

HISTORIC TORQUE

MAY 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: 406

New members: Bap Romano & Mark Armatys

Total membership as at 8/05/2023: 408

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FROM THE PRESIDENTS DESK

Hi All,

Well, what a great weekend we had at Morgan Park. The new track surface was fabulous, and the weather just lasted long enough for us to get all the racing in without a wet race.

Thank you for all the kind words and thank yous, but I have to shift this all to our wonderful volunteers with a special mention to John & Monica Tupicoff, Jim and Wendy Goulden, Claude and Margie Ciccotelli and of course Greg Dalliston.

Without all these guys and their tireless work on the weekend we would not have a race meeting. A sincere thanks from me, you all make me look very good.

I also don't want to forget all the other volunteers and officials that turned up and gave us their precious time on the weekend, far too many to list, but thank you very much.

While I am still on thank yous, thank you to all our HRCC club members all the interstate members, special mention to Aldo De Paoli all the way from WA (no not Italy), who entertained the crowd, with a little pho-pa at the end of the last race, but I'll let Aldo tell you about that one, thanks again to all of you for your support, historic racing is certainly back on the up.

The event went reasonably smoothly with a few incidents, but unfortunately that's motor racing and we all understand what we get ourselves into when we venture out onto a racetrack.

The weather as mentioned was very kind to us, not even having to don a Jacket and best of all we were emu free this weekend.

We now look forward to the "Shannons Historic Racing and Classic Car Festival" at Queensland Raceway on 14, 15, 16 July. Yes, another 3 day meeting at your request. Qualifying will be on Friday afternoon, so should be a great weekend.

Unfortunately, I have had a few negative comments about QR, the track layout, no accommodation etc. I can assure you the track is now great, and we are looking at doing a couple of different layouts to accommodate the different cars, also there is a lot of accommodation in Springfield, Ipswich and Yamanto.

QR have advised Quest apartments at Springfield will provide a 10% discount if you tell them you are racing at Queensland Raceway.

The improvements at the track are second to none and we will be having our usual meet and greet on the Friday afternoon in the fabulous new corporate room.

Make sure you don't miss out on this weekend as it will be a great event with a show and shine on the Sunday and a lot of show cars already committed to coming, so get your entries in and come out and put on a show for all these guys.

Thanks very much to Shannons for all their support, I for one am looking forward to a great event.

I am heading off overseas for a few weeks, but will be back for QR so if I don't see you before I go, get your entries in and I'll see you all in July.

Graeme Wakefield
President HRCCQ

THE WEEKEND AT MORGAN PARK RACEWAY

By Graeme Wakefield

What a great weekend and great to see not only a great field of cars, (180 entrants), but fabulous to see all the interstate friends back at Morgan Park in Warwick.

The Heritage Touring Car field was amazing with the two Nissan Bluebirds stealing the show and a great spread of both Group A & C cars and they certainly put on great racing. Thanks to David Paterson for his organisation. See his report also in this Newsletter.

A large field of Group N competitors competed with two grids of Nb under 2 litre Nc and over 4 litre Nb and over 2 litre Nc, this was Round 2 of the state based QHTCA Queensland Cup as well as scoring points towards the HRCC annual Don Thallon Trophy.

The Bill Campbell Trophy was won by our West Australian friend Aldo De Paoli in his very fast Camaro. There were great battles in both the unders and overs with the winner of under 4500cc group Nb Adam Duce, under 2000cc Nc

Tom Beresford in his first outing in this car, but even though he is young an already seasoned racer and Aldo De Paoli taking out the over 2000cc Nc.

Group S had a great field and again put on a great show for us all. It was great to see Terry Lawler's beautiful fastback Mustang on the track, this is a truly amazing looking car.

In our open wheel category, we had a strong field of Formula Ford's, with great support from our interstate friends again with some great battles throughout.

Historic Sports & Racing J, L, M, O, P & Formulas Vee again has a strong turnout with Rob Harcourt in his J car providing us with the only pre-war car of the weekend. It was great to see this car out on the track and racing with the others.

Groups Q & R also had a solid group of cars, made up of some former committee members still racing with a big smile on their face.





Photos by Pete Trapnell



Historic sports sedans and invited again had some great cars, particularly good to see Keith Carlings Mazda out on track, again another beautiful looking car.

