



# HISTORIC TORQUE

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

June, 2019

## HISTORIC QUEENSLAND - just a few weeks away now!

**Have you got your entry in yet?**

**Booked accomodation?**

Entries have been strong and currently stand at around 175 with another 2 weeks before entry closes. This 42<sup>nd</sup> annual race meeting is promising to be another significant festival of historic motorsports in Queensland with a broad range of cars coming from all over Australia to compete at Morgan Park Raceway in country Warwick. The combination of Queensland winter weather, low stress organisation and country hospitality has earned this annual race meeting a good reputation for being a "MUST DO" event.

If you haven't entered yet, here is your invitation. It will be a fabulous event for all Historic Racing fans, featuring –

- ▶ **Heritage Touring Cars** -Groups C & A - for the Glenn Seton and John French Trophies
- ▶ **50 Years of Formula Ford** - Round 2 of the "Driver to Europe" Series
- ▶ **Annual pre-1960 Festival for Groups J, K & L** Racing Cars, Sports Cars and Specials
- ▶ **Group N Historic Touring Cars** – Round 6 of the Don Thallon Cup
- ▶ **Group U Historic Sports Sedans** - Round 3 of the John McCormack Cup
- ▶ **Groups S & T - Historic Production Sports Cars** - Round 2 of the Capricorn Cup
- ▶ **The 'Queensland Tourist Trophy' for Sports Cars**
- ▶ **The 'HRCC Trophy' for Racing Cars**

This meeting accepts entries for all 5th Category Historic Touring, Racing & Sports Cars, Sports Sedans as well as 2 fields of Regularity Trials.

**Enter online via the CAMS Entry System - [www.cams.com.au/](http://www.cams.com.au/)**

*Celebrate* ▶ **50 Years of Formula Ford** ▶ **60 Years of Elfin**  
▶ **55 Years of Ford Mustang** ▶ **60 Years of Mini**

**Show n Shine displays, Car Club Displays, prizes & give-aways including a major prize for a Supercar Ride.**



**Entry closes 26<sup>th</sup> June**

### Coming Events

2 Days of Thunder	June 22 - 23
CAMS State Cham. Rd 2	June 29 - 30
Historic Queensland	July 13 - 14
Winton Festival of Speed	August 3 - 4
Muscle Car Masters	Aug 31 - Sep 1
HSCC Baskerville Historics	Sept 21 -22

**See Back Page for more info**



**Results and photos on Page 6**

## Contributions for upcoming issues of HISTORIC TORQUE are welcomed.

Please email MS Word & digital photo contributions to [torque@hrcc.org.au](mailto:torque@hrcc.org.au)  
Alternatively, post articles to The Editor - Historic Torque, POBox 353, Red Hill Qld. 4059

**Deadline - Last day of the month.**

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Call for all general enquiries. You may be redirected to the appropriate club officer.



**Email**

[info@hrcc.org.au](mailto:info@hrcc.org.au)

Your email will be responded to by the appropriate club officer.



**Mail Correspondence**

**PO Box 353,  
Red Hill,  
Queensland. 4059**

### HRCC welcomes these new members Members



Gary Hamrey

Paul Ritchie - Sunbeam Alpine

Peter Lefrancke - Centaur Mk 1

### Membership

Full, Senior, social & Honorary 419

Associates 120

**HRCC Total Membership 539**

(As at 3/6/2019)



## Editorial

I spent last Sunday at the Noosa Hillclimb. A day out to get photos and a story for the club's website and Historic Torque. Wow, what a broad range of cars taking to the track again. Unfortunately, not many of the log booked, historical variety. Spectators didn't care though, they still had a good time. As long as cars kept coming up the hill they were happy. The slippery track combined with enthusiastic driving created some hairy moments. Most moments being entertaining, but some resulting in car damage. Ouch!!

What impresses me most about the two Noosa Hillclimbs is the way the state forest turns into a racing spectacle for just 2 weekends a year. Through the efforts of many volunteers, a carnival like atmosphere is created like a pop-up market. No sooner than the last car of the last run of the day has crossed the finish line, an army of volunteers jump into action to dismantle the carnival. Then there is the race officials. Many out in the open when the Saturday rain arrived. Without volunteers, motorsport at this level just would not happen. Next time out, say thanks to them personally. *Ian Welsh*

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## Race Fuels supports HRCC

Fuel supply company Race Fuels Pty Ltd will advertise with HRCC.

