



HISTORIC TORQUE

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

AUGUST 2016

COMING EVENTS:
Historic Lakeside Races Lakeside Park 17-18 September
See hrcc.org.au for event information

AUGUST General Meeting: Monday 15th August 2016, VCCA Clubrooms, 1376 Old Cleveland Rd, Carindale. Meeting starts 7:30pm
SEPTEMBER General Meeting: Monday 19th September, SHANNONS Clubrooms, 305 Montague Rd, WEST END

General Meetings for March, June and September will be held at Shannons, July and October at Moreton Bay Sports Club, Tingalpa, and all others at VCCA, Carindale. No meeting in December, see Xmas Party p6.



Historic Racing Car Club of Queensland presents

"HISTORIC LAKESIDE"

Commemorating 50 years since Graham Hill's Lakeside AGP victory!

17th & 18th September 2016

Lakeside Park, Kurwongbah

Formerly LAKESIDE INTERNATIONAL RACEWAY



Racing and Regularity for all CAMS (5th Category) Historic Groups



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2 Full Days of Historic Racing on the legendary Lakeside Circuit

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HISTORIC RACING CAR CLUB (QLD) Inc.

Watch for Details from early March 2016 on

www.hrcc.org.au

Enquiries: 0424 321072 or info@hrcc.org.au

Pics: shiftingfocus.com.au



SHARE THE PASSION

Managed by Queensland Raceways Operations: www.qldraceways.com.au (see Information)

For the first time in many years, HRCC brings a full Historic Race Meeting to Lakeside Park.

The 17th and 18th of September will see full fields of Historic Racing, Sports and Touring Cars enjoying the challenge of Lakeside's flowing high speed circuit.

To allow competitors to enjoy the Lakeside Experience in a proper Historic Race Meeting, we plan to accommodate as many Historic Groups as possible in a two day meeting, given the need to provide viable fields of compatible cars.

ENTRIES OPEN NOW

See page 3.....

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NOOSA HILLCLIMB
6-7 AUGUST 2016

THE WINTER CHALLENGE

www.noosacarclub.com or www.hrcc.org.au

Competitor Enquiries - Barry Nixon-Smith (M: 0408 723 854 E: barry@barrynixon.com.au)

NOOSA GRAPHICA PRINTERS

Bendigo Bank
Bigger than a bank

Europcar

Clayton's

JOINT VENTURE

See page 3 for Results

Contributions for upcoming issues of the Club's monthly Newsletter are encouraged and may be sent to:

The Editor, HRCC Newsletter, PO.Box 353 Red Hill Qld 4059, or email peterwalshjag@bigpond.com

MS Word documents as attachments and separate digital pics attached as jpeg files would be most helpful.

Deadline: Last day of the 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 acknowledgement would be appreciated.

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HRCC(Q) Inc Club Officers (2016): Website: www.hrcc.org.au

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		0421491261	gsr2757@hotmail.com
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Commemorating 50 years since Graham Hill's Lakeside AGP victory!

17th & 18th September 2016

Lakeside Park, Kurwongbah

Formerly LAKESIDE INTERNATIONAL RACEWAY

Historic Lakeside is an All Historic Race Meeting at the original home of Queensland Historic Motor Sport. A weekend not to be missed, it may be your last opportunity to relive the glory days of Lakeside International Raceway, with you in the driver's seat. **ENTER NOW!**

This Event is conducted by Historic Racing Car Club (Qld) Inc and Queensland Raceways.

Entries for Historic Lakeside are open now and close on 5 September 2016. Entries are open to all CAMS 5th Category Historic Cars and compatible Regularity Cars. Invited cars by application to HRCC. It is envisaged each grid will have 4 starts including qualifying. Entry Fee is \$350 per entrant payable to HRCC. With a maximum of 140 cars, HRCC will combine compatible Groups to ensure viable grids.

ENTRIES CLOSE 5th September 2016.

Invitations have been emailed or posted to all HRCC Members and known Historic Competitors.

To enter, please read your invitation (available on www.hrcc.org.au) then go online via www.qldraceways.com.au.

HRCC REGULARITY GROUP Event at Queensland Raceway, Ipswich on 13-14 August.



Members of the HRCC Regularity Group are competing at Queensland Raceway this weekend, 13-14 August and looking forward to a great weekend with five runs including Practice, and perfect 22-23 degree Winter warmth! You may like to come along to spectate (and offer advice?) or just enjoy the on-track action.

Questions? Greg Dalliston, Regularity Group Leader 0418 983 307 dallo@cfmeuqld.asn.au

AUTOBARN NOOSA HILLCLIMB – WINTER CHALLENGE 7-8 August Results for Historic Classes.

Full Results and all run times on www.hrcc.org.au see Events.

Congratulations to all involved on a successful Event, especially Event Director Alan Steel, NBCCC & Officials

HISTORIC	GROUP K					Best Time	Class	Outright	Historic
9	Barry Smith	1936	Ford V8 Special	3916	Silver	82.30	1	119	10
8	John Anderson	1938	Triumph-Wolseley Woltri	1725	Blue	83.39	2	121	11
HISTORIC GROUP Sa									
10	Steven Anderson	1959	MG A	1643	Blue	77.55	1	105	7
11	Iain Nowell	1958	Porsche 356A	1588	Red	85.00	2	123	12
HISTORIC GROUP Sb									
58	Antoinette Redhead	1964	MG B	1868	Red	67.03	1	28	3
12	Philip Redhead	1964	MG B	1868	Red	70.03	2	59	4
HISTORIC GROUP Nb									
13	Kenneth Ross	1964	Holden EH	2990	Maroon / Silver	81.58	2	117	9
14	Peter Gilbert	1963	Ford Cortina	1598	White	72.95	1	77	6
HISTORIC GROUP Nc									
16	Warren Tegg	1971	Torana GTR XU-1	3300	Orange	67.00	1	27	2
HISTORIC GROUP R									
17	Christopher Hassmann	1981	MoFoCo Sports 2000	1994	Blue	79.31	1	112	8
HISTORIC GROUP Vb									
18	Alan Don	1978	Nimbus Formula Vee	1192	green/yellow	70.83	1	64	5
HISTORIC GROUP U									
19	Mark Trenoweth	1979	Jaguar XJS	6000	Red Blue White	61.39	1	5	1

The Oily Rag

If you have not been taking "the Oily Rag" you have been missing out!

