

# HISTORIC TORQUE

MARCH 2024

2023 Group A Champion  
David Paterson



Photo by Trapnell Creations Photography

The Official Journal of the Historic Racing Car Club (Qld) Inc

Patron: Kevin Bartlett



THE SPORT OF MOTOR RACING HISTORY



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# FROM THE PRESIDENTS DESK

WELL – what a start to the 2024 year we have had!!

The February TTT was an excellent event with feedback from all parties very positive. A huge thank you to the event team headed by Benn Gregory for putting the event together.

Of course, our volunteers always make the events and with hard work from all quarters that was spearheaded by Paul Clemens a wider than normal attendance of officials from many clubs came to ensure our event was a success.

Excellent feedback from 3 attending Motorsport Australia Officials confirmed the quality of the event at a procedural level – well done team.

I was fortunate enough to sit down with all 3 of the officials to discuss the journey of the HRCC in a hopes and dreams fashion for this year and I'm happy to report they believe the clubs direction is positive and exciting – so on that score a big thank you to the current management committee for the support in trying new concepts.

Also a pat on the back to our race committee for their proactive approach in increasing participation numbers on all categories.

We must thank Jonno and the marvellous team at Morgan Park Raceway too – as always, they got to work with our own HRCC dream team (Jim, John, Peter) to ensure everyone was welcome and supported however was needed across the weekend.

Going out on a limb here without facts to support me however, I believe this was the biggest TTT the club has delivered, and it was also the first time the club has included a race category on the Sunday of the TTT – the Super Mini Challenge Series being a real highlight.

I was unable to compete myself this year but did step in as a passenger to assist a new event attendee with some better lines around the circuit – hopefully that paid off!

It was also an absolute pleasure for the club to have 5 junior drivers attend the meeting as part of our inaugural Junior Driving Program initiative.

This saw the club provide free entry and carport to deserving young drivers without the means to get these types of opportunities.

Paul Clemens was in charge of the Junior Drivers program over the weekend, and I can report the parents and juniors were all overwhelmed and extremely thankful for the opportunity. A massive thank you to Ian Welsh for the pictures and interviews conducted across the weekend – terrific job (Ian told me he loved it).

**Autumn Historic Warwick 2024 at Morgan Park on 26-28 April** is going live today (15 March 2024) on the Motorsport Australia online portal so get your entries in and accommodation booked. Remember this is the same weekend as ANZAC Day (Thursday is the 25 April) so maybe you can have an extra-long weekend away.

**This is also Round 2 of the Heritage Touring Cars Championship (Group C & Group A)** and we are looking forward to big fields across all categories. If you know someone that wants to get their car out on track – tell them to enter as we will find somewhere to put them – it's about fun, sport & participation.

**Our Shannons Motorsport Festival 5-7 July meeting at Queensland Raceway** this year will not be a traditional historic meeting and will be something different to anything we have done before. The event will have new categories in addition to our historic categories. With a special event format to cater for a broader participation group to join us – this will be an ideal venue and event to trial something out of the box. Make sure your headlights are working...

What about our 2<sup>nd</sup> Historic event I heard you ask??

**HISTORIC QUEENSLAND will be back at Morgan Park on 17-20 October** so put it on your calendar as this will be a big one. It is a round of the Historic Sports Sedan Championship and those guys always put on a great show.

Yours Sincerely,

Brian Henderson  
President HRCC Qld



# HISTORIES MOST IMPORTANT RACE EVER.....[to me]

by Rob Switzer

This shows push starting in the Surfers pits ---- no starter or alternator, and a tiny motorcycle battery right in the front of the nosecone. Had to charge it up between practice and the races. Well-tuned, it started in a metre or two and was much lighter this way.



Sometimes old, retired duffers like myself are asked "What was your most memorable race?" "What stands out from the several hundred races that now mostly merge into one long memory?"

Incidents stand out rather than complete races. Incidents where maybe a difficult rival was at last beaten, where a race or point score was narrowly won, or when a split second decision allowed my car to skim unharmed through a scene of destruction with nearby cars written off in all directions.

All these types of things were memorable, in fact really vital at the time, when the current race was all important.

In fact, the most important race for me is easily recalled ----- it's the first one. How it was possible to end up on the Lakeside grid with little mechanical knowledge, nil driver training, no help of any kind, knew no one in racing and had absolutely zero dollars, is a story in itself.

A good example of if you want something badly enough, somehow it can be made to happen.

To say my learning curve was vertical is an understatement. I had done various club events in an MG B, motorkhana's, sprints etc. Low key stuff.