With the Federal Government ban on the use of leaded fuels in historic motorsport as of the 1st July 2019, the club has been talking with various suppliers about alternate lead free fuels which may be available for historic racers to use. As a result of these helpful and informative discussions, a relationship has evolved with Race Fuels such that they are now advertising its products in the clubs public media.

Race Fuels is a major supplier of fuel to many of the modern racing categories and has fuel pump installations at Sydney

Motorsport Park and Phillip Island race circuits. It also has a B-Double transportable "service station" to supply competitors at race circuits that are not in a position to have a permanent fuel pump installation.

Recommendations for a replacement fuel for Avgas is their Elf Race 102 product.

Club members should visit the Race Fuels website for information on this fuel as well as the other products in their range. Supply of the Elf Race 102 fuel is in either 50Lt or 200lt drums. Delivery is \$50 for either size with next day delivery time. The club welcomes Race Fuels and looks forward to a long and positive relationship.

**Visit Race Fuels website to find out more their products - [www.racefuels.com.au](http://www.racefuels.com.au)**



### NEW ELF RACE 102 THE AVGAS ALTERNATIVE

**50L drums= \$5.50 per litre**

**200L drums = \$4.95 per litre**

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**[info@racefuels.com.au](mailto:info@racefuels.com.au) 0419 511 517 (03) 9706 5233**

# racefuels.com.au

## Lakeside's Future Looking Grim

### Lakeside Classic race meeting cancelled

Queensland Raceways has issued a statement which states that due to the ongoing noise issue they have been left with no option but to cancel the highly popular Lakeside Classic race meeting. Quoting from their statement - "In October last year we were forced to stop racing at Lakeside because of the ~\$40,000 in fines QR is still facing. On 1st November Minister Cameron Dick sent a letter to the Moreton Bay Regional Council (MBRC) making it clear that the State government has defined Lakeside as a special place that needs to be able to continue bringing recreational activities to



thousands of people every year.

What's happened since then? Since then QR has met with and put a series of proposals to the MBRC as to how the situation could be resolved. One of those proposals was to ask for the reinstatement of the moratorium granted by MBRC so we could enjoy special events like the Lakeside Classic. The MBRC cancelled that moratorium without any discussion with QR. Now, the MBRC have refused to grant even that temporary relief for this year's Classic and brought in yet more consultants to tell them what to do. No dates for completion of the "investigation" have been published. Everyone who deals with government knows this is a bureaucratic delaying tactic - hoping that QR, and you, will give up on Lakeside."

The rest of the document makes for interesting reading.....

**[https://qldraceways.com.au/\\_dl/5450](https://qldraceways.com.au/_dl/5450)**

### Group M,O,Q,R - Historic Sports Cars

Thanks to Group Leader, Mike Gehde for this report.

Warwick July will be the usual chilly mornings but great days, already a good mix of entries. We will get at least 8 sports 2000. Several other Group O, Q & R sports cars already entered with the fancy fast sports cars of Steve Webb Elfin Repco and Ian Ross is already pencilled in. The feature sports car race being the Qld Tourist Trophy for historic sports cars.



Several of our members entered the Qld Hill Climb Championship and acquitted themselves very well with Barry Smith taking out Group K and Allan Telfer in one of his Lotus sevens, took Group M sports. Geoff Cohen in his group Q sports car unfortunately had head issues which resulted in a DNS.

Mike Gehde in Group R sports set a new record with Garry Ford in the Group U Escort taking 1.3 seconds off the record and winning the Hamilton Trophy for the best performance by an historic car. Ron Hay finished 6th in his class which includes all the fast cars. Dean Amos won the day in the McLaren Gould and is the Qld Hill Climb Champion for 2019.

Ron Hay suggests that Historic cars would do well at this years Australian Hill climb championships on mountain Straight BATHURST in early November 2019. The start is on the first rise on Mountain straight with the finish at McPhillamy Park, a pretty good section of track and perfect for a Sports 2000 or Group R clubbie.

### Group U - Historic Sports Sedans

Thanks to Group Leader, Mark Stockwell for this report.

#### Autumn Historic Warwick Wrap-Up

Over the past 18 months Historic Sports Sedans (Group U) has run under a super sprint format at Morgan Park. The format is seeing more Group U and Group U eligible cars seeing competition for the first time many years. Autumn Historic Warwick was no exception with cars like the ex-Lungren Mini, now owned by Greg Coates, and the ex-Barry Wraith, Anglia now proudly in the stable of the Hodges family.

