

HISTORIC TORQUE

MARCH 2022



Photo by Rob Turrisi

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: 420

New members: Mathew Devitt, Christopher Hallinan, John Cully, Glen Gracie, Chris Cuffe, Robert Turrisi and Brendon Flaxman.

Total membership as at 14/03/2022: 427

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Photo by Rob Turrisi



From the Presidents Desk

It was great to see you all at Morgan Park for the TTT, Sprint weekend. We had 105 entries over the 2 days which considering the number of events that have and are being held across the country at the moment it was a very pleasing number.

It was great to see all the familiar faces as well as a lot of new ones and we hope you all enjoyed the weekend.

As per usual it went off very smoothly and this is only due to our great officials and our great team of members that make sure you can come to a meeting and compete and have fun without having to worry about anything else other than the running of your car. Make sure when you are at these meetings you take the time to thank the people that do this work for you, as I keep saying without them you don't have a meeting.

Not sure if many of you visited the merchandise tent, but if you did you would have noticed the great new stock that we have. If you didn't get a chance to get there, have a look on our website and order some of this great new stock. A big thank you to Wendy Goulden and Monica Tupicoff for the work they do here at the merchandise stand, just two of the wonderful ladies that are part of the backbone of our great club.

On a different note, one of our "stalwarts" Peter Gilbert is taking leave of absence due to some health issues, so is stepping down from all his positions within the HRCC. We wish Peter well and hope he has a speedy recovery. We will let you know if and when Peter will return to active duties within the club. I personally would like to thank him for his efforts over the years and hope even if it is not in a working capacity, we see him and Sandra around the club.

I will sign off for another month, don't forget our special meeting at the Veterans Car Club on Saturday 19 March and our Autumn meeting on 14-15 May.

Graeme Wakefield
President HRCCQ



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Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held at
VCCA Club Rooms,
1376 Old Cleveland Rd, Carindale
on 14 February 2022

Membership: 257 Full, (including family) 37 Senior, 18 Social, 3 Honorary, 1 Life, Sub Total 316 – 83 Associates – total voice 399. New Members: 5

Treasurers Report: HRCC Annual Budget was tabled and approved with no issues raised.

Vacant Committee Position:

After reviewing election time frames and receipt of nomination closing times a Special General Meeting will be held on 19 March 2022 at the VCCA Club rooms at 1.00pm.

Event Report: The refund policy for events was approved and will be available on the website shortly.

TTT Day: Approved that certificates will be produced and mailed out to Super Sprint and Regularity place getters.

Merchandise Trailer: Approved that funds be allocated to upgrade the merchandise trailer.

HRCCQ 30th Anniversary Celebration:

Discussion held and several options put forward on how best to celebrate and commemorate this anniversary. Investigation ongoing.

Offsite Storage: The committee has now organised the lease of a storage unit to help free up space around the merchandise trailer for safer entry and exit.

Gazebos: The club has been offered by Qld Raceway three 6x3m heavy duty gazebos at a reduced cost. It was agreed to purchase.

Club Rooms: President to form a working group to investigate further options and report back to the committee.

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

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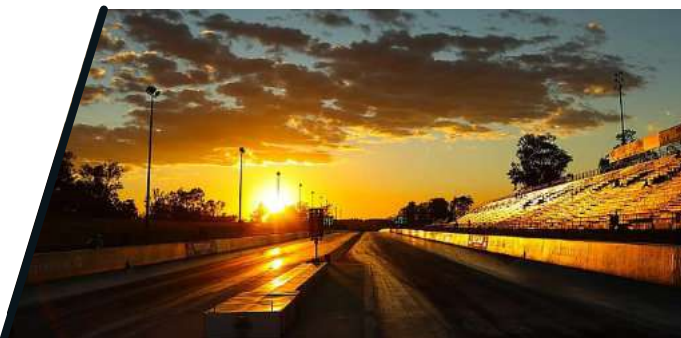
Phone - 0412 480744

GROUP LEADERS

The Group Leaders Convention is an opportunity for club members to raise any topic or concerns to the HRCC Management Committee face to face.

Date: 2 April & 11 June 2022

Venue: Carina Leagues Club, 1390 Creek Rd, Carina Q 4152



VALE: IAN PETERS

It is with great sadness that we report the passing of club member Ian Peters on 7 March 2022. Ian had been battling an illness for several years. He was well known as a race engineer, race car builder & in the past a race car driver. The Historic Racing Car Club (Qld) Inc. extends its condolences to Ian's family and friends.

