

HISTORIC TORQUE

JULY 2023



The poster for the Shannons Historic Motorsport Festival features a yellow background with a checkered flag logo on the left and the HRCC logo on the right. The text 'SHANNONS' is in white, 'HISTORIC' is in large black letters, and 'MOTORSPORT FESTIVAL' is in red. Below the text is a photograph of two classic cars, a red one and a yellow one with black stripes, racing on a track. At the bottom, a black banner contains the dates '27, 28, 29 October 2023' and the location 'Queensland Raceway | Champions Way Willowbank'. Below this, a red banner lists the activities for Friday and Saturday/Sunday. The bottom section of the poster, in white text on a black background, lists the racing categories and the organizing club.

SHANNONS
SHARE THE PASSION
HISTORIC
MOTORSPORT
FESTIVAL

27, 28, 29 October 2023
Queensland Raceway | Champions Way Willowbank
Gates Open 8am

General Admission: Friday Free | Saturday \$20 | Sunday \$30 | Weekend Pass \$40 | Kids Under 12 Free
Cars Entering Show and Shine Sunday Only - Car plus driver up to 3 passengers \$20

FRIDAY: PRACTICE & QUALIFYING | SATURDAY & SUNDAY: RACING
Sunday: Shannons "all makes" car Show and shine Sunday and track cruise

CATEGORIES: Heritage Touring Cars Group A & C | Historic Touring Cars Group N | Formula V |
Historic Sports Sedans Group U | Historic Sports & Racing Group P,Q,R | Sports & Racing Group K,L,M,O,P |
Historic Production Sports Cars Group S & T | Historic Formula Ford | Regularity Trial |

PROMOTED AND ORGANISED BY THE HISTORIC RACING CAR CLUB (QLD) - WWW.HRCC.ORG.AU

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: 414

New members: Andrew Small

Total membership as at 12/06/2023: 415

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QUEENSLAND SERVICES



FROM THE PRESIDENTS DESK

Hi All,

As you are taking the time to read this latest edition, we will be halfway through our Annual Historic Queensland event at Queensland Raceway. I know there are a lot of competitors that are very much looking forward to our first meeting back at Queensland Raceway for a very long time.

With a great variety of cars and some great classics, this meeting will have a great display of classic cars from the 60's, 70's and 80's. It will also show the great upgrades at the track since Tony Quinn has taken over and we are very grateful for the opportunity to run this meeting back at QR.

If you haven't got it in your diary, get out to the track on Sunday, bring your weekend classic and join in the Shannons classic show and shine parade at lunchtime, we are offering a discounted one-off price for the car with 4 people.

I mentioned last month that we are looking for some members to come and take over from some of our long serving committee members, for us to continue to be successful we need volunteers to help and ensure the future of our club.

Nominations will be out in August so please think about helping us over the next few years. Understand some of you are busy, but we need busy people.

Just a short note this month as there will be a lot content next month. I hope I see you out at the track this weekend.

Graeme Wakefield
President HRCC

MICHAEL MEYER MOTORSPORT DEVELOPMENTS

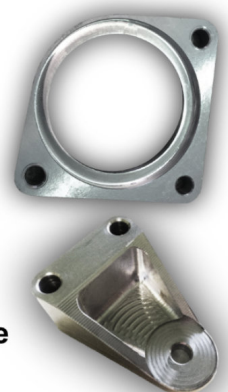
Services to improve race car performance.



