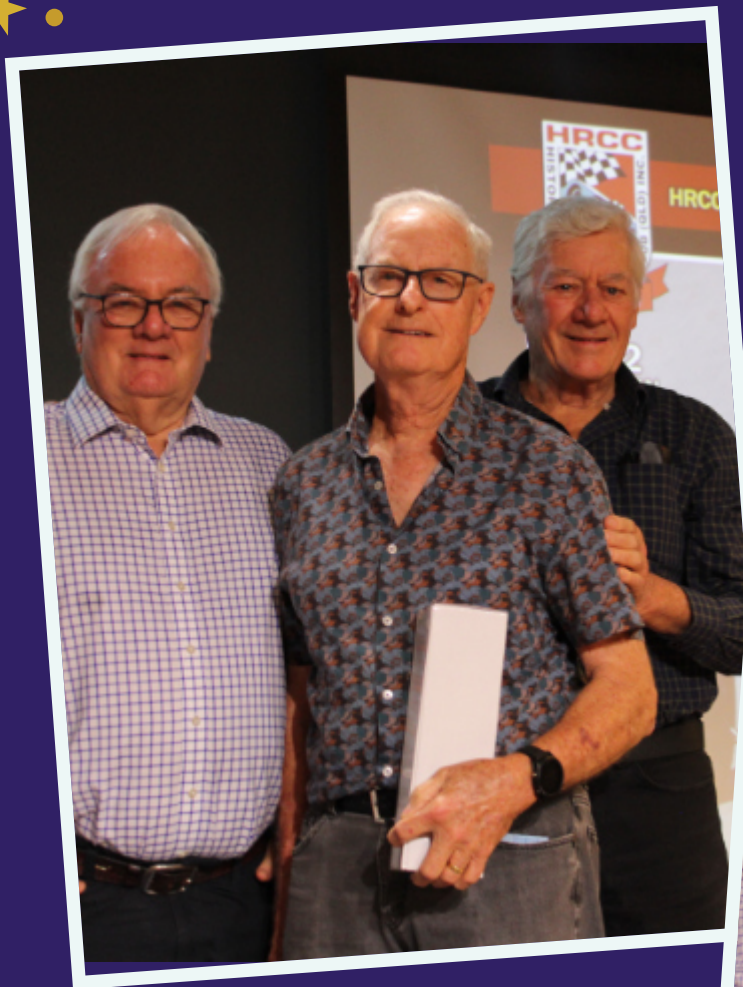


HISTORIC TORQUE

NOVEMBER/DECEMBER 2022

JOINT 2022 CLUB CHAMPIONS

ROBERT BUCKLEY &
GRAEME WAKEFIELD



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: 474

New members: Nil

Total membership as at 10/10/2022: 474

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Round 4 QHTCA Qld Cup, Pages 34-36

From the Presidents Desk



Hi All,

The recent HRCC Annual Christmas, Trophy and 30th Anniversary Luncheon held at the historic Cloudland in the Valley was a great day. The past presidents went down memory lane and gave us some of the highlights of their tenure.

A big thank you to Peter Yeomans, Bruce Richards, Bill Westerman, Don Thallon, Alan Steel and Mike Gehde who all came and gave us their insights, also thanks to Mike for being MC on the day.

It was great that Cheryl Lacey, wife of the late Jack Lacey, son Lauchlan and wife Michelle with their family could join us to celebrate the day. Also, a big thanks to Kevin Bartlett, our club patron, Andrew Fraser from Motorsport Australia and Phil Ross from Shannons for joining us on this great day.

A big congratulations to all our Class Club Champions for 2022 and I must say I am extremely honoured to be joint Club Champion with Robert Buckley, congratulations Robert and thanks to Alan Don for doing the points score for 2022.

The AGM took place on 28 November, and I am delighted to again be part of this new committee with a big welcome to Brad Manz who has been a great contributor to the club in 2022.

Thank you to Peter Gilbert, outgoing Secretary, who unfortunately left us early in 2022 due to ill health but has been a great contributor to the club over the past few years. We wish Peter and Sandra well in the future.

As I said previously, I have enjoyed the year very much as President and am looking forward to 2023 and taking the club to bigger and better things.

As we have announced before, the dates for 2023 are in place. We hope to also add on some more social events and are also looking at the opportunity of arranging some grids at QR for any classes that may be interested. We will be talking to the various Group Leaders before Christmas on what the Groups may want.

I would like to sign off this month by saying a big thankyou to firstly the Management and Race Committee for 2022, to all the members, wives, partners and families that have supported us, the HRCC and a big thank you for all the kind words I have received this year.

I wish all of you a safe and Merry Christmas as well as a Happy and Prosperous New Year.

See you all in 2023.

Graeme Wakefield
President HRCC



Celebrating THIRTY YEARS OF HRCC including CHRISTMAS PARTY & TROPHY PRESENTATION



Graeme Wakefield



Peter Yeomans & Bruce Ayers

Photos by Peter Walsh



Peter Yeomans & Rhys Foster



Bruce Richards & John Carson



Bruce Richards & Paul Cuthbert



Bruce Richards & Aaron Hodges



Bruce Richards & Neil Sivyer



Bill Westerman
& James Waugh



Bill Westerman
& Stephen Jeffs



Bill Westerman & Jill Nelson



Alan Steel, Phil Ross (Shannons)
& Morne Lombard



Phil Ross & Grant Schnieder



Alan Steel, Phil Ross & David Streat

Photos by
Peter Walsh



Alan Steel, Phil Ross
& Russell McDowell



Don Thallon, Kevin Bartlett
& Craeme Hodges



▲ Past HRCC Presidents each gave a short address on their individual experiences in the job and, as they saw the high points and turning points over the last 30 years.
 • **From Left to Right:** Peter Yeomans, Michael Gehde, Bill Westerman, Bruce Richards, Don Thallon and Alan Steel.



▲ MC Mike Gehde provided his usual high calibre level of 'festive fun and frivolity'



▲ Rob Nichols and Grant Schneider were ecstatic about the Grp Nc 2001-3000cc trophy win and it's great to see youthful enthusiasm coming to the fore.



▲ Club Champion, for the second year in a row, was Bob Buckley in centre, and he is seen here being congratulated, on left, by Mark Hulse and on right, Barry Wise.



▲ Long term Club supporters at the 30 year lunch included L to R David Barkley, Don Thallon and Janette Thallon.

Photos & captions by John Carson



▲ For HRCC's 30th year celebratory Trophy and End of Year Lunch the venue was Cloudland, in Anne Street Fortitude Valley, not far from the spiritual birthplace of HRCC at Don Thallon's offices in Costin Street, which was located halfway between this function centre and the original Cloudland Ballroom.



▲ Don Thallon, an early President, expounds on the contribution of HRCC's inaugural President, the late Jack Lacey, and the early days of Historic Queensland at Lakeside which were the financial foundation of the Club.



◀ A study in experience and wisdom: From RHS and clockwise, Former Motorsport Australia Qld Manager, Milton Brennan, current Motorsport Australia President Andrew Fraser and HRCC Patron, Kevin Bartlett.



▲ Young supporters, Adam and Abby Duce, Group Nb Mini, were in a festive and happy mood.



▲ At one of the top tables hard working Membership Sec Jim Goulden 'holds' court whilst Club Secretary Greg Dalliston holds (read here... 'cherishes') a bottle of Christmas cheer.



◀ A burgeoning table of lucky ticket prizes from members, supplier friends and sponsors.