The weekend was a lottery as far as the weather was concerned with Saturday seeing the occasional shower, and one absolute downpour, making tyre selection a challenge! Practice was not long after a shower, so the track was cold and damp. As the session progressed a dry line appeared which saw the slick shod cars start to make their mark. Garry Ford was the quickest of the Group U cars in his V8 Escort. Darrin Siddens posted the fastest time for the Invited cars with Aaron Hodges in the Anglia not far behind.

Super sprint 1 was run not long after Morgan park experienced an absolute downpour which saw race control decide to delay the resumption of proceedings until it passed, and the standing water had started to clear. The conditions were quite tricky in the wet and cold conditions with some of us finding the rear of the car trying to overtake the front. The results of qualifying were repeated with Garry Ford the quickest of the Group U cars & Darrin the quickest of the invited.

Session 2 saw conditions improve greatly with times dropping some 4 seconds from previous. Adam King, in his Skyline set the fastest individual lap for the session but Garry and Darrin were still the class of each group for the long haul.

The Sunday saw a completely different set of conditions with Warwick turning on a fantastic Autumn day, fine and very pleasant. This session was the quickest session for most on the weekend with the motors liking the cool air and tyres getting good grip. Garry was again the quickest of the Group U cars but Greg was starting to come on very strong in his Mini running 8<sup>th</sup> out of a very strong field of 20 cars, finishing in front

of some much larger capacity engines. Greg, I am looking forward to seeing your car in full flight!

The final run of the weekend saw Garry Ford win outright and setting the fastest lap of the session. Darrin was the first of the larger capacity invited cars with Glenn Gerstel bringing the ex-Murray Carter Group C XE Falcon as the first of the historic invited cars.

The field was made up of several Minis and smaller cars such as the Group U eligible Anglia of Graeme Hodges. These cars had some fantastic class battles through the field. Haydn Nethery, with his Datsun 1600, was very fast running in the top 6 overall until an alternator issue saw him have to withdraw Sunday morning. The Minis of Jeff Bird and Donn Vidler were quick, coming 1<sup>st</sup> and 2<sup>nd</sup> in the Div 3 Up to 2ltr class and will only get faster as time goes on. The Escorts of Wayne & Errol Stratford showed good pace all weekend coming 1<sup>st</sup> and 2<sup>nd</sup> in the Pre '86 Up to 2 ltr class.

The weekend saw all competitors walk away with a smile on the dial, which is good news for the future of the group and Historic Queensland.



Garry Ford won the Fred Sayers Trophy and Round 2 of the John McCormack Trophy

[www.historicsportssedansaustralia.com.au/](http://www.historicsportssedansaustralia.com.au/)



### HRCC members out promoting the club and race meetings

#### Historic Race Car Display at Repco Toowoomba



Ian Gillam sent these photos of the race car display that took place in front of the Repco store in Toowoomba. This was just prior to the Autumn Historic Race meeting and generated a lot of interest from the public.



#### Lowood Car Show - 9<sup>th</sup> June

Garry Saunderson was out flying the HRCC flag at the Lowood Car Show and promoting the upcoming Historic Queensland race meeting in July.

Even took a trophy home!



Many thanks to these members who gave their time to promote the clubs activities



# Noosa Hillclimb – Winter

8<sup>th</sup> & 9<sup>th</sup> June 2019

Report and Images by  
Ian Welsh

## Michael Von Rappard wins 5<sup>th</sup> consecutive Noosa

Michael has once again set the fastest time of the weekend at the Winter Hillclimb and in doing so took out a 5<sup>th</sup> consecutive Noosa Hillclimb win with a 54.0 sec time set on the last run of the day.

The entry for the Winter hillclimb was down from previous years with just 125 cars taking to the track. Many theories prevailed as to why the entry was down compared to previous Noosa Hillclimbs. The most likely being concern about the timing system situation which occurred at the previous Summer hillclimb. Any concern was proven to be totally unfounded as the system performed to task, even providing online live timing. That was thanks to a lot of hard work done by HRCC people in identifying the problems and putting engineered solutions in place ready for this event.



Following previous criticisms, some tuning had also taken place for the class categories with competitors now being fitted into 22 separate categories. All competitors had opportunity for 6 competition runs for the weekend plus an optional run on Sunday following the competitive runs. Times from this run would not have any bearing on the trophy winner determination.

