

# HISTORIC TORQUE

OCTOBER 2022



*Photo by Rob Turissi*

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:473

New members:

Total membership as at 12/09/2022: 473

## IN THIS ISSUE



Group N Engine Sealers, Page 4



TTT Day Flyer, Page 5



Group N Bullsheets, Pages 6-7



Members Insights by Duncan Miller, Page 8



Invitation Christmas Party & Awards Presentation, Page 9



Rd 3 QHTCA Qld Cup at Lakeside, Pages 10-12



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# From the Presidents Desk



Hi All,

Thanks for joining us again.

With the end of year fast approaching, we only have one more event before our bearded friend comes and visits us.

The HRCC annual Christmas, trophy and 30<sup>th</sup> Anniversary Luncheon is on at the historic Cloudland in the Valley. There is plenty of room so please come and join in the festivities.

We are lucky enough to have a lot of the past presidents, Kevin Bartlett and Andrew Fraser from Motorsport Australia joining us so don't miss the opportunity to catch up with past friends and members.

We had our social night at the Vintage and Veteran Car Club on 26 September and what a reception. I personally would like to thank all our members who attended and for all the kind comments we received after the event.

There was approximately 50 people in attendance, which obviously vindicates

our decision to have these social evenings again, so we will put them in the calendar for 2023.

As I mentioned in last month's newsletter the AGM will be held on 28 November so make sure you put this in your calendar. Come and welcome in the new committee or even be part of it.

Nominations are in and at this stage we have a full committee for 2023 if all get voted in.

I have enjoyed the year very much as President and although I haven't achieved as much as I would like I believe it has been a reasonably successful year and are looking forward to 2023.

The dates of our events for 2023 were announced on 26 September, details of which are below.

I'll sign off for another month and look forward to seeing you all on 13 November make sure you don't miss out on the 30<sup>th</sup> Anniversary lunch, it is going to be a great day.

Graeme Wakefield  
President HRCCQ

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# GROUP N ENGINE SEALERS

If you need your engine sealed, there are now four people that are available. Lester Baguley has retired due to ill health, so Peter Wynn has volunteered to help.

Listed below are the members who are available to check your motor.

<b>Bruce Richards</b>	<b>Gympie</b>	<b>brucerichards911@gmail.com</b>	<b>0419 67 5020</b>
<b>Norm Singleton</b>	<b>Brisbane</b>	<b>nandksingleton@gmail.com</b>	<b>0401 313 029</b>
<b>Peter Wynn</b>	<b>Sunshine Coast</b>	<b>peter.wynn7279@gmail.com</b>	<b>0400 088 931</b>
<b>Peter Herlihen</b>		<b>pjh_am@bigpond.com</b>	

You can either call or send them an email.

The committee and members would like to take this opportunity to thank Lester Baguley for assisting the club over the past few years in this position and hope he has a speedy recovery.

Garry Saunderson  
0419 776685

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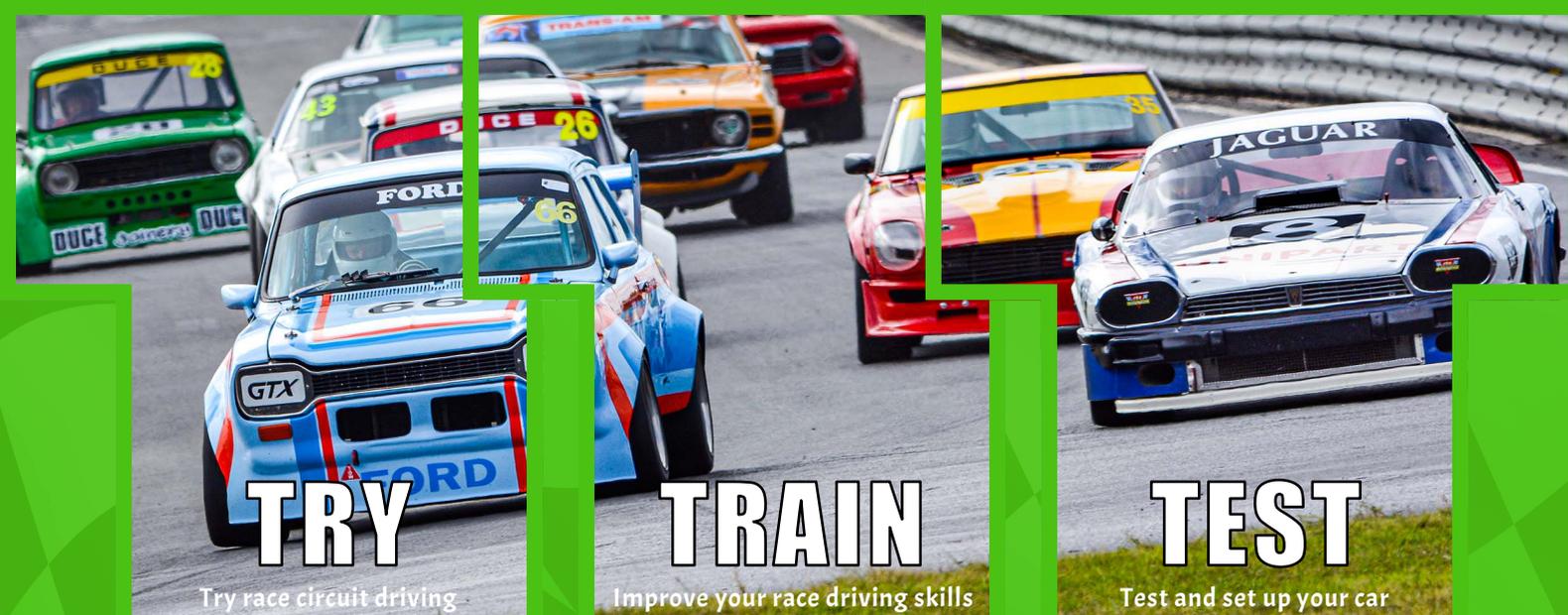
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# 18-19 FEBRUARY 2023

