



HISTORIC TORQUE

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

March 2020

TTT Day and Super Sprints

Perfect one day, windy rain the next.

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

Support for the weekend was down for 2020 with just 82 cars entered for both days. Despite that, it attracted people from as far away as Townsville and Mackay and from northern NSW. Many don't realise that Townsville is roughly the same distance from Morgan Park as is Melbourne. The diversity of cars was broad once again too. From Ralph Jones's 1938 Pontiac Silver Streak to a 650cc 1964 Kenner R64 open wheeler. There was a stack of Cooper S's including the modern BMW variety and a few of the now motorsport entry level Hyundai Excel being given some track time. To add some class in the field was the Group S 1977 Ferrari 308 GT Dino of Phil Powell.

With Morgan Park and other raceways now running "Sprints" series at their venues, there was a portion of cars that run in sprints taking advantage of good value track time. Not seen before was a new Group Nc 1969 Mustang built and to be raced by Craig Allan. Looks smart and knowing Craig it will be competitive in the coming 2020 Group N events.

Both days of the weekend would utilise the Circuit K, 2.1km track configuration. A mixed weather forecast would see a dry track for the TTT but the Queensland sunshine turned to liquid for Sunday's Super Sprints. A shame but any rain in the Warwick district is more than welcome in the ongoing drought.

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Coming Events

HSRCA Autumn Festival	March 21 - 22
Qld State Championships	March 27 - 29
Mallala All Historics	April 25 - 26
HRCC Autumn Historic Warwick	May 9 - 10
Historic Winton	May 30 - 31
Qld State Championships Rd 2	June 5 - 7
HSRCA Sydney Classic	June 6 - 7



Image by Ian Welsh



Image by Ian Welsh



Image by Ian Welsh

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.

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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



Wayne Clift Group A Commodore
Noel Cunnington

Membership

Full, Senior, Social, Honorary, Life 325
Associates 80

HRCC Total Membership 405

(As at 2/3/2020)

Editorial

My involvement with the Qld Parliament's Motor Recreational Activities Inquiry has broadened my awareness of the fascination people have with anything that is motorised. The motorsport side of things being just a fraction of what people are up to out there all over Queensland. And it is the community based clubs and associations, like HRCC that don't get much help from the politicians who ask for their votes when election time comes round. If it involves media and is in the spotlight, like Supercars, then it gets the nod. But those same clubs and associations create real jobs as well as facilitate the exchange of \$\$'s with their activities all over the state. Which, by the way significantly adds to government revenues. Queensland elections will take place later this year. If you get the chance, ask your electorates candidates for their policy on Motor Recreational Activities and what will they be doing to support it if they are elected.

Ian Welsh

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Noosa Hillclimb Winter Event

After many months of interaction between the Noosa Beach Classic Car Club (NBCCC) and HRCC, it can be announced that HRCC will no longer take part in the organisation or running of the winter event. Following a change in the NBCCC management direction, the NBCCC has aligned itself with another Sunshine Coast car club who have competition interests.

If the winter event takes place, the HRCC asks all members/competitors to give careful consideration before entering the event, as the event will not run under a Motorsport Australia (formerly CAMS) Permit, so as a result, it will not have Motorsport Australia Officials or Motorsport Australia's (formerly CAMS) comprehensive insurance coverage.

The HRCC committee is very disappointed in the NBCCC decision and action to move away from what has been a successful partnership with the winter event. Further negotiations are to take place to resolve outstanding financial complications due to the last-minute cancellation of the 2019 Summer Hillclimb. At this time, the Summer Noosa Hillclimb remains on the HRCC calendar, however this may change in the future.

Meanwhile, the HRCC management committee are investigating alternate possibilities for holding an event to fill the gap in the calendar and provide members with other track type experiences.

Frontal Head Restraints in Speed Events Flow Chart



With the implementation of new 2020 regulations, Motorsport Australia has issued a flow chart to aid competitors determine which vehicles and events require the use of a Frontal Head Restraint.

[Go to the HRCC website where you can download a copy of this Flow Chart.](#)

Membership Renewal Reminder

Membership Renewal for 2020 is NOW DUE

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>

Contact Jim if you have difficulties - jim@jandwgoulden.com or call on 0400 525 865.

If you do not renew by the end of March you will no longer receive this newsletter or The Oily Rag magazine.



The TTT field was broken up into eight groups of similarly matched cars where each group had four runs of 15 minutes. Some runs included the opportunity to carry a passenger for driver tuition.



