

# HISTORIC TORQUE

SEPTEMBER 2022



Photo by Trapnell Creations Photography

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:473

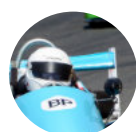
New members:

Total membership as at 12/09/2022: 473

## IN THIS ISSUE



Klassic Kiwi Kokup, Pages 4-6



Invitation HRCC Annual Awards Presentation, Page 7



AGM Notice of Meeting & Nomination Form, Pages 8-9



Group Leader Report, Page 12



Members Insights, Page 11



Downsizing and Decluttering, Pages 12-14



Notice for Social Meeting of HRCC Members, Page 14



The Curious Science of Kit Car Life, Pages 16-17



# From the Presidents Desk

Hi All,  
Welcome to another episode of Historic Torque.  
This time of year, give us all on the committee an opportunity to recharge our batteries and plan for the upcoming AGM, Trophy night and Race dates for next year.

Before that we have our social night at the Vintage and Veteran car club on 26 September at 6pm for a beer, wine or soft drink and sausage sizzle.

We hope to be able to announce the dates for 2023 that night and are happy to field any questions for current and future events, so please come and join us as I personally am keen for us to get back to the social events that we used to have that makes this club great.

As you are aware Nomination forms have gone out for the Management Committee and are due back in by 30 September 2022.

The AGM will be held on 28 November so make sure you put this in your calendar and come and welcome in the new committee or even be part of it.

We have a number of RSVPs for the 30<sup>th</sup> Anniversary, Christmas Trophy Night, please don't leave it to late to reply as we have to provide numbers early and it is at the new iconic Cloudland in Ann St, which we believe is very fitting for our 30<sup>th</sup> Anniversary.

As I said previously, we are hoping to be able to announce the dates of our events for 2023 on 26 September, but what I can tell you is we have requested additional dates. We have always been keen to run an event in the later part of the year so hopefully this will all fall into place in the next week.

I'll sign off for another month and look forward to seeing you all on 26 September and make sure you don't miss out on our 30<sup>th</sup> Anniversary lunch, it is going to be a great day.

Graeme Wakefield  
President HRCCQ

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# KLASSIC KIWI KOKUP

by Michael Meyer

Knowing how hard it is to find stories photos etc for the HRCC newsletter I thought you might be interested in the following article.

Some background is as you will read, I was heavily involved in speedway racing and every Christmas in NZ at Western Springs Speedway in Auckland there is a three nation test series between Australia, NZ and the USA, this is a big event with in excess of 10,000 spectators.

In the early nineties I led the Australian team and on the last night of racing in the 50 lap feature race the incident occurred between the NZ captain and myself.

The article was taken out of the Auckland Star newspaper being the equivalent to the Courier Mail.

The framed copy was put together by the Auckland (speedcar) midget club and presented to me at a barbeque a couple of days later headed KLASSIC KIWI KOKUP. (Image and transcript on next page)

I might add that the reporter who was on the phone to me Sunday morning after the event spiced it up a little.

As a follow up to the story, the American team was led by Stan Fox who at the time used to run yearly in the Indianapolis 500 usually finishing in the top ten. That year or the year after he had a very big accident in the 500, if you google Stan Fox indy you will get the picture.

He survived but head trauma curtailed his racing, over the years he had made a lot of friends in NZ and had always wanted a Morris Cooped S. So he travelled to NZ bought a Mini and was driving to a Speedway in NZ when he had a head on accident and was killed.

I was told he was on the wrong side of the road and it was believed he may have become confused due to side effects of his accident and coming from America driving on the opposite side of the road.

He was very friendly, good to race against and a sad loss.

Regards Michael Meyer

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## Article transcript from image:

New Zealand Speedway star Graham Standring sits devastated after 'bopping' Australian captain Mike Meyer in a dispute at Western Springs last night.

Standring's career hit rock bottom when he lashed out at Meyer after the two drivers clashed during a race at the international test series.

The New Zealand captain punched and kicked Meyer on the track's infield after the two cars locked together and drove off the course missing the restart of the night's feature race.

The pair had to be pulled apart as Standring took out this frustration and he was later banned from racing in New Zealand for two weeks.

Speedway Control Board member Carl Drever, who imposed the penalty, says it was one of the worst incidents he had seen.

"Graham's reaction was stupid," he said. "It was completely out of character for him to react that way but I had no option to ban him. When you see a driver get out of his car, climb over another driver's bonnet and start punching him there is only one course of action you can take."

Standring, who led New Zealand to a 3-0 clean sweep of the international series against the USA and Australia earlier said he was devastated about his temporary loss of control.

"I have been involved at the Sprints for five years and I have never done anything like this before," he said. "I think the officials have over reacted but then I over reacted as well."

