

HISTORIC TORQUE

JUNE 2023



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 |

PROMOTED AND ORGANISED BY THE HISTORIC RACING CAR CLUB (QLD) - WWW.HRCC.ORG.AU

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: 414

New members: Andrew Small

Total membership as at 8/05/2023: 415

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FROM THE PRESIDENTS DESK



Hi All,

Dia dhuit (Hello) from Ireland.

Robyn and I are away touring Ireland, Scotland and England in between race meetings at the moment and although we are enjoying our holiday, I am very much looking forward to our first meeting back at Queensland Raceway for a very long time in July.

With already over 80 entries, it proves to be a great event and with all the great upgrades at the track since Tony Quinn has taken over and we are very grateful for the opportunity to run this meeting back at QR.

Also a big thank you to Shannons and Phil Ross for their sponsorship and help on this event.

As well as a large field of race cars we have the show and shine and parade on the Sunday. So if you or a friend have a driver you would like to bring out with the family, we are offering a discounted one-off price for the car with 4 people.

With qualifying on Friday, it gives you plenty of track time and don't forget to join us for our meet and greet on the Friday night in the fabulous new corporate room at QR.

My report is only going to be short this month as I have to go off and have another Guinness, but I can't finish up without saying a big thank you to Greg Dalliston.

Unfortunately Greg is having some health issues and has decided to resign as Secretary of our committee effectively immediately, he will be sorely missed as he has worked tirelessly for the club over the last few years and will be very difficult to replace.

Greg a big thank you to you and Kirrily from me and we all wish you a speedy recovery and hopefully see you back out at the racetrack soon.

I will finish up and ask that you consider joining and helping us at the HRCC in the capacity of committee member or on the race committee. This is a great club but is only as good as its members and people who work in it.

The nomination forms will be out in August for the following year, so now is the time to put your hand up and come and join us. I am aware we will lose some of our committee next year, so we need some new blood and passionate Historic racing people.

So "slán" from me and I'll see you at QR in July.

Graeme Wakefield
President HRCCQ



Management Committee Meeting Summary

Summary of the Management Committee Meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 12 June 2023

Treasurer Report:

Operating costs are within expectation.

Membership Report:

265 Full (including family), 40 Senior, 23 Social, 3 Honorary, 1 Life, Sub Total 332 + 83

Associates – total voice 415.

New Members: 1

Race Committee Report:

Claude Ciccotelli briefed the committee on the organising progress of the Shannons Historic Racing & Classic Car Festival and addressed items raised by the Committee.

Autumn Historic Warwick:

Alan Steel communicated his thanks to all the officials for their hard work and support to the success of the event.

Club House:

The process of seeking funding is still progressing noting that the project may not proceed without government funding.

2023 Trophy Presentation and Christmas Party:

Booking confirmed for Saturday 2 December 2023 for lunch at Cloudland.

Club Championship Pointscore System:

Resolved that this document be published in the June edition of Historic Torque.

See pages 18-19

Resignation - Greg Dalliston:

The Committee accepted Gregs resignation from both the Management and Race Committees and thanked him for his hard work over many years and wish him the best for the future.

Committee Appointment - Acting Secretary:

Resolved that Brian Henderson be appointed Acting Secretary until the elections.

Donated Generator:

The generator will be raffled off at the July meeting. Tickets for sale at the Merchandise stand.

Next Meeting: 10 July 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



HEWLAND

- **Engine Maintenance & Rebuilds**
 - All engine configurations
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SHARE THE PASSION



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Photo Courtesy of
www.autopics.com.au



*Show and Shine
Celebrating 75 years of Holden*

75th Anniversary
1948-2023



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Historic Production Sports Cars Group S & T | Historic Formula Ford | Regularity Trial |

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THANK YOU

From Monica Tupicoff

I would like to thank those who assisted me with the merchandise sales at the Warwick, May Race meeting, Rhonda, Marie, Vivian, Margaret and Wendy.

I would also like to thank the men who unloaded the merchandise and re loaded it all into the trailer: Jim, Greg, Noel, Ken and John T.

Having the merchandise inside the Canteen area has been an improvement as all the goods and sellers are protected from all-weather events.

