

HISTORIC TORQUE

JANUARY 2022



30 Year Anniversary

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

Patron: Kevin Bartlett



www.hrcc.org.au



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: Nil

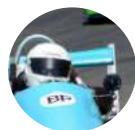
New members: Liam Wicks, Gerry White, Robert Townsend & Gregory Tebble

Total membership as at 08/01/2022: 527

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COVER PHOTO SUPPLIED BY IAN WELSH

From the Presidents Desk

Happy New Year to all, hopefully 2022 will be a prosperous and trouble-free year for you all.

Congratulations to all our trophy winners in 2021 and in particular to our New Club Champion Robert Buckley.

The club is keen to start the year off with a bang and the committee is keen to know your thoughts on what you would like to see going forward and how we can improve. The club has a great history, but we need to look to the future and what we need to do to assist existing members and encourage new members to join. New categories are definitely on our agenda, and we encourage you all to contact any of us to discuss the opportunities that you feel may exist.

You will see in the nostalgic report of the club's history below by Peter Gilbert that the club was an amalgamation of different clubs. This is why we are the Historic Racing Car Club of QLD because we cater for all Historic Groups. With this in mind we need to look to the future and work out what our classes will look like in 5, 10 & 20 years.

If you have a personal interest in a class that you now think should be Historic, please let me know and I will endeavour discuss with the powers how we introduce this into not only HRCC, but Motorsport Australia. For Example, when I got involved with HRCC my car was less than 30 years old, it is now over 50 years old so we need to be moving with the times.

We are also looking at trying to get our social events/general meetings back and hopefully will have more about this soon.

Our first event at Queensland Raceway on 30 January 2022 will give you all a chance to test your race car, take the family for a ride, or just come and join us for a BBQ and drinks and tell us your wants and needs for 2022 and beyond.



I personally am very keen to hear from all the members and their requests and suggestions for a better club.

The program for the year is now in place as detailed below, so make sure you put these dates in your calendar.

I'll sign off for another month and look forward to seeing you all at QR on 30 January.

Graeme Wakefield

President HRCC Qld



Management Committee Meeting Summary

Summary of the HRCC Management Committee meeting held via Skype on
12 January 2022

Membership: 351 Full, (including family) 43 Senior, 33 Social, 3 Honorary, 1 Life, Sub Total 431 – 96 Associates – total voice 527. Membership Renewals received to date 212 New Members: 4

Treasurers Report: Operating costs are within expectations.

Group Leader Report: Nil

Social Events:

Members and Friends Day held on 30 January at Queensland Raceway. Please enter through the QR Racers website to register your attendance. The Passenger in Vehicle Disclaimer will also be required.

HRCCQ 30th Anniversary Celebration:

Discussion held on how best to celebrate and commemorate this anniversary.

Vacant Committee Position:

Nominations will be called soon for the remaining vacant position on the Management Committee. Notification will go out shortly.

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

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LOOKING BACK GOING FORWARD

By Peter Gilbert

As a child growing up in the early 50s in East Brisbane life was boring compared to today's standards as TV had not come to Australia, we did not get one until 1957.

My brother and myself would sit on the verandah where we lived in East Brisbane and car spot counting how many new Holdens, old Fords and Morris etc. would pass by Wellington Road as it was a main thoroughfare into the city.

But things changed when we moved to Wellington Point and for a 10-year-old this was freedom. I quickly became aware that every child my age who had a big brother owned a car which they would drive along the mudflats at low tide and on their farms. Redlands was covered in small crop farms and lots of bush so by 12 years of age I could drive and by 14 owned my first car. Anything that had two or four wheels I was into, so I suppose my love of motorsport started then.

I started my apprenticeship at Evans Deakin at Kangaroo Point Ship Builders and while there cut the manifold flanges for John White (Marty's father) to go on his drag car for the first high rise manifold in Queensland. I did not know it then, but Alan Steel worked on John's car also, a small world isn't it.

A few of us had shares in a Super Modified to which I cut

probably the very first Sun Raser steel centers on the profile cutter as it was better than the standard welded rims which kept on cracking. I attended the very first race meeting at Archerfield Speedway, I should have patinated this new design as we got a lot of orders to make some and in the years following every 4X4 had them, talk about missed opportunities.

