

HISTORIC TORQUE

MAY 2022



Photo: Monica Tupicoff

The swirling flood water at the Condamine Bridge

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:465

New members: Nil

Total membership as at 9/05/2022: 465

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From the Presidents Desk

Well! When we decided to wait until after the Autumn Historic Meeting to do our articles I wasn't expecting to report on a flooded out cancelled meeting.

We at HRCC are incredibly disappointed this had to happen particularly as we had a large contingent of NSW & Victorian entrants that arrived on Thursday.

For those of you that are not aware Warwick had extensive flooding and the Cunningham and Warrego Highways were cut in several places so both competitors and officials could not get to Morgan Park. So unfortunately, on Friday we made the tough decision to cancel the meeting and make sure all competitors, crew and officials were safe.

With the track not being accessible due to flood waters on the road in and surrounding everyone had to wait until late Friday and early Saturday to access their vehicles and while people heading south could leave, anyone heading North East had to wait until after 1pm Saturday to leave.

You may have seen the disturbing pictures of the flooding in Warwick and our hearts go out to the residents and business' that got effected by this devastation. Hopefully they all get up and running quickly and we can help them out when back there in July.

I want to say a big thankyou to John Tupicoff and Greg Dallison who controlled everything very well and stayed until all the competitors got their cars out. I know they will say a big thankyou to all the guys who helped them, but John and Greg worked beyond the call of duty and without them I am sure things would have been a lot different. I am looking forward to buying them both a drink in July!

While we are talking about July your Management Committee has worked very quickly with Mark Stockwell and decided that we will run a 2 ½ day meeting in July so we can give you extra track time. I know this doesn't make up for this meeting, but we are trying to provide members and the southerners who have said they will be back extra time on the track.

So, qualifying will start just after lunch on Friday and allow you to have longer races or more races whatever your group decides. Practise will be half day on Friday morning.

Those of you deciding to transfer your entry fee to this meeting will receive a full credit, if you want a refund, we will keep a \$30 administration fee as we will still have substantial costs to cover.

Don't forget we have the meet and greet on the Friday night with drinks and nibbles we will confirm the venue closer to the date.

Well here's looking forward to a great meeting in July and seeing you and many more, competitors friends and family to come and join us.

Graeme Wakefield, President HRCCQ



Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 9 May 2022

Treasurer Report: . Operating costs are withing expectation.

Membership Report: 302 Full, (including family) 42 Senior, 25 Social, 3 Honorary, 1 Life, Sub Total 373 + 83 Associates - total voice 465. New Members: Nil

Group Coordinator Report: Date change for the next Group Leaders Convention to Saturday 4 June at the VCCA Club rooms starting at 11am.

Events Report: Discussion held regarding last minute items required the Autumn Historic Warwick event.

Discussion held regarding invitations and trophies for the Historic Queensland event.

HRCCQ 30th Anniversary Celebration: Discussion held on putting together a slide show of old photos for presentation on the night and VIP/guest speaker invitation list.

Club Rooms: A potential venue has been proposed. Agreed to seek a quote for costs to build and report back to the committee.

Correspondence: Email from the organisers of the Tambourine Mountain Car Show to be held on 7 August 2022.

Email from Peter Richards published in this newsletter.

Invitation from Motorsport Australia for the Members Forum.

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



Extraordinary Management Committee Meeting Summary

Summary of the HRCC Extraordinary
Management Committee meeting held
Via Skype
on 15 May 2022

PRESENT:

Graeme Wakefield (Chairman)
John Tuppicoff
Greg Dalliston (Secretary)
Jim Goulden
Mark Stockwell (Event Secretary)
Brian Manz
Brian Henderson
Alan Steel

APOLOGIES:

Peter Finnigan

The Chairman Graeme Wakefield opened the meeting at 6.35pm

The chair started by welcoming everyone and thanking them for joining at short notice and stated that the meeting only business was the Historic Queensland Race Meet and to discuss changes to the length and format of the meet after the cancellation of Autumn Historic Meet at Morgan Park due to flooding of Warwick and the Morgan Park Raceway track.