CONGRATULATIONS! HRCC 2022 CHAMPIONS

| | | |
|---------------|------------------------------------|-----------------------------------|
| Group A | Historic Touring Cars | Wayne Clift |
| Group F | Historic Formula Ford | Robert Buckley |
| Group K | Historic Racing, Sports & Specials | Pete Trapnell |
| Group L | Historic Racing, Sports & Specials | Alan Telfer |
| Group P | Historic Racing & Sports Cars | Bruce Ayers |
| Group Q | Historic Racing & Sports Cars | Rhys Foster |
| Group R | Historic Racing & Sports Cars | Jonathon Camp |
| Group Sb | Historic Production Sports Cars | John Carson |
| Group Sc | Historic Production Sports Cars | Michael McKelliget |
| Group T | Historic Production Sports Cars | Paul Cuthbert |
| Group U | Historic Sports Sedans | Aarron Hodges |
| Group V | Historic Formula Vee | Neil Sivyer |
| Group Na | Historic Touring Cars | James Waugh |
| Group Nb | Historic Touring Cars up to 1300 | Peter Walsh |
| Group Nb | Historic Touring Cars 1301-1600 | Craig Thompson |
| Group Nb | Historic Touring Cars 2001-2600 | Stephen Jeffs |
| Group Nc | Historic Touring Cars 1101-1500 | Jill Nelson |
| Group Nc | Historic Touring Cars 1501-2000 | Morne Lombard |
| Group Nc | Historic Touring Cars 2001-3000 | Grant Schneider |
| Group Nc | Historic Touring Cars 3001-3500 | David Streat |
| Group Nc | Historic Touring Cars 3501-5100 | Graeme Wakefield |
| Group Nc | Historic Touring Cars over 5100 | Russell McDowell |
| Non Historic | Sports Cars up to 1600 | Matthew Devitt |
| Non Historic | Sports Cars over 1600 | Stan Adler |
| Non Historic | Touring Cars up to 2000 | Graeme Hodges |
| Non Historic | Touring Cars over 2000 | Graeme Wilkinson |
| Non Historic | Regularity | Michael Walsh |
| Club Champion | Equal | Robert Buckley (Joint Champion) |
| Club Champion | Equal | Graeme Wakefield (Joint Champion) |

Management Committee & AGM Meeting Summary

Summary of the Management Committee
and Annual General Meeting held at
VCCA Club Rooms,
1376 Old Cleveland Rd, Carindale
on 28 November 2022

Chairman opened the Management Committee meeting and noted that no matter of business was raised for consideration. The General Meeting would adjourn for a period of time during which the Annual General Meeting would convene.

AGM Minutes of the Previous Meeting:

The meeting resolved to confirm the Minutes of the 2021 Annual General Meeting.

Presidents End of Year Report:

Graeme Wakefield delivered his end of year report. The full report is available on page 10 of this newsletter.

Financial and Auditor Reports: Hard copies of the Financial and Auditor Reports for the period ended 30 September was tabled and received.

Appointment of Auditors for 2023:

Voting members overwhelmingly elected to appoint Wilson Teis Accountants as auditors for 2023.

Election of Office Bearers:

The following members were elected to office for 2023:

| | |
|------------------|---|
| Graeme Wakefield | President and Management Committee Chairman |
| Alan Steel | Vice President |
| Greg Dalliston | Secretary |
| John Tupicoff | Treasurer |
| Peter Finnigan | Committee Member |
| Jim Goulden | Committee Member |
| Brian Henderson | Committee Member |
| Bradley Manz | Committee Member |

The chairman noted that all of the candidates were elected with a comfortable majority.

Annual General Meeting closed

Management Committee meeting reconvened

The chairman congratulated the candidates upon their election to office.

The chairman thanked the 2022 management committee members for their generous contribution of time and effort, likewise to other members who had volunteered their time and effort and again thanked members for their attendance at this meeting.

General Meeting closed

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

The Treasurers Annual Report and Financial Auditors Report are available until the end of January 2023 on the HRCC website [here](#).

PRESIDENTS END OF YEAR REPORT

I would like to start tonight by welcoming everybody to the 2022 AGM and thanking each of you for supporting our club over the past 12 months.

2022 like the two previous years has been a different year for our club, although Covid restrictions were lifted we were met with other challenges. We started the year with a family fun day at QR, which was very well received by all those that attended and gave us a chance to have an alternative event on the calendar.

As I said we faced other challenges this year, one of them being the cancellation of Autumn Historic due to the flooding that occurred in the Southeast and in particular Warwick. Historic Queensland was a great success with over 180 entries, and it also was good that we could introduce our social evening, which we had in September. The year then capped off with our 30th Anniversary celebrations, Christmas trophy lunch, which was very well attended and saw the return of some of our Past Presidents.

Even with these setbacks, financially our club remains in a strong position thanks to the hard work by our Treasurer Mr John Tupicoff looking after our accounts and Mr Mike Gehde for looking after our investments. John and Mike, we appreciate everything you do. Thank You.

Obviously, the only event that produced a return was Historic Queensland, Autumn Historic obviously returned a loss but could have been far greater if not for the help of Morgan Park, Motorsport Australia, Qld Fire and Rescue, TR Radios and Austiming, we thank them very much for their help to minimise our loss. The family fun day was subsidised to give back to members so was also run at a loss. We introduced substantial discounts for members at our race meetings, which unfortunately was only beneficial at Historic Queensland, but it is our intention to continue this in 2023.

My sincere thanks go to all our club sponsors, the Management and Race Committees, our event officials, volunteers, and all those behind the scenes, without their continuing support, our events would not be possible.

My thanks also go to all the other club officials and volunteers, group leaders, merchandise, photographers. And a very special thanks to all the wives and partners who generously donate their time to our great club.

We are again reviewing the constitution and it is our intention in the New Year to table any necessary changes or alterations.

As you have seen we have again used the online voting system, to allow all eligible members an opportunity to cast a vote. This system continues to work well. Thanks to Milton Brennan for again organising this for us and running the AGM, your efforts are very much appreciated. Thank you.

Thanks again to Lisa Catchpole in her role as the Club Administrator looking after our club's newsletter and assisting the Club Secretary and Management Committee and now webmaster. Lisa's experience in motorsport administration has again helped greatly this year, thanks Lisa.

Alan Steel and Don Thallon continue to investigate the opportunity of the Mt Gravatt Showgrounds, negotiations with the Mt Gravatt Trust are still ongoing as well as applying to Government for grants to assist us in this. This is not the only opportunity for our club, and we also have been looking at other opportunities. I feel this is important for the future direction of our club, and it is important we take the time to carefully consider all the options. Any suitable option must be voted on and approved by the majority of club members eligible to vote under our club's constitution before it can proceed, 2023 promises to be an important and exciting year for our club.

As you have seen the dates for 2023 are already set and it is great that we can bring variety to our calendar with two events at Morgan Park and two at Qld Raceway.

It is unusual that our final event for the year the Club Champions Trophy presentation and Christmas party, but congratulations to all our Club Champions.

In closing, I can assure you your committee has worked very hard throughout the year to meet the needs of the members and our club continues to be in good shape.

I have enjoyed my first year as President but believe the club must ensure we have a succession plan for our committee so we continue to inject new blood and keep adding new ideas to ensure not only the financial stability of the club, but operationally it continues to keep up with the times and looks at the new opportunities that are and will be available to HRCC.

I look forward to working with the new committee in 2023 and assisting in taking this great club to bigger and better things.

Thank You.

Graeme Wakefield
President - HRCC



TRY

Try race circuit driving

TRAIN

Improve your race driving skills

TEST

Test and set up your car

18-19 FEBRUARY 2023

TTT DAY & SUPER SPRINTS

at Morgan Park Raceway

ENTRY OPENING SOON

- Open to all 5th 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

info@hrcc.org.au



Club Patron
Kevin Bartlett



HISTORY OF THE HISTORIC RACING CAR CLUB (QLD) INC.

By Don Thallon

At the 30th Party I was asked to comment on some Club history. I delved into my records, which should eventually be filed with Club Archives.

The following is a series of documents of historical significance to the club.

The first here is an extract from the National Newsletter 1992.

