

HISTORIC TORQUE

MAY 2024

2023 Group F Champion
Geoff Karger



Photo by Trapnell Creations Photography

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

Patron: Kevin Bartlett



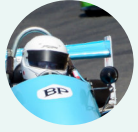
THE SPORT OF MOTOR RACING HISTORY



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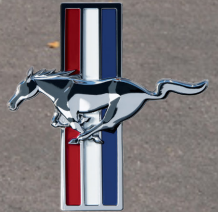


MOTORSPORT FESTIVAL

Celebrating 60 Years of Mustang



ENTRIES ARE NOW OPEN!



5, 6, 7 JULY 2024

Queensland Raceway | Champions Way Willowbank

Gates Open 7.30am - Track action from 8.00am

General Admission: Friday Free | Saturday \$20 | Sunday \$30 | Weekend Pass \$40 | Kids Under 15 Free

Friday - Practice | Saturday - Qualifying & Racing until 10pm | Sunday - Racing

Saturday only - Inter Club Challenge Sprints

Parade Laps & Special Demo Laps from 4.00pm - 4.30pm

60 Years of Ford Celebration all Weekend

Camping available at the track - Pay at the track

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

CALLING ALL OFFICIALS

SHANNONS MOTORSPORT FESTIVAL
5-7 JULY 2024

HRCC is calling for help from Motorsport Australia Circuit Officials for their event on 5-7 July 2024 at Queensland Raceway with Repco Supercars on at Townsville the same weekend we are experiencing a shortage of officials on the ground.

If you have experience in Race Control, Judiciary, Marshalling, Administration or Flag points we need your help or you may want to sign on as a trainee in a position you do not normally hold at an event and get some exposure to our great sport.

The weekend is the Shannons Motorsport Festival Celebrating 60 years of Mustang promoted by Historic Racing Car Club (Qld) Inc. Shannons will have a large show and shine presence as well as planned parade laps and special demo laps on Saturday.

For the first time HRCC will be racing under the lights on Saturday night until 10pm. Grids of historic open wheelers, Group N and Group S tin tops as well as a mixture of HRCC Regularity cars, historic Group U and invited sprint racing rounds out the weekend.

The Inter-Club Challenge and Qld Porsche Club promise 50 plus cars for their sprint day on Saturday.

Come and see for yourself the amazing changes to Queensland Raceway made by Tony Quinn.

No matter what type of car is your favourite we are bound to have something that will pique your interest.

See racing up close track side as an official breakfast, lunch and refreshments are provided. You help to add the excitement for spectators and competitors, operating in an open and friendly environment for all officials.

If you are interested please register by email before the 20 June to the event secretary Benn Gregory at benngregory1@gmail.com.



~ 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

Please contact: John Tupicoff - 0408 197 344



HOW TO FLY A VALIANT

by Rob Switzer

Not our car, but a very similar model, driven in a similar manner by a similar nutter. That's not a spoiler on the back, but the boot lid coming up under the strain. Even the Wright Bros. flew further than a Valiant could.



A VG Valiant Pace on test in the Adelaide Hills. (Rodney Roberts)

Rallies and car trials never interested me much compared to racing. The few competed in were always at someone else's expense ----- hard to refuse when it doesn't cost a dime.

I recall a night in an early V8 Monaro, when the brake rotors glowed red through the mag wheels and the pads threatened to weld themselves to the discs if the car was stationary. Probably Bendix Metal Kings of fond memory.

Also being lost in a Cortina GT where we went round in ever decreasing circles and finally went home in disgust. A Fiat handled dirt roads and corrugations very nicely until something broke in the front suspension as we charged along a dry creek bed out beyond Killarney somewhere.

One mostly tarmac rally WAS won driving a near new Ford Escort Twin Cam, metallic olive green with a gold pinstripe. What a great little car that was. Wish I owned it now and wish I had owned it then, but I was only the guest driver.

Of course, real rally drivers are extremely skillful but why not put that skill to work on a race track? There they could concentrate on speed and cornering on the limit and stop worrying about trees, ditches, cattle grids and navigator's dodgy instructions!

