

# HISTORIC TORQUE

APRIL 2022



*Photo by Rob Turrisi at Phillip Island*

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:444

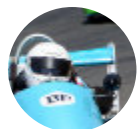
New members: Doug Angus, Fred Bath, Stuart Watson & Wayne Stratford

Total membership as at 11/04/2022: 448

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# From the Presidents Desk

With still 5 weeks to go before our great Autumn event it is great to see we already have over 100 entrants, including a lot of our southern friends. It is shaping up to once again be a fabulous event, so if you haven't already, make sure you get your entries in and join us on this May weekend. Remember the weekend after Mother's Day this year so you can spoil mum and get to play the following weekend.

We recently had a Group Leaders meeting, which you will see later in the Newsletter a summary of the discussions. It makes my job so much easier when we have such a passionate group who not only want to get involved but make sure we are looking towards the future and what we can do to bring more Groups into the Historic movement, which was fabulously run by our new Group Coordinator Claude Ciccotelli. If you would like to know a bit more maybe catch up with Claude, me or any of the Group Leaders at Warwick.

This Easter weekend sees the running of the Bathurst 6 hour and 3 races for Historic Group N. Unfortunately, none of the Group N races are televised but we have five HRCC members running this weekend and I wish them all well in what is an exhilarating weekend. You can follow them on Natsoft and if you get on Facebook, I am sure there will be plenty of posts from Rob Turrisi one of our club members and avid photographer who will be posting shots from all angles.

I wish you and your families and friends all a happy and safe easter and can't wait to catch up with you all at the Autumn Historic's in May at Warwick.

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 28 March 2022

**Treasurer Report:** Budgets for 2023 event calendar discussed. Six refunds from the TTT/Super Sprint event were approved.

**Membership Report:** 288 Full, (including family) 42 Senior, 24 Social, 3 Honorary, 1 Life, Sub Total 358 – 83 Associates – total voice 441. New Members: 3

**HRCCQ 30<sup>th</sup> Anniversary Celebration:** Discussion held and several options put forward on how best to celebrate and commemorate this anniversary. Investigation ongoing.

**Editor Report:** Will email the pdf. version of newsletter with the link from April onwards.

**Group Coordinator Report:** Claude Ciccotelli has been appointed the position of Group Coordinator for the remainder of the year.

**Events Report:** Discussed promotion, paddock set up and trophies for Autumn Historic event.

**Vacant Committee Position:** Moved that Brian Henderson be appointed to the Management Committee and Brad Mans attend as a guest for the remainder of the year. Carried

**Club Rooms:** To continue investigation of further options to report back to the committee.

**Race Committee Guidelines:** Final draft has been tabled and approved.

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

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## Management Committee Meeting Summary

Held at  
VCCA Club Rooms,  
1376 Old Cleveland Rd, Carindale  
on 11 April 2022

**Treasurer Report:** Budgets for Historic Queensland discussed and approved.

**Membership Report:** 294 Full, (including family) 42 Senior, 24 Social, 3 Honorary, 1 Life, Sub Total 364 – 84 Associates – total voice 448. New Members: 1

**HRCCQ 30<sup>th</sup> Anniversary Celebration:** Further options put forward on how best to celebrate and commemorate this anniversary. Investigation ongoing.

**Group Coordinator Report:** Minutes of the Group Leaders Convention was tabled and discussed.

**Events Report:** Promotion of Autumn Historics via electronic billboards has been organised, located at Surfers Paradise Boulevard, Newmarket Hotel & Eatons Hill Hotel.

**Club Rooms:** Quote to build a club house was tabled and discussed. Investigation still ongoing.

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



2022 edition of Phillip Island Historics certainly turned it on – racing and weather wise.

Heritage Touring Cars saw five Qld competitors make the trip David Paterson, Craig Foster, Peter Jones, Chris Rose and Anthony Alford. David Paterson was the only HRCC representative, and he came away with one class win and three second place finishes.

Historic Touring Cars saw four Qld competitors run. Craig Allan was the best finisher, not only winning the Peter Brock Trophy (awarded to the top Torana finisher) but also driver of the meeting.

*Photos by Rob Turrisi*





# Phillip Island Historics

## 11 -13 March 2022

By Rob Turrisi

Ashley Heffernan was having his first ever race weekend at Phillip Island and was rewarded with second place (6<sup>th</sup> outright) in the Brock Trophy race. Due to a number of other Torana's suffering mechanical issues this race was run with a combined Group N field but trophies awarded to the Torana's.

