwick RSL and some great prizes provided by sponsors and the Club.

Saturday "drinks and nibbles" on the canteen veranda to allow us to thank all the officials and track safety marshals'. Thanks to the canteen staff who took over at short notice after Rosy who manages the canteen was taken away to hospital. We wish Rosy a quick recovery.

A large number of interstate entrants entering and enough entrants in Regularity, Group N and Sports Sedans to have 2 fields of each as well as Grp S & T and open wheelers, made for some great racing.

There were some great collection of different groups of cars around the Pit Paddock with seven FJ FX Humpies all parked together and some fantastic period Sports Sedans, as well as Pete Trapnells' Group K 1935 V8 Historic Ford.

Club President Graeme Wakefield in his Mustang held off a very determined Peter Baguley in the LJ Torana and Craig Allen driving the Mewett Mustang fastback to win the Group N Jack Lacey feature Trophy race.

In the Sports Sedans, Aaron Hodges in the 302 powered (Ex Gary Ford) Mark 1 Escort and Carey McMahon in the Monza had some close battles out the front while there were some very spirited battles throughout the pack.

In the Sports Sedan last race for the weekend Aaron and Carey swapped cars and saw Aaron put in a fastest lap to the race in the big Monza.

Aaron Hodges took out the Fred Sayers Trophy for Sports Sedans and also broke the Group U lap record with his first lap time under 1 minute 20 seconds.



Phil Barrow all the way from Victoria raced his well known and prepared FJ in Group Nb and broke his own lap record for his class.

Rod and Belinda Wood from Victoria bought their immaculate Group U mid engine 202 FJ Sports Sedan and finished the weekend 3rd overall in Group U and 2nd in over 2 litre as well as putting up a fantastic display of Historic Sports Sedan merchandise and fed the group (as well as the local birds) with cakes biscuits and drinks all weekend.

Unfortunately, there were a few racing incidents over the weekend with the race being cancelled on Saturday afternoon and the program changed to combine Sports Sedans groups and Regularity groups for the Sunday program.

Congratulations to all competitors especially group and class winners. Apologies to the other Trophy winners and any other lap records but I do not have that info at time of writing this article.

Looking forward to our upcoming HRCC events and keep an eye on our website and newsletters for these.

Greg Dalliston



THANK YOU !

On behalf of the HRCC I would like to thank John Tupicoff for taking the merchandise trailer to Warwick, to the ladies, Marie, Vivian, Rhonda, Joanne and Bronwyn for their assistance on the Merchandise tent at the HRCC racing event in July and to those who purchased items from our dedicated team.

A special thanks to Noel Lummis for his assistance in putting up the tent on Friday, wiping the tables clean of the overnight dew and pulling down the tent on Sunday with the assistance of other men.

Monica Tupicoff
Merchandise Officer

HISTORIC QUEENSLAND

8-10 JULY 2022

By John Carson

▼ The friendly face of Kym from Scrutineering going from car to car on the Group S Grid checking on driver gear and car readiness.



▼ Kirrily Dalliston makes sure husband Greg is completely strapped in (no easy job) before his next Sports Sedan race and as HRCC Club Secretary and all round paddock organiser Greg was a busy boy!



▲ Rob Buckley has recently traded up to a 1982 Van Diemen Formula Ford and is seen here giving wife Vivian, sitting to the rear right of this schmick new car, a break from checking his last race lap times.



▲ Young Victorian Noah Barrow was a keen supporter of his father, Phil, who had brought his 1955 Group Nb FJ Holden to the meet and despite a broken axle the Barrow team didn't miss a race.

▼ There are probably times before the next race, when fettling the Grahame Wrobel Mustang.... that one doesn't need a camera stuck into one's work area!



▼ There are three generations of the NSW Noakes family involvement in this scene as David (second from right) has inherited driving duties from his father (on right) who had originally competed their immaculate 1972 Escort RS1600...and that original BDA engine certainly still sparkled in the Warwick winter sun.



