



ABN 70 187 652 591

Committee Secretary  
Transport and Public Works Committee  
Parliament House  
George Street  
Brisbane Qld 4000

[tpwc@parliament.qld.gov.au](mailto:tpwc@parliament.qld.gov.au)

13 December 2019

Dear Sir/Madam,

Re: Submission for  
Motor Recreational Activities Inquiry.

Please find attached a submission undertaken on behalf of the Historic Car Club Queensland (Qld) Inc (HRCC) for the above Committee to consider as part of the Motor Recreational Activities Inquiry.

If you have any further questions or require additional information please feel to contact our organisation through the website or postal address or my email or telephone number noted below.

Thank you for providing the opportunity for a submission on this worthwhile topic. The Queensland Government should be congratulated for such an initiative which might result in the advancement of recreational motorsport in Queensland.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alan Steel', is written in a cursive style.

Mr Alan Steel  
HRCC Club President

[Redacted contact information]

[Redacted contact information]



**HISTORIC CAR CLUB (QLD) INC**  
**SUBMISSION FOR**  
**MOTOR RECREATIONAL**  
**ACTIVITIES INQUIRY**

13 December 2019

**SUBMISSION:  
To the Motor Recreational Inquiry.**

**Declaration**

This submission is complied by the Historic Car Club Queensland (Qld) Inc (HRCC) and has fulfilled the requirements of the HRCC for a submission made on its behalf.

**HRCC Overview**

**HRCC Snapshot:**

- The HRCC is a non-profit organisation with the primary objective to preserve motor racing history, with particular emphasis upon Queensland.
- Current membership base is consistently between 550 and 600 members.
- The HRCC is a Confederation of Australian Motorsport (CAMs) affiliated club.
- Currently the HRCC are involved in 5-6 major motor sporting events during a calendar year involving over 270 competitors in any one instance. (Refer Table 1 below for details).
- Total estimate direct revenue from HRCC events for a given year is approximately between \$350,000- \$400,000. There is also an indirect benefit to communities. For example, when visiting Morgan Park Raceway at Warwick for competition often the town's motels are booked out for the weekend.
- Our biggest event, and second only to the V8 Supercars in Queensland, is the HRCC's Historic Queensland meeting (Warwick). It is one the largest amateur car racing events held in Queensland and involves Queensland, interstate and overseas competitors.
- Currently events are all organised, promoted and undertaken on a competitor, spectator and sponsorship cost recovery basis at various venues.

**HRCC Background:**

The Historic Racing Car Club (Qld) Inc. was formed in early 1990s by the amalgamation of the Historic Racing Register (Qld) and the Queensland Appendix J Association. This brought together historic Sports and Racing type cars with Production Based Touring Cars up to the end of 1964. Over time, new groups of cars have become eligible for Historic Racing and this has led to remarkable growth and interest in the Sport. The HRCCQ now caters for all the types of historic racing cars as defined by the controlling body, CAMS, as the 5th Category. From experiences gained in running many competition events, the HRCCQ now has capability to organise large race events including circuit racing, sprints and hillclimbs. The Club has grown, developed a strong member base, has a dedicated management committee and is part of a network of similar clubs that operate in other States of Australia. This network provides a collective voice on the CAMS Historic Commission. Operating within its constitution, the Club is well managed and offers historic racing competitors and enthusiasts a stable environment in which to enjoy the sport.

**HRCC Aims and Objectives:**

- Encourage preservation of motor racing history, especially for Queensland, including the cars, competitor memorabilia, publications, programmes, photographs, films and results and compile a register of all historic racing vehicles in Queensland.
- Actively promote and support historic motorsport events as well as welcome public interest and involvement.
- Improve driving standards through participation in historic motor sport by encouraging participation in races, sprints and regularity events. Foster driver education, safety and courtesy on the road and track.
- Provide a forum for exchange of technical information, literature and spare parts so that historic racing cars can be preserved, restored, maintained, reconstructed and used in the best historic tradition.
- Schedule general meetings, guest speakers, social events and static displays for members and friends in order to develop mutual interests, friendships, co-operation and club spirit between members.

- Publish a Newsletter each month to communicate details of forthcoming events, club news and items of interest.
- Provide representation of club member views and concerns to CAMS, the Historic Commission and its Committees and Councils.

