

HISTORIC TORQUE

JANUARY 2023



GRAN TURRISI
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: 128

New members: Peter Svensson, John Womersley

Total membership as at 9/01/2023: 128

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From the Presidents Desk

Happy New Year all!

Here's looking forward to a great 2023 and certainly a different one for HRCC, with meetings at 2 racetracks.

As you would be aware we are at Morgan Park for the first two meetings of the year and QR for the second two. Although we have always enjoyed and been grateful for the hospitality of Morgan Park, we are very much looking forward to going back to QR, with all the new upgrades.

We also have increased sponsorship from Shannons, which all goes well for an exciting Historic Queensland event.

Our first event is the TTT and Sprint weekend on 18 & 19 February. This is always a fun weekend and gives you a chance to shake the cobwebs out of your car for the weekend.

We will also be doing passenger rides on the Saturday afternoon, so if you would like to invite family or friends along to experience a ride in your car, please let us know early so we can plan for the day. Entries are open so get online and enter now.

This year is also the 75th anniversary of Holden so proves to be a big year for the Holden guys.

As we have mentioned in the past we are planning to have about four social events this year with the first at Shannons HO at Eagle Farm (see invitation below) on Thursday 23 March 2023 at 6.30pm.

Pizzas and drinks will be supplied and we will have a brief address from the Auctioneers of Shannons, so if you are thinking of selling or buying it will certainly be worthwhile coming along.

Bring your weekend cruise car along as there is a big area at the front to park all the cars.

We will also open the floor for any questions regarding HRCC and our plans for 2023 and beyond. So come along bring a friend if you wish and join us in a night of fun and motorcars.

We have the opportunity to have another family fun day on Monday 2 October at Queensland Raceway, which is the Queens Birthday Holiday. As it is a long weekend, we are looking for expressions of interest as we will need numbers to make it viable.

Please email us at secretary@hrcc.org.au with your proposed numbers. We will advise costs within the next month; we estimate it will be about \$180 for the day depending on numbers.

That's all for this month, look forward to seeing you all at TTT in February.

Graeme Wakefield
President HRCC

WANT TO GET MORE INVOLVED!

JOIN THE HRCC RACE COMMITTEE

One of the responsibilities of the HRCC Management Committee is managing the club events.

In accordance with the Club Constitution the Management Committee has set up the Race Committee to ensure the smooth running of club events.

The Management Committee is seeking anyone who would like to be on the Race Committee for 2023.

This is the perfect opportunity to have a say in how club events are organised and be a part of a team to make our club events more enjoyable and successful.

The role of the Race Committee is to set out any processes required and to submit to the Management Committee and Race Secretary for the improved running of HRCC Club events.

The Race Committee predominantly meet on the 4th Monday of each month at the Veteran Car Club Association Clubrooms, 1376 Old Cleveland Rd, Carindale.

Meetings start at 7.00pm unless otherwise advised.

The first Race Committee meeting is Monday 24 January 2023. All are welcome to attend and have input into the makeup of this year's Race Committee.

If you have any queries, please contact John Tupicoff or Claude Ciccotelli.

Hope to see you at this meeting.

Greg Dalliston
Secretary HRCC



**Summary of the Management Committee
Meeting held at VCCA Club Rooms,
1376 Old Cleveland Rd, Carindale
on 9 January 2023**

Management Committee Meeting Summary

Treasurer Report:

Operating costs are within expectation.
The annual HRCC Budget for 2023 will be tabled for consideration at the next Management Committee Meeting on 13 February 2023.

Membership Report:

Membership renewals received to date: 185
New Members: 2

TTT Day & Super Sprint:

Mark Stockwell briefed the committee on the organising progress of the event and addressed items raised by the Committee.

Race Committee 2023:

Confirmed that the following people will comprise the Race Committee for 2023:
Claude Cicotelli, Greg Dalliston, Ray Law, Brad Manz, John Tupicoff.

Communication to be sent to group leaders for their expression of interest to be on the 2023 Race Committee.

General Meeting:

The next general meeting to be held on Thursday 23 March 2023 at the Shannons Office.