Rain on Saturday had most competitors running conservatively or not taking any chances by electing not to run as the weather forecast indicated Sunday would be a dry day and offering better conditions for a faster time. With Sunday clear of rain it was time to get serious, but the track conditions were not good for fast times in the early runs. Even on the final competition run there were some damp patches under tree shadows where the sun was not able to dry the track. Trying to push the limits for a fast time caused plenty of incidents with some damaged cars returning to the pits on the flat tray. One car went down the bank and remained there for conclusion of the event before recovery.

As has been the case for previous Noosa Hillclimbs it was Michael Von Rappard setting the pace. But it was not plain sailing this time with a spin on Saturday and damage to the front wing of his 1992 Dallara. Repaired with an overnight rebuild, he set his fastest time on the last run and was over 5 seconds quicker than second placed Matthew Read in his 2010 Readster. Von Rappard had won previous Noosa's with around 52sec runs so it demonstrated the track was not at its best for this event. However, the all-wheel drive cars were in their element with the patchy track conditions and Sebastian Black flew up The Hill in his Subaru WRX for a time that earned him 4th outright.

The table here lists all the class winners. Full results are available on the HRCC website –

<https://www.hrcc.org.au/winter%20noosa.htm>

Thanks to all the volunteers who  
endured the rain to make the  
Noosa Hillclimb be a great  
weekend of motorsport.



CLASS	1 <sup>st</sup> PLACE	CAR
Regularity	John McKenzie	2011 Mazda MX5
Historic Sports Cars	Antoinette Redhead	1964 MG MGB
Historic Racing Cars	Bill Norman	1982 Ralt RT4
Historic Touring Cars	Warren Tegg	1971 Torana XU1
Formula Libre up to 2000cc	Matthew Read	2010 Readster MTR1
Formula Libre over 2000cc	Michael Von Rappard	1992 Dallara Hayabusa
Classic Sports Cars	Cameron Lepp	1970 Datsun 240Z
Early Modern Sports Cars up to 2000cc	Jonathon Reynolds	1999 Honda S2000
Early Modern Sports Cars over 2000cc	Blaise Paris	1993 Porsche 964 Replica
Modern Sports Cars up to 2000cc	Darryl Watt	
Modern Sports Cars over 2000cc	Trent Laves	Nissan Silvia
Clubman up to 1600cc	Brian Pettit	2000 Westfield
Clubman over 1600cc	Ryan Campbell	2000 Westfield
Clubman Super Sports	Bruce Chamberlain	2015 Minetti SSV1
All Wheel Drive	Sebastian Black	2009 Subaru WRX
Sports Sedans	Graint Elliot	BMW
Classic Touring Cars up to 2000cc	Daniel Mischok	1976 Ford Escort
Classic Touring Cars over 2000cc	Troy McGrogan	1974 Mitsubishi Lancer
Early Modern Touring Cars up to 2000cc	David Sorrell	2005 Renault Clio
Early Modern Touring Cars over 2000cc	Mark Phillips	1993 Ford Falcon
Early Modern Touring Cars up to 3000cc	Stephen Hoggett	2009 Mini JCW
Early Modern Touring Cars over 3000cc	Ben Van Wegen	2010 Renault Megane







# **From your Club's Committee**

## **Autumn Historic Warwick race meeting financial analysis**

### **Entry fees explained**

Before and following each event, the HRCC management committee scrutinises income and expenses related to the event. Analysis of the Autumn Historic race meeting has shown that it has resulted in a small financial loss to the club.

Budgets are set for each event and the critical item in the income column is competitor entry numbers. Generally, the costs to run a meeting are fixed and well known. Income is a variable and unpredictable due to the unknown numbers of competitor entries. Estimates of expected entry numbers are made and are based on similar previous events. This number is then used to set entry fees, aiming for the meeting to run financially cost neutral.

Competitor entries for the 2019 Autumn Historics were lower than previous years and about 20 cars lower than budgeted which resulted in reduced income. This was coupled with low Saturday spectator gate takings due to rainy weather. Expenses for the meeting were managed to come in lower than budgeted, however a small loss has occurred. Figures are available for HRCC members to view on request.

In setting entry fees for race meetings, the committee aims to keep competitor costs as low as possible. But there is no control over the actual entries received except for promoting the event to potential competitors. To prevent further losses to the club that may ultimately lead to higher entry fees, it is in the interests of all competitors and HRCC members to put on their marketing hats and talk up HRCC events to secure race competitor entries and also entice spectators to attend.

