



# HISTORIC TORQUE

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

November 2021

Patron : Kevin Bartlett

## Change of Management for Queensland Raceway

Management has changed from the John Tetley Qld Raceways team to now be headed by motorsport entrepreneur Tony Quinn.

[Click here for more details](#)

### TRACK DAY



24 NOVEMBER 2021

**HRCC members are invited to enter.**

The object of the day is for people to bring their vehicle, old or new, to enjoy a social day both on and off the track.

The cost is \$150 for the full day with lunch provided.

Gates open at 7.30am and on track from 8.30am

Contact Darryl Searle on - Ph 0412 815 869

### CHANGE OF VENUE FOR THE AGM



### HRCC PRINTED NEWSLETTER TO END

The printed version of Historic Torque will come to an end with the December 2021 issue.

Electronic versions of the newsletter are sent each month to HRCC members who provide their email address.

Please make arrangements to advise the membership officer, Jim Goulden of an email address where the electronic version can be sent to you.

## Christmas Party & Awards Presentation

RSVP 10/12/21

**BOOK NOW !**



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## Paid advertisement

Following positive feedback from the article I placed in last months newsletter (October Historic Torque) I thought I would provide additional information which I have discussed with other members, elaborating upon my approach to matters that have been raised. I have selected three points only of interest that I will elaborate upon:

1. The first issue is always the 'elephant in the room', Clubrooms or rather what we should term a club Resource Centre. It must be an asset for all members to enjoy. However, one cannot look at a clubroom in an isolated context as it will likely consume so much of the club's hard-gained monetary assets. Rather, it must be part of a holistic consideration of club direction, need, wrapped up in commercial common-sense. There are four primary considerations we have adhered to, with each one under the microscope of rigorous and continuous due diligence:
  - a) Question whether one is indeed needed and does it fulfil clear stipulated criteria?
  - b) Minimal outlay. Desirably of at least 50% of club capital is retained.
  - c) Working capital retained (i.e. events) for the club must be available.
  - d) What other needed benefits might it bring i.e. income, attracting new younger members and so on?

***Ultimately, it is the members who will have the final say***, however, it is the responsibility of the HRCC Management Committee to put ideas for consideration forward. Thus, with the Mt Gravatt Showgrounds proposal, a late change of conditions from the Trust's part made the venture suddenly unviable. Strict due diligence was applied in this instance.

2. Increased events. As we have recently seen there is a change in circuit control, with Queensland Raceway coming under Tony Quinn and Lakeside remaining with John Tetley. Both have publicly promised improvements at their respective tracks. This opens up massive and exciting opportunities for additional events at much improved venues for HRCC members.
3. The future – an important consideration? Electric powered in the long term and what of fuel availability for historic cars, younger membership and so on? Finally, it would appear the Supercars have got their act together with S5000, TGA, and TCM. Undoubtedly these events will become crowd drawing and will impact upon amateur motorsport. Where do we stand? We need to think outside of the box, both in the short and long term to take advantage. For example, discussing membership matters with the RACQ representatives, they informed us that as there is a decline in younger drivers, and to ensure they remain relevant to younger potential clients, they purchased the Teachers Credit Union, offering a greater relevant service for members. Let's develop a practical slogan, "Start your motorsport career with historic racing."

Above it all it must be remembered is what we have sought to achieve as a Management Committee over the past few years, under difficult operating circumstances, is to strive to achieve a flexible continuity of growth with the HRCC.

**It is important to continue this steady, balanced, professional approach, with the utmost integrity and balanced decision-making for our great club. I look forward to your support with my running for the Presidency of HRCC.**

**Let's build a future together!**

Please any questions or you want more information or you just want to chat about matters, by all means give me a call or email me: 0403 868 375 or [christopheroberston@bigpond.com](mailto:christopheroberston@bigpond.com)

Kindest regards

*Chris Robertson*



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## Note change of venue for the AGM

Notice of a **GENERAL MEETING** and 2021 **ANNUAL GENERAL MEETING**  
to be held on **Monday 22 November 2021**

at **The Church Building**

**Mt Gravatt Showgrounds** 1644 Logan Rd, Mt Gravatt. Qld

Commencing at **7.30pm**



### General Meeting Agenda

Ratify the Club's business during the period ended 30 September 2021

### Annual General Meeting Agenda

Receive the Management Committee's report for the period ended 30 September 2021.