The trailer has been painted a nice shiny grey and when time permits, decals of the club will be put in place.

The takings for the weekend for the merchandise were nearly \$2,900.00. Well done all.

I have been selling the merchandise since 2015 and I have made the decision to hand the position over to another capable person/s after the October meeting.

Think about it and if you would like to become an integral part of the club promotion through the merchandise, phone our President Graeme Wakefield who would be delighted to hear from anyone interested.

Monica
Club Merchandiser

MERCHANDISE

**OBTAIN
MERCHANDISE
AND CLUB INFO
FROM THE
HRCC STAND**

**LOOK OUT
FOR US AT
QUEENSLAND
RACEWAY**

- 30th Anniversary T-Shirts - \$25
- 30th Anniversary Badges - \$10
- 30th Anniversary Polo - \$35
- Chambray Shirts - \$50
- Polo Shirts from \$30
- Hats and Caps - \$20
- Sport Jackets - \$60
- Sports Bags - \$40
- T-Shirts from \$20
- Stickers from \$1
- Umbrella - \$35

AVAILABLE BY MAIL ORDER

Contact Monica to place an order

email: johnmonica@bigpond.com

Phone: 0439 726 941



Thank You Greg Dalliston



Greg Dalliston has decided to step down from his role as the HRCCQ Secretary and the Committee effective immediately in order to take some time off and smell the roses.

The HRCCQ would like to thank Greg for his service on the various committees of the club.

Greg's commitment in providing support to the members of the club and attendees to events has been an example of an excellent clubman.

His preparedness in giving his time willingly to work with other organising committee members to ensure our events are a success will be missed.

We look forward to having Greg around as a competitor in our future meetings and wish him all the best.

HRCCQ Committee



Volunteers at the Autumn Historic Warwick

12-14 May at Morgan Park

By John Tupicoff

We had a good number of volunteers (12) at the start of the race weekend, Thursday, putting up tents, signs and the HRCC banner, while others set about marking out the Pit Paddock and receiving race fuel.

The gates were opened early at 1.00pm and some volunteers set about unloading their race cars and setting their Pit Bay.

Others assisted with welcoming the Entrants, handing out the tickets and advising where carports were located or assisting with oversize Pit Bay.

Our President, Graeme, was very active in the carport allocation and paddock parking, ensuring entrants were given the service as is expected at Morgan Park Raceway.

Friday morning the gates were opened at 6.15am to a steady stream of Entrants along with Motorsport Australia Officials and Marshalls to run Practice.

Graeme Hodges and his on-track team provided an excellent service for Friday Practice. A couple of ladies, Marg and Cynthia, assisted Jim with the management of payment and issuing car stickers for Practice identification.

The Welcome Team at the entry to the Pits were kept busy with issuing ticket envelopes and tracking who is on site, the allocation of carports and oversize parking.

Noel arrived with the Minibus around lunch time and set about putting the ticketing signs up at the front gate, ready for Saturday.

The Welcome Team (which change every couple of hours) remained at the entry to the Pits till around 5.30pm, when the light disappeared.

Early Saturday morning Darryl joined me at the Welcome Entry to the Pits to a steady flow of Entrants and Motorsport Australia Officials and Marshalls, Fire & Rescue, Ambulance, Tilt tray and all those who make the event possible to run.

By 8.00am drivers briefing was underway, the Scouts had arrived to assist with ticket sales and control of Pit Entry.

Around 8.30am the minibus service was up and running thanks to Claude and Ken, with a roster of drivers making their runs back and forth till racing stopped.

Water and lunches were distributed to HRCC members at the Ticket Gate, the Pit Entry Tent, Bus Drivers, and Merchandising. The same was repeated Sunday but with the added Mother's Day morning tea at the top of the timing tower, thanks to Marg.

Around 2.30pm several competitors assisted with taking down tents, loading merchandising into the trailer. Signs and banners were pulled down and general clean up in the Paddock.

To all our volunteers a big thank you from the Race Committee. We hope you all enjoyed the experience of putting on a great event.

