



HISTORIC TORQUE

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

February 2020



**Entry
Still Open**

TTT & SUPER SPRINTS

22nd & 23rd Feb, 2020 *Morgan Park Raceway*

There is still time to enter

But be quick . . .

The HRCC Race Committee has put together the annual **Try, Train and Test and Supersprints weekend at Morgan Park Raceway on 22nd & 23rd Feb, 2020.**

A great way to kick off the motorsport year with a low cost, friendly weekend of testing, competition and catching up with motorsport friends. Perhaps creating some new friendships along the way too. The weekend is open to all types of cars. Historic or modern, classic or a special, log-booked or not.

It is also open to non HRCC members, so if you have a friend who would like to experience driving on a race circuit then encourage them to enter.

Only have 1 day available that weekend? No problem, you can enter just Saturday (TTT) or just Sunday (Super Sprint), OR BOTH and get a discounted entry.

Carports and Camping available.

Entry is available via the CAMS/Motorsports Australia MEE system - <https://motorsport.org.au/>

However, the online system is going to be offline from 5.00pm Sunday 16th Feb to Wed 19th Feb for upgrade.

Instead, contact Race Secretary Mark Stockwell on 0414407490 or mark@4orceracing.com.au.

Visit the HRCC TTT webpage for more information - <https://www.hrcc.org.au/ttt%20day.htm>

Coming Events

HRCC TTT/Supersprint	Feb 22 - 23
Phillip Island Classic	March 6 - 8
HSRCA Autumn Festival	March 21 - 22
Qld State Championships	March 27 - 29
Mallala All Historics	April 25 - 26

See Back Page for more info

Contributions for upcoming issues of HISTORIC TORQUE are welcomed.

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

Deadline - Last day of the month.

Disclaimer:

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**Contact
HRCC**



0424 321072

Phone

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



Email

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



Michael Mitchell

1983 HDT Commodore ES

Membership

Full, Senior, Social, Honorary, Life 284
Associates 76

HRCC Total Membership 360

(As at 3/2/2020)

Editorial

It's a changing world at all levels presently, CAMS to Motorsport Australia, from bushfires to rain and flooding, rain lights then no rain lights, a virus threatening to spread around the world. Is it no wonder we just want to muck around with racecars and then go racing? In my case, there is no racecar and instead it is preparation of my photo gear for another season of capturing historic cars racing at their best.

And the racing events for HRCC start this month with all the preparations in place for the annual TTT&Supersprints weekend. Entries were a bit sluggish to start with but now at just a week to go, there are a good number attending.

For this months edition, many thanks to John Carson for putting together a story on his Western Australian motorsport activities from late last year. More from John is to follow. Also, thanks to Phil Atley for telling us about historic racing in NZ and the opportunity to race there in 2021.

Who of you knew there was Qld Government Paliamentary Inquiry into Motor Recreational Activities? Read about it on page 9.

See you at Morgan Park for the TTT/Supersprints weekend. *Ian Welsh*

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Membership Renewal Reminder

Membership Renewal for 2020 is NOW DUE

Renewal for nearly 200 members is outstanding and the cutoff date is near.

Renewal is now done online.

In your web browser go to www.hrcc.org.au and click on "Log In" on the menu bar.

For those who may have forgotten how to access their HRCC online profile, there is a help guide available as a download from the HRCC website.

Go to this webpage and click on the help guide button -

<https://www.hrcc.org.au/membership%20renewal.htm>

If you have difficulties, contact Jim on jim@jandwgoulden.com or call on 0400 525 865.



2020 Motorsport Expo Cancelled

After great support from HRCC members to participate in the 2020 Expo by putting their hand up to bring 7 display cars to the event, it was cancelled at last minute due to the incredible but welcome rain. It was going to be a great opportunity for the club members to display and talk up historic motorsport and the benefits of club membership.

Similarly, it was disappointing for the Motorsport Australia Queensland office staff who had put a lot of effort into organising and marketing the annual event. But they have said they will be back for the 2021 Expo.