Historic Racing Register - Newsletter - 14th Aug 1992

TUCKEY'S TROPICAL TOPICS

- Noel Tuckey

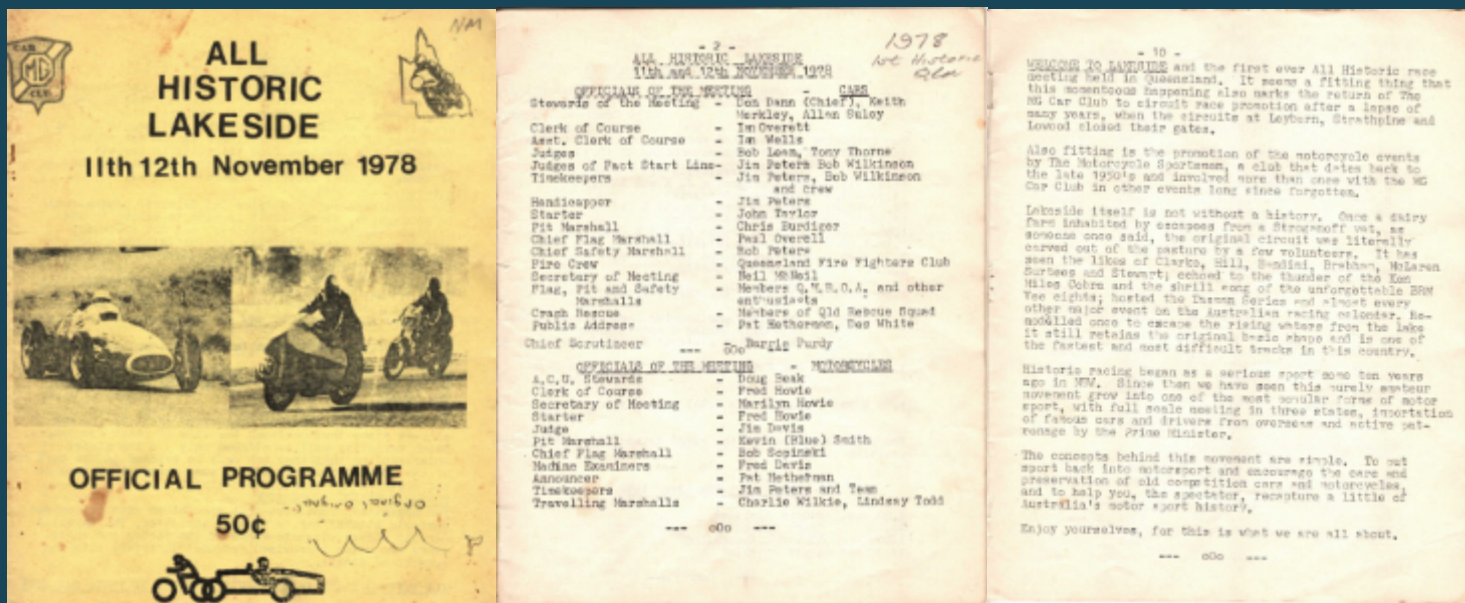
I have, along with what appears to be the rest of Australia, finally got it. The dreaded lurgy. The fish hook throat, the streaming eyes, the nose drips, the body aches. Although I do know one bloke who has solved the nose drip problem. He stuffs a tissue up each nostril and wanders around looking like a white fanged walrus!

So I am sitting here, struggling to stay upright on one of those weird kneeling stools that are de rigueur for people who sit all day, staring at typewriter keys and wondering if the constant olfactory rain on the machine is about to blow the bejesus out of the transistors. I suppose it has transistors. Either that, or somebody has put in a lot of time to train an ant colony

I digress. I had made this promise to Robyn Snape, who has bravely decided to take over as National Editor of this Newsletter, to inform you all of the Historic happenings in the Sunshine State. Apart from half a year of consistent rain, we have had a huge upheaval in the Historic Racing Register, Queensland. From what was probably a combination of economic pressures, a lack of racing activity and the decision of the MG Car Club to once again decline to run our annual All Historic race meeting in October, an informal, emergency gathering of members decided that Something Had To Be Done. As in joining with the Appendix J Association, who were also suffering a decline in active members, although there was still plenty of enthusiasm in the executive. So the informal meeting was followed by a formal meeting, where the decision to amalgamate was overwhelming. As a direct consequence of this, the Appendix J Association was also dissolved and a new organization, the Historic Racing Car Club Queensland (Incorporated), has been formed from both organizations. So the new club will promote all aspects of historic racing, is expandable to include classic rally cars and the new categories of sedan racing and with more willing workers, the future of the annual two day historic event at Lakeside is assured. Lakeside 1992 will be run and won by the time you read this, as the Queensland Gemini Racing Association is promoting the meeting on the 20th and 21st of June and if our current plan succeeds, the Historic Racing Car Club will be the promoters for the 1993 Historic Happening.

So our new executive, elected on 16 June, is headed by JACK LACEY as President. Jack currently campaigns a very quick Falcon Ralleye Sprint and was also past president of the Appendix J Association. TR2 steerer and enthusiast's enthusiast, PETER KLEINEBERG, is Senior Vice President, with the efficient BILL WESTERMAN continuing on as Secretary. Treasurer is BRUCE RICHARDS, Competitions Manager our Chevrolet Kid, DON THALLON and as Public Relations Wallah, you get me. MIKE JONATHAN is Commercial Manager, GEOFF RUSSELL heads the Executive Committee and WOLF GRODD is to manage Regularity happenings. PAUL NEILL continues on as Magazine Editor, there was no way DOUG SCOTT could escape from Catering Officer after an unbroken string of successes in this job and an appearance as a thong-wearing Father Christmas; and NEVILLE WEBB will promote the interests of Groups J and K. GRAHAM BROWN is liaison officer for Group M, PETER KLEINEBERG will promote Sa/Sb and KEVIN WOOLICH is liaison for Group N. So with all this organizational talent and new enthusiasm for cars historic, 1993 and onwards are going to be great years for historic racing in Queensland.

Dropped in on that one-legged buccaneer of Australian road and track, TIM HOCKING, the other day. Although the 1961 vintage Nota Din is still a



Program front cover and pages 2 & 10 from the first Historic Race Meeting November 1978

HISTORIC LAKESIDE

1978 – 1998

MGCC/QHRR 78-90 (13 yrs)

HISTORIC QLD (QR)

1999 – 2000

| YEAR | ORGANISING CLUB | RACE DIRECTOR | SECRETARY OF THE MEETING | CLERK OF COURSE |
|-----------------|-----------------|-------------------|--------------------------|-----------------|
| 1978 | MGCCQ/QHRR | | Neil McNeil | Ian Overett |
| 1979 | MGCCQ/QHRR | | Joan Appleby | Ian Overett |
| 1980 | MGCCQ/QHRR | Ted Peel | Joan Appleby | John Jones |
| 1981 | MGCCQ/QHRR | | Joan Appleby | John Jones |
| 1982 | MGCCQ/QHRR | Geoff Fast | Joan Appleby | John Jones |
| 1983 | MGCCQ/QHRR | Geoff Fast | Joan Appleby | John Jones |
| 1984 | MGCCQ/QHRR | Carl Stecher | Joan Appleby | John Jones |
| 1985 | MGCCQ/QHRR | Carl Stecher | Joan Appleby | John Jones |
| 1986 | MGCCQ/QHRR | Carl Stecher | Joan Appleby | John Jones |
| 1987 | MGCCQ/QHRR | Carl Stecher | Joan Appleby | John Jones |
| 1988 | MGCCQ/QHRR | Joan Appleby | Joan Appleby | John Jones |
| 1989 | MGCCQ/QHRR | Joan Appleby | Joan Appleby | John Jones |
| 1990 | MGCCQ/QHRR | Joan Appleby | Joan Appleby | John Jones |
| 1991 | QGRA/AJAQ | Barry Nixon-Smith | Graham Ward | John Jones |
| 1992 | QGRA/AJAQ | Graham Ward | Barry Nixon-Smith | Greg Evans |
| 20/21 June 1993 | HRCCQ/QGRA | | | |
| 1993 | Jack Lacey | Barry Nixon-Smith | Graham Ward | Peter Overell |
| 1994 | HRCCQ | | | |
| 1994 | Jack Lacey | Geoff Russell | John Jones | Ian Mayberry |
| 1995 | HRCCQ | | | |
| 1995 | Jack Lacey | Geoff Russell | John Jones | Ian Mayberry |
| 1996 | HRCCQ | | | |
| 1996 | Don Thallon | Geoff Russell | John Jones | Ian Mayberry |
| 1997 | HRCCQ | | | |
| 1997 | Mike Jonathan | Bruce Richards | John Jones | Ian Mayberry |
| 1998 | HRCCQ | | | |
| 1998 | Mike Jonathan | Bruce Richards | John Jones | Ian Mayberry |
| QR 1999 | HRCCQ | | | |
| 1999 | Bruce Richards | Bruce Richards | John Jones | Ian Mayberry |
| QR 2000 | HRCCQ | | | |
| 2000 | Bruce Richards | Bruce Richards | John Jones | Ian Mayberry |

24.5.2011
DT.

UNITY IS STRENGTH

This is an old adage that has been used to great effect by many organisations over a long period, and applies to all aspects of Motor Sport (and Historic Motor Sport).