Receive the Income and Expenditure Statement and the Statement of Assets and Liabilities for the period ended 30 September 2021.

Receive the Auditors Report on the books of account.

Present the Financial Statements and Audit Report to the meeting for adoption.

Appoint an Auditor for the coming year.

Elect members to the Management Committee. Refer to 'Attachment A'

### Special Resolution:

Motion: That the Association adopt the '2021 Draft Constitution' with immediate effect.

### Note:

Category A, B and E Members are entitled to vote, to receive notice of, and to attend and debate at, general meetings.

**For more information regarding the Annual General Meeting  
please go to the HRCC website.**

Click here to download  
the 2021 Draft  
Constitution

Click here to go to the  
HRCC AGM webpage  
with downloads





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.

Total membership as at 25/10/2021 - **522**

## Lance Orsmond & Slade Orsmond

### VALE JOHN HEFFERNAN

John Heffernan 05/04/32 – 24/07/21

Born in Dayboro 5th April 1932 and starting school at Mt Pleasant State School. School wasn't for him and he found himself working on a dairy farm milking cows.

At the age of 19 John and his brother Tom decided to head out west searching for work, but near Condamine they had a motorcycle accident that saw them both end up in Miles hospital.

Out of hospital he eventually found work at a Butchers, this is where he met his future wife of 65 year's Meryl. John & Meryl went on to have two children – a daughter Janelle & son Kevin.

In 1966 John & Meryl started leasing the BP service station in Chinchilla (which very quickly became the #1 BP service station in Queensland!).



By 1972 the family moved to Brisbane, to be closer to race tracks (Lakeside & Surfers) where John eventually opened his own mechanical workshop in Underwood, which the family ran until retirement... or so he thought. Race cars then became his life.

In 1975 John purchased a LC Torana which he ran in Group C events at lakeside in the late 1970's. 1980's was spent competing at Mt Cotton Hillclimb along with son Kevin & daughter Janelle also competing there in the family Gemini series race car.

By the 1990's Kevin's racing had progressed to Touring Cars, so John was happy to sit back and help his son progress, while still competing in the odd Hillclimb event.

By the 2000's Kevin had stepped back from competing in top level motorsport but that certainly didn't mean taking it easy. John & Kevin were now preparing and racing in Historic Touring car competition under the Sunday Racing team. John had retired from racing himself but at some events Sunday Racing ran as many as 5 cars, which certainly kept him busy!

John's much loved Torana was one of them, now upgraded to an LJ Torana it was raced by his son Kevin & grandson's Jamie and Ashley. To see his grandson's racing his car brought him so much excitement and joy.



Although John no longer raced, he shared his love for Motorsport with his grandchildren and great-grandchildren through stories of racing history, old lap times and plenty of photos.

John's passion for motorsport was immense and non-stop for 70 years. He was a much loved and adored member not just the Historic Touring Car group but motorsport in general. His presence will be missed by all who knew him.

Photos supplied by Rob Turrisi



### TELL US YOUR STORY

Why not share your story with us through the newsletter. It might be the car your building. an event you recently participated or officiated in or your travels with your pride and joy. All contributions for upcoming issues of Historic Torque are welcome. Please submit your story and photos to [torque@hrcc.org.au](mailto:torque@hrcc.org.au).

Alternatively, post articles to The Editor - Historic Torque, PO Box 353, Red Hill Qld 4059.

Please include a self address envelope for the return of your precious photos.