Well, here I am on the grid, after three laps practice, never driven round Lakeside before, never driven this car or any racing car. The competitors around are drivers I'd been watching and envying for years, all experienced men, probably wondering what I'm doing there.

The car was a Formula 2, mostly made from Rennmax bits with a VW gearbox turned upside down and four iron hard tires that wouldn't hold air for more than an hour or two. I'd scrounged it semi derelict from a back street in Southport.



It had been traded as deposit on a property, and in a burst of enthusiasm the real estate man had painted it metallic purple. Half a lap of Surfers circuit and one wild spin convinced him that racing was not for him, and it had been parked under a mango tree in his backyard ever since.

Of course I was keen, as it was a means of getting on the track at last, and when some old hessian and lots of dried mango leaves were brushed aside, there was the thrill of finding a Twin Cam Ford in the back. ALL RIGHT !

No deposit, no insurance but lots of financial ducking and diving involving a large finance company that should have been paying closer attention. Talked the local panel beater into a free paint job in hemi orange to match my company Pacer, and I was away!

My ambitions were not set at a very high level. The race result was not important as long as I wasn't last! Just finally being on the track was exciting enough.

Well, away we went, and the first thing noticed was that in a F2 car, swooping round the humps and hollows of Lakeside, one certainly had a front row seat for any approaching accident. But it was also the thrill of a lifetime ---- one I repeated as often as possible for the rest of my life.

The old Rennmax got up as far as fifth, but through inexperience [make that NO experience] I let a Cooper Climax repass and we ended up sixth. Well five guys ahead of me but look at the silver lining ----- twelve or fifteen behind.

Racing is a confidence game and this first race showed that the basics came easily to me. Of course, many years were then spent trying to refine this situation, trying, as we all do, to make a perfect lap. Always a little time lost and sometimes quite a lot!

Well, I was stoked at this result, and this was easily my most memorable race as it showed that with a little more experience I would fit right in with these guys and would be towards the pointy end of the field.

I couldn't wait for the next race meeting!!

Rob Switzer



Surfers pits again. Those tires I bought used from Lionel Ayres, formerly on his heavy duty McLaren/MRC. The wheels were widened at Wilsons Wheel Works --- remember them?

CAMS told us we couldn't race unless we wore those plastic bubble goggles ---- then that we couldn't race if we DID wear them. They realised at last, that in a fire they would melt right on to your face. Thanks CAMS!

# REBUILDING THE PUMPKIN

by Brian Henderson



Schedules are always tight in a racing calendar – even in the off season when your first race meeting is February on the TTT weekend but you need to be in Bathurst.

Last year Mike McKelliget, our HRCC 2023 Group Sc Club Champion had a plan. It involved getting the engine rebuilt from his gorgeous in Orange with Blue Stripes, 1974 Group Sc Datsun 260Z (The Pumpkin) ready for a busy 2024 campaign. The rebuild didn't start until December.

Counting backwards the program looked like this;

- Mike and Team Engineer Robin Evans (Team McEvans) had to be in Bathurst by 14 February.
- They had to leave Brisbane very early morning 13 February.
- Car and everything needed had to be loaded 12 February.

Now let's skip back a couple of weeks to Friday 26 January – this was the day the now refreshed engine arrived on the "Friends Express" from Sydney ready for installation.

7 days later on Friday 2 February we (HCR Motorsport) were engaged to conduct the initial dyno run in and detune in readiness for a general practice run in session the following Wednesday.

Monday 5 February Mike McKelliget calls and asks if I can deputise for him on the general practice run in at Queensland Raceway as he now has meetings he is unable to miss interstate – doesn't it always happen that way!!

2 days later on Wednesday 7 February Robin Evans meets us at QR with "The Pumpkin" so we can go through our program of running in the



engine across 3 track sessions and also scrubbing a set of new A050's in one of those sessions. It is the first time I have driven the Team McEvans 260Z – thank you Mike for the trust.

One final check of the vital systems by Robin and Robert Bounday of HCR Motorsport and away I go on track. A mixed session of varied cars with our program containing lots of up and down speeds which I made clear to everyone in the drivers briefing that this was going to be our program. There was a lot of time spent in the mirrors giving plenty of room to everyone.

Unfortunately, you can't account for everything and a new build - time attack WRX that was on track for the very first time with a driver driving it for the very first time had a total brake failure going into turn 6...that is where I was in the still beautiful Pumpkin.

Upon looking in the mirrors to see the extremely quickly approaching WRX I manoeuvred the 260Z to the left as far as I could while behind me the WRX mounted the grass to the right straddling the ripple strip seemingly heading in the direction of the centre of the corner in a straight on direction.