Ian Mewitt's weekend was over after suffering an engine issue during qualifying, a massive shame since he qualified in position 2.

Jim Schilling was flying the flag for Qld in under 2 litre and after qualifying seventh had race results of 7<sup>th</sup>, DNF, 6<sup>th</sup>, 5<sup>th</sup> and 5<sup>th</sup>.

Other Qld runners included Duncan Mackellar and Vincent Holland running in Q & R Racing, F5000, F1 & Indy Cars & Invited.

Michael McKelliget running his Datsun 260Z in Group S.

Michael Meyer, Tony Quinn, Dylan Fahey in Formula Ford.

David Falvey and Paul Smith in the 5 Litre Touring Car & Invited Supersprint

Perry Dayas, John Maltabes, Thomas Black, Amarlee Powell and Richard Shinkfield in Regularity.

# PHILLIP ISLAND CLASSIC

## 11-13 March 2022

By Bob Cracknell

Photos by Rob Turrisi

With the ongoing relaxation in COVID regulations a great entry of over 400 cars gathered at the Phillip Island GP circuit together with a large and appreciative crowd to watch a great race meeting, reminiscent of those in the recent past. Whilst there were few overseas entries, some international drivers made it through the mass of regulations to drive cars kindly offered by local owners.

There were packed grids of the usual money-spinners for the organisers such as Group N, Group S, Regularity and Formula Ford, and also respectable grids from the traditional racing groups including our own "Group Q and R Sports and Group P and Invited" which comprised the usual mixed grid of big-banger sports cars, exotic endurance racers, clubman cars, and of course a small group of Sports 2000 cars.

The Group was offered 3 private Practice sessions on Thursday, one 15 minute qualifying on Friday morning and a total of 4 races over the weekend, the most notable of which was a single 11 lap race on Saturday, in place of two shorter events as has been the case in the past. The initial entry of 7 cars was bolstered by the return of Michael Gibson in his beautifully prepared and very rapid Lola T590 and Rob Lange in Barry Ward's March, but reduced again to 8 cars following the forced withdrawal of Joel Brown and his TIGA SC84. That left Trevor Ross in his immaculate Royal RP37 and the TIGAs of Grant and Geoff Kelly, Rob Leslie from NSW, Michael Russo and Bob Cracknell. Qualifying immediately showed the pace of Michael Gibson and Grant Kelly in the 1.43s, followed by Lange, Cracknell, Leslie, Russo with Geoff Kelly a non-starter.

Unfortunately, Trevor Ross was an early retirement with a broken water pump drive belt. The first race followed a similar pattern, as did the 11 lapper on Saturday,

the race running for some 19 minutes with Michael Gibson again in the 1.43s and most showing gradual improvements. Whilst the longer race was a welcome change, most felt that two races of say 6 or 8 laps would be preferable in future.

Races 3 and 4 were lively affairs with Michael Gibson into the 1.42s and a great scrap developing between Rob Lange and Bob Cracknell, the latter achieving an all-time PB in this car of 1.46.2 and Lange crossing the line in front by 0.3sec, but with a loose water pump drive and another broken belt, forcing another retirement. The final race had a much depleted field with only 13 cars facing the starter. It was soon to be reduced to only 4 racing laps when Andrew Kluver put his centre-seat Can-Am Lola into the barriers at Siberia bringing out the safety car. Only 11 cars completed the journey with Tom Tweedie in the big '74 Elfin MS7 taking a clean sweep. Gibson, Lange and G. Kelly were non-starters with Grant Kelly, Bob Cracknell and Rob Leslie taking the S2 honours.

For most this was a most enjoyable meeting, perfect weather throughout, good racing and few serious incidents at this ultra-fast track. Hopefully as a group we will be able to contest more events over the remainder of the year, sufficient to award the National Series Trophy to a worthy recipient.







## FROM PETER BRENNEN

Dear friends,  
Been a difficult time. I feel I can discuss my situation now. As some are aware my racing weekend didn't go to plan last Saturday.

Near the end of the long race I suffered what's called a "Pulmonary edema", not a pleasant experience. The heart slows down and floods the lungs with fluids.

