

HISTORIC TORQUE

MARCH 2023



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: 383

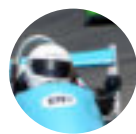
New members: Nil

Total membership as at 9/03/2023: 383

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Royal Flying Doctor Service

QUEENSLAND SERVICES



From the Presidents Desk

Hi All,

From all reports everyone enjoyed themselves at the TTT and sprint weekend, I was obviously disappointed I missed it, but for once I did as I was told.

On that note thank you all for all the kind words and get-well messages, pretty much 100% now and back on the cycle training for my fund-raising event at the end of the month.

For those of you that don't know I am doing the Peter Mac ride for cancer at the end of the month and am trying to raise \$1,000 towards what is a great cause. If you could spare a couple of dollars towards this great cause it would be greatly appreciated, please go to this site to donate <https://r2fc.me/g-wakefield> Thanking you in advance.

I thought I would again remind you of our first social event at Shannons HO 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 have only had 2 people give me 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@hrcc.org with your proposed numbers.

I have just come back from the Phillip Island Classic Festival of Motorsport, wow, what an event and what an amazing group of cars.

All our Queensland guys did really well and had a great time. I must give a special mention to Rob James in his newly purchased Group Nc Capri. Other than TTT Rob had never been on the track before and this was his first meeting, which must have been incredibly daunting. He drove incredibly well, and the car went in the trailer the same way he came back. Congratulations Rob.

Thanks again for reading, look forward to seeing you all on 23 March at Shannons.

Graeme Wakefield
President HRCCQ



TTT Day & Super Sprint 18-19 February at Morgan Park Raceway



Hi Everybody!

What a great weekend it was that we all enjoyed at the HRCCQ TTT event!
For myself it all started off with a spectacular drive up early on Saturday morning – great weather, beautiful scenery – and quite a few large potholes!

The whole weekend ran like a Swiss clock – everybody fitted in and worked together so very, very well that it was virtually effortless.

From the ladies in the Marshalling Area, out through Pit Exit, around the Flag Points, and Fire/Rescue Units and across the Finish Line – everybody was positive and totally switched on – it was simply great.

The HRCCQ folks were complimentary about the event both on Saturday evening, and again on Sunday afternoon and have asked that their thanks be passed along.

Should any of you wish to receive future copies of the HRCCQ Newsletter:
Please send an eMail to : info@hrcc.org.au
Use the heading of “Request for a Volunteer Marshal to receive HRCCQ Newsletter” to help the Club to sort the request/s.

Cheers,

Paul Overell
Assistant Clerk of Course



Christophy Fung 1969 Mazda R100



Robert Foster in his 1983 March 832





TTT Day &
Super Sprint
It was
simply great!



TTT Day & Super Sprint Continued

at Morgan Park Raceway

Photos & Captions by John Carson



◀ Mike Gehde and Jill Nelson are old hands at Drivers's Briefings but still stake out the front row so as not to miss any pearls from Secretary of the Meet, Mark Stockwell.

➤ Sharon Redman keeps husband, Liam, cool on the beastly hot MPR Dummy Grid as the mighty HI-Lux engine in 'Soft Serve', his Covid project Australian Special recreation rumbles to full operating temperature, albeit quickly ... and before its unleashing on an unsuspecting spectator and competitor group. This unique car had a fabulously successful, first ever, Sprint Event outing!



◀ Benn Gregory's daughter is a graphic artist and joyously appeased her quirky dad when Benn asked for the most demonic Roger Rabbit graphics for his 'Wolfsburg Wunder Wagon'





▲ The Three Musketeers monitor the TTT gate, left to right, Jim 'Athos' Goulden, Noel 'Aramis' Lummis and Claude 'Porthos' Ciccotelli.



➤ New HRCC member and Lola pilot, David Morgan is Group R's answer to Paul Newman and is seen here explaining to wife Gayle and dedicated race prep mate, Dennis Wilkins, where fellow Sports 2000 competitors, Kevin Gray and Mike Gehde, had their braking points ... all wrong!

▼ Rob Buckley, awaiting his Sprint Group run on Sunday 17 February is understandably looking a tad nervous given that Liam Redman's menacing Soft Serve, a 2.4 litre Hi Lux engine, later day recreation, is soon to be released 'hot on his heels' of Rob's dainty, historic Van Diemen Formula Ford.



◀ Graham Smith has been circuit racing since the days he mixed it with 'Brockie' and brought his Protech Radical for the Saturday testing only... but isn't it good to see vintage racers, in modern track weapons... pushing as hard, as ever!



Scrutineer Athol Wilcox is always on hand, with an eagle eye, and the QMROA officials ... ever helpful!



Photos and captions by John Carson



At the end of a hot two days on track it's not unusual that Phil Powell gets a bit 'tired and emotional' at Rupert's Bar and Grill, on Wood Street, but Toni Carson is there to fortify his spirit before his next jaunt, the big tow south to Phillip Island with the red 308 GT 4 Ferrari.

