



# HISTORIC TORQUE

The Official Journal of the Historic Racing Car Club (Queensland) Inc.

June 2020

## HISTORIC QUEENSLAND | 2020

RACE MEETING

➤ 2<sup>nd</sup> to 4<sup>th</sup> October ◀

Morgan Park Raceway, Warwick



Image by Ian Welsh

### FULL RACE PROGRAMME

Open to all  
5th Category Cars

- Formula Racing Cars
- Sports Racing Cars
- Production Sports
- Regularity Trials
- Sports Sedans
- Touring Cars



## Contributions for upcoming issues of HISTORIC TORQUE are welcomed.

Please email MS Word & digital photo contributions to [torque@hrcc.org.au](mailto:torque@hrcc.org.au)  
Alternatively, post articles to The Editor - Historic Torque, POBox 353, Red Hill Qld. 4059

**Deadline - Last day of the month.**

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Call for all general enquiries. You may be redirected to the appropriate club officer.



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Your email will be responded to by the appropriate club officer.



**Mail Correspondence**

**PO Box 353,  
Red Hill,  
Queensland. 4059**

### HRCC welcomes these new members Members



Richard Hoffman

EH Holden

### Membership

Full, Senior, Social, Honorary, Life 380  
Associates 100

**HRCC Total Membership 480**

(As at 6/6/2020)





## Editorial

With lots to report recently, I had to sit on the final part of John Carson's story of his Western Australian adventures of taking in historic related events. So finally, it has made it to print in this edition of Historic Torque. Thank you to John for taking the time to entertain us. Thanks also go to Mark Stockwell for this month's story on the history behind his Cooper S Sports Sedan. Mark ran the car in last years Group U Supersprint events and at this years TTT but since, he has undertaken a complete rebuild. Looking forward to seeing the resto and in action at Historic Queensland in October.

It will be interesting to observe the return to racing over the next few months. Each state and territory has their own version of what will be permitted regarding health requirements for sport and public gatherings. One thing for sure is that the "New Normal" will be around for quite a while.

Stay safe and healthy **Ian Welsh**

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## HISTORIC QUEENSLAND | 2020

After considering many options to enable the annual Historic Queensland race meeting to proceed, it was decided to postpone the event until October. The viability of Historic Queensland is heavily dependant on interstate competitors and uncertainty regarding Covid-19 restrictions, particularly the closed Queensland borders, made planning for a July

meeting difficult. After negotiating with Morgan Park Raceway management, HRCC secured a later meeting date of 2<sup>nd</sup> to 4<sup>th</sup> October. HRCC is hopeful that the extra time will see restrictions eased such that a full race program will attract racers from all over the country. The meeting will operate while adhering to all the Covid-19 health and safety requirements that will be required at that time.

Keep your eye on the HRCC website and Facebook pages for further information and

## NOTICE TO COMPETITORS - Noosa Hillclimb

### 2019 SUMMER NOOSA HILLCLIMB ENTRY FEE REFUNDS

Please be advised that the Secretary of the Event's role does not include financial matters and is not responsible for the delay in entry fee refunds. As you are aware the 2019 Summer Noosa Hillclimb was cancelled by the authorities due to a bush fire threat. As a result, competitors were offered refunds, many competitors generously donated their entry fee back to the event to help cover monies already spent setting up the event. Unfortunately, those donations were not enough to cover the financial impact to the event caused by the cancellation.

The 2019 Summer Noosa Hillclimb, as per previous years, was a joint venture between the Historic Racing Car Club of Queensland (HRCCQ) and the Noosa Beach Classic Car Club (NBCCC). The joint venture bank account used for the event has no remaining funds in the account due to the cancellation. The HRCCQ advised the NBCCC that a contribution from both clubs would be required to finalised any outstanding accounts or refunds. The HRCCQ are currently awaiting a response from the NBCCC on the matter. The HRCCQ remains ready to deposit its share of funds into the joint venture account to rectify the delay in refunds.

