



HISTORIC TORQUE

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

JUNE 2017

COMING EVENTS:
40TH HISTORIC QUEENSLAND 1-2 July Morgan Park, Warwick
10th Noosa Winter Hill Climb 22-23 July Tewantin
See hrcc.org.au for event information

HRCC's FRIDAY SOCIAL EVENINGS FOR 2017:
17 FEB, 19 MAY, 18 AUGUST, 17 NOVEMBER (AGM)
at Moreton Bay Sports Club, 175 Boundary Street, Tingalpa.



www.hrcc.org.au

HRCC Friday Social Evening was enjoyed by all on Friday, 19th May at Moreton Bay Sports Club, 175 Boundary St, TINGALPA. We were entertained by guest speaker, Trevor Campbell. Trevor is an entertaining speaker with extensive history with race car and custom performance exhaust fabrication and is the proprietor of CES Racing Systems, Meadowbrook.

Ian Welsh presented a photo gallery from Autumn Historic Warwick! Many thanks to Ian and Trevor. We're looking forward to dining upstairs with friends and enjoying our next Friday Social Evening!

HRCC Historic Racing Car Club (Qld) Inc.

Historic Racing Car Club of Queensland presents the 40th Annual
"HISTORIC QUEENSLAND"
 MOTOR RACE MEETING
 1st & 2nd July 2017
 MORGAN PARK RACEWAY, WARWICK.

NEW: John McCormack Trophy for Sports Sedans
 and Don Thallon Cup for Group N Touring Cars

40th Annual
 "Historic Queensland"

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 HRCC Trophy for Historic Racing Cars

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 HISTORIC RACING CAR CLUB (QLD) Inc.
 Details on www.hrcc.org.au
 Enquiries: 0424 321072 or info@hrcc.org.au

Admission: \$20 day, \$30 2 days; Concessions: \$15 day, \$25 2 days; Accompanied U/15 Free. Free Pit Access.

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Images: Ian Welsh

Noosa HILL CLIMB WINTER 2017

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Display of MUSCLE CARS at the track

Proudly promoted by the Historic Racing Car Club (Qld) Inc. and the Noosa Beach Classic Car Club Inc.

noosacarclub.com.au | hrcc.org.au

Meet the Greats at 'The Hill'

Noosa Entries open till 5th July

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 (2017): Website: www.hrcc.org.au

President	Alan Steel (Deidre)	0421 349950	trackcraft1@bigpond.com
Vice Pres. / Newsletter	Peter Walsh (Mary)	07 33498000	peterwalshjag@bigpond.com
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Committee / Membership / Conc.Reg.	Jim Goulden (Wendy)	07 38006346	jim@jandwgoulden.com
Committee / Eligibility / Scrutiny:	John Kingcott (Helen)	0438 886053	jki55806@bigpond.net.au
Committee / State Council Delegate	Fred Sayers (Del)	0427 577198	fsayersmotorracing@bigpond.com
Club Merchandise Officer	<i>Vacant position, would you like to be involved? Call any of the above.</i>		
Club Photographers:	<i>Ian Welsh at Shifting Focus</i>		www.shiftingfocus.com.au
	<i>Pete Trapnell</i>		www.trapnellcreations.zenfolio.com
Groups A & C (Heritage Touring Cars)	David Paterson	0423 392824	david.paterson@apclogistics.com.au
Group F (Historic Formula Ford)	Len Don	0418 734 952	lenandgayle@bigpond.com
Group V (Historic Formula Vee)	Allan Don	0401 952 448	spit5@hotmail.com
Groups J, K & L (Historic Sports & Racing)	Craig Carlson	0418 191648	craigenviro@gmail.com
Group N (Historic Touring Cars)	Kevin Moore & Grant Schneider	0410684551	affordablet@optusnet.com.au
		0421491261	gsr2757@hotmail.com
Group S (Historic Production Sports Cars)	Peter Richards	0408 957966	peter.richards@paccon.com.au
Groups M, O, P, Q, R (Historic Sports Cars)	Mike Gehde	07 38414620	gehde@guardianinvestments.com.au
Groups M, O, P, Q, R (Historic Racing Cars)	Barry Wise	0415 318913	barryjanwise@spin.net.au
Group U (Historic Sports Sedans)	Adam Duce	0419 756950	adam@duce.com.au
Regularity	Greg Dalliston	0418 983307	dallo@cfmeuqld.asn.au
Co-ordinator / Committee Representative for Group Leaders:	Peter Gilbert	0408 742737	ntr001@outlook.com

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Your **INVITATION** to join us in celebrating the **40th Annual HISTORIC QUEENSLAND** Motor Race Meeting, 1st & 2nd July 2017 at Morgan Park Raceway, Warwick

Dear Member/ Competitor,

You are invited to enter HRCC's **40th Annual HISTORIC QUEENSLAND** Race Meeting, to be held on 1st & 2nd July 2017 at Morgan Park Raceway, WARWICK Queensland.

This will be a fabulous event for all Historic Racing fans, featuring:
Annual pre-1960 Festival for Groups J, K & L Racing Cars, Sports Cars and Specials
Group N Historic Touring Cars (Rnd 3 of the Don Thallon Cup), including the Jack Lacey Memorial Trophy Race
Groups S & T Historic Production Sports Cars,
John McCormack Trophy (Round 2) for Group U Sports Sedans & Invited Cars
The "Queensland Tourist Trophy" for Sports Cars,
The "HRCC Trophy" for Racing Cars,
Plus all 5th Category Historic Racing and Sports Cars and 2 fields of Regularity Trials.

