

HRCC NEWSLETTER.



Volume 62
February 2005

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Membership:

Ensure your HRCC 2004 membership is financial. If membership is not current, you will not receive a newsletter or Oily Rag Mag.

Upcoming Events:

Trophy Night	Feb 26
TTT Day	Feb 27
Gatton Sprints	Mar 4-6



Pres. Bill even took the opportunity to pop over to Lady Flo's and borrow her hat

PRESIDENT'S MESSAGE

Nearly 250 individuals braved the heat to visit the proposed Kilcoy motor race circuit site at Kilcoy on Sunday 6/2/05.

Following a design by Don Thallon, surveying details provided by Lawrie Watson and with engineering supervision by Ken Wasley, numerous 4 wheel drives and one strange kraut vehicle, traversed the proposed circuit design for the site.

Comments ranged from fantastic to "I am excited". Of particular interest was the interest and enthusiasm shown by our 'cousins' in motorsport who ride motorcycles.

While we are still waiting the formal response of the EPA to the Kilcoy Shire Council as required under the Integrated Planning Act (1997), we anticipate almost immediate approval from the Shire Council to advertise for objections to a change of use of the land from rural to outdoor entertainment. This is necessary to allow motor racing on the site.

You will in the future receive a request for expressions of interest in the purchase of practice and spectator "rights" for the first 10 years of the life of the new circuit. These funds are being sought to maximize our position in terms of grants from various Government agencies. The grants are based on a dollar for dollar basis and will form the basis for our funding for the new circuit.

I recommend this to you although I am only too aware of previous fund raising activities at race tracks, this proposition appears to be very good value for money and its final management will be in the hands of the HRCC and its executive.

All good omens for the future of Historic motorsport in Queensland.

Bill Westerman



Club Meeting at the usual meeting time at the VCA Club-rooms, 1376 Old Cleveland Road, Carindale (Just before the Gateway heading outbound). BBQ commence 6:30pm. Always 3rd Monday of the Month (Unless Changed)

ED Note: As per Bill's report the inspection at Kilcoy was a big success. The weather was fine and if we don't succeed as a racing club, I am sure we would do okay in 4WD events, judging by the amount of vehicles transversing the paddocks.

I was hoping to include an article on the Group C collection of John HARRIS, but unfortunately work commitments dictated otherwise— will be in next edition.. But as can be seen by the photo, being a active member (ie: me the typist/editor and mini antagonist) of the HRCC does have some perks— so if you are considering being more involved, then let us know as we are always in need of volunteers— and not just to bag the mini's.



Due to the timing of the newsletter, the TTT and Trophy Night may have passed— both look like being great events. Thanks to HRCC Member: Bruce Dummett the FJ now has a complied steel cage replacing the alloy as well as a few other refinements and will be at the TTT— Bruce and his team did a great job. I was planning on having the VW at the TTT but thanks to an injury (attributed to the brother) the car wont be finished...Some people will go to any lengths to avoid being beaten by a VW.

Anyways have got heaps to do, following the Harris visit, I now have to redecorate the garage.. See you at the TTT Day

Point of Interest: Electric Fuel Pumps

John KINGCOTT advises the following with regards electric fuel pumps, any inquiries give John a call :

All automobiles in circuit races are now required to have a the following - "on all cars with electric fuel pumps, the power supply to all such fuel pumps must be cut-off after a maximum of 6 seconds absence of crankshaft revolution." Refer page 7-22 Schedule C para 10 2005 CAMS Manual of Motor Sport. This not a new rule but it has never been policed until this year & all competitors should be aware of its existence.

Furthermore you attention should be drawn to page 8-8 Section 3 Vehicle eligibility para 3.1.13 "Fuel Pump Shut Off Switches.: All vehicles fitted with electronic fuel injection systems must include an automatic cut-off that switches off power to the fuel pump after a maximum of 6 seconds absence of crankshaft revolution." This is a new requirement for Historic Vehicles that has only appeared in the 2005 Manual.

Some information & wiring diagrams appeared in the CAMS Magazine in the later part of 2004 & should be referred for further reference.