## TTT DAY & SUPER SPRINTS

at Morgan Park Raceway

### ENTRY OPENING SOON

- Open to all 5<sup>th</sup> Category historic race group cars, plus invited and modern cars
- Entry invited from HRCC Members, Friends and other car club members

These events are promoted by Historic Racing Car Club (Qld) Inc.

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

[info@hrcc.org.au](mailto:info@hrcc.org.au)



Club Patron  
Kevin Bartlett



SHARE THE PASSION



# GROUP N BULLSHEET

by Rob Switzer

Well, here we are at Morgan Park, Qld's premier racetrack. I know Lakeside is full on for excitement and never gives a moments rest, but it really is a bit short. Morgan Parks longer lap will allow you to show your true talents as a driver extraordinaire.

Here how it goes.

Firstly, there's a shocking noise coming from the PA system ----- is somebody strangling a cat? No wait, it's just the call for Group N cars to the marshalling area.

The calm, well prepared driver (myself) will have already sized up the day. Summer, cloudless, about 42degrees in the Esky. I have donned a thick driving suit, nomex socks, boots, balaclava and a heavy, airless helmet that has been sitting on top of the car in blazing sunshine for about an hour. This is not the same as putting your head in a microwave, but close.

Ripping the harness up tight to prevent any air circulating, I have a last minute thought ---- don't want to get a chill, why not put some gloves on as well. Can't be too careful.

Of course, the serious racer's preparations start well before getting to the track. Some devote many hours to exercise, jogging or cycling, pushups and mystery gym stuff. Personally, movement of finger or thumb on the TV remote is quite sufficient. Also, diet is most important. Here I find a strictly kept program of Tim Tams washed down with Fourex does the trick.

Onwards to the marshalling area, ploughing through the pit pests and hangers on, don't they know they are holding up real talent here?

Finally, 4 or 5,000 revs bellowing out the pipes clears the way and I arrive in the marshalling area. Hope I'm not too late. Once moving into my correct position, the ever efficient officials will give us the 1 minute start up and usher us quickly and smartly onto the track. I WISH!

Instead, we sit there sweating away interminably with thoughts of last minute car problems, that

temp gauge looks a bit hot and we've not even started yet, was my underwear always this uncomfortable and so on.

Officials wander about giving reasons for the delay " We have to tow a broken down car and we've forgotten how to do it " or " there could be a wallaby on the track, Bob thinks he might have seen one about 6am but he might not have " etc,etc. Every now and again someone starts an engine. It can't be to warm it up, just to find out if it WILL start when the time comes, if ever.

At last, the moment of release, down the pit road we go. I spy a couple of officials lurking about here, so they are given an extra rev in passing. The white hot exhaust blasting round their ankles puts them in their place and shows I mean business. If they turn and run at my approach, then that is already a victory regardless of race results.

## HOW EASY IS THIS!

OK, it's one of those wimpy rolling starts dreamed up by Health & Safety, so all cruise round in formation. The guy beside me seems to be edging forward. Is he trying to gain a couple of metres, the dammed cheat. Now he's hanging back a bit, hoping to accelerate earlier and get a run on me at the start line, the dishonest tosser. Either way he's not to be trusted.

