

HISTORIC TORQUE

APRIL 2023



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: 380

New members: Murray Scoble, Bradley Elliott, Darren Naumann

Total membership as at 9/03/2023: 383

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FROM THE PRESIDENTS DESK

Hi All,

Obviously, everyone is keen to get back on the racetrack in Queensland with still over a month to go we have well over 100 entries for the Morgan Park Meeting.

I know there are a lot more entries to come as this weekend is also the first Round of Queensland Historic Touring cars at Lakeside and I know there are a few that are waiting until after this event to enter as Morgan Park is Round 2 for them. Should be a great first race meeting.

The Social Night at Shannons (see my report below) was a really good night, everyone that went had a great time, have to admit the numbers were disappointing, but as I said those that went really enjoyed it and were keen for us to do more events like that.

The Shannons Historic Racing and Classic Car Festival in July at Queensland Raceway proves to be a great event as well.

Coming back to QR is a great for us to hold an event at another racetrack, particularly with the fabulous work that has been done by Tony Quinn and his team since he took over the track.

We have a number of car clubs that are very keen to come to the event, so if you are a member of another club, please let them know as we have a special entry price on the Sunday for the show cars.

Lastly, thank you to all of you that sponsored me in the Peter Mac ride for cancer. I managed to finish the ride with a day to spare and raised \$1,100, which is just over my goal of \$1,000.

Thanks very much again, as some of you know this cause is little bit close to my heart, so anything I can do to prevent this disease I will.

Thanks again for reading, look forward to seeing you all at Morgan Park in May.

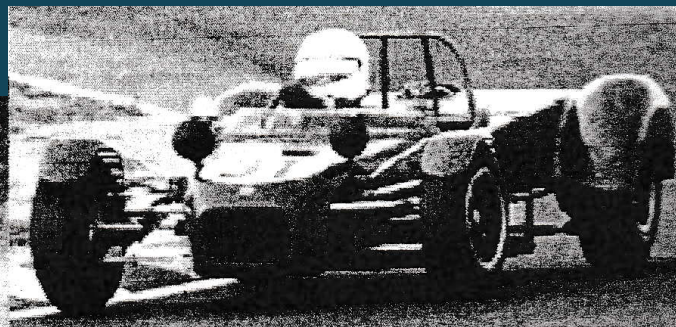
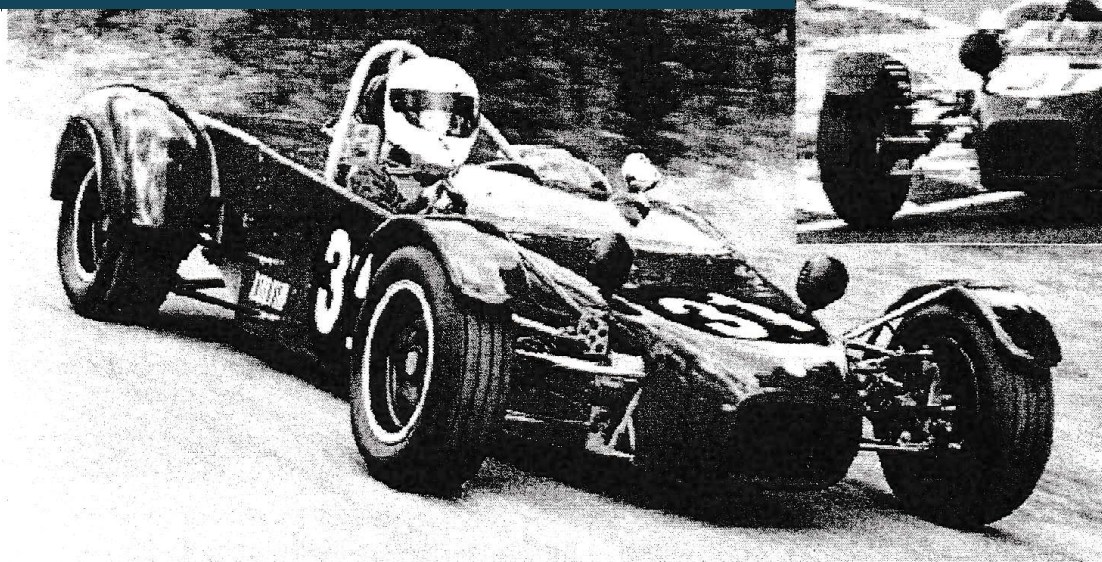
Graeme Wakefield
President HRCCQ



