

HISTORIC TORQUE

OCTOBER 2024

2023 Group Sb Champion

Damien Daly



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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INVITATION

Christmas Party

& Awards Presentation

SATURDAY 7 DECEMBER
Arrive 5.00pm for 6.00pm start

HAMILTON HOTEL
442 Kingsford Smith Drive, Hamilton

COST \$50 PER PERSON
Booking essential

RSVP: Jim Goulden - jim@jandwgoulden.com - 0400 525 865

Over \$3000 worth of raffle prizes to be won!



Royal Flying Doctor Service

QUEENSLAND SERVICES

Management Committee Meeting Summary

Summary of the Management Committee Meeting held at VCCA Club Rooms,
1376 Old Cleveland Rd, Carindale
on
9 September & 14 October 2024

Treasurer Report:

Operating costs are within expectation.

Membership Report:

Full membership include Family - 266, Senior - 49, Social - 28, Honorary - 2, Life - 1, Associate - 50, Total Voice - 396.

Welcome the following new members:

- Warren & Monique Saunders
- Barry Forth

Historic Queensland at MP October:

Organisation and promotion of the event is ongoing and on track. 137 entries received to date.

2025 Competition Calendar Dates:

Noted that Morgan Park has included for HRCC events anytime bumpin on Thursday and anytime checkout on Monday free of charge for campers.

2024 Christmas Party & Awards

Presentation:

Discussion held and confirmed on raffle prizes to be purchased.

HRCC Constitution Review:

Moved and carried that all recommendations tabled by Milton Brennan be implemented.

HRCC Strategy Workshop:

50 Members attended with good feedback received on a variety of topics. A full report is included in this newsletter.

2024 AGM & Elections:

Only a small number of members have nominated for a position of office in 2025. The period for lodgement of nominations has been extended and will close 11.59pm on Friday 25 October. A Further Notice of meeting will be issued and will include the names of candidates.

2025 Club Membership Fees

Membership fees will NOT increase for 2025.

Next Meeting: 25 November 2024

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

MICHAEL MEYER MOTORSPORT DEVELOPMENTS

Services to improve race car performance.



Michael competes regularly in his Van Dieman Formula Ford



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 - All engine configurations
 - Cosworth & Formula Ford Engine specialist
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- **Race car suspension repair & maintenance**
- **Specialist component design and manufacture**
- **Specialist machining workshop facilities**



Phone - 0412 480744

MEMBER INSIGHTS

David Morgan



Q. What is your most memorable race?

A. Morgan Park Autumn 2023

Q. Ford or Holden?

A. Neither Lotus

Q. What is your favourite driving/cruising music?

A. Tim Buckley - Greeting from LA

Q. Who has inspired you the most?

A. John Carson Lotus Driver - Crazy Man!

Q. What's your dream car and why?

A. Lamborghini Huracán Spider - Aerodynamics!

Q. What is the first event you competed in?

A. Regularity

Q. What is the first car you owned?

A. VW - 1200

Q. Marvel or DC Comics?

A. Neither Charles Schulz - "Peanuts"

Q. What motivates you?

A. New concepts - Forward thinking!

Q. What motivated you to get involved in Motorsport?

A. My father's design for building of the Buchanan Sports Car.

Q. What other sports do you like or are involved in?

A. Sailing - Represented Australia, Surfing represented Qld.

Q. What do you like watching on TV?

A. SBS & NITV - Least amount of Ads! + ABC

Q. How would your club members describe you?

A. Competitive Late Achiever! GOD - Grumpy Old David

Q. Who is your favourite motorsport hero?

A. Bruce Marr - Sports Car Driver

Q. What is your favourite quote?

A. "I don't know" and "I don't F@#% care!"



Q. Do you listen to music prior to competing? If so, what?

A. No time to - Too Busy getting dressed!

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

A. 76

Q. What one word describes you?

A. Adventuresome

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

A. Represented Australia 30 odd times including the Americas Cup 1983

Q. If you could be a fly on the wall, who would you like to listen in on?

A. "The Trump Circus"

Q. If you could be in any movie, what would it be?

A. "Untold: The race of the Century"

Q. What is the coolest sound?

A. Water lapping on the beach front

Q. What was your favourite TV show growing up?

A. Danger Man

Q. What is the most useful invention of all time?

A. The Compass

Q. Who is the most interesting person you've ever met?

A. Richard Leplastrier (Architect)

Q. What does the perfect day look like?

A. The Colours of the Spectrum

Q. Do you like pineapple on your pizza?

A. How could you ruin pineapple by placing it on pizza.

Q. What is your dream vacation?

A. Sri Lanka, Mediterranean Islands, followed by the Maldives

Q. What is the most interesting place you've ever been to?

A. Morocco

Q. If you could invite three people to dinner, living or dead, who would you invite?

A. Steve McQueen, Helen Mirren & Anthony Hopkins

QHTCA QLD CUP RND 3 TROPHY WINNERS

LAKE SIDE

7-8 JULY 2024



Over 2 Litre Nc Cars

- 1st Peter Baguley - 97 points (XU1 Torana)
- 2nd Grahame Wrobel - 83 points (Mustang)
- 3rd Russell McDowell - 63 points (XY GTHO Falcon)

Under 2 litre Nc Cars

- 1st Cameron Hein - 65 points (Mk2 GT Cortina)
- 2nd Morne Lombard - 62 points (1600 BDA Escort)
- 3rd Chris McIlwain - 18 points (Datsun 1600)