AGENDA ITEMS:

Unanimously agreed to enlarge the Historic Queensland event to be held from 8-10 July 2022 as follows:

- Run a 3 day event with practice on the Friday morning and qualifying on Friday at approximately 1pm. This will enable to run 5 races each per group.
- Entry fee will be \$530 with HRCC discount available.
- Friday practice \$60 to be paid at track.
- Bump in will be from Thursday lunchtime.

Discussion held on running the Autumn Historic Warwick in September.

John Tupicoff and Mark Stockwell to approach Morgan Park and Queensland Raceway for any available dates.

MEETING CLOSED: 7.23 pm

A Wet Weekend in May

by John Tupicoff

Leading up to the Autumn Historic Warwick Race meet on 13th to 15th May, we were concerned about rain for the weekend, with the previous weekend receiving heavy downfalls. We monitored the weather for Warwick. It was wet Monday, clear Tuesday, and Wednesday, rain predicted for Thursday and Friday with clearing showers Saturday and fine Sunday. I felt reasonably confident the Warwick district would have showers and with a bit of luck they would not dampen the weekend for our event.

Thursday, I set out for the two-hour drive to Warwick leaving a wet Oxley to run in to mist and light rain at the Gap. I made good time with little traffic arriving at Morgan Park Raceway around 8.15am.

While I waited for the others to arrive, Denis (MPR Maintenance/Groundsman) took me on a tour of the paddock showing the areas which were very damp from last weekend. The other volunteers rolled in between 8.30am and 9.00am. Denis then took Greg Dalliston for a similar tour.

Greg had an A1 size layout of the Pit Areas Plan of the Paddock, on which he had marked the areas of "bog potential" and re jiggged his Pit Area layout to avoid these areas. He explained the task of setting a new standard size pit area 12m x 5m (previous 12mx 4m) that needed to be remarked out before lunch time.

His crew consisting of Chris Fry, Paul Ritchie, Brad Manz, Claude Ciccotelli and Graeme Hodges achieved their target in spite of the intermittent rain. Jim Goulden and I set up the three pop up tents, one at the entry to the paddock and the other near the HRCC merchandising trailer, plus a smaller pop up tent for the Bus Stop.

Ken and Jill Nelson put inserts in to all the competitors' envelopes and programs. A big thanks to Len Don for getting the lap records updated for the meeting.

Gates opened at 12.30pm and several of us stayed on to welcome entrants to Morgan Park Raceway and our Autumn Historic Warwick Race meet.

Envelopes were handed out and directions were given where needed. Greg gave a hand to help everyone find their carport, settle into their pit bay area and get the big semis and long trailers in to oversize truck parking, when the downpours got more frequent. By 5.30pm it got too dark to

read the sign-in sheets, so we called it quits for the day.

Next morning, I left the motel at 6.00am and drove across the Condamine Bridge and noted the river had broken its banks. As I arrived at Morgan Park Complex, I also noticed there was about 40mm of water on the bridge. As I turned in to the entrance to the complex, I faced what looked like a sea of water in the dark gloom of the early morning and immediately stopped.

Another vehicle followed me in and pulled up beside me, it was Denis from Morgan Park Raceway. He suggested I follow him in as he knew the way across to the Polocrosse entry. It wasn't as deep as I expected, though the darkness didn't help.

The drive up the hill along Bill Campbell Way to the entrance of Morgan Park Raceway, was uneventful, as we unlatched the gate. Denis advised we should get everyone out because the exit would soon be lost to rising water if we didn't act quickly. By this time Greg was awake and we consulted with Denis and satisfied ourselves that in the confines of Morgan Park Raceway we were high enough up the hill and safe.

It was then established we had 42 race cars and about 20 people on site. I contacted the local council to advise them of the situation down at the entrance to the Morgan Park Complex and suggested the entry to Bill Campbell Way be closed so people were not tempted to drive into the circuit, as we did not need any more people isolated inside Morgan Park Raceway.



Line up waiting for Condamine Bridge to open

We contacted the HRCC President, Graeme Wakefield, and advised him of the situation and that we were safe on high ground. We had food and could get more from the canteen, if necessary. We had a couple of people brave the entry and come in to check on their cars once they knew we were staying on site, they were happy to return to town.