1964 Lolita Clubman

A bit of little known history

By Rob Switzer



The Lolita was built in Sydney around 1964, by Henry Nehrybecki, and was aimed at small capacity sports car racing. The builder spent 2 years working with Lola racing cars in England and returned to Australia overland driving an 850cc Mini, so was obviously a one eyed BMC man and a glutton for punishment.

The Lolita was designed to go one better than the usual front engine Anglia/Cortina powered clubman, by using a tuned Cooper S motor mounted east/west as all Mini's are.

The main difference was that the engine was behind the cockpit leaning forward, lowering the C.G. and driving the rear wheels. The front of the body held the steering rack, radiator, the drivers feet and not much else.

Clubman cars are not things of beauty, but they do have a certain chunky appeal. I never thought this one did; the nose was way too narrow and the rear with its crossways engine was too broad. Of course, it was built for performance not looks, and was an interesting car to drive.

Eventually, it was purchased by an acquaintance of mine, the owner of a workshop in Burleigh Heads. Like all specials, it had a few quirks and details that had not been thought out well.

An example was the chassis frame that ran right across the sump plug, making it impossible to change the oil.

The correct action would have been to remove the engine, remove the sump and braze in another sump plug in a better location. That was too much trouble, so the owner filled it with Rimula diesel oil, reasoning that this oil was so long lasting he wouldn't have to change it.....EVER!

After some use, the time came to freshen it up with rings and bearings before an upcoming race meeting. As the owner was short of time, I was asked to take it out to the old Surfers Paradise race track, do some laps and run it in before it was raced the following weekend.

I'd already done plenty of laps at this track, but was always keen to do more, especially at someone else's expense. (Tyre wear was a shocker!)

I arrived at the track dressed in T shirt, trainers and a brand new pair of jeans. This was a foolish way to dress for track work, but, hey it didn't matter on the day. Donning helmet and gloves away we went.

After a few laps I stopped at the pits to check for oil or water leaks and to give a friend a drive.

Rather than stand around the pits getting bored, it seemed better to travel as a passenger, so the driver could benefit from any advice, wisecracks or insults that occurred to me.

The passenger seat in a racing clubman is there just to satisfy the regulations and is never meant to be actually sat in.

This car had the battery mounted down in the passengers footwell making it even more difficult, but I crammed myself in.

Reeling off a number of laps at varying speeds, we pulled back into the pits to change drivers again and all seemed well.

Walking over to chat to a nearby driver, I soon wondered what was wrong with the man. Why couldn't he look me in the eye when we spoke, instead of the ground or maybe my shoes?

Glancing down myself, I was surprised to find my crisp new jeans were being converted to shorts as I watched.

Cornering hard, the battery had been spraying acid on to my trouser legs without my being aware of it.

From the knees down my jeans would soon be lacework. My trainers were not looking their best either! No wonder he found it fascinating to watch.

About 35 years later, strolling through the pits at Speed on Tweed, there was the old Lolita, nicely restored, with the current owner sitting proudly beside it.

I related this story to him, and as the owner of the car, suggested he was morally responsible for getting me a new pair of pants, and that after 35 years it was surely time I collected.

You will be shocked hear I got nothing! He seemed to think I wasn't serious.

Rob Switzer

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Phillip Island Classic – Festival of Motorsport

By Michael McKelliget



In the mix at Turn 4 Credit: Xanthea Broadman

This was Team McKevans Racing's second sojourn to the Phillip Island Classic – Festival of Motorsport. Robin Evans, the brainy half of Team McKevans, and I have been competing in motorsports, circuit racing and tarmac rallies, for 20 years and over that time we have traversed many kilometres of country roads to get to motorsport events. In fact, whilst it's a slog, it's one of the more enjoyable aspects of competing.