Management Committee Succession Planning:

Resolved that the current committee members identify and approach suitable candidates of all genders throughout the year.

Family Day:

There is an opportunity to run a family day on 2 October at Queensland Raceway. Expression of interest to go out to members.

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

HRCC MEMBERS GENERAL MEETING

Date: Thursday 23 March 2023

Venue: Shannons Office

107 Fison Avenue West, Eagle Farm, 4009

Time: 6.30pm

RSVP: 16 March 2023

Come listen to the Shannons team talk on the auctioneering process. Bring your weekend drive and talk to all the members about your car and its heritage. The evening is intended to be a general discussion on the club as well and what we can do to further interest current and future members to participate. Pizzas and drinks provided, let us know if you have any dietary requirements.

Look forward to seeing you all there.



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18-19 FEBRUARY 2023

TTT DAY & SUPER SPRINTS

at Morgan Park Raceway

ENTRY NOW OPEN !

- Open to all 5th Category historic race group cars, plus invited and modern cars
- Entry invited from HRCC Members, Friends and other car club members

These events are promoted by Historic Racing Car Club (Qld) Inc.

www.hrcc.org.au

info@hrcc.org.au



Club Patron
Kevin Bartlett



VALE: CHARLIE SMITH

By Dick Willis

This is the story of a man, Charles George Smith, who crammed more excitement and adventure into his 94 years than most people would be able to do in ten lifetimes. For a little over a decade he was at the forefront of Australian motor sport which is the subject we will mainly be looking at here.

However he was seriously involved in aviation for nearly sixty years after first obtaining his licence in 1955 and notably introduced Jim Clark and Graham Hill to aviation during one of their visits here for the Tasman series in the early 1960s.

Charlie was licenced as a commercial pilot and instructor and made several trips in light aircraft across the Pacific and Atlantic Oceans to name just a few of his aviation adventures. About 10 years ago he even crewed on a yacht in the Sydney to Hobart yacht race.

Also water skiing, pistol shooting, various business ventures including a share in a large Northern Territory cattle property and another cattle property at Newton Boyd, west of Grafton where he and Betty lived for several years.

He was also involved in car clubs, property development, a term as a Coffs Harbour Shire Councillor as well as a genuine love of the Australian outback were all part of Charlie's life, and all would warrant a chapter or two in the book of his life.

Charlie was born at New Lambton on 11 March 1928 and spent much of his early life on a small farm at Medowie before the family moved to Wentworthville from where he commuted, by train, to the Railway workshops at Eveleigh where he had obtained an apprenticeship as an electrician.

On the train he met a young lady, Betty Knight, who he married in 1949. When he finished his apprenticeship he was posted to a country location which didn't fit well with him being

newly married so he quit and soon after decided to "go out on his own" as an electrical contractor eventually having four vans on the road busily engaged in wiring new houses in the then newly developed Baulkham Hills area.

Charlie's first race was at the first post war motorcycle race meeting at Bathurst in 1946 riding a BSA. However, times were tough in the early post war period for a newly married man with a young family, so motor racing plans were temporarily put on hold until the hype of the early RedeX trials captured his attention.

Charlie ran in the 1954 and 1955 trials in a Peugeot 203 and FX Holden respectively and in the 1957 Mobilgas Trial in a Peugeot 403. In one incident the battery in his Peugeot failed in the backblocks of WA which would have grounded most competitors but, drawing on his electrical experience, Charlie melted the top off the battery, found the offending shorted out cell, isolated it, sealed up the battery and carried on.

By 1954 the family car was a Fiat 1100, a nippy little car of the period, so it was entered in some races at Mt Druitt and Bathurst plus some other club events. Next car was a Series 1 Morris Major which he modified and ran at the Easter 1959 Bathurst for a class win.

Later in 1959 the Series 2 Morris Major was introduced, and Charlie obtained one of these which BMC specially painted for him in a distinctive yellowy/green colour, it was fitted with all the good bits available at the time and it was in this car over the next 3 years that Charlie really made his presence felt in Australian motor racing, frequently outdoing many more powerful and highly fancied competitors.