Contributions: may be sent to:

The editor, H.R.C.C. Newsletter, C/- PO Box 353 Red Hill Qld 4059, or pziser@bigpond.com or contact mobile 0417 070 661

Format: Editorial submission should be supplied MS word (or similar) and can be emailed as an attachment to the above address. If you supply digital photos, please ensure that they are saved as high resolution jpeg, tiff or similar.

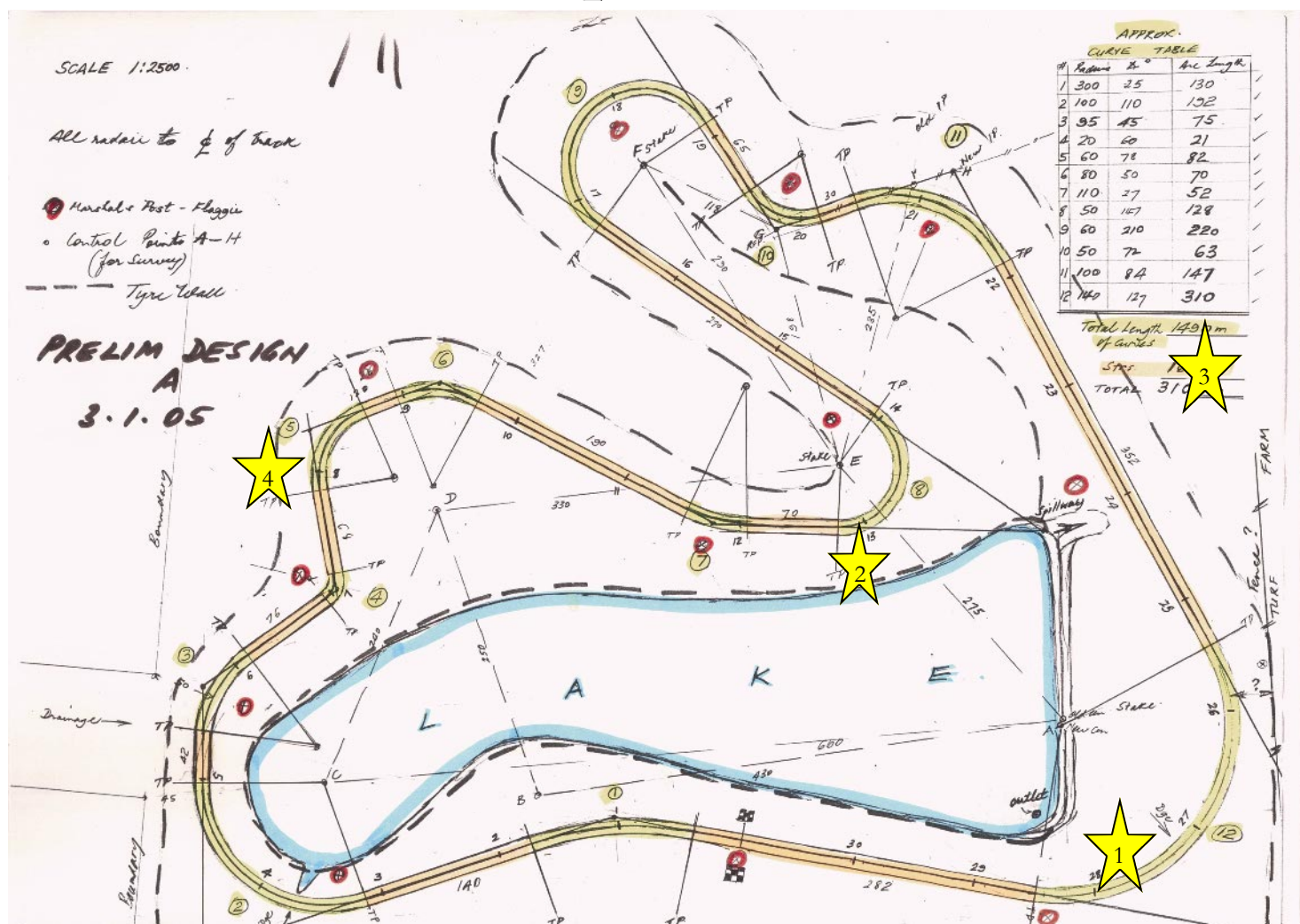
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Deadlines: Last day of the month.