Alas this was not going to be the case with a driver suspected of now producing a brown pile of poo deciding to pull on the handbrake of the WRX. It abruptly turned left heading directly to where I was travelling which was slightly to the left of turn 6 entry and driving straight into the kitty litter. The WRX launched over the ripple strip at the end of turn 6 breaking both the front wheels completely of the car leaving only the centres behind bolted to the hubs.





Whilst in mid-air the WRX had a glancing hit into the Orange 260Z just forward of the right rear wheel and continued along the length of the right door and right front guard coming out again missing the front wheel, missing the nose cone and missing the bumper bar and higher than the sill before careering straight while remaining upright with the front of the WRX missing.

WRX driver ok & out of the car however, I was stuck in the car unable to get out with the door locked shut though I was uninjured except for the shock of how bad it could have been had it been a 90 degree side impact.

Remember – this just happened at the racetrack and the boys are expected in Bathurst in 7 days time!!!

The Pumpkin was dragged rearward from the kitty litter – I fired it up and drove it back into the pits where both Robin and Rob had both believed the car had escaped damage -aaaahhh NOOOO.

No time to delay – a thorough check of the car was conducted with all wheels off, underbody check, clean, kitty litter removal and vital systems recheck. “What are we doing gents??” I asked...Car is good so let's get on with the program and then think about repairs was the reply.

The new tyres were bolted on and out we went for the 2<sup>nd</sup> session and returned without incident – the WRX did not make it out and I suspect it will be a lengthy rebuild.

New tyres removed and replaced with the old tyres and out we went for session 3 for the final part of the track run in.

Car was loaded back onto the trailer, and it was time to put the now “Sad Pumpkin” on the dyno for the final race tune to ensure all mechanical systems were a Bathurst go. Everything went as expected and now the race was on to have the body ready to go.



We had a plan and Robin loaded the car and took it home to start pulling it apart. I rang my vinyl wrap guy and told him of the predicament and time scales and he was on board – lets make it happen.

Before Robin left I took a piece of the Pumpkin with me for colour matching – it needed to look good still right...

I went through my stock and found a very good condition drivers door shell that was previously on a Group Sc 240Z. I quickly got this and a spare drivers guard over to Robin so he could work out the best solution. In the meantime I had the Pumpkins colour sample couriered to Marty the vinyl guy so he could do his magic on procurement in double quick time.

It was in this period that Robin made the phone call to the owner of the car Mike McKelliget. How did it go asked Mike. Good said Robin, engine very strong, running in went well, tyres scrubbed and ready and the car is home. Great says Mike over the phone. I'm just replacing the drivers doors and straightening the front mudguard at the moment though – do you think you could help me when you get back from Sydney says Robin....silence.

Not the exact conversation but wow what a difficult call. I also spoke to Mike – I was completely empty from the incident and couldn't help but feel responsible and angered to a degree that what was going to be so easy was now almost impossible.

Robin performed a superhuman effort to get the partially assembled the following day – now Thursday 8<sup>th</sup>. He decided it was best to try and repair the existing damaged guard as the differences between the guard supplied and that fitted meant time – time Robin didn't have.

With the help of Mike the pair of them just kept going and believing that it will come together – and the rest of us just kept organising what we could to help make it possible.





- 3 days before departure the Pumpkin was back together with various exposed elements that would not be wrapped having received paint to make sure the 260Z presented the best she possibly could.
- 2 days before departure Marty had the Pumpkin Orange vinyl and on Sunday 4pm the car was again orange with race numbers attached.

Robin now had one final push to refit the door components & locks etc, interior components, final mechanical check, wheel alignment and loading of the car, spares and tools which was all completed by Monday afternoon in readiness for their 3am Tuesday departure.



The beautiful ending to the story is the car was a dream all weekend at Bathurst finishing in the top 10 in every race and confirmation still awaiting on a class lap record.

Hats off to Robin Evans and Mike McKelliget for their amazing effort to get to Bathurst against all odds. The boys came home to Brisbane and then travelled down to Phillip Island to compete 2 weeks later – again without any troubles.

I thought this was a story worthy of sharing as it shows the spirit our club members possess and showcases the very special determination of an inspiring team McEvans - well done Mike and Robin.

Yours Sincerely,  
Brian Henderson







# 27-28 APRIL 2024

# AUTUMN HISTORIC WARWICK



## AT MORGAN PARK RACEWAY



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# MEMBER INSIGHTS

by Norm Singleton

**Q** What is your most memorable race?

**A** Winning the 2008 Classic Adelaide Rally Heritage Section in a Jaguar X6, and having the trophy presented by Sir Jack Brabham.