Well, finally, we reach the start line, the noise is deafening, all is chaos. Smoke and fumes fill the air, with the stench of hot oil, melting rubber, burning brake pads and tortured clutch.

This is what all the expense, untold hours of labour, motel bills, tow car and trailer maintenance, negotiations with wife and bank manager etc etc is all for.

This moment.

If you are a real racer, you wouldn't be anywhere else.

Rob Switzer



"Here is a shot of Group N marshalling. It's hot. No movement. Hot. Calm, but hot. No activity. Did I say hot, and nothing happening. Hot, but at a standstill. Like the sweat box in a middle eastern prison, only hotter. At least there they are only wearing an old torn singlet, talk about lucky".

## MICHAEL MEYER MOTORSPORT DEVELOPMENTS

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# MEMBERS INSIGHTS

## Duncan Miller



### Q. What is your most memorable race?

This would have to be a Group N race at Morgan Park a few years ago. Eventually the race was red flagged because it was so wet, but before the flag, cars were spinning out of control & crashing into each other all around the track. The only way I could see ahead through the carnage, was thanks to a fellow competitor, Steve Jeffs, who, knowing I was following him, raised his arm in a red suit out of his driver's window so I could see where to go. There were wrecks everywhere and only half the field finished undamaged.

### Q. What was the first event you competed in?

After a long 5 years of building my race car I competed in a Regularity event in the Winter Historics at Morgan Park, Warwick in 2009.

### Q. What was the first car you ever owned?

That was a Holden FJ of course. I was aged 17 and went to Sydney to pick it up and drove it back home to Kingscliff. I have always owned an FJ.

### Q. What other sports do you like or are involved in?

I snow skied for many years when I lived in Austria but those days are over and I now enjoy sailing my little Sabot class sailing boat in the Tweed River and I have recently started playing Croquet.

### Q. How would your fellow club members describe you?

Odd!

### Q. Who is your favourite motorsport hero?

I have always admired Jim Clark, a Formula 1 driver from Scotland in the early '60s. Even at a young age I followed the Formula 1 racing and Jim Clark was an iconic driver. He was killed at the young age of 32 whilst racing at Hockenheim. During later years I was lucky to be able to visit famous F1 tracks like Silverstone, Monaco, Le Mans, Brans Hatch, Monza, Zolder, Zandvoort and Spa.

### Q. What is the best part about competing?

I get most enjoyment from trying and testing things I have put together in my car and seeing everything work well. Oh, and the camaraderie with the other drivers.

### Q. What age were you when you first started in motorsport?

In 1966 at age 19 I used to go to the old Surfers Paradise track with a borrowed helmet, sign a Disclaimer in case I killed myself and pay a couple of dollars to race around the track. I didn't start to race with my FJ Holden until much later at the age of 62 but it's always been in my blood.

### Q. What is your favourite track to compete?

Lakeside I think. It holds so many memories of when I started attending meetings there as a spectator from 1964.

### Q. What is the best thing you have ever done?

Stayed single for 50 years until I re-met Nelson!

### Q. Who is the most interesting person you have ever met?

This is a hard question because there have been many. However, due to the Festival of Speed on Tweed I had the opportunity to meet many famous and interesting people and top of the list would have to have been Tony & Diana Gaze, Harry Firth as well as Sir Jack Brabham and Ron Tauranac. I also became good friends with John Cummins who had attended and commentated at more race meetings than I have had hot breakfasts.

# INVITATION

## CHRISTMAS PARTY LUNCHEON & ANNUAL AWARDS PRESENTATION

CELEBRATING  
**30**  
YEARS OF HRCC

SUNDAY 13 NOVEMBER 2022  
*arrive 11am for 12 o'clock start*

CLOUDLAND  
*641 Ann St, Fortitude Valley*

RSVP: 30 September 2022

BOOKING ESSENTIAL



Come along and take part in celebrating the achievements of the HRCC 2022 club champions

**Two course dinner** to be served  
Please advise of any special dietary requirements when booking

**Complimentary beer, wine & soft drinks** until the bar limit is reached, after which a cash bar will be available

**Lucky Door Prizes** to be won

For more information contact Jim Goulden  
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**COST:** \$50 per person

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# RD 3 QHTCA QLD CUP AT LAKESIDE PARK 24-25 SEPTEMBER 2022

by Garry Sanderson



There was plenty of action on the weekend at Lakeside. We received 19 entries with 17 turning up for qualifying. I only attended on the Saturday as I had visitors on Sunday. Still got plenty of pictures.