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Kilcoy Proposed Track....



The above track proposal has been designed to be able to run both clockwise and anti-clockwise and to all those who visited on Sunday can attest, the venue is very picturesque. Rather than trying to describe it, I have added some reference stars that relate to the below photos. This is a constantly evolving process, which should be clearer over time...



Al STEELE and Kev BARTLETT discussing where the bar would be situated.

We didn't see any strange Kraut cars..

Membership Report as at 31st January, 2005.

Current numbers are as follows:—

Full	294
Social	16
Senior	13
Honorary	1
Sub Total	324
Associates	130
Total	<u>454</u>

Membership renewals are beginning to slow down. Members need to remember that as at 25th March we revise our database and mailing list so unless your renewal has been received by that date you'll drop off the mailing list.

We are already at 65% of last year's final membership tally and it is pleasing to see that we are getting a much better response to our request for volunteers. As time permits I'll be putting together a file for the Committee and Event Organisers so that they can contact volunteers as they are needed. So, if you've indicated you are able to assist in some way, you can expect a phone call in the not too distant future.

Don't forget Trophy Night (26/2) closely followed by TTT Day (27/2) and then Historic Mt Cotton (10/4).

Richard Watkins
Membership Secretary
31st January, 2005.

Letter to the Editor

Maybe this is what you need to beat the mini's: **Regards Ken NELSON**

VW Beetle 5000cc V8

Engine: Chevrolet V8 5000cc

Configuration: mid-engined

Driver: Doug Niven

Class: Special Saloons over 2500cc & Super Saloons

Date taken: April 1978

This ex-Mick Hill car held Croft's outright saloon car record at 92.38 mph (148.7 kph) for Doug Niven until the end of racing in 1981. After Doug's 5700cc Ford Boss Escort was destroyed in a crash during a hailstorm in AUGUST! He had a succession of cars including a 2-litre Escort and a 5700cc Boss Capri. Doug again achieved domination of saloon races in the North and Scotland with this awesome 5000cc VW Beetle Super Saloon. Super Saloons were capable of reaching over 150mph (241kph) on the long Railway Straight and could lap in the low one minutes. Under its lightweight, Beetle shaped skin was chassis more akin to a CanAm car than a saloon. If you look at the large view of the right hand picture, you can see behind the drivers head, in the lower part of the rear window, two of the intake trumpets for the full race V8. Typically, large engined Super Saloons had the engines inside the cab, next to the driver. Less visible is the Perspex (Plexiglas) screen providing a firewall between driver and engine. The cost of building a Super Saloon of this calibre was rumoured to be about £10,000, and when you consider that, at the time, a new V12 E-type Jaguar cost less than £4000, it was a lot of money. Doug Niven came from Duns in Scotland and, if my memory serves me well, was related to Duns most famous son, Jim Clark

(Ed.Note: Thanks for the advice Ken, am sure it will be noted at the next MAM meeting)



Historic Racing Eligibility.

Peter Z (HRCC Editor) has asked me to do an Article on Eligibility for 5th Category Historic Cars. As there are many new members of our Club it is probably best to get back to basics when dealing with this sometimes-complex issue.

All the answers are in the CAMS Manual, however this can be a bewildering publication particularly to the novice motor racer, or to those who have chosen not to study the document too closely. I think that after about 10 years of motor racing most competitors begin to get a grasp of the rules and regulations spelt out in the different sections of this much-maligned book.

We all tend to get started by doing what we are told by Officials and other Competitors. Most of us learn the procedures at race meetings, and the eligibility requirements of the particular type of car that you are racing, from competitors and club members. Sometimes we even learn something new from the Eligibility Officer at a Race Meeting.