**Q** Who has inspired you the most?

**A** The innovators and thinkers of the sport such as Colin Chapman of Lotus, Carlo Abarth with Fiat vehicles and Smokey Yunuck.

**Q** What is the first event you competed in?

**A** 1968 Mt Cotton Hillclimb in a Fiat 1500.

**Q** What is the first car you owned?

**A** Fiat 600

**Q** What motivated you to get involved in Motorsport?

**A** Probably my father's interest in cars, mostly Fiats, and motor racing. He competed at the old Strathpine Racing Circuit.

**Q** What is the best part about competing?

**A** Mixing with people with the same interests.



**Q** What age were you when you first started in motorsport?

**A** I was 23

**Q** What is the best thing you have ever done?

**A** Marrying Kath in 1969 and having 3 great children and they in turn have given us 10 terrific grandchildren.

**Q** What is the coolest sound?

**A** A good engine at full revs.

**Q** What would be your dream job?

**A** I chose to be a motor mechanic, and as far as I am concerned it was the job that allowed me to follow my dream of Motorsport.



# ~ WANTED ~

## 2024 HRCC CLUB MERCHANDISE SALES PERSON

Are you the person who is interested in showcasing the merchandise of the HRCC to competitors or spectators who attend race meetings here in South East Queensland? It is a great way of meeting club members and other race members from all over Australia who stop by the tent/trailer to enquire about our range of merchandise for sale.

To welcome our new merchandise person/persons, the club trailer has been painted, signage, overrider brakes fitted and new tyres, so it is now road ready. See Photos.

The trailer is kept in a storage shed at Sumner Park, close to the Centenary Highway so easy access on the way to either Queensland Raceway or Morgan Park. This could also be relocated to a site of your preference.

The trailer has a lean-to tent, tables, and all current merchandise. Chairs will be provided on the day at race events. A cash float is included, and a card machine will be provided.

Sales can be taken through the HRCC Newsletter, from the club website and other media that the club wish to use.

This year's meetings are to be held at Morgan Park, Warwick in April & October and Queensland Raceway, Willowbank in July.

### MERCHANDISE

Be the person who selects the Merchandise items for resale and the choice is endless. The following items are in stock. Additions can be made through the present supplier or other suppliers.

- ❖ Club stickers
- ❖ Cloth badges
- ❖ Metal badges
- ❖ Club caps and buckets hats
- ❖ Club Chambray shirts, Tshirts, Polos and Long-sleeved Polos
- ❖ Race Bags
- ❖ Jackets

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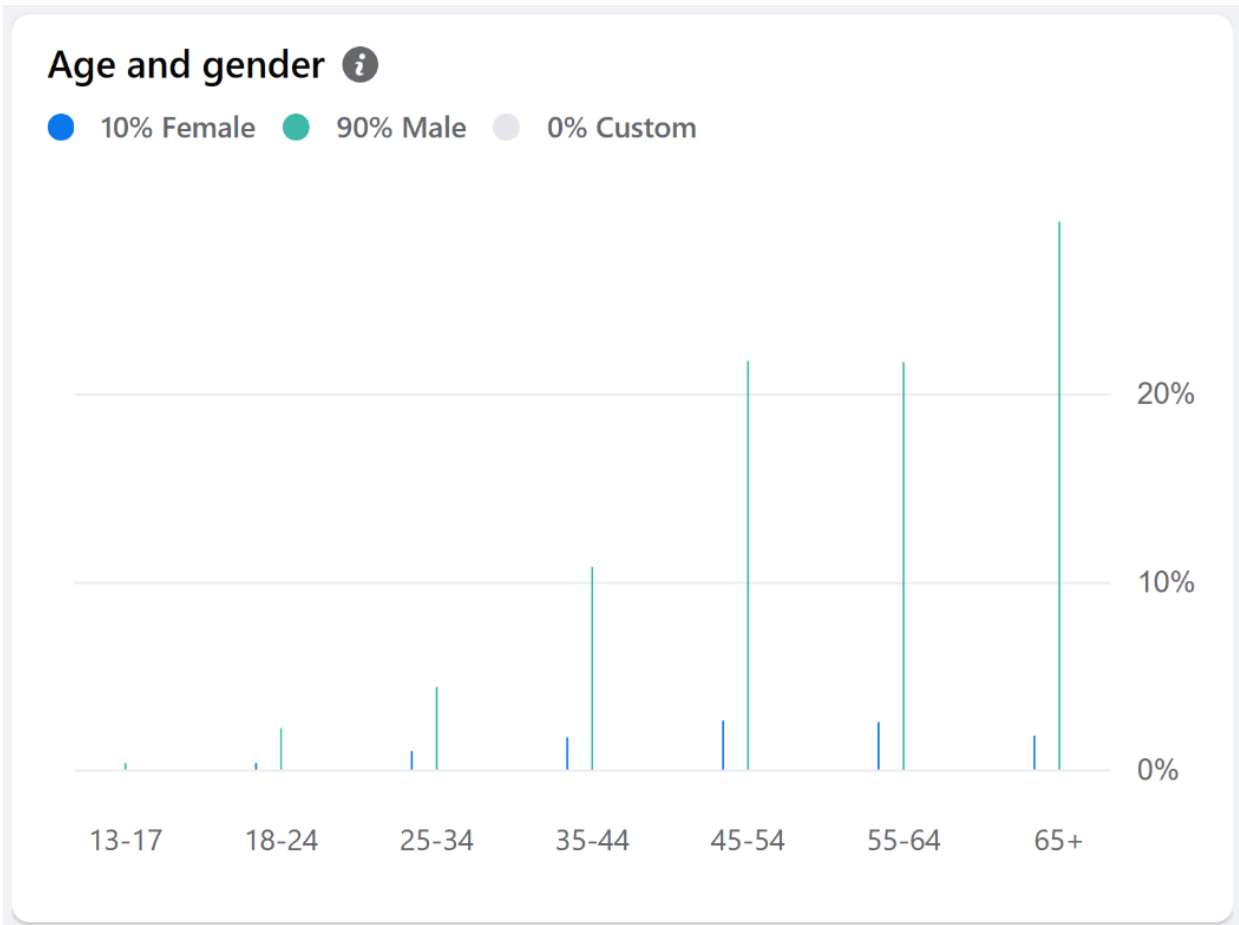