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Rain Light

Following notification from CAMS/Motorsport Australia in 2019 that all circuit race vehicles would need rain lights, Motorsport Australia has further notified that the requirement does not apply to 5th Category Vehicles.

Following this change of requirement, HRCC notifies all members that it is **NOT** a Motorsport Australia requirement for 5th Category cars competing at a speed event to be fitted with a rain light. However, in the interests of safety, it is recommended that HRCC members consider fitting a Motorsport Australia/FIA compliant rain light to their car/s. The Motorsport Australia website has a list of the compliant rain lights.

Changes to alcohol and illicit drug policies

Motorsport Australia advises that breaches of the alcohol and illicit drug policy will be published on the Motorsport Australia website as of 1 March 2020.

The Motorsport Australia Board has approved these changes, aimed at further underlining the integrity and safety of the sport.

Previously, Motorsport Australia held a discretion on whether to name those who had breached the Alcohol or Illicit Drug Policy for the first time. However, from 1 March, 2020 this discretion will no longer apply and the names of anyone breaching either policy must now be published. Previously, only second or subsequent offences were published.

Motorsport Australia CEO Eugene Arocca said the publication of names would serve as a further deterrent and encourage all those involved in motorsport to understand the importance of adhering to the policy.

"Motorsport Australia has a commitment to all motorsport participants to provide a safe and fair playing field with the highest levels of integrity," Arocca said.

"Given the number of overwhelming tests performed each year, the number of infractions is low, but that doesn't mean we can rest on our laurels and not provide further deterrence to those who think they can get away with doing the wrong thing."

Motorsport Australia CATOs (Certified and Accredited Testing Officials) will continue to test for alcohol in 2020, while ASADA and other accredited contractors will test for performance enhancing drugs and illicit substances.

The policies apply to all competitors (including co-driver and navigators), officials, team members (including crew), Motorsport Australia contractors or third party contractors



attending an event, as well as anyone who agrees to be bound by the Policy (for example, any Motorsport Australia accreditation holders).

In 2019, there were 10 breaches of the Alcohol Policy that would have resulted in publication of names under the new policy.

Example of a breach of the policy and steps taken:

Situation:

A competitor blows 0.03 on the breathalyser when tested for alcohol by a CATO at a Motorsport Australia event (the maximum allowable blood alcohol concentration (BAC) is 0.010 as displayed on the breathalyser).

Immediate action (as per existing policy):

The CATO advises Stewards of the positive test, where the Steward is then required to disqualify the competitor for the day under the policy. They are eligible to return the next day (if applicable).

Following the breach (as per existing policy):

Motorsport Australia is advised of the breach and notes the breach.

Publishing the breach (new as of 1 March 2020):

Once advised, Motorsport Australia will publish the breach for a period of three months on www.motorsport.org.au.

Member Portal and Event Entry Maintenance

With the rollout of a new member portal and event entry system in the coming weeks, Motorsport Australia wishes to advise of an upcoming outage as we prepare for the introduction of the new platforms.

Both the member portal and event entry systems will be unavailable from Sunday, 16 February at 5pm until the morning of Wednesday, 19 February.

Ahead of this outage, members are encouraged to complete any important business prior to Sunday evening.

Motorsport Australia staff will be contactable and available to assist with any queries during this time via the member hotline during business hours. The hotline number is 1300 883 959.

Motorsport Australia appreciates your understanding during this outage as we continue to work on delivering you a more user friendly online experience.

THREE EVENTS IN THREE WEEKS IN W.A.

Hello Perth and First Stop Collie Motorplex for a Friday Drive

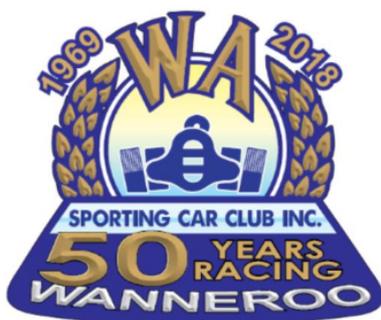
About a year ago our Historic Torque Editor had included in this newsletter a promo sent by West Australians to our Club announcing two historic events to be held in October 2019.