I'd like to give an example of the rally routine from an event held long ago, in a galaxy far, far away.

Surfers Paradise Auto Racing Club (S.P.A.R.C) was made up of a very competitive bunch of people. Their cars were pretty racy ---- XU1's, 2002's, Cooper S's, Alfa's and such like. Bob, the only Valiant owner, loved his car and dearly wanted to see it do well in some event.

Realising that it was not going to happen with

him at the wheel, I was always being asked to have a drive. I tried to avoid this as just what event could it be competitive in?? Bob was not only a fellow club member but also my next door neighbor, so I was really on the spot.

Well, the car was entered, one of 50 or 60 starters in a local trial, myself driving, Bob as owner/sponsor/navigator beside me. What could possibly go wrong? I don't recall much about this event except that it started Saturday afternoon, went all night and the survivors finished about 10 or 11 Sunday morning ----- at least in theory.

All the way, Bob, filled with enthusiasm, urged me on, "faster, give it to 'er, more speed, more speed". Already travelling about as fast as the Valiant was safe at, I chose to ignore most of this. These Valiants were not sporty in any way, but with the hemi engine they did have a certain amount of mumbo. Faster than a Torana or Cooper S in a straight line, braking and cornering were not strong points.

In the early hours of the morning, somewhere over the border among the cane fields, we thundered along with yells of "faster, faster" ringing in my ears. Some headlights were gaining in the mirror and that would never do. The roads here were raised up a metre or so and ran along the border of a field, then a 90 degree right, along the border 90 degree left and so on.

The car gaining on us eventually passed and proved to be a light blue Cooper S with a white top. Outraged at being passed, we recognised the car and knew the driver and set off in pursuit.

Well, Bob was in his element. Here was a real battle and one which his star driver (me), using his Valiant's great qualities, (!) was sure to win.



Getting Valiants out of our system, here's an obscure one you've not seen before. Snapped on the service road at Bondi Beach, 1964 Ampol Trial. Realising that one had to be bananas to compete in Valiants, this entrant has gone a step further and is sponsored by the NSW Banana Board. 153 entries and they finished 38th, not too bad. Harry Firth won with 21 pts. lost. A well-deserved last was a Lightburn Zeta losing 6185 pts. What were they thinking?

As a driver who much preferred races to rallies, I secretly wished to be home tucked up in bed.

When the next 90 degree corner loomed up out of the darkness, the Cooper S scuttled round it and disappeared off into the night. We, on the other hand, launched off the outside of the turn and began a short but interesting flight into the cane fields below.

Strange how everything goes so quiet in this situation. No sticks or stones rattling underneath, no tire noise, the engine dies away to an idle as the driver lifts his foot and bitterly regrets whatever it is that he has just done.

Even Bob, with all his maps, notes and instructions knew there was nothing in there to help this situation. He was still talking, but now all the words seemed to be four letter ones!

The Valiants were strong old tanks, and we bellied in with soft mud taking most of the impact. While the accident seems to happen in slow motion, the brain speeds up and in an instant the realisation came that if I didn't want to spend the rest of the night sitting in a pranged car with the irate owner beside me, then we had to get back on the tarmac again.

The cane here was recently planted, about a metre high and slithering and wheels spinning we barged along, regaining the road about 100 metres further on. Accelerating back up to top speed, the clods of mud and clay thrown off by the wheels, could be heard hitting the inner guards.

What could NOT be heard was Bob urging me to go faster. Strangely quiet, he seemed to have lost all desire for more speed. Where we finished, I do not know, way back somewhere.

Inspection next day showed the car more or less undamaged as long as a few scrapes, gouges and minor scars were ignored. Which I, of course, was willing to do! I thought it best not to inquire about wheel alignment.

To Bob's very great credit he never offered any criticism. On the other hand, he never offered me another drive of his Valiant either! Was it something I'd done?