History

A brief look at motor racing history in Qld tells a story well worth considering.

There are not many enthusiasts left who would remember when the RACQ ran all motor sporting events prior to WW2. In 1937 members decided to separate the general motoring activities from their sporting activities, so the Qld Motor Sporting Club (QMSC) was formed. Motor racing was banned on public roads, so hill climbs and sprints were the only speed events possible. This Club was regrouped in 1947 and races were conducted at the war time air strips of Strathpine in 1947 and Lowood in 1948. Lowood ceased for a time due to opposition from a local church group who believed their Sunday church services were disrupted. Up until the mid 1950s all motor sporting activities were conducted by the QMSC. At this time a group of members became disillusioned with their Club activities and formed a breakaway movement. The Qld Racing Drivers Club (QRDC) was formed to promote motor racing. The Lowood Aerodrome was purchased and developed as a racing circuit. Soon after in 1961 Lakeside, under the guidance of the QMSC, on land owned by the Sakzewski family was constructed and opened for racing. In the mid 1960s Keith Williams developed the Surfers Paradise International Raceway at Carrara on the Gold Coast. So within 10 years we had three major motor racing venues with 3 owners and 3 operating and promoting Clubs, each competing with one another. This was too much for the small population and economic base of SEQ to handle successfully at that time.

What was the result? The QRDC went bankrupt due to taxation liabilities, poor management and strong competition. The Lowood land was sold to land developers and subdivided. The QMSC went into liquidation due to poor management. This was after purchasing Cintra House at Bowen Hills which was a potentially magnificent Club House. The operation of the circuit at Lakeside was taken over by the Sakzewski family and run by son Geoff, with David Harding as General Manager. This also eventually ended in failure as most of us can remember. Surfers became unviable due to encroaching development and the value of the land, and ceased operations in 1987.

MOTOR SPORTING ACTIVITIES (PARTICULARLY MOTOR RACING) IN QLD HAD BECOME FRAGMENTED INTO 3 COMPETING UNVIALE GROUPS, EACH ENDING IN FAILURE AS FAR AS MOTOR SPORT IS CONCERNED.

Now we have a multitude of mainly small unfinancial Clubs, sometimes working in conflict to one another. The most successful of our Qld Clubs are currently the MGCCQ and the HRCCQ.

We should now take a look at the South Australian experience. The Sporting Car Club of SA (SCC) was formed in 1934 and still organises most of the motor sporting activities in SA. It owns the Collingrove Hill Climb venue and its own magnificent Club Rooms on the edge of the Adelaide CBD – a highly successful and very well run organisation. Under the SCC umbrella many individual groups of competitors organise and promote their activities under the guidance and ratification of the controlling Management Committee, appointed by the full membership of the SCC.

This is a very strong well organised financially secure democratic organisation. A good model for other States to follow.

34TH QUEENSLAND HISTORIC – MORGAN PARK, WARWICK
30/31 July 2011

Queensland Historic Clubs started organising and promoting historic race meetings at Lakeside in 1978. The first was organised by the Historic Racing Register Qld, with the assistance of the MGCCQ. Lakeside was used for the first 20 years, then we raced at QR until the current lessee made it impossible for the HRCCQ (an amalgamation of the HRRQ and Appendix J Association of Qld) to hold meetings there. Since then (about 10 years) we've been going to Warwick for our major meeting of the year, this being our 34th Qld Historic.

Warwick is a country City with good facilities, 2 hours drive west of Brisbane on the south eastern edge of the Darling Downs. Morgan Park is Council owned (donated) land comprising polo fields, equestrian centre, drag strip, gun club, trail bike and motor racing circuit. A credit to the City, and in particular to Bill Campbell, a local builder who is the leading light of the W&DSCC, developers and lessees of the circuit. This was our first major meeting on the extended 3klm course.

Our Group M cars which mainly comprised Formula Juniors were thin in numbers. Only 8 cars entered (6 FJs). This was the 4th round of the FJ Championship. We were gridded with Formula Fords all weekend – the best the club could manage due to the low numbers of Group M and diverse nature of the groups competing. The Group O cars were gridded with Q & R.

The FFs were faster than our Group M cars and generally occupied the top 10 places. In actual fact we had two races in one. Our cars were closely matched, lapping around 5 seconds of each other, and some reasonable racing resulted. All qualifying took place on Saturday morning after testing/private practice on Friday. Saturday pm and Sunday am saw 2 races for each group in total. Sunday afternoon was taken up with feature races for all entrants.

Our first race on Saturday had Don Thallon (MRC 22) and Graham Brown (Brabham BT2) mixing it with the slower Formula Fords in 10th and 14th positions. Then came Victoria LeGallais in the ex Holly Brabham BT15 F3, David Reid (Cooper T59), Richard Nitschke (Elfin Catalina), Robert Buckley (Golford), Michael Goodfellow (Talisman) and Allan Conway (Gemini Mk 3A). Good to see Allan back behind the wheel after a short lay off with a "works driver".

The other 2 races for our cars followed a similar result format with a few place changes here and there. David Reid gave Thallon a hurry up in the last race. Good to see the Reid car/driver combination finally firing strongly. Brownie kept his car on the island this meeting and obviously enjoyed himself a lot more, although he failed to finish the last race (mechanical problems?). Victoria can't get enough track time and enters everything she can. She was the only Group M starter in the Racing Car Feature Race on Sunday afternoon. This was for the fastest racing cars and was won by a Group R Ralt RT4 (Chris Farrell), circulating some 16 seconds a lap faster than Victoria who nevertheless set the fastest Group M lap time of the weekend at 1:32.2. Some of the Formula Juniors were not eligible to start in this race due to the 130% rule so we all decided to sit this one out.

Everyone enjoyed the weekend, and if you haven't been to Morgan Park yet, do yourself a favour and enjoy a friendly meeting in a relaxed country setting – not unlike Wakefield Park.

Jan 2017

HISTORY OF HISTORIC RACING Q

By Don Thallon
(with help from Noel & Jan Tuckey)

Past Member of QHRR
Inaugural Member & Past President AJAQ
Life & Inaugural Member of HRCCQ

Historic Racing was established in Australia in 1976. We had a wealth of old Racing Cars sitting in sheds, museums and under houses, unused, unloved and deteriorating.

Motor Historian and Journalist, Noel Tuckey and Wife Jan, approached George Gilltrap whose family owned a fair collection of old cars at Kirra on the Gold Coast (Gilltraps Yesteryear World). The idea was to revive their 1955 Ferrari Super Squalo GP car for a demonstration run prior to the 1975 AGP, to be held at Surfers Paradise International Raceway. This was achieved and drew great interest from motoring enthusiasts and the general public.