ENTRY TO BE by the online CAMSEventEntry (CEE) System

The Supplementary Regulations are published (www.hrcc.org.au) and should be reviewed prior to entering this Event. Your attention is also drawn to the **revised CAMS Disclaimer**. When entering by CEE, please note: By ticking the square you are legally signing the disclaimer... you should read it first.

TO ENTER: go to www.hrcc.org.au and follow the prompts.



Entries close 13th June --- for late entry enquiries contact Mark 0414 407490

POINTS to NOTE:

"Welcome to Warwick" function on the **Friday** night 6.00 to 8.00pm will be hosted by the HRCC with complimentary snacks and cash bar. Dinner available. This will be a great way to start the weekend with a relaxed gathering to meet old friends and new competitors and Officials. More detail with the Acceptance Letter in late June.

MyLaps is the timing system for this meeting, 2 digit car numbers are preferred.

\$100 (cash only) deposit is required for all **MyLaps** transponders (unless you have one & supply the serial number with your entry). Deposit is refundable on return of Transponder.

Carport hire: Carports will be allocated according to entry date, so get in early.

See Supp. Reg's Clause 24(i) Pit/Paddock for more detail. Please book with your Event Entry.

Camping is permitted at the circuit at no charge. Electrical power is \$20 per site for the Weekend, to be arranged with and payable to the WDSCC (circuit owner) on site on the weekend.

Fuel: BP100 may be pre-ordered at least 2 weeks prior to the event from BP West Warwick, 180 Wood St WARWICK, b.y.o. containers. Contact Sven, 0746612563 or email koremansbp@optusnet.com.au.

Tyres: Albion Motorsport will be on site to provide tyre sales and service. Please contact Sean on 07 32057500 to arrange any tyre purchases prior to the event.

Contacts: Secretary of the Meeting Mark Stockwell 0414 407490 sabre@winshop.com.au

Events Notes: There will be some revised layout for the Autumn Historic Warwick and Historic Queensland Meetings for this year, with revised space allocation in the area between the Canteen and the Scrutineering bay. There will be no commercial marquees available so carports may be in high demand and, to be fair to all, will be allocated in order of entry date.

To help make the Event more attractive for spectators and competitors alike, entrants on the grass are encouraged to park their **tender vehicles behind (not beside) their race cars, so only race vehicles are visible along the bitumen roads.** Entrants co-operation in this will make the event better for everyone.

CLUB MEMBERS who choose not to compete will have plenty of opportunities to assist in the running of the Meeting.

There are many jobs requiring various amounts of time (and energy!) and more hands make light work.

Please contact Peter Gilbert on 0424321072 to indicate your availability.

YOUR MEMBERSHIP CARD WILL AFFORD YOU FREE ENTRY. SO, SHOUT A FRIEND!

Alan Steel Race Committee Chairman

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



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

click on link or copy to browser: <https://www.cams.com.au/motor-sport/regulations/cams-manual/historic/>

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

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



CAMS Queensland STATE CHAMPIONSHIP

2017 Rounds will be at Morgan Park on:

May 20-21, September 2-3, November 25-26

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

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

HRCC's Don Thallon Cup for Group N Historic Touring Cars.

Calendar for 2017



Don Thallon Cup Nominated Rounds

Round	Venue	Date	Meeting Description
1	Morgan Park	6th-7th May	HRCC Autumn Historic Warwick Race Meeting
2	Morgan Park	20th - 21st May	State Championship Meeting Rnd 1
3	Morgan Park	1st - 2nd July	HRCC Historic Queensland Race Meeting
4	Noosa Hillclimb	22nd - 23rd July	Autobarn Noosa Hillclimb
5	Morgan Park	2nd - 3rd September	State Championship Meeting Rnd 2
6	Lakeside Park	9th-10th September	HRCC Historic Lakeside Race Meeting
7	Noosa Hillclimb	11th-12th November	Southern Cross Sheds Noosa Hillclimb
8	Morgan Park	2nd - 3rd December	State Championship Meeting Rnd 3

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HRCC has arranged to have our quarterly Friday Social Evenings (see page 1) in the Panorama Room at Moreton Bay Sports Club: follow this link for an insight into the current Club Facilities <http://www.mbsportsclub.com.au/>.

The Club is very easy to find: from the M1 (Gateway Motorway) take Exit 100, turning East into Wynnum Rd, after 250m take 1st Left into Boundary St, follow to the end (800m).

At the May "Friday Social" the following exciting news was jointly announced by the Club Presidents.

A PROPOSED NEW HOME FOR HRCCQ

Alan Steel

I would like to inform members of a very exciting opportunity that has been presented to our club. Some months ago, I directed Committee Member Chris Robertson to explore possible property investment opportunities to meet our club needs. During this process, a chance meeting between friends Chris Robertson (HRCCQ Committee) and Richard Tarnawski (Moreton Bay Sporting Club President) lead to further considered meetings between the HRCCQ and MBSC. Throughout this process the MBSC Board recognized the HRCCQ as a strong and respected sporting club that would be welcome addition to their facility moving forward. As a result, the MBSC Board extended an invitation to the HRCCQ to join their sporting complex at Tingalpa.