Rob Switzer

PUSH START

by John Tupicoff

With less work to do at the Autumn Historic Warwick 2024 Event plus I didn't mind the early starts Friday and Saturday mornings 6.30 am on the Pit entry till 9.00am.

I was released to my carport and shiny BMW [thanks to Monica]. I had 2 practice sessions coupled with 4 sessions from the previous Thursday, GEAR Meeting at MPR.

Saturday morning, the starter motor decided it had, had enough!

It took a while to establish what was wrong with the starter. To start with, I removed the 2 new 45 DCOE carbies, [replaced the 48's], so I could see the Starter.

Eventually when I stripped the starter I found the planetary gear had striped 6 teeth of the outer gear. BMW 2002 high torque starter is not easy to find in Warwick and I was not sure about parts I had back in Brisbane.

So I decided to see if I could get some help to Push Start the car for each of the 3 races, 2 of which were to be a rear of Grid start.

A tow start was needed to get the cold motor running each morning, thanks to Mark Winter, Mick Walsh and others.

Prior to each race, on Saturday PM and two races Sunday required 3 to 4 guys to push the BMW down from Scrutineering to the Drag Strip fence and then sit on Dummy Grid with the engine running at 1500 to 2000RPM.

I am sure those around me didn't like the noise and fumes.

I owe a big thank you to Kev Moore, Paul Richie, Peter Richards, Ben from Mini crew, Marty White, and the crew with Ian Mewett & Craig Allan, if I have missed someone, sorry, I was concentrating on the starting of the engine.

The first 2 races I enjoyed working my way through the pack, the BMW was quick.

The last race Sunday afternoon was different, I started from Grid 12 so there was no need to push my way through the crowd nor hold up the DNF's from the last race.

My plan was to take it steady for the first couple of laps to warm the tyres, then chase down the cars in front. This all came apart on the 5th or 6th lap when the BMW developed a shudder which came to a climax and as I entered turn 10, the shudder turned in to a bang, bash and terrible vibration. I exited in to the infield and watched the race from the safety of the BMW.

The problem was I had peeled of a layer of tread which had bang and bashed my left hand mudguard. Fortunately the tyre remained inflated.

I enjoyed the weekend. Less organising required of me, the modifications to the BMW from Christmas to April paid off with better on track performance and the incident was not as bad as I suspected.



BIG REV KEV



Image: Rod Mckenzie

by Peter Walsh



The name Kevin Bartlett will be forever linked in Australia and the most remembered highlights of his career involve the thundering Channel Nine Camaro and the icon of Australian racing, the Bathurst 1000.

Kevin's fabulous racing career famously began with a Morris Minor Convertible at Schofields Airfield near Sydney in the late Fifties and featured parallel success stories in the highest level of open wheel and touring cars, culminating with the car that lives on in our memories as the Channel Nine Camaro.

Kevin is one of the few drivers to achieve real success in both types of racing, his open wheel success including winning consecutive Australian Gold Star Championships, having started in 13 Australian Grand Prix, thirteen seasons of Tasman Championships, and was the first Australian to win the Macau Grand Prix (in the Mildren Alfa "Yellow Submarine", which you may see here at the track today.)

Kevin's touring car career includes 16 starts at Bathurst for 13 finishes including sharing the win with John Goss in '74. Those 16 starts include driving an EH Holden, Mini Deluxe, Volvo 122S, several Alfas (2 class wins), Falcon GT and HO's, Torana L34 and A9X, and the legendary Camaro. Kev has also won long distance economy runs and established 24- hour world speed records for touring and sports cars, but would readily concede his many rallying efforts, while very enjoyable, were only "modestly successful". Kev has held lap records at six of Australia's premier racetracks, and was the first ever driver to lap Mt. Panorama at 100MPH. He even ran in the USAC series (now known as Indy Car) and ran at Indianapolis in 1970.

The Chevrolet link began with the almighty thunder of F5000 racing, which Australia adopted in 1970, Kevin taking up in '71 with his own team, and running through the Tasman and Gold Star Championships till 1979. By then he'd suffered enough injuries, including the infamous "Lola limp" that he carries to this day, and retired from open wheel racing, leaving a hugely successful career from a day when many didn't get to retire.