**The NBCCC have elected to run future Noosa Hillclimb events in association with another Sunshine Coast car club where the event will be run under another permitting organisation. The HRCCQ, and our officials, will no longer be involved with the joint venture at Noosa. We wish the NBCCC and competitors well with their future Noosa events.**

*Alan Steel : HRCCQ President*

## Vale: Tom Kuzman

With sadness we report that Tom Kuzman passed away on 30<sup>th</sup> May. HRCC sends condolences to Tom's family and friends.

Tom had been a past president of HRCC with a keen interest in motorsport which in later years he shared with his son in a Mini Cooper S. In fact, he participated in many other physical sports in his life. A career in the mining industry took him to WA where he was involved with establishing the Collie race circuit.

**RIP Tom**





## Freemantle to Wanneroo

The Collie Motorplex Coal Fields 500 (17/18/19 October 2019) had been a brilliant 'grass-roots' historic meet which included touring and sports cars plus various open wheeler groups including karts. The next morning our late entry 'surprise' event, was to be the TSOA National Rally Sprints at Busselton. The setting was suburban Barnard Park beside the Indian Ocean. The sprint track was 'L' shaped, set up under towering Norfolk Pines and running in and out of beach side car parks. Big moulded orange plastic water barriers were located to create hair-pin turns but the course also offered enough tarmac strait, for the TR6, to momentarily extend third gear.

To be expected there were some outrageously nice Triumphs on the start line. This red TR6 driven by Perth's Andy Thomas, apparently a true Triumph tragic, certainly looked the biz with bumpers removed and Minilite style alloys. Geoff Byrne of



NSW, towed across his concourse entry Signal Red TR6. Sadly for Geoff, it was a long way to haul his pristine show car only to be pipped, by a couple of seconds, against my totally standard spec, Old English White TR6.

Back in old Fremantle I was very much taken by the well preserved 19th century architecture but saddened to see quite a few shops for lease. Apparently, the effect of the 'mining industry bust' of some years ago was still playing out. In between events I had the TR6 safety checked and glad I did. There was a list of 'must-dos' including a seized lever arm shock absorber and a cracked rear trailing arm outer bracket which had only a few more millimetres

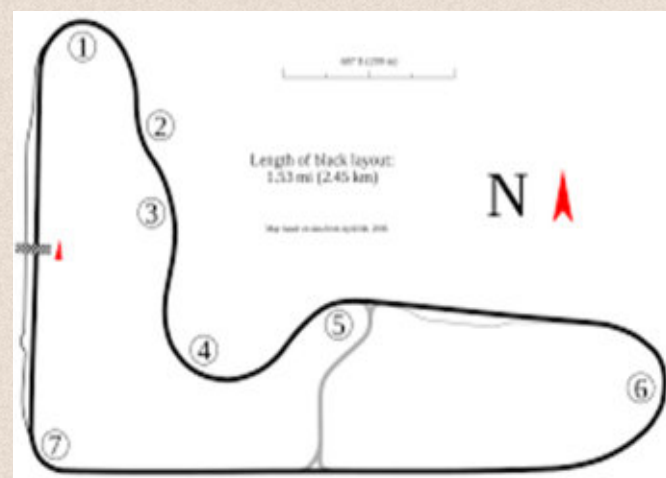
of metal. If it failed, my driver's side rear suspension and wheel would have been torn adrift. While this was being fixed, we filled in a few days taking in drive-by sights such as the lovely old 'new' homes in Cottesloe including war-time PM John Curtin's home. We walked King's Park overlooking the CBD and The Swan River.

Next day, we picked up the TR6 and headed north to Wanneroo. Staying in a suburban residential half-house, it was within walking distance of the surf but also only 10 minutes from Barbagallo Raceway.

So, on the Friday we attended Barbagallo Raceway for Private Practice, this being gratis to interstateers. The facilities are substantial and on parking-up beside the Group Sc Corvette of Thierry Michot I already had a premonition I would be, very much, 'Tail-end Charlie' in this company.



However once out on the circuit I found it a lot easier to learn this track than Collie. Indeed, Barbagallo is equally safe and benefits from far more interesting changes in elevation.