# FACEBOOK FUN FACTS!

We thought it might be interesting to share some metrics from our Facebook page and group. These statistics confirm what we'd already suspected about our supporters and fan base.

Regards Chris Fung

**1** This first chart supports the notion our supporter base is comprised of a high proportion of older people (90% > 35 years old) and a higher proportion of guys to girls. (90% male).  
So what does this mean for us? As we look to grow our membership this year, we know where the focus can be!







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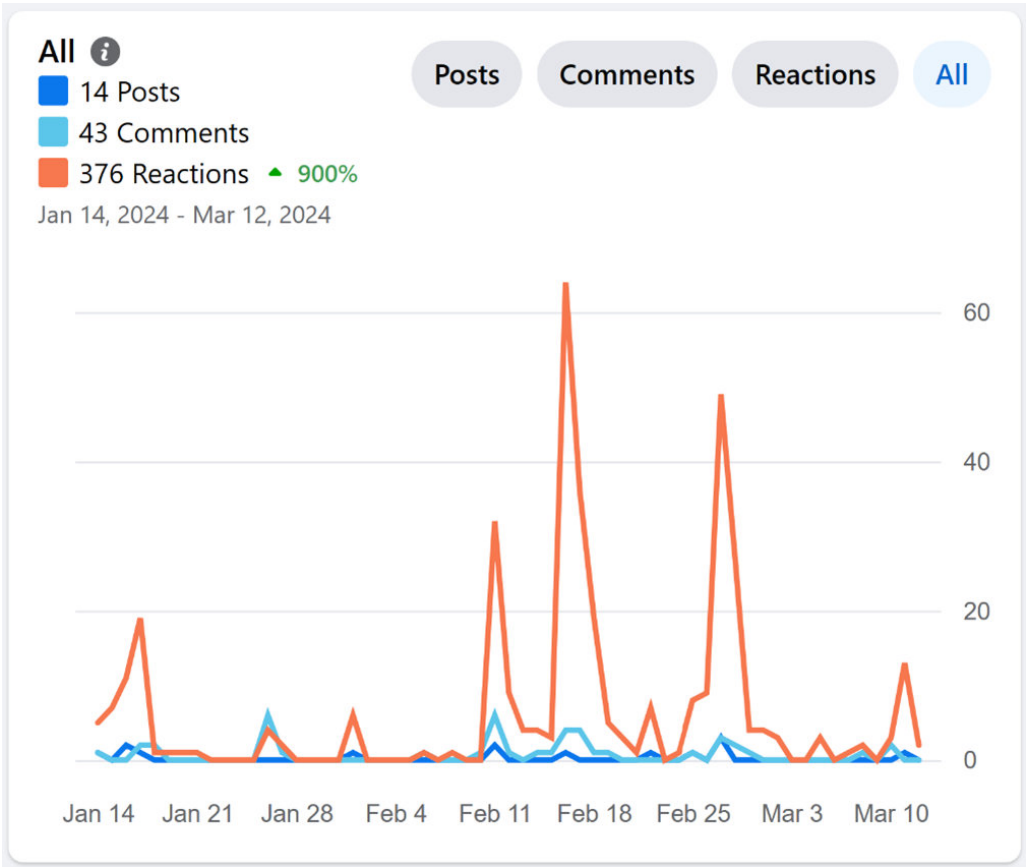
2