**Deadline - 12 day of each month**



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# CHRISTMAS DINNER & ANNUAL AWARDS PRESENTATION

## INVITATION

To all HRCC Members and Guests

Friday, 17th December 2021, starting at 6pm

*Venue:*

**The Greek Club**

**29 Edmondstone St, South Brisbane QLD 4101**

**Come along for an evening of fun and take part in celebrating the announcement of HRCC's 2021 club champions.**

- ◇ Two course dinner to be served. *(Please advise of any special dietary requirements when booking)*
- ◇ Complimentary drinks until the bar tab limit is reached, after which a cash bar will be available
- ◇ **Lucky Door Prizes to be won**

**Cost: \$40 Per Person - Booking essential**

**For more information contact Alan Steel on 0421 349 950**

**Please email your bookings to Alan Steel - [trackcraft1@bigpond.com](mailto:trackcraft1@bigpond.com)**



Member Name: .....

No of Tickets: .....

Your email or Phone Number: .....

Special dietary requirements: .....

- ▶ Cheques/Money Order payable to Historic Racing Car Club (Qld) Inc, PO Box 353, Red Hill Qld. 4059
- ▶ EFT Payment to HRCC: Westpac, BSB 034-001, Account number 229793, Reference: "CTD" plus your Surname



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### Story from Speed Café –

Queensland Raceway is officially Tony Quinn's and the businessman has big plans to transform the Ipswich circuit. After years of back and forth with former Queensland Raceway operator John Tetley, a deal has finally been struck to see Quinn take over the lease, management, and operation of the circuit.

Quinn, who owns two circuits in New Zealand and is on the brink of acquiring a third, is intent on building new infrastructure and renovating existing structures at QR.

Speaking exclusively with Speedcafe.com, the entrepreneur detailed preliminary plans to greatly enhance the user experience at the South East Queensland venue.

Pit lane will be one of Quinn's focal points to begin with for participants and spectators.

The landmark control tower which sits directly opposite the start/finish line will remain at least in the short-term.

To the south of the control tower nearest pit exit, plans are afoot for new enclosed pit garages to be built.

Atop those, a Sydney Motorsport Park-inspired corporate facility is also planned as well as a covered viewing deck in a similar vein to the structures at Hampton Downs Motorsport Park.

At the other end of the lane nearest pit entry, Quinn is hatching plans for a viewing deck atop the pit garages, the scale and capacity of which is yet to be determined.

Quinn is conscious that Queensland Raceway is a venue that needs to cater to both ends of the spectrum, whether that's the elite level Supercars teams or grassroots competitors.

"When you've got Porsche or Ferrari at the circuit, we need to give those kinds of customers somewhere to go and feel special," Quinn explained.

"If you want a tin shed, that's fine. If you want a concrete garage, that's fine. We need to cater to all levels of the sport."

Quinn also wants to develop a "theme" at Queensland Raceway with a colour scheme and infrastructure to match.

The natural amphitheatre is one of the country's best as far as viewing goes, although it lacks shade; something which will be rectified.

Among other key landmarks, the cafeteria will be knocked down and a new one built in its place with adjacent shade seating.

While the existing toilet block behind the pit lane will remain, the guts of it will be torn out and completely refurbished.

The aforementioned changes are in Quinn's short-term vision. Long-term, changes to the track layout are also in the works.

Fundamentally, the upgrades will see the venue catch up 10 years of lost time and future-proof it for at least the next 10 years to come.

Quinn is already thinking about the next era of motorsport and what facilities the circuit might need when hybrid and full electric forms of racing proliferate the scene.

Fundamentally, Quinn wants to make the venue the pride of South East Queensland and have the circuit be presented as such.

He's under no illusion it'll be a big task given the situation with the COVID-19 pandemic and material supply issues.

Nevertheless, Quinn said he's been humbled by the expectation put on him given what he's achieved at Hampton Downs Motorsport Park and Highlands Motorsport Park.