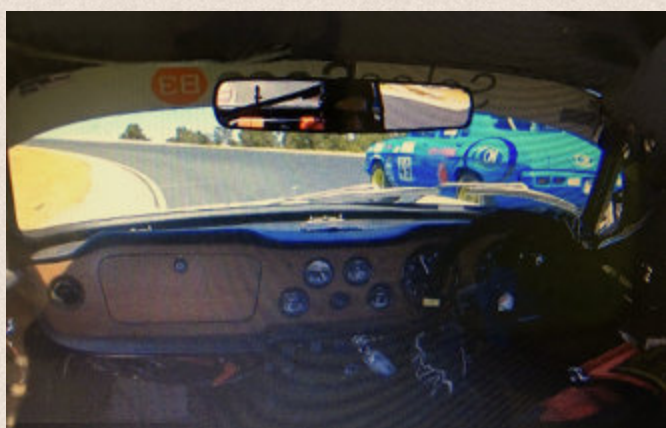


On Saturday morning I qualified at 1.23.31sec whilst best lap (BL) set was by John Bondi in an HQ Monaro 2 Door 350 at 1.06.60. Grant Johnson (LJ Torana XU-1) qualified second with a BL of 1:06.86. Third was



Glenn Badger (XW Falcon GT) with a BL of 1.07.27. In the first race Johnson reversed that order, winning with a BL of 1.06.54 with Bondi second recording a BL of 1.06.83, such was the competitive driving between these two. During racing others would keep these front runners honest including Brian Bondi, also in an HQ GTS 350 with an event best time (BT) of 1.06.83, Greg Freeman in a black Camaro with a BT of 1.06.30, Simon Northey in his French Blue Mustang posting a BT of 1.08.56 and Don Behets pushing one of two Ford Galaxies entered, to a BT of 1.08.95.

Meanwhile, in the TR6 (BT 1.21.51) usually at the back of the field, the only part of the track that almost bit me was at the top of the hill. Refer circuit diagram and see in-car pic with an HQ beside the



Triumph during Friday Practice. Pushing uphill, after this Turn 4, the tricky part is cresting the hill at Turn 5. Going wide of the apex invites a personal Armageddon. Once past this fast but treacherous 'dink right' there is a spectacular run down to an eastern bowl, Kolb Corner, with its double apex sweeper.... indeed, shades of The Karussel at Lakeside. On the run down to Kolb one is tempted to



look far ahead, into the distance, with the expectation of seeing Kalgoorlie. The pic below left, taken by commentator Vaughn Brewer during this event from the basket above the elevated boom of a cherry picker, illustrates the vista but significantly down plays the sensation of the downhill change in elevation.

Indeed, this panoramic view eastwards to the Perth Hills was a 'high- point' for this Barbagallo new-chum. Strangely, it felt even more exhilarating than the view of Bathurst on Conrod Strait before the hump and on an equal par with the dramatically up-lifting view overlooking Bass Strait after Turn 2 at Phillip Island. Alas, the steep run down to Kolb is a lot shorter than Conrod and invariably included the moment when the likes of a Falcon GT driven by the equally towering Glenn Badger would fill my hearing and mirrors with its Vermillion Fire presence. Then my lolly-gagging tourist eyes would be rapidly re-directed to the track proper.



Racing in the HTC Grid was totally entertaining and everyone, mostly, behaved themselves. The only unfortunate incident resulted in Race 3, from a tight moment between Chris Chang's 105 Series Alfa GTV 2000 and Gary Crosswell's Chev Bel Air when Ken Waller in his Volvo arrived at Turn 7 with nowhere to go and the pic below tells the story.



For this event, the 50th Anniversary of Barbagallo, there was considerable effort given to highlighting the achievements of the late Trevor Roy Young, a



Perth local and founder of the world famous Biante range of classic touring car models. Trevor, a great HTC supporter, was the instigator in WA of Reverse Grids. Accordingly, Sunday's last event on the HTC program was the Trevor Roy Young Memorial Reverse Order Grid over 10 laps and based on qualifying times.

I liked this handicap style of race as for once in a weekend I could actually get out close to the lead and chase the dream of being a podium chance...i.e. before the heavy hitters come a look'in for the little white TR6. You see, I'm was soon being chased down by Mini Coopers and Lotus Cortinas, a BMW 2002 and Datsun 1600. Next there are thunderous V8 hordes arriving including the Corvette, a Galaxie, Monaro, Mustang, Falcon and that 4 Door Chev Belair of Gary Crosswell....shades of an early Norm Beechey. Of course, the XU-I and his followers lap me easily. Randle Beavis in his Mk.1 Lotus Cortina won the Trevor Young Memorial Race.