To wrap it all up we had two regularity fields, hopefully some of these guys and girls will move up to racing after getting a taste. I know some of you are long standing regularity runners, but we always hope some of you will come racing.

The sum it up the paddock was full of beautifully prepared Historic cars, and I think we at the HRCC with all the help from officials and volunteers know how to put on a great race meeting.

The meeting at QR gives us a great opportunity to showpiece how well we do things, so make sure you come and join us and encourage all your friends to come and watch and bring their show cars out.

Graeme Wakefield



Autumn Historic Warwick

12-14 May at Morgan Park Raceway

by John Carson



Grant 'Rixy' Campbell gives a brand new set of Hoosiers a final buff-up before their first on-track appearance.



The Driver's Briefing on Saturday 13th May heralded perfect weather with L to R: Kevin Bartlett, Graeme Wakefield, Mark Stockwell, Ian Mayberry and Greg Dalliston.



Heritage Touring Cars await the call to move out from the Dummy Grid whilst smartly turned out officials (L to R) Craig Bourke and Greg Evans preside an enthusiastic and most professional control.



Mel Cason, suave Alfa driver and doyen of paddock flair, models his brand new race suit, to the acclaim of all.

Some treat Regularity as a cult-like activity whereas Group Leader Andrew White simply encourages good friendly competition (and preaches organisational obedience!!) at his Saturday morning briefing to the assembled disciples.



Alfisti folk are happy folk (while still in possession of their Alfas) as evidenced by the still standing (L to R) Bob Bear, Stephen Callaghan and Andrew Bear. Meanwhile John Carson has been left on his knees, still disconsolate after sending his GTV west to W.A.



At this time of year Rob Harcourt normally runs his 1927 Lancia at Winton but for the first time in 7 years HRCC was graced with this spectacular Group J car, the only pre-war race car at the meet.



Group C entrant Anthony Tenkate had very able help from husband and wife pair, Tracey and Bruce Combe, as they delivered more rubber for his thundering five litre 1982 VH Commodore.



Before their crusade out onto the circuit Regularity devotees receive the Parable of Consistency from Group Leader Andrew White.



Steve Jeffs and Mike Gehde; two of HRCC's evergreen stalwarts.

On Sunday evening, and after a most happy and successful meet the weary contingent (L to R) of Ken Oliver, Monica and John Tupicoff plus Noel Lummis bid competitors adieu and a safe drive home.



Local supporters at the gate included local auto trade identity Mick Dwan (RHS) with his fine young son, Jackson, (centre) plus two other mates ably processing spectator entrants.

The Rob Harcourt Lancia Meadows, resplendent in the Warwick winter sunshine.



Jon Siddins and John Kendall shooting the cool autumn breeze down on the paddock lower road.

Photos and captions by John Carson



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FEATURE TROPHY WINNERS

Lloyd Bax Trophy

1st - Neville Butler
2nd - Craig Foster
3rd - Gregory Keam

Bill Campbell Trophy

2023 Aldo De Paoli - Chev Camaro

Don Thallon Trophy

2022 Adam Duce - Morris Cooper S

Note: Was not finalised in time to present in 2022.

John French Trophy

2023 Stephen Axisa - Holden Commodore

Glenn Seton Trophy

2023 Anthony Alford - Nissan Skyline



Photo by Pete Trapnell

MEMBER EDITORIAL

by Jon Kendall

Photo by Jon Kendall



I always had an interest in cars. My dad was a mechanic and at an early age of about 9 or 10 years old I would help him on weekends.

I was a teenager when the Holden Brock Era came about, and I became addicted to the muscle car movement. I could never afford my dream car but never lost interest.

Priorities changed, getting married, paying off a house (at 17% interest) and raising a family became the focus.

Fast forward 25 years and a chance meeting with Ralph Jones, a HRCC member, rekindled my interest. Ralph and I became very good friends, and I would help him and crew for him on GEAR and HRCC meetings.



Photo by Pete Trappell

After about 3 years he said to me "You should build a race car and start having some fun." At that point, I had already built two Toranas but they were road cars.

But did have a spare Torana LX hatchback in the back of the shed that needed re-building.