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HRCC Super Sprints Results

19 February 2023

Group #	First Place	Second Place	Third Place
Group 1	Robert Buckley	Neil Sivyer	Liam Redman
Group 2	Morne Lombard	Jill Nelson	Rodney Pugh
Group 3	Christopher Farrell	Robert Foster	Maxwell Parnell
Group 4	Matthew Haak	Grant Schneider	Matt Follington
Group 5	Christopher Fung	Warren Saunders	Graeme Hodges
Group 6	Michael Gallwey	Aarron Hodges	Grant Fry
Group 7	Clive Heubler	Steven Davis	Paul Ritchie
Group 8	Graeme Wilkinson	Rodney Hansen	Timothy Follington
Group 9	John Carson	Flavio Paggiaro	Phillip Powell

Super Sprint Certificates

This year we have awarded certificates to the quickest lap time 1st, 2nd & 3rd in each group for the day.

A BIG CONGRATULATIONS to all place getters.

Any questions please contact John Tupicoff - 0408 197 344

➤ People Pics are well and good but this pic of pink petals best illustrates WDSCC's ongoing beautification and improvement works at Morgan Park ... and this image was captured, during the TTT & Super Sprint event, at the entrance to the excellent amenities block down on the Drag Strip fence line.





PHILLIP ISLAND CLASSIC 2023

By Graeme Wakefield

What an amazing event! Over 400 entries about 30 Queenslanders in all categories, obviously big fields and some fantastic racing.

The Queenslanders all “bumped in” on Wednesday ready for the weekend all excited about running at what I believe is the best track in the country.

Thursday was a typical Phillip Island day, cold and windy. Most of the Queenslanders had a trouble free day.

Ron Blake had a differential problem and Craig Allan a broken head gasket, but both did a great job to get them all fixed and managed to have them ready for qualifying Friday.

Regularity and the over 2 litre guys had to contend with rain for their qualifying, thankfully not that heavy, but enough to warrant using wet tyres if they had them!

The racing for everyone was great, not too many incidents and a lot of silly grins when they came in.

A big shout out to Adam Duce, Steve Jeffs and Rob James, all Group N competitors, it was their first time at Phillip Island.

For Rob it was his first time at a race meeting, amazing effort. As I said I think it is the best track in the country, but also when you go out for the first time it is pretty daunting.

Hats off to all these guys and well done on finishing every race and putting the cars on the trailers the same way they arrived.

In the other categories all our Queensland contingent also did well, with Group A & C putting on a great show. Sports and racing providing a great spectacle and the regularity guys managing to stay out of trouble in what would have to be the biggest regularity field I have ever seen.





The highlight was definitely the Phillip Island Grand Prix, with the who's who of race cars. You could go all over the world and not see the calibre of cars that were at this race track.

The weekend came to an end with trophies being bought back to Queensland and me still crying at not being able to compete, but there will always be another race meeting.

Congratulations to all the Queensland guys and to the VHRR for organising another great race meeting. I will see you in November at the Island Magic.

Graeme Wakefield



GRAN TURRISI
photography



Management Committee Meeting Summary

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

Meeting postponed to 27 March 2023

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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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SOFT SERVE: THE PROJECT AND TTT 2023

Per John Carson as told by Liam Redman

HRCC member, Liam Redman, usually punts a multi-coloured Green Escort RS 2000 in regularity events but for this year's TRY, TRAIN and TEST weekend he and Sharon (a fun loving and very supportive wife) presented the Paddock with a surprise.

It was a striking and quirky polar-white, homemade special called Soft Serve, which evoked the early 20th Century days of Australian Specials.



Liam's creation had the crowd agog with bemused wonderment, but why is this wild, white wonder called 'Soft Serve'? Well, it's now over to Liam ... and all will be explained!

When the Pandemic commenced it looked like we were all going to die ... or at least be locked down for long periods of inactivity. I had a thought. If that was to eventuate, I'd like to have a project to occupy myself when having to stay home. Additionally, I had been working part-time and had some spare time for a project.

So, after giving more thought to my predicament, I decided to adapt an existing automotive chassis to a home-made light body.

Now there aren't many modern vehicles that feature a separate chassis except imported utes and dual cabs. So where to start? As Toyotas are common and cheap that seemed the way to go. However, finding one became a problem.

Local wreckers had a few but they were too far gone as it appeared most owners ran them into the ground. Then I saw a HiLux single cab that had been sitting a long time in a builder's yard. I offered to buy it 'as is'. The owner agreed to sell but obviously thought I was mad. My new 'find' came home on a trailer and I then set about making the idea work!