This is where our Facebook audience is based (doesn't include smaller towns). The good news is that the majority are QLD based, meaning our target audience (for event entry and spectators) is being reached.

Top countries		Top cities	
Australia	1,238	Brisbane, QLD, Australia	305
New Zealand	6	Gold Coast, QLD, Australia	141
South Africa	4	Sydney, NSW, Australia	63
Canada	2	Sunshine Coast, QLD, Australia	5
United States	2		7
		Ipswich, QLD, Australia	48

3

This is a summary showing when people are liking, commenting, sharing or actioning on our posts. The key trend (reactions) shows we are getting growth in participation, when the posts relate to events and longtime members.



We posted the invite for the Autumn meeting around 2 weeks ago. The event has gotten a lot of visibility across multiple pages and groups, thanks to dozens of shares.

A share is when someone copies our post to another group or page, which is then viewed by a new set of people. So the more shares we get, the more attendance we will get.



# Vale James Waugh



It is with great sadness that we advise that James (Jimmy) Waugh passed away on the night of 27 February aged 83.

He will be sorely missed by all the Group N and Historic Racing community as he was one of life's real characters and a breath of fresh air around the track, loved by all. Always having a story and a chat with all his fellow competitors, crew, wives, girlfriends etc, while competing all over Australia.

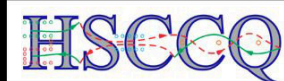
His Morris Major was an icon on the track and later his BMW 2002 was always in the mix.

To his family we extend our deepest sympathy and wishes. Jimmy, you will be missed by all.

If you wish to pay your respects, Jims funeral will be held at 10.30am on 20 March at Buderim Chapel 139-159 Wises Rd, Buderim.



# INTER CLUB 2024 CHALLENGE



## TENTATIVE CALENDAR DATES FOR 2024

Date	Event Type	Host Club	Venue
10 March	Autocross	Lotus Club Queensland	DTC Lakeside
11 May	Economy Run	Tesla Owners Australia	TBC
26 May	Motorkhana	HSCCQ	Willowbank
6 July	Sprint	Historic Racing Car Club (Qld) Inc	Queensland Raceway
14 July	Show 'n Shine	MX-5 Club of Queensland	Caboolture Aero Club
20 July	Super Sprint	Porsche Club Queensland	Morgan Park, Warwick
10 August	Regularity	BMW Club Queensland	Lakeside
1 September	Khanacross	HSCCQ	Willowbank
8 September	Hillclimb	MG Car Club of Qld	Mt Cotton
29 September	Navigation Run	MR2 Owners Club	TBC
27 October	Consistency Sprint	Qld 86 BRZ Club	TBC
14 December	Trophy Presentation	Inter-Club Challenge Queensland	TBC

The Inter-Club Challenge is a grassroots motorsport competition involving 12 Car Clubs and 12 different events in 2024.

See more on [Facebook](#)

<https://www.instagram.com/interclubchallengeqld>

Revolution Racegear

Don't forget, Revolution Racegear has supported us again with a 10% discount to all ICC participants.

hrcc.org.au

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# WEBINAR FOR OFFICIALS ON SELF-EXTRACTION REQUIREMENTS

Officials are invited to attend a self-extraction webinar this month.

As part of the introduction of the new self-extraction requirements, Motorsport Australia is inviting relevant officials to attend a self-extraction webinar this month.

The webinar will provide an opportunity for officials to further understand the testing procedures, as well as ask any questions that may have arisen since its implementation earlier this year.

[Registration is required for the free webinar through the Microsoft Teams platform.](#)

The free webinar will be held on Monday, 18 March at 7.30pm AEDT.

**Topics covered during this webinar will include:**

When testing should occur  
Regulations surrounding historic vehicles  
How to conduct the testing  
How to time the test  
Managing and working with competitors who do not meet the requirements

A replay will be available to view after the webinar on Motorsport Australia's website for those unable to attend.