The MBSC invitation includes a proposal for the HRCCQ to construct a building beside the front carpark between the Cricket Pavilion and the main MBSC entrance. The building will be used exclusively by HRCCQ for administration, training and storage purposes. The building is currently in the design / costing stage, and once finalised, the MBSC will present the HRCCQ proposal to the Council for approval.

The HRCCQ Committee identifies this proposal as an ideal opportunity for the HRCCQ to establish a club facility and thanks the MBSC Board for their invitation and support.

Alan Steel | HRCCQ President

The HRCC Race Committee would like to thank the following generous Sponsors for their support of the 40th Annual **HISTORIC QUEENSLAND** Race Meeting (1-2 July 2017)

Major Sponsor:

Major Sponsor:

SHANNONS Insurance for the motoring Enthusiast
FORBES Batteries and Communications, Toowoomba
BOB JANE -TOOMBUL Tyres and Wheels
ENVIROHEALTH Consulting -Hygiene and Asbestos
Ken and Jill Nelson, MINI AUTOMOTIVE, Ipswich
Shifting Focus Photography



SHARE THE PASSION



Lucky Draw Prizes for Competitors, Officials and Spectators at Historic Queensland, courtesy of Steve Jeffs, BOB JANE-TOOMBUL, 7 (Yes, Seven) sets of tyres, plus a set of 4X4 alloy wheels, and Ian & Pete Gillam, FORBES Batteries and Communications: 3 1200A Jump Packs!

Craig Carlson, ENVIROHEALTH, has again provided generous support to the Pre-60's Group L competitors. Ken and Jill Nelson, MINI AUTOMOTIVE, have again provided generous support for the All Mini Race.

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: **Jim Goulden** 0400 525865 EMAIL: info@hrcc.org.au

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

Please welcome the following New Members:

Mel Cason (Terranora)
Mike Atkinson (Sandy Creek)

The HRCC Calendar for 2017.		keep an eye on it, there will be changes!		
HRCC (points)	Other Historic	CAMS Qld, QRO	CALENDAR 2017	Confirmed?
HRCC TRY, TRAINING & TEST DAY			CANCELLED	Morgan Park X
HRCC SUPERSPRINTS			CANCELLED	Morgan Park X
HRCC TRAINING DAY			February 18	VCCA-Q Carindale ✓
CAMS Qld Championships Rnd 1 (Gp N, others)			CANCELLED	Morgan Park X
VHRR Phillip Island Classic			March 17 - 19	Phillip Island ✓
Lakeside Tribute (Gp N)			March 18 - 19	Lakeside ✓
HSRCA Historic Summer			April 8 - 9	Wakefield Park ✓
SCCSA Mallala Historics			April 22 - 23	Mallala ✓
Ipswich Festival of Cars (Gp N)			May 6 - 7	Queensland Raceway ✓
HRCC AUTUMN HISTORIC WARWICK RACES			May 6 - 7	Morgan Park ✓
CAMS Qld Championships Rnd 1(Gp N, others)			May 20 - 21	Morgan Park ✓
ATCC Historic Winton			May 27 - 28	Winton ✓
ARDC Sydney Classic Speed Festival			June 10 - 11	Sydney Motorsport Park ✓
Two Days of Thunder (Gp N)			June 17 - 18	Queensland Raceway ✓
HRCC 'HISTORIC QUEENSLAND' RACES			July 1 - 2	Morgan Park ✓
HRCC & NBCCC - Noosa Hillclimb - 10 th Winter Challenge			July 22 - 23	Tewantin ✓
VHRR Winton Festival of Speed			August 5 - 6	Winton ✓
Lakeside Classic (Gp.N)			August 12 - 13	Lakeside ✓
HSRCA Historic Spring			September 2 - 3	Wakefield Park ✓
CAMS Qld Championships Rnd 2 (Gp N, others)			September 2 - 3	Morgan Park ✓
HRCC HISTORIC LAKESIDE RACES			September 9 - 10	Lakeside ✓
HSCC Baskerville Historics			Sept 22 - 24	Baskerville Tas ✓
Lakeside 300			Sept 30 - 1 Oct	Lakeside ✓
Ipswich Classic (Gp N)			October 28 - 29	Queensland Raceway ✓
Australian Muscle Car Masters			October 28 - 29	Sydney Motorsport Park ✓
HRCC & NBCCC- Noosa Hillclimb - 20 th Summer Challenge			November 11 - 12	Tewantin ✓
VHRR Historic Sandown			November 11 - 12	Sandown Park ✓
HSRCA SMP Historics			November 11 - 12	Sydney Motorsport Park ✓
CAMS Qld Championships Rnd 3 (Gp N, others)			December 2 - 3	Morgan Park ✓
SCCSA Adelaide Motorsport Festival			Nov 29 - 3 Dec	Victoria Park (Clipsal) ✓
HRCC Christmas Party/ Trophy Presentation Dinner 2017			Sat- December 9	Moreton Bay Sports Club ✓

SPORTS SEDAN Series for Morgan Park

The Historic Racing Car Club of Queensland is actively promoting a resurgence in Historic Sports Sedan Racing and has announced the inaugural **John McCormack Trophy** for 2017. It is a two race meeting series open to log booked Historic Group U and invited log booked Category 2 or 3 cars.

Owners of Pre-1986 Sports Sedans not yet Historic Log-booked are encouraged to apply.