Na-Nb Under 3 litre

- 1st Will Colton - 77 points (Mk1 Lotus Cortina)
- 2nd Shane McJanett - 65 points (Anglia)
- 3rd Dave Perkins - 20 points (Mini Cooper S)



Photos by Garry Saunderson





T-Shirts from \$20

30th Anniversary T-Shirts - \$25



Sports Bags - \$40



Hats - \$20



Caps - \$20



Chambray Shirts - \$50



Polo Shirts from \$30

30th Anniversary Polo - \$35

Umbrella - \$35



30th Anniversary Badges - \$10

Sport Jackets - \$60

Stickers from \$1

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IN STOCK
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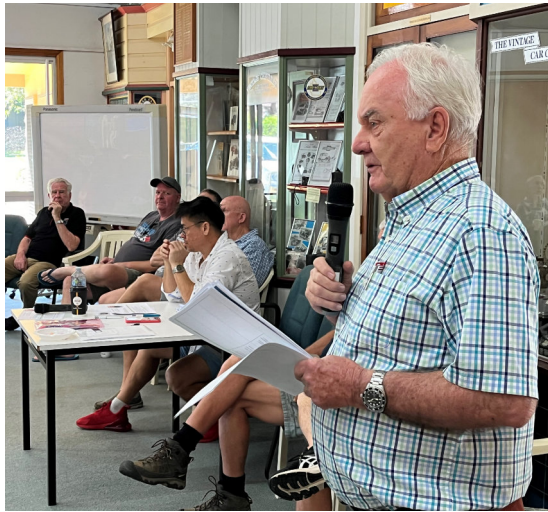
hrcc.org.au

HRCC STRATEGY WORKSHOP

Date: 31 August 2024

Time: 9:00am

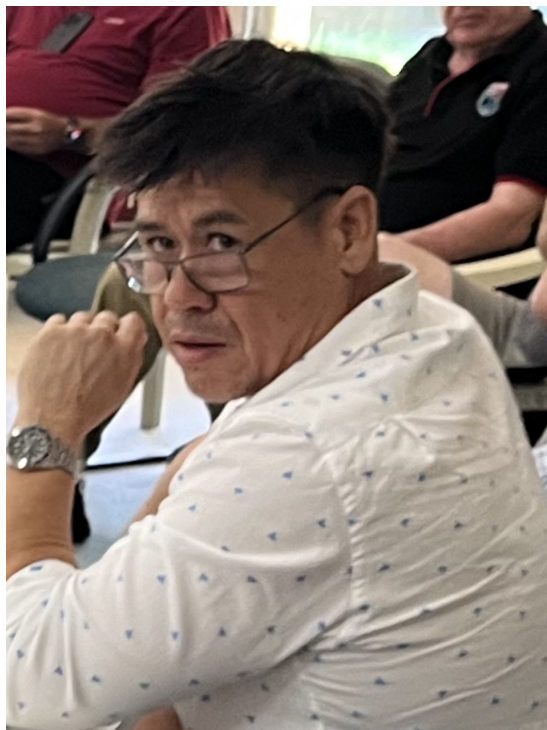
Venue: VCCA Clubrooms, 1376 Old Cleveland Rd, Carindale



▲ Life Member Don Thallon, during his opening address, espoused on the development of Qld post war motorsport, the origins of HRCC and how previous challenges were overcome by spirited club members and innovative thinking.



▲ Alex Molocznyk, with mic and a seasoned tarmac rally exponent, provided members with the benefit of his many years in club motorsport. Meanwhile a studious Mike McKelliget, at far right, and another tarmac rally 'survivor' had obviously synthesised the input and was filing it all to memory.



▲ Moderator for the day was Chris Fung who ably kept discussion 'on track' and on time.



➤ Alan Steel, a world famous bon vivant and organiser, has held down many roles for HRCC including President and Secretary but on that Saturday, he was momentarily distracted when looking down to the desk only to see on his phone an inward text advising he had been appointed as coach for the break-dancing team at the Brisbane 2032 Olympics ... and as one could imagine, Alan, was ecstatic offering to shout the bar at the October Historics at Morgan Park.

◀ Club stalwart, Milton Brennan always on hand with a pithy comment.



▼ David Paterson overviewed the room whilst Mike Gehde, always with gritty observations, held sway.



▼ Mark Trenoweth and Benn Gregory, two entertaining and hard-working chaps, took a coffee break.



▲ Although previously promising to hold his own counsel, after some urging from his Group Manager, Michael Meyer finally relented and regaled the room with wide ranging insights. Liam Redman, on his left and Jim Templeton to Michael's right were to give due consideration.



▼ Left to Right: Wayne Clift, Rhet Silkstone, Paula Hincks, Russell McDowell, Ray Law and Stuart Watson keep the touring car flag flying at Carindale.



▲ Wayne Clift munching on a burger courtesy of BBQ convenor extraordinaire, David Paterson.



▲ Bruce Ayres with the mic expounds on his thoughts.



▲ L. to R., Milton Brennan, Bruce Richards and Chris Fry during the lunch break.



▲ Regularity Group Manager Andrew White with his multi-car competitor Liam Redman.



▲ Who said HRCC members were only into old metal?



◀ Brian Wood with his trademark enthusiasm shows off one of his reputed 500 plus unique muscle car T-Shirts.



▲ The car park also included a British contingent.



▲ Upon departure, Jim Templeton gave a positive sign on the day's proceedings.



▲ HRCC members deep in discussion as to future directions.



