

HISTORIC TORQUE

AUGUST 2025



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

Patron: Kevin Bartlett



QLD'S CLASSIC AND HISTORIC MOTORSPORT CLUB



FROM THE PRESIDENTS DESK



Hello everyone. We trust you are enjoying the last remnants of winter and getting ready with the shorts and t-shirts for Spring.

First up is a reminder about our last event of the year, **HRCC's Spring Classic Speedfest** at Morgan Park on 17-19 October.

If you haven't yet booked your accommodation, I encourage you to jump online and lock it in ASAP. It's a busy weekend in Warwick and rooms are disappearing fast.

There will be free spectator entry for everyone over this coming weekend. There is a large Dragstrip meeting next door on the same days, so we will aim to entice some of their fans to jump the fence and watch us go around corners. Saturday night we have again planned to host dinner and drinks. Weather permitting we will hold it outside under the stars.

XMAS Party

You will all have seen the club's XMAS party invite. It's a tremendous venue, right on the Brisbane River. Again, the club is partially subsidizing everyone's ticket. We should expect a fun night of food, drinks and laughs. Seats will be limited to around 100 people. The XMAS party will centre around Club Champion and Volunteer awards.

2026 planning

The management committee is currently discussing the event calendar for next year. This should be finalized within the next few weeks, then we will let you know.

Just a short note this month. Stay well and chat again in September.

Regards
Chris.



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HRCC'S SPRING CLASSIC SPEEDFEST

SATURDAY NIGHT PARTY

Under the stars straight after racing till late
Meals & drinks (EFTPOS available)
Live music with local performer Phill Vellacott
All competitors, officials, spectators
& visitors are invited!



17 - 19 OCTOBER 2025

MORGAN PARK RACEWAY WARWICK

Open to all 5th Category Historic race group cars.

Supersprints for Sports Sedans (plus Group U) and invited cars.

Timed Trials (Regularity) open to non-logbooked classic and modern, including street registered cars.

Spectator gates open 8am - For this race meeting the HRCC are extending FREE SPECTATOR ENTRY to everyone.

FEATURING
Group N Historic
Touring Cars

Promoted by Historic Racing Car Club (Qld) Inc.

INFO@HRCC.ORG.AU 0424 321 072

Historic Racing Car Club QLD (HRCC) | Facebook

www.hrcc.org.au

Photo: Trapnell Creations Photography

HRCC'S CLASSIC QLD 2025

by John Barram

With interest dropping away in conventional Historic Racing events the HRCC committee worked with Tony Quinn and the Qld Raceway team to put on a more exciting spectacle on 4-6 July with a great roundup of historic competition cars in displays, track drives and races.

One of the most spectacular cars was Tony Quinn's six wheel Tyrrell P34. These cars raced in the 1976/77 Formula 1 seasons winning the 1976 Swedish Grand Prix. The car's design was intended to give aerodynamic advantages by reducing frontal area and improving grip. The F1 rules were then changed to make four wheels compulsory.



The Harburg family brought their 917/30 Porsche, one of three such cars for the 1974 season which was not completed at that time. Porsche completed the car in 1979, and it has been in private collections since then. Now in the legendary Sunoco livery used by the Penske team, the specifications include a 5.4litre twin-turbocharged flat 12 giving 1100 bhp in race trim and around 1,500 bhp for qualifying.



A spectacular car with more local connections was the Kaditcha Cosworth sports car designed by Barry Lock and built for Bap Romano in Brisbane about 40 years ago, with the ultimate goal at the time of the Le Mans 24hr race as an all Australian challenge. It dominated Sports Car racing in Australia in 1983 - 85. Originally fitted with a 3 litre Ford Cosworth F1 type engine this has since been upgraded to a 3.9 L version of the Cosworth F1 engine.



Tony Quinn also brought out his Porsche 962 in Jagermeister livery as it was campaigned by Brun Motorsport in the 1989 World Sports Prototype Championship. It produces 670HP at 8,000rpm. Very spectacular!



There were a few Formula 5000 cars from the seventies, as noisy and spectacular as ever when doing their demonstration laps with the exotic sports cars.

The only Lotus to run in the races was Peter Boel's Flintstone Lotus 23B which ran in the group Q and R races, which included Chris Bowden in a BMW M1 Procar.

My mate Bill Murdoch, an early member of our Lotus Club in Queensland, was having his second outing on the track in his immaculately rebuilt Birrana 274, an Australian F2 car from the early 1970's. After a challenging eight year restoration I think he was very happy to take it home unmarked.