The races will be held during the Club's

Autumn Historic Warwick (May 6th and 7th) and Historic Queensland (July 1st and 2nd) events at Morgan Park Raceway, Queensland. These are national events and interstate competitors will be made most welcome to take part in Group U racing.

The HRCC aims to encourage Historic Sports Sedan owners to get their cars out of sheds and onto the race track again. Australian motor racing is rich in sports sedan racing history and the Club has aims of re-creating the atmosphere and excitement of the sports sedan era.

For more information about the series, including entry, contact Adam Duce: adam@duce.com.au or phone 0419742737



The Autumn Historics at Morgan Park was a 'splendid' turn out for 45 Regularity entrants. Indeed, it might even be ventured that Regularity, and the love of it, for all those involved is a 'Many Splendored Thing'... but is it always thus, especially for those who fall victim to the exigencies of track side motor sport maladies and repairs? More of that later.

Of course, Regularity is not an outright test of speed but rather an exacting exercise in consistency (and avoiding trouble in your head, cockpit and on the track) and so hearty congratulations to the winners and place getters for the two groups, who were:

Group 1	Touring Cars (28)	Points Lost	Group 2	Sports & Racing Cars (17)	Points Lost
1 st	Greg Elliott, 1974 Mk 1 Escort	75	1 st	Stephen Wilkins, 1974 Venom Formula V	100
2 nd	Ken Martin, 1964 Hillman Imp	124	2 nd	Darryl Meehan, 1966 Lotus Elan S3	107
3 rd	Perry Dayas, 1975 Porsche Carrera	130	3 rd	Bary Collins, 1976 Datsun 260Z	126

Driving was clean and sporting, whilst it appeared all drove within their limits. However, it was surprising just how much attrition there was in some rounds, especially Group 1 on the Saturday afternoon when the writer counted at least four cars off to the side of the track. Surprising, as the day wasn't overly hot and the freshly resurfaced track appeared to be offering ample grip.

Significant mechanical maladies affected Group 1 including: John Gillingwater in his very well detailed and period correct ex Alan Steel, ex Jim



Hodgson Ford Falcon Sprint who tried everything, including changing wheels and tyres, in order to isolate a mystery wheel wobble, but to no avail. At the event, John, an ex-aircraft engineer, had explained that he had recently been fine tuning the brakes and suspension and all appeared 'ticky-boo'! I have now been reliably informed, by a 'little birdie' that the matter has since been resolved.

Left: John Gillingwater, a tad perplexed, beside his superbly presented 4.7 litre 1964 Ford Falcon Sprint. Pic by jac

Gina Siddins was on the last lap of Saturday's first competitive trial when her Nissan Pintara blew a head gasket. However, after navigating for husband Jon last month in their orange Datsun 240Z (when he won the Targa Tasmania GT Class for the second year in a row, coming in ninth overall) I understand all is forgiven. Jon will have the Pintara ready again for 'super keen' Gina in the Improved Production event at Morgan Park, 20th May.

In the same trial, Gary Ziser's FJ Holden lost a wheel between Circuit Exit and Pit Entry but Gary's team had him back for Sunday, with a new petrol tank. However, the jury and Gary are 'still out' on the causal and interrelatedness of these two malfunctions. Please direct any correspondence to fellow 'Humpy Heroes' Steve Jeffs and Duncan Miller, for the unabridged version.

Perhaps the most spectacular, and self-inflicted, Malfunction Award for Group 1 should go to Jim Hodgson, again in Saturday's first event. Given our practice times I knew Jim, starting at the pointy end, could soon be lapping me towards the end of our 6-lap session. Accordingly, at about Lap 4 or 5, being my usual slow, old and erratic self, I had been rowing the wallowing AMX down the straight, checking the rear-view mirror, and waving to anyone who would acknowledge my thirst for lost causes, particularly truck-like, overly heavy pony cars. Suddenly, up cropped a yellow flag and into Turn One I found Jim's pristine and steroid enhanced Red

Mustang, turned around, sitting stationary infield. More to the point it was placed rather delicately, only a few millimeters off the track, just before the Turn 2 Apex.

Back in the pits Jim was unusually talkative (read here, true gallows' humour) as he manfully 'fessed up' to this being, his blue! It seems he had just fitted a newly acquired sequential gear selector to the Shelby lookalike. Yes, it sure looked 'purty' rising phallic like, approximately 400 mm, straight up from the transmission tunnel, but apparently Jim (a true back-woods North Coast hinterland good ol' boy) had never learnt to count.

As Jim was repeatedly whipping the stick back, down through the 6 gears (no gear shift gate notches, just think Craig Lowndes at Mount Panorama changing down for Murray's Corner) what Jim thought should be Second Gear, actually turned out to be First Gear.

So, by now, the reader can probably see where this little tale is going. Yes, it appears that after grabbing First at the end of the main straight, Jim was provided a quite novel view of oncoming competitors. Sadly also, a short-lived 'over rev' of approximately 10,500 rpm, by the rampaging 'stang, had also bent a collection of engine exhaust valves.

Above: Jim Hodgson, totally

philosophical about his short-lived outing in the mighty Mustang. Pic by jac.

Regularity Group 2, I'm advised, was reasonably well behaved but commiserations to Pitstop Lodge Mine Host and local alderperson, Councilor Yve Stocks who broke a crankshaft, blowing the 302 ci engine of her DRB Cobra on Sunday morning, just after the Control Tower Bridge. Luckily she was able to ease off the circuit and into the infield without leaving much oil on the track. Given that Yve's partner Chris Hatfield built this car in 1995 and together they have done 200 to 250 thousand k's, touring and campaigning the DRB all around Australia.... well Yvonne, you shouldn't feel too sad about that crank ...it's done you proud!