▲ Alex Molocznyk and Brett Turner share a pensive moment over the lunch break.



▲ Whenever Ian Mayberry appears deep in thought one can be assured that he is privately solving the world's problems but when will Ian ever write down those answers?



▲ It was 50 years for the Austin Healey Sprite, in 2008 (introduced 1958) but in this year of 2024 it has been 32 years since HRCC's inception and so in 2042, our projected 50th, where do we want our club?



◀ The attendees were treated to a superb BBQ lunch by that forever young Group C organiser David Paterson.



▲ Rhet Silkstone of Mini Cooper fame.



▲ L. to R., and a morning of head scratching re HRCC's future direction, Mike Gehde, Milton Brennan, Don Thallon, John Carson, Ian Mayberry and Bruce Richards enjoy a fine winter's day.

HRCC STRATEGY WORKSHOP

31 August 2024

NOTES FROM MEETING

Item	Feedback from the meeting	Proposed Actions for 2025
<p>(A) Current classes and relevance of current groupings</p> <ul style="list-style-type: none"> • Earlier groupings, especially open wheelers have shrinking attendances at events – can we safely aggregate groups, thereby providing access for everyone? • Our big tin top groups (N, S and A/C Touring) – discussion on how to re-grow attendance at events – back to the ‘good-old’ days • What about new Groups - Sd and Nd? 	<p>Some of the older car groups have increasingly lower entrant numbers. To address this, the club feels it would be helpful to aggregate groups when needed to give people somewhere to run their cars. Also, it will keep our race meetings functional, as we can’t have tiny groupings that take slots and track time.</p> <p>GROUP Leaders have a responsibility to do their best to convince/encourage their group members to support the HRCC events. We feel this is an important part of leader roles.</p> <p>There has been a divergence with GROUP N and most people want to find a way to encourage them back to the fold. The feedback from the Group N group – they would like to see more social activities in the club and generally more social focus. This was an attraction of the club that seems to have waned in recent years. It is felt that more social events at the race meetings, or throughout the year, would be well received?</p> <p>GROUP N has arranged alternate events at Lakeside, running as a discreet group inside their events</p> <p>Our HRCC dates seem to often?? clash with some of the other track dates. Unfortunately, there is nothing we can do if other tracks deliberately overlaying their event dates across ours. People will need to make a choice.</p> <p>Suggestion is for SD and Nd to be considered as new groups, thereby extending the date of eligibility. There has been a lot of discussion on this matter outside the meeting. In addition, some others have been trialling the concept including a draft regulation which has been trialled at the 2024 Morgan Park Sprint series.</p>	<p>1. <u>Combined GROUP racing</u> When required due to low entry numbers, the following groups would be aggregated to run at race meetings. Note, this would only occur when necessary.</p> <p><u>Production based cars</u></p> <ul style="list-style-type: none"> • Group Na with Nb • Group Sa with Sb and T • Groups Sc with Nc • Transam, Sports Sedans, Group A, Group C and IPRA <p><u>Racing and sports cars</u></p> <ul style="list-style-type: none"> • Aggregation 1 - J, K, L, M, O and V • Aggregation 2 - F, Q, R, P <p>2. Group leaders to focus on encouraging their group members to support and attend our meetings. Across all groups.</p> <p>3. HRCC to engage with people who have been running the ND trials and determine whether it’s worth trialling at a 2025 race meeting. As this is not an MSA approved group, it would be an invited slot.</p>

Item	Feedback from the meeting	Proposed Actions for 2025
<p>(B) Other groups joining HRCC events</p> <ul style="list-style-type: none"> • What <u>other existing</u> groups could be invited to run at our events? IPRA, HQ, EH, MX5, Excel, Porsche, Mini Challenge, F5000, HSS, etc.. • <u>MODERN CARS</u> - How would more modern groups affect our events and what changes would be needed? Insurances, MSA rules, etc?? • <u>Regularity</u> – how might we leverage this better – including faster groups so quicker cars could participate 	<p><u>Other GROUPS</u></p> <p>It was suggested that other groups could run at our events with their own discreet slots, possibly under their own group rules.</p> <p>We have since been contacted by some of these groups, expressing an interest in getting involved with our meetings. There really needs to be a dedicated focus on this, with contact to be made to each of the prospective groups to see whether they are interested in joining our race meetings.</p> <p><u>Modern</u></p> <p>Less than 30 years and up to and including 2010?</p> <p>One option would be to add a Super Sprint initially for up to 1995 or 2010 spirit of era vehicles. Depending on the numbers, they may need to initially run under Regularity or be combined with another Super Sprint group.</p> <p>As numbers increase it can become a separate group)</p> <p><u>Regularity</u></p> <p>Name - People felt the name ‘Regularity’ suggested the group was regulated, restricted or controlled and therefore boring. A major suggestion was to change the group’s name to make it more understandable and less intimidating to new (younger?) members.</p> <p>Some name suggestions were: Time Trials, Speed trials, Fast Laps and Lap attack</p> <p>The preferred name from key representatives of the group was Time Trials.</p> <p>It was felt the name change would make it easier for potential members to evaluate and understand the event, be more exciting for spectators and create interest in this group.</p> <p>Questions raised included – How do we get the message to members and public (Face book - Direct marking to target groups/clubs)</p> <p><u>Motorcycles</u></p> <p>Why don’t we approach the motorcycle clubs and see whether there is some interest in running a group at our events.</p> <p><u>Feedback from Breakout GROUP</u></p> <p>a. Prior to marketing and approaching targets, let’s have an agreed specification for the cars to be included and the rules for them to enter.....the rules for eligibility need to be crystal clear so people can understand whether their cars are eligible to enter!</p> <p>b. Recognise any roadblocks internally / externally (such as MSA) and have these resolved. We believe that item 2. (expand) could be initiated simply and quickly for October 24. With key points agreed upon - age etc. As we expand there may need to be combining ie modern reg may be run as sprint. General: Need to review the current cut off dates in general. To grow we need to encourage under 30 years.</p>	<p>1. <u>Other Groups</u></p> <p>Discussion will be held with representatives of each of these ‘other’ groups. Initially this will probably be HQ, MX5, IPRA and Sports Sedans.</p> <p>The desired outcome - to find a way to incorporate their cars into our race meetings. Small initial numbers would mean their cars get incorporated into existing groups or create invited groups if the numbers are strong enough.</p> <p>2. <u>Modern</u></p> <p>We will start advertising that we want modern cars (1995-2010 or age as agreed) to start joining our race meetings. This will go out on Facebook/Instagram. We will also make contact with some modern car groups. Again, small initial numbers would mean their cars get incorporated into existing groups. In the longer term we may have an ‘invited modern group up to 2010’.</p> <p>3. <u>Regularity</u></p> <ul style="list-style-type: none"> • Proposal for Regularity to be referred to as Time Trials, with the change to be advertised in time for the first 2025 TTT day. We need to ensure the name change is well publicised and coincides with the event marketing. • Ensure a revised regularity specification (which addresses newer car ages) is rolled out ASAP. Newer cars (up to a revised date of 2010) to be encouraged. Ultimately we would like to see 2 full regularity groups at each event. <p>4. <u>Motorcycles</u></p> <p>Contact to be made with clubs to understand whether they have an interest in joining our events. Limited to 1 event slot (maximum)</p>