Just tick the box on your Membership Renewal and be surprised at the quality and quantity of this Club Journal which represents HSRCA, VHRR and HRCC in a quarterly 'glossy magazine'. If you have already renewed and not selected The Oily Rag option, contact Membership Officer (see page 2)

You can contribute to or advertise in The Oily Rag, just send copy to Peter Walsh or info@hrcc.org.au

Autumn Issue will be posted shortly!



HSRCA September Race Meetings -information for JKL especially

There will be two Historic meetings in September at Wakefield Park, one week apart.

The first is the 40th Anniversary of the First All Historic Meeting in Australia; the second is HSRCA's regular September Meeting. Mostly these will cater for different Historic Categories; the principal exception is Groups JKL and Group Sa, which will be welcome at both meetings, and may be able to store their cars at the track between events.

The 40th Anniversary Meeting limits entries to pre-1962 cars and motorcycles and will run under an AASA permit and licences.

The HSRCA Historic Spring Meeting will of course be a CAMS meeting and cater for all the usual categories.

An Event to Celebrate the Birth of All-Historic Racing at AMAROO PARK in 1976

CARS & MOTORCYCLES ENTRIES NOW OPEN

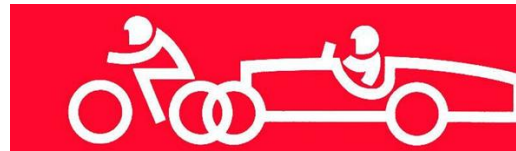
17th and 18th September 2016 Wakefield Park NSW

Only pre-1961 Sports and Racing cars, -Groups J, K, L and Sa.

Divisional scratch and handicap races.

Regularity events for pre-1961 non-racers.

All Car entries: John Medley 0401 739 594 Email: jabibm@aol.com



Only pre-1962 Period 1, 2 & 3, Solos and Sidecars. Divisional scratch and handicap races. Ride day events for pre-1962 non-racers.

All Bike entries: Rob Rowe 02 49481771 Email: roweauto@ozemail.com.au

We invite, encourage and welcome all eligible drivers and riders, and their eligible vehicles. Don't miss out!

Please phone or email your contact details now!

OR, please phone and supply your snail mail address now! Official entry forms will be sent soon.

CAMS Queensland STATE CHAMPIONSHIP

Rounds will be at Morgan Park on:

March 12-13, May 28-29, September 3-4, November 19-20

See <http://www.morganparkraceway.com.au/clients.htm>

Good fields of Group N Touring Cars, opportunities for Sports and Racing Cars.

QHTCA Queensland Cup Events for 2016

RD 1 Lakeside Tribute	19th-20th March
RD 2 Ipswich Festival of Cars	23-24th April
RD 3 Autumn Historic Warwick	30th April - 1st May
RD 4 2 Days of Thunder	11-12th June
RD 5 Lakeside Classic	16-17th July
RD 6 Historic Lakeside	17-18th Sept
RD 7 Ipswich Classic	15-16th Oct



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"What do we have to do to get more GROUP RACING CARS to MORGAN PARK"?

Friday's private practice saw a cold but sunny day and the atmosphere was jovial with some folk having driven long distances. Whilst driving out to the track Saturday morning presented an amazing vision of the plateaus west of the mountain divide with an amazing blanket of crispy white frost that covered everything that was exposed to it during the previous night. *BUT let me assure you the day developed into one of those magnificent sunny, clear and exhilaratingly PERFECT track days ONLY EVER RESERVED for QUEENSLAND....*

Most of us had set up our carports, gathered our transponders and finalised our scrutineering during Friday allowing just that little extra time with finalising the preparation and presentation of our race cars.

SATURDAY 2nd July

Qualifying presented just 10 (ten) of the 13 "O, P, Q & R" cars that had entered including the 6 (six) Group Q cars of Chris Farrell's Chevron B35 with the best time of 1.14.382; David Kent (Syd) Chevron B29 with a 1.22.240; Robert Foster March 75B with 1.25.869; Barry Wise in his Reynard FF2000 on 1.26.531; John Barram in his Cheetah Mk.5 F3 at 1.26.858; Dan McCarthy Elfin 622 with a 1.27.053; Chris Fry in his Cheetah Mk6 F2 at 1.31.165; Dale Harvey & Proton F2 at 1.31.857; Max Pearson Braham BT29 1.32.368 and Bruce Ayers in the fabulous Yellow Submarine the 2.0 Ltr Mildren Waggott at 1.33.985.

Event 7;

All 10 cars progressed to the first race grid. Chris Farrell continued his supremacy, his average event speed of 146.417 KPH creating a NEW LAP RECORD for the class on his first lap with Dave Kent 2nd and Rob Foster 3rd, followed by Wise, Barram, McCarthy, Pearson, Fry, Harvey and Ayers coming home in procession.

SUNDAY 3rd July was once again another picture perfect blanket of FROST! Not quite so profound as Saturday ... but still a perfect western Queensland plains day that followed.