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2022 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
Motorsport Australia Qld Circuit Racing State Championships Rd 1	25 - 27 March	Morgan Park Raceway, Warwick
Autumn Historics	14 - 15 May	Morgan Park Raceway, Warwick
Motorsport Australia Qld Circuit Racing State Championships Rd 2	27 - 29 May	Morgan Park Raceway, Warwick
HSRCA - Sydney Classic	11 - 12 June	Sydney Motorsport Park
Historic Queensland	8 - 10 July	Morgan Park Raceway, Warwick
VHRR - Winton Festival of Speed	6 - 7 August	Winton Motor Raceway
Historic Leyburn Sprints	20 - 21 August	Leyburn, Qld
Motorsport Australia Qld Circuit Racing State Championships Rd 3	26 - 28 August	Morgan Park Raceway, Warwick
HSRCA - Spring Festival	10 - 11 September	Wakefield Park
Bakserville Historics	15 - 18 September	Baskerville Raceway
Australian Hillclimb Championships	20 - 23 October	Mt Cotton, Qld
VHRR - Historic Sandown	5 - 6 November	Sandown Raceway
Motorsport Australia Qld Circuit Racing State Championships Rd 4	18 - 20 November	Morgan Park Raceway, Warwick
HSRCA - Summer Festival	3 - 4 December	Sydney Motorsport Park

Disclaimer: These dates are tentative and may change without notice. The Covid-19 pandemic or other matter may create a situation where events could be brought forward, postponed or cancelled.



Photo by John Carson

▲ David Morgan was having his first ever circuit outing in wife Gayle's 1998 Hyundai Excel 1.8 litre twin cam and was putting in respectable regularity times of between 1.56 and 1.59. David is seen here leaving the Regularity tent, after nominating a time for his next run, and passing the Sprints entered, very consistent and fast Mustangs (L to R) of Ray Law (1.33.315) and Mark Switzer whose best time was 1.30.226, certainly within shooting distance of the Mustangs of Graeme Wakefield (1.26.911) and Graham Wrobel's best of 1.29.769.



Photo by Rob Turrisi



Photo by John Carson



Photo by John Carson

▲ Matthew Devitt, on left, and John Devitt on the right relax under canvas with their ex-Greg Cusack 1962 Elfin Mallala (1498cc) with best time in Sunday's sprints being 1.36.9

TTT SPRINTS REGULARITY 19 FEB



Photo by Rob Turrisi



Photo by Rob Turrisi



Photo by Rob Turrisi

Rhet Silkstone, a regular and keen competitor in his schmick 1969 Morris Cooper S (1330cc), awaits the call-out for his Regularity Group in the Sunday competition. With well protected 'eyes on the prize', Rhet's times ranged from 1.56 to 1.59, but the eventual winners were: First Place, Graham Hein 1970 Cortina GT (range 1.38.389 - 1.39.657) and in a very close Second Place, Paul Ritchie, 1960 Sunbeam Alpine (range 1.48.277 - 1.49.602) with Third Place being Flavio Paggiaro, 1976 MGB GT V8, whose times ranged from 1.47.603 to 1.52.806. ◀

▼ John Devitt, whose son Matthew ran their Elfin Mallala in the Sunday Sprints, takes a break in the Morgan Park paddock. John also owns the Centaur Waggott. Moreover, it was a true Warwick family affair as granddaughter Sophia had a 'try' and 'train' outing in a BMW E46 three litre on the TTT Saturday reduced, 2.1 km, E Circuit.



▼ Sonja Clarke beside Justin Clarke and his beaut French Blue Porsche Cayman with number plates 'UPROAR'...and Justin had a 'roaring' good weekend with a best, and very creditable time of 1.31.114 on his first run, out the pit gate, in the Sunday sprints.



▲ HRCC is ever grateful for the expert assistance of regular scrutineers. From left to right: Peter Campbell, David Burgemeister, Scott Swarbrick, Carmel Wilcox and Athol Wilcox. Also, on duty at the meet but absent in this image were: Chief Scrutineer for the weekend, Peter Herlihen plus Eric Dousi and Brian Dunn.