Around this time Denis rechecked the entry to Morgan Park when he went down to get his boss from the Morgan Park entrance and the water had risen substantially since we had arrived. Morgan Park Raceway advised we should all leave immediately. This is where it got a bit sticky for Greg and I, as we couldn't see how we could get the 42 race cars and all the trailers out with all the owners still in town. We couldn't ask people to risk driving out through the fast-flowing flood waters to Morgan Park to remove their cars, only to find they would be stuck on Bill Campbell Way.

At the same time Graeme had come back to us to advise the Cunningham and Warrego Highways were cut in several places plus the North Coast was experiencing torrential rain. Several entrants were stopped in queues on their way to Warwick and then we heard the Condamine Bridge was closed. At this point we had no option; Graeme declared the Race meeting CANCELLED.

By this time, we had called all the people at Morgan Park Raceway to a meeting, where we explained the situation and gave them two options, leave now while there is still someone around willing to lead or ferry them out (not recommended by HRCC) or stay and wait for the water to recede tomorrow or the next day. Greg and I were committed to stay on site till we got the last car out. Of the 20 people on site only four elected to stay. I then spoke with the President of Warwick District Sporting Car Club and came to the agreement that with reduced numbers on site and if Greg and I stay on site till the last car left, we were given permission to stay on site, a far better option for us.

This all happened around 10.00am Friday and by 11.00am we noticed that the rain had stopped. Greg and I got busy pulling down the tents and signs we had put up and loaded them into Greg's Motorhome and trailer and my Ute. Around 3.30pm just after we finished packing up, a 4 Wheel Drive arrived from Stanthorpe along the Old Stanthorpe Road, and another arrived from Warwick along Bracker Road.

To be sure the roads were open Greg and I drove down to the entrance to Morgan Park Complex and were surprised how quickly the water had receded. The entry road had very little water flowing over it, so we drove on towards Warwick via Bracker Road as it had one lane clear. McEvoy Street the Brickyard Bridge was still closed with a sea of water as the backdrop, which we reckoned would not be opened till Saturday.



The view outside Jim Goulden's motel

We sent a message to the Event Secretary, Mark Stockwell, to contact interstate competitors via phone text, how they could get to the circuit, pickup their cars and trailers, pack up and head back home as the road to Stanthorpe was open. Most waited till the next morning.

The Saturday morning weather was blue sky, a little cloud, and the sun shining. I took a drive into town via Bracker Road, the Condamine Bridge was still closed but the water had receded overnight. The Brickyard Bridge on McEvoy Street had no water on it, but the road closure signs were still in place.

Around 8.00am the Condamine Bridge was free of water and waiting inspection. Unfortunately, the inspector had to come from Toowoomba and on the way, he had to inspect three bridges before the Condamine Bridge. All was completed by 1.00pm. At last Monica was able to join me at the Raceway. The last car left at 2.20pm and Monica and I made our way to our motel on the north side of town, next stop home.

I would like to thank all those mentioned in the above for their efforts in the initial setup but also the follow through to the end of the stage. Also, thank you to Warwick District Sporting Car Club for their understanding of our situation, Morgan Park Raceway employees for their assistance and valued advice, the same to Mark Stockwell, Event Secretary and our President, Graeme Wakefield for all the "behind the scenes" advice and work. I would especially like to thank Greg for the meals, a sleeping bag and companionship through a trying time.