The list of Volunteers - Margaret Ciccotelli, Denis Cotton, Barry Fennell, Wendy Goulden, Graeme Hodges, Noel Lummis, Darryl Meehan, Ken & Jill Nelson, Gary Nolan, Ken Oliver, Peter Richards, Paul Ritchie, Monica Tupicoff, Rod & Cynthia Zaverdinos, plus the Warwick Scouts and our hardworking Committee.

If I have missed someone from the list, please except my apology.

Prepared by John Tupicoff

AUTUMN HISTORIC WARWICK Groups Q & R

by Mike Gehde

The weather for the weekend was generally cool mornings and nice days.

Q & R Sports and Racing were combined with a total entries of 12 – with a couple of dropouts leaving Sports 2000's as the dominant group, one Q Racing of John Barram Cheetah, Jonathon Camp FF2000 and Barry Wise and Rob Foster in March's.

Four races and practice were allocated!

Fortunately, Rob Foster incurred problems during Friday practice with the Tank foam breaking up and blocking fuel filters.

The then big journey home brought back another car which was fortunately pretty much ok to race – what sportsmanship is that!

Racing amongst the groups was competitive with Barry Wise, Rob Foster and Jonathon Camp having enjoyable dices amongst themselves although Jonathon had some fun with Kevin Gray in his Sports 2000 as did John Barram who was mixed up amongst the S2000 Quicks.

John had the Group Q Racing to himself, so didn't have to do but stay out of trouble making passes at appropriate time.

Barry Wise had the Group R Racing sewn up winning 3 of the 4 races followed by Rob Foster on two occasions and Jonathon Camp on one due to a Foster mistake.

Rain showers plagued the final race with Foster not starting, Barry Wise started the warm up lap but pulled out, so Jonathon Camp led the start and was final home in R Racing however, Kevin Gray won Race 4 outright.

Jonathon Camp won the R Racing Trophy for the weekend with Barry Wise 2nd, and Rob Foster 3rd.

The Sports 2000 had lots of close encounters with Race 1 won by Graeme Hayles followed by David James, Mike Gehde, Kevin Gray, Chris Robertson with Garry Ashford a DNS due to starter issues.

Sunday was a busy day with 3 Races.

Race 2 won by Kevin Gray, 2nd by David James, 3rd won by Graeme Hayles then Garry Ashford, Chris Robertson and Mike Gehde.

Race 3 was won by Kevin Gray, followed by Garry Ashford, Mike Gehde, Chris Robertson whilst Graeme Hayles was a DNS due to a damaged clutch and James had a spin and couldn't get going.

Race 4 all Group R Sports went out to play on a wet track on slick tyres. Times were down but Kevin Gray won, David James 2nd, Garry Ashford 3rd, followed by Chris Robertson and Mike Gehde.

Missing an event really hurts point wise to the overall weekend for Group R Sports was won by:

1. Kevin Gray
2. Mike Gehde
3. Chris Robertson

I should mention that David James from Victoria had a cracking weekend and was extremely quick and given he had a cracked rear rotor, so rear brakes were disconnected. Finished 2nd in Race 1, 2nd in Race 2 after a spin, was penalised and started Race 3 from the rear and had got back to second place before the spin at Gumtree causing the DNF and still had a 2nd at Race 4.

Kevin Gray had an outstanding weekend overcoming some fuel issues and getting times down to 1.25.3.

All of the starters indicated they would be back for QR.

Regularity Round Up

by Andrew White

Well it's been a while since I put pen to paper (finger to keyboard) hence follow up to our Autumn Historics event seems appropriate.

May saw 31 entries, the best in some time, however as per Murphy's Law, we ended up with 26 starters on Saturday..... Unable to attend, mechanical failure etc we have all been there.

My Mustang just came off the trailer from 2 Days of Thunder last year, but that's another story.

We were able to run two groups, which made the speed differentiation a lot easier, and from all feedback everyone had a great time with no incidents.

We did have some computer issues, the web and transfer of information..... however we eventually got the final figures right.....3 days later!
Thanks everyone with input!

Congratulations to the trophy winners.

As always thank you to the girls, (Bernie & Cheryl) along with Jim and Len (backup system) for ensuring we had times to nominate, marshalling positions and results.

The "Spirit of Regularity" and "Spirit of Historic Racing" was raised over this event, and quite rightly, it is probably timely to do a reminder of what Regularity is all about and the rules we run under, not just HRCC but also Motorsport Australia.