The following year the Ferrari was towed down to Sydney for Australia's first All Historic Race Meeting at Amaroo Park (January 1976). The meeting featured pre 61 Sports and Racing Cars and Motor Bikes and was organised by the Vintage Sports Car Club of Australia. A large enthusiastic crowd attended. This set up the scene across Australia. Three Queenslanders competed – Doug Partington, George Gilltrap & Noel Tuckey.

In 1977, Noel, Doug and George placed an ad in the Courier Mail inviting attendance at a meeting with the intention of forming a Club. Thirteen people crowded in the Tuckey lounge room at Kallangur in the evening of 3/3/1977. The Qld Historic Racing Register was inaugurated and the very next month, April 77, the first race for Historic Cars in Qld was run in conjunction with a QMSC Meeting at Lakeside. The first office bearers were:

President: Doug Partington
Secretary: Ian Morris
Newsletter Editor: Noel Tuckey

The aim was always to stage a full 2 day Historic Meeting at Lakeside. The QHRR did not have any financial resources or personnel for this, so an approach was made to the MGCCQ to partner a meeting at Lakeside for Historic Sports and Racing Cars and Motorcycles. So the first All Historic Lakeside was held in November 1978. These continued on until 1987 as a joint venture between the QHRR and MGCCQ. Joan Appleby of MG was the hard working Race Secretary from 1978 to 1990.

The Touring Car (Tin Top) boys did not want to be left out of this excitement. Jack Lacey was the prime mover in the formation of the Appendix J Association of Qld (AJAQ) in 1981. Meetings were held at my office and membership grew quickly to about 70. Cars were restricted in those days to pre 1965 models running under the original Appendix J Regulations of that era.

The first All Historic Lakeside to include Group N Touring Cars was 1980 and only 3 entrants were received - #15 Kev Woolich in a Fiat 1500, #34 Bob Minnikin in a Jaguar 3.4 (ex Bill Pitt) and Jack Lacey in a Mini Cooper S.

Below are two logos for your interest.
Historic Racing Register and QAJA .

These two clubs were combined to form the HRCCQ, and a new logo was prepared by Wolf Grodd, who was in the advertising business at the time. He prepared several alternatives, and this is the one selected.



These two clubs were combined to form the HRCCQ, and a new logo was prepared by Wolf Grodd, who was in the advertising business at the time. He prepared several alternatives, and this is the one selected.



This is the version currently used.

However, soon after we varied the logo by deleting the background black and maroon, to give the logo much better clarity and definition. See the cover of the 1997 Historic Programme.

In my opinion this looks much better, and can be photocopied without creating a dense blob!.

When I was President in 1996, a membership drive was instigated, and a flier produced to promote membership. This worked very well, and was handed out with the Race Programme to up to 10,000 spectators at the Historic Meetings. You may be surprised how many forms were sent in!

Note the logo, and club motto

"The Sport of Motor Racing History", which I instigated in 1996.

Regards
Don Thallon

PROMOTED
AND
ORGANISED
BY THE
HISTORIC
RACING
CAR CLUB
(QLD) INC.

SATURDAY
5TH JULY
&
SUNDAY
6TH JULY
1997



20TH *HR* HISTORIC LAKESIDE 1997

OFFICIAL
PROGRAMME
\$5.00



Historic Motor Racing



Lakeside



**Historic
Racing
Car
Club of
Qld Inc.**

- *What is Historic Motor Racing?*
- *HRCCQ Aims, Objectives and Activities*
- *How do I become a competitor?*
- *Membership Form*



Lowood

The Sport of Motor Racing History



What is Historic Motor Racing?

Historic motor racing is an amateur sporting activity involving the collection, preservation and competitive use of touring sports, and open-wheeler racing cars which meet the requirement of the historic racing categories, being 20 years old or more. Many cars involved have a history of racing participation, either in Australia or overseas.

Historic motor racing is an official current racing category controlled by the Confederation of Australian Motor Sports (CAMS) and events are run for the cars in accordance with their age and type.

The official groups are:—

- J Vintage Cars (Pre 1931) racing, sports and specials
- K Post Vintage Thoroughbred Cars (1931 - 1940) racing, sports and specials
- L Historic Racing, Sports and Clubman Cars (1941 - 1960) with a Racing History
- Sa Production Sports Cars (1941 - 1960) no racing history is necessary
- Sb Production Sports Cars (1961 - 1969) no racing history is necessary
- M Historic Racing, Sports Clubman Cars (1961 - 1965) with a racing history
- Na Touring Cars (Pre 1958) no racing history is necessary
- Nb Touring Cars (1958 - 1964) no racing history is necessary
- Nc Touring Cars (1965 - 1972) no racing history is necessary
- O Historic Racing, Sports Racing Clubman Cars (1966 - 1969) with a racing history
- P Formula 5000 Racing Cars (Pre 1978)
- Q Historic Racing, Sports Clubman Cars (1970 - 1977) with a racing history
- FF Historic Formula Ford

In addition to age and technical specifications, competition cars must comply with stringent safety requirements and these are subject to scrutiny immediately prior to participating in an event.

Drivers must be members of a Club affiliated with CAMS and hold a current competition licence of which there are several types.

The activity is essentially of amateur status so cars are not able to display advertising other than that which may have originally been on the car and events carry prizes which are small trophies in nature.

All of the rules and customs of historic motor racing are aimed at the preservation of an historically important heritage and to minimise the cost of participation so as to encourage interest from a wide spectrum of people.

Club members become involved as enthusiasts, owners, drivers, scrutineers, event marshals and administration assistants. Historic motor racing has great appeal to people who love to see, hear and appreciate classic cars and the action they produce.



Brier Thomas
Photos



AIMS & OBJECTIVES

1. Encourage the preservation of Motor Racing History, especially pertaining to Queensland; the cars, competitor memorabilia, publications, programmes, photographs, films and results and compile a register of all Historic vehicles in Queensland.
2. Actively promote and support Historic Racing and competitive events and welcome public interest and involvement.
3. Improve the standards of driving through participation in Historic Motor Sport by encouraging participation in Races, Sprints and Regularity Events and to foster driver education safety and courtesy on the road and track.
4. Provide a forum for the exchange of technical information, literature and spare parts so that Historic Racing Cars can be preserved, restored, maintained, reconstructed and **used** in the best historic tradition.
5. Schedule a number of General Meetings, guest speakers, social events and static displays for members and friends in order to develop mutual interests, friendships, co-operation and club spirit between members.
6. Publish a Club Journal and Newsletter of sufficient frequency as to communicate forthcoming events, Club news and items of interest.
7. Provide representation of Club members' views and concerns to CAMS and its Committees.

ACTIVITIES A. HRCCQ organise and promote annually:

- (a) Historic Lakeside in July - races for all Historic categories and Marque Sports plus Regularity Events;
- (b) Historic Leyburn in August - around the houses Sprint Meeting at Historic Leyburn on the Darling Downs, the site of the first AGP held in Queensland 1949;
- (c) Historic Willowbank - Sept/Oct - ¼ mile sprint;

B. HRCCQ support and are involved with:

- (d) Race meetings at Lakeside and interstate circuits organised by other Historic and Racing Car Clubs;
- (e) Macleans Bridge - Mothers Day - static sports car display;
- (f) Marque Sports Super Sprint at Lakeside - May;
- (g) Various car shows;
- (h) General Meetings and social events.

The Sport of Motor Racing History



How do I become a Competitor?

Firstly join the HRCCQ, and receive a Club Licence for participation in Club Events such as Sprints and Regularity Trials. You will need a suitable car, not necessarily Historic, and approved apparel.

When you are ready for racing, a Competition Licence is obtained following a CAMS training session and observed practice.

Club membership is available to all people. Participation in speed events requires the approval of parents or guardian if the driver is under 18 years of age. Club members not competing also assist with the running of events or act as officials.

HRCCQ Membership Form

To: HRCCQ Membership Secretary
Greg Burrowes
200 Meadowlands Road
Carindale Qld 4125

I wish to apply for membership of HRCCQ as follows:

Sponsor Ordinary Family Social Senior

Name:

Address:

Tel: Wk: Home: Mobile: Fax:

Car Description:

Preferred No.: Category:

Membership Fees on application. Call 3398 5099 (includes Journal and Newsletters).
Cheques payable to HRCCQ.