One such driver was Gayle Thornton, in a 1964 MGB, who had the very experienced historic Formula Ford racer Len Don beside her showing the way. It had been a while since Ray Law had given his 1965 Mustang a run after a serious engine failure last year, so he was taking it easy initially to get the feel of the rebuilt engine. With a little more power expected there was also the question of are the brakes now ok.



Mini driver Peter Walsh had an early finish to his day and weekend after engine failure was diagnosed to be a collapsed piston. There were a few other cars withdrawn with a range of problems as the day drew to a close. Those that ran without problems had a good day with a total of around an hour of track time in a relaxed environment. Many friendships were rekindled from the last Queensland race meeting some 6 months previous. Historic motorsport is not just about racing as there are many social connections.

Some of the TTT runners chose to stay on for the Sunday Super Sprints, and on paper, entry numbers were 82 cars but in reality, rain kept numbers off the track to result in just 52 cars competing. These guys braved some decent showery



rain. Those that did run were broken up into eight sprint groups. However, some groups were down to just 3 competitors. Each group got 4 runs of four laps and if you are competitive the fastest lap of the day is what you seek. Rain persisted for the first 3 runs but the last run was on a drier track and produced the winning times. Pleasing to see were the open wheeler and sports car guys who braved the elements in their open cockpits.

Quite remarkably, fastest time of the day was very competitive with just 0.536 seconds covering the first 3



placings. Fastest was George Fry in the unique 1980 Elfin Aero Formula Ford setting a time of 1min 14.123sec. Second was Trent Harders driving a 2003 Mini Cooper S with a 1min 14.657sec time followed by Sean Karger in a 1971 Holden Torana on 1 min 14.659sec.

The Super Sprints ran smoothly with only a few minor disruptions so that the day was over by 2.00pm. Events like this can only take place with the great input of many volunteer workers and officials. These people enable racing at Morgan Park to happen with minimal fuss and stress. A big thank you goes to them.

The next HRCC event is the Autumn Historic Warwick race meeting on the 9th and 10th May 2020 where Heritage Touring Cars will be competing in their national series. There will also be a big Group N Touring Car field along with all the other historic categories. See you there.

More photos from the 2 days are on the HRCC website.

[Go to the TTT webpage](#)



Ready to race in 2020?

Then it is time to look ahead to the Autumn Historic Warwick race meeting at Morgan Park Raceway on 9th and 10th May.



Planning and organisation of the event is well under way and it is expected that entry for competitors will be opened in the second half of March. Once again, entry will be via the Motorsport Australia online MEE system.

Autumn Historic Warwick is open to all 5th category vehicles and will include regularity trials. Two race groups have announced that this event will host a round of their respective 2020 series – Heritage Touring Cars – Round 2 of the Heritage Touring Cars National Championship Series for Group A & C

Group N – Round 2 of the Qld Historic Touring Car Association, Queensland Cup

For HRCC members it's an opportunity to put some points in the bank towards the annual club championships.

Entries from interstate will be most welcome and for any competitors needing extra track time, Friday practice will be available.

Can't compete? Then come along to the meeting anyway, bring the family or your mates. It will be a great meeting and your support would be appreciated. The Warwick district has been doing it tough with the drought and is also in need of your visit.

Or maybe you can help out by giving a bit of your time doing a few jobs on the weekend? The organising committee seeks volunteers to make the meeting a success.

Watch your emails for the invitation to enter or check out the HRCC website for an announcement that entries are open.

Group Leaders Conference

The first Group Leaders Conference of two planned for 2020 will take place on Saturday 4th of April in Brisbane.

Group Leaders play a huge part in the work behind the fun at race meetings. They are also an important factor in bringing competitor matters of concern to the attention of the HRCC management committee.

Each race group, including regularity, has a leader and in the past, all have taken an active role in discussions around the conference table. Several committee members will be present at the conference as well as the race secretary. It is a great forum for discussion.

If you are a competitor and want to raise a matter, get in touch with your group leader and tell them all about it. If you don't know who they are, go to page 2 of the newsletter where you will find contact details.

TEAM Library

Past vice president Peter Walsh has volunteered his time to sort through the clubs many stored magazines, programmes, books and other paraphernalia with the aim of establishing a club library. He will also acquire new books over time that are relevant to the clubs interests. It is envisaged that once a catalogue is established, members would have access to the material.