Registrations will remain open up until the start of the webinar, which begins at 7.30pm AEDT on Monday, 18 March.

[Register here.](#)

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**17-20 OCTOBER 2024**

# **HISTORIC QUEENSLAND**

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Open to all 5<sup>th</sup> 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.



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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
Groups S & T (Historic Production Sports Cars)	Peter Richards	0408 957 966	peter.richards@paccon.com.au
Groups M, O, Q, R (Historic Sports Cars)	Mike Gehde	0413 651 867	gehde@guardianinvestments.com.au
Groups M, O, P, Q, R (Historic Racing Cars)	Barry Wise	0415 318 913	barryjanwise@spin.net.au
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	Peter Herlihen	0414 474 408	

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# 2024 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
HSRCA - Canberra Festival of Speed	2-3 March	Thoroughbred Park
Motorsport Australia State Championship Race Meeting Rd1	15-17 March	Morgan Park Raceway
HRCC - TTT Day & Super Sprints	17-18 February	Morgan Park Raceway
VHRR - Phillip Island Classic	7-10 March	Phillip Island Circuit
Motorsport Australia State Championship Race Meeting Rd 2	19-21 April	Queensland Raceway
SCCSA - All Historic Mallala	26-28 April	Mallala Motorsport Park
HRCC - Autumn Historic Warwick	27-28 April	Morgan Park Raceway
A7C - Historic Winton	25-26 May	Winton Motor Raceway
HSRCA - Sydney Classic	8-9 June	Sydney Motorsport Park
Motorsport Australia State Championship Race Meeting Rd 3	14-16 June	Morgan Park Raceway
HRCC - Winter Historics	5-7 July	Queensland Raceway
VHRR - Winton Festival of Speed	2 - 4 August	Winton Motor Raceway
Motorsport Australia State Championship Race Meeting Rd 4	9-11 August	Queensland Raceway
HLS - Historic Leyburn Sprints	17 - 18 August	Leyburn, Qld
GSCC - Historic Hillclimb	23-25 August	Mountainview Motorsport Complex
HRCC - Historic Queensland	17-20 October	Morgan Park Raceway
Australian Hillclimb Championships	TBC October	TBC
Motorsport Australia State Championship Race Meeting Rd 5	8-10 November	Morgan Park Raceway
VHRR - Historic Sandown	TBC November	Sandown Raceway
HSRCA - Summer Festival	30-1 December	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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**\$79,975.00**

### 2002 HSV GTO

A rare item, this HSV Coupe is a six-speed manual having travelled less than 35,000 K in its 22 years of one-person ownership.

It is Build # 385 and is one of only a very few in this colour, trim and driveline combination.

This HSV Racing Green tan trimmed (oatmeal) beauty has always been garaged and comes with its original HSV documentation, alloy presentation brief case, console tool kit and complete history file.

Personalised plates do not go with the car. A reversing camera was fitted in 2023.



**\$39,500.00**

### 1968 AMC AMX 390

This exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, was imported from New Jersey in late 2012 and has been comprehensively re-engineered and equipped.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use.

Seating, as imported, is included and the car presents as would a standard road car.

Bodywork is totally rust free and superbly finished in metallic Rally Green with gold stripes.

Factory AMX build #05705 is located on the dashboard.

Chassis # A8M397X337862, Engine # GR4428,

Queensland Concessional Registration # 68-AMX. Plates are Qld personalised and restricted use but can stay with the car subject to state laws.

**Contact**  
**John Carson**  
**0408 735 358**  
**jaccarson50@gmail.com**

**For inspection, please contact**  
**John Carson**  
**0408 735 358**  
**jaccarson50@gmail.com**



## Torana, Mitsubishi, Trailer & Spares \$85,000.00

### 1972 GROUP N Torana GTR XU-1, Trailer and Tow Car Combo

This well-known Queensland Group Nc Torana was first developed by Greg Burrowes in 1994 and ran at HRCC's Historic Queensland in 1995, at Lakeside.

Thereafter David Malone competed the car until, in early 2014, keen Holden man David Streat purchased the GTR and it again became a regular Group N entrant at Lakeside, and especially Morgan Park. David currently competes another XU-1 and so in August 2023 John Carson took over ownership.

Meanwhile this one-careful-lady-owner 2012 Mitsubishi Challenger LS Diesel automatic has done 175875 kilometers, features dealer fitted towbar plus electric brakes and has never been off-road or on the beach.

Unfortunately, due to a December 2023 skiing accident in Canada John is now having to give up motorsport and the Torana, a PBL 2490 kg ATM trailer and the Mitsubishi Challenger are now available for purchase. The PBL ATM 2490 kg tandem trailer is fitted with a 12,500 lb electric winch.