Off to the Phillip Island medical centre, the staff there were wonderful. Ambulance to Epworth cardiovascular unit in Richmond arrived 1am. Tests all night. Long story short, in for quadruple bypass on Monday. It will be successful. I am blessed with a brilliant team.

A couple of points of interest. I had a medical three weeks prior including an ECG, perfect health. I had a touch of pneumonia that I presumed was just the local lurgy. It triggered the attack, lucky otherwise I was a ticking time bomb. Four out five arteries blocked.

Please have a read on Silent heart attacks. I didn't have any of the usual symptoms, pain in chest & arms. Cardio guy's here can't believe I survived this. Fortunately, I have a strong heart, just the oil lines failed.

Finally, I have read all your kind messages, I wasn't in the right mindset to reply. As my son David said in an update post "He's feeling the love".

Thank you to everyone, I will get through this and be back racing soon as possible.

Will be in touch next week.  
Peter Brennan



# SIMOLA HILLCLIMB CLASSIC CAR FRIDAY GUARANTEED TO SURPRISE AND DELIGHT

Tightened regulations ensure all cars use period-correct engines and drivetrains Franco Scribante aiming for seventh Classic Conqueror crown, back behind the wheel of his 1970 Chevron B19 - can anyone challenge him for glory?  
2022 Simola Hillclimb takes place in Knysna from 6 to 8 May

**KNYSNA, South Africa, 9 March 2022** – Classic Car Friday at the annual Simola Hillclimb always delivers an exceptional variety of cars unlike anything that you will find at a vintage car show or classic racing festival. From some of the most iconic and historic automobiles in South Africa to finely tuned racing cars that redefined motorsport over several decades, the mix is simply extraordinary.

It is also extremely rare, and equally satisfying, to see each of the cars driven up the 1.9 km Simola Hill with unbridled vigour, regardless of whether they are merely tinkered with on weekends by enthusiast owners or are pristine and extremely valuable showpieces that could easily take pride of place in any museum collection.

What makes it even more appealing is that the drivers are equally varied – from devoted classic car enthusiasts to some of the country’s most esteemed circuit racers and rally drivers. That all of this takes place in one of the most scenic parts of South Africa, with a relaxed and thoroughly welcoming atmosphere amongst competitors and spectators alike makes the Simola Hillclimb, which takes place this year from 6 to 8 May, a motoring and motorsport festival like no other, and the must-attend event of the year.

Once again headlining the entry list is Franco Scribante, six-time winner of the event and reigning Classic Conqueror. He returns this year with his impeccably prepared 1970 Chevron B19 sports racer, after winning last gone back to the original specification for the car, and it has the period-correct Ford BDG 2.0-litre four-



Enzo Khun  
1969 Lola T 70



Franco Scribante six times winner of the event





cylinder engine with Lucas mechanical fuel injection, pared to the Hewland FT200 transmission as used when this car raced in the early 1970s," he says. Scribante powered the B19 to victory in 2019 with a time of 42.574 seconds up the Simola Hill, but his best time yet of 41.432 seconds was achieved in 2016. "There's no reason why we can't get back into the 41-second mark with the car this year and maybe go even quicker."

As always, it will be fascinating to see whether Scribante can beat that time and, more pertinently, whether anyone will be able to challenge him for the 2022 Classic Conqueror crown this year. Competing in Class H8 for pre-1977 single-seater, sports, and GT cars, he will once again be up against the similar 1971 Chevron B19 of Peter Jenkins, with a third Chevron entering the fray. However, in this case, it's in the form of a 1972 Chevron B20 F3 single-seater entered by Josh Dovey, which is powered by a 1.6-litre Lotus TC engine compared to the 2.0-litre Cosworth Ford BDG engines in the two Chevron B19 sports cars, and found in the 1977 March 77B Formula Atlantic single-seater that will be driven by Ian Schofield.

Other big-hitters in the class will be Robert Wolk in an ex-Jody Scheckter 1969 Lola Formula Ford T200, and Chris Knezovich in

the thundering 1970 McLaren M10B F5000 powered by a 5.0-litre Chevrolet V8 engine.

On the sports car front, Clive Corder returns in the elegant 1969 Lola T70 that was raced last year by rally ace Enzo Kuun, and he will be going up against the iconic 1970 Porsche 917, driven by Robert Flocks, which is powered by a Porsche 930 Turbo engine.