***HRCC Management Committee***



## **HRCC Management Committee Changes Flagged for 2020**

Over the years, HRCC has been a car racing club that has endured, and in fact, gone from strength to strength. With abilities to organise and stage great events as evidenced by the 2018 Historic Queensland race meeting, it is well respected, by the Australian Historic Racing community for its commitment in supporting members and representing their interests through the controlling bodies.

The knowledge and skills needed to enable the club to be so successful is the result of strong leadership and decision making. Stability of its past and its current management committee, and their dedication has enabled the club to be in a secure position. However, like all organisations, changes are an inevitable occurrence.



The HRCC committee has been advised by several current incumbents of the management committee that they will not be seeking re-election at the November 2019 annual general meeting.

With this knowledge, the committee is seeking to make succession planning as smooth as possible by inviting HRCC members to consider nominating as candidates for these executive management roles at the November AGM elections.

We seek people who have a positive interest in committing to leading and directing HRCC into the future.

Please contact a committee member for further information.

***HRCC Management Committee.***



## HRCC Committee report

The committee meets monthly to discuss management of the club. Besides general business, other key points from the most recent meeting –

**Membership** – *three new members in the past month with total membership now 539*

**Lead Free Fuel** – *Michael Meyer spoke at the May social meeting and fuel supplier "Race Fuels" to advertise in HRCC publications. They offer lead free race fuels.*

**Noosa Hillclimb** – *revised mounting of timing equipment installed and ready to be used. Entry for hillclimb lower than expected*

**Financials** – *tracking in line with budget for income and expenditure. Outcome from Autumn Historic Warwick shows a*

*small loss*

**HRCC Clubroom/Facility** – *search continues, buyers advocate to be investigated*

**Partnerships/Sponsorship/Advertising** – *Race Fuels will advertise in the newsletter and website. Penrite offering a Supercar Experience as prize at Historic Qld*

**Constitution** – *revision of voting procedure for management positions to make voting more equitable. No change in 2019 but working up constitution change for 2020*

**Historic Queensland** – *Entry open, good numbers to date. Planning is advanced. Speaker for "meet & greet" to be arranged.*

**Committee Meeting minutes are available to members on request.**



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At the May social night, Michael Meyer circulated a couple of photos from his past which has been deep in motorsport. The photo on the left is from racing at Mt Druitt where his father Paul is in the centre MG TD.

The photo on the right is from Wawick Farm of a bare chested Stirling Moss teasing the ladies.



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## HRCC May Social Night - 20<sup>th</sup> May

Around 30 HRCC members and friends got together at the Carina League Club for the 2<sup>nd</sup> Club Social Night for 2019. Following an opening address by club president Alan Steel, race engine builder Michael Meyer gave his thoughts on the transition to lead free fuels in historic motorsport as of 1<sup>st</sup> July.

His recommendations follow along the lines of what was previously stated by Ludo Lacroix –

For the majority of racers, using unleaded 98 octane will provide adequate power needs but engines should be tuned to it for optimum performance. Where engines are of the older type and don't have harder valve seat inserts fitted to the head then a lead replacement additive must be used. If you are unsure about having suitable valve seat inserts, then use an additive. This will be the most cost efficient fuel.

For the performance driven racers he suggested looking towards the fuels available from Race Fuels Pty Ltd. Their Elf Race 102 fuel is claimed to be an Avgas replacement fuel with a minimum of 102 octane. Again, lead additives may be needed if being used with older engines. Engine tuning is highly recommended. It is expensive at \$5.50/lt for a 50lt drum plus \$50 delivery. Or \$4.95/lt for a 200lt drum plus \$50 delivery. Race fuels also have higher performance fuels.

Michael did not believe there was any benefit in using Ethanol/Methanol type fuels and pointed out problems that could be expected if owners were not vigilant in maintaining the cars fuel tank and delivery system. The big culprit being that these fuels attract and can introduce water into the fuel system that if left will cause corrosion. If these fuels are used, he recommends after each race meeting, draining the fuel tank and run normal petrol fuel to purge the ethanol/methanol fuel from the system.