"I was just so frustrated with Meyer. He's been bumping into me all night and he tried to cut in front of me during the restart. I tried to hold my ground and we locked wheels and ended up on the infield."

## Speedway star punches opponent

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"I was just so frustrated with Meyer. He's been bumping into me all night and he tried to cut in front of me during the restart. I tried to hold my ground and we locked wheels and ended up on the infield."

"I was really angry because it was all so stupid. I felt like I had a chance of winning the race and to be taken out like that was so frustrating."

"I bopped him a couple of times but I know I didn't hurt him because he had his helmet on."

Meyer hopes Standring's ban is increased.

"I thought the whole thing was quite comical," he said. "I couldn't believe his reaction. I had New Zealanders coming up to me all night apologising for his action."

—JOHN MATHESON



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# Some more of that infamous New Zealand trip

by Michael Meyer

After we left Auckland heading to Christchurch and because we had our family with us a little sightseeing was undertaken. We had a week to get there, hire car to the bottom of the North Island then the ferry.

Some of the group decided to take a jet boat ride down a river. Near Rotorua there was a fruit orchard which ran a jet boat business as well as growing fruit as the river ran through parts of the orchard.

Sue Grose, my wife and I did not go, the wives deciding instead to have tea and scones in the orchard cafe. I proceeded down with David Grose, Gavin Leer, Bruce Leer and David's young 3yr old daughter to the jetty.

They all climbed in with the driver and just as they were about to leave David's daughter became scared and did not want to go, so he handed her back to me.

Having proceeded back to the cafe and the boat leaving some minutes later we were told that the boat had crashed.

It had collided at full power into the riverbank, never did find out what failed. The driver was unconscious, and we were worried he had a broken neck.

David who had been sitting in the front was in agony with a completely broken leg jammed under the bow, the top of his body bent forward over the bow cover.

Bruce Leer ended up with a minor break to his leg, all he said was look after the others I am alright". Gavin Leer and another couple were okay.

If David's daughter had gone with them, she probably would have been killed, crushed under her father's body as she would have been sitting in his lap.

It then became a farce as two St Johns Ambulance ladies arrived who had laughing gas to help David with the pain but were not allowed to administer, even though others were, my wife administered, she is neither a doctor or nurse.

At this point I had enough and rang the police telling them if they did not get real assistance to the crash, they would have been investigating a death. This got things moving when both Fire & Rescue and helicopter arrived.

Thanks to the Auckland Midget Club via the promoter, it was arranged to have two seats for the Air New Zealand flight back to Brisbane after David had his operation to pin his leg.

Thankfully the rest of the trip ran smoothly for the remaining group.

Regards Michael

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# INVITATION

## CHRISTMAS PARTY LUNCHEON & ANNUAL AWARDS PRESENTATION

CELEBRATING  
**30**  
YEARS OF HRCC

SUNDAY 13 NOVEMBER 2022  
*arrive 11am for 12 o'clock start*

CLOUDLAND  
*641 Ann St, Fortitude Valley*

RSVP: 30 September 2022

BOOKING ESSENTIAL



Come along and take part in celebrating the achievements of the HRCC 2022 club champions

**Two course dinner** to be served  
Please advise of any special dietary requirements when booking

**Complimentary beer, wine & soft drinks**  
until the bar limit is reached, after which a cash bar will be available

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**COST:** \$50 per person

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EFT payment to HRCC: Westpac, BSB 034-001, Account number 229793, Reference: 'CTD' plus your Surname

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phone: 0400 525 865

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## **HISTORIC RACING CAR CLUB (QLD) Inc.**

### **NOTICE**

of a

### **GENERAL and an ANNUAL GENERAL MEETING**

To be held on **Monday 28 November 2022** at the VCCA Clubrooms,  
1376 Old Cleveland Rd, Carindale Qld  
Commencing at 7.30 pm.

#### **General Meeting Agenda**

- Ratify the Club's business during the period ended 30 September 2022.
- Ratify the appointment of the Club's Auditor.

#### **Annual General Meeting agenda**

- Receive the Management Committee's Report for the period ended 30 September 2022
- Receive the Income and Expenditure Statement and the Statement of Assets and Liabilities for the period ended 30 September 2022
- Receive the Auditor's Report on the books of account
- Present the Financial Statements and Audit Report to the Meeting for adoption
- Appoint an Auditor for the coming year
- Elect Members to the Management Committee

**All Committee positions become vacant at this Meeting, and current Members are eligible for re-election. All Members seeking election to the Committee must complete the attached nomination form and ensure it reaches the Secretary by Friday 30 September 2022.**

The HRCC Constitution is available on the Club website under 'Info'. See <http://www.hrcc.org.au/info.htm>

Members are advised that HRCC has public liability insurance to \$100,000,000.