Item	Feedback from the meeting	Proposed Actions for 2025
(C) Invited cars running at HRCC events (alongside Log booked cars) <ul style="list-style-type: none"> • Why is this important? Does anyone have any issues with this concept? • Non logbooked cars running with logbooked cars – could we demarcate invited cars in races? What are the downsides? • GROUP leaders - we need to be open minded with respect to invited cars. Whose decision should it be to allow/deny entry? Gatekeepers? What's best for the club's future prosperity? 	<p>There are numerous cars that are not logbooked for one of our historic classes, but would be willing to run if room could be made for them.</p> <p>For people who have gone to the expense and effort of securing historic logbooks (and CODs) it can be frustrating to think that non-logbooked cars might be permitted to run with them. This is a delicate issue that needs to be discussed more.</p> <p>Invited cars could have their own group as a supersprint, however there would need to be sufficient numbers to warrant this.</p> <p><u>Feedback from the breakout group.</u></p> <p>Should be encouraged for suitable vehicles who are in the correct period of a group.</p> <p>As per above, the marketing will target groups via Facebook and direct marking. Must of the period small modifications would be acceptable. Run in the group however in their own race. Groups need to accept this as a concept, to ensure viability.</p>	<ol style="list-style-type: none"> 1. MX5s to run with Group S, unless MX5 numbers warrant a separate group. 2. Sports Sedans, IPRA, HQ, Gemini, Excel and other miscellaneous vehicles to run in the rolling starts super sprints. Or at their discretion, the tintops can go into regularity.
(D) Events entry costs and key matters for event viability <ul style="list-style-type: none"> • Detailed explanation of costs of running event at each track, (using recent QR cancelled meeting as example) • Explanation of breakeven and impact of entry numbers on financials • Why did we cancel 2 events in the last 2 years? Facts and rumours • We don't necessarily need to make profit from every event, however it is desirable / important to breakeven each year. Why? 	<p>Some time was spend explaining the actual costs and challenges of running a racing meeting. The recent QR cancellation was unfortunate and the HRCC mgmt. team didn't want to do this. However as explained in the meeting, a number of occurrences conspired to make the event difficult.</p> <p>It was also stressed that profit is NOT a priority of the club. However, as a group we proposed the club needs to generally cover costs each year.</p> <p>A major challenge we face is competition from other events. The race calendar is quite full and other promoters do like to overaly their events across our dates.</p> <p>Also, our events need to fall on weekends when larger events aren't planned, so that our members are able to be with us. (Bathurst, Mallala, PI, etc...)</p> <p><u>Feedback from the Breakout Group</u></p> <ul style="list-style-type: none"> • It was suggested that the HRCC should maybe concentrate on 3 events per year. This would be TTT day, the Autumn meeting (Early May) and the Winter meeting (Early July). The 2 main race meetings need to be high quality and a real spectacle. • Be pro-active in organising invites to other events, such as MG Car Club hill climbs, A series sprints for 1 meeting in the year and possibly arranging an invite to the Leyburn sprints. • This avoids having to organise extra activities. • Promotion of events needs 9-12 months lead time to allow competitors to set diaries and pan to attend • We could consider promoting interstate events and have an HRCC tent and representatives at these southern events • The group also suggested to outsource invitations to extra events yet remain pro-active for members? 	<ol style="list-style-type: none"> 1. Publish the HRCC 2025 race calendar by the end of October. 2. Do not cancel future meetings based on cost concerns. Instead aggregate the budget for all meetings and aim to breakeven across the year. 3. Continue to work with track operators (QR and MP) to make them aware of our cost concerns, so that fees can be minimised. 4. Make contact with other event organisers (Leyburn sprints, MGCC) and arrange for club invites for other non HRCC events.