"There's a fair bit to do and everyone understands that," said Quinn.

"I have been so humbled by the expectations that people put on me.

"I'll deliver, there's no doubt, but I've been humbled by the genuine compliments that have come my way as far as presenting a race track.

"I'll follow through, but it might not happen as quickly as I would have liked because of the current COVID situation. It's frustrating, because I want to get on and do it.

"I genuinely have been humbled, because you work away in life and you do the best you can, but clearly everyone who has been to my tracks in New Zealand have come away and gone, 'That's what we expect'.

"I'm buying the opportunity to create something that I'll be proud of," he added.

"And if I'm proud of it then I'm pretty sure most other people will be proud of it."

Work is expected to get underway on the circuit soon.



# HRCC MANAGEMENT COMMITTEE REPORT

## Summary of the HRCC Management Committee meeting held at the Mt Gravatt Showgrounds on Monday 25 October 2021

**Membership:** 347 Full, (including family) 43 Senior, 32 Social, 3 Honorary, 1 Life, Sub Total 426 – 96 Associates – total voice 522. Two new Members

**Treasurers Report:** Operating costs are within expectations. The club's accounts are currently undergoing the annual audit in preparation for presentation at the AGM in November.

**Group Leader Report:** The Toowoomba Chronical newspaper were doing a special report on the Wagners proposed Wellcamp Race track and requested input from HRCC as well as a car for photos. It was short notice, however Perry Dayas pulled all stops out to get his Porsche 911 to the construction site. The club thanks Perry.

**2022 Events:** Dates have been published on the HRCC website and in the newsletter. Opportunities for more events are being explored, including social meetings.

**2021 AGM:** Preparations are in place and online voting for the management committee has opened. The position of president is the only contested position. Reminders about voting to be issued through emails and newsletter.

**Entry Fee Refunds:** The committee has received correspondence requesting refunds of entry fees after non attendance at race meetings. The supplementary regulations state the policy, however, to make it quite clear the wording may need revision for the future.

**New Group N trophy proposal:** the club has been approached to include a new perpetual competition Trophy in memory of the late John Heffernan. Following discussion it was accepted and introduced in 2022

**Merchandising Trailer:** the existing trailer is in need of repairs and maintenance. Discussed getting a better setup so that merchandising at events is easier for the volunteers. Quotes to be obtained.

**Committee meetings venue:** Discussion about where these can be held in 2022. Options to be explored.

**Clubhouse:** No further action at this time. Formal recognition to be given to Kelly Gray for the work done in preparing the clubhouse architectural drawings for the Mt Gravatt proposal.

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



## QUEENSLAND 2022 HISTORIC MOTORSPORT



19 Feb*	<b>Try, Train &amp; Test Day</b> <i>Open to Modern and Historic Cars</i>	Morgan Park Raceway
20 Feb*	<b>Super Sprints</b> <i>Open to Modern and Historic Cars</i>	Morgan Park Raceway
12 - 15 May*	<b>Autumn Historic Warwick</b> <i>Open to all 5<sup>th</sup> category cars</i>	Morgan Park Raceway
7 - 10 July*	<b>Historic Queensland</b> <i>Queensland's Premier Historic Race Meeting</i> <i>Open to all 5<sup>th</sup> category cars</i>	Morgan Park Raceway

\* Disclaimer: HRCC has planned for these events to take place during 2022 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.



## CANCELLED

"The organising committee have decided that with the uncertainty surrounding a possible date for the opening of the Queensland borders to other states and territories, we cannot proceed with the hosting of the 2021 Australian Hill Climb Championship".



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## CHRISTMAS IDEAS FOR HOT RODDERS IN THE CLUB

### CHEVROLET PERFORMANCE UNVEILS ITS LARGEST, MOST POWERFUL CRATE ENGINE EVER

*The ZZ632/1000 is a 632-cubic-inch V-8 delivering 1,004 horsepower*

Chevrolet Performance today introduced the ZZ632/1000\* crate engine — the largest and most powerful crate engine in the brand's history. The naturally aspirated 632-cubic-inch V-8 produces 1,004 horsepower and 876 lb-ft of torque.