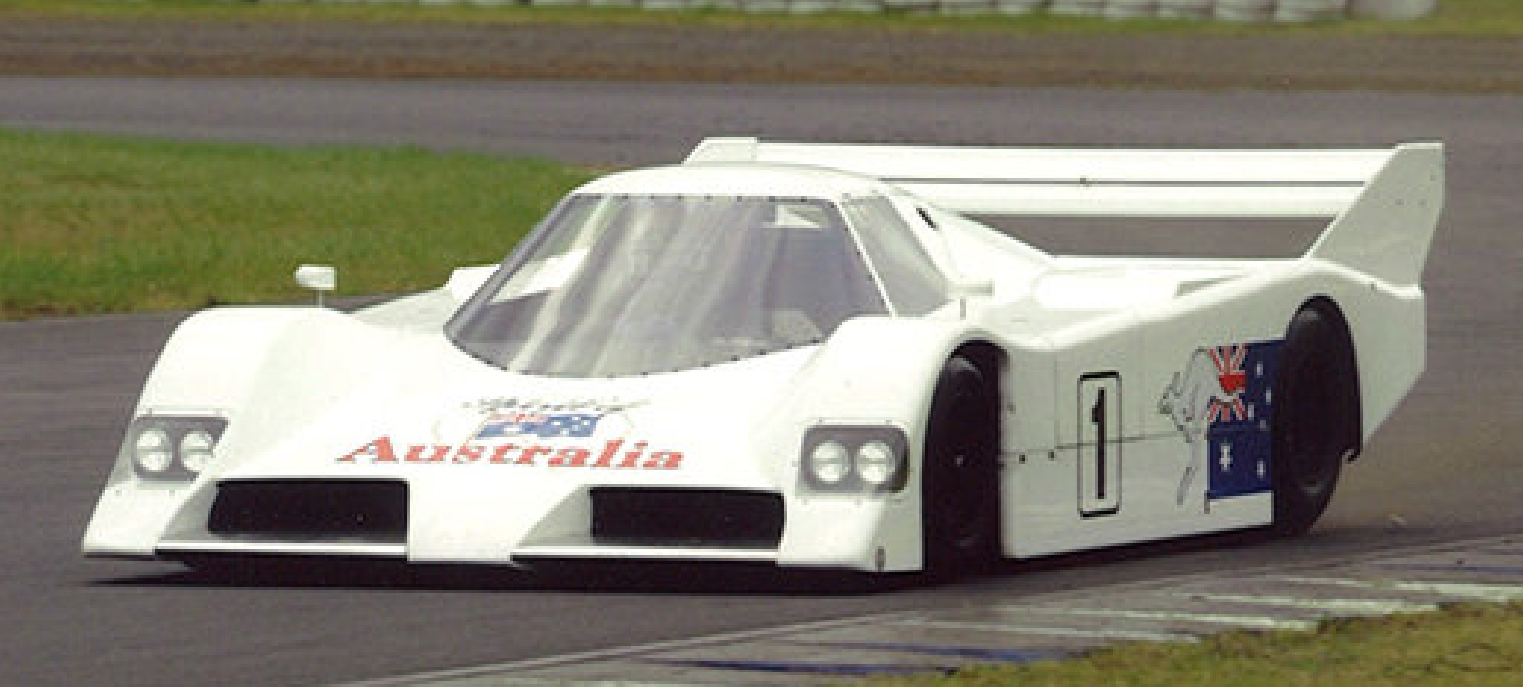
Michael competes regularly in his Van Dieman Formula Ford



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KADITCHA-COSWORTH International Group C2 Sports Car 585 bhp (447 kW), 3.5L Cosworth DFL V8

The Romano WE84 was an Australian designed and built closed top racing car built to CAMS Group A Sports Car specifications of the time. The car began its life as the **Kaditcha K583** when it first appeared in the 1983 Australian Sports Car Championship and was built by Queensland-based Kaditcha owner and former McLaren engineer Barry Lock after he was approached by Brisbane accountant, property developer, timber Merchant and former speedway racer Bap Romano in 1981 to build a Le Mans type coupe.

When the car first appeared in 1983, it was the first closed-top Sports-Racing Car seen in Australia and looked like an FIA International Group C Sports Car.

Bap Romano's ultimate ambition was to take the car to the famous 24 Hour French classic in an All-Australian challenge. Although this did not happen, going on the qualifying performance of the car at the Sandown 1000 race as part of the 1984 World Endurance Championship held at Melbourne's Sandown Raceway against the FIA Group C Sports Cars, the Romano, with some minor modifications to bring it up to FIA specs, would not have been out of place in Group C2 at Le Mans.

Even in 2023, 40 years after its competition debut and 27 years since it was retired from competition, the Romano remains one of Australia's fastest, and most popular race cars, second only to the Group C and IMSA Spec Veskanda-Chevrolet built in 1985 by K&A Engineering in Adelaide.

The Build:

Bap Romano travelled to England at the end of 1981 and purchased a 3.0L Cosworth DFV V8 engine (engine no. DFV 088) from Nicholson-McLaren Engines. The engine itself had been used in Formula One during the 1981 season by the McLaren team. While in England Romano was introduced to Ken Tyrrell and became close friends as they had a similar background in the Timber Industry. Ken then introduced Bap to Neil Davis, the Works Manager at Tyrrell Racing. Davis & Tyrrell took an interest in Romano's plans for the car, and they formed a friendship that saw the K583's suspension designed around components of the 1981 Tyrrell 010 Formula One car.