There is a massive amount of information in the Manual and whilst all of it is important, (a politically correct statement) some is more important and relevant to the novice, participating in Historic Racing. I recommend that Sections 6 General Requirements, Section 7 Racing, Section 8 Historics (the 5th Category) should be reviewed closely. Check out Section 7 to see what makes up the other Categories.

Now that you have done all of the above you are probably going to say that there are some items in Section 8 that are in conflict with the other sections. That is because concessions have been granted to the 5th Category (Historic Cars). This is mainly to do with Safety items such as Roll Over Protection, Window Nets, Electrical cut off Switches and Scatter Shields.

Eligibility of Historic Cars Section 8.

There is a preamble or General Requirement that applies to all Historic Cars regardless of type. The next sections are for the specific types and Groups of cars, Racing, Sports or Touring.

The preamble section is important and is often overlooked, as owners tend to focus only on the requirements for their particular group. These Groups eg. J. K. L M etc have been established to reflect Technology Eras expressed in a time frame of specific years.

Historic Racing

If you want to go racing or compete in speed events in a Historic Group, you will require a Log Book and in some case an

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associated Certificate of Description for the car. Production Touring and Sports Cars (Groups N and S) without a racing history do not have to have a C of D. All other cars require a full Certificate of Description, which identifies the correct components allowable for that particular car and recognises and documents the Provenance and Competition History. All cars with a competition history, particularly Group C and A Touring Cars, require the C of D to depict the allowable period Signage and Advertising displayed on the bodywork. Cars are usually presented in the livery and specification of a period of time when the car was competing at peak performance. This is generally when the car was most recognisable.

Obtaining a Log Book.

Group N & S is fairly straightforward and is generally issued in a couple of weeks. The other Groups take more time to process, and it can sometimes be a while before the Log Book and C of D is issued.

Tips

With regard to N & S cars the first step is always the Roll Over Protection installation. If this is not done in accordance with the rules then the time and cost to rectify the error is considerable.

Take some time and seek the correct advice before proceeding with the project. Check with the Eligibility Officer if you are not sure about the components and modifications allowed. It is always best not to have to re-engineer parts of the car already completed.

Now everyone is up to speed with the Regulations there shouldn't be any more confusion. All the cars will be 100% correct, except when the Eligibility Officer and the Competitors differ in the interpretation of the rules. Did I hear some-one say, "What's New"?

Bruce Richards

Ed's spin:

You may be wondering what the cost is, well if you are looking at a Logbook cost for a Group N or S car, the 2004 price was \$159 whilst a Certificate of Description will set you back \$594— both these costs are once off, though a car with a logbook is generally worth more than one without. As for inspection fees for eligibility, it all depends on the amount of travel, but if the car is taken to Bruce, then no charge for the inspection... In case you are still scratching your head, imagine I built a mini... nah you are right who would do that. Okay then, how about to logbook the FJ, assuming it all complied with Group Na the cost would only be \$159 and I wouldn't need a C of D. But if I built something like Dick V's Ford Specials (again not likely— but this time due to lack of talent, rather than taste) then those sorts of cars would require a C of D which incurs the \$594 plus a logbook at \$159. As the popularity of Historic Racing continues, having a log booked car is becoming a distinct advantage over those without and MAY mean the difference between an entry being accepted or declined (though as per last newsletter there are several factors impacting upon this selection)

I hope all this makes sense, but if not please contact Bruce RICHARDS he will gladly point you in the right direction, but best not to leave it to after you have built the car...

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 Jimboomba 4280



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Minutes of HRCCQ General Meeting – 17th January 2005

Attendance: As per attendance sheet

Apologies: John Pettit, Tom Kuzman, Mike Gehde, Ken & Jill Nelson, John Sorraghan, Keith Spark, Helen Kingcott

Minutes of Previous Meeting: Moved Grahame Hunt, seconded Bruce Richards that the minutes of the previous General Meeting be accepted as a true & correct record of the meeting – *Carried*. No discussion from minutes.

Membership: Richard Watkins indicated that 350 renewals had been received to date – approx 50% of last year's membership – He also indicated that there had been a good response to volunteer request form that accompanied the membership renewals.