The committee and members of the club would like to welcome two new members. Max and Heather Hodgson from Coffs Harbour driving the ex Trevor Norris Blue EH Holden.

Will and Allison Colton from Sydney driving an ex Bob Stewart Mk1 Cortina with a Lotus motor fitted. Both cars were well presented and a credit to the new owners.

Advising all members that the yellow Ford Anglia did not conform to the Group N rules and raced with our group as an Invited car and he will receive no points for the weekend.

Thanks must go to our new DSO Leigh for taking on the job. He issued three kerb hopping and three blocking warnings over the weekend. No names mentioned as those who received the warnings will know.

Dave Waddington (Mk1 GT Cortina) did not race on Saturday however, he turned up Sunday and had to start from the rear of the field. He hit the wall coming down the hill into Hungry Corner trying to avoid hitting another car that had done a





360 in the middle of the track. He was on the first lap of the first race of the day.

We had another member in a XU1 that also hit the wall in the last race. Both drivers are OK which is the main thing.

Just advising all members that the last round for our series will be on the 29-30 October at Lakeside Park. Clean those cars up and get ready to enter.

Do not forget that Harvey Black is sponsoring our members with a \$100 cash back for each round attended this year which will be forwarded to you at the end of this year.



## RD 3 QHTCA QLD CUP CONTINUED

I would like to take this opportunity to thank our sponsors once again for this year. Shannon's Insurance and Harvey Black from Black Truck Isuzu Ute.

There is a new format being run at Lakeside with two practise sessions, one qualifying and one race on Saturday and four races on Sunday. So make sure you bring plenty of fuel to the next round.

### ROUND 3 TROPHY WINNERS AT LAKESIDE PARK:

#### Nc Over 2 litre

1 <sup>st</sup>	Graeme Wakefield	113 points	(Mustang)
2 <sup>nd</sup>	Grant Wilson	97 points	(Camaro)
3 <sup>rd</sup>	Gary Edwards	72 points	(XU1 Torana)

#### Nc Under 2 litre

1 <sup>st</sup>	James Anderson	117 points	(Alfa)
2 <sup>nd</sup>	Morne Lombard	78 points	(BDA Escort)
3 <sup>rd</sup>	Chris McIlwain	75 points	(Datsun 1600)

#### Na-Nb Over 3 Litre

1 <sup>st</sup>	Martin White	75 points	(Falcon Sprint)
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#### Na-Nb Under 3 litre

1 <sup>st</sup>	Will Colton	81 points	(Mk1 Lotus Cortina)
2 <sup>nd</sup>	Max Hodgson	42 points	(EH Holden)

Congratulations to all the trophy winners for Round 3 in 2022.

After three rounds this year, we have Morne Lombard (Mk1 BDA Escort) leading the series with 204 points, Graeme Wakefield (Mustang) coming equal second with James Anderson both on 201 points and a very close third with 197 points Grant Wilson (Camaro).

That makes four cars who could possibly win this year's series with seven points separating them all. Round 4 should be a very interesting round.

Get your entries in now for Round 4 at Lakeside on the weekend of 29-30 October 2022.

If you have any problems give Chris McIlwain our Secretary a call on 0421 990 234 or email [groupnrace@gmail.com](mailto:groupnrace@gmail.com).

Once again thanks for the support from our sponsors for 2022, Harvey Black from Black Truck Sales Isuzu Ute and Shannon's Insurance.

Garry Saunderson,  
Committee Member  
QHTCA Inc  
0419 776685



# 2022 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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

Proud sponsors of HRCC and Group N in 2022



## TENTATIVE HRCC RACE DATES FOR 2023

Event	Dates	Venue
HRCC - TTT Day & Super Sprints	18-19 February	Morgan Park Raceway
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
HRCC - Historic Queensland	13-16 July	Queensland Raceway
HRCC - TBC	27-29 October	Queensland Raceway

**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. HRCC has secured these dates with both MPR and QR Management.

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# CLASSIFIEDS

## Cars, Trailers and Parts For Sale



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

**\$65,000.00**

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.

#### 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, 2<sup>nd</sup> 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**

**Ph: 0414 047 490 or email: mark@4orceracing.com.au**



### 1965 Marcos 1800 GT

**Price: \$100,000**

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.

The car is situated in Sydney, and we are happy to schedule inspections almost

any day, or video calls for anybody outside Sydney.

#### 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.

**Contact: Darren Freeman 0414 857 777**

# 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 - 12<sup>th</sup> day of each month**