"This is the biggest, baddest crate engine we've ever built," said Russ O'Brien, GM director of the Performance and Racing Propulsion Team. "The ZZ632 sits at the top of our unparalleled crate engine lineup as the king of performance. It delivers incredible power, and it does it on pump gas."

The Big Block V-8 reaches peak power at 6,600 rpm and revs to a recommended maximum of 7,000 rpm. Fuel is delivered by eight port injectors with the engine breathing through CNC-machined high-flow aluminum cylinder heads featuring symmetrical ports. While Big Blocks have traditionally been designed with variations in port shape from cylinder to cylinder, all eight intake ports of the ZZ632 have the same length, volume and layout. Similarly, all of the ZZ632's exhaust ports are identical. This symmetry ensures individual cylinders all produce similar power.



#### Chevrolet Performance ZZ632/1000

Displacement	632 cu in (10,348 cc)
Bore x Stroke	4.60 x 4.75 in
Compression Ratio	12.0:1
Power	1,004 hp @ 6600 rpm
Torque	876 lb-ft @ 5600 rpm
Maximum Recommended Engine Speed	7,000 rpm
Block	Tall Deck 632 Bowtie Sportsman, cast iron, four-bolt main caps
Cylinder Heads	RS-X Symmetrical Port, CNC-machined aluminum
Crankshaft	Forged steel
Connecting Rods	Forged steel
Pistons	Forged aluminum
Fuel	Electronic port injection

FOR MORE INFO GO TO <https://media.chevrolet.com/media/us/en/chevrolet/home.detail.html/content/Pages/news/us/en/2021/oct/1020-crate.html>

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  - HEWLAND specialist
- **Weber & SU Carburettor specialist**
- **Race car suspension repair & maintenance**
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## For the Hot Rodders getting into electric vehicles

Ford has formally rolled out its Eluminator electric crate motor taken from the Mustang Mach-E GT Performance Edition. A single Eluminator motor makes 281 horsepower on its own, it can be combined with another to make 480 hp. A 4WD adaptation delivering nearly a 1000hp.

Oh, and you can buy one now starting at US\$3,900

Ford says the crate motor is targeted at "builders looking for a transverse-oriented powertrain to electrify a range of vehicles from modern to vintage cars, trucks, and SUVs." They're street legal in all 50 US states and, assuming you can figure your way around a newfangled electric powertrain, totally customizable.

These Eluminator crate offerings don't include a battery, or a traction inverter, or a control system. Those will be up to you to source, and navigating through that process will be a new test for future EV hot-rodders.

Ford says it plans on bringing supporting parts to market in due time, helping builders craft a turnkey solution for those who'd rather their classic rides not burn fossil fuels. It's part of the electric manifestation of tuning culture and just as you wouldn't expect every small-block crate motor to come with a transmission, neither should people anticipate a ready-to-rock EV powertrain from the get-go.



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## 1974 ALFA ROMEO GTV 2000 - The Poor Man's Ferrari \$38,350.00

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member Paul Ross and has a known history. This Alfa GTV features the genuine and exceedingly rare 6x14 Cromodra wheels and runs a 4.5 rear diff ratio, this sought-after ratio being available on the US sold 105 Series Alfa Romeo GTV Spider. Recent work includes a fresh engine, plus gearbox and clutch replacement with new A050 Yokohama tyres having done only one event.

Southern tracks where the car has acquitted itself well include Winton, Baskerville, Phillip Island, Sandown, Wakefield Park, Mount Panorama (FoSC 2009, 2010 and the Group S Liqui Moly support race of 2018) plus Oran Park

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging. The car's existing colour is a Jaguar BRG but having been a race car for over a decade and a half and receiving an occasional minor 'love tap' it could do with a tidy up and refinish. Chassis # AR 2413687, Queensland Concessional Registration # S17118.