In February's Part One instalment we had just test driven the Collie Motorplex Long Track in our ex- Perth Airport Thrifty Mitsubishi Eclipse. In a week's time we were to compete in the Coalfields 500, this event celebrating the first anniversary of the completion of the 2018 long track extension. Fortuitously, and courtesy of Circuit Manager Anna Farrell, the TR6 was able to be left securely in the paddock rather than at our Collie motel. So, after a successful reconnoitring of this quite testing circuit and knowing the race car was safe, we felt happy to set off on a week's lazy tour of the South-West corner.



Over the next few days we potted our way past rich, green, grazing country full of fat cattle and sheep. Passing paddocks with roadside dams all brimming full, it was then, in complete contrast to the terrible drought conditions being suffered on the East Coast. After Busselton and Dunsborough, the first night was Margaret River staying at the charming Waterfall Cottages on Kevill Road...yes, in shades of Frank Lloyd Wright's 'Fallingwater', you could even hear the adjacent waterfall as one nodded off.

Next day we submitted to the obligatory pump priming of the local economy per the district's numerous food and wine sampling outlets. Heading south-east we next overnighed amongst the tall timbers of Pemberton before taking the high-rise aerial walk in the Giant's Forest near Walpole. Albany, pronounced 'Al-benny' is steeped in history (see pic below of 19th century waterfront architecture) and was our stop for a few nights. Each year this marvellous little city hosts an 'around the houses' street racing event. Moreover the National Anzac Centre, overlooking the harbour where the first two Middle East bound convoys assembled in late 1914, is an absolute must see.



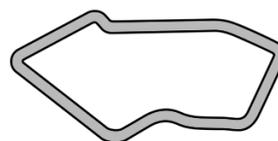
On the inland return to Collie, pretty Bridgetown is an ideal lunch stop and soon after we discovered the quiet back-water town of Greenbushes. As far as I know this 'barn find' top condition early 1950's Cyclops Rover (now a candidate for UK historic saloon car racing?) is still available for circa \$4,000.00



Next stop was Nannup, a cute rural enclave where Toni and I experimented with the minimalist experience of living in a Tiny House...an architectural origami experience, on wheels, and with fold out covered deck...but probably not suited to long term matrimonial harmony.



By Friday we were back at Collie Motorplex for the pre-race Private Practice day. Whilst the cost of practice was only \$20.00 per entrant there could only be two cars on the track at any one time, this limit dictated by medical regulations as ambulance availability was prohibitively costly. However, Anna Farrell and her crew made sure everyone was hustled through in an equitable manner and after a few runs I was starting to get the hang of the track. It seemed a very safe circuit with plenty of run-offs albeit the tyre walls were those massive earthmoving machinery type, ex the local mining industry. Indeed, I developed a serious need to show considerable respect to Turn 1 and Turn 2. These diminishing radius bends, taken with even moderate speed, tightened alarmingly.



On arrival next morning, as well as new friends from yesterday's practice, there was a goodly collection of new and interesting cars. The organisers, being members of the Vintage Sporting Car Club of WA (VSCC), couldn't have been more accommodating and friendly

assuring us, as interstate visitors, of a gratis covered carport. The competing local Historic Touring Car (HTC) people were also very welcoming. As I was unsure of my lap time competitiveness, I had entered for both the Regularity and the HTC grids. It was only then, on the Saturday morning, that I was to receive the Entrant List and Program and so there was lots to absorb and sort out in terms of local knowledge.

There were four Regularity groups plus Formula Vee, Formula Classic and HTC grids. Eventual Regularity winner was Irad Dickerson in a 1980 Porsche 924 with the author just snicking in for second place.



On the HTC Grid, Grant Johnson in a 1973 Holden GTR XU-1 suffered from new engine hiccups but was the man to beat with a last race best lap time of 1.19. He was followed closely by Simon Northey (blue and white Mustang pictured above, on RHS) with times of 1.22 who took out the over 3000c class due to his consistency.

Saturday morning's Official Practice (1.42) and then Qualifying, saw me put down a best of 1.40, but I was still having all sorts of difficulty keeping things straight when hunting in to my two troublesome corners. Indeed, in the first events I must have looked a tad untidy for anyone who was following. However, in the first race event, and after only a few laps, perhaps fortuitously, there weren't that many other competitors in view. Further into the race, if being lapped through these diabolical corners (and given the TR's antiquated and separate cruciform chassis) I can only guess the reactions of other competitors witnessing my tortured articulated progress. So, running in two grids, I was busy and with yesterday's private practice wristband, my lower arm

could have doubled as a harlequin maypole. However, I was enjoying each outing and as I came to terms with this beautiful little circuit, reduced my best lap time to 1.39.