Our route of choice to the southern states has generally always been the inland way i.e., via the Newell Highway. We find that it's similar time and distance to the coast road and Hume Highway but offers further benefits of well-known and trodden food and rest stops along the way such as which country bakeries had the best meat pies or where can you get a good coffee.

This benefit generally outweighs the single carriageway of questionable repair. It was very questionable on this trip having suffered extensively from rain and flood damage with lots of roadworks hampering our progress.

In hindsight, not such a good choice; but having left the southern suburbs of Brisbane at 4 o'clock in the morning (losing an hour crossing the border) we made West Wyalong by 7 o'clock that evening.

We had roped-in the services of another HRCC member Alan Croft to share the driving. Three hours stints at the wheel equated to about half a tank of diesel and a full bladder which worked out well for changeover and comfort stops.

Another crack-of-dawn departure had us bumping-in to Phillip Island Grand Prix Circuit mid-afternoon that day ready for practice, scrutineering and paperwork the following day.

Phillip Island is a circuit that favours the brave but should be treated with respect and I had only seriously competed here once before. There were some 80 Group S cars competing over the weekend, however, it had been decided to split the Group into two grids – Bombers and Mosquitoes based on estimated or historical lap times to ensure any speed differentiation safety issues were avoided.

Practice with our 1974 Datsun 260Z went off without a hitch with Group S - A, B and C subclass cars all out on the circuit together.

Everybody played nicely and we chose to do two of the 15-minute sessions to try to get my eye in, however, in reality I was off my previous best times by a second or so.

I took heart in other seasoned Phillip Island competitors also complaining of less than sparkling performances. Hopefully the track would "rubber-in" over the weekend. The day finished with an all-in drivers' briefing and a Group S get-together.

The Phillip Island Classic falls on Melbourne's labour day long weekend. The main town of Cowes is a ghost town during the week with many of the restaurants and public hotels closed. The town comes to life on Friday night as weekend holidaymakers and day-trippers pour into Phillip Island to enjoy the beaches and other tourist attractions on the island.

The other good thing about the Island's semi-isolation is that all competitors are generally residing on-island, so it is great to be able to socialise with fellow competitors and club members over a beverage and a meal.

Phillip Island is also notable for having quite changeable weather and can live up to the adage of four seasons in one day, however, we were pretty well blessed over most of the weekend to have really pleasant weather with moderate temperature and patchy sunny days.

Friday morning dawned and we were awoken by the builders labouring on a new house being erected next to our holiday rental property. No real problem, they worked there Saturday and Sunday too. I didn't think you were allowed to do that.

Friday morning was qualifying/official practice and the Bombers group had the first race scheduled for the afternoon.

Qualifying didn't quite go to plan. A driver error, which I will not go into detail about on the grounds that it is too embarrassing, resulted in me trashing the rear brake shoes beyond serviceability – like metal to metal! Worse still, we had no spare rear brake shoes.

This is a 50-year-old car. In typical Japanese production standard, this particular brake shoe was only in production for a year or so. It looked like we were done for.

The car would have to be plonked back on the trailer. Fellow Zed car owners turned up some potential second-hand used shoes but of unknown quality and quantity and located back in Melbourne, about four hours round trip away.

A ring around the major spare parts retail chains, as well as all the local brake and clutch shops, unsurprisingly turned up nothing.



On the road to Phillip Island
Credit: Mike McKelliget



Team McKevans Racing – Mike McKelliget(left)
Robin Evans (right) Credit: Darryl Clague

Sales assistant Andrew, at the local Wonthaggi AutoPro outlet said they had none in stock but to give him 10 minutes and he'd have a ring-around.

"Right", I thought "that's the last I'll hear from him", but to his word, 15 minutes later he rang back with "I've found a set, they're at our Dandenong store. The inter-store courier van is there at the moment. I'll have them here by two this arvo".

You could have knocked me over with a feather! I still didn't believe they would be the correct type, but clutching a pair of the binned cast-offs I headed to the Wonthaggi and sure enough – perfect match. We're back in business!

But as a result, we missed the first race in the afternoon. The Race only lasted two laps having been red flagged. With over 400 cars competing over the week end it is an ambitious and tightly scheduled programme so the organisers cut no slack when it comes to keeping the show on time.