He convinced me with a lot of encouragement, to build a track car. "Can't be that hard, 12 months should do it." I said. Wrong!! Closer to 3 years. But if you are going to do something, do it properly.

Our black LX Hatch we have raced for 4 years now with very few problems (touch wood).

I have since built a Marlboro Brock replica with a Brock engine, am halfway through a LC GTR and I'm almost finished rebuilding a 1972 Datsun 1200 sports sedan that has 30 years of race history including Surfers Paradise, Queensland Raceway and Lakeside.

For me the HRCC has been a great source of comradery and a fantastic platform for all levels of motor racing.

Many Thanks to the HRCC

Jon Kendall



Photo by Jon Kendall

Photo by Jon Kendall



Management Committee Meeting Summary

Summary of the Management Committee Meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 8 May 2023

Treasurer Report:

Operating costs are within expectation.

Membership Report:

259 Full (including family), 40 Senior, 23 Social, 3 Honorary, 1 Life, Sub Total 326 + 83 Associates – total voice 409.
New Members: 2

Autumn Historic Warwick:

John Tupicoff briefed the committee on the organising progress of the event and addressed items raised by the Committee.

Club House:

Alan Steel briefed the committee on the status of the funding application process.

2023 Trophy Presentation and Christmas Party:

Discussion held on preferred options for when this event will be held. Resolved that Robyn Wakefield will seek available options and report back to Committee.

Club Champion & Don Thallon Cup:

Resolved that the rules for each of these awards be published in the Historic Torque once compiled by the committee.

Social Manager:

Peter Walsh has been appointed the HRCC Social Manager to run club social events so members can apply for concessional registration.

Next Meeting: 12 June 2023

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

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Heritage Touring Cars - Round 2

Autumn Historic Warwick at Morgan Park Raceway

12-14 May 2023

By David Paterson

After an incident packed Round 1 at the Phillip Island Classic in March, it was very pleasing to see such a strong entry for Round 2.

25 cars were entered for the event, this is just one short of our all-time record. Of course, nearly all the Qld based competitors were there and as usual we had strong support from our NSW friends and kudos to Nev Butler who made a solo trek all the way from Melbourne with his 2-litre Escort.

Sadly, Mark Taylor's ex- Paul Trevethan VL Commodore was a late scratching when his engine builder received 7 matching pistons from their overseas supplier, that's one short of the required number for a 5-litre Holden V8.

Practice:

Friday practice was run over four sessions in cool and dry conditions. Everyone was sad to see David Towe sidelined after spinning a bearing in his immaculate JPS BMW M3, the car that Jim Richards & Tony Longhurst had shared at the 1987 World Championship Bathurst 1000 was now out for the weekend; a major disappointment after travelling 13 hours from west of Sydney.

Qualifying:

Saturday's programme started with a 20-minute qualifying session in cold and dry weather. Most competitors were on their second flying lap when the red flag came out. Kyle Alford came to a halt near Turn 7 in the ex-Bob Morris Channel 7 XD Falcon, with the fuel system blocked, after the foam had disintegrated in the tank. The team worked hard for the rest of the day to clean it out and get the car running again.

The session was restarted with just over ten minutes to go, but Ian Helsdon was unable to leave pitlane after a battery failed in the ex-Malcolm Rea Corolla Sprinter. Fortunately, a replacement was sourced in town and the car ran perfectly for the rest of the weekend.

Chris Bowden was unable to set a lap time after the alternator cable failed in his Tokico Mazda RX-7, the car that Tony Mulvihill shared with Brian Nightingale in the 1984 Bathurst 1000.

Darryl Leslight didn't get much further, after suffering one of several tyre punctures over the course of the weekend, in his George Sheppard built Isuzu Gemini, a car that Gary Scott and Phil Brock both drove at Bathurst in the early '80s.

The battle for pole position was intense, Brian Henderson was victorious with 1:22.7 in his Nissan Bluebird, replicating the feat George Fury achieved in similar conditions during the Hardies Heroes shoot-out for pole at Bathurst in 1984. Tony Alford was just two-tenths slower, in his Gibson Motorsport Nissan Skyline, the car that Mark Skaife drove in the 1988 ATCC.