John Tupicoff
HRCC Race Committee Chairman

LETTER TO THE EDITOR

The Editor
Historic Torque

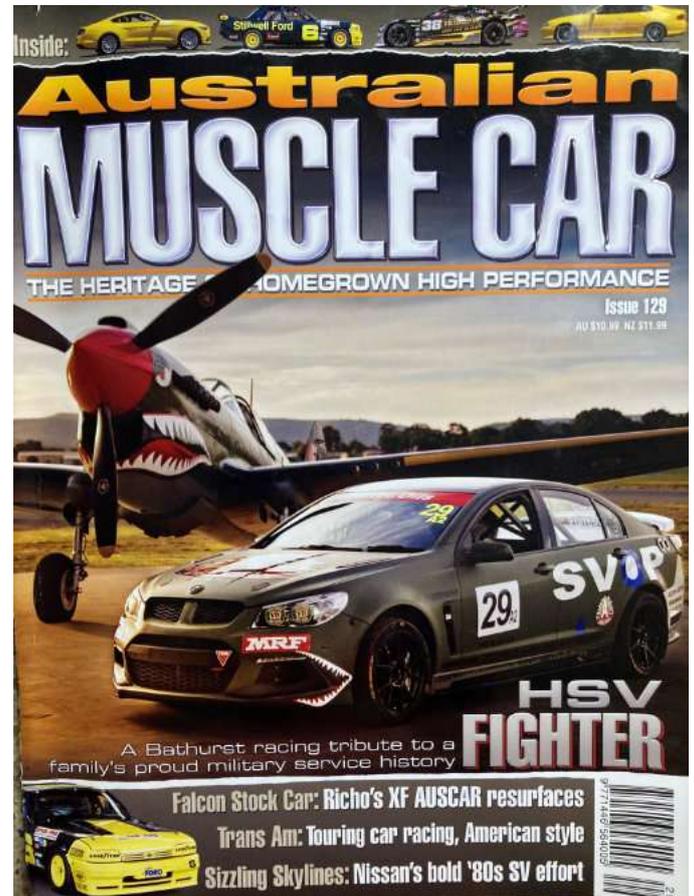
Lisa,
The discussion about HRCC Club Rooms and/or a Club House harks back to days, mid 1990's, sometime after we would meet in Don Tallon's basement and garage at Costin Street, Fortitude Valley.

So, on the subject of a 'garage', I commend this recent article from Issue # 129 of Australian Muscle Car as the Cooma Car Club seems to have a concept, that may be readily transferable, for the likes of our club.

Yes, I know the value of Cooma real estate is on a different level than Brisbane, but if we were strategic in our aspirations then many members might avail themselves of such an offering.

Indeed, who has never needed extra space to house their race car/s even on a short-term rotational basis?

John Carson
19/04/22



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Cooma motor museum

If you're heading for the NSW snowfields this winter, you might want to stop for a while in Cooma and check out Australia's newest car museum.

A long-held dream of the members of the Cooma Car Club, the Museum was opened by the Club's oldest member – Ross Johnson, 90 – in February this year.

It's a treasure trove of vehicles with a regular display of around 30-40 cars plus a collection of motor cycles. While several of the cars in the museum are 'Cinderella' stories in terms of the state they were in when first discovered compared to the way they look now, the Torana SL/R 5000 on display was a true 'barn find' 10 years ago. The chicken manure-embellished wreck was stored in a shed and used to ferry hay out to horses in the surrounding paddocks until rescued and restored.

All the vehicles are owned by members and many have been lovingly restored by them. The museum will play 'home' for them, unless they are needed by their owners for one of the car club's activities, some of which raise funds for charities in the region as well as for the club.

Visitors to the Museum will also be impressed by the reproduction of a 1950s-style petrol station which has been named Montague Motors after the late Keith Montague, a former life member of the club who shared the vision for the facility. At the other end of the display area is a replica of a diner from the same era. The diner is fully operational; the 'servo' is not.

The clubhouse that is home to the new museum was opened in November 2016, after being bought as a rundown gym and indoor cricket centre in 2009. The club borrowed the money for the purchase but paid it off in five years.

In the years since, many members have utilised their workday skills to contribute to the renovation and restoration. Much of the funding for the work came from a grant through the Stronger Country Communities Fund which was part of a \$400 million package being distributed across regional NSW.