When Kerry Packer suggested he should find himself "something to beat the Fords and Holdens", Kevin's F5000 experience with Chev powerplants told him where to look, and so came the controversial Camaro. If it were not for the many restrictions he came up against in developing the Camaro he may have had more success but perhaps less support, as his underdog status turned him into a cult hero of his day.

Today, his reputation for skill, knowledge, fair play, common sense, and his great love of motorsport see him regarded with respect, perhaps even affection, by all walks of motorsport, from Sir Jack Brabham to the most casual spectator, as he wears his dual hats of Driving Standards Observer and Patron of the Meeting.

AUTUMN HISTORIC WARWICK

27-28 April 2024 at Morgan Park Raceway

People Pics by John Carson



▲ Bradley Manz and his beautifully turned out GTR XU-1 ... always a keen Regularity competitor.



▲ It's Saturday and whilst waiting on the Dummy Grid for their Group N Race 1, Suzie and David Streat have had just received a surprise visit and an intriguing offer from Group S Manager Peter Richards who proposes an interchange between categories offering David a run in Group S if Group N will accept Stan Adler?



▲ Kevin 'Spike' Reynolds, a volunteer from Warwick Scouts 'mounts guard' at the Paddock Gate, monitoring incoming traffic.



▲ Rod Zaverdinos is 'usually' smiling but soon after this pic was taken a fire in the pits close to Rod's pristine red GSM Dart had him a tad more focused ... but after a frantic check, all was well.

▼ Great to see Greg Dalliston looking chirpy and trim in the grand stand and enjoying the passing parade.



▼ Peter Svensson is the proud new owner of the ex-Patrick Mewing 1967 Fixed Head Lotus Elan and this ex-Targa car with superb competition history, was cross entered. Peter ran in Regularity and as an invited car in Group S & T the car's mechanic, Scott Kelly provided solid midfield positioning.



▼ Enjoying the Autumn sunshine at Morgan Park are from L to R: Phil Simmie, Pip Covell, (running an E-Type in Regularity) Trevor Bassett and Toni Carson.



▼ Marie Gehde and Vivienne Gray had just been sighted in Down Town Warwick at The Gallery Coffee Shop and Gift Store and so it was just as well the ever reliable Deano was on hand to assist Mike Gehde into the Lola so ably, before his first Q&R race of the weekend.



▲ David Streat ponders the offer to substitute for Stan Adler in Group S and whilst Stan's Porsche is 'nominally' log bookable in Group N (and he is on record as being willing to run as such) ... David has also been assured by the sports car boys that the definition of Invited Cars in Group S is infinitely variable and they will do whatever they can to expedite more variety and competition at the front of the field ... stay tuned for more updates.



▲ Peter Mohacsi is a regular visitor from NSW and a keen competitor who after running a Spridget in Group S and overseas now campaigns his immaculate 1983 Spectre Formula Vee, seen in this Pit Row car port image.



▲ At the head of the dummy grid Robin Evans gives the turret of the Team McEvans Datsun 260Z a final tap on the turret before sending his team's 'Number One' driver, Michael McKelliget, out onto the track.



▲ A few of our regular and loyal scrutineers (L to R) Athol Willcox, Desleigh Hepburn, Lesley Lawrence and Scott 'Swizzle' Swarwick.



▲ The Geoff Broad Porsche 914 Regularity team and supporters (L to R) Michael Meyers, Christelle and Geoff Broad plus Arthur Simpson.



▲ Patrick Townshend is another regular NSW competitor who is a welcome entrant at our events and on the Saturday afternoon's first Group S race his quick Sa Austin Healey 3000 kept ahead of Phill Powell's Sc Ferrari until a mechanical glitch saw him limp to a finish ... but for tenacious Patrick, definitely not a DNF.