Tony Karanfilovski was third fastest and less than a second off the pace, in his ex-Glenn Seton Peter Jackson Sierra. Steve Axisa did very well to be fourth outright and first of the naturally aspirated cars in his recently acquired VH Commodore, a car that was shared by Scotty Tylor and Kevin Kennedy for several Bathurst 1000 races in the 1980s.

Glenn Gerstel's ex-Fred Geissler VH Commodore rounded out the top 5, ahead of Craig Neilson in the Xerox Shop Mitsubishi Starion, one of the first Group A cars in Australia, originally run by Brian Sampson and later by Scotty Taylor. Ed Singleton was seventh on the grid in his STP Roadways Commodore.

Norm Mogg was eighth fastest with in his Holden Racing Team VL Commodore, the car that Neal Crompton shared with Win Percy in the 1989 Bathurst 1000. Adam Workman was ninth fastest in the second of the Nissan Bluebirds. Frank Binding rounded out the top 10 in his Army Reserve XD Falcon.

Craig Foster just missed out on a top 10 Grid spot with his usual giant killing performance in his 1600cc Toyota Team Australia Corolla, the car that was shared by John Smith & Drew Price in the World Championship Bathurst 1000 of 1987, was again fastest under 2-litre car.

Experienced Trans Am racer Anthony Tenkate was 12th fastest, making his debut in the Heritage Touring Car series, at the wheel of his newly acquired ex-Warren Cullen VH Commodore.

Next was Gunnedah's Greg Keam, in his Bob Holden Motors Escort, fastest under 32-litre Group C car and in fact the last under 2-litre Group C car to race in the Bathurst 1000. Second in class was the ever improving Peter Woods in the Chickadee Chicken Celica, ahead of Russel Keam in the Bob Holden Motors Escort RS2000.

Shaun Tunny made a welcome return to Morgan Park in the A9X Torana that Bob Forbes shared with HRCC patron Kevin Bartlett at Bathurst in the late '70s. Ninth row of the grid was shared by David Paterson in his Bob Holden Motors Corolla Sprinter and Victorian Nev Butler in his 2-litre Escort.

Final qualifier was new driver Scott Robinson, in his first race meeting, at the wheel of his JPS BMW 325i, recently purchased from the estate of his late friend David Harris, a popular competitor, dearly missed by the HTC fraternity.

Race 1:

The first of four races for the weekend were run on Saturday afternoon, over 10 laps of the 3.0km circuit. Brian Henderson set the fastest lap and won by four seconds, from pole position, his turbo charged Nissan Bluebird enjoying the cool, dry air.

Tony Alford retained second place in his Skyline, the Nissan turbo pair finished an amazing 22 seconds clear of their pursuers! Final spot on the podium was claimed by Ed Singleton in his V8 Commodore, just one second clear of Steve Axisa, in his similar mount.

Glenn Gerstel's Group C Commodore rounded out the top 5 placings, ahead of Norm Mogg in his Group A Commodore.

Craig Neilson's Starion was next and then it was a long way back to Craig Foster's ex-works Corolla, dominating its class as usual and the only little car to finish on the lead lap; beating home Shaun Tunny's ninth placed Torana. Kyle Alford recovered from a rear of grid start, to round out the top 10 in his V8 Falcon.

Russell Keam finished in 12th place and was last car to be lapped, narrowly winning a tight battle with Greg Keam and Peter Woods for victory in the Group C under 2-litre class.

Adam Workman retired with a lap to go when his Bluebird started misfiring and Tony Karanfilovski was out for the weekend with an engine failure in his Sierra.

Race 2:

The last race on Saturday was a six lap handicap race for the Lloyd Bax Trophy. Ian Helsdon won the start in the Corolla Sprinter to lead scratch man Darryl Leslight's Gemini up the hill and under the bridge for the first time, closely followed by Nev Butler's Escort and Scott Robinson's BMW.

35 seconds later, David Paterson's Corolla Sprinter led the second group away from the line, all of them in four-cylinder cars. Kyle Alford stalled at the start and was left behind by the other cars in the third group, but was able to restart the car and continue.

According to the grid sheet, the fastest cars were supposed to give the scratch men a 65 second head start, but incredibly, they were still sitting on the grid, when the slower cars arrived to complete their first lap!

Evasive manoeuvres by the stunned and bewildered drivers ensured that no contact was made, and a potentially horrific incident was very narrowly avoided. This put Nev Butler in the lead, ahead of Ian Helsdon.