The event included a competitive display of Sports and Racing cars which brought out quite a few rare, interesting and superbly prepared local cars. We had three Lotus in this display with John Carson showing his Exige 420, Bill Blackmore his beautifully presented Elan Plus 2 and I displayed my 1962 Lotus Seven.

A stand out car in the display was the 1926 Bugatti 37/35B of Alan Telfer who also, incidentally, owns two Lotus Sevens and a Lotus 20 Formula Junior. The four winners were Collin Schiller with a 1935 MG Q, Wolf Grodd with a Lorraine-Dietrich B3-6, Nick Singleton with his Alfa Romeo GTAM recreation and Blair Sandrey with a 2002 HSV GTS Coupe. They each took home a \$1,000 cheque!

See you there next year!

John Barram



Alan Telfer's Bugatti



Bill Blackmore's Elan Plus



Bill Murdoch's Birrana



John Carson's Exige



John Barram's 1962 Seven



Peter Boel's Flintstone Lotus



The Display Winners



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NOTICE TO MEMBERS

HRCCQ Inc Election of Office Bearers for 2026 and appointment of an Auditor for 2026

In accordance with the Associations Incorporation Act and the HRCCQ Inc Constitution, HRCCQ Inc will elect Office Bearers for 2026 at the forthcoming 2025 AGM.

A Returning Officer has been appointed to conduct an election for the following 2026 Office Bearers:

- **President**
- **Vice President**
- **Secretary**
- **Treasurer**
- **Committee Members x 4**
- And the appointment of an **Auditor** for 2026

Nominations for Office Bearers are invited from Members who wish to serve on the 2026 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.

The time for receiving nominations will end at 11.59pm, Thursday 25th September 2025.



Alan Steel

Secretary

Historic Racing Car Club (Qld) Inc.

0421 349 950

trackcraft1@bigpond.com

hrcc.org.au

The Sport of Motor Racing History

Notice Issued Monday 25th August 2025

HRCC SOCIAL EVENTS 2025

Race Weekend BBQs

All event entrants, officials, families and friends

Sat 18 Oct*

Spring Classic Speedfest - 6pm

Morgan Park
Raceway

Members Brissie BBQs

All HRCC members

Mon 22 Sep*

7pm-9pm

VCCA Club Rooms



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

www.hrcc.org.au

info@hrcc.org.au

0424 321 072

* Disclaimer: HRCC 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.

2025 HRCC Club Champion Awards and *Christmas Party*

Come along and take part in celebrating the achievements of the HRCC 2025 Club Champions and Volunteers of the Year.

SATURDAY 1 NOVEMBER *Arrive 6.00pm for 6.30pm start*



Black Bird *Riverside Centre, 123 Eagle St, Brisbane City*

COST \$50 PER PERSON

Canapes served on arrival. Two course meal of main and dessert will be served. Please advise of any special dietary requirements when booking.

Complimentary beer, wine & soft drinks until the bar limit is reached, after which a cash bar will be available.

RSVP: 18 OCTOBER 2025

Booking is essential, limited seats available.

EFT payment to HRCC: Westpac, BSB 034-001, Account number 229793, Reference 'CTD plus your surname'

Credit Card Payment made by phone (surcharges apply)

Contact: Alan Steel 0421 349 950

Email: trackcraft1@bigpond.com

\$9.00 PARKING ONSITE

VALE NORMAN RAYMOND SINGLETON

02/09/1945 – 19/07/2025

by John Carson

“John, do NOT do this. It will end in tears.” Those words (or similar, and to the same effect) but phrased slightly more colourfully were spoken to me in 2012 by good mate and the ever aimable but gritty Norm Singleton.



Above: Norm Singleton at Morgan Park in early 2010

Many in the S.E. Qld and interstate motorsport scene especially the Italian car fraternity will know of Norm Singleton from his association with Fiat and Alfa Romeo sporting cars. Norm's father had owned an Alfa Romeo Giulia and so the die was cast early.

In the mid-1960s Norm had been an Echo Valley, Toowoomba competitor and a rally enthusiast competing on gravel throughout forestry sections in the Sunshine Coast hinterland. Graduating later to tarmac he showed his speed in three Targa Tasmania and two Classic Adelaide rallies.