Around this time the Confederation of Australian Motor Sport (CAMS) was starting to govern who was racing Speedway and Drag Racing as there was another motoring body coming in to take its place (sound familiar). I was involved with saloon cars and raced a speedway bike under a different name as I was planning to apply for a CAMS license to race on the black stuff. This did not come to fruition because as soon as I finished my apprenticeship, I went into national service with the army.

Fast forward to 1980 I now had a CAMS License and was a member of the MG Car Club of Qld Inc, running my work car a 1963 GT Cortina at Hillclimbs and Sprint meetings.

It was around 1982 / 1983 that I heard that there was a car club looking for members to raise their presence to 48 members as that was a requirement to become an affiliate club with CAMS.

I went to one meeting of the Appendix J Association of Qld (AJAQ) and as they say the rest is history, I log booked the car and I got my National CAMS License.

As AJAQ membership was increasing and Historic Racing Register (HRR) membership was decreasing, Don Thallon as a member of both clubs saw an opportunity and suggested to amalgamate the two clubs to the benefit of both.

Preserve Racing History

Carl Stecher HRR president did not like the idea of giving up his "power base" and Jack Lacey AJAQ president wanted nothing to do that "other club".

This opinion went on for some years with AJAQ still gaining members but struggling financially and HRR had an almost nonexistent membership but were financially healthy due to their Lakeside joint ventures with MGCCQ.

Bill Westerman who also come from a racing background joined the AJAQ a couple of years after myself. Bills father had been the Secretary of the QMSC and was on the organising

LOOKING BACK GOING FORWARD CONTINUED

committee which ran the Australian Grand Prix at Leyburn in 1949. Bill also agreed an amalgamation of the two clubs would be beneficial. Some of the cars in the HRR were from that era and maybe in the future we could promote that meeting, in fact Don's father competed in that race with a 3.5 ltr Jaguar.

Even with gaining support from the club members Jack Lacey still wanted no part of it until he found out that there was \$2,400.00 in HRR bank against the \$70.00 in the AJAQ bank, what a difference a day makes, well in this case a couple of dollars.

On the 13 May 1992 an impromptu meeting was held at Neville Mansfield house, and he became the referee between Jack and Carl to discuss the amalgamation of the two clubs which in the end could work. It was agreed that they go back to their members to put the proposal forward.

One of the main reasons that Carl did not want the AJAQ to take over his club was he didn't want it to become a "Tin Top Club" and therefore the racing history of open wheel cars and where they raced would be lost forever in Queensland.

This is most important because it is still relevant today.

A meeting of each clubs committee was held at Don Thallon's office at Costin Street Fortitude Valley on 25 May 1992. Those who were present are Don Thallon, Geoff Russell & Bob Jenson from HRR and Jack Lacey, Bill Westerman & Bruce Richards

from AJAQ. It was agreed by all to accept the proposal.

On the 16 June 1992 a combined meeting was conducted at Costin Street where it was agreed to name the new club the Historic Racing Car Club of Queensland with Jack Lacey as the first president.

So there you have it, Carl did not attend and as I can remember the air was so full of smoke from Jack's pipe it was lucky we did not all die.

The Gemini Car Club promoted for the first time the Historic Lakeside event with assistance from the newly formed HRCCQ on 20-21 June 1992.

HRR & AJAQ MERGE

The Organising Committee for the event was Graham Ward, Barry Nixon-Smith & Mark Harris from the Gemini Car Club with Don Thallon (previously HRR) & Mike Jonathan (previously AJAQ)

June the following year was the clubs first try at running the Historic Queensland event with the assistance of the Gemini Club.

From 1994 and for many years to come the HRCCQ heavily promoted the events at Lakeside International Raceway and later Queensland Raceway which proved to be a huge success both financially and for gaining new members.

These early days and the members should not be forgotten that did the work which has set the HRCCQ up with money in the bank and over 500 members.

The HRCCQ originally came from the amalgamation of the AJAQ and HRR and one of the conditions was we preserve history of racing in Queensland / Australia as I said before we are not a "Tin Top Club" but represent all forms of circuit racing cars.