Late in the race, Helsdon was booted off the podium by Craig Foster and Greg Keam, both of whom stormed through from the second group. Anthony Tenkate rounded out the top 5 finishers after leading the third group away from the

start.

Race 3:

Sunday morning was very cool and dry with a 10-lap race for the John French & Glenn Seton trophies. After a very close battle for the lead, Steve Axisa took victory by just a quarter of a second! It was smiles all around and many people were glad to see the quiet Sydneysider record his first race win and his name will be engraved on the John French perpetual trophy for Group C!

Tony Alford was second across the line and won the Glenn Seton trophy for Group A, an incredible 20 seconds in front of third placed Ed Singleton. Glenn Gerstel's Commodore finished fourth, well clear of Norm Mogg, making it four V8 Commodores in the top 5.

Greg Keam was first of the 2-litre cars, 17 seconds clear of Craig Foster in the 1600cc Corolla.



Race 4:

Our final race of the weekend was another 10 lapper, run on Sunday afternoon. Dark clouds rolled in and the temperature dropped significantly before the start of the race, causing many anxious glances toward the threatening skies.

Brian Henderson was very fortunate that the grid was determined by the results of Race 1, not the previous event, enabling him to lead away from pole, before setting another fastest lap, on his way to a lonely victory. Tony Alford was the bridesmaid again, finishing 17 seconds behind Henderson and three seconds clear of Steve Axisa, who enjoyed a close race long battle with Ed Singleton. Glenn Gerstel's Commodore rounded out the top 5, another ten seconds behind.

Craig Foster was back on top of the small car fraternity, finishing tenth outright and narrowly beating Greg Keam and Peter Woods, who was last car to finish on the lead lap.

All involved were most relieved when the rain started to fall, AFTER the racing had finished.

The next round of the 2023 Heritage Touring Car Series will be a non-championship invitational event at the HSRCA Sydney Classic, at Eastern Creek in June.

Following that, the HRCC have invited the Heritage Touring Cars to return to Qld Raceway, for the first time in many years, as part of the Shannons Historic Qld event in July.

Visit heritagetouringcars.com.au and the Heritage Touring Cars Facebook page for further updates and information.

David Paterson

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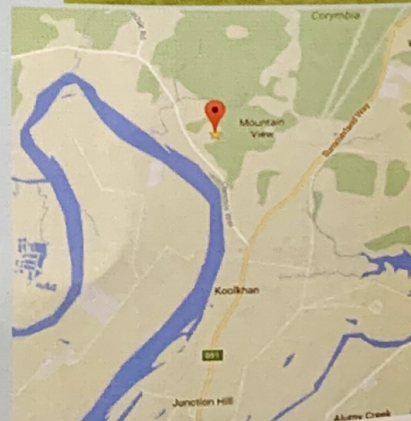
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IMPORTANT NOTICE

MOTORSPORT AUSTRALIA AND AASA LICENCES

In 2022 Motorsport Australia and AASA stated they would allow drivers with AASA licences to run at Motorsport Australia events and AASA would allow drivers with Motorsport Australia licences to run at their events.

Both organisations as of the beginning of the year have now retracted this, so if you run at a Motorsport Australia event you need to have a Motorsport Australia licence and if you run at a AASA event you need a AASA licence.

Hopefully this clears it up for those of you that have asked.

Graeme Wakefield

President HRCC

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Simola Hill Climb Guaranteed to be a Classic

By Ian Kilburn (Collectable Wheels)

March 24, 2023

Classic Car Friday will feature an impressive array of 65 iconic road cars and legendary thoroughbred race cars representing 20 different automotive brands.



Six-time winner Franco Scribante returns with his rapid 1970 Chevron B19 as he aims for seventh Classic Conqueror title, but he faces a strong single-seater challenge. H1 class continues with handicap rules for the second year, giving the wide range of vintage cars an equal chance at the class win.

Regardless of the era, there's arguably nothing more satisfying for automotive enthusiasts than seeing cars being used as intended – and that's simply to be driven. While there's a case for preserving priceless pieces of motoring history in museums and prestigious private collections, nothing beats witnessing these machines unleashing their full potential on a twisty hillside road in front of adoring fans.