In later years Norm specialised in circuit racing. Bob McKay recalls with great fondness the fun trips he had with Norm, the late John Weekes and families when travelling south, in convoy, to numerous Phillip Island Classics plus Norm's development of a close association with Alfa and Jaguar people in Melbourne.

Norm was especially quick at Lakeside in Production-based Sports and Touring cars. The Lakeside setting is apt as Brisbane's northside figures prominently in the life of Norm and Kath Singleton. The northside was Norm's stamping ground. Born on 2nd September 1945, Norm had been schooled at Chermside and Stafford primary schools before attending Kedron Park State High.

Just as importantly, in 1966, Norm met Kath at the famed Cloudland Ballroom. They married in 1969 at Nundah, and their first family home was at Ferny Hills where Kate, Amy and Nick were welcomed. Norm's business interests were also northside centric.

This had followed an apprenticeship at GMH dealer Eagers, then working on sporting machinery at Clive Nolan Motors and later Jaguar dealer, Westco. Norm then went into business with his rally navigator Allan Howlett and they traded as Chez Moteur, servicing Fiat and Renault at Abbotsford Road, Bowen Hills.

During the early 1990s Norm ran a Rally School at Beerburrum, north of Caboolture, and the family were all involved. Soon after the service business was sold and in 1995, at age fifty, Norm then concentrated his efforts on race car preparation. He set-up shop on the rolling acres of Samford where he and Kath had built in 1983.

Norm was a gifted mechanic and engineer plus had been a player in many subsets of motorsport including hill climbs and off-road ... and accordingly, business followed.

So, with this competitive streak and customer focus it was not surprising that when ever walking beside Norm Singleton through a crowd of motorsport competitors and enthusiasts it was inevitably slow progress ... as so many would come up and say "G'day Norm".

Of course, Norm also liked to chat. He was that sort of guy and apart from being a well credentialed race car fabricator, fierce competitor (in the nicest possible way) plus

thoroughly decent individual he liked a yarn and especially loved a good yack on the phone.

Norm had been unwell for the past decade with a range of issues that finally caught up with this unassuming and quiet guy. Rad Soames mentions that:

"he never saw or heard Norm complain about his ailments and this reflected true character".

On Saturday morning 19th of July 2025 Norm had been feeling unwell. Kath suggested they go to the local hospital. They were in Kath's late model red Fiat 500 when Norm suffered a heart attack. It happened quickly and, of course ... it was in a Fiat!

For such an understated and shy chap, this was perhaps a theatrical change of pace ... for as Kath later related ... following the arrival of ambulances and paramedics, "Norm went out in a blaze of sirens and lights." Norm Singleton was farewelled under crisp blue skies on 31st of July 2025 by a big crowd of family, friends and motorsport mates at Pinnaroo Lawn Cemetery, Bridgeman Downs. It was explained Norm 'lived in the here and now' and the service exemplified his no-nonsense persona and strong family connections.



Above: L. to R. Ettore Vosolo, Danny Meneguzzo, Kath Singleton, and John Quinlan immediately following Norm's 31/07/25 service at Bridgeman Downs. Ettore holds an image of Norm's class leading Group Nc 1969 Alfa Romeo GTV 1750

Norm's larrikin nature was captured beautifully when at the conclusion of proceedings all walked from the chapel to the refrain of his favourite song, that rollicking pub anthem from 1974, 'The Newcastle Song' by Bob Hudson who immortalised the quick-witted 'Little Normie' on Hunter Street about to be monstered by a 10-foot Hell's Angel.

... and of course, nor did our Normie 'ever let a (passing) chance go by'... and he was as quick on any gravel or tarmac rally section plus was hard to get past on a circuit.

Norm was an intense and devilish competitor and Rad further attested:

"He was a demon on the circuit and once the helmet was on ... he was on a mission"

At one meet I asked norm about his next Group N race and how he intended getting around a very evenly matched but wide V8 pony car.

His answer:

"Any way I can!"

I had known Norm since 2001, when racing in Group 2A Sports against his very quick 2 litre Fiat Abarth replica. He was to make me feel, in my 5 litre TR7 V8, very slow and inadequate by comparison but prior to that I had also heard mentioned in Fiat and Alfa circles, of his excellent reputation.



Above: Qld Raceway Dummy Grid in July 2003 for a Group 2A Sports race in the GP Cars Series and Norm is down the pointy-end in his Fiat Abarth X1/9 Group 4 1974 Prototipo replica.

So, circa 2008, in Group S Production Based Sports Cars and when I moved on from a slow TR6 to an only slightly quicker 105 Series Alfa GTV 2000 ... I got to know Norm a lot better.