This ad piqued my interest as I hadn't seen Perth since 1971 and these two events were on successive weekends. So, here was a chance to add a tick to one's personal 'bucket list'. Yes, by running in W.A., this would achieve for myself a Group S start in all six Australian states. Moreover, this opportunity also allowed the defraying of transport costs over multiple events. However, at that juncture, I was not to know I would actually be amortising the costs over three events and three different historic grids, and so really 'making a meal' of it! As Peter Brock, and now... 'you know who'... would say - "How good is that?"

The first event was in Collie approximately two/three hours and 213 k south-east of Perth. On 19/20th October The Vintage Sports Car Club of W.A. (VSCC) were to celebrate the first anniversary of the Collie Motorplex Long Track extension.



The following weekend was to see the W.A. Sporting Car Club (WASSC) commemorating the 50th Anniversary of Barbagallo Raceway at Wanneroo. This long-established circuit is located in a sandy industrial locale, just 45 minutes north of Perth. Ideally, this track is also only 10/15 minutes inland from the booming coastal resort town of Mindarie Beach which offers Indian Ocean surf, a marina and hotel plus other modern but reasonable accommodation.



Now, as expected, logistical simplicity was to be the lynch pin and whilst in the past we have trailed as far as Mallala, the run across the Nullabor was considered by wife, Toni, just one 'camel stop' too far! So initially, I sent an email out to potentially like-minded mates suggesting a joint transport deal.

I was thinking that if there were to be other Queensland entrants, it would be advantageous to send across to Perth a pooled pallet of tools and gear. Luckily, I received absolutely 'Zero' response, as just organising myself and one car became enough of an effort. Indeed, not being a very good 'committee

type' person, I'm sure just liaising with others could have extinguished friendships even before the discussion came around to accommodation and/or flights...let alone car carriers and the quite separate matter of trans-continental general freight.

Additionally, whilst I started getting quotes early in the year, to send across to Perth my dark green Group Sc 1974 Alfa GTV 2000, apparently 'new rules' to do with ride height/clearances for road and/or rail soon had me stumped. Choice of car to take was being complicated by the 75mm under sump ride height of the Alfa, albeit CEVA had transported it, without an issue, in the past.

As an indication of the range of race car transport options considered, one high tech, door to door, 'silver service' offer involved a pod with built-in hydraulic ramps...and the car was then zipped into its own little tent for the duration...and all for only \$14,000.00 return!! And so, if anyone wants advice on navigating the dark Byzantine world of car carriers/transport brokers/road versus rail/quarantine and call centre advice right thru to dealing directly with depots...then I am available for consultation.... all at customs broker hourly rates!

In essence I had been dithering and, by August, time was definitely getting away. Toni doesn't cope at all well with my 'Last Minute Larry' style of commitment and was calling, quite reasonably, for a decision... i.e. 'Were we going or were we NOT going?'

I had always had a preference to take the GTV but the under-sump ride height of my Group Sb 1970 Triumph TR6 was a tad higher with a full 100mm side clearance. In the end the decision was made easy for me. Quite apart from confusion over ride heights, Norm Singleton was still fettling a new engine for the Alfa and a finish date was still unclear. Secondly, the TR6 retained its factory standard state of tune, was un-stressed and like its owner, simple, reliable and boringly predictable. Importantly, the Triumph was also less fragile than the GTV and providing one didn't mind being near the back of field...it was still fun to drive. So, belatedly the decision was made, if we were going then the old white TR6 would, again, be brought out of retirement...and that then spurred me on to one last phone call.



Suffice to say that I was at my wit's end but by ignoring the CEVA Call Center and dealing only with the delightful Melissa and/or Danielle at CEVA's Pinkenba depot, the return cost for my road registered TR6 came in under \$2,400.00. Incredibly, as it

transpired, ride heights for either car would not have been an issue!