**Overview of Historic Motor Racing and HRCC:**

Historic motor racing is one of the fastest growing sectors of Australian motorsport. There are many historic themed racing events that take place across the country that showcase a diverse range of significant and famous race cars. While the majority of these cars are derived from Australian motorsport history, there is an ever-increasing number of cars being sourced from overseas that have racing credentials. Queensland is seeing this same growth in historic motorsport interest. Many car owners tell the story of attending car race meetings in their youth and being taken in by the excitement of seeing cars driven to their limits, however at that stage in their life they were not able to take up racing themselves. The enthusiasm remained though, so later when circumstances change they may be in a position to acquire a car from the era that they admired so greatly.

Actively promoting Historic Motorsport in Queensland is the Historic Racing Car Club (Qld) Inc. which has been representing the interests of historic car owners, competitors and enthusiasts for over 20 years. HRCCQ enables opportunities for drivers to compete in historic category cars in a friendly, festival styled format that is aimed at re-creating an atmosphere similar to that which was enjoyed during the various historic periods.

Principles of authenticity, preservation and amateur competition ensure that Historic Motorsport is conducted in a non-aggressive manner and great emphasis is placed on sportsmanship, enjoyment and the social aspects of motorsport. HRCCQ is affiliated with the Confederation of Australian Motor Sport (CAMS) which establishes the foundations of car eligibility, safety as well as event regulations and control. The Club also actively works with non-CAMS affiliated event promoters to enable a broad range of motorsport experiences to be available to its members. The annual racing calendar includes circuit racing, super sprints and hillclimb events which are well supported by Queensland competitors and also attract a large contingent of interstate competitors. Club members become involved as enthusiasts, owners, drivers, event officials and club administrators.

Historic Motor Racing has great appeal to people who love to see, hear and appreciate the huge variety of classic cars and the action they produce. It offers an ideal segment of motorsport for those people interested in motor racing history, in particular Australian motor racing history, and also with a desire to recapture the more relaxed atmosphere of the days of amateur motorsport.

**HRCC Table of events and competitors  
2016-2018 (Table 1).**

<b>Year</b>	<b>Event</b>	<b>Location</b>	<b>Competitors- Total No.</b>	<b>Interstate Competitors - Total No.</b>	<b>Cost of Event &amp; Attendance</b>
<b>2016</b>					
	Try, Train and Test Day	Morgan Park Raceway- Warwick	135	6	Archived
	Autumn Warwick Historic Race meeting	Morgan Park Raceway- Warwick	164	41	Archived
	Noosa Hillclimb- winter challenge	Gyndier Drive, Tewantin, Noosa*	130	8	Archived
	Historic Queensland Race meeting	Morgan Park Warwick	167	53 plus 1 NZ	Archived
	Historic Lakeside Race meeting	Lakeside Park Raceway, Kurwongbah	91	10	Archived
	Noosa Hillclimb – summer challenge	Gyndier Drive, Tewantin, Noosa*	171	9	Archived
<b>2017</b>					
	Try, Train and Test Day	Morgan Park Raceway- Warwick	126	8	Archived
	Autumn Warwick Historic Race meeting	Morgan Park Raceway- Warwick	146	26 plus 1 NZ	Archived
	Noosa Hillclimb- winter challenge	Gyndier Drive, Tewantin, Noosa*	169	17	Archived
	Historic Queensland Race meeting	Morgan Park Warwick	178	61	Archived
	Historic Lakeside Race meeting	Lakeside Park Raceway, Kurwongbah	62	9	Archived
	Noosa Hillclimb – summer challenge	Gyndier Drive, Tewantin, Noosa*	166	11	Archived
<b>2018</b>					
	Try, Train and Test Day	Morgan Park Raceway- Warwick	120	13	\$23,430. 350 off
	Autumn Warwick Historic Race meeting	Morgan Park Raceway- Warwick	156	38	\$64,650. 1900off

Year	Event	Location	Competitors- Total No.	Interstate Competitors - Total No.	Cost of Event & Attendance
<b>2018 cont</b>	Noosa Hillclimb- winter challenge	Gyndier Drive, Tewantin, Noosa*	154	18	N/A
	Historic Queensland Race meeting	Morgan Park Warwick	271	115 plus 1 NZ & 1 Singapore	\$93,990 3000off
	Noosa Hillclimb – summer challenge	Gyndier Drive, Tewantin, Noosa*	169	12	N/A

\* Undertaken in partnership with the Noosa Beach Classic Car Club.