Whilst I had previously competed against (but languished behind) the local and well driven Alfa 105s of Paul Young, Manuel Pena, and Andrew Wilson it was now also a time to revel in the camaraderie of southern Alfa drivers when the Veloce Racing Association brought 'All Alfa Racing' to Qld.

The biennial VRA East Coast Challenge complemented our local HRCC historic events and made for vibrant Alfa racing. I recall the twenty years from 1999 as halcyon days for Group S and Norm was right amongst it. Significantly, everyone knew Norm and as Paul says, "Norm became somewhat of a beacon always willing to help".

Indeed, the Samford workshop became a regular second home for a few of us including a couple of my more problematic cars. Visits to check on progress were always welcoming. An ever-present array of other customer cars in Norm's shed would make for entertaining discussion.

James Anderson in Group N and Stephen Callaghan in Group S had their Alfa GTV's developed and maintained in close collaboration at Norm's Samford shed. In this manner I would also meet some of his grandchildren, including grandson Josh, who delighted in Norm's company on non-school days.

Here Norm would work miracles in repairs and performance enhancements including specialised roll cages. Just how he did it all on his own is subject to conjecture. At one time and upon hearing an explanation I was not 100 % sure if Norm was having a go at me. You see, he was responding to my query that, if on his own ... how would he deal with the re-installation of a recalcitrant gearbox?

Well, it seems that with the car on the hoist and the gearbox sitting on a stand he would then call up from their adjacent home the diminutive, pixie-like Kath and get her to jiggle the gearbox whilst he located the connecting studs. I have since been assured by someone who knew of that story 'absolutely intimately' ... that it was a true story ... and a regular occurrence.

Notwithstanding, I do know how tough Norm was as even in the last year of his life and after winding down the business, he came to my home and managed to get on a garage creeper under my Group Nc Torana (on a trailer) to help me remove difficult to access, tightly wound lagging caught around exhaust extractors.

I had recently broken my neck and following spinal fusion was unable to be on my back and elevate my head. That extra help before the car went to auction was 'very Norm' and greatly appreciated.

However, Norm was more than just a 'go-to guy.' Certainly, in these days, finding a reliable and eager race-car preparation mechanic is akin to winning the lottery especially if one is a mechanical misfit like myself ... but Norm went the extra mile ... literally and metaphorically.

During one event at Lakeside, in Brisbane's northside suburb of Dakabin and before I even had a car trailer the clutch in my GTV, let go. Norm was only spectating that day and I had yet to give serious thought as to how I was going to get the car home.

I was philosophical and probably poked around chatting and taking photos but unbeknownst to me, Norm had returned to his home at Samford, 30 minutes south, hitched-up his trailer and returned to Lakeside. I got the shock of my life. My Alfa was soon back at his shed. He then delivered me home to Chapel Hill and not long after, I was back on the track.

I was not alone. Richard Andrews, a GEAR (Qld) Foundation Member has been known to buy, sell and buy back again, more than one of his

portfolio of sporting Jaguars and other British eccentric classics.

One day Richard casually remarked to Norm that he had a 'new' re-acquisition which he needed to bring home from the Hunter Valley. This period piece (the car, not Richard) was an Austin A35, originally sourced from NZ, and was being repurchased from the same family to which Richard had sold it.

Richard was later gob-smacked to find the A35 in Norm's shed after Norm and Kath, on a southern driving holiday, detoured with a trailer to bring home ... again!! ... Richard's 'prodigal son from the Antipodes.' Yes, some only talk about their service offer being "all part of an all-inclusive package" ... Norm was the real deal.

Additionally, and irrespective of whether he was competing Norm would always ring the Monday after a race meet and ask how I went. If he was at home in Brisbane and I was on a southern campaign, he would know my lap times before I did courtesy of Natsoft online lap timing.

Yes, being a total luddite and even with a smart phone in my pocket, I would sometimes first hear of my last race's results from Norm as I traipsed to the control tower to pick up a hard-copy printout.

Of course, Norm did not only work on customer cars as his own highly developed machines gave him plenty of spanner practice. Moreover, he was not immune to gremlins, performance related and self-induced.

In 2009, at the inaugural Cootha Classic Hill Climb Norm had entered his authentic Fiat 124 Sports Spider Abarth Rally Stradale.