◀ Motorsport Australia Technical Officer Bruce Richards and Eligibility Officer Peter Herlihen were kept busy determining weights for Group N cars and providing advice on testing driver-extraction times. Interestingly, we had on file a far more flattering pics of Bruce, but this rare image showing Peter with at least a smirking half-smile was considered far too good, not to feature.

TROPHY WINNERS

QHTCA QLD CUP RD 1

at Lakeside Park 27-28 July 2024

by Garry Saunderson



Group Place	Name	Points	Car
Group Nc over 2ltr			
1 st Place	Peter Baguley	81 points	Holden XU1
2 nd Place	Grahame Wrobel	80 points	Mustang
3 rd Place	Robert James	62 points	Capri V6
Group Nc under 2ltr			
1 st Place	Chris Mcllwin	73 points	Datsun 1600
2 nd Place	Cameron Hein	68 points	Mk 2 GT Cortina
3 rd Place	Andreas Mueller	56 points	BMW
Group Na-Nb under 3ltr			
1 st Place	Shane McJanett	80 points	Ford Anglia
2 nd Place	Will Colton	68 points	Mk1 Lotus Cortina
3 rd Place	Noel Wicks	65 points	Mk1 Lotus Cortina

MICHAEL MEYER MOTORSPORT DEVELOPMENTS

Services to improve race car performance.



Michael competes regularly in his Van Dieman Formula Ford



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 - HEWLAND specialist
- **Weber & SU Carburettor specialist**
- **Race car suspension repair & maintenance**
- **Specialist component design and manufacture**
- **Specialist machining workshop facilities**



Phone - 0412 480744

Management Committee Meeting Summary

Summary of the Management Committee Meeting held at VCCA Club Rooms, 1376 Old Cleveland Rd, Carindale on 13 May 2024

Treasurer Report:

Operating costs are within expectation.

Membership Report:

Full membership include Family - 242, Senior - 49, Social - 27, Honorary - 3, Life - 1, Associate - 50, Total Voice - 372.

Shannons Motorsport Festival at QR July:

Discussion held on what remains to be organised. Promotion of the event is ongoing through all marketing channels.

2024 Annual General Meeting:

Milton Brennan has been appointed to organise the AGM voting process.

HRCC Constitution:

Notified by the ATO of the change in the clubs reporting obligations. The Committee has appointed Milton Brennan to advise on the updates to the clubs constitution to meet these reporting obligations.

Next Meeting: 10 June 2024

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

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INTER CLUB 2024 CHALLENGE



TENTATIVE CALENDAR DATES FOR 2024

Date	Event Type	Host Club	Venue
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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INTER-CLUB



CHALLENGE

EVENT NOTICE

Event Title: INTER-CLUB / QMC MOTORKHANA

Event Location: Queensland Raceway DTC, 133 Champions Way, Willowbank QLD 4306

Event Date: 26th May 2024

Gates Open at: 7:00am

Host Club: HSCCQ

Entry Fee: \$70 Adults / \$35 Juniors (Additional costs for licences may apply)

Licence Required: Motorsport Australia Competition Licence Speed/Speed Junior or higher

Link to supp or event regulations:

https://hscq.com/wp-content/uploads/2024/04/SupRegs_QMC_Motorkhana_20240526.pdf

Link to Entry Form:

<https://evententry.motorsport.org.au/v2/events/4576>

Inter Club Challenge Facebook Event Link:

<https://www.facebook.com/events/3707380402883429>

Photographer Details: n/a

Blurb About the Event:

This is the Queensland Motorkhana Championship and the ICC Motorkhana in the same event. The ICC Motorkhana is scored on the first 10 tests and the QMC is scored on all 12 tests. Competitors in the ICC who wish to also compete for the QMC need only complete the additional two tests.

Refer to the Supplementary Regulations for details of the event – some important notes below:
Competitors must have a current Motorsport Australia licence or apply for a day license for \$30.

Entries are online only, and you will need to complete the Entry Form in full. Entry closes 11:59pm on the Friday before the event. If you need help. please email us at entries@hscq.com.