## Response to Inquiry Considerations

### Commencement note/overview observation:

All comments in this submission are written from an HRCC observation, experience and operational context, with the primary focus upon how historic motorsport can be sustained and developed in Queensland, in conjunction with the necessary support industries. HRCC recognises that there are a number of variant vehicle and motorsport events and facilities which include speedway, motocross and special weekend events such as Leyburn. It is anticipated by the HRCC that each respective sphere of motor recreational involvement will provide a submission relevant to their respective activities.

### Inquiry consideration:

- a) *The economic impact of the motor recreation industry to Queensland, including opportunities to grow the industry to create jobs for Queenslanders and*
- b) *The contribution of the industry to Queensland's tourism sector and opportunities to grow Queensland's share of the motor recreation tourism market;*

### HRCC Comment:

Understanding the impact of motorsport as tourist and industry assets necessitates discussion of the current operational context and from this perspective where future gains and benefits might be had for the sport and economic development for the State.

#### 1) Significant current contexts:

- i) *Limitation of suitable motor racing circuits in South East Queensland region.*  
In general, historic race cars require established sealed flat race circuits to perform. Currently there are only 4 permanent sealed race circuits within the SEQ region. Of these only 2 reside within the South-East Queensland region and are controlled by the one operator. These circuits are Queensland Raceway, Willowbank and Lakeside Park, Kurwongbah. The other two circuits are Morgan Park, Warwick and Carnell Raceway, Stanthorpe (Darling Downs Regional Plan area).  
Two important points are noted from this situation: i) Ipswich and Kurwongbah require competition to be undertaken under an Australian Auto-Sport Alliance license which is in conflict with the HRCC CAMs affiliation and the CAMs motorsport license. This strictly limits how HRCC might involve themselves with these circuits. ii) Only Ipswich is a CAMs approved circuit, but is not that suited for historic race cars. Lakeside Park is more suitable for historic race cars, being undulating and has smaller straights, but is not a CAMs safety certified circuit.
- ii) *Role of the Queensland Government.* Currently the Queensland State Government provides financial support for two signature automobile race events concerning the Supercars at Townsville and the Gold Coast. However, these events, while attracting Supercar race fans and tourists to these locations, for all the financial outlay, do not provide a permanent race track for further use for motorsport enthusiasts.  
It is also noted from media reports that the Commonwealth and the Queensland State governments have both directly and indirectly invested in the proposed new Townsville motorsport complex track, DriveIT NQ.
- iii) *Proposed major Ipswich Motor Precinct Upgrade.* In 2016 the Ipswich City Council proposed an estimated \$220 million upgrade of Queensland Raceway which included track and motorsport commercial precinct (<https://iedm.com.au/projects-page/ipswich-motor-racing-circuit/>). This outcome did not eventuate
- iv) *Assistance for events.* Currently there is not one State government office or contact point that a club event or motorsport promoter might approach to obtain assistance or advice for promotion of an event.

**2) Response to the current context in relationship to inquiry considerations a) and b).**

As noted above and elsewhere within this submission the HRCC and their motorsport competitors are significant player in the motorsport community in Queensland and is recognised for its achievements by other motorsport clubs throughout Australia. While considerable success has already been achieved by the HRCC if the right opportunities and support were presented within a suitable and stable operating environment, historic racing could be a larger tourist and participant attraction. Desirable changes for consideration should include:

- i) While recognising there is always going to be conflict with placing a motorsport complex in any urban or peri-urban area it is desirable to have a suitable motorsport complex, located near or close to a large metropolitan area. It should be operated in the interests of participating amateur motorsport organisations for and by such organisations, providing a cost effective and a consistent approach to what can offered. Morgan Park sports facility at Warwick demonstrates how a horse and motorsport venue can benefit a regional community through visitors and the flow on of spending that occurs in the community.
- ii) Experience has demonstrated that events have definitive life cycles and as such require constant evolution to keep competitors and spectators engaged and should involve the community and local commercial interests in as far as possible in all facets of the event. For example, at our meetings at Warwick the “admission gates” are controlled by the Lions Club or Boy scouts for which they receive a fee. HRCC also employs various persons to assist in running events.
- iii) While periodically the Queensland State Government have invested in motorsport facilities there is an absent of an ongoing commitment to the construction and updating of motorsport facilities which would result in increased usage by competitors, patronage as a tourist destination and to create or further enhance mechanical and allied type support industries. Queensland Raceway is an example of an initial motorsport facility that was assisted by State Government input, but has since has not received substantial assistance to develop further. Currently there is no overall State development plan for recreational motorsport and matters are done on an *ad hoc* basis.
- iv) Currently there is no government or central contact point one can approach to receive assistance in monetary form or in-kind support to help promote events to enable these events to grow. It would be ideal to have one central point within Queensland Tourism for example that organisations can approach to receive assistance to promote their events.
- v) Currently the support of HRCC events is undertaken through cost recovery of entry fees, gate takings and sponsorship. This means of financial balance has been of moderate success to date, however through this involvement HRCC members have gained considerable experience in organisation and as to what is viable and what is not, and how to organise successful events. It is noted that the sporting leisure industry in Queensland is quite competitive and often it is hard to attract media interest. In order to expand and raise the profile of events through attracting high profile competitors; noted past race and current vehicles; and offering a variety of entertainment at venues (i.e. carnivals and so on) for families, greater financial input in conjunction with higher recognition of sponsorship is required.

**3) Any motor recreational activities and motorsport complex should:**

- i) be part of an overall motor recreational development plan that is inclusive of the State and regional strategic plans,
- ii) be a viable commercial support centre, that employs persons for Research and Development, fabrication, sales of motorsport equipment and apparel, repairs,



- training facilities to enable apprenticeships and extends through to include employees of the sport and hospitality industry, and allied professions such as photography, yet provides for sustainable outcomes for the motor industry as a whole,
- iii) in light of the comments in point ii) above, any complex could be aligned and include the tertiary sector,
  - iv) have enough space (land area) to develop as an entertainment destination offering a variety of entertainment forms, within close proximity to a metropolitan centre to enable easy and suitable access for spectators and competitors, and
  - v) have support Infrastructure in the form of venue access for all involved parties and a defined and recognised base of Government support at all levels. This support must extend to all facets of the industry, including sustainable outcomes for the industry and community.

**Summary:**

**HRCC is of the opinion historic motorsport has the opportunity and potential to positively impact upon the social, environmental, and economic (including tourist) welfare of the State and the various local governments in Queensland.**

**Further, HRCC is also of the opinion what is needed is to establish and develop a base of suitable and adequate infrastructure for motorsport, where motorsport clubs will be directly consulted and involved in the running of complexes and supported through established and recognised procedures by State and Local Government's operational departments and elected representatives. This action should be completed via an overall State Motorsport Development Plan, which is completed in consultation with relevant organisations and periodically revised, is ongoing for a defined period and incorporated into State wide and Regional strategic plans. However, caution must also be observed and ensure Governmental bureaucracy does not suffocate the sport it is attempting to assist.**

**Inquiry consideration:**

- c) *The legislative, regulatory and policy framework in which the industry operates in all levels of government, and options for reform; and,***
- d) *Options to improve the safety of all industry participants;***

**HRCC Comment:**

As stated elsewhere within this submission currently HRCC operates events within strict CAMs requirements. As a CAMs affiliated club, events are undertaken in compliance with CAMs regulations, which sets the Australian standard for motor vehicle motorsport and provides event insurance, ensures vehicle and track safety standards are met and spectator viewing is at safe distances and positions.

Any new legislative mechanisms, and policy considerations should not result in conflict with these established Australian standards nor remove or impact upon available insurance coverage for events. Further, any proposed changes to operational requirements must be undertaken in consultation with CAMs and all motorsport clubs.

Further, it is recommended that all motorsport events where competition is occurring, must be able to demonstrate they meet the required standards set by their respective governing bodies. Any additional regulatory requirements should not burden event organisers financially or present unrealistic time frames nor be assessed by untrained personal.