Event 16; 8.20 am; The first race of the day for Groups O,P,Q,R saw perfect race conditions, a great track and a well run meeting already well underway. The grid was altered from the result of the minor placings from Saturday's participation. That no doubt represented some hard work being put in by a few racers. No 6 progressed to grid 5, Dale Harvey forgot to take his wallet out of his hip pocket falling to 6th grid and Chris Fry in his Q class racer remained on grid 7 behind the lessor powered twin cam, and Bruce Ayers picked up grid 8 leaving Dan McCarthy to start but DNF from grid 9 while John Barram DNS. Again Chris Farrell had the best lap time being 1.15.339 at 143.352 Mph and David Kent enjoyed the open air up front. Max Pearson suffered a flagging clutch issue maintaining his position to the flag.

Event 25; 12.05 pm: perfectly clear day, now quite warm and promising to be a great test of those pushing a tad harder. But the provenance that persisted was to be a disaster.

Chris Farrell on grid 1 front row snapped a half shaft on the starters lights, not moving much further than a few hundred millimetres, causing those anxious grid grinders following behind to be presented with the hardest task of all to swerve hurriedly with a millisecond of time to safely pass the stationary car.

Unfortunately for John Barram in his immaculate black Cheetah Mk.5 F3, he was on the last row of the grid and quicker than the (still very fast) cars immediately in front of him. From where John sat he would not have had any vision to see the stationary Farrell car or the forward grid markers further than the very car directly in front of him. He sat anticipating a fast start... once the start had been initiated he would not have taken more than 7-8 seconds to reach the starters position at around 80 to 100 Kmh. At this point *John, holding a true line following behind his lead car, only to notice his lead car slows momentarily* in clearing the stationary blue and white racer on the opposite grid 1 ... So under heavy acceleration, to avoid *the slowing lead car, he* steered right....and was confronted with the stationary Farrell car, leaving John no time to avoid collision.

No-one observed the presentation of a yellow flag or red flag... at this point everything happens so quickly.... but it leaves the stewards and promoters to ensure the starter has the Yellow Flag in his hands ready to present if required.

Or do we need to consider "rolling starts" for all mixed race starts?

Remembering: We are of the majority "Old Farts driving fast racing cars" NOT "Racing Car Drivers with a lot of experience".

EVENT 34; 3.33 pm Presented itself as per the programmea mixture of O, P, Q & R RACING and SPORTS CARS event. The second last event on the program, the race was completed allowing most class cars to close another successful and enjoyable racing weekend.

A great weekend for us all participating and a credit to those officials that work so hard to bring these special events to us. Thanks to the ladies helping in the merchandising tent, the flaggies, the recovery and medical crews, the dummy grid and tower staff. The club officials and volunteer members who never fail to impress us all.

Last but not least thank you to Warwick City Council for their support to foster motor racing. Thank you to all. *Max*

The Historic Sports and Racing Car Association of New South Wales is very pleased to offer the

2016 Tasman Tour Down Under

to international competitors. The Tasman Tour Down Under will offer event entry and transportation of cars visiting Australia for competition in a series of historic race meetings taking place in October and November of 2016. It will also include the option to continue on to New Zealand for meetings that will be held in January and February of 2016. The series is a continuation of the highly successful biennial Tasman Revival meetings which the HSRCA has run at Sydney Motorsport Park since 2006. Its Australian leg will include the WA Sporting Car Club's historic meeting at Barbagallo Raceway over the 22nd and 23rd of October, the Victorian Historic Racing Register's Historic Sandown at Sandown Park over the 5th and 6th of November and the finale at the HSRCA's Tasman Trophy this November 19th and 20th. Each of the 2016 race meetings will include feature events for Formula Junior cars as part of the Diamond Jubilee Tour which is being arranged by the Formula Junior Historic Racing Association..



Wakefield Park Spring Historics

September 24th & 25th, 2016

Wakefield Park, 4770 Braidwood Road, Tirrannaville
The HSRCA will return to Wakefield Park this September to ring in the Spring with quality track time and plenty of it!

Go to www.hsrca.org.au 'Events & Entry Forms' page

Check the Club website regularly for the latest updates, includes information, links, and access to event entries, membership forms, etc. Just click here... www.hrcc.org.au

See page 2 for Club Officers and contacts...

CLUB PHONE: 0424 321 072 may be answered by or messages responded to by the appropriate Club Officer.

CLUB EMAIL: info@hrcc.org.au The message will be responded to by the appropriate Club officer.

CLUB MAIL ADDRESS: P O Box 353 RED HILL Qld 4059

CONCESSIONAL REGISTRATION: Concessional Registration Officer: EMAIL: info@hrcc.org.au

HISTORIC COMMISSION: For Commission matters see

<http://www.cams.com.au/motor-sport/sport/historics/sporting-page/australian-historic-motor-sport-commission>

Please welcome these recent NEW MEMBERS:

Aarron Hodges	Currumbin Waters	Ford Sierra	New
Mario Mazza	Mudgeeraba	BMW 200	New
Chris Rath	Bald Hills	Mk 1 Cortina	Renew

VALE: We are sad to advise of the passing of Neil Barker, Member since 2004 and proprietor of Custom Brakes at Moorooka, on 21st July, from cancer. Neil competed in HRCC Regularity Trials with his Holden Monaro GTS and a replica of Chris Smerdon's Group A Commodore.

We offer our condolences to Neil's family and friends.

The HRCC Calendar for 2016...

..keep an eye on it, there will be changes!