Above: The writer with Danielle of CEVA's Pinkenba's 'front of house' reception team which is business-like and per direct phone link, a delight to deal.

In 2016, when sending the Alfa GTV south, also with CEVA, for a Winton/Sandown/Baskerville campaign we had sent a separate pallet of tools and tyres, ex their massive Berrinba depot at Logan (general freight is separate from cars) but this had its own extra complexities at the other end in terms of repacking for the return leg. So, this time I opted to go on 'a wing and a prayer'. In this regard, I carried only the smallest number of hand tools which fitted behind the woodgrain, dashboard glove box and planned to buy chairs, jerry can etc and any other emergency supplies once in W.A. You see, at that stage I was still under the impression, going on past consignments with CEVA, that no loose items were to be carried in the car's cabin or boot apart from a spare tyre and basic jacking tools. The requirements for West Australian quarantine inspectors to have full access to all parts of the car also provided another new variable.

We flew in to Perth on Wednesday 9th October, picked up a Thrifty hire car and stayed close by in Hazelmere. Next morning at CEVA's depot in High Wycombe, also adjacent to the airport, we found their reception team equally efficient and there was even a kid's chalkboard to keep young one's entertained, and family vacation stress to a minimum, whilst cars were retrieved from the big holding shed.

Whilst waiting for the TR6 to be washed, following its open tour across the dusty Nullabor, I noticed a news style leaflet in a wall mounted brochure dispenser. I was now alerted to new terms. CEVA now permitted a goodly weight could be carried in the car boot and cabin provided the view of in-cabin luggage did not extend above door height. But this wasn't to be my only surprise.

Twenty meters after leaving the CEVA Depot I smelt fuel and pulled over. Meanwhile Toni, in the hire car, had driven on and was about to join the freeway south. A quick phone call and luckily she answered, since at that stage for my 'lead scout', it had been very much a case of, 'Margaret River and all points south or bust!'



ABOVE: Just around the corner from CEVA at High Wycombe, Perth, and my full complement of tools has been spread asunder on hardstand. Nearly all had been required to unravel the trim and difficult to extract after-market cooling coil, in order to locate the petrol pump leak...thereafter I was to quite wisely... 'pay the man'.

The fuel was leaking badly from the in-boot mounted Lucas electric fuel pump and having a local referral from Triumph Specialist, Greg Tunstall of GTM Cleveland, we 'gingerly' motored north across the Swan River to Markich Motors at Bayswater. It was then that David and Jennie Markich recommended we take ourselves off for lunch at the nearby Bayswater Hotel. Here we were joined by a jostling big crowd of other elderly folk from the local senior's citizen's centers. Thursday was obviously their pension day luncheon event special.

In terms of our campaign's strategic and military like progress to date, Toni and I could only look quizzically at each other, as if to ask - "Was this to be an omen to indicate our likely progress, up and out of the logistical trenches, forward and onwards to historic racing battle and glory, on this, the 2019 Western Front?"

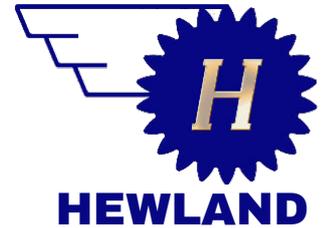
Blessedly, on return from lunch, we found David had re-kitted the Lucas pump and now was insistent that we enter one of the two sprint events that he was co-organising as part of the TSOA National Rally. I had no idea that there was a TSOA event on in W.A. and the Busselton Sprints were to be run on the Monday, immediately following our Collie event. We instantly agreed and now the already tired old agricultural TR6 was signed up for the tri-fecta!

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Above: My saviours, David and Jennie Markich, Triumph specialists of Bayswater, Perth.

That afternoon we motored past lush green pastures, with dams brimming full, surrounded by happy sheep and fat cattle. We found Collie late afternoon. This neat and friendly little town (population 7192) is a coal mining and coal-fired power station centre with two mines and three power stations. Indeed, this little corner of W.A. is the only such coal-fired power centre source in W.A.