Owners of any (Qld) road registered vehicles must obtain their CTP Rally Extension letter and email it to entries@hscq.com prior to the day of the event. This is obtained by requesting it from the CTP provider listed on your vehicle registration.

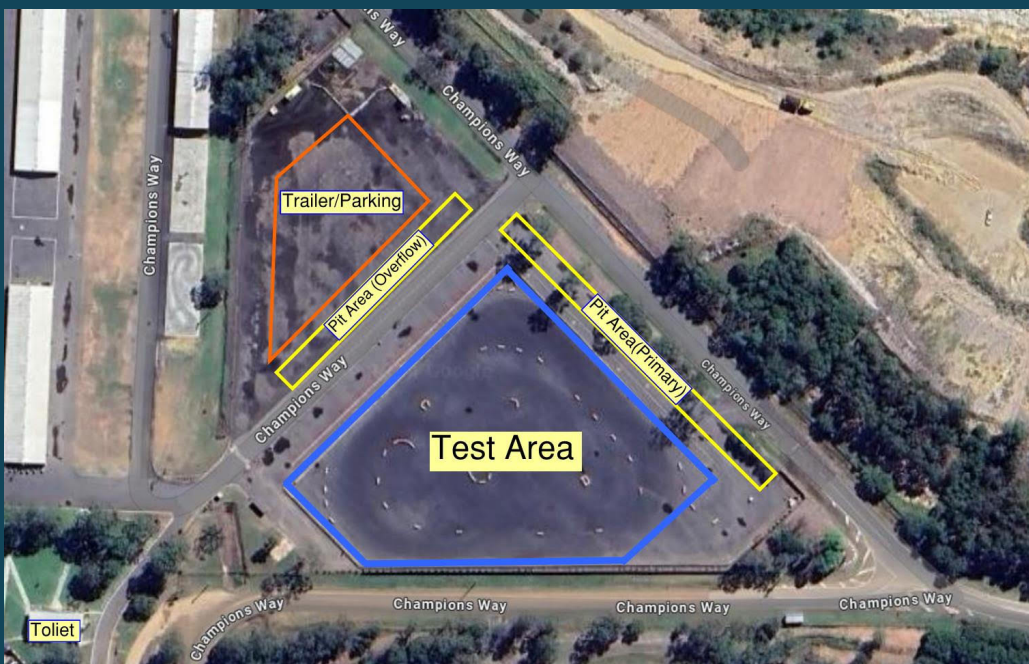
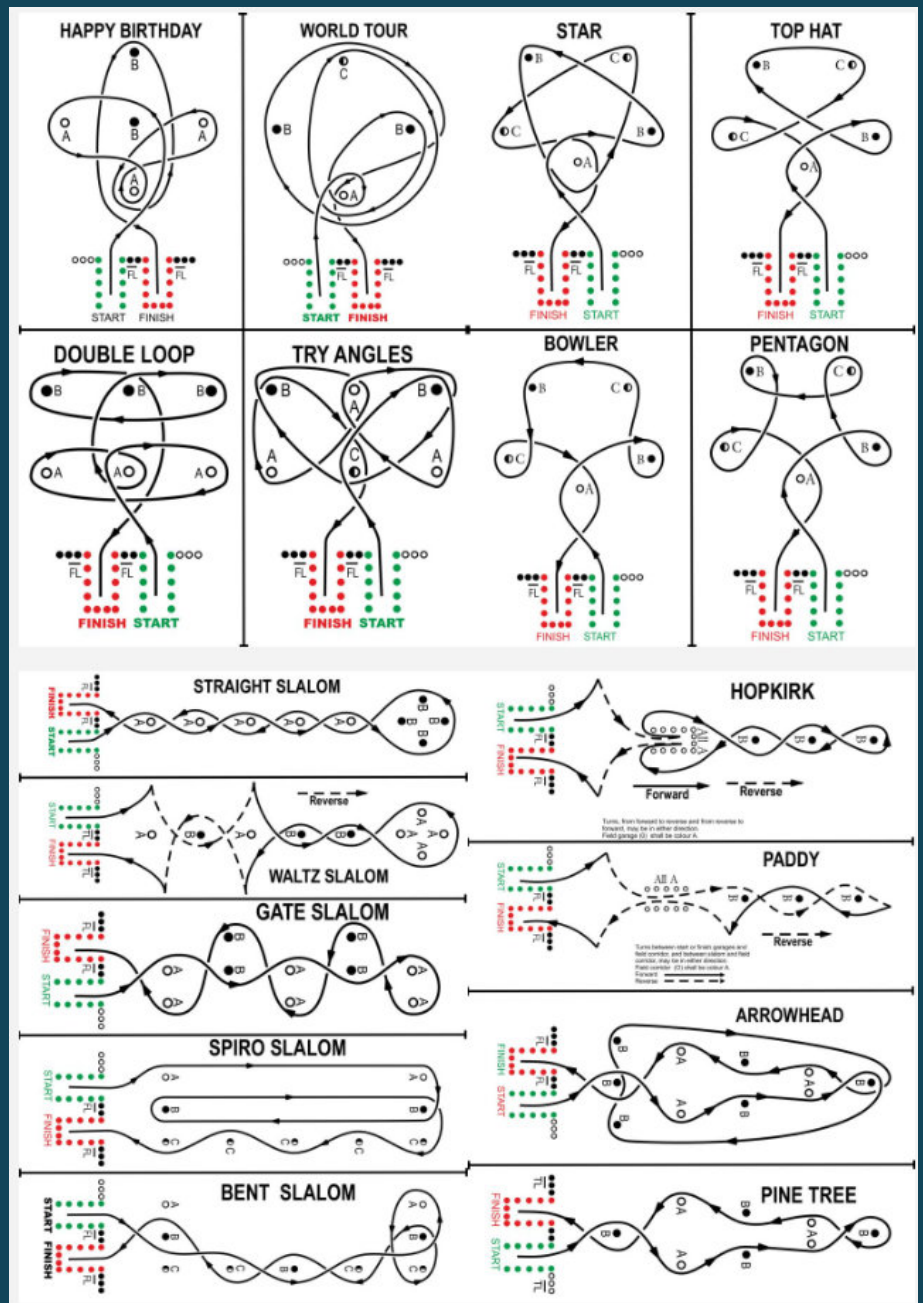
Scrutiny will start at the venue at 8.00 am, Competitors Briefing will be held at 9.45 am and Competition shall start at 10.00 am.