The HRCCQ is also the custodian of memorabilia of past members and racing history in Queensland, we have photos, programs from the Grand Prix in Leyburn and Lowood, Strathpine and Mt Coot-tha, along with perpetual trophies from members families who want to keep their family members memory and achievements alive. They were people who contributed to the club, not as an executive or committee member, but just members who by competing wrote themselves into the club's history.

Unfortunately, this memorabilia is currently in a storage unit gathering dust, where past members cannot show their family / grandchildren what motor racing was like in the past. The club also has a comprehensive library for the interest of all members but especially the younger generation. If they are not shown and have the opportunity to become interested, how do we

LOOKING BACK GOING FORWARD CONTINUED

Should the money that the club worked so hard be spent on a single person or waisted away with free or heavily discounted race days or is it time to invest in a place where we can display all the things we have in storage and give us a home where we can display who we are and what we do. A bad decision could lose this forever.

In closing I would like to thank Don Thallon for without his notes both of us would have been a bit off with the dates.

Other people who had an input were, Neville Mansfield for being the go between to Jack and Carl.

Barry Nixon-Smith as President of the Gemini Club who in the early years gave a small Appendix J Club a meeting to race at. And finally, when sometime later Mike Gehde joined the Club for his advice on where to invest our money.

To my way of thinking 2022 is the 30th anniversary of the HRCCQ. Let's make it a positive one.

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The Start of Appendix J in Australia

by Peter Gilbert

LIST OF ALL GROUP N (APP. J) CARS

1	K. BATTY/C. LITFIN	1964	1598	FORD CORTINA
2	M. DYER	1964	2974	HOLDEN EH
	ATT. ENT. DYER & POTTS RACING			
3	D. BRIEN	1964	2999	HOLDEN EH
4	R. SWITZER	1964	2966	HOLDEN EH
6	L. DRENNAN	1962	3600	VALIANT S
7	P. BELMODES	1964	2990	HOLDEN EH
8	K. ANKER RELIEF L. WALKER	1961	4000	JAGUAR MK II
	ATT. ENT. J. EDWARDS AUTOS			
9	M. OBERG	1964	5946	CHEVROLET IMPALA
11	R. FOORD	1964	1558	FORD CORTINA
12	J. LACEY	1964	1293	AUSTIN COOPER S
14	B. STRATTON RELIEF A. SIMMONS	1964	1300	MORRIS COOPER S
15	K. WOOLICH	1962	1598	FIAT 1500
16	M. PAPAS RELIEF A. MILNS	1964	1300	MORRIS COOPER S
17	L. DONAHER	1964	5000	FORD MUSTANG
18	G. PAMPLING	1964	1298	BMC MINI COOPER
19	D. McNEILL	1964	1589	HUMBER VOGUE
20	G.R. NEILSEN RELIEF R. MISKELL	1964	2965	HOLDEN EH
26	D. SMITH	1964	1570	ALFA ROMEO
28	A. SIMMONS RELIEF B. STRATTON	1963	1300	MORRIS COOPER
30	G. LOWE	1964	2989	HOLDEN EH
36	L.J. KERRISON	1964	2877	FALCON XM
37	Q. HARVISON	1960	3870	JAGUAR MK II
38	C. CARE/D. THALLON	1961	2947	JAGUAR MK II
39	B.N. RICHARDS/ NEWMARKET MOBIL CENTRE	1960	3779	JAGUAR MK II
40	R. BARKER	1963	1300	MORRIS COOPER
41	D. WHITEHOUSE	1963	1293	AUSTIN FARINA
43	J. CUTLER	1963	1598	CORTINA GT
46	A.P. GONN	1964	1293	MORRIS COOPER S
48	F. DARTELL	1964	1293	MORRIS COOPER S
	ATT. ENT. APPENDIX J ASSOC. OF N.S.W.			
50	B. BROOK	1964	1300	MORRIS COOPER S
62	D. SCOTT	1964	2998	HOLDEN EH
63	C. JONES	1963	1595	FORD CORTINA
69	M. DUCQUET	1964	5700	CHEVROLET NOVA
71	J.D. JUETT	1964	2998	HOLDEN EH
73	P. GILBERT	1964	1595	FORD CORTINA
78	D. VERMEULEN	1963	4263	FORD FALCON
79	R. TWEEDIE/FINNAIR	1964	1300	MORRIS COOPER S
81	F. BINDING	1964	1275	MORRIS COOPER S
95	G. CARPENTER RELIEF D. OWEN	1964	1293	MORRIS COOPER S
96	D. OWEN RELIEF G. CARPENTER	1964	1293	MORRIS COOPER S
97	M. RYAN	1964	1498	FIAT 1500
98	P. MEWING	1964	1293	MG 1100
119	T. PENNY	1964	1998	ZEPHYR MK III