**HISTORIC RACING CAR CLUB (QLD) Inc.**

**NOMINATION FOR POSITION ON MANAGEMENT COMMITTEE 2023**

To be eligible to nominate for these positions, nominees must have been current financial Members since prior to the previous AGM.

.....  
Given Name

.....  
Surname

.....  
Address

Is hereby nominated for the position of:

- ☐ President                      ☐ Vice President                      ☐ Secretary  
☐ Treasurer                      ☐ Management Committee Member)

**PROPOSER** .....

Print Name

.....  
Signature

**SECONDER** .....

Print Name

.....  
Signature

I, .....,  
Nominee's Name

- hereby accept the nomination. I am willing to accept the position if elected, and willing to undertake the role of Secretary or Treasurer if the need so arises. (Nominees for Vice President should strike out 'Secretary or Treasurer' and insert 'President')
- **and** hereby certify that I have read and acknowledge the Constitution and the Historic Racing Car Club (Qld) Inc. (20/10/2014) A copy of the Constitution is available from <http://www.hrcc.org.au/info.htm> or ask the Secretary for a copy.

.....  
Nominee's Signature

**Expressions of Interest for other important club roles:**

- ☐ Newsletter Editor  
☐ Group Leader (specify group.....)  
☐ Membership Secretary  
☐ Motorsport Australia State Council Delegate  
☐ Regalia / Merchandise Officer  
☐ Social Secretary

.....  
Print Name

.....  
Signature

...../...../ 2022  
Date

This form must be in the hands of -  
**The Secretary, HRCCQ Inc. by Friday 30 September 2022**  
PO Box 353, Red Hill Qld 4059 or [secretary@hrcc.org.au](mailto:secretary@hrcc.org.au)

# GROUP LEADER REPORT

M O Q R Historic Sports Cars

by Mike Gehde

Members should consider entering the Australian Hillclimb Championship to be held at MG Car Club Qld Mt Cotton track.

The event takes place on 20 - 23 October 2022. Entries are open and available on the Motorsport Australia website. The MG Car Club always provide for Historic Cars at Mt Cotton and this event is an opportunity to set records.

Entries are now also available for the Sandown Historic meeting in early November. Sandown has a limited life so an opportunity to run on this circuit before it closes.

Mike Gehde  
Group Manager



## VALE: ERROL TRAPNELL

It is with great sadness that we report the passing of Errol Trapnell.

I'm sure there are plenty of members who will remember him.

The picture on the front cover is of his car a 1936 Dodge Special driven by Steve De Lisa at the 2022 Leyburn Sprints.

The Historic Racing Car Club (Qld) Inc. extends its condolences to Errol's family and friends.



# MEMBERS INSIGHTS

Kellie Evatt

With a busy schedule at the track and less face to face time due to covid the Historic Torque has introduced a members insights page to get to know club members a little better.

Each person has been randomly selected by the editor and asked a series of questions. Here are Kellie's responses to some of these questions.

What is the first car you owned?

Holden Camira

What motivated you to get involved in Motorsport?

Watching Paul Redding absolutely fly around the Track in his Datsun Fairlady.

Ford or Holden?

Ford

What is the coolest sound?

My ute or sedan cruising past me

Who has inspired you the most?

Dad, because without him growing up with these cars I would not have them.

What is your favourite driving/ cruising music?

90's mix





# DOWNSIZING AND DECLUTTERING

by John Carson

As one enters one's seventh decade there appears to be a clamour, amongst others, to declutter and downsize. Personally, I don't feel the urge but have certainly felt the pressure from those nearest and dearest and have become patently aware of this sad affliction affecting friends and colleagues.

Only recently, I witnessed this behaviour displayed by one of our club's more senior members when, in an instance of apparent unilateral decision making, he voluntarily offered up for disposal elements of collected memorabilia. It even included recent copies of that fine British magazine 'Motorsport'. Yes, *sacre bleu!* ... is nothing sacred?

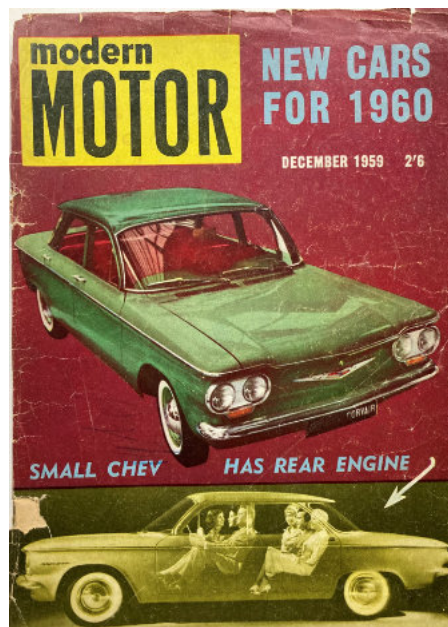
Alas Mike Gehde, known to many as a rational beacon of independence, materialism and clear thinking, appears to have succumbed to insidious forces which would see him declutter and throw out really good stuff...including that holy grail of teenage lust and fascination, old issues of the Australian publication, 'Sports Car World'.