The Major was a regular class winner at Bathurst, Warwick Farm and Katoomba and as a young and enthusiastic spectator at the time I really became a fan of Charlie and the Major delighting in his giant killing exploits. Given the favourable



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exposure the BMC product was getting it was no wonder BMC thought so well of him.

Consequently when the Austin Freeway was introduced in 1962 BMC ensured Charlie received one of the first, painted the same distinctive colour as the Major. At first it was raced in some production car races such as the Phillip Island Armstrong 500 in 1962, but it was soon modified utilising the principles learnt with the Morris Major. The engine being effectively the same as the Major but with the addition of two more cylinders. It was thought this car would be more than a match for the class winning Holdens but it only raced a couple of times including Bathurst, Easter 1963 where it qualified an excellent fourth and recorded 127 mph down Conrod Straight which was faster than any of the Holdens had done at the time, but it failed to finish because of clutch failure.

By this time BMC had released a more effective production racer in the Morris Cooper as we shall see later in this story and Charlie was keen to move into more challenging machinery as by now he had a full time race mechanic, Ian Maudsley, working for him.

Early in 1962 the Major was returned to standard condition and traded in at John Martin's Neutral Bay Motors on a Lotus Eleven which Charlie only kept for a year although it brought some good class finishes. At Bathurst, Warwick Farm and Katoomba. In 1963, after a test day at Warwick Farm, Charlie bought the green Elfin Formula Junior which Frank Matich had been racing so successfully. Success was immediate with an outright third and class win at Bathurst in 1963 and a win in the 1963 NSW Formula Junior Championships at Catalina Park against some strong opposition.

Unfortunately it was with this car at the Hume Weir circuit that Charlie had his first serious racing accident when he locked wheels with another car and the Elfin rolled throwing him out. Charlie spent the night in the Albury hospital, the car was quickly repaired by Bob Brittan and is now owned by Doug Anderson in Yamba.

By now Charlie had itchy feet and traded the Elfin on a Lotus 23 with Alec Mildren. The 23 was raced at the Easter 1964 Bathurst meeting to second outright and set a class lap record at Oran Park which was still intact when the circuit closed. That 23 was fondly remembered by Charlie as the best car he ever raced. Alec Mildren had also asked Charlie to do some races for him in a Brabham BT6 but Charlie crashed it into the fence at Reid Park, Bathurst so that was the end of that relationship.

In 1966 BMC were seeking a new dealer in Coffs Harbour and, because of his good standing with the company, asked Charlie if he was interested so he sold his electrical business and moved to Coffs Harbour. This entailed building new premises which opened in mid 1967 with one Dick Willis employed as a mechanic. At that time BMC were enjoying a purple patch with their products selling very well, however life as a motor dealer wasn't entirely Charlie's cup of tea so when an offer to sell came about 18 months later Charlie was happy to move on.

This proved to be a timely move as by then BMC had begun a downhill slide as the Japanese makes were then starting to take over BMC's slice of the market and some of the later BMC products certainly weren't very well received in the market.

Later Charlie bought a disposal store and spent some time as a shire councillor before moving to his cattle property at Newton Boyd.



The move to Coffs Harbour had effectively curtailed Charlie's racing activities apart from his annual visit to Bathurst for the enduro but one meeting which is effectively etched in history is the 1966 Surfers Paradise 12 hour race. BMC prepared a Mini Moke for Charlie which was fitted with all the hot bits from a racing Cooper S plus some streamlining. Co-driver was Barry Seton and the pair acquitted themselves very well and attracted a lot of attention but failed to finish when the diff failed. The following year he was back again with a modified MG B co-driven by a fellow North Coaster, Noel Hall, they finished second in their class.

When the first ever Australian production car 500 mile enduro was held at Phillip Island in 1960 BMC entered a team of six cars, three Morris Majors and three Austin Lancers, all painted green. Charlie was teamed with Brian Muir but was unplaced. The following year he was back again in a Major teamed with Bruce Maher but retired after 141 laps with broken suspension as the track, by that time, was badly broken up.

In 1962 he raced the Freeway there before it was modified but was troubled with loose stones damaging the radiator and finished seventh in the class.

