

HISTORIC TORQUE

FEBRUARY 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: 358

New members: Ian Hyland

Total membership as at 13/02/2023: 359

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From the Presidents Desk

Hi All,

Trust you are all rested and ready to race.

The first event TTT and Sprint this weekend 18-19 February is coming upon us fast, if you haven't entered and think it is too late, we still might be able to fit you in so give me or Greg Dallison a call and we will see what we can do.

Also don't forget our first social event at Shannons Head Office, 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.

I also haven't had any feedback regarding 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@hrccq.org with your proposed numbers.

As you know the May Event is at Morgan Park and the Shannons Historic Racing & Classic Car Festival is on at QR in July, with the final race meeting Shannons Historic Racing & Classic Car Festival No2 at QR at the end of October.

All these events prove to be great events, but I am personally excited that we can go back to QR and have the support of a major sponsor like Shannons.

With the new facilities and different racetracks there is something for every competitor, not that Morgan Park isn't great, but it will be nice for us to have an event at a different track after all these years.

The Phillip Island Classic Festival of Motorsport prove to be a great event with over 400 entries. I thought I would mention this as we have a large number of members going down to the event and wish them all well for a safe journey and fun at the track.

Enough from me, talk to you next month.

Graeme Wakefield
President HRCCQ



Royal Flying Doctor Service

QUEENSLAND SERVICES

Management Committee Meeting Summary

Summary of the Management Committee
Meeting held at VCCA Club Rooms,
1376 Old Cleveland Rd, Carindale
on 13 February 2023

Treasurer Report:

Operating costs are within expectation. The annual HRCC Budget for 2023 has been forwarded for tabling at the next Management Committee Meeting on 13 March 2023.

Membership Report:

221 Full, (including family) 32 Senior, 19 Social, 3 Honorary, 1 Life, Sub Total 276 + 83 Associates – total voice 359.
New Members: 1

TTT Day & Super Sprints:

Final preparations were discussed and confirmed.

AHW Budget:

Moved that the entry fees for the AHW will be; members \$440 including transponder, non-members \$490 including transponder.
CARRIED

Historic Queensland:

Confirmed information to be included in advertising flyers being produced by Shannons graphic design team.

October HRCC Event:

Discussion held regarding inviting extra categories to this event. Committee to canvas interest from other groups.

Club House:

Alan Steel reported on the status of the club house application process. Final proposal completed and presented to local member of parliament for Mansfield, Ms Corrine McMillan. She has agreed to submit the proposal directly to parliament to seek government funding whereby circumnavigating the grant procedure.

Next meeting: 13 March 2023

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

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Phone - 0412 480744

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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Phillip Island Classic - FESTIVAL of MOTORSPORT

Victorian Historic Racing Register Inc in Victoria ABN: 97 521 303 894
Foundation Patron: Sir Jack Brabham AO OBE World Champion 1959, 1960 & 1966
PO Box 3485 Melbourne VIC 3001 Website: www.vhrr.com Reg. No. 57/001
VHRR Clubrooms Level 1 - 15-33 Alfred St Blackburn

PRESS RELEASE

Australia's 2023 Phillip Island Classic-'Festival of Motorsport' will host six spectacular Formula 1 Classic Cars from Europe

The 2023 Phillip Island Classic – Festival of Motorsport will host a number of spectacular historic F1 cars from Europe along with nine international drivers competing at the Phillip Island Grand Prix Circuit on 10 – 12 March.

Regarded as the largest historic motor race in the Southern Hemisphere, the Phillip Island Classic 'Festival of Motor Sport' is renowned for attracting some of the finest historic race cars in the world and this year will certainly not disappoint local and international fans.

The 1974 **Surtees TS16/02** was designed and built by the legendary John Surtees, raced in Argentinian, British, South African, Spanish, Belgian, Swedish, Monaco and French Grand Prix's over the 1974/ 1975 seasons. Now owned by Marc Devis a prolific-historic racer and a regular participant in the Master Racing Legends for 1966-1985 F1 cars, the Surtees TS16 car has continued to be raced in historic events in Britain and Europe. Drivers of the TS16/02 included Derek Bell, Jose Dolhem, Jean-Pierre Jabouille, Leo Kinnunen, Helmut Koinigg, Jochen Mass, Carlos Pace, Dieter Quester and John Watson. Carlos Pace placed the Surtees TS16 in the points once in 1974 but left the team in mid-season, John Watson finished well in three Non-Championship F1 races.