Above: The very pretty Singleton Group Sc Fiat 124 Sport Spider Abarth Rally Stradale appeared on the HRCC program cover for the Club's 2012 National Historic meet at Morgan Park, Warwick.

This spectacular hill climb overlooking Brisbane's CBD and the Mt Cootha Quarry was a brand-new initiative for HRCC Qld. It was also costly to run as Coates Hire armco had to be installed from top-to- bottom of a section of the scenic and circuitous Sir Samuel Griffith Drive which faced the steep southern escarpment overlooking the Western Suburbs. Given the long and winding uphill straight together with a tight, fast, downhill return run ... organisers had wisely provided for a 'sighting lap.'

After Norm's sighting lap I arrived at the Pits within the park lands of JC Slaughter Falls only to find the black bonnet of his exquisite red Fiat ... sadly caved-in. He had jammed the front end of the very valuable Spider into the armco. Incredulous, I asked:

"What happened?"

Norm's deadpan, rapid-fire response:

"I didn't come here to shit around"

As Paul Young says:

"Norm was always ready to provide cheeky and dry-witted replies to what he may have perceived as obvious points."

There were better days in his next race car, the Alfa GTV 1750, in which he blitzed his class in Group S and seeking more competition graduated the car to Group Nc. He was to take out Club Champion awards in his class for both QHTCA and HRCC competitions.

Two weeks before his passing, and too unwell to attend Norm was to find great pleasure hearing his son Nick had taken out a First Prize for Sports and Classic Cars at HRCC's inaugural Classic Qld Car Display at Qld Raceway. It was a most fitting recognition of Norm and Nick's combined 'father and son' decade-long build. Most certainly, it is a truly splendid recreation of an Alfa Romeo GTAM.



Above: It was a bright, blue-sky winter's day for the Singleton family on Sunday 6th of July at Qld. Raceway Willowbank when grandson Fraser and son Nick were on hand (pictured L. to R. aside the author) to accept a Classic Queensland Car Display First Prize cheque for \$1,000.00, plus trophy.

But back to Norm's prophetic words of 2012 and for almost a year I had been looking to import a 1968 AMC AMX 390 (SWB Rambler Javelin) for Group S. Given its 390 ci V8 I had tried my hardest to convince Norm, it would put me mid-field rather than remain at the back of the pack.

Despite Norm's earnest discouragement, I kept badgering and mid-year went ahead and imported the tyre devouring behemoth. To Norm's credit he accepted the challenge and positively tackled an extensive and frustrating development program.

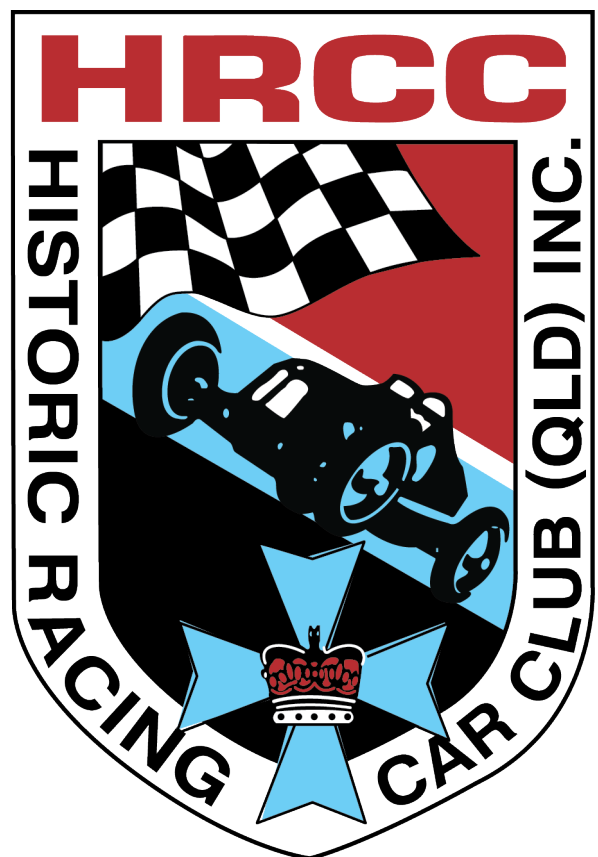
One weekend he and Kath took the car on a local test drive and not for the first time the AMX broke down. Extricating a leviathan like, 1500 kg pony car from a narrow Mt. Glorious scenic drive, on a Sunday, is not for the faint hearted. For over six years, we had tried valiantly to get the lumbering LHD import up to a competitive speed but alas ... Phillip Island was the only track where the 6.4 litre AMX was quicker than my 2 litre GTV, and so:

"Norm, if you can hear me now?