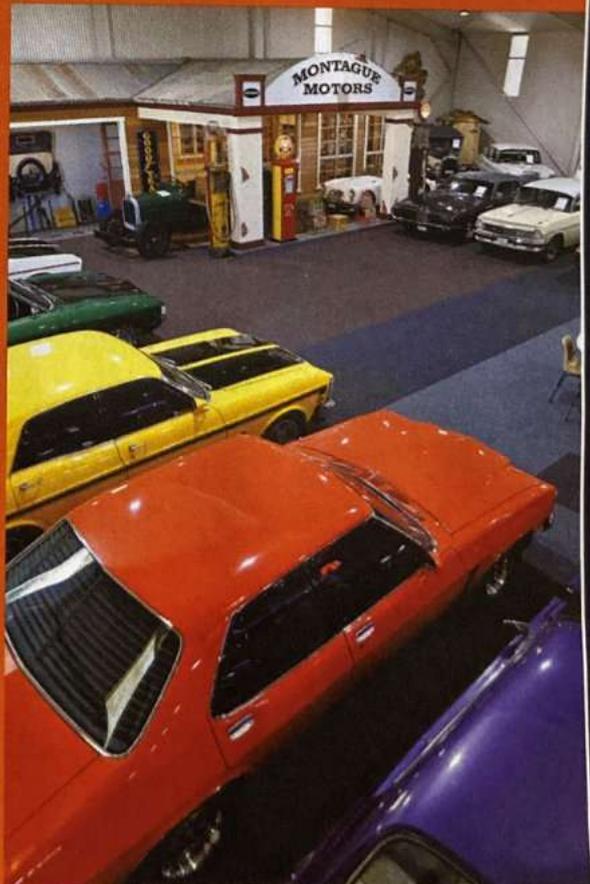
Cooma Car Club now has 240-plus vehicles on its books with the 185 members coming from Cooma, Berridale, Jindabyne, Bombala and other towns around the region.

Since the official opening of the Museum, Car Club president Rogan Corbett has been approached by a number of people now keen to lend their cars to be displayed.

"If that keeps up, we're gonna need a bigger shed!" he laughed. "We thought we had a pretty good range of cars thanks to the generosity and support of our members, but it turns out there are more interesting vehicles around the region and it's great to know that even non-members want to lend them to us for everyone to enjoy."

The Museum is at 11 Bolaro Street, Cooma, and is open every Tuesday from 9am to 1pm and the first Saturday of every month, from 10am to 3pm. Car clubs and other groups are welcome by appointment, with bookings through the Cooma Visitor Centre on 1800 636 525.

Liz Swanton



GROUP N BULLSHEET

By Rob Switzer



Entries for the Group N category are worriedly low at the moment, but I think most classes go through this from time to time. Hopefully, this is a passing cycle, just as I recall it being in the past.

This time we can partly blame Covid, as if your business or employment seemed insecure then motor racing would be one of the first things to go. However, if this is the case all categories would be affected equally. There is not much I value above car racing, but family and mortgages must come first obviously.

Another contributing factor is the number of classes all claiming to be "historic" to some extent --- Trans Am, Muscle Car Masters and something called TA.2. which seems to be some sort of plastic imitation. The appeal of these is they all allow more modifications and therefore more power. Has anyone ever met a race driver who doesn't want more power?

These categories mostly ignore smaller capacity classes, one of the mainstays of Group N. Variety is becoming a rare thing, with classes following the truly awful example of so called "supercars". All these groups drain off entries that once would have been in Group N.

Another thing that baffled me in past years was the number of drivers who would race enthusiastically for a couple of years and then disappear, taking up other interests, maybe golf, model aircraft or perhaps boating. Who would want to be sailing along in the sunshine and fresh air when they could be sweating away in a red-hot race car, smells of burnt oil and rubber, deafening noise, constant vibration and regular scary moments? I think you'll agree that "REAL" racers find this hard to understand!

Of course, as everybody knows, there is no shortage of Group N cars, but too many of them are sitting immobile in sheds. What is the answer to this?

Personal contact may reignite enthusiasm but if finance or a genuine lack of interest is the case perhaps, they should be encouraged to sell them on to new owners and let us get the cycle going again.

In the meantime, if you have a car sleeping in the shed, don't worry if it's competitive or not, get it on to the grid. Not only is it the most fun you can have with your pants on, but at the moment it really is important.



Happy Days!

About 30 Group N cars charge into one of the most exciting situations in racing ----- the first turn.

Even more thrilling from a standing start, but wimpy organisers don't seem to schedule these anymore.