Romano had chosen the Cosworth for its proven reliability in racing against the best alternative at the time, the 5.0L Chevrolet V8 Formula 5000 engine, which also carried more weight than the DFV (CAMS Group A Sports Car engines were limited to 5000cc capacity until the end of 1985).

When purchased the engine was reportedly producing 406 bhp (303 kW) @ 9,450 rpm and was rebuilt to be able to run for 2,000 racing miles. This compared to the DFV's used in Grand Prix racing that were rated at approximately 520 bhp (388 kW) and required a rebuild after just 350 miles, or the equivalent of one Grand Prix weekend.

By mid-1982 the car was built with full ground effects aerodynamics and was ready for testing. The car proved quick in testing and the engine was as strong as expected, but the suspension was proving suspect, breaking several times under the heavy load generated by the

ground effects.

1983:

By the time the Kaditcha K583 Cosworth made its debut in Round 1 of the 1983 Australian Sports Car Championship at Sandown Raceway in Melbourne, Romano had enlisted the services of former Williams and Tyrrell F1 mechanic Wayne Eckersley to help sort out the car. Romano, driving in Class B (1600 – 3000cc) suffered a crash in its first lap of practice, forcing the Kaditcha to be a non-starter for both heats on race day. Suspension failure was the cause.

The car suffered yet another suspension failure during practice and a DNF due to a burnt-out coil in Heat 1 of Round 2 of the championship at the Adelaide International Raceway. The coil was replaced in time for Heat 2 where Romano and the car scored their first win, 5.5 seconds in front of eventual series champion Peter Hopwood's Kaditcha-Chevrolet.

In the 5 rounds and 10 races of the 1983 championship, Romano and the K583 scored 3 race wins and one round win at the tight Winton circuit. He also recorded 6 fastest laps (including 3 class lap records) and 2 pole positions. Romano actually won both heats of Round 4 at his home circuit of Lakeside in Brisbane, but both he and Hopwood were excluded from the results for dangerous driving following two clashes in heat 1.

Despite finishing 6th in the championship, Bap Romano proved he had the fastest Sports Car in Australia at that time.

In November, Romano entered the K583 in the Sports Car/GT Invitation race as a support to the 1983 Australian Grand Prix at the 1.6 km (1 mi) Calder Park Raceway in Melbourne. Calder Park was then a power circuit with two long straights and only four corners. Romano qualified the car second on the grid beside Australia's 1980 F1 World Champion Alan Jones who was driving a Porsche 935 GT car with 880 Hp whereas Romano's Car had 416 Hp. Jones won the 15-lap race from Romano and touring car star Peter Brock driving Bob Jane's Chevrolet Monza.

1984:

Eckersley rebuilt the inner workings of the car, redesigning the sidepods, resulting in improved ground effect aerodynamics, and suspension before the start of the 1984 Australian Sports Car Championship, while the DFL's original builder Ross Calgher of Nicholson McLaren rebuilt the engine in late 1983 at the team's base in Slacks Creek south of Brisbane.

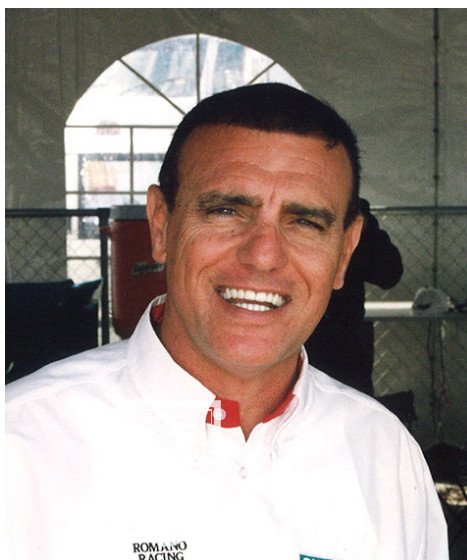
Eckersley also redesigned the front of the car, retaining its distinctive front air scoops which were enlarged to allow more air to the ground effect venturis and to the brakes. With the new front end and sidepod design, the

car was found to produce as much downforce as before without the use of skirts.