▲ Phil Powell, Ferrari 308 GT4, sizes up his next tow vehicle, a most necessary, and regular repeat purchase decision for this long ranging Tamworth club member who has just completed his latest Phillip Island Classic campaign....and so will a GMC now replace the silver Merc M wagon which replaced the white BMW X wagon which replaced the red Landcruiser?.....all within short living memory! Watch this space. Phil's best sprint time was 1.40.07.

TTT/SPRINTS/REGULARITY

at Morgan Park Raceway

19 February 2022

By John Carson



◀ Toni Carson, on left, and Gayle Morgan in the pit row garages with Steve Purdy, at rear, after his sprint outing in John Torr's daffodil yellow MG Midget. This ex-Roger Marshall/Jim Howard 2A car specialised in hill climbs but had not been run competitively since 2013. Steve, who had helped with much appreciated recent mechanical work was able to put in a best time of 1.34. 89.

➤ Late Sunday and the HRCC Merchandising Tent 'de-construction and packing away team' take a well-deserved breather from left: Mike and Marie Gehde, Grace Tupicoff, and her grandmother Monica Tupicoff, plus Vivian and Kevin Gray.



◀ Stephen Callaghan, the always ebullient and outgoing very 'regular' Group S competitor tries his gloved hand at Regularity turning in a speed range of 1.52 - 1.56 in his forever sweet, eminently reliable and well fettled ex-Barry Wise 1973 Alfa Romeo GTV 2000.



MORE TTT/ SPRINTS/ REGULARITY

at Morgan Park Raceway

by Graeme Wakefield



The weekend saw 105 entries over the 2 days, with 100 running on the TTT day and 76 for the sprints, so there was obviously a lot of people who decided to do the 2 days which was great to see.

TTT

The Saturday was made up of 12 new drivers who were trying for the first time and several new members, which was also great to see. The day went very smoothly apart from one unfortunate incident early and all members got the prescribed number of runs. It was obvious from the smiles that the long-term members and the newbies all had a fun day.

SPRINTS

The day saw 10 Groups with an average of 7 in each Group apart from the new Regularity Group which had 15. Regularity was a new category we thought we would try; the Group was very appreciative of this being offered as there is always the suggestion from our Regularity competitors that they would like more events during the year.

As a competitor that was really looking forward to getting back on the track it was great to finally get out and clear the "cobwebs", both in the driver and the car, but mainly in the driver.



Photo by Rob Turrisi



Photo by Rob Turrisi



Photo by Rob Turrisi

The results of the Sprints for the day are listed below and congratulations to all our winners.

I would like to shout out a special mention to Graham Hein, who was our Regularity winner and at the ripe young age of 80 does an amazing job of peddling the Group Nc Cortina around the track. Truly a great inspiration to our younger and older drivers of the club.

This is always a great intro into our Autumn meeting, which is only a couple of months away, so now you are all tested, we look forward to seeing you all in May.



Photo by Rob Turrisi

TTT/SPRINTS/REGULARITY RESULTS

Event	First Place	Second Place	Third Place
Group 1 Sprint	Chris Battista	Ian Kilpatrick tied Steve Purdy tied	Darryl Meehan
Group 2 Regularity	Graham Hein	Paul Ritchie	Flavio Paggiaro
Group 3 Sprint	Neville Anderson tied Robert Buckley tied	Matthew Devitt	Michael Meyer
Group 4 Sprint	Robert Foster	William Norton	Keith Carling
Group 5 Sprint	Cameron Hein	Greg Tupicoff	Peter Walsh
Group 6 Sprint	Graeme Wakefield	Mark Switzer	Grahame Wrobel
Group 7 Sprint	Aarron Hodges	Beau Hatton	Graeme Wilkinson
Group 8 Sprint	John Carson	Stan Adler	Gregory Horwill
Group 9 Sprint	Graham Bailey	Neil Cope	Timothy Loch
Group 10 Sprint	Daniel Clift	Wayne Clift	Michael Mitchell

Super Sprints & Regularity Certificates

The calculation of placing for the Super Sprints on 20 February were based on the placings (1st, 2nd or 3rd) for each run and number of cars in the group for each run. The sum of these from the first 3 runs of the Super Sprints determined the final placings for the certificates. Note that the final placings are not based on quickest lap time.

Regularity was based on points accumulation via our Regularity points score program, over the last 3 runs and the lowest number of points was 1st place.