We were lucky to be parked next to Evan and Jacquie Edwards seen below, on LHS, with Toni Carson and Sherly Swarbrick, the Event Secretary. Evan and Jacquie provided good company and merriment, it transpiring Evan had taken his South African GSM Dart over to Phillip Island on occasions. Other Collie touring car people I recognised from The Island were Simon Loh (Alfa GTV) and Murray Paddison (Cortina) seen here with two Porsche boys, on RHS, but unfortunately Simon's immaculate GTV had to go back on the trailer after an early run.



From what I could see, from the back of the field, driving standards were high.... well, at least for others! Moreover, given the 2.55 km of Collie Long Track, it didn't take long for cars to spread out. My only memorable and quite personal indiscretion occurred at the exit from Turn 2 when I was being lapped. Yes, I committed the cardinal sin of not holding my line and speared off the track out on to a smooth and safe run-off area. However, the TR6 still had lots of momentum and in 'correcting' (a tautology given the end result) I then found myself being sling-shotted, in reverse, back across the circuit. Still with monumental mayhem in mind, the TR now past the tarmac and onto smooth clay on the inside of the track, continued its lurid tail first slide. We travelled some distance beside, and parallel, with the track's infield concrete wall.



In those split-second moments (which felt like ominous minutes of dread) I was cursing myself for the imminent and apparent likelihood of ending the Western Campaign, so painfully soon. Blessedly, my loyal and heavy ol' Noddy Car washed off enough rearward speed and came to rest beside the concrete wall, facing in the direction of further cars about to lap me.

Historic Tourin							
Competitor	Class	Vehicle					No
Dean	WHISSON	Race N	1963	Ford Cortin	1500	White/Gre	11
Michael	HOLMES	Race N	1963	Ford Cortin	1500	White/Mai	38
Don	BEHETS	Race Nb	1963	Ford Galax	7000	White/Blac	222
Steve	WELLSTEA	Race Nb	1963	Morris Coc	1293	Blue	67
Randle	BEAVIS	Race Nb	1965	Lotus Corti	1558	White/Gre	58
Simon	NORTHEY	Race Nb	1964	Ford Must	4700	Blue	44
Lance	STANNARC	Race Nb	1964	Moris Cool	1298	Burgundy	99
Ken	WALLER	Race Nc	1970	Volvo 1425	1989	Red	142
Martin	DENNIS	Race Nc	1971	Datsun 160	1600	Yellow	71
Owen	Satchell	Race Nc	1970	Ford Escor	1660	Orange/Bl	140
Grant	JOHNSON	Race Nc	1973	Holden XU	3300	Orange	27
John	CARSON	Race Sb	1970	Triumph TI	2498	White	70
Gary	EDWARDS	Race Nc	1970	BMW	2000	Silver	94

My stop, entertainingly for the flaggies, was immediately below the Turn 3 Flag Point. I'm pretty sure I could have reached out from my driver's seat and touched that immovable, light grey, and ever so smooth and upright concrete wall. Thereafter, on each successive lap, I couldn't help but notice my 'off and on' cross-circuit excursion, deftly illustrated by diagonally tracked skid marks and was reminded of my late father's dictum, "John, you need to take everything in moderation".

On balance Collie Motorplex is a wonderful grass roots circuit very much like Morgan Park, Warwick, in that it is rural, has a nearby prosperous support town, and is administered by a non-profit local group who don't stand on ceremony. Rather, Anna Farrell and her team are in the business of continual improvement. While the existing carparks and buildings have originated from a coal mining camp (and as such are not quite Barbagallo level) they are totally adequate and, above all, the circuit is fast, fun, technically testing and safe...i.e. for sensible punters!

We enjoyed our Coalfields 500 and were to see many of our new VSCC and HTC friends at the next weekend's Barbagallo historic event but in the meantime were due next day at the TSOA National Rally Sprints, just down the road, at Busselton.

That Sunday night we dined at the Collie Hotel and were 'off our trolley in Collie' watching the Rugby World Cup from Japan. Next morning, I followed Toni to Busselton's seaside

Barnard Park where we lined up against a brilliant assortment of the nation's finest Triumphs. Interestingly, in an apparent British attempt at diversity and Eurocentric inclusion, there was a definite slant to TRs with Porsche overtones.



In Part 3 we'll cover the TSOA Sprints, a most necessary TR6 safety check, plus expeditious repairs, before the next weekend's Barbagallo Raceway 50th Anniversary historic meet.

John Carson
06/03/2020



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Key points from the March 2020 Management Committee meeting.