The weekend also commemorated 50 years of Mini and there were some great tussles between my TR6 and some 'new to the scene' smartly turned out Mini Cooper S entries driven by Kevin Donovan and seen here with the ol' geezer, the very competitive Steven Wellstead.

Yes, Barbagallo is a medium to reasonably fast circuit and, in my opinion, nowhere as technical or demanding as the Long Track at Collie Motorplex. I

found it easier to learn which probably explains the minimal disparity between my Qualifying Time and Best Time, set in the 10-lap handicap event where I also had a goodly amount of clean air. Moreover, the field had been thinned out with little over half the Qualifying Grid able to start in this, Sunday's last race, largely due to mechanical attrition.

Commendably Vaughn Brewer, the hard-working commentator, spruiked all weekend on the PA including from a cherry picker so high above the track that he and Maxi Pickers, his female aerial basket operator, were able to see past Rottnest Island. Vaughn also did a great job on track walks interviewing drivers when the various grids were parked on the Main Strait for the public to inspect. See pic below of Vaughn with Thierry Michot and yes it was hot and yes the yellow protuberance from Thierry's 'Rolling Thunder' Corvette is a portable fan.



Sadly, Vaughn's mentor and fellow commentator Rob Janney was very unwell at the time but thankfully able to attend this 50th Anniversary Barbagallo event on the Sunday. Rob had been a WASCC stalwart, multiple office holder and was much loved. This You Tube link [https://www.youtube.com/watch?v=36Z9Oc\\_Gz40](https://www.youtube.com/watch?v=36Z9Oc_Gz40) includes his good works and track drive that afternoon. Look out for Ken Waller's Volvo on the back of a truck from just after the 1-minute mark. The clip continues with a celebration with friends and family and even a stint on the PA. The vision also gives an insight into the fabulous Barbagallo infrastructure and community spirit of WA racers with their 'Thank You Rob' track tribute. Sadly, Rob Janney passed-on only weeks later.

As at Collie, the W.A. Historic Touring Car Club guys and gals were very welcoming and have a very tribal approach to their racing. Significantly, they have their own hospitality room in McCracken House overlooking the entry to the Main Strait. At the end of racing this was the venue for drinks and a fine presentation, by HTC Chairman Dean Whisson, to trophy winners including a special gift bag to the writer. This included the group's latest full colour, glossy Year Book. The 76-



page high quality compendium is very much a 'Band of Brothers' story covering all drivers and races for the preceding year including their spectacular Barbagallo Night Masters 'under lights' rounds.

In response I speculated that more East Coast historic racers would also get a buzz from combining events. Additionally, whilst quite a few WA guys visit Mallala and Phillip Island, I ventured the thought if

eastern promoters could link events within a doable schedule then NSW and QLD tracks further up the East Coast could be eye openers for my WA friends. i.e. two or three sequential, close running events would make for a most worthwhile racing and/or family holiday jaunt.

After Barbagallo we needed to get the TR6 to the car carriers premises for its return to Brisbane. This was meant to be a leisurely drive down the coast. It proved to be a more stressful trip than we anticipated due to roadworks. The reliance on GPS when in foreign roads is a problem when roadworks result in deviations from previous roads. After nearly running out of fuel we arrived at the car carrier, dropped the TR6 off and then on to our hotel which overlooks the upper reach of The Swan River. It was our last night in Perth. In the morning we flew back to Brisbane, picked up the ute at Long Term Parking and were home in time for the evening TV News ....and best of all, still married! "How good is that!"

Jac



## My Phillip Island Classic 2020

by Denis Cotton

**HRCC member, Denis Cotton sent this in to share his first Phillip Island Classic experience**

Just a very late note to advise you that I also travelled to Philip Island in March and competed in Regularity 1 in my Porsche 914.

The Porsche 914 was the feature marque this year to coincide with world wide events acknowledging 50 years since the first cars rolled off the assembly lines in Germany.