The performance of the diverse range of cars making up the Simola Hillclimb's Classic Car Friday is all relative of course. A 1926 Ford Model T – which will be the oldest car competing in this year's event – seems light-years away from a 1969 Ford GT40 which pays tribute to the illustrious Le Mans-winning cars that dominated the French race from 1966 to 1969. The Model T could hardly nudge 70 km/h while, just 40 years later, the GT40 was capable of over 340 km/h on the La Sarthe circuit's six-kilometre long Mulsanne Straight.



The line-up features the giant-killing original Mini, which defied all odds by winning the 1964 Monte Carlo Rally, along with a stunning replica of the infamous Porsche 550 Spider, known as 'Little Bastard', that will forever be associated with film star James Dean. The Italians are represented by charming and agile cars such as the Alfa Romeo Giulia 2000 Rally and the boxy Fiat 131 Racing, while memories from the heydays of WesBank Modifieds and Group N will be relived, as some of these iconic cars, and many more, will be seen in action at this year's Classic Car Friday on 5 May 2023.

A total of 65 cars are scheduled to take on the challenging 1.9 km Simola Hillclimb course, with 20 vehicle manufacturers represented.



Racing saloon cars

The 911R's of Johan de Bruyn and Kobus Brits, along with Richard Evans in the iconic 1969 Chevrolet C3 Corvette.

South Africa is fielding two entries in this class, comprising James Temple in the race version of the stunning 1965 Daytona Coupé, and Paige Lindenberg in the massive 1968 Ford Fairlane – the latter a recreation of the famous car raced by Bob Olthoff in the late Sixties.

“Driving the Fairlane is a challenge for sure,” Lindenberg says. “That beast is not light, and with the constant turns up the Simola Hill you can only imagine the weight distribution. It’s also difficult to see the edges in such a big car when you’re strapped in, and hitting any dirt on the edge of the road can be very unforgiving, but it is a thrilling car to drive. I absolutely love the Simola Hillclimb, as you are constantly on edge and pushing to the limit on a legal road, up a hill with very little room for error.

“We love that we can take our race cars and road cars to the event and race what we drive on the road and sell as Shelby South Africa,” she adds. “It’s a fantastic event that gives us the opportunity to bring our clients into the Lindenberg Racing team, giving them a race experience in their road going Shelby models, and now even a Ford Model T for the first time. It is a weekend they will never forget.”



Class H6 boasts the largest number of entries with 12 competitors vying for glory for the pre-1990 four-cylinder class, including **Simola Hillclimb regular Trevor Tuck in his immaculately prepared 1974 Alfa Romeo Giulia Rally, and Ian Kilburn in the 1972 Datsun GX Coupé.** The two 1981 Porsche 924 entries from the Checkered Flag Museum will be back in action, driven by multiple rally and circuit racing champion Geoff Mortimer who, at the sprightly age of 86 is the oldest competitor in the starting line-up, along with George Fouché, a renowned local and international circuit racer during the 1980s and 1990s. Jandre Bezuidenhout will be driving a 1985 Porsche 944 Turbo Cup – the exact car in which his father, Andre, started his racing career.



There are some mighty cars in class H8 for the larger-engine pre-1990 race-bred machines, including last year’s runner-up, Rui Campos, in the 1976 Porsche 911 RSR, along with the later 1983 version driven by Craig Wessels. Former rally ace Enzo Kuun returns in his 1989 Ferrari 348, while the Chevrolet-powered 1969 Lola T70 that he drove in the 2021 event is once again in the hands of owner Clive Corder.

Farouk Dangor is bringing his iconic STANNIC Group N BMW 325iS to the party and will compete in Classic Car Friday for the first time, while BMW South Africa is planning to have a couple of nice surprises in this class too.

Tin-top racing cars start in class H5 for pre-1970 four-cylinder machines, with two Austin Mini Cooper S models driven by Kyle Brink (1959) and Chris van der Walt (1962) going head-to-head against the 1962 Fiat Abarth of Kurt Wesson, Richard Wiederhold’s 1969 Fiat 124 Sport Coupé and racing stalwart Peter Kaye-Eddie, now 75 years old, in his 1965 BMW 2002.