Of particular Australian significance is the 1977 **Shadow DN8** of James Constable, a Formula One car of the Shadow Team during the 1976, 1977 and 1978 Formula One season. Driven by 1980 World Champion Alan Jones, Jones finished in the points in Monaco and Belgium and won the 1977 Austrian Grand Prix. Jones finished third in Italy and fourth in Canada and Japan for 22 points and 7th in the Drivers' Championship standings that year. Drivers of the Shadow DN8 over this period also included Jean-Pierre Jarier, Alan Jones, Arturo Merzario, Jackie Oliver, Riccardo Patrese, Tom Pryce, Clay Regazzoni and Renzo Zorzi. Good placings saw the team placed 7th on the 1977 Constructors Championship table.

Racing at Phillip Island will also be the **Tyrrell 012** in the original Benetton sponsored livery as driven by Michele Alboreto in 1983. Designed by Maurice Phillippe and Brian Isles the chassis was used by the factory team between the 1983 Dutch Grand Prix and the 1985



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Australian Grand Prix. Now owned by Ian Simmonds in the UK, Chassis 012-1 is recorded as having contested nine Formula 1 World Championships over this period and has raced in the historic Masters in the UK and Europe over the last ten years.

Drivers included Michele Alboreto, Stefan Bellof, Martin Brundle, Stefan Johansson, Danny Sullivan.

The **Ensign N179** of Paul Tattersall participated in 11 Formula One World Championship events during the 1979 season starting its career at the South African GP event. This was Baldwin's last Ensign and was partly funded by Teddy Yip, who is well known for bringing Alan Jones into prominence. Its monocoque and rocker arm suspension were conventional however the radiators built into the scuttle and extending down to the cone proved ineffective and the car was rebuilt with conventional radiators in the side pods. The Ensign Team had only limited sponsorship from Theodore Racing of Hong Kong for most of the season and raced under the team's own Ensign logos until the last two races when sponsorship came from Rainbow Jeans of USA. The Ensign N179 had three drivers, over the 1979 season, Derek Daly, Patrick Gaillard and Marc Surer with Gaillard achieving its best result at the British Grand Prix with 13th overall.

Towards the end of the season the team was sponsored by Rainbow Jeans and after the USA Grand Prix the car remained in the USA until 1993 when it returned to the United Kingdom. Rebuilt in 2016/17 to the specifications and colour scheme in which it appeared in the Monaco Grand Prix, the car has raced regularly around the world in the FIA Masters F1 Championship.

The **Lotus 81** of Steve Boulton-Brooks was built around a basic sheet aluminium structure derived from the Lotus 80 and a mid-season replacement monocoque led to the Lotus 81B designation. Driver Elio de Angelis scored a second and third early in the season along with other encouraging performances. Other drivers during the season included subsequent World Champions Mario Andretti and Nigel Mansell. Former test driver Mansell was given a first GP drive in the first 81B in Austria and performed well despite considerable problems. The Lotus 81 continued racing over a number of years in different colours often racing without nose fins which made it look even more stubbie.

The sixth international F1 car racing at Phillip Island is the **Hesketh 308-1** of regular visitor James Hagan. This was the car that gave World Champion James Hunt, racing at Silverstone International Trophy in 1974, his first overall race victory in a Formula One car. The car made a total of 12 race starts, 9 of which were Grand Prix starts between James Hunt, Alan Jones and Harald Ertl between 1974 and 1975. Drivers included Guy Edwards, Harald Ertl, James Hunt, Alan Jones, Brett Lunger, Torsten Palm, Alex Ribeiro and Rolf Stommelen.



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In 1975 the car was run in the 'B' form appearing with both rubber cone suspension and normal coil springs. That year James Hunt won the Dutch Grand Prix, was second in three GPs and scored 28 of his 33 championship points.

The six international cars will be competing against some of Australia's top drivers including Guido Belgiorio-Nettis in the 1985 Ferrari 156/85, Ian Buddery in the 1986 March 86C, Ian Ross in the 1985 Lola THL1-F1 plus two other F1 cars not previously raced here, Formula 5000's and Formula Holden's in a grid of 40 cars..

With some of the largest crowds expected, the Phillip Island Classic-'Festival of Motorsport' will be held at the Phillip Island Grand Prix Circuit over the long weekend of 10 – 12 March 2023 with one, two and three day tickets available at the gate.