In 1963 Appendix J was what Super Cars is today, its reincarnation began in Victoria in 1982, with Paul Trevethan and Barry Jupp. It first gained a foothold as just a division of the Historic Racing register and in 1985 received full CAMS accreditation. CAMS called it Group N Historic.

Basically, the cars must be manufactured prior to 31 December 1964.

At least 100 of the model must have been made and they must be fully trimmed and equipped to the original specifications.

Advertising on the cars is strictly prohibited and they must generally be presented well.

They must also be equipped with all the safety equipment, Roll cages, harnesses, and external kill switch and so on.

Modifications may include such things as multiple carburettors, but where such are allowed parts used must have been produced at the time of the cars manufacture.

Tyres must be over the counter radials and wheel rims cannot be more than 6" wide.



The picture was taken at Lakeside in 1986, there was 43 Appendix J cars with two groups.

97	M. Ryan	Fiat
11	Ray Foord	Cortina
71	John Juett	EH
36	L. Kerrison	XM Ford
73	Peter Gilbert	Cortina
26	Derick Smith	Alfa
39	Bruce Richards	Jaguar
119	T. Penny	Zephyr Mk3
19	D. Mc Neil	Humber Vogue
41	David Whitehouse	Austin Farina
37	Quinton Harvison	Jaguar



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ABOUT THE HISTORIC RACING CAR CLUB

By Peter Gilbert

The Historic Racing Car Club (Qld) Inc. was formed in early 1990s by the amalgamation of the Historic Racing Register (Qld) and the Queensland Appendix J Association. This brought together historic Sports and Racing type cars with Production based Touring Cars up to the end of 1964.

Over time, new groups of cars have become eligible for Historic Racing, and this has led to remarkable growth and interest in the Sport. The HRCCQ now caters for all the types of historic racing cars as defined by the controlling body, Motorsport Australia, as the 5th Category.

From experiences gained in running many competition events, the HRCCQ now has capability to organise large race events including circuit racing, sprints and hillclimbs. The Club has grown, developed a strong member base, has a dedicated management committee and is part of a network of similar clubs that operate in other States of Australia. This network provides a collective voice to Motorsport Australia operating within its constitution. The Club is well managed and offers historic racing competitors and enthusiasts a stable environment in which to enjoy the sport.

Aims & Objectives

Encourage preservation of motor racing history, especially for Queensland, including the cars, competitor memorabilia, publications, programs, photographs, films, and results and compile a register of all historic racing vehicles in Queensland.

Actively promote and support historic motorsport events as well as welcome public interest and involvement.

Improve driving standards through participation in historic motorsport by encouraging participation in races, sprints, and regularity events. Foster driver education, safety and courtesy on the road and track.

Provide a forum for exchange of technical information, literature, and spare parts so that historic racing cars can be preserved, restored, maintained, reconstructed and used in the best historic tradition.

Schedule general meetings, guest speakers, social events and static displays for members and friends in order to develop mutual interests, friendships, co-operation, and club spirit between members.

Publish a newsletter each month to communicate details of forthcoming events, club news and items of interest.

Provide representation of club member views and concerns to Motorsport Australia.

GROUP LEADERS CONVENTION

The Group Leaders conventions will be taking place again at the Carina Leagues Club on 2 April 2022 and 11 June 2022. More details will follow later in the year.

If any club members have a topic they wish to be addressed by the committee this can be done through the group leaders at these conventions.



CLUB CONSTITUTION

Latest version of the Club Constitution was ratified at the AGM in November and is now available on download from the website.

To download the complete document click here.