Regularity is a timed event not a race. You are competing against your nominated time. We are governed by Motorsport Australia for minimum times and the range of speeds across the field. This is for safety and ultimately the enjoyment of all entrants. There are also some simple requirements of regularity that we all should be adhering to:

1. Cover your Speedo
2. Do not use Cruise Control
3. Do not use any electronic communications
4. All timing devices must not be used e.g. lap timers, watches etc.

Did you know, if we go back in history, Regularity events were street cars (registered) driven to the track, do the event and drive home that's how I started, however, we only have a couple of these entrants currently.

Don't forget to encourage your friends / family to enter / have a go..... As always, any questions, queries or input please contact me.

I look forward to the next event at QR in July.

Cheers
Andrew White
HRCC Regularity - Group Leader



Royal Flying Doctor Service

QUEENSLAND SERVICES

2023 Club Championship Status

as at 14 May 2023

Group	Description		1st	2nd	3rd
Group A	International Touring Cars 1982-92		David Paterson	Michael Fung	Wayne Clift
Group C	Australian Touring Cars 1973-84		Peter Woods	Brian Henderson	
Group F	Formula Ford 67-89		Robert Buckley	Richard Lihou	Leonard Don
Group J	Vintage pre 1931		Robert Harcourt		
Group P	Racing & Sports Cars 1968-72		Bruce Ayers		
Group Q	Racing & Sports Cars 1970-77		Robert Foster	John Barram	
Group R	Racing & Sports Cars 1978-86		Michael Gehde	Ian Gray	Jonathon Camp
Group Sa	Production Sports Cars 1941-60		Paul Ritchie		
Group Sb	Production Sports Cars 1961-69		Damien Daly	Paul Young	Michael Tresillian
Group Sc	Production Sports Cars 1970-77		Phillip Powell	Michael McKelliget	Stephen Callaghan
Group T	Production Sports Cars pre 81 History		Paul Cuthbert		
Group U	Sports Sedans pre 1986		Keith Carling	John Womersley	Graeme Hodges
Group V	Formula Vee 1965-85		Neil Sivyer	Douglas Angus	Alan Don
Group Nb	Prod Touring Cars pre 1965	up to 1300	Adam Duce	Peter Walsh	Ken Nelson
Group Nb		2601-3000	Stephen Jeffs		
Group Nb		over 4500	Martin White		
Group Nc	Prod Touring Cars 1965-72	1101-1500	Jill Nelson	Brad Seagrove	
Group Nc		1501-2000	Morne Lombard	Tom Brelsford	James Waugh
Group Nc		2001-3000	Grant Schneider	Robert James	
Group Nc		3001-3500	David Streat	Graham Streat	
Group Nc		3501-5100	Mark Switzer	Graeme Wakefield	
Group Nc		over 5100	Stuart Watson	Ian Mewett	Russell McDowell
Non Historic	Not necessarily logbooked - Regularity, Hillclimbs, Sprints				
Formula Libre			Chris Farrell		
Sports Cars		over 1600	Clive Huebler	Liam Redman	John Carson
Touring Cars		up to 2000	Graeme Hodges		
Touring Cars		over 2000	Graeme Wilkinson	Bradley Manz	Aarron Hodges
Ivan Tighe Trophy - Prod Sports Cars Hill Climbs, Sprints			Greg Horwill	Stan Adler	Michael McKelliget

HRCC Event Refund Policy

Notification of withdrawal should be verbal followed by written confirmation.

Notification received 14 day prior to the event will receive a **full refund**.

Notification received 13 days to 5 days (Monday 9pm) prior to the event will receive a **refund of the entry fee less \$30 administration fee**.

Notification received after 9.00pm Monday prior to the event start, where the entrant pulls out for any reason, **the refund will be:**

- 75% of the total sum of entry fee
- plus **B** carport hire
- plus **C** practice fee
- plus **D** extra tickets. (See table below which refers to **B, C & D** conditions)

B	If HRCC hire out all carports, then a full refund of the carport hire will apply. If HRCC does not hire out all carports the refund is 75% the hire fee.
C	If an entrant starts practice, there is no refund of the practice fee. No start at practice and has withdrawn 75% refund applies.
D	If the entrant does not pick up their extra tickets a full refund applies to tickets. The entrant must, if they want to use the extra tickets, advise the Event Secretary to ensure they are made available for pick up. No refund of extra ticket cost. Note this only applies to extra tickets purchased, not free tickets.