HRCC (points)	Other Historic	CAMS Qld, QRO	CALENDAR 2016	Confirmed?
HRCC TRY, TRAINING & TEST DAY			February 20	Morgan Park ✓
HRCC SUPERSPRINTS			February 21	Morgan Park ✓
	HSRCA Historic Summer		February 27 - 28	Wakefield Park ✓
	VHRR Phillip Island Classic		March 10-13	Phillip Island ✓
	CAMS Qld Championships Rnd 1 (Gp N, others)		March 12 - 13	Morgan Park ✓
	Lakeside Tribute (Gp N)		March 19 - 20	Lakeside ✓
MGCC & HRCC Hillclimb			April 9 - 10	Mt Cotton ✓
	SCCSA Mallala Historics		April 23 - 24	Mallala ✓
	Ipswich Festival of Cars (Gp N)		April 23 - 24	Queensland Raceway ✓
HRCC AUTUMN HISTORIC WARWICK RACES			April 30 - May 1	Morgan Park ✓
	CAMS Qld Championships Rnd 2 (Gp N, others)		May 28 - 29	Morgan Park ✓
	A7CC Historic Winton		May 28 - 29	Winton ✓
	Sydney Retro Speedfest		June 11 - 12	Sydney Motorsport Park ✓
	Two Days of Thunder (Gp N)		June 11 - 12	Queensland Raceway ✓
HRCC 'HISTORIC QUEENSLAND' RACES			July 2 - 3	Morgan Park ✓
	Lakeside Classic (Gp.N)		July 16 - 17	Lakeside ✓
HRCC & NBCCC – Autobarn Noosa Hillclimb – Winter			August 6 - 7	Tewantin ✓
	VHRR Winton Festival of Speed		August 6 - 7	Winton ✓
	CAMS Qld Championships Rnd 3 (Gp N, others)		September 3 - 4	Morgan Park ✓
HRCC HISTORIC LAKESIDE RACES			September 17 - 18	Lakeside ✓
	HSRCA Historic Spring		September 24 - 25	Wakefield Park ✓
	HSCC Baskerville Historics		October 1 - 2	Baskerville Tas ✓
	Ipswich Classic (Gp N)		October 15 - 16	Queensland Raceway ✓
	SCCSA Adelaide Motorsport Festival		October	Victoria Park (Clipsal) ✓
	Australian Muscle Car Masters		October 29-30	Sydney Motorsport Park ✓
HRCC & NBCCC- Southern Cross Sheds Noosa Hillclimb – Summer			** November 6-7	Tewantin ✓
	VHRR Historic Sandown		November 7-8	Sandown Park ✓
	CAMS Qld Championships Rnd 4 (Gp N, others)		November 19 - 20	Morgan Park ✓
	HSRCA SMP Historics		November 19 - 20	Sydney Motorsport Park ✓
HRCC Christmas Party/ Trophy Presentation Dinner			December 9	East's Leagues Club ✓

**** Please note correction to Summer Hillclimb date**

HRCC General Meeting Dates / Venues for 2016. Note some changes...

18 January	General Meeting	VCCAQ Clubrooms	Carindale
15 February	General Meeting	VCCAQ Clubrooms	Carindale
21 March	General Meeting	Shannons Clubrooms	West End
18 April	General Meeting	VCCAQ Clubrooms	Carindale
16 May	General Meeting	VCCAQ Clubrooms	Carindale
20 June	General Meeting	Shannons Clubrooms	West End
18 July	Social / General Meeting	Moreton Bay Sports Club	Tingalpa
>>> 15 August	General Meeting	VCCAQ Clubrooms	Carindale <<<<
19 September	General Meeting	Shannons Clubrooms	West End
17 October	Social / General Meeting	Moreton Bay Sports Club	Tingalpa
21 November	Annual General Meeting	VCCAQ Clubrooms	Carindale
9 December	Christmas / Trophy Presentation	East's Leagues Club	Woolloongabba

CONFEDERATION OF AUSTRALIAN MOTOR SPORT



LATEST BULLETINS: All Bulletins can be found on the CAMS website at Home/Motorsport/Regulations/Rule Changes and Bulletins.

5TH CATEGORY HISTORIC – TYRES (Groups F and O)

Bulletin Number: B16/024 Implementation Date: 1 January 2017

B16/024 extends the allowed use of Avon ACB9 tyres on historic Formula Ford to 31/12/2017, due to the ongoing unavailability of Dunlop tyres..

Bulletin Number: B16/025 Implementation Date: 1 January 2017

B16/025 details the specific requirements for grooving of slick Avon ACB9 tyres for use on Group O Historic Racing & Sports Cars (1966-69).

<https://www.cams.com.au/motor-sport/regulations/cams-manual/historic/>

click on link or copy to browser: latest Tyre options for Groups F and O Sports and Racing Cars.

REGULARITY: The integrated Regularity Trial Standing Regulations are now published in the CAMS Manual. They can be found on the CAMS website at Motor Sport/Regulations/CAMS Manual/Speed/Regularity Trial Standing Regulations.

SPEED READ: Do you receive the monthly CAMS SPEED READ newsletters? You can catch up at:

<http://www.cams.com.au/media/publications/speed-read>

COURSES: To find out what courses are coming up in your area, visit the officials training calendar on the CAMS website at

<http://www.cams.com.au/get-involved/officials/training>

AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

Recently released Minutes of Australian Historic Motor Sport Commission Teleconference 3 March 2016 can be found at

<http://www.cams.com.au/motor-sport/sport/historics/sporting-page/australian-historic-motor-sport-commission>

Groups JKL Report HISTORIC QUEENSLAND 2016

The race meeting was held under glorious Winter sunshine. Due to the generosity of HRCC member Craig Carlson the JKL group had free use of carports for the weekend. Our group of thirteen JKL cars were joined by four group M racing cars. We lost Nick Daunt Cooper Bobtail to gremlins during Friday private practice.

Practice Saturday. Fastest of our group was Les Wright in the Dalro Jaguar at 1:33.86. Warwick McBean ran out of fuel just as he returned to the pits, Dick Willis had a crack in the exhaust of the Nota Major.

First race for our group was event 2 a six lapper. First home was Dick Willis in the Nota Major followed by Pete Trapnell and Max Pegram in the lovely Gemini Ford FJ. The Dalro had fuel problems and did not start. Warwick McBean had a clutch failure in the Lolus which put him out for the weekend.