MORE HISTORIC QUEENSLAND

8-10 JULY 2022

By John Carson



▲ Mark Stockwell, Race Secretary (second from left) is surrounded by heavy hitters including to Mark's right, Russell McDowell of Qld. (Group Nc 1971 XY Falcon GTHO) and to Mark's left, Carey McMahon of NSW (Group U 1985 Chev Monza) plus Aaron Hodges of Qld, who's Group U 1971 Ford Escort gave Carey a big hurry-along in every race.



▲ Father and son combo Peter (Group Nb Mini) and Michael Walsh (Regularity TR7) are regulars at Morgan Park and keep the British car flag flying.



▲ On the Friday of Historic Queensland, at the entry gate, Brad Manz needed a serious discussion with a local emu which was intent on participating in Private Practice....either on-track or in The Paddock.



▼ Paul and Lamyai Young camp at Morgan Park beside their Group Sb Alfa GTV 1750 and always come up all 'bright eyed and bushy tailed' in the crisp Warwick winter sunshine.



▲ Michelle gives Glenn Gerstel a final check before his next Group U Sports Sedan outing in his immaculate Falcon Sprint.

▼ Yes, it was nippy in the frosty early morning paddock at Historic Queensland, but Phill Powell had hot red shoes to match his hot red Fezza.



▼ Course Marshalls (L to R) Bill Crouch and Paul Baxter were on the job providing an experienced overview.



▼ Peter Boel is based in NZ but can still be caught, unawares on cold mornings at Morgan Park, giving a final tune-up to his ever faithful Flintstone Lotus 23B.



▲ Father and daughter combination Gordon and Lucy Osborne run an interesting Regularity car. A Japanese import, this 190 Mercedes had done 400,000 km and features a full roll cage plus lots of patina.



▲ Stan Adler, captured in a stressful moment talking to his customs agent, hearing that his latest 'go faster' bits for his Group S Invited Porsche have been impounded at Port of Brisbane and will miss the next race.



Tony Quin purchased the track from John Tetley about 8 months ago. He has spent heaps of money upgrading the track. This was his official opening. All the race categories were invited to supply two cars to do two 10 minute runs around the track at about 80% racing pace.

Representing Group N was Dave Waddington in the XY GTHO Falcon which went really well.

Also representing Group N was Allan Saunderson in a Lotus Cortina. When Allan started up the Lotus the brand new alternator was not charging. Even though the engine was running like a hairy goat he still went out and only did one lap.

There was plenty of rain so the track was very wet and slippery.

Garry Saunderson, Committee member of QHTCA and member of the HRCC

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M O Q R SPORTS REPORT

By Mike Gehde

Our July Historic meeting has always been a great event and it was good to see a number of Victorian and even better number from NSW to help build the overall attendance.

It seems we are slowly shaking off the nervousness to enter events.

We had sufficient entries to have a M & O event and Q & R separate, the latter being a bit low in numbers and made up entirely from Sports 2000's and one Group Q - Osella.

Running with M & O were Formula Juniors and Formula Vcs and K, L and P, but Richard Carter in his Remnax 23B sports car won every race outright with very fast times around 1.27's.

Peter Boel from NZ had some issues with the Flinstone Lotus 23 having a DNS from several events and retired the car which had developed a miss.

Richard was awarded the Lionel Ayres Trophy for Sports Cars.

The Q & R category was amongst 3 Sports 2000's of Kevin Gray, Bruce Taylor and Garry Ashcroft and Ian Ross in Group Q - Osella. PA 5 Racing was close with wins recorded for Gray 1, Taylor 1, and surprise surprise Gary Ashcroft 3.

Included in event 20 was the feature race for the Queensland Tourist Trophy Sports Cars won easily by Ian Ross in the Osella with an excellent time 1.22.7 and Kevin Gray taking his win for Group R in his TIGA Sc 80.

Overall Group R winner for the weekend Trophy went to Garry Ashcroft in his S2000 Lola T594 with second to Bruce Taylor in his Sc81 TIGA.

Kevin retired with a blown head gasket, missing two events.

Mike Gehde

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

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- 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.

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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



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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