The big-bangers occupy class H6, headlined by the ever-spectacular tyre-smoking Graeme Nathan in the Peter Kaye-Eddie-owned 1970 BMW 3.0 CSi, the two familiar 1967 Porsche.



Classic road cars.

Pre-1965 road cars occupy class H2, featuring a David versus Goliath battle between Hedley Whitehead's nippy 1964 Mini Cooper S and Jacques Pickard's 1.6-litre 1961 Porsche 356B on the one hand, against three very quick replica cars: Barry Ingle's 1955 Porsche 550 Spider, Brian Bruce's 1956 Jaguar D-type and Peter MacPherson's 1964 Ford GT40.

H3 is for pre-1985 four-cylinder road cars, and the line-up includes a 1967 Alfa Romeo GT Junior driven by Ashley Baud, Dave van der Merwe's 1965 Ford Anglia, Simola Hillclimb co-founder Francis Cusens in his 1981 Fiat 131 Rally and Nadia Viljoen in a 1967 Mini.

The line-up gets a whole lot more muscular in class H4 for the larger-capacity pre-1985 road cars, featuring modern recreations of the mean supercharged 1967 Ford Mustang 500 CR driven by Ivan Marx, and a pair of Shelby SA entries comprising Clayton Kimber in the 1965 Shelby Daytona Coupé and Jonathan Needham in the wild eight-litre V8 1965 Cobra. They are joined by Robert Flooks in another 1969 Ford GT40, and the two 1970 Porsche 911 entries of Gavin Rooke and Jennifer Abbot.

As a Tier 1 sponsor of the 2023 Simola Hillclimb, BMW South Africa has lined up some of the very significant locally developed cars from its museum fleet for class H4, the details of which will be revealed closer to the event.



H1 handicap class

In class H1 for the pre-World War I cars, several of the brands represented have long since been relegated to the history books, so it's particularly inspiring to see them out and about and being driven with gusto.

Unlike the rest of the Classic Car Friday field that aims to set the fastest times up the Simola Hill, the drivers of the golden oldies establish individual target times that are representative of their car's performance. The top three competitors with the best times on handicap from the three qualifying rounds will contest the class final in a single-run shootout. The driver who comes closest to their target time gets the honour of claiming the top step of the podium.

De Wet Roodt will be piloting the Ford Model T on his Simola Hillclimb debut, and his entry forms part of the Shelby South Africa contingent. He will be joined in H1 by nine other competitors, including last year's runners-up Callum Price (1946 Austin Special) and Patrick Gearing (1935 Riley TT Sprite).



Single-seaters and sports cars

The 2023 Simola Hillclimb sees the return of six-time Classic Conqueror, Franco Scribante, in his rapid 1970 Chevron B19 sportscar for class H9. While the rules have been relaxed slightly to align with local historic racing, sequential gearboxes are strictly not permitted for Classic Car Friday. Accordingly, Scribante's car will use the standard manual gearbox, and will also have to make do without the rear diffuser, but he is likely to once again be the man to beat.

"I think the prospect for another win is still there simply because I'm so comfortable with this car, even though on paper there are a couple of faster single-seaters," Scribante says. His 2016 winning time of 41.432 seconds is the fastest yet achieved with the B19 – 0.9 sec quicker than Ian Schofield's 42.302 seconds that earned him the win last year with the 1977 March 77B Formula Atlantic racer.

As the reigning champions from the last two years, Scribante and Schofield will have to contend with a formidable onslaught from a bevy of other Formula Atlantic challengers, including the 1976 Lola T460 driven by five-time King of the Hill winner Andre Bezuidenhout.

Winner of the Classic Conqueror title in 2015, Charles Arton, returns to the class for the first time since 2017 after his 1979 March 79B was extensively damaged in a fire after the event. "We were able to salvage the engine, gearbox and three of the four corners of the car," Arton says. "I bought another tub in Santa Ana, California, and a huge package of spares and rims from the UK. The car is currently being rebuilt by Steve Humble at Harp Motorsport who restored it originally, and we're calling it the Phoenix."

Josh Dovey had his first outing in the newly acquired 1972 Chevron B20 F3 single-seater last year, and he will certainly be quicker this time round with more experience in the car.

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QUEENSLAND HISTORIC MOTORSPORT EVENTS 2023



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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
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These events are promoted by -

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* 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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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



\$ 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



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