Now, given my own status as a free-range collector of motoring ephemera and all things historic motorsport related, I had no option but to call a halt to the destruction of these, from just within living memory, relics. Of course, since rescuing Mike's cast-offs, I have delighted in rifling through these most worthy collector pieces on my visits to the small room.

Yes, I'm the original hoarder of motor mags and still have the very first motor magazine I

ever owned, from 1959. I didn't buy it. Rather, sixty-three years ago it had been sitting on a reading table in a dental practice reception waiting room.

I was nine years old and was completely enraptured by the minimalist style of the new Chev Corvair on the cover of this December 1959 issue of 'Modern Motor'. Given schoolboy rabid excitement and overt gushing, my long since departed, fatherly childhood dentist let me keep it. Only later would I identify with Mid-Century Modern American style, and I still admire the 1960 Corvair, irrespective of its problematic reputation.



That same freebie magazine is now housed in a room stacked, floor to ceiling, with every motor magazine I've ever purchased. My collecting dates from the early 1960s when one would buy such issues as the

July 1962 issue of 'Modern Motor' for two shillings and sixpence and then marvel at the scoop pics, taken at Lang Lang, of the forthcoming EJ Holden.



Indeed, I had invested only 30 cents in the 1970 issue of 'Motor Manual' but if I had, in 2012, revisited its story on the then new AMX, and considered the warnings of handling deficiencies, I only might then have had salutary and beneficial second thoughts about its potential for Group S racing!

**Sacre bleu!  
is nothing  
sacred?**



But of course, even in the early 1960s I was a sucker for American sporting iron and I treasure my 1962 copy of 'Popular Science' with, on the front cover, the 1963 Chev Corvette split-window Stingray resplendent in gold, at speed, on a banked track.



Over time, the collection has reflected my interests what with antique copies of UK and Australian magazines. Along the way, at jumble sales or swap meets I have added to period holdings e.g., Racing Car News but also picked up early 1950s 'Autocar', 'Wheels' and lots of lesser-known titles.

These days I still buy several motor magazines a month including subscriptions and yes, dear reader, one can only ponder the lost opportunity value if one had saved the same weekly cash in a little rectangular, metal Commonwealth Bank money box and then over the years, invested the cumulative total. With the benefit of compounding interest, a split-window Corvette might well have been in much easier reach?



In fact, given my collection from the 1970s of the glossy British 'Classic and Thoroughbred Cars', and its competitor 'Classic and Sports Car', I reckon if I went back over old issues...and re-read the lot, I'm pretty sure I could be convinced into thinking it was the very first time I had read each story.

Accordingly, why am I buying new issues at \$12.00-\$13.00 each, at the news stand, when I could simply recycle and re-read the whole lot again? Certainly, the cars written about haven't changed, it's only the magazine cover price and the value of the old Ferraris and Astons in the London Mews glossy dealer ads.

And whilst on the subject of British I tend to think 'Octane' is excellent but have others

also noticed the new style of quarterly thick productions such as 'Paddock' and 'Magneto'. These up-market titles are produced on quality, heavy art paper and retail for nearly \$25.00 each.

Thankfully, I only buy one at a time as any more would be too heavy to carry from the news agency to the car park.

However, snapping back to a comparison with old mags even from the 1990s, and present-day reality ...it was noticeable in Mike's culling that his car magazines were from a time when life was simpler.

For example, advertisements for such products as parts and accessories actually advertised a business address, a phone number and a location to call in and purchase across a counter. Whilst our own, 'The Oily Rag', is a notable exception ... how often, these days, when searching for a contact does one only find a web site and/or email address?



Of course, buying parts second-hand was always possible if you wanted to visit your local wrecker and hasn't this style of trading changed? I was reminded of this by an article in one of Mike's UK Kit car magazines.



## Downsizing and Decluttering Continued

An extract follows on the next pages. Whilst it's a British situation the last half of the article rings true for my late teenage years when searching the back-blocks at Wanless Wrecking which was located beside Archerfield Aerodrome. There one could hunt for parts on wrecks or search through bins in the sales shed.

So, not having had a need for a wrecker since circa 1969, imagine my horror and culture shock only a few months ago when I went to a wrecker in Rocklea. I was searching for a lookalike style, side, front amber indicator lens and bulb for my GTV Alfa. This car has since been sold to Perth.