With the move of the 500 to Bathurst in 1963 Charlie became a regular entrant teamed with some of the Sport's greatest contemporaries until 1969;

1963	co-driver, Ron Hodgson, Morris Cooper, class 12 th , 115 laps (broken wheel)
1964	Bruce Maher, Morris Cooper, class 1 st , 124 laps
1965	Barry Ferguson, Morris Cooper, class 5 th , 115 laps (broken rocker)
1966	Ron Haylen, Morris Cooper S, DNF, Haylen crashed
1967	Barry Seton, Morris Cooper S, class 2 nd , 127 laps
1968	Don Holland, Morris Cooper S, class 1 st , 123 laps
1969	Bill Ford, Falcon XW GT Auto, class 2 nd , 126 laps

A bit over 20 years ago Charlie asked me "what's all this Historic racing stuff" and could he come with me to a meeting, this started it, he was hooked, first imparting his advice to me, making suggestions for improvements etc.

And then, he could no longer resist, he had to have a go himself, so at age 70 plus he bought a Series 4 Lotus Seven, got a Regularity licence and away he went, with Betty in tow and had a great time for about ten years.

Reluctantly, he then sold the Seven and hung up his helmet for the final time. He continued to accompany me as we travelled to all the Eastern State circuits, spending hours and days together travelling, the Charlie stories kept coming and we had some robust discussions and a few arguments which he invariably won.

Charlie won the respect of all he encountered on these trips, and we will miss him greatly.

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2023 MEMBERSHIP RENEWAL REMINDER

You are invited to renew your 2023 club membership via the online system on our website at <https://hrcc.org.au/membership/>

If you have any problems, please contact the Membership Officer Jim Goulden via email jim@jandwgoulden.com or 0400 525 865.

HRCC Membership Fees for 2023 are:

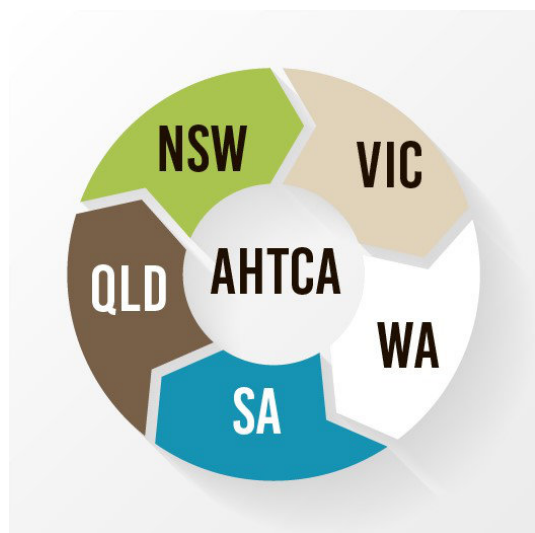
Membership Type	Full	Senior	Social
Membership including Newsletter by email	\$ 55	\$ 28	\$ 28
Membership including The Oily Rag Magazine and Newsletter by email	\$ 90	\$ 68	\$ 68
Family Membership is an extra \$35 and covers all family members with the primary member as a full member. The primary member also receives the Newsletter by email.			

If you have not been selecting The Oily Rag Magazine with your membership you have been missing out!

You will be surprised by the quality and quantity of the club journal which represents the HSRCA, VHRR and HRCC in a quarterly 'glossy magazine'.

If you have already renewed and not selected The Oily Rag option, contact the Membership Officer.

What and who is the AHTCA and what does it do?



The Australian Historic Touring Car Association is a national advisory body for Group N. It is made up of 5 delegates from Group N Clubs around Australia.

We liaise with Group N competitors through the member clubs of AHTCA and give feedback to Motorsport Australia's Historic Production Based Eligibility Committee.

The Historic Production Based Eligibility Committee (HPBEC) of Motorsport Australia is responsible for rules, policies and procedures to enable the effective ongoing management of historic production-based vehicle eligibility and it reports to Historic Motorsport Committee of Motorsport Australia.

Motorsport Australia's Historic Motorsport Committee has responsibility for technical and sporting regulations.