Under Eckersley's direction the car was transformed, and Romano went on to dominate the championship. With the car renamed the Romano WE84, Bap Romano won 4 of the 5 rounds, sat on pole for every round and set fastest race lap in every race he contested. The only round he did not win was a crash passing a lapped car in Round 1 at Calder during Heat 1 which destroyed the front of the car.

1984 Sandown 1000:

Following the successful 1984 championship, Eckersley and Romano prepared the car for the Sandown 1000 which was a round of the 1984 World Endurance Championship where it would compete in the special AC Class for Australian based GT and Sports cars. The preparation included adding 70 kg of ballast to the 775 kg WE84 to bring it in line with the FIA weight scale for cars with a 3.9 litre, four valves per cylinder engine.



Despite Romano purchasing a 3.9 litre Cosworth DFL with the intent on putting it in before the meeting, it was only put in after the first day of practice when it became apparent the 3.0 litre DFL was past its best. Enlisted to co-drive with Romano for the race was four times Australian Drivers' Champion, Melbourne's own Alfredo Costanzo.

After changing to the larger, 560 bhp (418 kW) engine during practice, Romano and Costanzo were able to improve their times by around 4 seconds per lap. Following numerous gearbox problems throughout practice, as well as battling a severe under-steer problem on Sandown's new, slower, infield section, Costanzo eventually qualified the car in 13th position (1st in AC) with a time of 1:38.400, some 1.9 seconds in front of Allan Grice driving his 1984 Australian GT Championship winning 6.0L Chevrolet Monza, but 6.8 seconds slower than the pole time set by eventual race winner and 1984 World Endurance Champion Stefan Bellof driving his Group C Rothmans Porsche 956B.

The Turbo in the Porsche was turned up for qualifying which improved the car by over 4 seconds per lap. The qualifying time was only 0.4 seconds off the Group C2 pole time set by Englishman Gordon Spice (driving with UK based Aussie Neil Crang) in a Tiga GC84, powered by the 3.3 litre version of the same Cosworth DFL that powered the WE84. Despite the car's problems, Costanzo's time showed that the Australian designed and built car was capable of mixing it with the best Sports Cars in the world. With a little more development, the car certainly had the potential to be the best in this category.

KADITCHA-COSWORTH cont.

More gearbox problems during the race, along with a collision with the Rothmans Porsche 956B of Johnny Dumfries which broke the nose cone from the car (later retrieved by the team and put back on with race tape) saw Romano and Costanzo only complete 106 laps, 100 behind winners Bellof and Derek Bell.

Dumfries shared his drive with Australia's triple Formula One World Champion Jack Brabham, marking Jack's first international race since his retirement from F1 at the end of 1970. Despite still running at the end, the Romano WE84 was not classified as a finisher due to completing an insufficient number of laps.

The 956 that Brock and co-driver Larry Perkins were to drive at the Sandown 1000 was upgraded to the new 962 model and was driven by the versatile Colin Bond and open wheel racer Andrew Miedecke after Brock and Perkins became unavailable. In a car neither had driven before, and with approximately 200-300 more horsepower than either was used to, Bond qualified the 650 bhp (485 kW) Porsche 962 in 11th place with a time of 1:36.000, 2.4 seconds faster than the Romano qualifying time, Romano was seriously concerned about looking after & preserving the Race Car due to the length of the Race. Bond and Miedecke ran a steady race and finished 6th, 8 laps behind the winning Rothmans Porsche.

1985 – 1986:

Romano only contested 3 rounds of the 1985 Australian Championship. That plus the appearance of other specially built cars such as a Lola T610-Chevrolet for Terry Hook (2nd), and the Mazda 13B powered JWS C2 of Jeff Harris (3rd in 1984 & 1985), the series was won by 1982 champion Chris Clearihan driving the Steve Webb owned Kaditcha Chev he had driven to the runner up spot in 1984.

Romano only contested two rounds of the 1986 Australian Sports Car Championship, while also contesting the 1986 Australian Drivers' Championship in a Ralt RT4, hoping to achieve his Super Licence so he could drive for Tyrrell Racing at the Australian Grand Prix at the end of the year as well as a proposed full time drive the following year.