Here you are surrounded by like minded nutters, many of whom are skillful and know what they are doing, others not so much.

What will the guy beside you do next??
That's what makes it exciting!

MEMBER FEEDBACK



**WE NEED TO BE
FORWARD THINKING
AND INNOVATIVE.**

Email: From Peter Richards to the Management Committee, dated 2 May 2022

Subject: Clubhouse

Evening Gents,

A few weeks ago during one of the meetings there was a mini debate on the subject of the clubhouse. A few strong opinions around the room so I just kept quiet and had a listen.

Since then, I've had a bit of a think about the pros and cons plus a recent discussion with a club member who bought my old 4 post hoist. He doesn't race but is still a member and feels we don't offer enough to those like him; members who do not race.

If the club is to survive and move forward we need to have a base, an anchor, and a physical identity that members can relate to. Right now we don't have this. We have storage facilities dotted around and we have to hire a building for meetings etc.

We will need to diversify and expand from our current limited offering and having a clubhouse to anchor the club going forward will provide a base for this.

The clubhouse will allow us to provide alternative options to the members, such as a central location for the library, internet access, coffee mornings, show and shines, social events, meetings with guest speakers; plus if we are going to attract new race groups and younger members, they will be looking for more than a club with a healthy bank balance. We need to be forward thinking and innovative.

Given the right building and location we will also have the option of renting out the facility to other clubs for an income to offset the cost of running the building.

Personally I don't have preference around the building itself, however, the option of the one at Mt Gravatt Showgrounds has the advantage of a central location, sound profile and provided the terms of the land lease are in our favour, the location should be preferred over some form of factory unit located in an industrial area.

Fine if we were a biker group looking to hide away but not if we are trying to raise the exposure and profile of the club.

These are my thoughts and I'm happy to help in any way I can to drive the club to the next level.

Apologies if I've missed any committee members off the email.

Regards

Peter Richards
HRCC Team Leader - Group S and T
Mob: 0408 957 966

THE HOMOLOGATORS - FORD RS200

By Dale Vinten

Ford have been a mainstay of the professional rallying scene since the '70s. Beginning with the Escort Ford has a long, distinguished and successful history in the sport. But as great as those early RS 1800s were there's one Ford rally car that tickles our collective fancy more than most. A car so radical that they had to take a break from racing to actually develop the thing. Ladies and Gentlemen, we present the RS200.



After winning the World Rally Championship in 1979 with Björn Waldegård, Hannu Mikkola, and Ari Vatanen at the helm of an Escort RS1800 Ford decided to step back from competition. It wanted to concentrate all of its efforts into developing and producing a brand new car for the Group B rally regulations that had recently been announced and that were coming into effect in the early part of '80s.



Ford's initial effort, a next-gen Escort dubbed the 'RS1700T', was plagued with development issues from the outset and was abandoned before the endeavour really got off the ground. Undeterred, however, the top brass at Ford dusted themselves off and ploughed headlong into a new project. Taking the lessons learned from the failure of the RS1700T, along with inspiration from the Germans and French who's respective rally weapons now featured all wheel-drive, this new purpose-built rally car was designated the RS200, in reference to the number of road-going versions that the company would need to produce to secure FIA homologation.



It was a progressive car, revolutionary even and its Ghia styling was like nothing Ford had ever produced before. While the rally cars from the likes of Audi, Peugeot and Lancia were derived from their production counterparts, the RS200 was a ground-up build and as such there was a certain element of carte blanche when it came to what they could actually do with it. The lightweight, aluminium honeycomb chassis was designed by F1 legends Tony Southgate and John Wheeler (the latter of which was working for Ford at the time) and who would develop the car to have the best weight distribution possible. This resulted in a rather complex drivetrain setup with the five-speed gearbox placed at the front of the car meaning power was delivered initially to the front wheels and then back to the rears via a second propshaft. It really was a bespoke machine but this allowed for the engine to be placed firmly in the middle of the car for that perfect balance the team was striving for.