EXPO

To be held on 6 February 2022 at Beenleigh showgrounds has been

CANCELLED

2022
TTT, Super Sprints & Regularity
19 & 20 February
Morgan Park Raceway



- Open to all 5th Category historic race group cars, plus invited and modern cars
- Entry invited from HRCC Members, Friends and other car club members

visit the HRCC Website for Entry Details

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For more information
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HRCC is a proud supporter of the Queensland Royal Flying Doctor Service



HRCC Members and Friends Day

Sunday 30th January 2022

Queensland Raceway

- 9.00am to 1.00pm track time
- General practice
- Happy laps/passenger rides

BBQ lunch after track



Entry Now Open
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Applicant:		Date of Birth: / /	
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Email Address:		Mob:	
Emergency contact			
Name:		Contact number:	

I acknowledge that motor sport is dangerous and that accidents can and do happen. In consideration of my riding as a passenger at Queensland Raceway

I acknowledge and agree that the Promoters or land owners or lessee or any relevant organiser or sponsor organisation, or their respective servants, officials, representatives or agents are absolved from all liability for my death or bodily injury, or any loss or damage that may be sustained or incurred by me as a result of my riding as a passenger in a motor sport vehicle.

I also acknowledge that I have also been warned that motor sport is dangerous and that accidents causing injury, death or property damage can and do happen. I appreciate the likelihood and nature of injuries in motor sport and participate in this activity at my own risk.

Applicants Signature: _____

Date: ____ / ____ / ____

CONSENT STATEMENT FOR APPLICANTS WHO ARE MINORS

Ibeing the parent/guardian of the above named applicant have read the whole of this document and consent to them participating in the Testing. In doing so I acknowledge that testing is dangerous, and agree that the Track Operator shall NOT be under any liability whatsoever for any death or bodily injury, loss or damage which may be sustained or incurred by the minor or by me, howsoever such death or bodily injury, loss or damage is caused by any negligence or otherwise.

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Date: ____ / ____ / ____

Queensland Historic Motorsport Events 2022

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30 Jan*

Members & Friends Day

Open to Modern and Historic Cars

**Queensland
Raceway**

19 Feb*

Try, Train & Test Day

Open to Modern and Historic Cars

**Morgan
Park
Raceway**

20 Feb*

Super Sprints

Open to Modern and Historic Cars

**Morgan
Park
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12 - 15 May*

Autumn Historic Warwick

Open to all 5th category cars

**Morgan
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Raceway**

7 - 10 July*

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* Disclaimer: HRCCQ 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.

THE ESTABLISHMENT OF HRCC

By Don Thallon (Life Member)

Much confusion has centered around the reasons and dates for the establishment of our Club. During the 80s and early 90s, Historic Racing was supported by MGCC, the Historic Racing Register (HRR) and the Appendix J Association of Qld (AJAQ).

1978 The first Historic Meeting in Qld (Historic Lakeside) was promoted and organised by the MGCC.

1978	The first Historic Meeting in Qld (Historic Lakeside) was promoted and organised by the MGCC.
1978 - 1990	Historic Lakeside was run by the MGCC with assistance and support of the HRR.
1991	MGCC lost interest and this meeting was taken over by Gemini with assistance of HRR & AJAQ. Organising Committee: Graham Ward, Barry Nixon-Smith & Mark Harris - Gemini Don Thallon & Mike Jonathan - HRR & AJAQ
Early 1992	The HRR was almost non existent with Carl Stecher as President and very few participating members, but with \$2400 in the bank, earned from the Lakeside joint ventures. Meetings were initially held at the hall near the Milton Railway Station, and at the later period with Carl, at the Shafton Hotel. The AJAQ was stronger in numbers, but financially destitute! (\$70 in the bank). Jack Lacey was the President. Meeting held at my office at Costin Street, Valley. As far as I can remember, I was the only member of both clubs. It was my idea to amalgamate. Carl did not like the idea of giving up his "power base" and Jack wanted nothing to do with those Historic "bas...ds". But when he learnt of the \$2400 he quickly changed his mind! What a couple of grand could do in those days!
13 May 1992	An impromptu meeting was held with interested parties, at the kind invitation of Neville Mansfield, at his home at Kedron. Much discussion, many beers and good supper from Irene! It was agreed that a combined club showed great merit, and it was then up to each club to formally accept the proposal. Unity is strength as the saying goes.
25 May 1992	A combined meeting of each club's committee was held at my office at Costin Street, Valley. Present: Don Thallon, Geoff Russell, Bob Jenson - HRR Jack Lacey, Bill Westerman & Bruce Richards - AJAQ. It was agreed to put the proposal to a vote of both Club members. Both Clubs duly agreed.
16 June 1992	A combined meeting of all financial members was held at Costin Street, Valley. It was agreed to name the new entity HRCCQ. Jack Lacey was elected as the first President, along with other office bearers.
20-21 June 1992	Historic Lakeside run by Gemini with assistance from HRCCQ. Same race organising committee as 1991.
17-18 June 1993	Historic Lakeside run by HRCCQ with assistance from Gemini (role reversal).
9-10 July 1994	Historic Lakeside - LIR & HRCCQ.
8-9 July 1975	Historic Lakeside - solely HRCCQ. Heavy promotion and good gate takings for the next few years. Hard work by a dedicated few! This work set up the club financially for the future. It is hoped that the Club funds will be put to good long term use for the Club's ongoing success.