ENDS

11 January 2023

For further Information:

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Chairman VHRR Phillip Island Race Committee, President VHRR & Event Director
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Mobile: 0458 882 304

Graeme McLean
VHRR Organising Committee
Email: graeme@mcleanassoc.com.au
Mobile: 0438 806 090



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17

GOODYEAR

SHADOW CARS

GOODYEAR



LAKE SIDE LAMENT

by Rob Switzer

Previously published yonks ago

Racing drivers are only too happy to talk about their exploits on the track....the days when they overcame all the odds using their uncanny skill, bravery, experience and daring, or all of the above.

Nobody wants to talk about the days when things didn't go to plan, but the failures are often more interesting than the successes. This is a day in the life of an historic touring car, racing in the mid-eighties and the result was definitely not planned.

The regulations covering historic touring car racing back then, decreed that no car built after December 1964 could take part; all competitors cars had to be 1964 or earlier models. The most popular choice was the Cortina GT or Lotus Cortina if you were cashed up, followed by the Cooper S and highly modified EH Holden's. Early Mustangs qualified and variety was added by Mk2 Jags, Farina A40's, compact Fairlane's, Mk3 Zephyr and so on.

There were some restrictions on engine capacity, but all cars were modified for extra power and handling.

My own EH had a ported and polished big valve head with roller rockers, race camshaft and handmade extractors, triple Webers, Koni shockers, heavy duty springs, a panhard rod, traction bars, limited slip diff and anything else I thought might help. The rules prevented the fitting of disc brakes, but eventually we got the drum brakes working to a level undreamed of by Holden using linings from Malaysia, specially cast finned drums from a Melbourne foundry, HK wheel cylinders, air scoops, a booster and more.

On this particular day at Lakeside Raceway, the weather wasn't poor or even bad; it was shocking! The constant heavy rain thundered down without a moments let up. The pits were a sea of mud with gloomy pit crews and supporters wading about wet to the bone.

To say the drivers were apprehensive would be a definite understatement. Nobody with any sense likes racing in the rain though some are better at it than others.

Of course, it helps if you keep a plan in mind for this situation. It helps if you have your car on suitable tyres, but most of all it helps if you keep your wits about you. There's nowhere more isolated than out on a racetrack. Once the race starts it's all down to you and nobody else. In the wet, the one thing you don't have to worry about is grip between the tyre tread and track, there isn't any!

Well, at last we strapped in and moved onto the starting grid and still the torrential rain continued to pour down. All competitors has spent a small fortune modifying their cars for speed and power, not one had bothered to improve the windscreen wipers or demisting arrangements.

The flag dropped, the race was on as we peered through fogged up windcreens and tired old wipers moved slowly back and forth. It's difficult to describe how little the driver can see in these conditions. With about 25 cars competing, each one is enveloped in a ball of fine spray from the car ahead and only the leader has even a reasonable view.

I found myself closely following another car, one that couldn't be identified in the conditions, but I hoped that he could see more than I could, and would lead me safely round. After 2 or 3 laps it was apparent that he was holding me up, and if only I could get past, I might be able to see enough to get after whoever was ahead.

Except for his taillights my vision was just about zero. I reasoned that when we reached the straight, I would move to the right and accelerate through the dense fog of fine spray. As my car drew up alongside his, we must eventually break through the mist and vision would return as I pulled away. Of course while this was taking place, I would be driving blind, but if the track was straight and the wheel was held firmly, how hard could it be?

On reaching the straight the plan was put into action. Moving up within a metre or so of his car, it was as though my windscreen had been painted a pale grey, absolutely nothing could be seen.

However by looking out the driver's side window, there was the Armco fence flashing past a couple of metres away. If I kept a constant distance from it, all should be well. The last thing the opposition driver wanted was my getting past and blinding him in spray, so there we were, both pedal to the metal, both hoping the other would give way.

My car must have been pulling about 6000 revs as I finally broke through and ranged up alongside. By this time my eyes were out on stalks but at last, I could see more than a metre or two ahead.

We had not driven on the right hand side of the track on previous laps, though I didn't know this, as I followed blindly in his wheel tracks, and I soon found out why. There was a sheet of water on this side of the track and an instant later I plunged into it. The tyres aquaplaned, the rear wheels spun wildly, and the revs shot up to unknown heights.

Things happened pretty quickly after that. The first to occur was my change from driver to passenger, as I now had no say in whatever the car wanted to do next.

This turned out to be a hard right turn followed by a full speed charge into the Armco fence. In the split second before impact I could only brace myself on the wheel and lower my chin onto my chest so that anything coming through the windscreen would strike the top of the helmet rather than my face.