NO REFUND will be given under the following conditions:

- Presenting the vehicle to the marshalling grid for qualifying.
- Lining up on the start line.
- No show at the event by the end of qualifying coupled with no withdrawal notification received, either verbal or written, over the weekend of the event.

The entrant will have 30 days to make a claim in writing for a 75% refund of their Entry \$'s, subject to all of the above.

To request a refund the entrant must use the MSA EE online Refund Request ASAP or ring and follow up with email/text to the Event Secretary/HRCC Organiser of the Meeting.

All Withdrawals must include full bank details or request for a cheque before a refund will be issued. (No credits)

Version control

Prepared by John Tupicoff 4/12/2021

Rev 4 - 14/2/22 Approved by Management Committee 14/2/2023



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262 Clarence Way,

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Grafton,

NSW 2460

Grafton Sporting Car Club Annual Historic Hillclimb Event

A 3 day Historic Hillclimb
open to all vehicles produced
prior to the end of 1975.

Entry Fee \$200.00.

Classes For;-

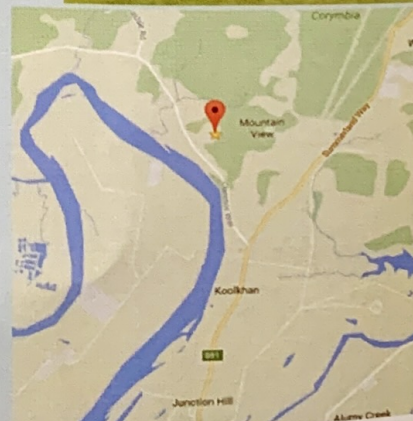
Pre-War,

1945 –1960, 1961– 1970,

1971—End 1975,

tin top , open/closed sports
or race cars.

Featuring a gathering of MGs



ANNUAL HISTORIC HILLCLIMB 14TH—16TH JULY 2023



Grafton Sporting Car Club invites
FIRST TIME & CURRENT DRIVERS to
participate in a 3 Day Historic
Hillclimb. The event is open to all
race cars & road registered or un-
registered cars built prior to the
end of 1975, (must pass scrutineer-
ing/originality check). Scrutineering
& Familiarization Friday, Competi-
tion Saturday & Sunday. Single
event License available \$30.00,
Minimum age 14. Entry Forms
available on the club website ;

www.gsc.org.au

HRCCQ Club Championship Rules

Preamble

Club Championship points are awarded to eligible Club Members for participation as well as for performance in competitive motor sport meetings run by HRCCQ. Meetings include race, hill climb and super sprint.

Points are therefore allocated for Qualifying, Starting each event (Race, Hillclimb, Sprint, Regularity Trial), and for Finishing that event, as well as points for Class Placings, eg: 5 points for starting and 10 points for finishing 1st = 15 points for that event, 8 points for 2nd =13, etc. All finishers receive at least one point for finishing. Even if you fail to finish you still receive 5 points for starting the event.

This rewards those Members who line up to start all events (helping to maintain strong fields), as well as extra reward for those who place well.

Allocation of Club Championship points is separate from the determination of finishing positions for the meeting because some meeting entrants are not eligible Club Members.

Club Championship points are allocated for ALL events held at each meeting, whereas Meeting trophy winners may be determined on competitor performance only in specific events at the meeting.

Points are allocated to Financial Cat-A (Full, Family, Life) Member at the date of each meeting, who have Competed in at least 2 of the prescribed meetings during the year.

Championship Points only allocated to cars with Historic Logbooks, except for Regularity Group and specified non-historic groups in regularity trials, sprints & hill climbs.

Historic Groups : Race Meetings – Races, Hill climbs - Time Runs, Sprints - Time Runs

Regularity Groups: Race Meetings - Regularity Trials, Hill climbs - Regularity Runs, Sprints - Regularity Runs

Non-Historic Groups: Race Meetings - Regularity Trials & Invited Cars, Hill climbs/Sprints- Time Runs, Reg Runs.