HRCC BUSINESS COMMUNITY

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GROUP LEADERS

Groups A & C (Heritage Touring Cars)	David Paterson	0423 392 824	david.paterson@apclogistics.com.au
Group F (Historic Formula Ford)	Geoff Karger	0417 636 106	gkarger@optusnet.com.au
Group V (Historic Formula Vee)	Alan Don	0401 952 448	spit5@hotmail.com
Groups J, K, & L (Historic Sports and Racing)	Craig Carlson	0418 191 648	craig@envirohealth.com.au
Group N (Historic Touring Cars)	Claude Ciccotelli	0415 136 098	clauddeciccotelli@gmail.com
Group S & T (Historic Production Sports Cars)	Peter Richards	0408 957 966	peter.richards@paccon.com.au
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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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.

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.

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.

CLASSIFIEDS

Cars, Trailers and Parts For Sale

FOR SALE: 1968 Morris Mini Cooper S, Group U. Log Booked Historic Sports Sedan
History: Competition history from 1977, mainly raced Amaroo & Oran Parks
Restoration: Completed to 1983 spec for COD purposes. Livery: Rapid Transport
Mechanicals: 1380cc (new build by Ken Nelson) Russell Head, CAM. All the best components I could afford for reliability & performance.
Diff: MED LSD ratio 3.9:1
Gearbox: Straight cut Remote Shift
Paint: 2 pack fresh total respray (2020 – GC Restorations)
Wheels: Original set Mawer 13x8.5", 10x8", 13x8"
Custom made Mawer 13x9", 10x8"
Tyres: Hoosier Radial Slicks front and rear, 2nd set Avon radial front
Brakes: Morris Marina Callipers (front)
Morris Mini drums (rear)
Master Cyl Triumph Stag

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

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

PRICE: \$35,000.00

Ph: 0414 047 490 or email: mark@4orceracing.com.au



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

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



Cars, Trailers and Parts For Sale



1983 Van Diemen FF2000 Group R \$25000

Chassis Number RF683, Log Book H2385, C.O.D. CAMS Historic Group R Racing Maintained In Excellent Order.

Registered with the Van Diemen Heritage site <http://www.vandiemen.registry.freesevers.com/index.html>

Imported from England in the late 1990's

Rebuild December 2016 with Receipts and pictures.

Bolts, Bearings, CV's, Hoses, Clamps, Rotors, Callipers, New Harness, Fire Bomb, Shocks etc etc.

Mk 9 Hewland -1st 15/36 – 2nd 18/34 – 3rd 21/29 – 4th 24/28 – Final Drive 10/31 Spares 19/32, 23/29

Strong Pinto with Forged Pistons and Good Rods.

3 sets of Wheels 2 factory Van Diemen 3 piece, 1 alloy mags.

New fibreglass body panels. Also original panels. Fire Bomb system

Mt Cotton Hillclimb Series Group R Racing record holder. - 42.06 seconds

Excellent Car for Gear Days, Super Sprint Series and Historic Class Racing.

Please contact Greg Tebble 0439 002 388, gtebble@bigpond.com for any information or more detailed pictures.



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.

CONTACT US

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MAIL: PO Box 353, Red Hill Qld 4059

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Club Merchandise	Vacant		

TELL US YOUR STORY!

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

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

Deadline - 12 day of each month