Detailed information concerning Historic Racing can be obtained from the Queensland CAMS office at Milton. Publications available are the 1996 CAMS Manual and "A Guide to Historic Car Racing".



Leyburn 1949

TECHNICAL BULLETIN - BRAKES

by Bruce Richards

Dual Brake Master Cylinders fitted with Bias Bar.

There have been some incidents over the last 12 months or so, (mainly in Group N and S Cars) with Bias Bars and the operation of the master cylinders under certain circumstances, resulting in brake failures.

A simple check competitors can undertake is as follows:

Open the hydraulics of one of the master cylinder and depress the brake pedal, check that the mechanism doesn't foul or jam in the operation. Also check that the pushrod isn't pushed askew to the degree that the rod may bend/break. The pushrod should maintain a fairly straight push on the remaining operational cylinder.

More importantly, will the car stop with one of the master cylinders not operating?

It is worth checking, if either front, or rear, brake master cylinder does not hold fluid pressure that the brakes still work, albeit not extremely well.

This situation is fairly common due to fluid failure circumstances. The most common is overheated fluid, and rear wheel cylinder failure.

The misalignment of the master cylinder pushrods and the mechanism fouling/jamming can cause bent pushrods or a solid pedal without operating the remaining master cylinder, resulting in brake failure.

Bruce Richards
Motorsport Aust. Technical Delegate.

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GROUP N BULLSHEET

by Rob Switzer



Well, here we are with another season finished. Good intentions at the beginning of the year have all been carried out 100% I wish!

However, some have been, and some progress has been made with lap times gradually reducing as budget allows. We have had no major blowups and almost no body damage apart from a little nudge from Mr. Dummett which he assures me was just a love tap and meant in the kindest way.

The important thing is that it has been very enjoyable and we'd like to thank everyone we raced with and against for being both agreeable and helpful. Group N really is the best way of using up excess time and any unwanted cash left lying about.

In the spirit of Christmas, I'm including a few jokes that you won't find in your Xmas cracker. These may help get you through Christmas Day while you're waiting for "Bad Santa" to come on the Tele.

Best Wishes from Mark & Rob Switzer.

My Father gave me a bat for Christmas.
The first time I tried to play with it, it flew away.

There are a lot of things money can't buy.
None of them are on my Xmas list.

Last Christmas I gave my son an air gun.
He gave me a T shirt with a bullseye on the back.

Wife: We're going to have a baby. That's my Christmas present to you.
Husband: All I wanted was a tie.

What I don't like about office Christmas parties is looking for a job the next day.

A puppy isn't just for Christmas day.
If you're lucky, there should be enough left over for Boxing Day lunch as well.

The Four Faces of Stephen Callaghan at the AHC at Mt Cotton

By John Carson

Email from John Carson to The Editor and Stephen Callaghan

Lisa,
Suggested caption:
At the very wet Mt. Cotton AHCC class winner and HRCC member Stephen Callaghan displays his full array of photogenic attributes ... a study in concentration, male model good looks and bucket hat improvisation!
jac
PS
Copied to Stephen also so that we have his implied approval to publish!!



Email from Stephan Callaghan to John Carson, cc The Editor

Carson

I have now studied your photos in more detail and conclude that under no circumstances whatsoever could you be regarded in the same light as some of the great portrait photographers of the last 120 years.

The likes of Henri Cartier Bresson Cecil Beaton, Annie Leibovitz, Man Ray or even one of our contemporaries David Bailey immediately come to mind.

However no one can criticise you for not trying.

By way of comparison Henri Cartier Bresson is famous for 'The Decisive Moment' when arranging and composing his pictures and carefully choosing the time to trip the shutter. You on the other hand could become famous for 'The Indecisive Moment'

Keep well and keep up the good work - just don't give up the day job, just yet!!!

Rgds

Stephen



Email from John Carson to Stephen Callaghan, cc The Editor

Ha ha, Ho Ho my dear MMM (Motorsport male muse) ... and whilst I may not be a Max Dupain, famous for 1930s black and white, silver gelatine portraiture ... e.g, 'The Beach Comber' on Bondi ...surely you appreciate the challenge of being the subject of my impromptu photographic capture...and whilst wartime photo journalists such as Frank Hurley (survivor of the 1914/5 Shackleton Expedition) and Damien Parer (took pics of my father and his RAF squadron in the Western Desert but was later killed in The Pacific Theatre) could 'appear' to grab the moment, so often like Robert Cappa and his infamous Spanish Civil War pic, these images were staged...whereas any of my Mt. Cotton images are as it happened, in the rain, and with no intent of celebrity publicity stills destined for posterity... just life in the mundane slow lane of late post-middle age life!!!

And so, dear Stephen, if nothing else, you will be immortalised in pixels in the November/December journal that is Historic Torque and I'll make sure the Library of Congress devotes a unique ISDN # for the Callaghan bucket hat!!!

Email from Stephen Callaghan to John Carson, cc The Editor

Ps John / Lisa
Forgot to add in to last email - I like the caption
As they say in the newspaper world
Publish and be damned

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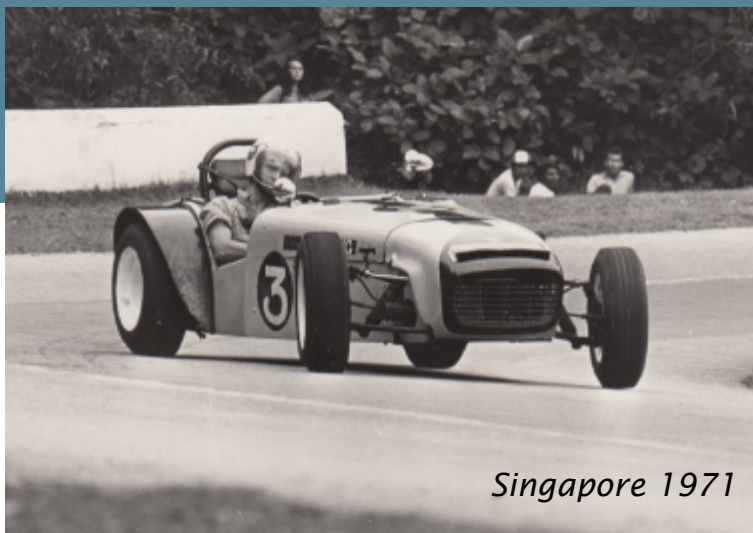
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MEMBERS INSIGHTS

Ian Young

Q. Most memorable race?

A. The sixth Singapore Grand Prix in 1971 at the Sembawang road circuit (obviously well before the current GPs in Singapore). This was my first road circuit event (speedway saloon cars in Australia prior to moving to Singapore) competing in a Lotus Super seven series 2 (1500 Cosworth).



Singapore 1971

Q. What motivated you to get involved in Motorsport?

A. As a lad on the family dairy farm in Grafton the local car club used our road (Gears Lane Great Marlow) for sprints. The occasional ride from our front yard back up to the start point did the job!

Q. If you could invite someone to dinner, living or dead, who would you invite?

A. My paternal Grandfather whom I never met.

What is the first car you owned?

1937 Chev Master Sedan

What's your dream car and why?

Lotus 23B captures the era I grew up in.

What's your favourite driving/cruising music?

Harry Chapin



The Lotus today outside my shed

REV LIMITER RULES

By Dean Bryant, S.O.D.P Technical Delegate Motorsport Australia

Following on from recent race meetings it has come to my attention that the process surrounding our rev limiter rules, are possibly being abused by some competitors and teams.

The rules are in place to produce a fairer field of play for all.

As a Motorsport Australia Eligibility officer and Technical Delegate, I have always held the view that when transgressions are discovered we need to also consider if there has been genuine error, accident or simple mistakes involved prior to exercising our powers regarding infringement notices and their subsequent penalties. The benefit of doubt is always considered.