Instead of bins of parts waiting for self-selection I found 'out the back' a yard of near new, reasonably intact and bland lookalike cars, stacked high on pallet racking. However, any attempt to catch someone's eye went studiously avoided.

So, I then went back to the front entry and into a recycled commercial building. Interestingly, there was still no traditional sales counter, let alone bins of parts. Rather the office space was occupied by a random arrangement of workstations and blow-moulded desks manned by a goodly number of swarthy young chaps, possibly from the Sub-Continent, all intent on making phone calls, to who

and where?... I could only shake my head and wonder!

Certainly, nobody had any interest in talking to me. In the end, I drove a short distance and found an ideal generic replacement LED part at a new truck parts and accessory retailer on the service road beside the Ipswich Motorway. I wouldn't be surprised that in WA, when my GTV is burbling up the Mitchell Freeway, heading for Barbagallo, and passes a Kenworth that each vehicle's side indicator lights will probably flash at each other.

John Carson  
12/09/22

# Social Meeting of HRCC Members

To be held on Monday 26 September 2022  
commencing at 6.30pm

at the VCCA Club House  
1376 Old Cleveland Rd Carindale  
(beside the north bound entry ramp to the Gateway Motorway. Use Exit 97)

President Graeme Wakefield will give a report of current HRCC activities including the upcoming AGM, Constitution changes, club house progress and 30-year Celebration/Trophy Presentations/Christmas luncheon to be held on 13 November 2022.

Also the 2023 dates for the TTT weekend and 3 race meeting dates.

**RING a MATE and MAKE a DATE**  
**to find out what's going on for HRCC in 2023**

**FREE** sausage sizzle and drinks will be available from 6.30pm

**RSVP Friday 23 September 2022 for catering**

Mobile: 0408 197 344  
Email: [john.tupicoff@gmail.com](mailto:john.tupicoff@gmail.com)



# Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 12 September 2022

**Treasurer Report:** . Operating costs are within expectation.

**Membership Report:** 318 Full, (including family) 42 Senior, 26 Social, 3 Honorary, 1 Life, Sub Total 390 + 83 Associates – total voice 473. New Members: Nil

**HRCCQ 30<sup>th</sup> Anniversary Celebration:** Discussion held noting that the organising is on track and 22 people of purchased tickets so far.

**Social General Meeting:** Confirmed to be held on 26 Sept at VCC Club Rooms. Notice included in the September Newsletter.

**Constitution Review:** Noted that still being reviewed. If not ready for approval by members at the AGM will call a special general meeting.

**Club House Building:** Plans are in production and should be ready in 4-6 weeks.

**2023 Race Meeting Dates:** Dates have been confirmed with both Morgan Park and Queensland Raceway.

**2022 AGM:** Organising is on track.

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

## 2022 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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.

Proud sponsors of HRCC and Group N in 2022



MEMBER

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15



# The Curious Science of Kit Car Life

Ever thought of 'The Great British Scrap Yard' as an accurate barometer of the current financial market or as a centre of ecological opportunity? Well, read on. Our scrap yard specialist, Tony Johnson, possessor of an honours degree in the recycling of dirty bits, provides some eminently useful pointers on the subject.

'PARTS FROM A DONOR VEHICLE' IS THE phrase which, although threadbare from constant repetition, is still designed to act as an elegant euphemism to hide the real source of all the rusty or oily objects which are necessary for the creation of any kit car. The Victorians used to hide their piano legs beneath tasteful covers in case their naked appearance gave offence and we seem to be following their delicate sensibilities by only referring obliquely to these automotive centres of interest without which the kit industry would collapse.

Let's shout it out and lay the ghost. "The Scrap Yard!". There, that's better.

There are even firms who advertise plastic packaged parts, de-oiled, de-rusted and delivered to your doorstep to relieve you of the need to visit these awful places, haunts of rust and decay. British Telecom *Yellow Pages* lists them under 'Car and Commercial Vehicle Dismantlers'. PLC no doubt. No hint of rust here. They've got it wrong. They're taking away from you a rich experience.

I like scrap yards. They're part of our cultural heritage and are a continuing source of fascination. My explorations began many years ago when I was eighteen and started building Ford Specials. The local scrap yard was run by a man known in the village as 'The Wrecker'. He had thick glasses, big boots, no other name and a heart of gold. He used to allow us to wander freely around his personal collection of wrecked Fords

and Austins, unscrewing or carefully wrenching off parts at will.