New Members: David Hempson, Craig Neilsen, David Malone

Treasurers Report: Richard Watkins gave a brief report in Mike Gehde's absence

TTT Day – 27-02-05: Phil Page addressed the meeting reporting that the Supp Regs had been posted on 17-01-05. He indicated that Alan Young (Firies) will be using day as a training day. Closing date for entries would be 11-02-05. There will be a variation from last years program with the introduction of a session to enable competitors to do practice starts for Sprints. There had been problems with CAMS v QR management re permit but these will be sorted out by the date.

Historic Mt Cotton – 10-04-05: Richard Watkins gave a report & indicated that Supp Regs would be issued shortly. Bruce Richards indicated that there would be a TTT day at Mt Cotton on 05/06-02-05 to be run by MG Car Club

Historic Warwick – 30-04-05 – 02-05-05: Bruce Richards gave a brief report on what to expect with the emphasis being on getting people to get the older Group cars i.e. J, K, & L out of mothballs & would provide plenty of events for these vehicles. There will be Historic Demonstration runs with emphasis being on pre-war, pre 60 sports & touring cars. The usual sprints, regularities & races will make up the program. Peter Boel reported that this would be a round in the Formula Junior Championships that would be run during the year with the final to be held at Wakefield Park in November.

Historic July (Aug) Meeting: Date changed but still under negotiation with QR.

Kilcoy Race Track: Bill Westerman reported on the status of the circuit, Don Thallon has produced some possible layouts, Laurie Watson has finished the surveying of the site, and Ken Wasley is currently doing soil testing. EPO report is expected this month & once presented to Kilcoy Shire Council & they accept the report then rezoning of the land would occur. Bill reported on the Noise Requirements & indicated from previous testing at Warwick in May that a field of 35 Group N cars exceeded the noise limits by about 4 dBA at the start of a race. Don Thallon's drawings would be on display following the meeting. A BYO barbeque will be held on the site on Sunday 06-02-05 & visitors would be able to drive around the circuit (it will be mowed to the approx shape).

Oran Park had been postponed due to a lack of entries and would be held later in year – 25-04-05. Qld Cup to run over 8 rounds for 2005 kicking off at Morgan Park on 19/20-02-05 meeting. To be eligible for Qld Cup Point score drivers will have to be financial members of the HRCC of Qld.

Eligibility: Bruce Richards had nothing to report. Group N cars that are competing in the Qld Cup will have to have engines sealed to gain points. John Kingcott will be doing this and should be contacted regarding this mater.

General Business

Noosa: Alan Steel presented remaining trophies & indicated the possibility of another Hillclimb to be run mid-June.

2005 Xmas Party: Alan Eiseman suggested that a Xmas Party should happen & volunteered his services to organise same.

Merchandising: Grahame Hunt reported on what merchandising would be available in 2005.

Meeting Closed: 8.30pm

FOR SALE:

Torana L.J. Group N.C. New 202 Motor (2 meetings old) high H.P. Close ratio gearbox, button clutch, Detroit Locker, Commodore axles, adjustable Koni shocks, Watts Link rear end, Four spot Volvo calipers on BMW rotors, Aluminium foam filled fuel tank (Plus) also included specially built lightweight trailer with four wheel electric brakes, rubber suspension and winch. Asking Price \$37,000. All enquiries to John at 02 662 18185 A.H 02 662 85984.

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1964 Nb Mustang Well known Geogahan copy , white with green stripes . Built by Jack Lacey in 1979 and successfully campaigned by several owners . Got run down a bit but I have now renovated everything mechanical and is ready to race for a new owner. Current lap record at Warwick , 0.1 seconds off Queensland raceway record . Class wins at Noosa and Mt Cotton .Second at Bathurst last year. Reluctantly for sale to make room for other projects.



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WANTED:

Escort Mk 1 or 2 (2 door) Prefer complete mechanical wise, and at least in running condition, unreg is fine. Looking to use for club/touring events. Pls contact John via email at landart@iprimus.com.au of 0407 005 498.

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