Yes, I was wrong AGAIN ... you were SPOT-ON."

John Carson

22/08/25



MEET RENNAUTO IN THE PADDOCK

Drop in for a closer look at what we're running this weekend.

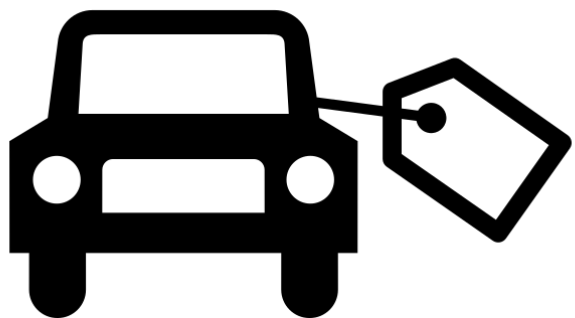
Come by the paddock and see what's roaring to life.

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www.rennauto.com.au - contact@rennauto.com.au



Open to Offers

MINI Parts for Sale

I have recently purchased a Mk2 Cooper S for restoration and along with it came about 20 years' worth of parts collected by the owner. The list of parts is too long and varied to list fully, but it includes the following:

- Mk1 1275 and Moke 1275 engine blocks with heads, pistons, cranks, cams, and many engine parts.
- Many and varied instruments gauges.
- Many and varied lamp fittings, lenses and mounting components.
- Suspension components including hydro pots, control arms and steering assemblies.
- A set of MiniLite wheels.
- Front and rear window assemblies, doorhandles and window winder handles.
- Many and varied chrome components including grills.
- The list goes on.

Currently all the engine parts are held at our warehouse in Tingalpa and the other parts at Cornubia.

Contact me if you want to come and have a look. I'm open to offers on all parts.

Contact
Peter Richards
0408 957 966



ADVERTISE HERE

Historic Torque is distributed to over 500 HRCC members and is also made freely available to the public online, so an ad placed here will get great coverage, particularly in the historic racing community.

Members Ads – members and friends can have ads placed here free of charge for their cars, trailers and parts. We will run your ad in the Historic Torque and HRCC website classifieds page until sold.

Commercial Ads – Advertising packages are available at a reasonable cost for inclusion in this newsletter as well as the HRCC website. Your support will assist in making HRCC a stronger voice in the historic racing community.

Contact the Editor
lisa.p.catchpole@outlook.com
0407 504 755



\$95000.00 ONO

1971 Lancia Fulvia Sport 1600 Historic Race Car

- Logbooked Group Sb with sealed engine
- Freshly rebuilt engine 1:54 at SMSP
- New straight cut synchro close ratio gearbox with short shifter
- Freshly rebuilt Brake Booster and Master cylinder
- 45mm Dellorto Carbies on Facetti Inlet Manifold
- Group 4 exhaust manifold with S/S exhaust system by Hitech Mufflers
- 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
- 14" Cromodora Rims with new Yokohama Advan A050 195/60 tyres

Ongoing technical support available.

**Contact
Louis**

0416 100 648



\$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



~ WANTED ~

I'm looking for a used VBox with cameras if possible so if any members have one for sale please contact Steve Jeffs.

Contact
Steve Jeffs
0413 889 979
danmic333@gmail.com



\$27,000.00

HAWK FORMULA FORD from the mid 1970's

The car has had a full ground up restoration/ rebuild and is like new.

Never raced in Australia the car was imported from the UK. Located on the Gold Coast.



Contact
Ian Gray
0431 847 870
ian@graeson.com.au



Expression of Interest

The Fabulous Nota Din

The Nota Din (Chassis Number 40) was the last & most successful Monoposto race car built by the Nota factory. Powered by a well-developed 6 cylinder Holden Grey motor driving through a Peugeot gearbox and a Skoda rear axle, the Nota Din needs no introduction and is a well-known Historic racer having been regularly campaigned over recent years at GEAR events across NSW and at various Historic meetings. Lapping Winton Short Track at around 1.12 this is a fast, reliable, immaculate and very well-known Historic racer.

In addition to the car there are a number of support parts including a Diff, Gearboxes, Spare wheels & assorted bits & pieces. A short motor which has been machined & is ready to be assembled (New pistons, con rods, mains & big ends bearings, new cam bushes etc.) is also available and includes a very well developed cylinder head modified for optimum performance which has only just been completed.