Where a driver is entered separately in more than one Championship Group at a race meeting, the driver will accrue Championship Points in each Group, subject to the stipulations above.

Points Allocation

Points are allocated for participating in race qualifying, regularity practice and hill climb untimed sighting run, for starting each race, trial or run, and for finishing position amongst eligible HRCCQ Members.

To be classified as a finisher, a competitor must complete at least 75% race distance and pass the finish line after the chequered flag has been shown.

Within each Trophy Group, HRCCQ Member finishing position points are allocated for each Sub-Class.

	Race Meetings			Hill Climbs		Super Sprints	
	Race	Regularity	S'Sprint	Time	Regularity	Time	Regularity
Qualifying/Practice	5	5	5	3	3	NA	NA
Starting each race or run	5	5	5	3	3	3	3
Finishing Position Points	Each Event at the meeting			Overall Meeting			

Finishing Position	1st	2nd	3rd	4th	5th	6th	7th	8th and lower
Finishing Position Points	10	8	6	5	4	3	2	1

Club Champion will be Awarded to highest points scorer across all Groups for HRCCQ events.

A driver may gain points for competing in different cars or different classes.

Don Thallon Cup - Group N will be Awarded to highest combined points scorer for HRCCQ events and MSA Qld State Championship rounds. For MSA Qld State Championship rounds, the following sub-Groups are used:

- Na & Nb up to 2000cc Nc up to 2000cc
- Na & Nb over 2000cc Nc over 2000cc

Points are then allocated as described above, with no Sub-classes.

Championship Trophy Groups

Points are allocated for each of the following Classes and Sub-Classes:

- Group A International Touring Cars 1982-92
- Group C Australian Touring Cars 1973-84
- Group F Formula Ford 67-89 Fa Fb Fc
- Group J Vintage pre-1931
- Group K Racing, Sports & Specials pre-1940
- Group L Racing, Sports & Specials 1941-60 Racing Sports
- Group M Racing & Sports Cars 1961-65 Racing Sports
- Group O Racing & Sports Cars 1966-69 Racing Sports
- Group P Racing & Sports Cars 1968-72 Racing Sports
- Group Q Racing & Sports Cars 1970-77 Racing Sports
- Group R Racing & Sports Cars 1978-86 Racing Sports
- Group Sa Production Sports Cars 1941-60
- Group Sb Production Sports Cars 1961-69
- Group Sc Production Sports Cars 1970-77
- Group T Production Sports Cars pre 81 History
- Group U Sports Sedans pre-1986
- Group V Formula Vee 1965-85 Va Vb
- Group Na Production Touring Cars pre-1958
- Group Nb Production Touring Cars pre-1965
 - Up to 1300
 - 1301 – 1600
 - 1601 – 2000
 - 2001 – 2600
 - 2601 – 3000
 - 3001 – 4500
 - Over 4501
- Group Nc Production Touring Cars 1965-72
 - 1101 – 1500
 - 1501 – 2000
 - 2001 – 3000
 - 3001 – 3500
 - 3501 – 5100
 - Over 5100
- Non-Historic - Not necessarily log booked - Regularity, Hill climbs, Sprints
 - Formula Libre
 - Sports Cars up to 1600
 - Sports Cars over to 1600
 - Touring Cars up to 2000
 - Touring Cars over 2000
 - Regularity

Ivan Tighe Trophy - Production Sports Cars at Hill Climbs: Awarded to highest points scorer for HRCCQ hill climbs. Eligible vehicles are those of a type that would be eligible for Group S. Vehicles do not have to be log booked.

Countback Procedure: Where two or more members have equal Championship points, the Champion shall be:

Member who competed in most meetings,

If meetings equal, Member with the most first places. If first place finishes are equal, the member with most second places, and so on until all placings have been considered.

Revised April 2023

MEMBER INSIGHTS

by Marty White

What is your most memorable race?

My most memorable race was at The Muscle Car Shootout which was at Queensland Raceway in the final race against Cusso in his XT Group Nc Falcon and James Horan in his LH Torana improved production car and I was in my 1967 Mustang. I won the race and was the Grand Champion. The beginning of my circuit racing addiction!