### Saloon cars

Class H7 hosts the pre-1990 racing saloon cars (six cylinders and above), and will again feature the Simola Hillclimb's unofficial burnout king, Graeme Nathan, at the wheel of the screaming 1972 BMW 3.0 CSL, along with Rui Campos in a 1974 Porsche 911 RSR, Andre Bezuidenhout in his mighty turbocharged Martini-livered Porsche 911 RSR and Riaan Barnard in a Ford Capri of the same year. Some of the more modern contenders in the class include a 1989 Ferrari 348 driven by Enzo Kuun and a 1983 Porsche 911 RSR Iroc piloted by Craig Wessels.

**Four-cylinder saloon racing cars are grouped into Class H6**, which is set to be extremely competitive. Daniel Zeelie has the lone Ford entry with a 1982 Escort, lining up against **Ian Kilburn in a 1972 Datsun GX Coupé** and Trevor Tuck in his immaculate 1974 Alfa Romeo Giulia 2000 Rally. Then there's a brace of Porsches, including Andre Bezuidenhout's son, Jandre,



# SIMOLA HILLCLIMB CLASSIC CAR FRIDAY CONT.

who will be driving a 1985 944 Turbo Cup – the exact car that kicked off his father’s racing career decades ago. He will be joined by the Checkered Flag entries of Geoff Mortimer and George Fouche, both driving 1981 924s, along with Michelle Hambly Grobler in a 1989 944.

The Lindenberg Racing contingent is well represented again this year in Class H5 for pre-1970 racing cars (six cylinders and above), with Paige Lindenberg behind the wheel of the huge 1968 Ford Fairlane V8. Justin Needham takes over the mighty 8.8-litre V8 1965 Shelby Cobra Mk3 replica from his father, Charles, and is joined by younger brother Jonathan in a 1967 Ford Cortina Perana, along with James Temple in the stunning 1965 Shelby Daytona Coupé.



Class H4 for four-cylinder pre-1970 racing saloons sees Peter Kaye-Eddie back in action in his 1965 BMW 2002, competing against Ron Hollis who switches from his regular Jaguar E-type to race a 1964 MG Midget this year, along with Kurt Behm (1969 Fiat Abarth), Francis Cusens (1969 Fiat 124 Sport Coupé) and Dave van der Merwe in a 1968 Renault Gordini.



Ian Kilburn  
1972 Datsun GX Coupe

There will be a fierce battle for Class H3 honours for pre-1985 road cars, with the V8-powered big guns including the supercharged Shelby Ford Mustang 500CR of Simola Hillclimb regular Ivan Marx, Chis Champion in a 1973 MGB GT V8, the AC Cobras of Clayton Kimber and Richard Hutton, and a Ford GT40 MkII driven by Charles Needham. Don’t discount the six-cylinder cars, featuring Alexander Krahe’s 1965 Jaguar Mk2, or the venerable Porsches, including Jennifer Abbot’s 1970 914/6 or Gavin Rooke’s 911 of the same year – the latter driver returning to his much-loved Porsches after competing with a Ferrari 308 GT4 last year.

Ashley Baud heads up the four-cylinder contingent in H3 in a 1967 Alfa Romeo GT Junior, along with Bill Annetts’ 1968 MGB GT, a 1981 Ford Escort driven by Liam Watts





(son of Hillclimb regular Brent Watts) and Andre de Lange in a 1979 Opel Kadett.

The pre-1965 road car line-up in Class H2 is no less interesting, and arguably even more varied. Hedley Whitehead and Andrea Krahe will be competing with a pair of 1964 Austin Minis, while Barry Ingle tackles the Simola Hill again in his iconic, 2021 class-winning 1955 Porsche 550 Spider along with Richard Clarke in a 1962 Lotus Coventry Climax Mk14 Elite. Warren Lombard will shake things up with his 1965 AC Cobra against two entries from the Parnell Bruce Collection – the sumptuous 1956 Jaguar D-type driven by Brian Bruce, and a road-going 1965 Ford GT40 with Peter McPherson behind the wheel.

Class H1 was covered extensively in our previous Classic Car Friday preview and introduces a new handicap format to provide a level playing field for the wide range of pre-war cars competing, which range from 1926 to 1946.