Race 2 – Saturday morning. Our DNS for Race 1 put us on Grid position 38. There were a lot of cars in front of me! I'm a renowned rubbish starter but was able to battle my way up to P15 at the end of the 5 lap race. That is probably about where we were in the pecking order. I won't bore you with a blow-by-blow account of every race, but we ended up in some fantastic battles at the front end of the mid pack.

One of the joys of Group S is the variety of vehicles being punted, each with their own strengths and weaknesses providing opportunities and threats.



1974 Datsun 260Z in flight. Credit: Greg Brown

Fellow Datsun 240Z racer, Hung Do from Melbourne, broke the long-standing Group Sc(b) sub class lap record which was set by the late, great, Peter Hall, a renowned Datsun 240Z driver and engine builder who tragically lost his life from injuries incurred in a start line accident at Phillip Island in 2013.

Our Zed performed faultlessly for the remainder of the races culminating in breaking the newly reset Group Sc(b) sub class lap record on the second last lap of the last race and finishing eleventh overall in the Bombers group. A great way to finish off the weekend.

Congratulations to Wayne Seabrook for breaking the overall Group S lap record for PI too.

Our last race finished at around 4.30 and I drove the car off the track straight on to the trailer, and with the tow vehicle loaded up, we strapped the old girl down and were on the road heading home within half an hour.

We had decided to return via the Hume and Pacific Highways with first stop Wodonga for the night. I must say the motorway network around Sydney is fairly painless and it is pretty much dual carriageway from Pakenham to Brisbane.

Having said that, both Robin and I commented on missing out on stopping at the little townships along the way.

On this route it is quite a deviation off the main road if you want to visit one of them.

This locks you into characterless Service Centres for food and watering. The ones we visited offered questionable quality food and poorly maintained and cleaned amenities.

We arrived back in Brisbane around 7.00PM Monday night having battled the Gold Coast peak hour and Highway roadworks. Tired but satisfied. I think Robin may have even forgiven me for the rear brakes incident!

Many of us rely on friends to support us in our motorsport endeavours and without them it would certainly be way less fun and enjoyable; and in my case I know I could not compete at the level we do without the immense assistance and effort from Robin to always provide a safe and well-prepared race car.

There is a terrific comradery between the Group S Historic Production Sports Car fraternity. We miss the large fields of Group S cars to race against in Queensland so it is always rewarding to test your mettle against the southern competitors and come away with a good result.

And for the record, the best meat pies are served by the bakery in Jerilderie, NSW, hands down!



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HISTORIC MOTOR RACING



Photos by Rob Turissi



**HISTORIC RACING CAR CLUB (QLD) INC.
PRESENTS**

AUTUMN HISTORIC WARWICK

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12-14 MAY 2023

AT MORGAN PARK RACEWAY

Open to all 5th Category historic race group cars and invited cars

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.



For more information Ph: 0424 321 072 email: info@hrcc.org.au



Management Committee Meeting Summary

Summary of the Management Committee Meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 27 March 2023

Treasurer Report:

Operating costs are within expectation. The annual HRCC Budget for 2023 has been approved.

Membership Report:

240 Full (including family), 35 Senior, 21 Social, 3 Honorary, 1 Life, Sub Total 300 + 83 Associates – total voice 383.
New Members: 3

Autumn Historic Warwick:

Mark Stockwell briefed the committee on the organising progress of the event and addressed items raised by the Committee.

Shannons Historic Racing & Classic Car Festival July:

Budgets approved for this event.

Merchandise Coordinator:

Advised that this position will be vacant in 2024. Discussion held regarding the management of this position.

Sports Car & Classic Car Festival:

The club has been invited to share a marquee with gear club. HRCC has agreed to send 3 or 4 cars from different categories to display.

Donation:

HRCC approved to donate \$500 to the International Womens Day charity.

Next Meeting: 11 April 2023

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

MICHAEL MEYER MOTORSPORT DEVELOPMENTS

Services to improve race car performance.