What is the first car you owned?

My first car was a HK GTS Monaro. My favorite car was my 1967 Mustang.

Are you a cat person or dog person?

I am a dog person (we have three dogs Tyson the Staffy, George the Kelpie Cross & Belle the Tenterfield Terrier)

Who has inspired you the most?

I would have to say my father is the reason I am in motorsport and also my inspiration. He was an Australian drag racing multiple record holder as well as Queensland sports sedan champion. I hope that I can inspire our own kids to be involved in Historic racing. Our twin boys Nathan & Jarred currently race 4 stroke karts and regularly help me at the track!

What would be your dream job?

I have my dream job which is working on historic cars & engines.

What other sports do you like or are involved in?

I recently have become a follower of the Dolphins football club. My wife Sharron is a football fan and we recently met Wayne Bennett at a School Awards night. He was a very good motivational speaker.



Your favourite movie?

My favorite movie is American Graffiti.

What is your favourite quote?

My favorite quote is from the movie Talladega Nights. "If you're not first your last!"

What is the best part about competing?

The best part of Historic Racing is the people involved and the social activities during and after the meetings.

Do you like pineapple on your pizza?

Pineapple is definitely good on pizza!

Ford or Holden?

Definitely Ford over Holden

What do you like watching on TV?

Don't watch much TV (too much to do in the shed)



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PASSION LIKE SHANNONS."**



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- Choice of repairer
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Phillip Island Classic

10-12 March

By Mike Gehde



Hi Mike

A quick note to wish you a safe trip back home. I didn't get a chance to see you after our last race. This pic taken in Turn 1 on the opening lap of the final race. I enjoyed every second of every race this past weekend. I'll see you at Morgan Park if not sooner.

Cheers!

David James

Hi Guys,

I enclose our results from the fabulous Phillip Island Historic Classic.

I also attached a photo from David James indicating just how close we raced.

Phillip Island had approx. 450 starters of which we had 14 Sports 2000's in the Q & R Sports fields.

The bad luck stories came from Trevor Ross who had gear box issues and could not select gears and the Kelly garage where Grant our 2022 Champion had an engine failure in his Ralt RT3 open wheeler, went home and brought back the Tiga S2000 to have a rear wheel hub failure in the feature race, whilst Dad Geoff was refuelling for the race 2 to discover fuel all over his feet from a leaking tank.

Apart from that, the rest reported a great weekend with lots of close racing.

Michael Gibson was by far the fastest, but the next group had some serious dices in all the events.

This group was made up from Bob Cracknell, Kevin Gray, David Benda, somewhere around was David James and then a little further was myself, Joel Brown, Garry Ashford, Graeme Hayles and Chris Robertson. The latter enjoying his first outing at Phillip Island along with David James.

Rob Whitwell who has an 85 model Tiga (outside our cut-off) had guest drivers from Britain the current and former S2000 champions who joined us for dinner on the Saturday night.

I found discussing with them details of their championship most interesting. They have 3 classes of S2000--viz Historics to 1982, Historics post '82 to '90 and modern Duratec cars-- which all run together attracting fields of 50.

Each Class has its own Trophy arrangements.

VHRR featured S2000 in Q & R Sports categories by grouping us together for the rolling starts.

This had us all formed up together which looked great however our faster guys were quickly being held up by catching the slower sports cars. This created a bit of turmoil for the opening laps.

I thought the rolling starts went over well with the whole field nicely bunched for the starts unlike other years and other venues. I know that Cracknell, Gray, Benda and David James were all over each other throughout the races and all in all everyone had a great time of close racing which is what it's all about.

Mallala Historics are on the 14-16 April (this is not a championship round but our next event at Morgan Park, Warwick on the 12-14 May is for points.

Following that we have HSRCA Sydney Classic on 9-11 June at SMSP and a month later HRCC Queensland Raceway for the Historic Qld event on 13-16 July.

I'm awaiting advice from Geoff Kelly about the second Victorian event, I know a number have suggested that Winton is suitable for our cars, but Geoff is attempting to see which is most popular for Victorians to support.