We were staying two nights in preparation for the weekend after. This was to be nine days hence when Collie was hosting our event, the Coalfields 500. The circuit itself was built around infrastructure from a now defunct coal mine but interestingly Collie was not named after 'coal'. Rather it was named after Alexander Collie, one of the district's original 1827 explorers.

Moreover, contrary to perceptions this rural centre boasts a fabulous, leading edge art gallery, value for money comfortable motels, two auto parts shops, wineries and additionally has been a past winner of the Tidy Towns Competition.

Our idea was to check out the track and then leave the TR6 at our motel, The Banksia, so that we could spend the next week touring the South-West Corner. In this regard we were indeed fortunate to meet Anna Farrell, the live-wire manager of Collie Motorplex, who not only welcomed and explained the layout of the facilities but gave us a guided run and slow laps around the circuit. Anna then determined that we should leave the TR6

outside her race circuit office, secure, until the next Friday's practice.



Above: At left, the very hospitable and dynamic Anna Farrell, Collie Motorplex Manager, with my ever-supportive Toni in the paddock, and Anna is also on The Board of the local community Bendigo Bank.

The few exploratory, 'three up' laps on the Collie track, in our Thrifty Mitsubishi Eclipse had impressed me with the dynamism in this community. The original short track was a worthwhile circuit (think Morgan Park in the year 2000) but the new long track extension had added distance, elevation, longer straights, some tricky corners and a mini version of 'Laguna Seca's 'Corkscrew'.

Yes it was going to be a testing track.

So, on our second day's posting to the 2019 Western Front we were out of the logistical and repair trenches and charging forward with sunglasses glinting in the western sun and that night dined at Collie's very tasty Eight Sister's Thai Restaurant. Next morning, we set off for Margaret River, our first stop on a week's tour of the South West.

John Carson 27/12/19

Instalments to follow will cover the VSCC Collie Motorplex Coalfields 500, TSOA Busselton Sprints and WASCC Barbagallo Raceway 50th Anniversary of Operations, historic meet.

Invitation to HRCC Queensland competitors

Expression of interest to participate in the NZ Historic GP event

Date: 18-19 January 2021

Location: Bruce MCLAREN MOTOR SPORT PARK, TAUPO, NEW ZEALAND

Recently I was lucky enough to attend as a spectator for the 2020 New Zealand Historic GP at the Bruce McLaren Motorsport Park located in Taupo on the NZ North Island. I went along as the Pit Crew for Ian Woodward (Fataz Competition Engines) as chief coffee getter and windscreen cleaner. Woody was invited to drive a 1968 Penske replica Camaro of his NZ friend. His results were 4th in race 1 and went on to win race 2. Not a bad effort having never driven the car or raced at the track before.

The classes of cars that were competing at the event were -

- Historic Muscle Cars & Historic Saloons
- Historic Formula Ford
- Historic Sports Sedans & Allcomers
- Formula Junior Historic, Historic Sports Racing & Invited Historic
- Formula 5000 (WOW)
- Alfa Romeo Marque Brand at GP
- TraNZam

Bruce McLaren Motorsport Park is a fantastic winding track with inclines and great bends. I suggest that you google it. You will find a great track with great facilities. I experienced a very professional race meeting with relaxed atmosphere. It is close to the awesome town of Lake Taupo with all the great tourist adventures for everyone.

On Saturday afternoon I was invited to the Control Tower with Bruce Dyer, the President of Historic Muscle Cars & Saloon Cars and was interviewed about Queensland Group N racing and its classes NA/ NB/NC, with some questions about my Cortina. At the end of the interview Bruce asked did I think there would be any interest from Queensland to bring some Group N cars to the 2021 event. My response was that I would do some investigation and send out an expression of interest to fellow Queensland Group N competitors.

My investigation under way to enable competition at the event includes -

- Number of participants wishing to enter
- Cost of containerised transport to NZ - Return cost per container / cost per car
- Freight dealer requirements for cleaning at pickup points both ends
- Asbestos clearance
- Shipping availability to NZ & return for start of 2021 race season
- Car Eligibility to race - by invitation I think
- Driver eligibility to race - I think CAMS/Motorsport Australia licence will cover NZ also
- Car storage in NZ
- Race entry fees
- Accommodation budget pricing - there is a wide range and prices in Taupo, maybe we can work out a decent deal.