A BIG CONGRATULATIONS to all place getters.

Any questions please contact John Tupicoff - 0408 197 344

HISTORIC MOTOR RACING



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GROUP LEADERS

Groups A & C (Heritage Touring Cars)	David Paterson	0423 392 824	david.paterson@apclogistics.com.au
Group F (Historic Formula Ford)	Geoff Karger	0417 636 106	gkarger@optusnet.com.au
Group V (Historic Formula Vee)	Alan Don	0401 952 448	spit5@hotmail.com
Groups J, K, & L (Historic Sports and Racing)	Craig Carlson	0418 191 648	craig@envirohealth.com.au
Group N (Historic Touring Cars)	Claude Ciccotelli	0415 136 098	clauddeciccotelli@gmail.com
Group S & T (Historic Production Sports Cars)	Peter Richards	0408 957 966	peter.richards@paccon.com.au
Groups M, O, Q, R (Historic Sports Cars)	Mike Gehde	0413 651 867	gehde@guardianinvestments.com.au
Groups M, O, P, Q, R (Historic Racing Cars)	Barry Wise	0415 318 913	barryjanwise@spin.net.au
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	Peter Herlihen	0414 474 408	

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Cars, Trailers and Parts For Sale



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

\$79,375. 00

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

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

Runs with its standard power steering. Bodywork is totally rust free. Factory AMX build #05705, plate located on dashboard. Chassis # A8M397X337862, Engine # GR4428, Queensland Concessional Road Registr# 68-AMX.

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

1974 ALFA ROMEO GTV 2000 - The Poor Man's Ferrari \$38,350.00

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member Paul Ross and has a known history. This Alfa GTV features the genuine and exceedingly rare 6x14 Cromodra wheels and runs a 4.5 rear diff ratio, this sought-after ratio being available on the US sold 105 Series Alfa Romeo GTV Spider. Recent work includes a fresh engine, plus gearbox and clutch replacement with new A050 Yokohama tyres having done only one event.

Southern tracks where the car has acquitted itself well include Winton, Baskerville, Phillip Island, Sandown, Wakefield Park, Mount Panorama (FoSC 2009, 2010 and the Group S Liqui Moly support race of 2018) plus Oran Park and SMSP at Eastern Creek. Lap times for all tracks are available on request.

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging. The car's existing colour is a Jaguar BRG but having been a race car for over a decade and a half and receiving an occasional minor 'love tap' it could do with a tidy up and refinish. Chassis # AR 2413687, Queensland Concessional Registration # S17118.

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



1970 TRIUMPH TR6 A Mechanically Standard Historic Noddy Car \$29,975.00

Engine overhaul performed In the late 1970s.

1990 engine was completely overhauled, again, and the underbody running gear brought back to spec. Additionally, the car was fitted with a Laycock de Normanville overdrive (as per factory) plus a genuine steel hardtop In 1999 the car was Motorsport Australia Historic log booked, Group S(b).

This Group S TR6 is a rare item having never had its mechanical or suspension specification altered from factory original (it still even runs lever arm rear shock absorbers!) with the only non-standard body work addition being a Motorsport Australia registered 'bolt-in' roll hoop by Norm Singleton.



Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford. Body # 50802CP, Engine # CP 51494HE, Compliance Plate CP 51527, Queensland Concessional Registration # PTQ-818. **Please contact John Carson on 0408 735 358.**

CLASSIFIEDS

Cars, Trailers and Parts For Sale

FOR SALE: 1968 Morris Mini Cooper S, Group U. Log Booked Historic Sports Sedan
History: Competition history from 1977, mainly raced Amaroo & Oran Parks
Restoration: Completed to 1983 spec for COD purposes. Livery: Rapid Transport
Mechanicals: 1380cc (new build by Ken Nelson) Russell Head, CAM. All the best components I could afford for reliability & performance.
Diff: MED LSD ratio 3.9:1
Gearbox: Straight cut Remote Shift
Paint: 2 pack fresh total respray (2020 – GC Restorations)
Wheels: Original set Mawer 13x8.5", 10x8", 13x8"
Custom made Mawer 13x9", 10x8"
Tyres: Hoosier Radial Slicks front and rear, 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.