Our second NSW event is at HSRCA Summer Festival at SMSP on 24-26 December which will be our final round for the year.

I did meet our new SA competitor, Ian Duncan who is in the final throes of log booking his car.

I'm also aware that we have many new owners who intend to use this year to get some club racing time getting used to their cars. I can tell you that all the cars I'm aware of were for sale have been sold.

Graeme Hughes will have his Royale ready for sale soon as his restoration is completed.

Everyone should be aware that you should have a 4.5kg fire extinguisher in your pit area. Avon Tyres have been taken over and I believe has stopped producing 13 inch tyres. Avon tyres after this year may not be procurable so grab some if you can.

I'm also told Hoosier will continue to have suitable tyres for our cars which are now into a new softer compound that appear to be lasting well. Please let me know your thoughts and any queries.

Regards
Mike Gehde

Phillip Island - March 2023					
Name	R1	R2	R3	R4	TOTAL
Kevin Gray	15	18	18	17	68
Michael Gibson	20	20	20	DNS	60
Peter Brennan					
Michael Russo					
Gary Ashford	10	DNF	10	15	35
Mike Gehde	8	14	13	14	49
Bob Cracknell	18	16	17	20	71
Rob Lesslie					
David James	13	17	16	16	62
Chris Robertson	9	8	11	11	39
David Benda	16	DNF	15	18	49
Ian Young					
Geoff Kelly	14	DNS	DNS	DNS	14
Graeme Hughes					
Bruce Taylor					
Miles Norris					
Graeme Hayles	12	15	12	13	52
Barry Ward/R Lange					
Trevor Ross	7	DNF	DNS	DNS	7
Chris Oxley					
Johnny Miles					
Grant Kelly	DNS	DNF	DNS	DNS	0
Joel Brown	11	13	14	12	50

SHAKEN NOT STIRRED

By Rob Switzer

Recently I have been heavily influenced by the doings of JB --- not John Bowe, silly, I mean James Bond.

An old Bond film was showing on TV, probably for the 27th time, and I watched the bit where he was introduced to his Aston Martin, with all its driver aids --- oil squirter, armour plate, ejection seat, etc. etc.

Then, a couple of days later while lying on my back on the cold concrete of our garage changing the broken front park light lenses on our Mustang, I had a thought. These lights are very discreetly fitted below the front bumper, and it seems the ideal place to fit a couple of machine guns, Bond style.

This would introduce an element of uncertainty and surprise to Group N racing that has been sadly lacking, as rivals would never know just when our car was going to let rip a burst.

The Summit Racing catalogue would be a good place to start, as it is printed in the USA, it would be surprising if machine guns weren't in there somewhere. Maybe there's an automatic weapon section I've not got to yet.

Of course, the scrutineers shed, known to most competitors as "The Room of Doom", could be a stumbling block.

In years past machine guns would have been difficult to sneak through, as officials nitpicked back and forth over obscure rules.

Now it's much more relaxed with entrants filling out their own scrutineering sheets. This system relies heavily on something that is not yet extinct, but very rare --- competitors honesty!

I'm sure you'll agree there doesn't seem to be any flaw in this plan. It promises added excitement and would certainly make the grids unpredictable as casualties fell by the wayside.

Formula 1 and so called "Supercars" have been trying to achieve this for years.

Regrettably, I have spotted a drawback. The weight of guns and a generous supply of ammo belts in an already heavy car counts against it. And the weight would be right out front, just where it's not wanted. No, I'm afraid the dream of putting a couple of rounds of .50 caliber armour piercing through a competitor's engine block will have to remain just that, a beautiful dream.

Rob Switzer



Aston Martin's Group N prototype with JB looking cool and nonchalant about to face the Eligibility Officer. If this doesn't work he has the Beretta in the glovebox.



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2023 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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
HSCC - Baskerville Historics	2-5 November	Baskerville
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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Groups J, K, & L (Historic Sports and Racing)	Craig Carlson	0418 191 648	craig@envirohealth.com.au
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Photocopies of its original bill of sale and other documents issued by Marcos Heritage of England.

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Original CAMS logbook issued in Australia in 2004.

Photos of its restoration and several magazine articles featuring the car.



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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
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