Time is on our side to sort these things out

If you have any questions, please don't hesitate to give me a call to discuss.

Note we have interest from some people already plus my own car if the numbers can work

Expression of Interest Closing Saturday 7th March 2020

Phil Atley

Mobile: 0419-742037

Email: patley@komatsu.com.au



Key points from the February 2020 meeting.

- ▶ **Membership** - One new member in Jan. Renewal of membership still rolling through with nearly 200 member still to renew. Total financial membership sits at 360.
- ▶ **Treasurer** - Submitted monthly expenditure info for approval. Submitted 2020 budget for review by committee.
- ▶ **Noosa Hillclimb** - Awaiting outcome from NBCCC annual general meeting mid Feb to see the future direction for events.
- ▶ **Historic Commission & Motorsport Australia State Council** - Nothing to report on
- ▶ **Group Leaders** - Group Leaders Conference to be held on 4th April. All Group Leaders have been asked to submit items for discussion at the conference.
- ▶ **Events** - HRCC will showcase 7 cars at the Motorsport Expo at Beenleigh. TTT and Supersprint entries are building but further reminders to be issued. Preparations for Autumn Historic meeting is in motion to enable entries to open ASAP.
- ▶ **HRCC Clubroom/Facility** - Moreton Bay Sports facility at Tingalpa now not considered to be a suitable proposal. The project continues with several other proposals in discussion.
- ▶ **Competition/Regulation changes** - Motorsport Australia have announced a change to their Alcohol/ Drugs policy to now name the offender on their website. Newsletter to advise members.
- ▶ **HRCC 2020 Objectives** - Draft objectives discussed between committee members after making submissions. Objectives to be consolidated and a document prepared for submission to members. Included with this work is a draft Code of Conduct document. Revision of the constitution needed to incorporate the Code.
- ▶ **New Committee Member Welcomed** - Group N Leader, Claude Ciccotelli has joined the management committee team. His contribution is welcomed by all.
- ▶ **Shannons Insurance** - Have advised of signage clarifying the coverage of their insurance products which will be displayed at their race meeting displays. HRCC to respond to their letter of advice.

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

Queensland Parliament Inquiry into Motor Recreational Activities

On Monday 21 October 2019 the Transport and Public Works Committee resolved to inquire into and report to the Legislative Assembly on the contribution of the motor recreational activities (MRA) to Queensland, and in doing so look at the volume and range of MRAs currently practiced by and available to the people of Queensland.

In undertaking this inquiry, the Committee should consider:

- *The economic impact of the motor recreation industry to Queensland, including opportunities to grow the industry to create jobs for Queenslanders;*
- *The contribution of the industry to Queensland's tourism sector and opportunities to grow Queensland's share of the motor recreation tourism market;*
- *The legislative, regulatory and policy framework in which the industry operates in all levels of government, and options for reform;*
- *Options to improve the safety of all industry participants;*
- *The impact on youth training and community engagement from motor recreational activities, including health and well-being outcomes;*
- *The impact of the industry on road safety outcomes;*
- *Challenges facing the industry and the role of government in supporting the industry to continue creating jobs for Queenslanders;*
- *Other issues that arise as agreed upon by the Committee.*

Submissions were called for and as HRCC is a stakeholder in the inquiry, the HRCC Management Committee formulated and submitted a 15 page document for consideration.

A total of 56 submissions from various stakeholders in Queensland were made to the inquiry .

More information and the submissions are available for public viewing from the Qld Parliament Inquiry webpage - <https://www.parliament.qld.gov.au/work-of-committees/committees/TPWC/inquiries/current-inquiries/24MtrRecAct>

Following completion of submissions the Inquiry now moves on to Public Hearings which will be held on 17th Feb, 3rd Mar, 16th Mar & 30th Mar.