The 1985 Sports Car title had seen the debut of the John Bowe driven Veskanda Chevrolet built by former ASCC competitor Bernie Van Elsen (the Veskanda, unlike the Romano, had been built to conform not only

to CAMS Group A Sports Car rules, but was also FIA's Group C and IMSA compliant). Bowe and the Veskanda, now complete with a 5.8 litre 350 Chevrolet due to a lifting of the engine capacity limit from 5000 to 6000cc, dominated the 1986 series, claiming pole at every round (like the Romano in 1984), winning every race and setting fastest laps in all (including many outright circuit lap records).

The WE84 suffered a bad crash at Amaroo Park in Sydney when the throttle stuck open as the car drove over Bitupave Hill at the end of the main straight, the fastest part of the tight 1.9 km circuit where the faster cars reached over 220 km/h (137 mph). Going into the left hander before the right-hand Dunlop Loop at the end of the main straight, Romano couldn't slow the car and it drove straight through the infield, hit a dip and bounced across the track at speed, hitting an earth bank front on which not only destroyed the front of the WE84 but also resulted in two broken legs and multiple body fractures for Romano.

Emergency crews took over an hour to remove Romano from his car where, despite his injuries, a conscious Romano instructed rescuers where to cut the front of the car so the front wouldn't collapse on top of him. After three and a bit seasons of sports car racing in Australia, Romano retired the car following the crash, and once recovered he concentrated on racing open wheelers in the Australian Drivers' Championship.

Rebuild:

Bap Romano retained the car and commissioned the car's original builder Barry Lock to build a replacement chassis to replace the one written off in the 1986 Amaroo crash. This was done by 2001 and by 2010 the WE84 had been completely rebuilt and track tested at Queensland Raceway by Romano himself. Currently Bap Romano drives the car in historic events including returning to Lakeside Park 26 years after it last competed there, at the Festival of Sports Cars in July 2011. The car now runs a 585 bhp (447 kW), 3.5L Cosworth DFL V8 engine developed for Formula One that Romano had intended to put in the car after 1986, but didn't due to the rebuild needed after the Amaroo Park crash, and his move into open wheelers in pursuit of the Australian Drivers' Championship.

Ed: Peter Walsh



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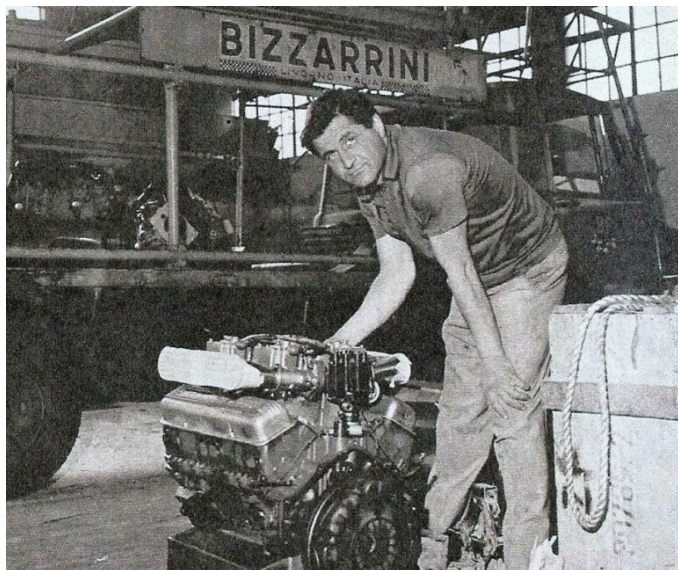
Giotto Bizzarrini – In Memoriam

By Dale Vinten, Car and Classic Magazine

The automotive landscape took a bit of a hit recently. The chrome bumpers have become a little less bright and the paintwork has lost some of its luster as we mourn the passing on the 13th of May, 2023 of the influential and iconic Giotto Bizzarrini, a man who plied his trade in an era that saw arguably the peak of Italian automotive design and innovation.



Even if Bizzarrini wasn't a household name under some roofs the cars he worked on and produced most certainly are, with the Italian engineer and designer having been involved not only with the Ferrari 250 GTO but also Lamborghini's first and now legendary V12 engine before going on to work with Iso Rivolta and subsequently starting his own company, Bizzarrini S.p.A.