**Contact**  
**John Carson**  
**0408 735 358**  
**jaccarson50@gmail.com**





**\$29,975.00**

## 1970 GROUP Sb TRIUMPH TR6

This 1970 Australian private import, 150 bhp car, was first purchased by the present Brisbane owner in June 1971 at 9,500 miles and has now had five owners, the current owner being the second and fifth custodian.

Sold in 1980, the car had been re-found in Central Queensland, in 1990, and after restoration including the retro fitting of a factory overdrive and hardtop, was CAMS log booked Historic Group Sb in 1999. Since then, the TR6 has competed in a wide variety of motor sport events on the eastern seaboard, South Australian and WA circuits. Notably, this is a rare historic racer never having had its mechanical or suspension specification altered from factory original. Indeed, this car still runs lever arm, rear shock absorbers! The only non-standard body work additions are mandatory safety measures such as a Motorsport Australia registered 'bolt-in' roll hoop by Norm Singleton Automotive. Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance.

The car's last outing was the July 2023 HRCC National Historics at Qld Raceway, 24 years after the same driver/car combination ran together in their first ever race meet, at this very same circuit in 1999. Interestingly, the two old stagers performed faultlessly and times on the National Circuit and Clubman circuit, a generation later, were almost identical.

Body # 50802CP, Engine # CP 51494HE, Compliance Plate CP 51527, Queensland Concessional Registration # PTQ-818. Please note these plates have been personalised, are currently restricted use, and if staying with the vehicle are subject to state laws.

**John Carson**  
0408 735 358  
jaccarson50@gmail.com



**\$34,950.00**

## 1965 RAMBLER CLASSIC 660 CROSS COUNTRY WAGON

Built at AMI Port Melbourne, one of only 185 in 1965, this American/Australian beauty was discovered, unrestored, in Adelaide in 2009 and driven home to Brisbane by the current owner.

In 2010, all rust was removed and a full body structural restoration was completed by Pebble Beach award winning Sleeping Beauties, Brisbane.

A stunning duotone refinish resulted in a white turret overlaying a lower body in blue whilst internally the original red trim offsets the AMC tri-colour presentation. Over the years mechanical overhauls have returned this wagon to a high level of on-highway cruising ability.

In 2021/2 a complete engine overhaul was completed by Mark and Gary Hammond of Capalaba and the car was last displayed at the RACQ Motor Fest in June 2023.

Personalised plates, subject to state laws, are included in the sale.

Originally considered as an historic tow vehicle for a 1968 AMC AMX 390 the complete combo is also available with a tandem trailer to suit.

**John Carson**  
0408 735 358  
jaccarson50@gmail.com





**\$100,000.00 AUD**

### 1965 Marcos 1800 GT

A rare and special car, designed in 1963 by Frank Costin, Chief Aerodynamicist for De Havilland aircraft.

An extremely competitive Group Sb under 2 litre car weighs 730kg producing 175HP.

Chassis 4026 is #26 of only 100 ever made.

Hand built with a wooden chassis and fibreglass body.

Engine is a 1.8 ltr Volvo B18 race engine built by renowned Kim Baker.

Transmission is a Volvo M40 gearbox with genuine Volvo close ratio gears.

Competition brakes and suspension.

Underwent a meticulous restoration from 2008 to 2017 and is immaculate.

Specialist spare parts are easily obtained from Marcos Heritage Spares in England however, spares for all mechanicals are easily obtained in Australia.

**Includes the following:** An extensive history file including its original green cardboard logbook issued in England in 1965.

Photocopies of its original bill of sale and other documents issued by Marcos Heritage of England.

Original FIA logbook issued in England in 2000.

Original CAMS logbook issued in Australia in 2004.

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

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

**Contact Darren Freeman**  
**0414 857 777**



**\$ 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, 2<sup>nd</sup> set Avon radial front

#### Brakes:

Morris Marina Callipers (front), Morris Mini drums (rear), Master Cyl Triumph Stag

Way more than asking spent on the car as built to race not reluctantly sell.

Happy to answer any questions as the car has been a passion over 3 years of the research and build process.

### Contact Mark

**0414 047 490**

**mark@4orceracing.com.au**

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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 the editor at [info@hrcc.org.au](mailto:info@hrcc.org.au).

Alternatively, post articles to The Editor - Historic Torque, PO Box 353, Red Hill Qld 4059. Please include a stamped self address envelope for the return of your precious photos.

**Deadline - 12<sup>th</sup> day of each month**