There were 2 cars from Qld which attended, my own and a LH drive car owned by Geoff Broad which featured in the display and on track drive on Sunday morning. A total of 6 cars attended the display and drive events.

It was the first time for me at Philip Island and the car performed without drama and I managed to place 5<sup>th</sup> in the last event on Sunday with a loss of 14 points.

I also got to meet a former owner of the car being Stewart Webster whom imported the car from California in 1992 after driving around the USA for a while. Stewart was competing in a yellow outlaw 356 in the same event.



Image supplied by Denis Cotton



Image by Michael King



Image by Jim Jones



# Tell us about your race car.

**Event race secretary, Mark Stockwell shares information about his race car and it's current rebuild.**

## Grp U Story - 1968 Mini Cooper S Sports Sedan No83



The car started life as a 1968 Cooper S and was built into a race car by Paul Lockwood (NSW) in 1977. At that time the car was log booked as a Category 2 B Closed sports, which later became Sports Sedans. It had an incident in its first meeting which saw it roll over gently but meant it took till late 1978 to get back to track ready and testing. The first time it saw competitive action again was in 1979 and ran regularly in the East Coast Super Mini Challenge, one of the longest running motorsport series and still running today. The car generally finished just outside the top 5 but occasionally managed top 5. It also ran as a part of the Wunderlich Sports Sedans Series through the early 1980's, mainly at both Amaroo and Oran Parks.



The car was eventually sold to Stephen & John Hoade, where they did a complete back to metal restoration and started running the car in the hill climbs in the Grafton area. In 2002 Stephen won his class Australian Hill Climb Championship in the car with a class track record that still stands. Since posting photos of the car on Facebook its amazing how many people have commented on the fact they followed it's, and Steve's, progress through those years.



The motor is MK1 Cooper S drilled from 1275cc to 1380cc. It runs a Graham Russell small port head and cam. The bottom end is still Cooper S but with MED steel main caps and A+ crank. The box is Cooper S with straight cut gears and the diff is a MED clutch style LSD with 3.9 gearing. Front rims are 13x10" with 9" Hoosier slicks, the rear is 10x8.5" also with Hoosiers. The brakes are from a ZB Fairlane so the car has plenty of stop! The overall weight is approx 600kg.

It's now being restored back to the livery it ran in 1983 where the car was most competitive. I've been getting a great help from both Aarron Hodges (SCS Motorsport) and Geoff Luck (GC Restorations). When the car is back to a rolling body, it will go to Ken Nelson's (Mini Automotive) to have the heart reinstalled and get her ready for the track. Once complete, we will be getting an historic Group U logbook, only available to cars that ran in competition to December 1985. The intention is to start running in the East Coast Super Mini Challenge again and as a part of the John McCormack Trophy for Historic Sports Sedans.



Image by Ian Welsh - 2020 Supersprint



Image by Ian Welsh - 2020 TTT





### This meeting was conducted via online video conference

- ▶ **Membership** - One new member in May. Renewal of membership continues to roll through bring the total financial members up to 480.
- ▶ **Treasurer** - Income/expenses report for May tabled. All within expectations. Track licence fee for Autumn Historic Warwick has been refunded. Thoughts now turning to budget for October race meeting.
- ▶ **Noosa Hillclimb** - Statement regarding refunds for 2019 summer hillclimb and the ending of the NBCCC joint venture to be issued on Facebook, newsletter and website.
- ▶ **Historic Commission & Motorsport Australia State Council** - Nothing to report from May
- ▶ **Group Leaders** - Discussion with group leaders has taken place for additional classes.
- ▶ **Events** - Historic Queensland has been rescheduled for October 2<sup>nd</sup> to 4<sup>th</sup>. Difficult to predict what Covid restrictions will be in place at that time. If social distancing is maintained then there may be a shortage of carports. Group C/A has committed to run at this event. Noosa hillclimbs will no longer be a joint venture with NBCCC
- ▶ **HRCC Clubroom/Facility** - Research into industrial unit suitability has shown car parking restrictions make such a purchase unsuitable. Alternate properties to be sought.
- ▶ **Competition/Regulation changes** - Nothing reported
- ▶ **HRCC 2020 Objectives** - Committee continues to work on objective priorities. Management code of conduct the first to be completed.
- ▶ **Electronic Equipment Policy** - has been accepted and approved by the committee
- ▶ **Motorsport Australia Event Entry** - Problems with new MA MEE online system - no events so system not recently tested.
- ▶ **Social Nights** - arrange when restrictions allow for arrangements to be made. Carina Leagues club doing renovations so alternative venue may need to be arranged.
- ▶ **Australian Historic Touring Car Association** - HRCC is now affiliated.
- ▶ **Groups J,K,L,M,V** - Concern with low entry numbers, discussion with group leader took place. Potentially the group may be included in a super sprint type of event on the race programme. Discussion continuing.
- ▶ **Club Patron** - Discussion of who and what level of involvement would be expected. Role to be documented.
- ▶ **Committee Meeting minutes are available for members to view on request. Please contact the club secretary.**