Item	Feedback from the meeting	Proposed Actions for 2025
<p>(E) Racetracks, future event types and increase in 'Social' focus</p> <ul style="list-style-type: none"> • Talk through the history of the club and tracks and where the relationships/challenges/costs currently stand. <ul style="list-style-type: none"> ○ Morgan Park, Queensland Raceway, Lakeside, Noosa ○ Let's have an open discussion on why some of us dislike QR/Morgan Park. Let's rip the Band-Aid off this one. • What other types of events could we add in future? <ul style="list-style-type: none"> ○ <u>Social events</u> - Coffee & Cars, Concours de elegance, swap meet, road cruises – now the most popular motoring events and can be held anytime, anywhere. HRCC intends to organise their own - 2-3 per year. Profits can cross subsidise race meetings ○ Other social? - BBQs at race meetings, social nights? Ideas? ○ What else? 1-day events? Night sessions at race meetings, Hill climbs 	<p>There was a solid discussion about the pros/cons of each of the Qld tracks.</p> <p><u>QR.</u></p> <p>Cons - Lack of accommodation options, boring track, high speed track, hot, nothing else to do at night</p> <p>Pros – close to Brisbane, nice high speed circuit that suits some cars, good facilities at the track, higher spectator numbers for our events, a real racetrack</p> <p><u>Morgan Park</u></p> <p>Cons – Long drive from Brisbane, boring, HRCC uses it too much</p> <p>Pros – interesting track with long and short courses, great accommodation and facilities in nearby Warwick</p> <p><u>Lakeside</u></p> <p>Cons – Safety, Insurances, track operator, noise regulations, non-MSA events</p> <p>Pros – Close to Brisbane, cheaper meetings as most people can stay home at night</p> <p>There is keen interest to have more meetings at Lakeside if this can be facilitated.</p> <p><u>Social events</u></p> <p>A significant number of members have indicated they would like to have more social activity focus in the club. This was a big part of the club in past times, including the general meetings and BBQs.</p> <p>The club is keen to trial a Concours de Elegance and coffee and Cars events in 2025. The concours would be held somewhere in Brisbane and could incorporate a swap meet and other activities on the day.</p> <p>There was general interest in these events, as long as they don't take the focus from, or impact, the racing events.</p> <p>The second social concept is a BBQ/drinks evening on the Saturday evening of each race meeting. This would replace the current beer/nibbles.</p>	<p>Social events shall be trialled for 2025. The aim is for:</p> <ul style="list-style-type: none"> • 1 Concours de Elegance in Brisbane • 1 Coffee and Cars or cruise • More substantial BBQ and drinks events on Saturday evening of the race meetings <ul style="list-style-type: none"> • Re-introduction of club general meetings (every 3 months possibly). BBQs will be organised provided members are willing to volunteer to help organise and arrange these. <p>All of the above is subject to getting sufficient volunteers to help out with organising and running the functions</p>

Item	Feedback from the meeting	Proposed Actions for 2025
(F) Financials <ul style="list-style-type: none"> • Quick update on the club's financial position • How did club build its savings? What's it for, what's it doing now? • Why aren't we spending it for the benefit of current members? • What are we going to do with the money? Options? • Club Merchandise trailer and social media sales – we need a champion 	<p>There was a suggestion to create a marketing budget to build our online profile using a proper marketing firm.</p> <p>The clubhouse concept has been parked, due to lack of cross funding support from government. There was no proposal put forward at the meeting.</p> <p>Members are generally receptive to using club funds for the benefit of members and the club, but no major initiatives are planned at this stage.</p>	<p>Management committee to investigate marketing opportunities to promote the club.</p>
(G) Introduction to Motorsport Program <ul style="list-style-type: none"> • Youth/new driver program on learning car control (on track) • Mature members who might want to get involved in motorsport but need to build confidence with initial training • How could it be funded? What might it cost and look like? 	<p>Minimal feedback was offered on the day. There were questions about cost and how it would be managed.</p> <p>There would need to be a sponsor or champion who was willing to coordinate and manage the program and no-one seems keen at this time.</p> <p>Suggest this be parked for a later date and reviewed.</p>	<p>Nil action Proposed for 2025.</p>
(H) Membership <ul style="list-style-type: none"> • Present the last 10 years – demographic, numbers etc.. • What is our future membership demographic? • Membership targets for next 3 years (+250, +100, +100) • Circulate new member form - explain simple strategy to achieve target 	<p>The declining member base was discussed in some detail.</p> <p>A critical aspect of membership is that our volunteers come from this pool of people. Dwindling membership means we run the risk of insufficient volunteers to hold events.</p> <p>Without sufficient membership, the club will not have enough manpower to function effectively.</p> <p>Club membership target is 450 full time members by December 2025.</p> <p>It was also suggested that our member database is not accurate and members are missing out on correspondence. We need to check this urgently.</p>	<p>1. Every HRCC member has a personal target to signup at least 1 new full member each. Every signup shall mean a \$50 credit for the referring member, towards either race meetings or future memberships. Membership target 450 full time members by Dec 2025.</p> <p>2. All member emails and phone numbers to be checked. A ringaround to occur - all member details are to be updated by end December 2025.</p> <p>3. Volunteer registry – the club shall undertake a volunteer callout, seeking people who can commit a portion of time towards the club activities. This will be emailed to all members and also advertised on social media, etc.</p>