But as the cars we built became more ambitious projects we needed a larger scrap yard with a greater variety of makes. We found one a few miles away and began to haunt it on a regular basis. There were surprising bargains to be had, some discovered on the spot, like a new distributor on an 1172cc Ford Prefect, some later, like the slab petrol tank from an old MG which I bought for ten shillings and later discovered contained 5 gallons of petrol. It ran the car for two weeks. This scrap yard had one further attraction, I must admit. The owner's daughter, Pauline, was tall and blonde and the cause of even more frequent visits than side valve Fords.

Things change, however, and other priorities put cars, scrap yards and scrap yard personnel into the background for a number of years, and when I next visited one it was surrounded by barbed wire

fences and patrolled by Alsations. 'Scrap' was big business and empires were being built on planned obsolescence. The motor car, once dead, remained so. No bits were allowed to escape. Transplants were discouraged. Customers with dirty hands weren't welcome. They were escorted on and off the premises.

Once, when passing the scrap yard of my youth, I parked outside the wire fence and looked in. It was now being run by the blonde Pauline. She was standing by a new fork lift truck. She glanced in my direction, registered the scrap value of the car I was driving, stamped out the butt of her cigar with the heel of her boot and turned back to the fork lift. It was as though the searchlights of Stalag 17 had flooded over me briefly and, failing to detect any movement, had passed on. I felt a great relief and drove away before the klaxon wailed.

Time passed again and kit cars re-





introduced the need to visit these vehicle resource centres, and again a change had taken place. The Alsatians and wire fences had gone. Browsing was again welcomed and the customer's non-mechanical needs were catered for in varying degrees of resourcefulness.

Recently, after removing the windscreen wiper from a particularly belligerent Marina, I asked where I could wash my hands and, instead of being greeted with ribald laughter and loosely phrased suggestions, was shown to a sink with hot water. There was no soap or towel and after using the sink my hands were dirtier than before. But the intention was there and this in what was only a small rural scrap yard. A larger one in a nearby town has a reception area with coffee and chairs available. It even has an observation window where friends can sit and watch your progress. Shouting encouragement is discouraged and the whole air is one of quiet civility. I haven't yet seen a picnic area or a theme park but it's only a matter of time.

What's the attraction? A bargain, certainly, either searched for or discovered by accident. Also the amount of mechanical thought and manufacturing experience which is simply lying in the mud with years of life still left in it. Sometimes it's simply a new idea which you come away with. Some other car manufacturer has had exactly the same problem and solved it in a novel and practical way. The idea is there for you to collect and it's free.

Scrap yards are not barren, soulless places. They have their seasonal changes like any other part of nature. The winter frosts make doors and locks stick and spanners slip in frozen fingers but it's often a time of vigorous new growth in the yard's resources as motorists ignore the slippery roads. The spring brings mud and is a poor time to look for seats as every pair of front seats will have a dozen footprints from previous customers' attacks on the dashboard.

The summer brings to each sunbaked interior the brown smell of warm plastic and perished rubber. The aroma of a disused greenhouse haunts the damp upholstery. Autumn, season of rust and yellow pages, reminds us that the year is turning and shorter days mean fewer expeditions to these wonderlands.

You also discover that scrap yards are quite accurate barometers of the current financial market; the rusting equivalent of the Dow Jones Index. If a yard is stacked high with cars and more time is being spent on dismantling it's a sure sign that the price of scrap is low. When the market moves up again the backlog will disappear.

I have discovered the clientele of scrap yards, the regular visitors, to be a most friendly and helpful group. They will advise where the better specimens are to be found in the yard, provided you are not chasing the same part as they are, in which case you both lie.

"I'm not looking for a Weber carburettor. What are you not looking for?"

I was recently guided to a splendid pair

of Rover SD1 front seats, told they needed a special splined adaptor to remove and promptly loaned one. (A Marina wiper and Rover front seats? What is he building?)

What few of these patrons have, however, is knowledge of other scrap yards. They seem largely loyal to their own particular yard. They know the layout and the quirks of the local organisation. They are aware of new models arriving and can see no need to travel. I like to roam and compare and so I thought, by using information from kit car magazine readers (*I assume you must mean WHICH KIT?*, Tony - Ed) we could perhaps compile a guide to 'Scrap Yards of the British Isles' and give star ratings for points such as:

- a) Number and variety of vehicles.
- b) Organisation of yard. Are all the same make together?
- c) Facilities. Customer care. Coffee. Spanners?
- d) Staff attitude. Helpful. Informative.
- e) Pricing system. Recognised scale or dependant on last night's leisure activities?

Armed with this information we would be able to find the nearest scrap yard wherever we were in the country. Perhaps a special holiday tour could be organised to cover such delights as 'Scrap Yards North of the Border' or 'Scrap Yards in Captain Cook Country'. The coveted award 'Scrap Yard of the Year' could be voted on.