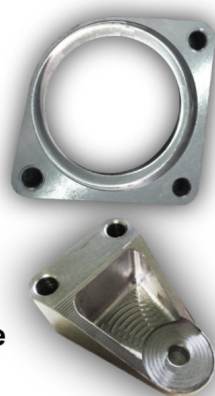


Michael competes regularly in his Van Dieman Formula Ford



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HRCC GENERAL MEETING

23 March 2023 at Shannons Office, Eagle Farm



▲Shannons Auction Centre at 107 Fison Street West, Eagle Farm



▲HRCC Crew with our Shannons' hosts at social evening 23/03/23



▲Greg Dalliston explains to David Patterson and Phil Ross of Shannons that the Shepparton red and white Merc Sports Sedan of Simon Pfitzner (and indeed any 'red' sports sedan including the Carey McMahon Monza and even local red EHs) are so yesterday's projects. Indeed, maintained Greg, "Everyone has done red to death!!" Dallo then reiterated that ... to be serious about presentation in 2023, Sports Sedan punters wishing to 'out-wow' the ex-Bowe/Jones/Thompson Merc now need to be moving up-market to this metallic, gunmetal blue SLC Mercedes.



▲Graeme Wakefield and Mike Gehde stroll past their true station in life.

Photos & captions
by John Carson

▼Volvo Coupe displays almost as much rear glass area as a Jensen Interceptor.



▼John Carson asks: “What’s not to like about a mint tangerine/salmon coloured Holden EJ with Nasco spats and Venetian blind”? David Patterson and Nick of Shannons could only murmur and concur.



▲Milton Brennan caught contemplating whether this Maserati’s colour, if teamed as a tow vehicle for his caravan, might upset the blander, retired folk at outback free camps?

▼Perfect new Regularity car?? Move over Trevor Bassett!



▼Peter Walsh, always comfortable around the Board Table, strikes a statesman like pose during the information and pizza evening at Shannons, Eagle Farm, on 23 March 2023.



▲Stephen Callaghan took delivery of dozens of HRCC promotional calendars which he will be bill posting and plastering from Kobble Creek (past Samford) to St. Lucia. You see, Stephen commutes between his town house and rural retreat ...’dependant on when the brown snakes are biting. Confused ? ... if so, ask SC about his brown snake bite two weeks before his jaunt to Phillip Island. Meanwhile, Kester Ward of Shannon’s points to his red-hot tip for a sure-fire auction runaway price record setter.... an HSV GTO Coupe.

HRCC GENERAL MEETING CONT.

23 March 2023 at Shannons Office, Eagle Farm

Hi All,

As I mentioned in my PR report the Social Night at Shannons was a really good night, unfortunately we only had 25, but those that attended had a great time.

It started off with a casual walk around the cars to be auctioned, with pizza and drinks and everyone gathering around telling lies about what they had or hadn't done to their race car prior to our first race meeting.

The team at Shannons then gave us a brief rundown on how the auction process works, including costs, time frames and pricing. This was great insight into how the system works and what options are available when you want to sell your car.

They then went through the insurance process and what benefits are available when you insure with Shannons, particularly if you are like me and have a fleet insured.

We finished off the evening with a general chat amongst the members on what is upcoming and the possibility of TV coverage at the Shannons Historic Racing and Classic Car Festival in July at Queensland Raceway.

We finished off with another stroll through the cars and a group photo.

Thanks very much to Phil Ross and the team at Shannons. Please feel free to contact the team at Shannons should you have any questions on Insurance or Auctioning your car.

Hopefully those that missed out will talk to the guys that attended and we will get bigger attendance in the future.

Thanks again Phil!

Graeme Wakefield
President HRCC



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2023 MEMBERSHIP RENEWAL REMINDER

This is a reminder to members who have not yet renewed their HRCC Membership for 2023.

Renew before the Autumn Historic event to continue to receive the monthly newsletter and The Oily Rag magazine.

You also need to be a financial member to get an entry discount at the Autumn Historic event.

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.			