HRCC will take part in some, if not all, the Public Hearings



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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.



1980 Lola T590 Sports 2000.

Log book and C of D.
Strong engine, recently rebuilt gearbox with a few spare gear ratios and general spares.
2 spare sets of wheels, 1 slick and 1 wet set. Spare nose cone.
New aluminium fuel tank fitted. Currently raced in Super Sprints at Morgan Park.
Car based in Brisbane area.

Price \$35,000.
Contact Peter on 0408957966.

1963 Ford CONSUL DELUXE GT CORTINA Group Nb

This is the first time this car has been offered for sale, was raced at Sprints and Hill Climbs from 1980 and Logged Booked in 1985. It is one of a few Appendix J cars left in Queensland. This car is ready to race with current Targeted Scrutineering and comes with 40 Years of spare parts including the original chrome strips, will not separate.

Price \$30,000.
Contact Peter Gilbert on 0408 742 737



Image by Ian Welsh



1984 Tiga SC-84 Sports 2000

Keith Carling offers his front running Tiga SC-84 Sports 2000
The car is the ex-Ian Barbary car and has recently completely had a ground up restoration including new panels & fully painted. It is one of the competitive cars in the Group R Sports 2000 category.
The car comes with 12 wheels, near new wets, 30 + gear ratios, fiberglass body moulds & numerous parts including suspension arms, spare brakes and a huge list of spares.
This car is the winner of the HRCC Champion in 2018
This car needs to be sold. All offers will be considered.

PRICE \$45,000.00 or offer
Fully set up trailer is available at additional cost
Please ring Keith Carling on 0438 881 208 or email keith@dbchomes.com.au

2020 Historic Motorsport Event Calendar

Date	HRCC Events	Other Qld Events	Interstate Events	Venue
Feb 22	TTT Day			Morgan Park Raceway
Feb 23	SuperSprints			Morgan Park Raceway
Mar 6 - 8			Pillip Island Classic	Phillip Island Raceway
Mar 14 - 15		Lakeside Tribute??		Lakeside Raceway
Mar 21 - 22			HSRCA Autumn Festival	Wakefield Park
Mar 27 - 29		CAMS State Champ. Rd 1		Morgan Park Raceway
Apr 25 - 26			SCCSA Mallala All Historic	Mallala Raceway
May 9 -10	Autumn Historic Warwick			Morgan Park Raceway
May 30 - 31			Austin 7 CC - Historic Winton	Winton Raceway
June 5 - 7		CAMS State Champ. Rd 2		Morgan Park Raceway
June 6 - 7			HSRCA Sydney Classic	Sydney Motorsport Park
June 6 - 7		2 Days of Thunder		Queensland Raceway
July 11 - 12	Historic Queensland			Morgan Park Raceway
Aug 1 - 2			VHRR Festival of Speed	Winton Raceway
Aug 22 - 23		Leyburn Sprints		Leyburn, Qld
Aug 28 -30		CAMS State Champ. Rd 3		Morgan Park Raceway
Aug 29 - 30			HSRCA Spring Festival	Wakefield Park
Sept 5 - 6			Sydney Masterblast	Sydney Motorsport Park
Sept 18 -20			Baskerville Historics	Baskerville Raceway
Oct 31 - Nov 1		Ipswich Classic		Queensland Raceway
Nov 6 - 8			VHRR Historic Sandown	Sandown Raceway
Nov 14 - 15	Noosa Hillclimb Test & Tune			Tewantin, Qld
Nov 28 -29			HSRCA Summer Festival	Sydney Motorsport Park
Nov 20 - 22		CAMS State Champ. Rd 4		Morgan Park Raceway

HRCC 2020 Social Nights

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.



Carina Leagues Club
1390 Creek Road, Carina

17th February

8th June

10th August

23rd November (AGM)



A young Matt Campbell demonstrating his race skills with heavy understeer through Turn 3 at Morgan Park in the wet at the HRCC 2012 Historic Queensland race meeting

Image by Ian Welsh