Item	Feedback from the meeting	Proposed Actions for 2025
(I) Current Charter and Purpose <ul style="list-style-type: none"> • Relevance in 2024? • What does Historic really mean in 2024 - do we need to change our definition of Historic • Does HRCC still have a reputation of being elitist? If so, this needs to end • Name of club – is Historic Racing Car Club the best name moving forward – is the name ‘inclusive’ enough for more modern cars? What will attract members? Suggestions? 	<p>It was generally agreed the club needed to have a think about its image and identify, given the evolution of member base and age of relevant cars.</p> <p>It was generally agreed the club needed to adapt to the current times. This is a challenge as we have existing members, but also need to attract new members, who may be a little younger with more modern cars that aren’t historic.</p> <p>There was a good debate about the club’s name, with solid support for a name change to bring us up to date. There were suggestions that the word ‘Historic’ can detract from Club’s appeal as it has a connotation of slow, old and not relevant.</p> <p>The words ‘classic’, ‘collectible’, ‘early modern’, ‘motorsport’, ‘motor racing’ and others were put forward. Some suggestions are:</p> <ol style="list-style-type: none"> 1. Classic Motorsports Club 2. Classic and Historic Racing Car Club - (CHRCC) 3. Historic and Classic Racing Car Club 4. Historic and Classic Motorsport club 5. Classic and Historic Motor Racing Club 6. Classic and Historic Motorsport Club 7. Motorsport and racing car Club 8. Combined Motorsport Club 9. Classic and Early Modern Racing Club <p>There was also debate about whether the club name should be suffixed as QLD or Aust.</p>	<p>Name change to be proposed – December 2025. If a great name can’t be proposed and agreed, we will remain as HRCCQ.</p>

THANK YOU

to the members who attended the workshop

NOTICE TO MEMBERS

HRCCQ Inc Election of Office Bearers for 2025 and appointment of an Auditor for 2025.

The time for receiving nominations has been extended to end at 11.59pm, Friday 25 October 2025.

In accordance with the Associations Incorporation Act and the HRCCQ Inc Constitution, HRCCQ Inc will elect Office Bearers for 2025 at the forthcoming AGM.

An election will take place for the following 2025 Office Bearers:

President
Vice President
Secretary
Treasurer
Committee Members x 4

and the appointment of an Auditor for 2025

Nominations for Office Bearers are invited from Members who wish to serve on the 2025 HRCCQ Inc Management Committee.

Nominees must meet the criteria stated in Rules 14,15 and 17 of the HRCCQ Inc Constitution.

Nominations for Office Bearers must be lodged using the official nomination form; the nomination form is available for download from the [HRCCQ Inc website](#), or alternatively, can be requested from the HRCCQ Inc secretary.

Two financial Members of HRCCQ Inc eligible to vote at the election must sign the nomination.

Nominations will not be accepted unless and until they do comply.

Milton Brennan
HRCCQ Inc Returning Officer
assisting
Bradley Manz, HRCCQ Inc Secretary



NOTICE OF MEETING

General Meeting and 2024 Annual General Meeting

Notice is given that a General and an Annual General Meeting will be held as follows:

Monday 25th November 2024

Commencing at 7.30 pm

**VCCA Club Rooms
1376 Old Cleveland Road
Carindale, Qld**

General Meeting Agenda

Receive the Minutes from the previous General Meeting.

Ratify the Club's business during the period ended 30th September 2023.

Annual General Meeting agenda

Receive the Minutes from the 2023 Annual General Meeting.

Receive the Management Committee Report for the period ended 30th September 2024.

Receive the Income and Expenditure Statement and the Statement of Assets and Liabilities for the period ended 30th September 2024.

Receive the Auditor's 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 2025 Management Committee. – **Refer to 'A'**

Special Resolution to amend the HRCCQ Inc Constitution – **Refer to 'B'**

'A': To date, only a small number of members have nominated for a position of office in 2025; the period for lodgement of nominations has been extended and will close at 11.59pm on Friday 25th October 2024. A Further Notice of Meeting will be issued not less than twenty-one (21) days prior to the AGM and will include the names of the candidates.

'B': The Associations Incorporation and Other Legislation Amendment Act 2020 (Qld) (Amendment Act) has resulted in an array of changes for incorporated associations in Queensland.

At the 2021 AGM, HRCCQ members adopted a revised Constitution. Since adopting the HRCCQ Constitution on the 22nd November 2021 further Legislation has been enacted. Law changes were introduced and these law changes are from the Associations Incorporation and Other Legislation Amendment Act 2020 (the Act).

Changes that started on 22 June 2022: Using a common seal

Changes that started on 1 July 2023: Financial reporting thresholds

Changes that started on 1 July 2024: How associations resolve internal grievances in their incorporated association has changed. Incorporated associations must follow the grievance procedures in the model rules or adopt another compliant procedure into their constitution. When associations create their own grievance procedure, it must comply with section 47A of the Associations Incorporation Act 1981. The Further Notice of Meeting will include the Special Resolution and a Proxy Form for members use.

Note:

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

Notice issued on the 14/10/2024 by Bradley Manz, HRCCQ Inc Secretary

How vintage racing has evolved—and where it's heading

By Steven Cole Smith

Aug 1, 2024 | [How vintage racing has evolved—and where it's heading](#) | [Articles](#) | [Classic Motorsports](#)

[Editor's Note: This article originally appeared in the May 2019 issue of Classic Motorsports.]