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QUEENSLAND HISTORIC MOTORSPORT EVENTS 2023



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Photo: HSRCA

18 Feb*

Try, Train & Test Day

Open to Modern and Historic Cars

**Morgan Park
Raceway**

19 Feb*

Super Sprints

Open to Modern and Historic Cars

**Morgan Park
Raceway**

12 - 14 May*

Autumn Historic Warwick

Open to all 5th category Cars

**Morgan Park
Raceway**

13 - 16 July*

Historic Queensland

Shannons Historic Racing & Classic Car Festival

Open to all 5th category Cars

**Queensland
Raceway**

27 - 29 Oct*

Shannons Historic Motorsport Festival

Open to Historic and Modern Cars

**Queensland
Raceway**

These events are promoted by -

Historic Racing Car Club (Qld) Inc.

www.hrcc.org.au

info@hrcc.org.au

Phone: 0424 321 072

* Disclaimer: HRCCQ has planned for these events to take place during 2023 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.

2023 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
HRCC - TTT Day & Super Sprints	18-19 February	Morgan Park Raceway
VHRR - Phillip Island Classic	10-12 March	Phillip Island Circuit
Motorsport Australia Qld State Championship Race Meeting Rd 1	17-19 March	Morgan Park Raceway
Queensland Historic Touring Car Rd 1	15-16 April	Lakeside Raceway
Motorsport Australia Qld State Championship Race Meeting Rd 2	21-23 April	Morgan Park Raceway
SCCSA - All Historic Mallala	22-23 April	Mallala Motorsport Park
HRCC - Autumn Historic Warwick	12-14 May	Morgan Park Raceway
Queensland Historic Touring Car Rd 2	13-14 May	Morgan Park Raceway
A7C - Historic Winton	27-28 May	Winton Motor Raceway
Queensland Historic Touring Car Rd 3	3-4 June	Queensland Raceway
HSRCA - Sydney Classic	9-11 June	Sydney Motorsport Park
Motorsport Australia Qld State Championship Race Meeting Rd 3	16-18 June	Morgan Park Raceway
HRCC - Shannons Historic Racing & Classic Car Festival	14-16 July	Queensland Raceway
Queensland Historic Touring Car Rd 4	15-16 July	Queensland Raceway
VHRR - Winton Festival of Speed	5-6 August	Winton Motor Raceway
Historic Leyburn Sprints	19-20 August	Leyburn, Qld
Motorsport Australia Qld State Championship Race Meeting Rd 4	8-10 September	Morgan Park Raceway
Queensland Historic Touring Car Rd 5	9-10 September	Lakeside Raceway
HRCC - Shannons Historic Motorsport Festival	27-29 October	Queensland Raceway
Australian Hillclimb Championships	TBC October	TBC
VHRR - Historic Sandown	10-12 November	Sandown Raceway
Motorsport Australia Qld State Championship Race Meeting Rd 5	17-19 November	Morgan Park Raceway
HSRCA - Summer Festival	24-26 November	Sydney Motorsport Park

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.

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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
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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
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SHANNONS HISTORIC RACING & Classic Car Festival

14, 15, 16 July 2023 | Queensland Raceway | Gates Open 8am



General Admission: Friday Free | Saturday \$20 | Sunday \$30 | Weekend Pass \$40 | Kids Under 12 Free
Cars Entering Show and Shine Sunday Only - Car plus driver up to 3 passengers \$20

FRIDAY: PRACTICE & QUALIFYING | SATURDAY & SUNDAY: RACING
Sunday: Shannons Show and Shine (all makes) Plus Track Cruise

Photo Courtesy of
www.autopics.com.au



*Show and Shine
Celebrating 75 years of Holden*

75th Anniversary
1948-2023



CATEGORIES: Heritage Touring Cars Group A & C | Historic Touring Cars Group N | Formula V |
Historic Sports Sedans Group U | Historic Sports & Racing Group P,Q,R | Sports & Racing Group K,L,M,O,P |
Historic Production Sports Cars Group S & T | Historic Formula Ford | Regularity Trial |

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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.



\$ 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.

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

Contact Mark

0414 047 490

mark@4orceracing.com.au



\$ POA

Formula Libre and Trailer

This Formula Libre has a 1200cc Kawasaki turbo motor and holds a Motorsport Australia logbook.

The trailer is fully insulated with double bed, television, radio, hand winch, powered winch, separate fuel storage and lots of cupboards.

Queensland Registration till
September 2023

Will sell separately!

Contact Peter
0408 724 737



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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.

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Contact the Editor
lisa.p.catchpole@outlook.com
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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