Also in Group 2, Brian Henderson, a Historic Group T and Gp A competitor, was impressive in his very quick LHD 1970 Datsun 240 Z (3100 cc) putting in a fastest lap of 1.27.406. On Sunday morning, this was bettered by Group 1's Ryan Mc Swain, in his storming 5.7 litre 1977 Holden Torana LX, which pipped Brian by stopping the MYLAPS timer at a blistering 1.27.216.

However as advised by Regularity Group Manager, Greg Dalliston, Brian wins the prize for coming last with most points lost on the weekend, a humbling 682.

Greg also commends two worthy competitors from North Queensland, for making the long weekend road trips; these being Rod Burrows from Mackay (VN Holden Commodore) and new Regularity competitor Mark Koczan from Rockhampton. Mark was enthusiastic but had some issues with his big white 5.7 litre 1984 Holden Magnum, to the uninitiated, aka a Peter Brock Holden Statesman. Well done Mark and hope to see you again soon, possibly at our big national event, Historic Queensland, during Warwick's wonderful winter, 1st and 2nd July? **JAC**

The ELLETON BMC Special -CAMS Historic Group M Racing Car

Built in the late 50's by Bruce Watt in Melbourne from Morris Minor and Triumph Herald parts with steel box tubing, aluminium panels, this car was very successful in the 60's and is still competitive to this day. Morris Minor 998cc, heavily modified, billet steel crank, 75kW (100.5hp) @ 7,500RPM at the rear wheels. Sprite Gearbox - 4 speed non synchromesh straight cut gears, Minor locked diff, multi ratios. **Includes fully enclosed custom built trailer & many spares.** Asking price \$18,500 but is very negotiable. Contact John Dale - (03) 5122 2633 or 0402 315 889, Gippsland, Victoria



For Sale: 1982 ROYALE Sports 2000

No expense spared rebuild now complete. COD and HIST LOG book application is in with CAMS, car has been signed off on final inspection so just waiting for log book to be issued, I have the original and only SCCA log book. Extensive list of new parts installed, everything new or re-built, fresh engine.

Please call Ian Gray 0431847870 or email ian@vision2build.com.au I am in Brisbane.



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: 1984 Reynard FF2000 Group R (Racing)

in excellent condition comes with CAMS Logbook and COD. A quick and reliable car. 2016 HRCC Qld Group R (Racing) champion. PI 1.50 Lakeside 57 sec Morgan Park 1.24 Many spares including wheels with set of wets. This is a hassle free race car \$28000 offers considered ring Barry Wise 0415 318913 for more info.



FOR SALE: 1979 Dulon Formula Ford.

A well known English Formula Ford, has strong motor and transmission all in good condition. Many spares including most body panels, uprights, a spare set of wheels with new Avon tyres. A good reliable car \$18000 offers considered call Barry Wise 0415318913 to discuss.



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: BMW 2002 Group Nc

Well known Group Nc car in Victoria and Queensland. Car comes ready to race with a substantial package of mechanical and panel spares 1st in class and 2nd overall in the Group N Qld Championship 2015. Reliable, lots of fun and is equipped with all the best BMW performance components. CAMS Log Book. Eligibility compliant. Please contact Bruce Forsyth. Ph 07 54477555 0408713261. Or Bruce Richards 0419675020 E. brucerichards911@gmail.com Reasonable offers considered.



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: New AVON SLICKS

New set of Avon slicks (soft A15 compound). 9.2x22x13 front, 10.5x23x13 rear. Compound unsuitable for my car! So I need to sell them; cost \$2000, sell best offer. I am in Brisbane. Urgent sale needed so I can replace them with the correct compound. Perfect condition. Ian Gray, 0431 847 870.



For Sale: SEAT

Large Black MSA racing seat, as new, only used 3 times. Cost in excess of \$300 price for quick sale \$100. Richard Andrews 0418886142

SPACE FOR LEASE Storage / workshop space available for lease.

Approx 82 m² of a total of 164 m²; very secure, modern industrial space in the Coolum Beach industrial estate. 6 metre roof height – full height roller door; clear space suitable for race/collectable cars, trailers/caravan etc., room for a bench; space shared with myself. Warren Tegg 0412 575 368



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For Sale: 1963 LOLA MK5A - BRJ54

Recent back to frame rebuild including light weight all steel engine (Richardson head) /new Lola mag wheels/rebuilt Hewland MK4 five speed gearbox etc. Suspension and car dynamics setup by GSD Dynamics UK. Aust CoD, HTP eligible. Lap record at Lakeside. The car is currently on the way to the USA for the World Series. Some spares and body mould incl. A rare and highly competitive car.
Email. bevandpete279@yahoo.com



For Sale: PEREGRINE F2 1969/1976

Space frame Group Q F2 single seater with CAMS C of D and Historic Log Book, originally built by Ivan Clencie in Melbourne in 1969. Dry-sump Ford Cortina pushrod non-crossflow 1500 cc engine with dual 40 DCOE Webers, VW 4 speed transaxle and 4 wheel disc brakes (inboard rear). Tomkinson 8" and 10" alloy wheels and near new Dunlop radial slicks. Fully refurbished by Ken Graham and Ken Gray in 2006. Suitable for club racing, hillclimbs and GEAR days. \$17,500 ono. Some spares including wheels. Garaged in Brisbane. Pls contact Jim Templeton: jim.templeton@templetonwatkins.com.au or 0408 725 743.