Clubs could organise treasure hunts. Competitors would be given a list of parts to obtain and a map of local scrap yards. The winner would be the first one to return with all parts and fingers intact. There could be a handicapping system. Novices would be allowed a complete tool kit. The experienced could only take a screwdriver and a moveable spanner with slack jaws. Competitors tying for first place would then be judged on the price paid and a special certificate or Club Captain's cup would be awarded to any competitor who brings back a receipt. A cunning Competitions Secretary would compile the list of parts from the items required for his own car build and benefit accordingly. This would also improve the interest shown in being Competitions Secretary and raise the standing of that post. The possibilities are endless and much more useful than

belting around country lanes in the dark looking for numbers on telegraph poles.

Think of scrap yards as centres of ecological opportunity; the chance to recycle mechanical quality; to save valuable earth resources and prevent waste and pollution; all sound Green causes. Ladies and gentlemen I give you 'The Great British Scrap Yard'. Visit one today. Make it a family day out. Go on, spoil them!

If I may end on a sartorial note and attempt to answer the vexed question of what the experienced scrap yard frequenter is wearing this season, I would suggest that whether you choose to be practical in a boiler suit or impressively elegant in a pin stripe suit isn't so important as your footwear. If you arrive in a pair of black, polished, executive shoes you will be viewed with great suspicion and the suggestion will be made that you'd be better scavenging in a BMW showroom. Boots are essential, welcome in any company and worth a 10% discount on many spares. The wearer of a pair of boots will not be lent simply a spanner, but quite happily offered the loan of a toolkit over the weekend. I invested in a pair of Doc Marten's this year and am delighted with the results. They've won friends, influenced people and earned enough discount to pay for themselves. Drive what you like but arrive in boots.

Good hunting.





# LOWOOD STARTERS TOWER RELOCATION

It is a bit of a shame that the starters tower will be leaving the Lowood district but at least it will be used again at the Leyburn Sprints. .

A lot of our HRCC members would have been spectators like myself at the Lowood race track when it was in operation. Plenty of fond memories of watching Lotus/GT Cortina's, minis, eh Holden's and Jags racing there.