## 2020 Queensland Hillclimb Championships HRCC Members Invited

**14th to 16th August  
Mt Cotton**

HRCC competitive members are encouraged to look at taking part in the 2020 Queensland Hillclimb Championships which will be held at the Mt Cotton Hillclimb track in Brisbane.

Promoted by the MG Car Club of Queensland, it will start on the Brisbane public holiday of Friday 14<sup>th</sup> August. It is hoped that Covid-19 restrictions will be relaxed by that date which will allow public gatherings of sufficient people to allow the event to proceed.

Keep checking the MG Car Club Website for when competitor entry is opened. Entry will be via the Motorsport Australia MEE system.

Website: <https://www.mgccq.org.au/>





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colours to choose from.**



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|                     |          |
|---------------------|----------|
| HRCC Stickers       | From \$1 |
| Club Cloth Patch    | \$5      |
| Thermal Coffee Mugs | \$9      |
| Bucket Hats         | \$20     |
| Caps                | \$20     |
| Tee Shirts          | \$20     |
| Polo Shirts         | \$30     |
| Umbrella            | \$35     |
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**Check out the HRCC website for more cars and parts for sale**

**[www.hrcc.org.au/classifieds.htm](http://www.hrcc.org.au/classifieds.htm)**



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**Au \$29,800 ONO**

**Contact Rob Buckley on 0418782075**



**1963 Ford CONSUL DELUXE GT CORTINA Group Nb**

*This is the first time this car has been offered for sale, was raced at Sprints and Hill Climbs from 1980 and Logged Booked in 1985. It is one of a few Appendix J cars left in Queensland. This car is ready to race with current Targeted Scrutineering and comes with 40 Years of spare parts including the original chrome strips, will not separate.*

**Price \$30,000.**

**Contact Peter Gilbert on 0408 742 737**



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- Service & repairs of Hewland Transmissions

Call Michael on **0412 480744**  
(Day and Evening)





## 2020 Historic Motorsport Event Calendar

| Date           | HRCC Events         | Other Qld Events                  | Interstate Events     | Venue                  |
|----------------|---------------------|-----------------------------------|-----------------------|------------------------|
| Aug 28 -30     |                     | Motorsport Aust State Champ. Rd 3 |                       | Morgan Park Raceway    |
| Aug 29 - 30    |                     |                                   | HSRCA Spring Festival | Wakefield Park         |
| Sept 5 - 6     |                     |                                   | Sydney Masterblast    | Sydney Motorsport Park |
| Oct 2 - 4      | Historic Queensland |                                   |                       | Morgan Park Raceway    |
| Oct 31 - Nov 1 |                     | Ipswich Classic                   |                       | Queensland Raceway     |
| Nov 6 - 8      |                     |                                   | VHRR Historic Sandown | Sandown Raceway        |
| Nov 28 -29     |                     |                                   | HSRCA Summer Festival | Sydney Motorsport Park |
| Nov 20 - 22    |                     | Motorsport Aust State Champ. Rd 4 |                       | Morgan Park Raceway    |

## HRCC 2020 Social Nights

Social nights are a good occasion to catch up with fellow HRCC members, friends and guests.

Held at Carina Leagues Club in Carina, Brisbane. A great venue with plenty of parking and a good bistro where you can enjoy a nice meal prior to the meeting which commences at 7.30pm.

Guest speakers provide interesting talks to entertain and inform you.