The second race for the JKL group event 11 was another 6 lapper and saw Dick Willis Nota Major get an excellent start and beat Don Thallon MRC 22 into the first corner. The results for the JKL group was Dick Willis first followed by Max Pegram Gemini and Pete Trapnell V8 special in third place. Terry White MGTC Special developed a crack in the inlet manifold and was down on power and Les Wright had a spin somewhere down in the Gum Trees part of the circuit.

On Sunday morning the feature race for the JKL cars was an 8 lap scratch, event 20. Dick Willis was first home followed by Les Wright and Max Pegram in third. Last race for JKL was event 29, another 6 lap race. The results were taken from the Mylaps web site as I had left for home. This time Les Wright brought the field home then Max Pegram and Barry Bates.

The HRCC and the JKL Qld group would like to thank the southern competitors who made the long drive to Morgan Park. Lisa Tobin-Smith V8 Special, David Gleen Anderson Holden, Max Pegram Gemini FJ from Victoria, Warwick McBean Lolus, Les Wright Dalro Jaguar, James Elphic Gazelle Ford, Barry Bates Thompson Special, Dick Willis Nota Major, Percy Hunter MG Special, Terry White MG all the way from Victoria.

On the social side the HRCC supplied a nice range of hot savouries at the Warwick RSL on Friday night and again on Saturday at the circuit after the days racing plus wine and beer to which all competitors, crew and officials were invited. Ladies from the HRCC provided morning tea both Saturday and Sunday on the top floor of the control Tower for wives/partners of competitors and crew. Thank you for this effort. A big thankyou to John Tupicoff, the Race Committee and all the helpers who made this race meeting such a great success. **David Bruce.**



Terry White (1947 MG TC) leads from Pete Trapnell (1935 Ford Special) and Percy Hunter's polished alloy MGTC Special.
Pic: Ross Johnson

FOR SALE: 1980 LOLA T590 S 2000 Historic log booked Gp R; Good condition, no money spared on keeping it in top condition, Engine not long out of major overhaul, Lots of spares incl. New front wishbones & upright, rear wishbone & upright, 14 gear ratios sufficient for all circuits, hillclimbs or sprints we're likely to run at. Access to body moulds. 3 sets of wheels & tyres including wets with about 6 laps used. Ready to race \$43000. Contact Mike Gehde (W) 0733943755, email -- mikeg@guardianinvestments.com.au



FOR SALE: 1980 Tiga SC-80 Sports 2000

Keith Carling offers his front running Tiga SC-80 Sports 2000
The car is just completely painted, is one of the competitive cars in the Group R Sports 2000 category. The car comes with 12 wheels, near new wets, 20+ gear ratios, fiberglass body moulds & numerous spares.

PRICE \$45,000

Please ring Keith Carling on 0438 881 208 or email keith@dbcqld.com.au



FOR SALE: G.R.D. FORMULA 3

Genuine WORKS CAR with History, 1975/76 British & European F3 Championship FIA Document + CAMS CoD/Log Book

Engine: New 2.0 Toyota-Nova, KF Injection. Hewland Mk 8/9 (Reconditioned)

Spax Shocks (New), 10 Wheels, New Slicks + Spare Parts

Rare And Fast. A\$39,000.

Contact Rolf 0437 339 248 or R_ST@optusnet.com.au



FOR SALE: Kenner R 64 500

In beautifully rebuilt, no-expense-spared, running condition.

Triumph 650, pre-unit twin, on-board electric starter, electronic auto-retard ignition, electric fuel pump to weir-type fuel level, plumbed fire extinguisher, twin-cylinder adjustable bias braking, aluminium fuel, oil and catch tanks, two-pack paint on aluminium body work, leather seat, CAMS log book and Group M, COD. Documented history and pictures. Number 47 as at 1965. Includes a covered, two-wheel trailer, torsion bar independently suspended with dampers, Please Email me for more pictures. Price negotiable at current market level.

Peter Burford, info@peterburford.com.au, 07 5533 8082



FOR SALE: BMW 2002 Group Nc

Well known Group Nc car in Victoria and Queensland is offered for sale. The car comes ready to race with a substantial package of mechanical and panel spares. This car was placed 1st in class and 2nd overall in the Group N Qld Championship 2015. The car is reliable, lots of fun and is equipped with all the best BMW performance components. It has a current CAMS Log Book and has been checked for eligibility compliance. For more information regarding the mechanical specifications, racing history, ownership history and pricing please contact Bruce Forsyth on the Queensland Sunshine Coast. Ph **07 54477555 0408713261**. Or Bruce Richards **0419675020 E. brucerichards911@gmail.com** Reasonable offers considered



FOR SALE: BMW 2002 Group C

Built 1972 with Australian Compliance. Competition history in Australia 1984 to 1986. Original CAMS Group C Log Book included. Car has been extensively restored to a high standard with full body and mech specs to suit competition in Group N (Historic Touring Cars), Group C (Heritage Touring Cars Group C) or Tarmac Rally with road registration. Body id numbers correct and car race and ownership history clear and identifiable. Car has compliant full steel roll over protection with competition seats and belts. For more information please contact Bruce Forsyth: Ph **07 54477555**

0408713261 or Bruce Richards **0419675020 E. brucerichards911@gmail.com**

Reasonable offers considered, and C of D approval can be a condition of sale.



FOR SALE: MAZDA RX3 Replica of 1975 Bathurst class winner
Has brand new 13b Bridgeport, full roll cage, CAMS 3J Imp Production log book. Hilux diff, Willwood brakes on front and disc all round. RX7 Series 5 Turbo 5 speed gearbox, coilovers in front, has 48 Ida Weber, PWR radiator, 5 point harness, fuel cell, spare set of dragways, original fuel tank and drivers side coupe door, another gearbox and other parts.
Price is \$22500. Tristan Brooks, 0409489051.