Event Contact: Please contact the HRCC ICC Representative Brian Henderson. If there are questions he is unable to assist with, Brian will contact the Host Club ICC Representative on your behalf.

Additional Information: EVs (electric vehicles) unfortunately cannot run at this event.

Test Diagrams will be selected from these on the right.

Note that the reversing tests will not be used for the 10 ICC tests but may be used in the 2 additional QMC tests.



Map of the venue

TAMBOURINE MOUNTAIN CAR SHOW

Sunday 4 August 2024

Please mark **Sunday 4th August 2024** in your diary for this year's [Tamborine Mountain Car Show](#) if you haven't already done so.

Last year's event was a great success, with over 2000 visitors viewing the different display cars and enjoying the markets. This year's Car Show promises to be one of the most popular automobile attractions in South-East Queensland. This event will attract many locals and other visitors from South-East Queensland for the day or the weekend, as the weather is normally great that time of year.

For those visiting, Tamborine Mountain has a large number of [places to stay](#) and places to visit while here, so get in early if you are looking for accommodation.

The car show will have several different categories on display. These include Antique, Vintage, Classic, Custom and Muscle Cars and Bikes. Electric Cars also have a category this year.

The grounds have an asphalt hard stand for most of the display cars and will open at 6.30am for registered Show Cars and Bikes. There will also be Market Stall Holders present as well as Food / Coffee vans that will be setup prior to Public access from 8am. The car show is expected to wrap up just after the Award presentations at 1pm.