And boy what an engine! Along with leaning on Formula One expertise Ford also brought in Cosworth (naturally) to develop the 1.8-litre, four-cylinder, twin-cam 16-valve engine that in full race spec was churning out well over 400bhp thanks in part to forced induction via the use of a single turbocharger. With such a lightweight chassis and fibreglass body, as well as its four wheel-drive set up, the RS200 was lairy to say the least but with huge gobs of lag, along with unassisted steering and brakes it wasn't the easiest of chariots to pilot on the limit, which is precisely where the driver needed to be to get the best from it.



The road-going version was unveiled at the Belfast Motor Show in 1984 and featured a de-tuned variant of the original Cosworth BTD engine. Well, we say de-tuned but it was still developing around 250bhp which was enough for a five second 0-60 time and a top speed of 150mph. Although it was essentially a new build Ford did raid its parts bin for certain items such as the windscreen from the Sierra and rear lights and the cars were actually put together by Reliant. Yes, that Reliant, of Plastic Pig fame. Who'd have thought? Hastily produced, though, many of the cars were less than stellar in terms of build quality but any of these more superficial issues paled in comparison to the car's performance credentials.



Sadly Ford's new rally weapon only got to race in the '86 season of the WRC, managing its best finish in Sweden - a third place podium with Kalle Grundle behind the wheel. What followed at the subsequent stage in Portugal signalled the beginning of the end for Group B rallying and therefore the RS200 too. In one of the most devastating crashes in rally history the RS200 of Joaquim Santos crashed into a group of spectators culminating in the tragic deaths of four people and injuring many others, a catastrophe that would prematurely put the kibosh on any further WRC competition for the car.



Then there were the Evolution models. Just when you thought the RS200 couldn't get any more nuts Ford went ahead and produced 24 of these Evo spec cars, albeit not in line with the homologation regulations due to there not being a series left to actually homologate at this point. These versions featured a larger, 2.1-litre version of the Cosworth powerplant and depending on what boost pressure they were running were capable of producing anything from 400 to 800bhp plus. An Evolution spec RS200 famously held the Guinness World Record for 'fastest accelerating car in the world' for a staggering 12 years when Swedish rally legend Stig Blomqvist managed to wring a 0-62mph time of 3.07seconds out of the neck of his Evo. Group B had been abolished by now though and the fat lady had belted out her final ballad for the RS200.



Despite its rather meagre career in the WRC the potential of the RS200 cannot and should not be underestimated and the car would go on to find success in other forms of motorsport such as Rallycross and hill climb events. It's a unique, purpose-built rally supercar that was developed by some of the best in the business whose self-assured hubris was entirely justified. It's a crying shame that it never got to fulfil its full potential on the World Rally Stage.



Today the RS200 enjoys cult status and is widely regarded as one of the true greats, a legend of the Group B era, in spite of its limited appearances. It remains a car to be absolutely thrashed, to be wrestled from apex to apex, not mollycoddled and brought out every now and again for a quick ego-massaging session. To treat the RS200 as anything less than a proper race car is to miss the point entirely. It begs to be driven on the bleeding edge of its truly colossal capabilities and we love how unapologetic it is about that.

Published in the Car & Classic Magazine 11 March 2022
<https://www.carandclassic.com/magazine/the-homologators-ford-rs200/>



DATE CHANGE

Group Leaders Convention

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:

Saturday, 4 June 2022

Time:

11.00am

Venue:

VCCA Club Rooms,
1376 Old Cleveland Rd,
Carindale Q 4152



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Tickets:

\$20 per day

\$30 for the weekend

Concessions:

\$15 per day

\$25 for the weekend

Children under 15yo: Free

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2022 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
Autumn Historic Warwick	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
Baskerville 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.

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Cars, Trailers and Parts For Sale



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

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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.

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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

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



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

This car needs to be sold. All offers will be considered.

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Please ring Keith Carling on 0438 881 208 or email keith@dbchomes.com.au

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TELL US YOUR STORY!

Why not share your story with us through the newsletter. It might be the car your building. an event you recently participated or officiated in or your travels with your pride and joy. All contributions for upcoming issues of Historic Torque are welcome. Please submit your story and photos to torque@hrcc.org.au.

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

Deadline - 12th day of each month