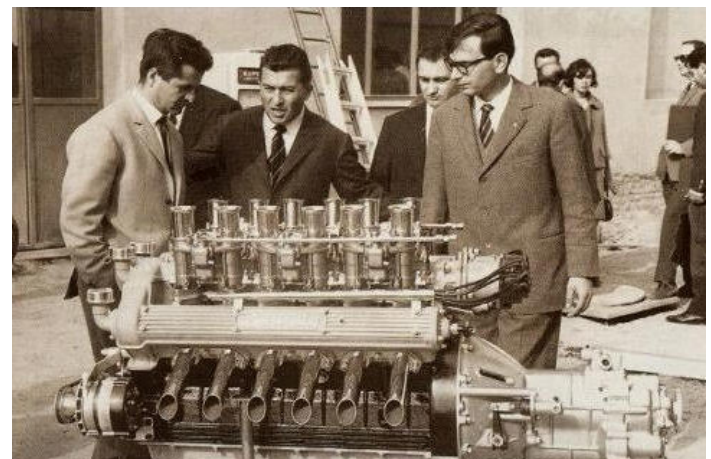
It's quite the curriculum vitae and one that should absolutely be celebrated, so join us as we remember the legend that is Giotto Bizzarrini.

Bizzarrini began his illustrious career in 1953 after graduating from the University of Pisa in Italy and walking straight into a job at none other than Alfa Romeo. As first gigs go that's a pretty good one. It's not like he had to stack shelves at the local supermarket whilst applying for graduate jobs like the rest of us.



Alfa Romeo put him to work helping to develop the Giulietta but soon saw the man's potential, moving him across to its experimental department where he progressed quickly taking on a test driver role alongside his engineering responsibilities in order to better understand the cars he was working with.

After four years at Alfa Romeo Bizzarrini took the leap to Ferrari and would be in its employ as chief engineer for five years. Yep, chief engineer at Ferrari. That's how good Giotto Bizzarrini was and all this by the time he was in his early 30s.



Again, working on sports cars and experimental projects Bizzarrini would be handed the keys, so to speak, to the 250 GTO project. Using his own short wheel base Ferrari 250 GT he reworked the car with better aerodynamics and a relocated engine to improve weight distribution and increase performance on track. The results speak for themselves with the 250 GTO going on to take numerous motorsport victories.



Sadly, however, Bizzarrini would not be involved in collecting any silverware having left Ferrari in '61 as part of the 'great walkout' that saw a number of high ranking employees stage a revolt and turn their backs on the company.

Bizzarrini spent the next few years as an engineer for hire, working on various freelance projects before starting his own company, Società Autostar which allowed him to continue this ad-hoc engineering work but in a more official capacity. It was at this time, in '62 that he was approached by Ferruccio Lamborghini to design and develop a new engine in order to compete with rivals Ferrari. The resulting 3.5-litre, dual-overhead cam V12 was deemed too spicy for Lamborghini and so was de-tuned to make it more manageable. As far as accolades go you know you've hit the nail on the head when Lamborghini tells you the engine you've produced is too powerful!



Shipped in the then new [350 GT](#), Bizzarrini's V12 has since gone down in history as one of the greatest engines ever built and remained in production for almost 50 years with the 2010 Murciélago having the honour of being the last Lamborghini to utilise the powerplant.

A true testament to the astonishing engineering, not to mention passion, that went in to creating such a long lasting legacy.

BIZZARRINI G.T. EUROPA 1900

ENGINE: 110 HP

more than 125 mph
in 28 "



The success of the already well known GT STRADA 5300 has convinced us of the opportunity to produce a car with the same characteristics but less HP, in other words, for European standards:

Bizzarrini would team up with Renzo Rivolta, too in 1964 helping to develop the Iso Rivolta and Grifo models but tensions between the two men meant that the relationship was short lived, in part prompting Bizzarrini to change his company's name to Bizzarrini S.p.A two years later.



Under this banner Bizzarrini would build and sell his own sports cars, starting with the beautiful [5300 GT](#) Strada which was based on the Iso Rivolta. Equipped with a 5.4-litre Chevy small-block V8 producing 365 horsepower the car would go on to prove its worth by winning its class in the 1965 24 Hours of Le Mans.