The car is being offered for sale with an immaculate custom built aero designed dual axle tilt trailer which has all the standard requirements such as a powered winch, fix rear door ramp, side & front doors, electric bakes, dual spare wheels, roll out side canopy, (3 meters square) so full car coverage when in use and is on full NSW registration.

This is a turn key, fully sorted & fresh Historic racer complete with documented history including AASA & CAMS/Motorsport Australia log books & COD.

Contact

Alan McMaster

0402 356 103

stocktonnews@hotmail.com



\$45000.00 ONO

CATERHAM LOTUS 7 (Cosworth BRG)

I am selling a 1990 Cosworth Lotus 7, with the 16 valve BDG motor.

The car has just had extensive rebuild, been repainted in dark BRG. Motor has new head and bottom end check. New 40mm Webbers, 5 speed Sierra gear box, new seats, new lights, all new hoses and belts. Has wide body guards with 10x13 rear and 8x13 fronts with F3 soft grooved tires (virtually new), plus a set of standard lotus road wheels. The car has aero screens but also comes with a standard road screen.

Absolutely nothing to spend. The perfect road/track car.



Contact

Ian Gray

0431 847 870

ian@graeson.com.au

CLUB LEADERSHIP TEAM

President	Christopher Fung	0428 725 653	chrisfungconfidential@gmail.com
Secretary	Alan Steel	0421 349 950	trackcraft1@bigpond.com
Treasurer	Peter Finnigan	0433 758 263	peterfinnigan1958@gmail.com
Committee/Membership	Jim Goulden	0400 525 865	jim@jandwgoulden.com
Race Committee Chairman	Alan Steel	0421 349 950	trackcraft1@bigpond.com
Group Leaders Coordinator	David Paterson	0423 392 824	david.paterson@chrobinson.com
Groups A & C (Heritage Touring Cars)	David Paterson	0423 392 824	david.paterson@chrobinson.com
Group F (Historic Formula Ford)	Geoff Karger	0417 636 106	gkarger@optusnet.com.au
Group V (Historic Formula Vee)	Alan Don	0401 952 448	spit5@hotmail.com
Groups J, K, & L (Historic Sports and Racing)	Craig Carlson	0418 191 648	craig@envirohealth.com.au
Group N (Historic Touring Cars)	Claude Ciccotelli	0415 136 098	clauddeciccotelli@gmail.com
Groups S & T (Historic Production Sports Cars)	Peter Richards	0408 957 966	peter.richards@paccon.com.au
Groups M, O, Q, R (Historic Sports Cars)	Vacant		
Groups M, O, P, Q, R (Historic Racing Cars)	Barry Wise	0415 318 913	barryjanwise@spin.net.au
Group U (Sports Sedans & Invited Sprints)	Michael Mitchell	0402 979 138	mmzerofive05@gmail.com
Timed Trials (formally Regularity)	Andrew White	0473 435 606	acw46motorsport@gmail.com
Website & Historic Torque Editor	Lisa Catchpole	0407 504 755	lisa.p.catchpole@outlook.com
Club Photographer	Pete Trapnell	0418 737 912	info@trapnellcreations.com
Concessional Registration Officer	Jim Goulden	0400 525 865	info@hrcc.org.au
Historic Eligibility Officers	Bruce Richards	0419 675 020	
	Peter Herlihen	0414 474 408	

CONTACT US

GENERAL ENQUIRES: 0424 321 072

EMAIL: info@hrcc.org.au

MAIL: PO Box 353, Red Hill Qld 4059

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



Disclaimer:

HRCC Qld accepts no responsibility for the results of contributors' advice, nor does it necessarily endorse any services/products/goods offered by advertisers. It is a requirement that all articles published are accompanied by the name of the author. Opinions expressed in the newsletter are not necessarily those of this Club, its Officers or its Editor. Comments/opinions made by the Editor are also not necessarily those of the Club or its Officers. Items originating from the newsletter may be reprinted but acknowledgment would be appreciated. Published photographs are the property of the photographers and may not be reproduced without their permission.



HISTORIC RACING CAR CLUB (QLD) INC.

TAX INVOICE ABN 70 187 652 591

MEMBERSHIP APPLICATION FORM

Important notice to all potential members

The Historic Racing Car Club (Qld) Inc. has Public Liability Insurance cover of \$100,000,000 through the affiliation with Motorsport Australia.