Release compiled by Colin Mileman  
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[colin@milemanmedia.co.za](mailto:colin@milemanmedia.co.za))



Simola Hillclimb's unofficial burnout king  
Graeme Nathan







# GROUP LEADERS CONVENTION

**Summary of the HRCC Group Leaders Convention held at  
VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale  
on 29 March 2022**

Present at the meeting were:  
Claude Ciccotelli (Chair, Group N)  
Greg Dalliston (Secretary)  
Alan Don (Group Vee)  
Mike Gehde (Group M, O, P, Q, R)  
Geoff Karger (Formula Ford)  
Dave Patterson (Group C & A) by phone  
Bruce Richards (Group M & A, Eligibility Officer)  
Peter Richards (Group S & T)  
Graeme Wakefield (HRCC President)  
Barry Wise (Group M, O, P, Q, R)

The meeting went for about two and half hours where a lot of items were raised. This report summarises the main topics of discussion that were addressed.

Number of laps for group races. General indication from those present was a preference for, two six lap and two eight lap races.

Also discussed were preferences in each group of standing starts versus rolling starts. Group N competitors were asked for their input on this last year and the majority wanted to retain the current method of standing starts. Groups A, C, Regularity and Group U all have rolling starts as in previous events.

Discussion held regarding the Invited cars category competing outside their group. It was pointed out, should a vehicle be presented it must meet the requirements of the logbook and/or COD for their car to compete and unfortunately most will not be eligible for points or trophies.



The Eligibility Officer will be attending both HRCC events this year and will be on hand to help with some of these issues.

Scrutineering was also another area the club needs to improve on. At this year's TTT/Super Sprint/Regularity event all cars were directed to the scrutineering bay. This caused major congestion in the pits\dummy grid and caused some competitors to miss their first run. Questions were asked as to why this was necessary as most cars are in the Motorsport Australia Target Scrutiny system and did not have to be checked. It was recommended that Athol Wilcox be appointed Chief Scrutineer.

It was highlighted of the importance of drivers reading supplementary regulations for the event they have entered into.

Safety in the paddock was also a big topic discussed, as to the importance of using chassis stands when cars are jacked up and being worked on, this is a very dangerous practice, and we should all try and stamp this out.

Shannons Insurance have donated some funds to the HRCC which will allow Group N to run windscreen banners at our next event.

HRCC will be hosting a greet and meet function on the Friday night prior to the Queensland historic races.

Regularity participants have requested to drop one run out of the four runs. This does not fit with the process for regularity and hence will not be added to the regulations.

HRCC President gave a brief presentation on correspondence he received which has been passed on by Colin Haste from Motorsport Australia.

Discussion held on adding some suitable classes of cars into the historic groups but still keeping within the historic mantra.

I would like to thank all present on the night, especially to our President who turned up still on crutches and to Greg Dalliston for looking after the BBQ on the night and recording the minutes.



## REMINDER TO ALL MEMBERS

The HRCC Facebook Group is for Promotion of HRCC Events and not a forum for grievances or political based posts. These will be removed and posts will be declined.

If you have a grievance, please contact the HRCC Secretary or a Management Committee member. They are required to bring the issue to the attention of the Management Committee.

## NEXT 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:** 23 May 2022

**Time:** 6pm

**Venue:** VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale Q 4152

# 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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# HISTORIC MOTOR RACING



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WARWICK QLD

Open to all 5<sup>th</sup> category  
historic race group cars  
And invited cars

## AUTUMN HISTORIC WARWICK

### 13 - 15 May 2022



## ENTRIES OPENING SOON

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An Invitation letter will be sent to  
all FULL Members of the HRCC  
when entries are open through  
the Motorsport Australia event  
entry system online.





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# CLASSIFIEDS

## 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, 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](mailto: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.

**PRICE \$45,000.00 or offer**

Fully set up trailer is available at additional cost

Please ring Keith Carling on 0438 881 208 or email [keith@dbchomes.com.au](mailto:keith@dbchomes.com.au)

## 4 X Michelin 165 HR 13/ XAS FF (Formula France) Tyres

Selling at half price **\$600.00**

Considered among the best period tyres and cost accordingly.

Bought new from Stuckeys and have been stored correctly.

They just don't fit under my Lotus.

**Please msg or phone Lindsay on 0417 618 823**



# CONTACT US

GENERAL ENQUIRES: 0424 321 072  
EMAIL: info@hrcc.org.au  
MAIL: PO Box 353, Red Hill Qld 4059

## Club Officers

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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 day of each month**