- ▶ **Membership** - Two new members in Feb. Renewal of membership going well. Total financial membership now up to 405.
- ▶ **Treasurer** - Submitted monthly expenditure and cash reserve info for approval. Submitted 2020 budget, Oct 19 to Sep 20, for review.
- ▶ **Noosa Hillclimb** - NBCCC have decided to align with a Sunshine Coast car club and use Racers to run the Winter event. The summer date remains a possibility.
- ▶ **Historic Commission & Motorsport Australia State Council** - Nothing to report on
- ▶ **Group Leaders** - Group Leaders Conference to be held on 4th April. Awaiting feedback from Group Leaders to submit items to be placed on agenda for discussion at the conference.
- ▶ **Events** - Motorsport Expo at Beenleigh cancelled due to rain. TTT and Supersprint ran well and good feedback from participants. Autumn Historic Warwick meeting arrangements proceeding, awaiting sup regs approval from Motorsport Aust, entries to open ASAP.
- ▶ **HRCC Clubroom/Facility** - No activity to report
- ▶ **Competition/Regulation changes** - Motorsport Australia have released a flow chart for competitors to assess Frontal Head Restraint application in all motorsport activities. Will be available on website and reported in newsletter.
- ▶ **HRCC 2020 Objectives** - Draft objectives discussed between committee members after making submissions. Objectives will be consolidated and emailed to HRCC club Members for feedback as to which they see as priorities.
- ▶ **Management & Race Committee Meeting combination** - It has been raised that the 2 meetings take place on the same night. May be possible for the less busy periods.
- ▶ **Motorsport Australia Event Entry** - with the change to the new online MEE system there has been some problems obtaining reports out of it. Discussions with MA should see improvement.
- ▶ **June Social Night** - theme of women in motorsport and speakers being arranged. Will be in larger room at Carina Leagues Club.

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

HRCC speaks at Queensland Parliament Inquiry into Motor Recreational Activities

HRCC Vice president Dr Chris Robertson and Management Committee member Ian Welsh attended the second public hearing on 3rd March.

HRCC had already made a written submission to the inquiry however we made the decision to take the opportunity to speak directly to the inquiry committee. Besides speaking we also tabled a second submission.

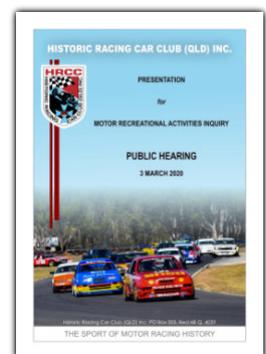
HRCC was grouped in a category called "Historic Vehicles". HRCC was the only presentation with motorsport interests. The others were covering vintage and veteran type vehicles and they all spoke about regulations and high cost of registration of their Special Interest Vehicles".

HRCC's presentation was based on 3 main points -

- **1. The potential of historic car racing**
 - *Social Benefits*
 - *Economic benefits*
 - *Environmental benefits*
- **2. What, and how, is needed**
 - *Community based, multi purpose facility with government support*
- **3. An acknowledged & independent governing body for compliance and safety**
 - *Affiliation with Motorsport Australia for safety compliance, insurance coverage as well as integrity through rules and regulations.*

Also speaking at this hearing was Motorsport Australia (MA). Presenting at the hearing was CEO of MA, Eugene Arocchi and he spoke about the current motorsport situation in Qld and optimism for future developments. He covered this under 6 headings. Participation, Economic Impact in Qld, Safety, Integrity, Motorsport in Queensland and General Challenges to Motorsport.

[Click Here](#) for more information and the submissions are available for public viewing from the Qld Parliament Inquiry webpage -



HSRCA
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 Wakefield Park, March 21 & 22

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Contact Rob Buckley on 0418782075



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



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



MICHAEL MEYER ENGINES

- Four and six cylinder engine maintenance and rebuilds.
- Specialising in Cosworth and Formula Ford engines.
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- Cylinder head modifications, servicing etc.
- Weber & SU Carburettor specialist.
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Call Michael on **0412 480744**

(Day and Evening)



2020 Historic Motorsport Event Calendar

Date	HRCC Events	Other Qld Events	Interstate Events	Venue
Mar 14 - 15		Lakeside Tribute		Lakeside Raceway
Mar 21 - 22			HSRCA Autumn Festival	Wakefield Park
Mar 27 - 29		Motorsport Aust 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		Motorsport Aust 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		Motorsport Aust 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			Tewantin, Qld
Nov 28 -29			HSRCA Summer Festival	Sydney Motorsport Park
Nov 20 - 22		Motorsport Aust 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

8th June

10th August

23rd November (AGM)



Image by Ian Welsh