Above: A 1990 single cab Toyota HiLux but it is likely Liam's ute presented in much worse condition. Source: Google Images

After taking measurements, I realised proportions were close to that of the famous Bugatti Type 35 racer from the 1920-30s. So, I then stripped the bodywork back to the bare chassis and running gear. Anything surplus went to the scrap metal dealer and I managed to recover half my purchase price. That was a win!

The next task was to ensure the mechanicals would work and be reliable. The Toyota 22R petrol engine is a great workhorse, albeit this one had seen much better days. It was showing 320,000 kms on the clock and so, in preparation, I dismantled the engine and had the head reconditioned, a leaking external water gallery repaired, and all fluids and filters changed.

During the mechanical refresh I took the time to visualise the finished project. To assist, I drew up a rough sketch and based on the HiLux's dimensions fabricated a one-tenth scale model, using MDF and canvas, to fashion a shape. I played around with proportions. Others can judge if I got the form correct.

Back at the real car, I carefully stored the HiLux components to be reused and then set about purchasing any extra parts required. This proved to be no easy task!



Above: Liam Redman and Soft Serve line up on the Dummy Grid at Morgan Park on the TTT Sunday. Source: John Carson

Certainly, my 'project' soon became a far more expensive and time-consuming process than I had ever expected.

Having settled on a rough shape I then turned to what material should be used for the bodywork. In the past I have done some welding but that was then, so now I gave thought to using marine ply.

In WW2, aircraft (E.g., British Mosquitos and Australian Beaufighters ... Ed.) were constructed with ply, glued and screwed. I also used thin alloy panels, curved to fit, where strength was not as important.

By this stage of the Pandemic, I wasn't working but refused to say I was retired. The body was coming together but it wasn't long before my sense of artistry (such that it is ... Ed.) was offended.

The chassis rails carrying the leaf springs, locating the rear axle, were protruding out past the bodywork. It was an ugly look and couldn't continue. I needed to find a fabricator who could manufacture a 4-bar suspension using a Panhard Rod plus adapt coil over shock absorbers.

It took a week on the phone and then, incredibly, I found a fabricator just up the road. In retrospect he may have gone over the top but at least the chassis rails over the diff now follow a more body-hugging line. To accommodate matters, I had to tweak things a fair bit and relocate the fuel cell but the result works.



Above: Rear-end-view showing Liam's most well considered and elaborate suspension modifications. Source John Carson

Thereafter, it was a case of finishing the bodywork, painting, installing instruments, controls, seating, belts, fitting wheels/tyres and adjusting suspension heights. In terms of painting, I have been asked whether I used a brush and house paint, but ... No!

Rather, I used a spray gun and after the brilliant white paint had dried on the curved and pointed bodywork a friendly lag remarked to me that it looked a lot like a Mister Whippy Soft Serve ... and so the name stuck.



The tail-end of Soft Serve in the Morgan Park Paddock. Source John Carson

Yes, after three years, lots of swearing and cost I had created an Aussie Special ... just like those early 20th Century Australian race cars.

I then set my mind to have the car's inaugural run at HRCC's 2023 TTT weekend at Morgan Park, Warwick. It was to be a head down, bum-up frantic exercise to get the project finished on time.

I booked a helpful Motorsport Australia scrutineer to come and look it over before the TTT event, but in the end, it was left to a final check at Morgan Park.

Obviously, the car attracted a certain degree of curious attention but overall comments were positive and encouraging. Only hours later I was to be lining up on the dummy grid for the Saturday 18th February 2023 testing day.

I had been the recipient of lots of advice, including, to be very careful. Soon after, with the crutch strap tightened another few notches, I was out the gate on my first four laps.

My initial reaction was; "What terrible ergonomics!"... and I immediately began making mental notes on a long list of required refinements.



Above: Soft Serve from a three-quarter frontal view and Liam's handy work is well illustrated right down to a mesh grill, foot step, battery isolator switch and caravan style bonnet catches. Source: John Carson

The next day's Sunday sprint sessions went well. I couldn't have asked for a better competition outing as I was able to reduce my lap times, by seconds, on each successive run. Importantly, I was also able to come to terms with, and prioritise, the most pressing needs amongst a long and growing list of pending Soft Serve improvements.

Well, isn't that what TTT events are all about??...and thanks to everyone who offered comments over my try, train and test, first weekend away with Soft Serve.

I hope I have provided similar inspiration for other interesting creations which might follow from my fellow HRCC members.

Liam Redman.
22/02/23



Soft Serve on track at Morgan Park. Source: Pete Trapnell Creations



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2023 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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
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
SCCSA - All Historic Mallala	22-23 April	Mallala Motorsport Park
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
Queensland Historic Touring Car Rd 2	13-14 May	Morgan Park Raceway
A7C - 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 - Shannons Historic Racing & Classic Car Festival	14-16 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.

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HISTORIC MOTOR RACING



Photos by Rob Turissi



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Competition history from 1977, mainly raced Amaroo & Oran Parks

Restoration:

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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



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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