For Sale: 1979 PORSCHE 928

1979 Porsche 928 1/h/d 4.5 litre V8 injected, approx 300hp, 6 speed man box, race seats and harnesses, 1/2 roll cage, coil-over shocks, race brakes, new tyres. Eligible for club rego. Would make a great, super reliable track day car or with a few mods a great SC sports car. \$26,000.
Contact: Stan Adler 0414 911 901



For Sale: Mazda RX2 Group Nc

Current CAMs Group N State Champion car.
Motor: Group N specification ports, Racing Beat rotating assembly, modified 51mm Weber. Gearbox PAR S/C C/R . Various L/S diff ratios.
Re-valved adjustable Konis. Watts Linkage .
\$29,000 ONO. Contact Bob 0439215064 or bob.sudall@gmail.com



For Sale: 1964 Mk1 Ford Cortina

Alan Mann tribute car. Rust free, great example. Perfect track day or historic rally car. CAMS Historic Group N log book. 2 sets of wheels. \$19,500
Dave Brennan
0447206168



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

(Sports Roof), now with 428 Cobra Jet with shaker, 4 speed top loader, 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 mags and lots more. CAMS log book, and more, Price \$69,000 firm, ring 0402055042, John Taylor.



For Sale: 1968 FORD MUSTANG Trans Am Gp Nc

Outright winner Nc, 2016 Sandown Historics. 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, Fraser Ross. Phillip Island 1.48, Sandown 1.21, Winton 1.35, Eastern Creek 1.46, Queensland Raceway Club 0.59. One of the fastest Grp Nc Mustangs in Australia. \$95,000 Call Fraser Ross- 0413 225 436



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



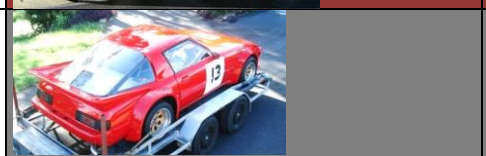
FOR SALE: 1998 MGF.

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



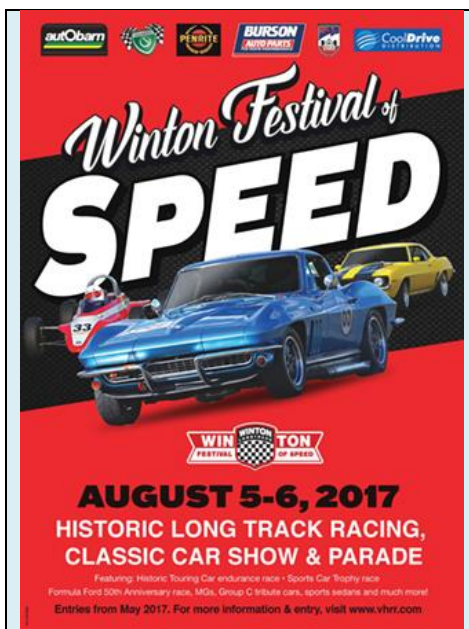
FOR SALE: 3 Ford 105E/109E Blocks - \$1,000 O.N.O. the lot!

FOR SALE: 4 Ford 105E/109E Heads – What offers?

FOR SALE: Box (H35cm X L70cm X W40cm approx) containing 12 years of collecting Renault Dauphine Gordini gearbox parts. Includes 2 complete gearboxes, 3 alloy cases, tops, backing plates, crown wheels and pinions, shafts, numerous gears and many other parts. Everything is clean, sorted and sprayed regularly with oil based products. **\$500.00 O.N.O. the lot!**

I could easily put the box on a half pallet for shipping – purchaser pays the freight; or Deliver to the Morgan Park race meeting.

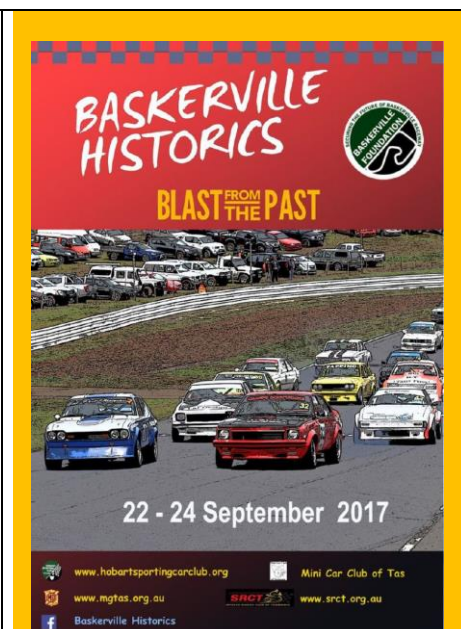
Contact: Allan Conway for full description. – Mob Ph 0419 756 896 – aconway@bigpond.net.au



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SAFETY APPAREL

John Kingcott

Your safety apparel worn when competing is important to you personally – please check the following before you next compete. Check the general requirements shown in the Schedules listed in your CAMS Manual paying attention to Schedules D – Apparel & I - Safety Harnesses/Window Nets, in particular. The points highlighted below will affect you as a driver directly.