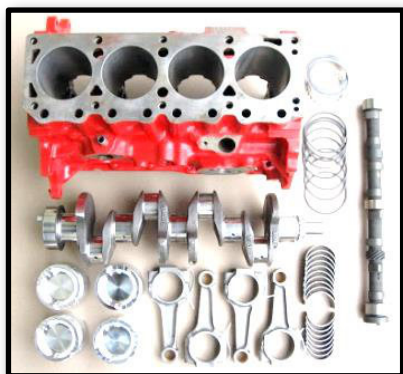
During questions and answers he gave common sense advice in regard to fuels being stored for periods of time. Basically, keep storage to a minimum and if you need to do so keep it well sealed.

Another question raised was regarding Octane Booster additives. The general discussion was that they may not deliver on product performance claims.

***Thank you Michael for sharing your knowledge.***







# MICHAEL MEYER ENGINES

- Four and six cylinder engine maintenance and rebuilds.
- Specialising in Cosworth and Formula Ford engines.
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- Service & repairs of Hewland Transmissions

Call Michael on **0412 480744**  
(Day and Evening)



## Classifieds - cars, trailers and parts for sale

Ads will be listed here in the newsletter for a maximum of 3 issues but can remain on the website for up to 12 months.  
<https://www.hrcc.org.au/classifieds.htm>

### 1972 Citroen SM



*A unique and immaculately kept car. LHD, powered by a 3lt Maserati engine with auto transmission.*

*Looking for a new owner to keep it in the fine condition it has been kept in by the recently passed away owner.*

**Contact** Adam Lewis on 0402 000 333 to arrange inspection.

### HISTORIC AUSCAM CLUBMAN SPORTS CAR



*This racing car is being offered for sale as a complete ready to race package. It comes with a spare gearbox, diff centre and spare axle. As part of the package there are a set of moulds for the full width nose bonnet and rear guards. There is also a full set of CAD chassis and suspension drawings. In as new condition following a complete chassis up rebuild with all new panels etc. after it was crashed at Lakeside by Brian Ferrabee.*

\$20,000

**Contact Russ McBurnie: 0408 793 695**  
**Ian Peters: 0407 635 607**

**Historic Torque** is distributed to over 600 HRCC members and is also made freely available to the public online, so an ad placed here will get great coverage, particularly in the historic racing community.

**Member Ads** - members & friends can have ads placed here free of charge for their cars, trailers and parts. We will run your ad for three editions and if unsold your ad will continue to run on the HRCC website classifieds page.

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



**ADVERTISE  
HERE**

**ph: 0400 630 482**  
**email: torque@hrcc.org.au**



## 2019 Motorsport Event Calendar

Date	HRCC Events	Other Qld Events	Interstate Events	Venue
June 22 - 23		2 Days of Thunder		Queensland Raceway
June 29 - 30		CAMS State Championships Rd 2		Morgan Park Raceway
July 13 - 14	Historic Queensland			Morgan Park Raceway
August 3 - 4			VHRR Winton Festival of Speed	Winton Raceway
Aug 31 - Sept 1			Muscle Car Masters	Sydney Motorsport Park
Sept 21 - 22			HSCC Baskerville Historics	Baskerville Raceway
Sept 28 - 29			HSRCA Spring Festival	Wakefield Park Raceway
Sept 28 - 29		CAMS State Championships Rd 3		Morgan Park Raceway
Nov 2 - 3		CAMS State Championships Rd 4		Morgan Park Raceway
Nov 2 - 3		Ipswich Classic		Queensland Raceway
Nov 9 - 10	Noosa Hillclimb - Summer			Tewantin
TBA			VHRR Historic Sandown	Sandown Raceway
Nov 30 - Dec 1			HSRCA Summer Festival	Sydney Motorsport Park

## HRCC 2019 Social Nights

Mon 18<sup>th</sup> February

Mon 20<sup>th</sup> May

Mon 12<sup>th</sup> August

Mon 18<sup>th</sup> November (AGM)



**Carina Leagues Club**  
1390 Creek Road, Carina

*Social nights are a good occasion to catch up with fellow HRCC members, friends and guests.*

*Held at Carina Leagues Club in Carina, Brisbane. A great venue with plenty of parking and a good bistro where you can enjoy a nice meal prior to the meeting which commences at 7.30pm.*

*Guest speakers provide interesting talks to entertain and inform you.*

*Come and have a chat about all things historic racing with like minded people.*

## 2019 Awards/Trophy Presentation Lunch

**Sunday 8<sup>th</sup> December**

**Easts Leagues Club  
Coorparoo**