Ford Heacock III and his family are from Sebring, Florida, and helped get Sebring International Raceway up and growing. So it's no surprise that Heacock, chairman of Heacock Insurance, a division of which insures vintage cars, wondered if there was much interest in Central Florida for a vintage racing organization.

He sent out some queries and was shocked to immediately get back more than 300 responses. This was in the 1970s. And that planted the seed for what became the Sportscar Vintage Racing Association, now usually just shortened to SVRA. Today it's the largest group of its type in the country.

The club was having a lot of success in fielding vintage races at Sebring, including the Kendall Vintage Grand Prix, so Heacock took the next logical step: He went to visit "Big" Bill France, who founded NASCAR and built Daytona International Speedway.

It was intimidating. Big Bill stood nearly 6'1/2 feet tall. He even sat on high, at a raised desk in front of lowered chairs for visitors. Even so, with success on his side, Heacock was confident. He spelled it all out, expecting France to respond, "Yes, of course we want your vintage racing here at Daytona."



That did not happen. "He pounded his fist on his desk and jumped to his feet," Heacock recalls. No way will there ever be vintage racing at Daytona, because, France said, "I don't want blood on my hands!"

That particular blood, France explained, might belong to prominent doctors or dentists or lawyers, the sort of people he envisioned racing, and crashing, in vintage series. That would be bad for business. Presumably he was okay with the blood of conventional racers.

Big Bill died in 1992, and that philosophy has changed, of course. Vintage racing does happen at Daytona nowadays. And vintage racing is still changing—that, no one can argue.

The Pros Know

New rules in professional racing have served to separate racers from the creation of their cars. For example, it's now impossible to build your own IMSA race car from a street car. If you want to run at the Rolex 24 At Daytona, you need to purchase a homologated race car from the manufacturer or an authorized agent.

The same has been true in the Battery Tender Global Mazda MX-5 Cup for a couple of seasons: You buy a completed car through Mazda, or you don't race.

So what are racers who like to work on their own vehicles to do? And what's to become of those cars that no longer have a place in pro racing?

Plenty of the hands-on racers among us are gravitating toward historic racing—and we are, by the way, using the terms historic and vintage interchangeably. As a result, the sport is becoming less and less courteous lead-and-follow, no-please-you-go-first and more full-on competitive. We're seeing a little less wine and cheese, a little more beer and Velveeta. And there appears to be room for both ends of the spectrum. That includes not only amateurs, but (very) experienced professionals.

Butch Leitzinger, 49, has won 49 IMSA races, tying him for fifth with Al Holbert on the all-time victories list. But that isn't enough for Leitzinger—he's still logging wins with Historic Sportscar Racing. "The thing that I like the most about vintage racing is that I'm able to get back to enjoying the driving itself," he says.

"In professional racing," he continues, "there is so much that's riding on the lap time and the results. Everyone on the team gets a paycheck that their family depends on, and if you have a bad weekend, perhaps you've put the team at risk of losing sponsorship, and also put their paycheck in jeopardy. So as a driver, all of your focus has to be on extracting every last tenth out of every lap. And that doesn't leave much room to look around and enjoy what you're doing—although there are times when everything just flows so naturally that it's very fun.

"But the idea behind vintage racing is just to take pleasure in seeing older cars doing what they were meant to do, and there isn't much emphasis on who wins the race or who sets the fastest lap. And that allows for more time to be in the moment, to enjoy the thing that made you want to do this in the first place. And afterwards everyone is happy to have a beer together."

Vintage racing, Leitzinger says, "offers sporting women and men a chance to drive interesting and powerful cars on some of the best circuits of the world.

And for those who wish to rise to a professional series, it gives good experience in a lower-pressure and less expensive environment.”

Andy Pilgrim, 62, made his 24 Hours of Le Mans debut in 1996, and the former Chevrolet Corvette and Cadillac factory driver continues to race in IMSA and World Challenge. He also competed in the HSR race at Daytona in December.

“I very much enjoyed running our 2011 Ferrari 458 GT3 there,” Pilgrim says. “This car was a championship- and race-winning Blancpain GT car out of Europe, 2011 through 2014. Amazingly, I was able to run consistent 1-minute, 39-second laps during my three night stints, which was faster than we could run in our Black Swan Porsche GT3 back in 2016!”



Andy Pilgrim, another pro, also enjoys vintage racing. At HSR's Daytona event, he drove a GT3-spec Ferrari 458.

“I found the side-by-side racing clean and challenging, with some excellent drivers in our GT and Prototype class. We had by far the largest field in our race, which just added to the fun. The organization was excellent. The whole 24-hour race was executed like clockwork. I didn't need my alarm clock; on the hour of every hour, a new race would start.” And yes, there was some serious racing, but it was all done professionally. “Although there were a number of pro drivers,” Pilgrim adds, “the aggression level was tempered just enough to allow some excellent battles.”

Is It Growing or Not?

By all accounts, vintage racing in the U.S. is, at worst, “holding its own,” says Jeanette Bourke, general manager for the Vintage Auto Racing Association, the largest West Coast vintage racing group. And at best, it's growing steadily.

Historic racing overseas seems to be a bellwether for U.S. competition, and the news is good. On weekdays, Mark Gillies runs Volkswagen's American public relations office, but on many weekends, the native Brit is racing in vintage meets around the world, typically in 1930s-era open-wheel cars.