This open mindedness and fairness of process may have been taken advantage of, and with that in mind I now advise all competitors of the solution – as follows;

Prior to Qualifying and racing, rev limiter chips and units (where required to be fitted) may all be tested by our Eligibility team as per Motorsport Australia regulations (see below).

Where your spec sheet states the requirement for the use of a MSD Soft Touch rev limiter Part No 8728 with a 7500 RPM limit.

- The limiter will be subject to testing at race meetings.

- The limiter will be located in an easily accessible position within the engine bay.

If your spec sheets says a limiter is required, it must strictly comply with the regulation above. If it does not you need to ensure it does prior to inspection at the track – you have been warned.

Any rev limiter chip found to be tampered with in any way during a race event, will incur the issue of an infringement notice.

As per the general regulations the subsequent actions and penalties applied will be decided by the stewards.

'Oh my chip must have fallen out' – it's the competitors responsibility to ensure it doesn't!
'The seal must have just come off' – if you didn't notice that prior to the session and advise us to recheck it then once again it was the competitor's responsibility!
'I didn't know I had to move the limiter' see above! It's your responsibility!

It seems to me that it is possible the rules and boundaries are being tested by some competitors and teams, the current rules in place allow us a mechanism to ensure this

cannot be the case in the future and we will now avail ourselves of this mechanism.

Given the fact this information will be distributed to all group N competitors in Australia via the AHTCA and the state clubs, it is clear that our decision to implement this practice without leniency is warranted, sound and just.

The Victorian Eligibility team for group N has agreed to operate this system where possible and we encourage all interstate eligibility teams to consider the same practice. Should an interstate competitor anywhere assume that the excuse for non-compliance is that it is not enforced elsewhere, you may well be very disappointed.

At the recent Historic Sandown event Victorian EOs trialled the Parc Ferme' system.

Future events may, where possible, include Parc Ferme' conditions for all competitors at the conclusion of each session.

The details of the Parc Ferme' conditions will be relayed to each competitor via the new tower to car one-way radio system at each session as well as be included in the Supp. Regs for the event.

Each competitor has a responsibility to comply with these conditions or infringement notices and possible subsequent penalties will be applied.

In short, cars will assemble in the stated Parc Ferme' location for a stated time period. Tyre pressures may be checked and engines started for cooling purposes, but that is all!

Any unauthorised interaction with the car by driver or crew prior to release of the cars from Parc Ferme' may result in an infringement notice.

Your AHTCA club delegates are:

VIC – Jervis Ward - email -

jervis@theparrot.com.au

QLD – Claude Ciccotelli - email -

claudeciccotelli@gmail.com

NSW – Nic van den Berg - email -

pennic@grapevine.com.au

WA – Martin Dennis - email -

dennisautomotivedevelopment@gmail.com

SA – Mark Blyfield - email -

mbag@adam.com.au

**Cheers,
The AHTCA Team**

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 20-23 OCTOBER 2022

By Mike Gehde

The Australian Hill Climb Championship for 2022 was run at MGCC Qld Mt Cotton venue from 20-23 October, and had been deferred for a year due to Covid.

Motorsports Australia sets the description of the categories which must be offered for competition.

The Historic Categories are Historic Group N under and over 2 litres, Production Sports Cars, Group S and T under and over 2 litres, All other Historics.

The MG Car Club generously allowed subsections for the Historic cars to include Group K, Historic V and Group R sports and Group L.

Unofficial practice was available from Thursday 20th after 11.00am. Official practice was Friday 21st and Saturday and Sunday were for the official runs (4 each day) to determine the Championship.

The weather forecast for the weekend was very ominous but practice on Friday was mainly dry. Rain overnight meant a wet track for Saturday which fortunately dried for the last two runs.

Sunday morning arrived to continuous heavy rain and at 9.00am the Clerk of Course announced that it was too dangerous to run and so declared that Saturday times would determine the outcome.

The Australian Hill Club Champion was won by Dean Tighe a very regular competitor, but his first champion win followed by Greg Ackland and 3rd outright to Dean Amos, who had continued troubles with the paddle gear change.

Dean now joins a list of past Champions including Jack Brabham.

The Historic Division were won by:

- | | |
|------------------------|---|
| Group K | - Barry Smith |
| Group V | - Alan Don |
| Group R | - Mike Gehde |
| Group N up to 2 litres | - John Hoade - Morris Cooper S |
| Group N over 2 litres | - Glen Wesener - Torana LJ GTR |
| Group S | - Stephen Callaghan - Alfa Romeo GTV 2000 |



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The Cottons Creations/SEQ Towing 2022 Australian Hill Climb Championship was run by the MGCC of Qld at Mt. Cotton over the weekend of 20/23rd October and it was Cotton by location and Cottons by main benefactor.

You see, the main naming sponsor was popular HRCC 914 Porsche driving member, Denis Cotton, and his firm Cottons Creations..... and just so you can 'cotton-on' to the other HRCC folk who ran on this wet weekend here they are, with their trophies.

Left to Right: Barry Smith, Graeme Toms, Mike Gehde, Stephen Callaghan, Alan Don, Denis Cotton and to his left SEQ Towing's representative.



Photos by John Carson

MORE PICS FROM THE AHC



◀ HRCC stalwart, Benn Gregory, also a keen MGCC behind the scenes' operator was to be found in The Secretary's Office (see portacom in background) but alas there was no pic of Benn on the day... rather there is, in the foreground, the photographer's non-log booked Lotus Exige which was entered in the Road Registered, Slow Aquaplaning Class.

➤ Mike Gehde, on right, and his mate Graeme Toms try and keep dry whilst packing up on the Sunday after the announcement that the event had been curtailed.



◀ Mike Gehde sets off on his so-called 'dry' run late on the Saturday and turns in his Group R Sports trophy winning time of 52.83 seconds. The crowd went wild and then the heavens really opened overnight and next morning!

2023 MEMBERSHIP RENEWAL REMINDER

You are invited to renew your 2023 club membership via the online system on our website at <https://hrcc.org.au/membership/>

If you have any problems, please contact the Membership Officer Jim Goulden via email jim@jandwgoulden.com or 0400 525 865.

HRCC Membership Fees for 2023 are:

| Membership Type | Full | Senior | Social |
|---|-------|--------|--------|
| Membership including Newsletter by email | \$ 55 | \$ 28 | \$ 28 |
| Membership including The Oily Rag Magazine and Newsletter by email | \$ 90 | \$ 68 | \$ 68 |
| Family Membership is an extra \$35 and covers all family members with the primary member as a full member. The primary member also receives the Newsletter by email. | | | |

VALE: RUSSELL BECKMAN

It is with great sadness that we report the passing of long time club member Russell Beckman late November this year.

The Historic Racing Car Club (Qld) Inc. extends its condolences to Russell's family and friends.

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RD 4 QHTCA QLD CUP AT LAKESIDE PARK 29-30 October 2022

by Garry Sanderson



Well I never went Saturday this time, so Trevor Norris and I turned up Sunday morning about 8.30am. Out with the deck chairs and table. Out comes the coffee and bikkies to chew on while waiting for the Group N boys to come out. Not to be disappointed they come out on the warm up lap for race 2 for the weekend. Twelve starters all nice and tidy up over the Eastern loop on the warm up lap.

We could see them drop the flag on the start line on main straight and off they went. Up comes my camera and zoomed in on Hungry corner just in case there is a bit of argey bargey while trying to negotiate the corner.

Well thanks to Grahame Wrobel in the white Mustang who later told me "that he had very little or no brakes so he tossed it back to 3rd and tried to take the corner to no avail" he went straight ahead and then sideways and lifted the mustang up on its side. Check out the pics. Another job for Bruce Dummett in his spare time.

It takes about 15 minutes to remove the slightly damaged car from the track. Out they come again and away they went. 5 laps later I am watching Gary Edwards in the red XU1 making a move on Peter Baguley who is leading the race. Next second, he is coming over the fence to say hullo to Trevor and I.