- Gloves – check that they are in good condition. Check the webbing between the fingers hasn't cracked or the stitching hasn't failed. Too often you take them off after a sweaty race and chuck them in the driving bag. It's a good idea to make sure they are left in a dry clean condition after use and this can be assisted if a bit of talcum powder is poured in them prior to use - it will also assist when putting them on and help keep them supple between events.
- Helmets – have a feel of the padding inside the thing if it's started crumbling or is hard then the helmet may be dangerous to wear. Check the chin straps for fraying and if it uses chrome plated buckle check around the pin for corrosion as this may cause a failure – replace the helmet when these two items are in poor condition.
- Boots – we put a bit of abrasive material on the pedals for better grip but this can prove a cause of wear to soles of the boot – check the sole for holes especially around the ball of the foot.
- Hans Device – sit in the car with the device in place and put on the safety harness and check that the geometry is within the diagram shown in schedule I of the current CAMS Manual.
- Seat Belts – When a 6 -point harness is fitted check the angle of the crutch strap and ensure it is in accordance with Schedule I of the CAMS Manual.

JK.

Rollcage in Race Cars -Building a New Race Car?

Schedule J of the CAMS Manual refers to the Safety Cage Structure. It is currently not going to change in the near future but it is possible to future proof your cage in your new car prior to the car's completion by registering the Cage with CAMS once the cage is built.

The procedure is quite simple just get a scrutineer (shown on the logbook list on the website) and have him inspect the cage. The cage can then be registered and if the car is not going to be completed in the near future it can be **exempt from future changes** in the roll cage rules – the cost is \$15.00 and this is deducted from cost of the logbook when the car is finally completed. JK.

Toyota Heritage is a specialist retailer of reproduction and performance parts for vintage and classic Toyota models.

We stock gaskets, body rubbers, trim, badges and many other parts that cater for all models built before 1985 and run-on years for Celica, MR2 and Landcruiser.

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Our K-engine performance parts list currently includes (pictured):

- 3K 4K Head Gasket Wide Fire Ring;
- K Engine Dual Valve Springs with Titanium Retainers



Coming soon - K Engine Roller Rockers and TRD 'upright' kits.

A DAY OUT AT SILVERSTONE

Words & Images: Peter Richards

During the back end of my recent "reli-run" trip to the UK I caught up with close friend and fellow HRCCQ member Nick Daunt. Nick is racing his stunning Taraschi FJ, 1960 front engine Formula Junior at the 2017 HSCC events throughout the UK and Continent and this weekend he entered the Silverstone Historic Festival, near Northampton.

The Silverstone Historic Festival is a tribute to International Trophy Race Meetings that commenced at Silverstone in 1949.

The HSCC was formed in 1966 and now has a membership of over 1000 and will be running 11 events in UK and Europe in 2017.

At the Silverstone meeting he also gained an invited entry for his ex-Stirling Moss/Frank Matich Lotus 19. This entry was for the Guards Trophy, 40-minute endurance, dual driver event with co-driver, Aussie, Grant Gibson.

Since the schedule for Sunday's main race day was going to be a tad hectic, I volunteered as pit crew, general mechanic, GDB for the day.

Following an early start from Burford (5 a.m kick start with a coffee), we headed off to the track with the intention to be front and centre by 7 am. We actually turned up as the gates opened to a fog bound complex. But, what a day!

With over 400 entries, and a 15-race programme, the classes included Formula Junior, Historic Roads, Formula Ford, Formula Atlantic, Formula 2, Formula 5000, 70s Road Sports, Formula 3, GT and Sports Car and endurance races for Historic Touring Cars and Sports Racing Cars.

I knew that Historic Racing in UK was taken very seriously but I was staggered at the investment in cars, crews and, not to mention, transporters, evident at the "upper echelon" of weekend warriors. Having said that it was good to see a large number of entries who would be more the norm back home. Husband and wife (pit crew), car trailer, 4wd and a big tool box. It was good to catch up with a couple of fellow Marcus racers who definitely fell into that category.

Yes, Goodwood Revival is unique, rocking and high profile, but the HSCC Silverstone Meeting is a class example of how a "working" Historic event should be run. The friendly, relaxed but efficient way all the staff and volunteers went about the day was impressive to say the least.

How did Nick go? Well the newly rebuilt, second time out, Taraschi (Fiat) engine was a way off peak performance, so Nick struggled a bit towards the back in a field of around 41 cars, both front and rear engine Formula Juniors. The car looked superb and was a real head turner. Once they get the engine sorted it should fly.

The Lotus 19, however, was a different matter. It is a serious piece of kit with a proven race pedigree and, despite it being the first time out, Nick and Grant held their own in a very competitive field of 43 which was dominated by a sea of Chevron B8 and B6s. I put the success down to the highly efficient driver change, implemented by yours truly!

Sum up the weekend? By all means go to Goodwood Revival. It is unique and you will have a blast; but if you want to experience a top shelf Historic event, the Silverstone Historic Festival should be on your calendar.



Nick Daunt getting Taraschi ready for the Formula Junior race.



Nick Daunt, Lotus 19, Silverstone 2017



Drive your Historic Touring Car at Bathurst next Easter (2018)

Seeking Urgent Expressions of Interest

To be held over the 2018 Easter Long Weekend with Yeehah Events and in conjunction with other attractive racing categories, 2018 Bathurst International Motor Festival will provide an exclusive and unmissable opportunity for Group N Historic Touring Cars to compete for 3 days at the iconic Mount Panorama race track in Bathurst, NSW.