FOR SALE: 2009 BMW 325i E92 Coupe

Equipped with MSport Performance Package including 230hp 6 cylinder engine and 6 speed Steptronic auto with steering wheel mounted gear change option. MSport wheels with 4 brand new Bridgestone tyres fitted. Metallic Black with black leather trim. Includes sat nav, 6 stack CD player, Xenon headlamps, rain sensing wipers and M3 rear spoilers.. Priced to sell at \$26000 ONO. Contact John on 0438886053 to arrange a test drive.



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For Sale: 1970 RELIANT SCIMITAR GTE

The car has been restored, has a new motor, new wheels & tyres. Great for club events or fast road car. Heaps of parts and even a rolling shell if needed. Price \$18500.

Bob Stewart bobmstewart@gmail.com



For Sale: 1969 FORD MUSTANG Mach 1, 'S' code 390

fastback (Sports Roof), now with 428 Cobra Jet with shaker, 4 speed top loader, Lakewood scatter shield, Hurst shifter, 9" LSD rear, alloy roll cage (pre 2000), race seats, 4 point harness, Edelbrock alloy heads, Holley single plane alloy intake, alloy radiator, winged sump, Hawk crank, Eagle H beam rods, Probe racing pistons, Dragway alloy mags, and lots more. Time for a new custodian, who will enjoy it as much as I have done, Imported in 1998 and owned by me since then. Original California plates, Marti report, original Mach 1 comfort weave front seats, CAMS log book, and more, Price \$69,000 firm, ring 0402055042, John Taylor.



For Sale: 1968 FORD MUSTANG Trans Am

Extremely well set up and presented, and fully rebuilt (rebuild stage photos available). A reliable, front-running car. Big HP 302, fresh strong driveline, suspension and brakes, ex Drew Marget, Jim Richards. Phillip Island 1.48, Sandown 1.21, Winton 1.35, Eastern Creek 1.46, Queensland Raceway Club 59. NC legal and ready to use. One of the fastest Grp Nc Mustangs in Australia. \$85,000.

Call Mark Johnson 0409 509 508. The car can be Viewed at Shannons - West End Qld call Phil Ross 0418269056 to arrange appointment.



For Sale: CYLINDER HEADS

Pair of, Group N/S –legal, World Products Windsor Junior Heads.

Cast iron cylinder heads. Only two events since full freshen up including over \$2,500 in new parts. Ferrera SS valves, Isky springs (suit roller). Titanium retainers, triple cut seats, std ports gasket matched only. Made 540hp and 390 ft/lb in the Ross Mustang. \$3,500. Call Mark Johnson 0409509508



For Sale: 1982 LOLA 640 FORMULA FORD 1600

A multiple winner at Winton and Morgan Park, this Lola holds the outright FF historic lap record at MP, despite the handicap of 68yo driver Bill Norman. Lots of logbook history, current Cof D, legal SCAT HD crankshaft, centrelock wheels, Bilsteins etc.

Reduced to \$18000 and \$2000 for a trailer if required.

Please do not send messages; please phone Bill on 0450 449 304 or email at lola642@gmail.com.



For Sale: JMW Formula Libre circuit and hillclimb car.

John Wynne chassis, '91-'92 GSX-R1100 Engine, and much running gear. Lots of work done and money spent to date but other interests prevent completion of a great project. \$4,500.00 ono

Contact Warren Webb, email warren@wnwebb.com.au phone 0428762817



For Sale: TRIUMPH GT6 Mk2 Group T



Log booked group T historic. 4 events only since complete body off rebuild. Original 2 litre engine fully race prepared and rebuilt with triple webers. F/glass front, Perspex windows, weighs only 750kg. Looks absolutely immaculate. All moulds come with car. 3 sets of wheels inc, new wets.

Call Brian on 0417633318 or brian.ferrabee@gmail.com



FOR SALE: 1998 MGF.

Purpose built for Circuit Sprint and Hill Climb events. Regular competitor at Qld Super Sprints for 8 years. Konis all round with independent, lowered gas suspension, roll cage, great brakes, brake bias and strong gearbox.

Fun to drive car which would make a great entry level race car.

\$8,500. Car is located at Warwick. Phone Peter on 0408957966.



For Sale: MAZDA RX7. Group U Sports Sedan

Contact Jason Lea 0403 071294 or 0426 269091





Historic Racing Car Club (Qld) Inc.

Minutes of General Meeting

18th July 2016 General Meeting held at Moreton Bay Sports Club, Tingalpa

Meeting Start: 8.00 pm

Welcome Address by the meeting chairman, Peter Walsh, Vice President.

Minutes by: Peter Gilbert

Present: See attendance sheet, 34 members.

Apologies —, Nev. Mansfield, Alan Steel, Ed Williamson, Grahame Hein, Ken & Jill Nelson

New members:- Nil. Guests:- Nil.

CAMS State Council: Fred Sayers – Meeting will be tomorrow night where there may be an answer to HRCC Autumn and Historic Queensland to be included in the State Rounds.

Group Managers:

Groups S & T: Peter Richards – Feedback on Historic Queensland was positive, they liked the Friday Meet and Greet, the collecting of race results by the Group Leader worked well. Some negative points were Canteen was closed early on Sunday Afternoon, keeping of Logbooks is still disputed by some members especially Southern Competitors and there was discussion of leaving the grounds opposite the garages for competitors race cars only so they can display them to the public – no tender vehicles. Stan Adler said that dropping of the last Race from the points was good for him as he had already won the Trophy but should have been included as it would give other Competitors a chance to win something. Michael Myers suggested double points for the last race.

Groups C and A: David Paterson – Next meeting will be VHRR at Winton in 3 weeks and have 23 entry's, also Easter weekend 2017 at Bathurst they will be a support Group and already have paid entry's.