I have got Grahame Wrobel and Gary Edwards permission to put their pictures in this issue. Thanks boys.

A bit of panel damage but both guys are OK which is the main thing. There is a lot to be said for all the safety gear that they have to wear now.

Same format as last time at Lakeside - 2 practise sessions, qualify and 1 race on Saturday with 4 races on Sunday.





As per usual we had a couple of cars with broken throttle cables. A few with oil leaks and others with blown head gaskets.

We still managed to field 10 cars in the last race on Sunday.

That is it for the year so our next meeting for 2023 will most likely be in March or April.

When the points have been allocated for this race meeting, I will send them out.

Thanks once again to our sponsors Harvey Black from Black Truck Sales and Isuzu Ute and Shannons Insurance.

Garry Saunderson
Committee Member,
QHTCA Inc.
0419 776685





Trophy Winners for Rd 4 of the QHTCA Qld Cup at Lakeside Park on 29-30 October 2022

Thanks to our sponsors for 2022 Harvey Black from Black Truck Sales Isuzu Ute and Shannon's Insurance.

ROUND 4 TROPHY WINNERS AT LAKESIDE PARK;

Over 2 Litre Nc Cars

- 1st Peter Baguley 86 points (Torana XU1)
- 2nd Bruce Dummett 81 points (Torana XU1)
- 3rd Mark Switzer 69 points (Mustang)

Under 2 Litre Nc Cars

- 1st James Anderson 84 points (Alfa)
- 2nd Peter Wynn 69 points (Mk1 Escort)
- 3rd Jim Waugh 42 points (BMW)

Na-Nb Under 3 litre

- 1st Max Hodgson 42 points (EH Holden)

Congratulations to all the trophy winners for round 4 for 2022.

Congratulations and well done to James Anderson (Alfa) for winning the Qld Cup for a second year in a row.



OUTRIGHT WINNERS FOR THE 2022 RACING YEAR

- 1st James Anderson (Alfa) 285 points
- 2nd Morne Lombard (Mk1 BDA Escort) 237 points
- 3rd Graeme Wakefield (Mustang) 201 points

ROOKIES OF THE YEAR

- Max Hodgson (EH Holden)
- Will Colton (Mk1 Lotus Cortina)
- Morne Lombard (Mk1 BDA Escort)

PRESIDENTS APPRECIATION AWARD

- Harvey Black (Mk1 BDA Escort)

CLASS TROPHY WINNERS FOR 2022

Over 2 Litre Nc Cars

- 1st Graeme Wakefield (Mustang) 201 points
- 2nd Grant Wilson (Camaro) 197 points
- 3rd Peter Baguley (XU1 Torana) 182 points

Under 2 litre Nc Cars

- 1st James Anderson (Alfa) 285 points
- 2nd Morne Lombard (Mk1 BDA Escort) 237 points
- 3rd Harvey Black (Mk1 BDA Escort) 189 points

Na-Nb Under 3 litre

- 1st Max Hodgson (EH Holden) 85 points
- 2nd Will Colton (Mk 1 Lotus Cortina) 81 points
- 3rd Claude Ciccotelli (Eh Holden) 60 points

Na-Nb Over 3 Litre

- 1st Martin White (Falcon Sprint) 75 points

Congratulations to all the Class and Outright trophy winners for 2022.



What is your most memorable race?

Barbagallo, Perth, October 2016, racing the Gelford in the Formula Junior Diamond Jubilee Tour, achieving 3rd place against international competition.

What is the first event you competed in?

Lakeside 1995, HRCC Regularity, competing in the 911 Carrera, 3rd place.

What is the first car you owned?

1948 Ford Anglia Tourer (advertised as This Week's Special - 48 Pounds in 1960)

What motivated you to get involved in Motorsport?

Attended the 1954 Australian GP at Southport won by Lex Davison in the HWM Jaguar. Hooked for life!

What other sports do you like or are involved in?

Having little available money, joined the QLD Miniature Race Car Club in 1957 and have competed actively since then, building and racing many cars. Recently, in September, achieved 3rd place (again!) in the World Championships in Poland at a speed of 329.3 kph. (at 31,000 rpm) Currently President of the club and President Director of the World Body.

What do you like watching on TV?

This may come as a surprise - Formula 1 !

What is the best part about competing?

I think it must be something to do with adrenalin levels!

Such as the feeling driving the Gelford on the first lap into the second corner hairpin at Eastern Creek/SMSP approaching 200 kph, at 9000 rpm, mid field among a grid of forty Formula Junior and Formula 3 cars, somehow selecting the appropriate instant to apply my very small drum brakes, and keeping an eye open for the inevitable first lap spinner coming out of the corner. Nothing like it!!

What is the best thing you've ever done?

Marry my wife Vivienne who is my major supporter, attending all events with me. We turn the associated travel into mini holidays.

What is the coolest sound?

V10 Formula 1 motor at 18,000 rpm followed by five downshifts coming into the 3rd corner at Albert Park.

What is the most interesting place you've ever been to?

Antarctica on a small technical vessel with only about 80 passengers where we were off the ship twice per day exploring on rubber duckies. Conversely to all of the above, out of site of the ship and with our motor turned off, the absolutely stark silence was incredibly beautiful, and probably my most memorable life experience.



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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GROUP LEADERS

| | | | |
|---|-------------------|--------------|------------------------------------|
| Groups A & C (Heritage Touring Cars) | David Paterson | 0423 392 824 | david.paterson@apclogistics.com.au |
| Group F (Historic Formula Ford) | Geoff Karger | 0417 636 106 | gkarger@optusnet.com.au |
| Group V (Historic Formula Vee) | Alan Don | 0401 952 448 | spit5@hotmail.com |
| Groups J, K, & L (Historic Sports and Racing) | Craig Carlson | 0418 191 648 | craig@envirohealth.com.au |
| Group N (Historic Touring Cars) | Claude Ciccotelli | 0415 136 098 | clauddeciccotelli@gmail.com |
| Group S & T (Historic Production Sports Cars) | Peter Richards | 0408 957 966 | peter.richards@paccon.com.au |
| Groups M, O, Q, R (Historic Sports Cars) | Mike Gehde | 0413 651 867 | gehde@guardianinvestments.com.au |
| Groups M, O, P, Q, R (Historic Racing Cars) | Barry Wise | 0415 318 913 | barryjanwise@spin.net.au |
| Group U (Historic Sports Sedans) | Mark Stockwell | 0414 407 490 | mark@4orceracing.com.au |
| Regularity | Andrew White | 0427 780 174 | acw46motorsport@gmail.com |
| Co-ord & Committee Rep for Group Leaders | Claude Ciccotelli | 0415 136 098 | clauddeciccotelli@gmail.com |
| Website | Lisa Catchpole | 0407 504 755 | torque@hrcc.org.au |
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| Historic Eligibility Officers | Bruce Richards | 0419 675 020 | |
| | Peter Herlihen | 0414 474 408 | |

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\$ 65000.00

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

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 contact
John Carson
0408 735 358**



\$ 35000.00

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.

**Contact Mark
0414 047 490
mark@4orceracing.com.au**



\$100,000.00 AUD

1965 Marcos 1800 GT

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.

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.

The car is situated in Sydney, and happy to schedule inspections almost any day, or video calls for anybody outside Sydney.

Contact Darren Freeman
0414 857 777



ADVERTISE HERE

Historic Torque is distributed to over 600 HRCC members and is also made freely available to the public online, so an ad placed here will get great coverage, particularly in the historic racing community.

Members Ads – members and friends can have ads placed here free of charge for their cars, trailers and parts. We will run your ad in the Historic Torque and HRCC website classifieds page until sold.

Commercial Ads – Advertising packages are available at a reasonable cost for inclusion in this newsletter as well as the clubs website. Your support will assist in making HRCC a stronger voice in the historic racing community.

Contact the Editor

lisa.p.catchpole@outlook.com

0407 504 755

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 - 12th day of each month