Event organisers are urgently seeking interested teams to enter the Group N category at the event, which will feature (subject to approval):

A huge 55 car grid

Potential for other interested categories to be invited to boost the grid numbers

Promotion around Australia with invites to all Group N Clubs Australia wide, websites and social media to reach potential event entrants.

The New South Wales Historic Touring Car Association has conducted this event for Group N and Group S for some years now and it has been a great success every year. Let's build on that success to make the 2018 even bigger and better!

Your immediate action in this matter will ensure the continued appearance of Group N racing at the event and the preservation of this incredible opportunity to drive on the iconic Mount Panorama circuit.

If you are interested in entering the Event, please contact Nic van den Berg on 0419 889256,

or email pennic@grapevine.com.au by 21 June 2017.



ERIC BROADLEY, FOUNDER OF LOLA AND ONE OF THE MOST VISIONARY DESIGNERS AND CONSTRUCTORS OF RACING CARS, HAS DIED AT THE AGE OF 88.

Broadley, along with Colin Chapman, John Cooper and Major Arthur Mallock, was responsible for the pioneering early boom days of the British motorsport industry, as he masterminded a remarkable variety of Lola models.

From the 1958 Lola Mk1, which was created using his £2000 savings and designed and built at a ramshackle West Byfleet workshop, to the mighty Lola T70s of the 1960s, the fearsome F5000 cars of the 1970s, and the customer Group C and F1 cars of the 70s and 80s, Broadley and his team created some of racing's most iconic designs.

After an early foray in to Formula 1 with the Reg Parnell-run Bowmaker Lola Mk4 cars in 1962, Broadley presided over a number of Formula 1 projects during the next 35 years. These included the first ever Honda win in 1967 - the RA300, based a Lola design and dubbed a Hondola, won the Italian Grand Prix in the hands of the late John Surtees.

Broadley was also behind the Graham Hill-fronted Embassy Hill operation in the 70s and the Larousse Lola of the late 80s and early 90s, with each one of these projects enjoying their moments in the sun as Broadley's team in Huntingdon cemented its reputation as one of the leading customer-focused operations in the world.

Lola's record at Indianapolis was the best of any overseas constructor from the 1960s to the 1990s. Graham Hill (pictured with Broadley below) became the first English driver to win at the Brickyard in 1966 with the Lola T90 Red Ball Special, while Al Unser Snr took the 500-mile triple crown - Indy, Pocono and Ontario - in a Lola T500 in 1978.

Mario Andretti, Bobby Rahal, Al Unser Jnr, Cristiano Da Matta, Nigel Mansell, Paul Tracy and Michael Andretti all took CART and ChampCar titles in Lola chassis, while Arie Luyendyk took a third Indy 500 win for the constructor in 1990.

All this was done against tough competition - March, Reynard, Ralt, Brabham, Eagle, Penske, the list goes on. Lola was always enormously respected by teams, drivers and engineers as a quality competitive constructor.

Broadley himself was quiet yet confident, but also often displayed an impish sense of humour that endeared the thousands of staff that worked at Lola. He was what would now be considered an old school engineer, who was never more at home than designing and developing a racing concept. The business element of his vision was usually directed by others, notably Derek Ongaro and Mike Blanchet.

His achievements as the brains behind Lola are staggering, and it says much for his benign and quirky personality that he was known as the 'engineer's engineer' rather than an effervescent personality such as Colin Chapman, Ken Tyrrell or Ron Dennis. Like his beautiful creations, such as the Lola Mk6, Lola T212 and Lola T332, Broadley's actions as an engineer always led by example. There was little, if any, significant ego related to his work, but this didn't mean the man wasn't fiercely competitive. Indeed, a deep-rooted drive to compete was what set him on a remarkable journey as head of Lola.

In Formula 1 it never quite happened for Lola, yet still some memorable programmes scored respectable results. As well as the Hondola of 1967, there were the Larousse years when particularly in 1990 Eric Bernard and Aguri Suzuki punched above their collective weights to score a decent haul of points, including a podium at Suzuka.

By 1997 the Lola empire hit trouble after an ill-advised decision to return to F1 with the fateful Mastercard deal that failed so miserably. With Lola on the verge of collapse Martin Birrane bought the brand and set about rebuilding and investing in it. Broadley was involved in various projects after Lola but largely enjoyed a peaceful retirement at his farmhouse in the village of Broughton close to Huntingdon.

Even after his era had ended at Lola, Broadley would occasionally frequent the workshops and talk to old employees. In 2008 John Surtees (pictured below with Broadley at Goodwood in 2008) drove a Lola T70 MkIIIB around the streets of Huntingdon with Eric in the 'passenger seat'. His joy at the occasion was typically reserved but genuine in its delight. Some notable engineering names passed through Lola's doors, originally in Bromley, Slough and then from 1971 to 2012 Huntingdon in Cambridgeshire. Tony Southgate, John Barnard, Bob Marston, Patrick Head, Ralph Bellamy, Mark Williams, Ben Bowlby and Julian Sole all worked for Broadley in various stages of their careers.

Those who knew and worked with him will remember him with affection. The quiet man of racing, his vision and dedication to Lola deserves the same respect in which Chapman, Williams, McLaren, Dennis and Brabham are rightly lauded, because the influence he extolled to the motorsport industry was so vital.

Sam Smith / AUTOSPORT: <http://www.autosport.com/news/report.php/id/129841>



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