PRICE: \$35,000.00

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FOR SALE: 1984 Tiga SC-84 Sports 2000



Keith Carling offers his front running Tiga SC-84 Sports 2000

The car is the ex-Ian Barbary car and has recently completely had a ground up restoration including new panels & fully painted. It is one of the competitive cars in the Group R Sports 2000 category.

The car comes with 12 wheels, near new wets, 30 + gear ratios, fiberglass body molds & numerous parts including suspension arms, spare brakes and a huge list of spares.

This car is the winner of the HRCC Champion in 2018

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VALE: BRIAN PETTIT

By Malcolm Spiden

His first motor race competition was at the 1961 Australian Touring Car Championship at Lowood. Four Sports Car races supported the feature race with a report of "Brian first time out in the Sprite staying close to F. Ausina in his MGA".

In the November 1961 issue of Racing Car News (vol 1, number 5, page 8) is the report for the 1961 Carnival of Flowers Road Racing Championship at the Middle Ridge circuit, Toowoomba. First race on the programme was a combined handicap for Sports, GT and Touring cars run over 5 laps of the 2.6 mile circuit and attracted a field of 24 competitors. By lap 3 Brian Pettit had taken the lead in his Austin Healey Sprite until Bill Gates (Triumph TR3A) overhauled him on the final lap. Unfortunately, Brian had a spin thus losing the second spot to Max Volkers (Holden) however he did finish third in the Sports and GT Division. Race 3 on the programme was a handicap for Sports Cars again over 5 laps resulting in a second place for Brian with Bill Gates winning.

Brian's Austin Healey Sprint Car No. 28 at Lowood

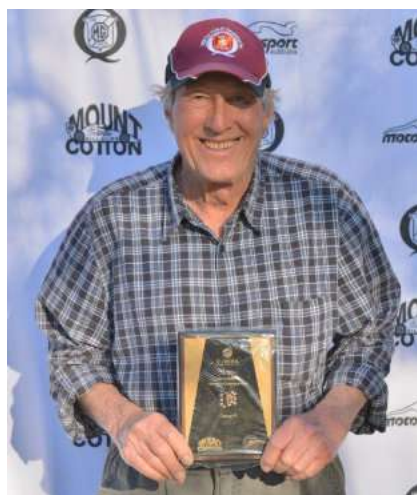


Brian had advised the Sprite had a well developed cylinder head on loan from Peter Uscinski which eventually Peter required the return of said cylinder head. As Brian did not wish to separate the cylinder head from the block the easiest way was to sell Peter the Sprite.

The Warwick Daily News of 25 February 2013 interviewed Brian during the Super Sprint series at Morgan Park. He was quoted as "seeing a few similarities between a lifetime of work as a ship's engineer to his motor car racing hobby". That weekend Brian was assisted by Geoff Cahill, a family friend and Brian's son David. Brian had spent 15 years at sea working in his trade as a marine engineer working on diesel engines. He gained more qualifications and accrued experience through his work hours before "coming onto land". On land with his qualifications his role was to "keep the vessel in class" that is to ensure the ship was seaworthy before the ship was able to leave dock.

Once retired what would he do with his time - his hobby, of course. Brian made up for lost time by being a regular competitor at hillclimbs, sprints, race meetings and GEAR days.

Regular competitor at Super sprints at Morgan Park, Carnell Raceway in Stanthorpe, Leyburn Historic Street Sprints with class wins in 2013, 2015 and 2017 as well as the Historic Racing Car Club Noosa hillclimb events. He competed in the Short Circuit Motorsport Association series in 2015 and 2016 at both Carnell Raceway and Morgan Park circuits. Brian was a regular attendee at the GEAR days at Queensland Raceway and Lakeside.



We also saw him at several State Championship Race meetings at Morgan Park Race including the November 2017 and the QRDA State Championship in August 2020.

His passion was to bring the best performance out of the cars in which he competed, especially his Westfield Clubman. Brian would search for that little extra from both engine and chassis to improve his performance and times.

He will be missed by all who knew him especially by his fellow Clubman drivers. With his friendly nature it was always a pleasure to meet and talk with Brian.

Brian is survived by his wife Anneli, sons David, Jim, John and seven grandchildren and we extend our condolences to his family.

CONTACT US

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Club Merchandise	Vacant		

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Alternatively, post articles to The Editor - Historic Torque, PO Box 353, Red Hill Qld 4059. Please include a self address envelope for the return of your precious photos.

Deadline - 12 day of each month