Impact was on the right front corner, followed by the right rear quarter as the car snapped round and then spun 3 or 4 times across the track to crash heavily into the Armco on the other side, writing off all the left hand panels.

The engine, which had been bellowing away at peak revs was now silent and as I sat there for a moment getting my breath back, the only sound was the unrelenting rain pouring down on the roof and the following 18 or 20 cars droning carefully past. Climbing out to signal to the tower that no medical attention was needed, I had plenty of time to regret my actions.

You may ask why the attempt to pass was made in the near impossible conditions. The answer is that if a driver is content to follow the car in front, he is never going to be much of a race driver. Calculated risks have to be taken. In this case it didn't come off, but mostly they did.

I felt bad about damaging my car, but I felt much worse on returning to the pits to my rather anxious family, to find my little daughter in floods of tears. She thought that I had hurt myself (I hadn't) then that I had hurt my car (I'd certainly done that!)

So I had worried my family, wrecked my car and I was spending money that could be directed to family matters. I had already done quite a few seasons of racing and had nothing further to prove, now would be the ideal time to retire and take up something less stressful.

I never considered this for a moment. As soon as the wreck was home, I started rebuilding it for the next race meeting.

If you have the type of temperament that responds to pressure and adrenalin, racing is additive, and future days would be much more successful than this one.

Rob Switzer



2023 MEMBERSHIP RENEWAL REMINDER

There is still time to renew your 2023 club membership via the online system on our website at <https://hrcc.org.au/membership/> and continue to receive your monthly newsletter.

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.

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QUEENSLAND HISTORIC MOTORSPORT EVENTS 2023



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Photo: HSRCA

18 Feb*

Try, Train & Test Day

Open to Modern and Historic Cars

**Morgan Park
Raceway**

19 Feb*

Super sprints

Open to Modern and Historic Cars

**Morgan Park
Raceway**

12 - 14 May*

Autumn Historic Warwick

Open to all 5th category Cars

**Morgan Park
Raceway**

13 - 16 July*

Historic Queensland

Shannons Historic Racing & Classic Car Festival

Open to all 5th category Cars

**Queensland
Raceway**

27 - 29 Oct*

HRCC Event

Open to Historic and Modern Cars

**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
Motorsport Australia Qld State Championship Race Meeting Rd 1	17-19 March	Morgan Park Raceway
SCCSA - All Historic Mallala	14-16 April	Mallala Motorsport Park
Queensland Historic Touring Car Rd 1	15-16 April	Lakeside Raceway
Motorsport Australia Qld State Championship Race Meeting Rd 2	21-23 April	Morgan Park Raceway
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
Queensland Historic Touring Car Rd 2	13-14 May	Morgan Park Raceway
Historic Winton	27-28 May	Winton Motor Raceway
Queensland Historic Touring Car Rd 3	3-4 June	Queensland Raceway
HSRCA - Sydney Classic	9-11 June	Sydney Motorsport Park
Motorsport Australia Qld State Championship Race Meeting Rd 3	16-18 June	Morgan Park Raceway
HRCC - Historic Queensland	13-16 July	Queensland Raceway
Queensland Historic Touring Car Rd 4	15-16 July	Queensland Raceway
VHRR - Winton Festival of Speed	5-6 August	Winton Motor Raceway
Historic Leyburn Sprints	19-20 August	Leyburn, Qld
Motorsport Australia Qld State Championship Race Meeting Rd 4	8-10 September	Morgan Park Raceway
Queensland Historic Touring Car Rd 5	9-10 September	Lakeside Raceway
HRCC - Race Event	27-29 October	Queensland Raceway
Australian Hillclimb Championships	TBC October	TBC
VHRR - Historic Sandown	10-12 November	Sandown Raceway
Motorsport Australia Qld State Championship Race Meeting Rd 5	17-19 November	Morgan Park Raceway
HSRCA - Summer Festival	24-26 November	Sydney Motorsport Park

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.



HISTORIC MOTOR RACING



Photos by Rob Turissi



**HISTORIC RACING CAR CLUB (QLD) INC.
PRESENTS**

AUTUMN HISTORIC WARWICK

Visit the website for entry details at www.hrcc.org.au

12-14 MAY 2023

AT MORGAN PARK RACEWAY

Open to all 5th Category historic race group cars and invited cars

An invitation letter will be sent to all FULL Members of the HRCC when entries are open through the Motorsport Australia event entry system online.



For more information Ph: 0424 321 072 email: info@hrcc.org.au



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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.



\$ 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.

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

Contact Mark

0414 047 490

mark@4orceracing.com.au

CONTACT US

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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