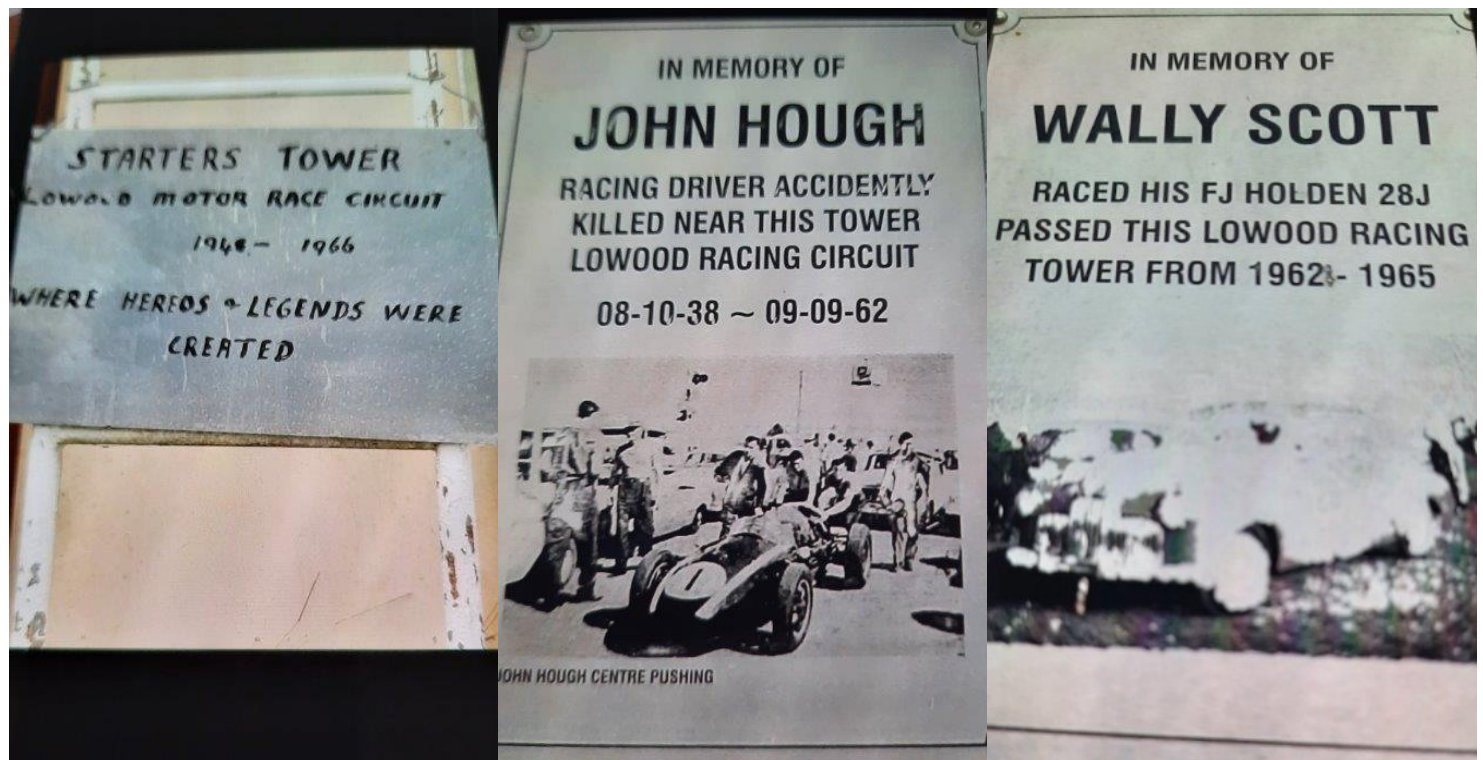
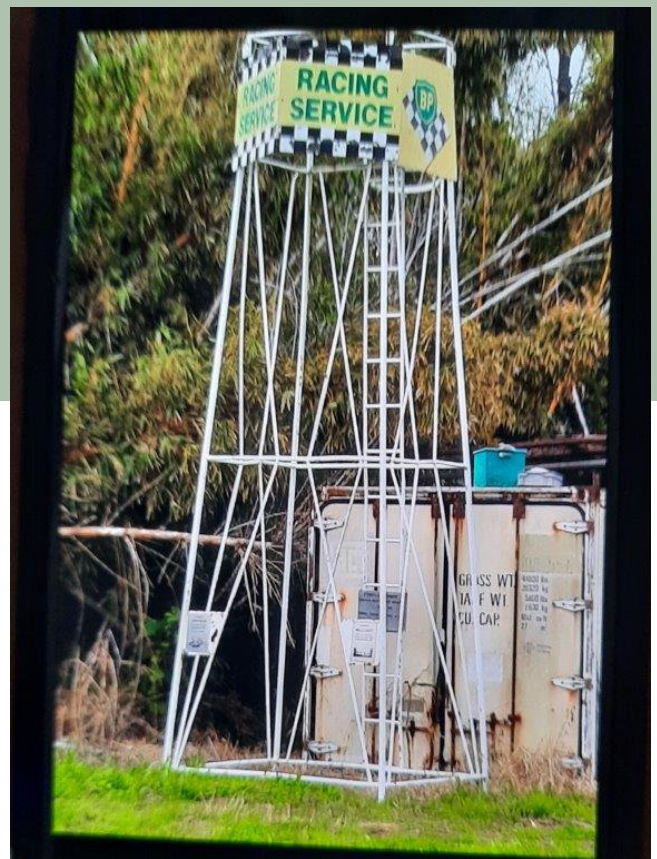
My dad took me there when I was about 10 years old. Never in my wildest dreams did I ever think that my son Allan would be racing 2 X GTs and a Lotus Mk1 Cortina in Group N with the HRCC.

Here are some pics of the tower and plaques.

I am in the middle of restoring a 105E Ford Anglia that actually raced at Lowood from 1963 until the track closed.

My mate Bill Lubke from Lowood drove it. He is still alive and living in Lowood.

Garry Saunderson,  
HRCC Member



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# CLASSIFIEDS

## Cars, Trailers and Parts For Sale



### 1968 AMC AMX 390 - Imported at Great Expense, and Now to You!

**\$65,000.00**

This exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, was imported from New Jersey in late 2012 and has been comprehensively re-engineered and equipped with Motorsport Australia Historic Group S(b) racing in mind. Such eligibility work included replacement of after-market rear disk brakes with a reversion to rear drums. Improvements include a major engine performance investment, revamped driveline, floating rear hubs, race tuned suspension and Yokohama race rubber, full flow exhaust, specialized instrumentation, full safety array with lightweight Speed Technology race seating plus ERG 5-point harness and hydraulic handbrake.

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.

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.

For inspection, please contact John Carson on 0408 735 358.

### 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



### 1965 Marcos 1800 GT

**Price: \$100,000**

A rare and special car, designed in 1963 by Frank Costin, Chief Aerodynamicist for De Havilland aircraft. An extremely competitive Group Sb under 2 litre car weighs 730kg producing 175HP.

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.

Underwent a meticulous restoration from 2008 to 2017 and is immaculate.

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, 2<sup>nd</sup> 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](mailto:mark@4orceracing.com.au)



### 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](mailto: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 - 12<sup>th</sup> day of each month**