“I would say that in Europe, it's growing even more than here,” he says. “In the U.S., the cars are generally more recent, but you don't see the massive grids of sedans, Formula Juniors, and even Jaguars and Healeys you see in Europe and particularly in the U.K. In places like South Africa and Australia, the growth has been constrained because so many cars have gone elsewhere in the past 30 years.”

Everywhere, the older the car—which generally means the more valuable and irreplaceable it is—the lower the aggression level. But that can vary, too. “In the U.S., racing in pre-1960 cars is pretty tame compared to



Hired gun Mark Gillies often drives the prewar era.

Europe, but in later cars there isn't much to compare between the two places,” Gillies explains. “I was in South Africa recently and was pretty impressed by the driving all around there.”

In the U.S., racers and series backers report seeing more younger participants. Gillies says that with exceptions, that isn't the case overseas: “The cars have become pretty pricey. Generally, younger drivers are the offspring of existing owners or are hired guns, brought in to win races. At Goodwood last year, the front three in the Goodwood Trophy, the Glover Trophy and the Fordwater Trophy were all non-owners. As for spectators, I think they're getting older unless you're at a meeting that is more of an event, like Goodwood.”

Beasts from the east: Japanese cars join the scene



Vintage racing has traditionally been dominated by European and American brands, but Japanese cars are now gaining a well-earned foothold in the hobby. In fact, they're running at the highest levels.

Nissan was the featured marque at last year's *Classic Motorsports Mitty* as well as the Rolex Monterey Motorsports Reunion. Plus, Mazda has supported both events on a corporate level for several years.

It wasn't always like that. “I will never forget the year that they allowed the No.46 BRE Datsun to be a part of Monterey,” says Rob Fuller, owner of Datsun prep house Z Car Garage (last year they took the above Nissan Skyline to both Monterey and the Mitty). The year was 2001, and he was but a lad.

“That was when Steve Earle still ran the event, and it was unheard of for a Japanese car to be there,” Fuller continues. “The car was on TransAm row, and the crowd of fans was nonstop all weekend long. This was long overdue, and it allows new blood to go to an event that might not have been on their radar before. It's inspiring to see your hero cars out on track with cars forever out of my price range as a Datsun guy.”

Any downside to this recent influx of older Japanese cars on track? Hopefully it doesn't jack up the prices, Fuller says: “My life would have been very different if my Datsun 510 was out of my price range as a young enthusiast.”

~ WANTED ~

HRCC CLUB MERCHANDISE PERSON

We are still looking for a person to showcase 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.

The trailer is kept in a storage shed at Sumner Park, close to the Centenary Highway so easy access on the way to Morgan Park. The trailer has a lean-to tent, tables, and all current merchandise.

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

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Groups J, K, & L (Historic Sports and Racing)	Craig Carlson	0418 191 648	craig@envirohealth.com.au
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QUEENSLAND HISTORIC MOTORSPORT EVENTS 2025



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Photo: Trapnell Creations Photography

15 - 16 Feb*

TTT Day & Super sprints

Open to Modern and Historic Cars

**Morgan Park
Raceway**

9 - 11 May*

Autumn Historic Warwick

Open to Modern and Historic Cars

**Morgan Park
Raceway**

27 - 29 June*

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Open to Modern and Historic Cars

**Morgan Park
Raceway**

17 - 20 Oct*

Spring Historics

Open to Modern and Historic Cars

**Morgan Park
Raceway**

These events are promoted by -
Historic Racing Car Club (Qld) Inc.

www.hrcc.org.au

info@hrcc.org.au

0424 321 072

* Disclaimer: HRCCQ has planned for these events to take place during 2025 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.

2024 HISTORIC MOTORSPORT EVENTS

Event	Dates	Venue
GSCC - Historic Hillclimb	30 Aug - 1 Sept	Mountainview Motorsport Complex
HRCC - Historic Queensland	18-20 October	Morgan Park Raceway
GCC - Australian Hillclimb Championship	24-27 October	Bryant Park, Vic
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	8-10 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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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



\$34,500.00

WELSOR WAGGOTT HISTORIC GROUP Q CLUBMAN IN VERY GOOD CONDITION

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Built by Welsor (Colin Wear) in 1972 and was very successful in the NSW and Victorian clubman championships throughout the 1970's both as the Welsor works car (driven by David Seldon) and then by Baron Revelman.

It was the first Welsor to feature a one-piece beam front axle with radius arms and a Watts linkage that provides extremely good handling and very late braking plus simplicity in front wheel alignment.

Its rear suspension comprises trailing arms and a BMC differential with fully floating axles and both front and rear suspensions feature adjustable coil-over AVO springs and shock absorbers.

Braking is by four-wheel disc brakes and it runs 8" front and 10" rear rims fitted with near new Avon slicks.

It is powered by a Corolla 3K engine (1298 cc, twin 45 DCOE Webers, dry sump, electronic ignition, etc) with Carillo pistons and Spool conrods and a close ratio 4-speed Corolla gearbox with Modena gears and shafts.

I have owned the car since 2003 and have used it mainly in historic racing and the Morgan Park sprints.

Contact

Jim Templeton

0408 725 743

jim.templeton@templetonwatkins.com.au



\$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.

Contact

John Carson

0408 735 358

jaccarson50@gmail.com



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- Freshly rebuilt Brake Booster and Master cylinder
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- High compression pistons with gapless Total Seal rings
- Argo Rods
- Original large capacity sand-cast sump.
- Lumention Electronic Ignition System.
- Bond Roll Bars full Safety cage
- 54l Alloy fuel tank by Bond Roll Bars
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Contact

Louis

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Contact the Editor

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