QUEENSLAND HISTORIC MOTORSPORT EVENTS 2023

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Photo: HSRCA

18 Feb*	Try, Train & Test Day <i>Open to Modern and Historic Cars</i>	Morgan Park Raceway
19 Feb*	Super Sprints <i>Open to Modern and Historic Cars</i>	Morgan Park Raceway
12 - 14 May*	Autumn Historic Warwick <i>Open to all 5th category cars</i>	Morgan Park Raceway
13 - 16 July*	Historic Queensland Queensland's Premier Historic Race Meeting <i>Open to all 5th category cars</i>	Queensland Raceway
27 - 29 Oct*	HRCC Event TBC <i>Open to all 5th category cars</i>	Queensland Raceway

These events are promoted by -

Historic Racing Car Club (Qld) Inc.

www.hrcc.org.au

info@hrcc.org.au

Phone: 0424 321 072

* Disclaimer: HRCCQ has planned for these events to take place during 2023 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.

2023 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
HSRCA - New Year Historics	3-5 February	Sydney Motorsport Park
HRCC - TTT Day & Super Sprints	18-19 February	Morgan Park Raceway
VHRR - Phillip Island Classic	10-12 March	Phillip Island Circuit
SCCSA - All Historic Mallala	14-16 April	Mallala Motorsport Park
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
Historic Winton	27-28 May	Winton Motor Raceway
HSRCA - Sydney Classic	9 - 11 June	Sydney Motorsport Park
HRCC - Historic Queensland	13 - 16 July	Queensland Raceway
VHRR - Winton Festival of Speed	5 - 6 August	Winton Motor Raceway
Historic Leyburn Sprints	19 - 20 August	Leyburn, Qld
HRCC - Race Event	27-29 October	Queensland Raceway
Australian Hillclimb Championships	TBC October	Mt Cotton, Qld
VHRR - Historic Sandown	3 - 5 November	Sandown Raceway
HSRCA - Summer Festival	24 - 26 November	Sydney Motorsport Park
Motorsport Australia State Championship Race Meeting	TBC	TBC

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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TENTATIVE HRCC RACE DATES FOR 2023

Event	Dates	Venue
HRCC - TTT Day & Super Sprints	18-19 February	Morgan Park Raceway
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
HRCC - Historic Queensland	13-16 July	Queensland Raceway
HRCC - TBC	27-29 October	Queensland Raceway

Disclaimer: These dates are tentative and may change without notice. The Covid-19 pandemic or other matters may create a situation where events could be brought forward, postponed or cancelled. HRCC has secured these dates with both MPR and QR Management.

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\$ 65000.00

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

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 contact
John Carson
0408 735 358**



\$ 35000.00

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.

**Contact Mark
0414 047 490
mark@4orceracing.com.au**



\$100,000.00 AUD

1965 Marcos 1800 GT

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.

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.

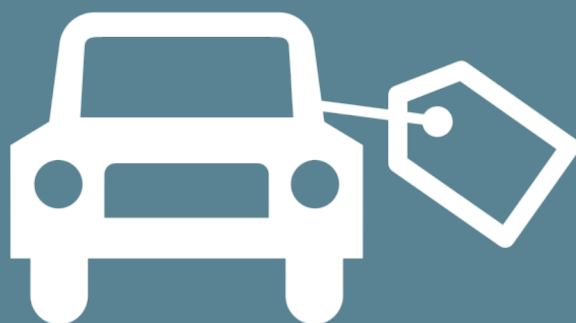
Original FIA logbook issued in England in 2000.

Original CAMS logbook issued in Australia in 2004.

Photos of its restoration and several magazine articles featuring the car.

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

Contact Darren Freeman
0414 857 777



ADVERTISE HERE

Historic Torque is distributed to over 600 HRCC members and is also made freely available to the public online, so an ad placed here will get great coverage, particularly in the historic racing community.

Members Ads – members and friends can have ads placed here free of charge for their cars, trailers and parts. We will run your ad in the Historic Torque and HRCC website classifieds page until sold.

Commercial Ads – Advertising packages are available at a reasonable cost for inclusion in this newsletter as well as the clubs website. Your support will assist in making HRCC a stronger voice in the historic racing community.

Contact the Editor

lisa.p.catchpole@outlook.com

0407 504 755

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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