Regularity: Greg Dalliston – Still need more entry's for QR cost is \$255.00 for HRCC members will have 4 Races + qualifying. 6 & 8 lap races, see newsletter. Have received 8 emails on HQ and all were happy, collecting of Race results by Group Leader worked well. A discussion on the 130% speed differential as one of the Group 2 cars lapped one Competitor three times in 8 laps. Allan Don said that this should not be a problem as it was not a race. Further discussion was had as the Porsche driver in question wanted to be taken out of Group two and invited to Group one, Race Committee will look into this.

Group N: Kev. Moore – Hope to have two full grids for Historic Lakeside but cost is a problem for the extras needed by competitors who do not go there all the time.

Groups F & V: Alan Don – Formula Ford have a change of Reg's for Tyres, see CAMS web site. Trying to get numbers of Historic Formula Fords to run in the last State Round.

Autobarn Noosa Hillclimb-Winter: Peter Walsh – Entry will stay open until Friday 22nd July, have 130 so far.

Correspondence – Peter Gilbert – CAMS State update for July 2016 this can also be found on the CAMS Web Site.

Events: John Tupicoff - Historic Lakeside 17 / 18th September, Friday practice for HRCC entrants only, cost \$120.00 for a full day, \$80.00 for half. Event will run all Groups except J,K, L & U (though could run in regularity). HRCC requests that ALL entrants for that meeting advise of car details and payment to Race Committee, as per Invitation. There will be 7 to 9 Grids, max of 24 cars per race, which would cut back to 16 cars for the next, a total of 140 cars max. track density. Noise is a problem. If Competitors are not confident that their car won't exceed 95db they can ask Neil Lewis at QR to check it prior to the Event. See newsletter.

General business: Greg Dalliston raised the question of why the cost was so high for Historic Lakeside at \$350.00 + hire of radios etc. for people who did not have them, John Tupicoff explained that QR sets out the cost, not HRCC but also HRCC has to provide extra Trophies and pay for Kev. Bartlett as DSO, Race Committee will look at cost reduction before meeting. Ray Law said limited Grid numbers at 20 cars was because of the noise restrictions.

Kev Moore asked if Race Committee could have a meeting with QR to discuss issuing of Paddock Vehicle Passes to all Competitors so they can get their tender vehicle in to the pits.

Peter Walsh presented Greg Dalliston a Trophy for Jessekah Butterworth for 1st. Place Regularity Group 2 at Historic Queensland and there was one for Grahame Hein for third in Group 1, congratulations to both.

Helen Hunt said that it was good that the last Race on Sunday was the Jack Lacey Trophy as the crowds stayed to the end.

Date next Meeting: 15th August at VCCA Clubrooms, Carindale

Meeting Closed: 9.10 PM.

Here're two significant news items!

While there will NOT be the Carnival Classic Show & Shine in Queens Park this year - as it has been for the past decade as part of the nationally famous **Toowoomba Carnival of Flowers**, *there will be a fantastic alternative...*

It's the Lions Charity Show & Shine

It will be held on the following day, Sunday 18 September 2016, held just north of Toowoomba at the Cabarlah Showgrounds, on the New England Highway.

Simply head north out of Toowoomba, through Highfields to Cabarlah. It's a beautiful little community, a fantastic classic car drive, and the day's event promises to be a typical Lions tremendous success.

Please support this great event, and if you have any queries, contact Lions organiser Murray Choat.

murray.choat@bigpond.com or phone 0488 793803.

DE-MYSTIFYING THE FIA HISTORIC TECHNICAL PASSPORT (HTP)

For some five years now the CAMS Australian Historic Motor Sport Commission (AHMSC), has been debating the introduction of the FIA Historic Technical Passport (HTP), as an alternative form of documentation to the traditional CAMS Certificate of Description (CoD) for vehicles competing in historic racing in Australia.

For many involved in historic racing, the HTP seems shrouded in mystery; in reality, the addition of the HTP to the Australian historic scene will open further opportunities for many participants.

WHAT IS THE HTP? The HTP is an internationally accepted document that describes the specification in which vehicles are eligible to compete in international historic events. The HTP is much more detailed than our CoD, and incorporates many more photographs, making the task of eligibility checking a more objective process.

In addition, the AHMSC has resolved to issue a CAMS Historic vehicle log book to accompany the HTP, which will enable race meeting promoters to identify them when entries are received and determine whether or not they will be accepted. Also from a safety standpoint, the log book will enable us to monitor the competition history of the vehicles in question.

WHY DO WE NEED THE HTP? Firstly, CAMS has no intention, or desire, to unwind our unique but administratively demanding CoD process. However many have questioned the reasoning behind the permanent acceptance of HTP vehicles here. 1. The FIA HTP is the primary form of documentation used for vehicle eligibility in historic motor sport competition worldwide; 2. With the ever-increasing opportunities for Australians to race overseas, a HTP is generally required to participate; and 3. The number of vehicles being purchased by Australians with existing HTP documentation, for use here in historic competition, is increasing and this is an issue that has to be recognised and managed. Furthermore, as a FIA ASN (National Sporting Body), CAMS is obliged to issue a HTP to a compliant vehicle resident here, whether or not the owner plans to take it overseas. More than thirty have been issued, or are passing through the process at this time.

HTPS ALREADY IN AUSTRALIA: Vehicles have been running under HTP documentation in Australia for many years, but only as short-term visitors participating in major events. Obvious examples are the annual Phillip Island Classic, the Tasman Revival and subsequent versions of those meetings, and events for specific categories like F5000 and Formula Junior.