This year's prize money for display vehicles is \$2500 thanks to our local community sponsors. Awards will be given to the following categories: people's choice, antique/vintage, custom/muscle, best bike, and electric vehicles

How to register your Car/s or Bike/s for the 2024 Car Show:

[Click here](#) to complete a registration form online - this will secure your vehicle a spot for the show. Display Car / Bike entrance fee is only **\$5 per vehicle** which also includes entry for the driver only.

The registration process helps us plan the day in advance. If you are entering more than one vehicle please **complete a separate form for each vehicle**. The number of display car parks available is limited to around 280 to 300 so get in early. Several South-East Queensland Car clubs are keen participants so get in early.

General Public: Public entry is \$10 per adult and children 16 years and younger are free. Pay cash or EFPOS on entry on the day or [get your prepaid general admission tickets now](#) to speed up your entry on the day. Public car parking will be available on the grounds.

Funds raised from this event go directly back into the community supporting schools and youth development, sports clubs, and other community groups and of course to help local business recover from the summer storm damages and loss of trade.

For additional information contact Dave Power on 0419743275 or email carshow@tmmensshed.com

Open to Public 8am **Tamborine Mountain Sports Centre** at [400 Long Road, Tamborine Mountain, Gold Coast](#) Hinterland, QLD 4272.



Royal Flying Doctor Service

QUEENSLAND SERVICES

2024 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
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 - Shannons Motorsport Festival	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
BF - Baskerville Historics	1-3 November	Baskerville Raceway, Tas
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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17-20 OCTOBER 2024

HISTORIC QUEENSLAND

MORGAN PARK RACEWAY



HRCC.ORG.AU

INFO@HRCC.ORG.AU 0424 321 072

Open to all 5th 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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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	claudeciccotelli@gmail.com
Groups S & T (Historic Production Sports Cars)	Peter Richards	0408 957 966	peter.richards@paccon.com.au
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Torana, Mitsubishi, Trailer & Spares \$82,000.00

TORANA \$65,000 ~ MITSUBISHI \$12,000 ~ TRAILER & SPARES \$8,000

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 under 177,000 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 Garry 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



\$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.

Contact
John Carson
 0408 735 358
jaccarson50@gmail.com



\$35000.00

1968 Morris Mini Cooper S, Group U Log Booked Historic Sports Sedan

History:

Competition history from 1977, mainly raced Amaroo & Oran Parks

Restoration:

Completed to 1983 spec for COD purposes.
Livery: Rapid Transport

Mechanicals:

1380cc (new build by Ken Nelson) Russell Head, CAM. All the best components I could afford for reliability & performance. Diff: MED LSD ratio 3.9:1 Gearbox: Straight cut Remote Shift

Paint:

2 pack fresh total respray (2020 - GC Restorations)

Wheels:

Original set Mawer 13x8.5", 10x8", 13x8".
Custom made Mawer 13x9", 10x8"

Tyres:

Hoosier Radial Slicks front and rear, 2nd set Avon radial front

Brakes:

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

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

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

Contact Mark
 0414 047 490
mark@4orceracing.com.au



\$4000.00 neg.

Car Trailer

Suitable for transporting a sportscar, small sedan or open wheeler.

Internal dimensions:
1830w x 1300h x 4550.

Located at Tweed, NSW.

Registered until December 2024.



Contact
Phil Redhead
philred43@gmail.com



\$480 & \$560 ono

2 new and 2 part worn, Yokohama tyres A048 soft, 205/60R13 -86H
Purchased July 2019, the 2 new tyres, never used stored under cover, 2 part worn good for rear, asking \$480 or nearest offer for the set of 4.

Picture shows from Left A048 new, A048 worn & A052 new.

4 New Yokohama tyres A052 medium, 205/60R13 -86V

Purchased Nov 2022, never used, stored under cover, asking \$560 or nearest offer for set of 4, good buy for a road car.

Tyres stored at WACOL.

Contact
John Tupicoff
0408 197 344
john.tupicoff@gmail.com

CONTACT US

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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 the editor at lisa.p.catchpole@outlook.com.

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 - 12th day of each month