A paired down 5300 GT, known as the 1900 GT Europa, was also produced by Bizzarrini. Like the 5300 the 1900 is an incredibly rare beast as fewer than 20 produced by Bizzarrini, with some sources claiming that the actual number is as low as 12. Whatever the case, the Europa remains a beautifully styled, lightweight miniature grand tourer and the last car produced by Giotto Bizzarrini before his company went bankrupt. Powered by a 1.9-litre Opel engine which is mounted behind the front axle the car produced around 110bhp, enough to propel the fibreglass-bodied Europa to a top speed of almost 130mph.

Independent suspension as well as disc brakes all round and a limited slip diff completed the package.

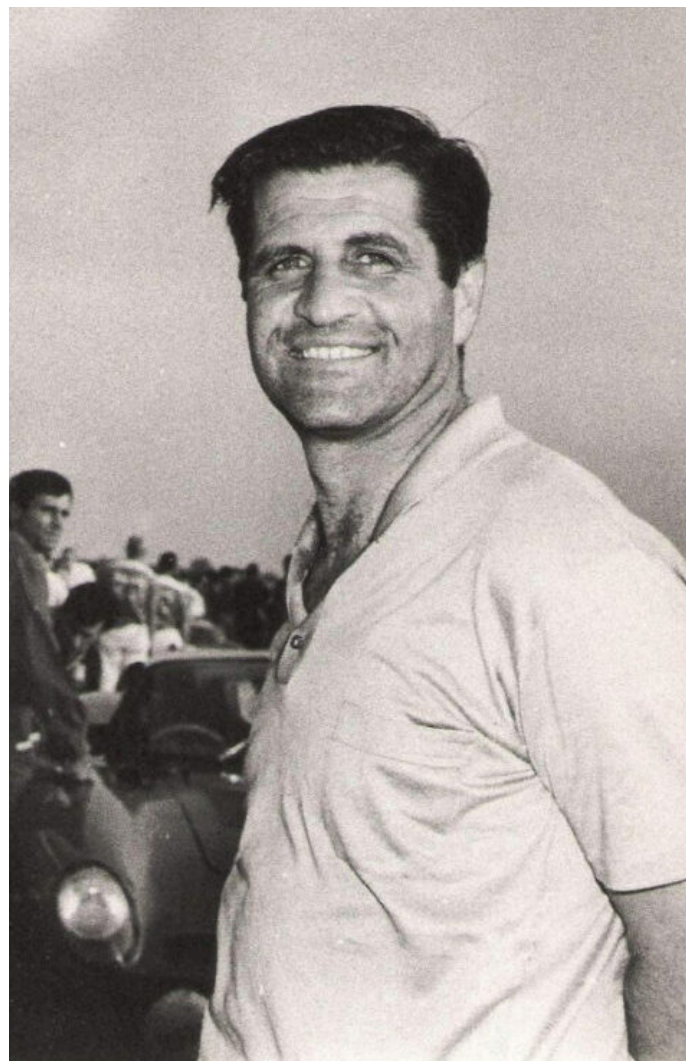


As rare as it is, Car & Classic at the time of writing currently has a beautifully restored 1969 example available via our auctions platform. Some Europas were assembled in the late 1960s

and early '70s by third parties with unused parts and chassis from the Bizzarrini factory after the company folded but [this particular car](#) is believed to be the last factory-built Europa produced while Bizzarrini was still in business, which as you can imagine makes it incredibly special indeed.

Not only that but thanks to a comprehensive restoration in 2010 by Diomonte, [this Europa](#) is in stunning condition throughout, both aesthetically and mechanically. The car has a comprehensively documented history but it's always imperative to carry out your own due diligence as far as a vehicle's claimed provenance is concerned. Either way this is an incredible opportunity to own an exclusive slice of bona fide automotive history by a legendary car maker that will remain in the history books long after you and I have shuffled off this mortal coil.

Giotto Bizzarrini's achievements, and by association his legacy, will forever be indelibly etched into the collective classic car consciousness. Preferring to be remembered for his work ethic rather than labelled as a designer whichever way you look at it as car fanatics and enthusiasts we have a lot to thank him for. Riposa in pace signore Bizzarrini.



2023 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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 - Shannons Historic Motorsport Festival	27-29 October	Queensland Raceway
Australian Hillclimb Championships	TBC October	TBC
HSCC - Baskerville Historics	2-5 November	Baskerville
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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Management Committee Meeting Notice

The **July Management Committee** meeting to be held on 10 July has been rescheduled to **24 July 2023**.

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0413 889 979



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\$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



\$ 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

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