SECTION 1	PERSONAL DETAILS			
Surname:		Given Name:		
Postal Address:				Postcode:
Mobile:		Birth Year: (Optional)		
Email:				
Motorsport Australia Licence Number: (If available)				

SECTION 2	MEMBER CATEGORY (For description of membership categories see page 2 of this form)		
☐	A – Full Member (\$110)	☐	B – Senior Member (\$80)
☐	C – Social Member (\$75)		
☐	Additional Family A – Full Member (\$30) (Nominate the name of primary full member)		
Primary Member Name:			
Referring Member Name: (Optional)			

NOTE: Fees include GST, monthly club newsletter sent by email, 4 x copies of the Oily Rag Magazine, discounted entry to HRCC race events and a joining pack for new members.

SECTION 3	CURRENT COMPETITION CARS OWNED (Optional)			
Make & Model	Year	Colour	Engine Capacity	Competition Group

SECTION 4	AGREEMENT & PAYMENT
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I, (Print name) hereby agree to abide by the rules of the Historic Racing Car Club (Qld) Inc.

Applicant's Signature:		Date:	
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Enter all requested information in the fields provided, ensuring it is signed and dated. Send the completed form via either -

- email: jimg@jandwgoulden.com or
- mail: Membership Officer HRCC, PO Box 353, Red Hill Qld 4059 or
- hand to a committee member.

If you require assistance in filling out the form please phone the Membership Officer on 0400 525 865.

PAYMENT METHODS	
☐	EFT: Westpac, BSB 034-001, Acct 229-793 (<i>Reference "MS" and your surname</i>)
☐	Credit Card: (<i>Use page 3 of this form</i>)

HISTORIC RACING CAR CLUB (QLD) INC.

MEMBERSHIP DEFINITIONS:

Category A Member (FULL)

A person who is actively involved in Motorsport, for example but not limited to, a competitor, an entrant or an automobile preparer. Category A – Full members are entitled to notice of general meetings and to attend, vote and debate at general meetings.

Additional Family person who wishes to be a Category A - Full member of the HRCC, resides at the same address as a current financial Category A - Full member and the family elect to received ONE service i.e. Newsletter, Oily Rag and Notices from the HRCC, may join at the reduced fee under Additional Family A - Full Member. The current member will be the primary member unless otherwise advised.

Category B Member (SENIOR)

A person who has 'retired from motorsport', i.e. not actively involved in motorsport as is a Category A Member. Category B Members are entitled to notice of general meetings and to attend, vote and debate at general meetings.

Category C Member (SOCIAL)

A person who wishes to participate in the social activities of the association and is not actively involved in motorsport as is a Category A Member. Category C Members are not entitled to vote or debate at general meetings.

Being a member of the Historic Racing Car Club (Qld) Inc. -

- Enables you to apply for Concessional Registration for any of your Classic Cars.
- Offers you the opportunity to participate in motor racing events either as a competitor or assisting in the running of events. A member discount is available for every event.
- Provides a forum for the 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.
- Provides you with the Club's monthly newsletter which will keep you up to date on coming events, club news and items of interest.
- Provides a representation of club members views and concerns to Motorsport Australia, the Historic Commission, Committees and Councils.

OFFICE USE ONLY					
Membership No.		Card Ordered:		Welcome Letter:	
Payment Method:		Date Entered:		Remarks:	

Historic Racing Car Club (Qld) Inc.

PO Box 353, Red Hill Qld 4059

Email: info@hrcc.org.au

Phone: 0424 321 072

Web: www.hrcc.org.au

CREDIT CARD DEBIT AUTHORISATION

I, (*Print name*) hereby authorise the Historic Racing Car Club (Qld) Inc. to debit my Credit Card being for goods or services. (Details below)

Amount	\$
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☐ Visa ☐ Mastercard	<table border="1"><tr><td></td><td></td><td></td><td></td></tr></table> / <table border="1"><tr><td></td><td></td><td></td><td></td></tr></table> / <table border="1"><tr><td></td><td></td><td></td><td></td></tr></table> / <table border="1"><tr><td></td><td></td><td></td><td></td></tr></table>																

Expiry Date:	<table border="1"><tr><td></td><td></td></tr></table> / <table border="1"><tr><td></td><td></td></tr></table>				

Name on Card:	
Card Holder Signature:	

OFFICE USE ONLY			
Membership No.:		Banked Date:	
Acct No.:		Entered by:	