Come and have a chat about all things historic racing with like minded people.



**Carina Leagues Club**  
1390 Creek Road, Carina

**TBA**

**TBA**

**23<sup>rd</sup> November (AGM)**

## Jaguar D Type cutaway

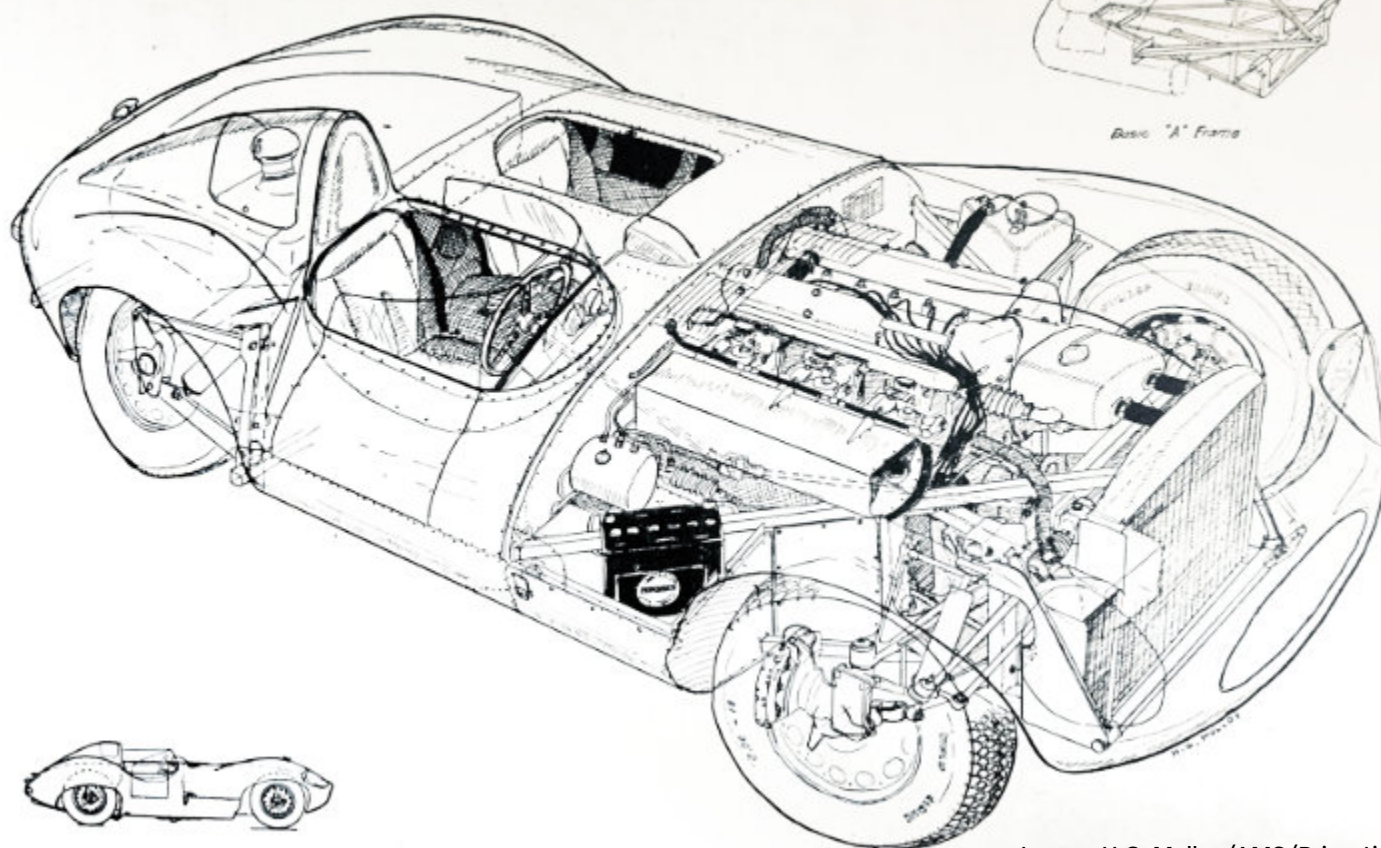


Image: H.C. Malloy/AMS/Primotipo