For inspection, please contact John Carson on 0408 735 358.



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

**\$79,375.00**

This exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, was imported from New Jersey in late 2012 and has been comprehensively re-engineered and equipped with Motorsport Australia Historic Group S(b) racing in mind. Such eligibility work included replacement of after-market rear disk brakes with a reversion to rear drums. Improvements include a major engine performance investment, revamped driveline, floating rear hubs, race tuned suspension and Yokohama race rubber, full flow exhaust, specialized instrumentation, full safety array with lightweight Speed Technology race seating plus ERG 5-point harness and hydraulic handbrake.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

Runs with its standard power steering. Bodywork is totally rust free. Factory AMX build #05705, plate located on dashboard. Chassis # A8M397X337862, Engine # GR4428, Queensland Concessional Road Registr# 68-AMX.

For inspection, please contact John Carson on 0408 735 358.



## 1970 TRIUMPH TR6

### A Mechanically Standard Historic Noddy Car

Engine overhaul performed In the late 1970s.

1990 engine was completely overhauled, again, and the underbody running gear brought back to spec. Additionally, the car was fitted with a Laycock de Normanville overdrive (as per factory) plus a genuine steel hardtop In 1999 the car was Motorsport Australia Historic log booked, Group S(b).

This Group S TR6 is a rare item having never had its mechanical or suspension specification altered from factory original (it still even runs lever arm rear shock absorbers!) with the only non-standard body work addition being a Motorsport Australia registered 'bolt-in' roll hoop by Norm Singleton.

Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford. Body # 50802CP, Engine # CP 51494HE, Compliance Plate CP 51527, Queensland Concessional Registration # PTQ-818.

Please contact John Carson on 0408 735 358.

## Royal Flying Doctor Service



HRCC members can be assured of the clubs continued support of community services with a \$1000 donation to the Royal Flying Doctor Service in Queensland. The Royal Flying Doctor Service in Queensland provides excellence in, and access to primary health care and aeromedical services across the state. Its emergency retrieval service operates 24 hours a day, seven days a week, delivering the finest care to more than 330, 0000 Australians each year — that's one person every two minutes. In addition to aeromedical retrievals of the critically ill or injured, the RFDS also delivers a broad range of essential primary and preventative healthcare services, including telehealth, mental health, oral health and health promotion.



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**4 X Michelin 165 HR 13/ XAS FF (Formula France) Tyres**

Selling at half price **\$600.00**

Considered among the best period tyres and cost accordingly.

Bought new from Stuckeys and have been stored correctly.

They just don't fit under my Lotus.

**Please msg or phone Lindsay on 0417 618 823**



**FOR SALE: 1984 Tiga SC-84 Sports 2000**



Keith Carling offers his front running Tiga SC-84 Sports 2000

The car is the ex-Ian Barbary car and has recently completely had a ground up restoration including new panels & fully painted. It is one of the competitive cars in the Group R Sports 2000 category.

The car comes with 12 wheels, near new wets, 30 + gear ratios, fiberglass body molds & numerous parts including suspension arms, spare brakes and a huge list of spares.

This car is the winner of the HRCC Champion in 2018

This car needs to be sold. All offers will be considered.

**PRICE \$45,000.00 or offer**

Fully set up trailer is available at additional cost

Please ring Keith Carling on 0438 881 208 or email [keith@dbchomes.com.au](mailto:keith@dbchomes.com.au)



**WANTED TO BUY**

**Alloy wheels**

2 or 4 off, 13" x 6JJ, M12 stud pattern 100mm PCD, back set 100 to 105mm or centre line off set negative 25 to 30mm.

Similar to "Performance Wheels" see photo.

Contact- John Tupicoff 0408 197 344.

Email - [John.tupicoff@gmail.com](mailto:John.tupicoff@gmail.com)



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