AUSTRALIAN-BUILT VEHICLES ARE NOW ELIGIBLE: Until recently, HTPs were limited to makes and models of vehicles that competed internationally, and for any vehicles that did not satisfy this criterion, the opportunities were limited. Thanks to the efforts of our successive FIA HMSC representatives, opportunities now exist for vehicles that have a significant national competition history to gain international recognition. Locally manufactured vehicles from the likes of Elfin Sports Cars, and Lynx and even one-off designs such as the Koala Formula Junior, have already gained recognition and have been seen overseas, and others are sure to follow.

REPLICAS OR “CONTINUATION MODELS”: Because the FIA HTP does not require a clear “line of history”, replica or “continuation models”, provided that their specification is correct, are eligible for a HTP. In Australia, all HTP vehicles will be issued with a log book that will show the date of manufacture of the vehicle; it will then be up to the race meeting promoters to decide if they will accept the entry of such a vehicle. The final line of protection is where a vehicle is known to have been constructed outside of the relevant historic period, the decision to issue a log book will rest solely with the AHMSC. Where CAMS has refused to issue a log book then the status of that vehicle will be clear.

A DEMANDING PROCESS – NOT A SHORT-CUT: Applying for a HTP is not a simple or cheap process: fees are payable to both CAMS and the FIA; the requirement to comply very precisely with all requirements of FIA Appendix K and the original published specifications or homologation documents for each make, model and variant are onerous. This is certainly no short-cut to historic acceptability.

Prospective owners should be aware that incoming vehicles will be inspected very closely before CAMS can submit a HTP application to the FIA, or in the case of vehicles already holding a HTP issued by another ASN, before their documentation can be transferred to CAMS jurisdiction. We cannot stress enough that prospective buyers should be very thorough in their investigations before purchasing a historic vehicle from overseas.

For further information, contact the CAMS Historic Department on historic@cams.com.au

FAQ - FIA HISTORIC TECHNICAL PASSPORT

What is a FIA HTP? A HTP is a Historic Technical Passport, an alternative form of documentation to the traditional CAMS Certificate of Description (CoD) for vehicles competing in historic racing in Australia. The HTP differs from a CoD in that it is: • Internationally accepted and describes in detail the specification in which vehicles are eligible to compete in international historic events; and • More detailed, incorporating many more photographs, making the task of eligibility checking a more objective process.

Why do we need to consider FIA HTPs as an alternative form of documentation to our established CoD system? The HTP is the form of documentation required by most major international historic motor sport event organisers as proof of the eligibility of a vehicle. CAMS is required to issue a HTP for a vehicle owned by an Australian who is wishing to compete overseas, provided of course that they conform with the FIA's vehicle specification requirements. It is also seen as necessary due to the increasing number of historic vehicles that are being traded internationally, and that we are seeing more vehicles arriving in Australia that have HTPs issued by the FIA through an ASN, particularly those in the USA, the UK and Continental Europe.

Continued over....

Continued from previous page.... More FAQs on FIA HTP (too many acronyms?)

Does the HTP have any obvious advantages over the CoD? Holding a HTP will automatically make a vehicle eligible for historic competition conducted by an FIA affiliated ASN anywhere in the world.

Is applying for a HTP an easier or cheaper process than applying for a CoD? No, the application form for a HTP is more detailed and requires more photographs, and there are fees payable to the FIA through CAMS. The HTP is a superior document to the CoD and there are plans to align them more closely in the future.

Are all historic vehicles eligible for a HTP? Not all historic vehicles are eligible for a HTP. A HTP is limited to:

- A vehicle of a make and model that has a history of participation in international period events; and
- A locally manufactured vehicle with a significant competition history in national events.

Is a proven "line of history" or "provenance" needed for a vehicle to be considered historically genuine and obtain a HTP? The aim of the HTP is to determine the classification and specification of a vehicle for competition purposes, i.e. to ensure that it is raced in the correct category. Due to the difficulty of determining precise competition history and the consequent legal issues, a HTP does not provide any proof of period history. The vehicle owner may sign a single page that asserts the year of manufacture and the origin of the vehicle.

Is it true that replica or 'continuation' vehicles can be eligible for a HTP? Yes, provided the specification of the vehicle conforms to the FIA's detailed requirements for the make and model of the vehicle in question. In the case of a locally manufactured vehicle, only those deemed to be original and with proven period history are eligible. The HTP includes a page that documents, among other things, the year that the vehicle represents and the year that it was manufactured, thus clearly highlighting when the vehicle is a replica.

Are there any safety concerns with replica vehicles competing alongside those with period history? No, and in fact the reverse could be true as a recently produced replica will have new componentry throughout. CAMS will also require that each vehicle running under HTP documentation will have to use the same tyres as the original vehicles running in the same period group, so technically there should be no difference whatsoever.

Will replicas become an integral part of Australian historic racing? In the Historic Commission's view, no. A replica vehicle is only a viable proposition where the original and highly desirable vehicles are beyond the resources of local competitors, and most enthusiasts would rather see a recreation of a rare and valuable vehicle competing than not ever see one at all.

Will a HTP vehicle have a CAMS historic log book in which to record competition history and changes in ownership? Generally speaking yes, as it is important that each vehicle in competition has a record of participation, accident damage and involvement in the audit program. When a vehicle with a HTP does not have a CAMS log book then it is an indication that the Historic Commission is not satisfied that the information provided by the owner is correct.

How can enthusiasts tell the difference between an original or a replica vehicle? This will be up to the meeting organiser, who will determine if a replica will be allowed to race alongside a historic vehicle with a period competition history. It is proposed that a replica will be clearly identified in the Race Meeting program, and some organisers may wish to identify the vehicle themselves, but CAMS will not require that they be formally identified.

Who makes the final decision on the eligibility and specification of vehicles that are issued with a HTP? It is CAMS' responsibility to ensure that the HTP application form is completed correctly and meets all of the stated vehicle eligibility requirements. The final decision whether or not the application is accepted is taken by the relevant FIA Historic Technical Working Group.

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