**Inquiry consideration:**

- e) *The impact on youth training and community engagement from motor recreational activities, including health and well-being outcomes; and,***
- f) *The impact of the industry on road safety outcomes;***

**HRCC Comment:**

The benefits of motorsport as a recreational activity and as a form of employment has all too frequently been obscured by many who have a distaste for the sport or see it as in conflict with environmental concerns. However, points of benefit include:

1. *Education.* As noted elsewhere within this submission, motorsport transcends a number of trades and professions and is able to provide lifelong cognitive skills that are able to be utilised with any number of issues faced in life. This includes event organising, track marshalls and scrutineers, competitors, automobile repairs and construction and restoration through to hospitality and medical. From a historical vehicle perspective, it is anticipated there will be a shortage of experienced and qualified persons to repair older race vehicles in the near future, as older tradespersons retire. Educational levels expected within motorsport vary and include trade and tertiary qualifications. While some coordination occurs for example at the TAFE level there is no overall coordination at a state level directed at addressing the direct and supporting needs of motorsport activities. This void must be addressed in order for motor recreational activities to grow and offer employment and training.
2. *Health.* As a leisure and recreational activity that fosters team spirit, competition, general health and fitness, the meeting of new persons and family involvement ensues at times what might be considered a relaxing environment. Motorsport offers a great opportunity for employment and community and social well-being and interaction regardless of gender, age or nationality. In short, motorsport activities have universal appeal and currently lacks adequate promotion for the sport to grow – even as a spectator sport.
3. *Road safety.* Currently Australia and Queensland have world renowned drivers and motorsport competitors. For example, Danial Riccardo in Formula 1 and Warwick's own Matt Campbell who races for the factory Porsche team – and that is not to mention the Super car teams that are based in Queensland. However, there is a current void between linking of road safety to motorsport. For example, current "hooning laws", while punitive largely in nature, often fail to change the mindset of offenders. Another option for offenders that could be considered is community service at motorsport facilities. This would not only expose offenders to where vehicles can be driven under controlled, but fast conditions, provides possible alternative paths to employment and helps provide labor to maintain what are often community facilities.

**HRCCC Summary:**

**HRCC is of the opinion more can be done to promote recreational motorsport to the benefit of the wider community with regards education, health and road safety. However, such an approach must be undertaken in a coordinated, and not *ad hoc*, manner and must include a public awareness campaign of the benefits.**

**Inquiry consideration:**

***g) Challenges facing the industry and the role of government in supporting the industry to continue creating jobs for Queenslanders;***

**HRCC Comment:**

With regard to historic racing and in general the motor recreational activity industry a number of challenges are being faced and these include:

1. *Reduction in operational costs.* As a recreational motor sport costs increase each year with such items as venue hire, registration, insurance, fuel, maintenance of older vehicles and so on it would be desirable to develop a means, whether directly or indirectly, of controlling costs in some of these areas. For example, noting that amateur motorsport is a hobby, GST is payable on parts and service purchases for maintenance, substantially adding to the costs of running a vehicle. Any investigation into means of cost reduction across the broad spectrum of motorsport recreational activity would be welcome and should occur.
2. *Sustainability.* A number of advances have been made in sustainability for motorsport. For example, as from 1 July 2019 CAMs no longer permits leaded fuel to be used in competition at CAMs events. Recycling of oils and tyres also occurs. One could argue the continued reuse of older vehicles for racing also ensures they have an extended life. However, the expected take up of electric vehicles will bring about a change in not only

general vehicle usage, but also in motorsport, as it has done overseas. Further, clearly from media reports autonomous vehicles will be commonplace on our roads. Forward planning needs to occur as to fuel supplies, how historical petrol driven vehicles or even driver controlled vehicles will be driven will be able to cope or allowed to run or whether alternate means of propulsion will be permitted (i.e. electric motors). Original driver controlled, competing petrol-powered race vehicles, might in itself become a tourist attraction.

3. *Changing demographics and land use.* Interrelated considerations such as an aging population, population growth, urban sprawl impacting upon venue security and shortage of relevant trades, all impact upon the short and long-term viability of recreational motorsport activities. Considerations include:
  - i) *Aging population.* The aging membership of HRCC members is growing concern as this impacts upon competitor numbers and club involvement. Aside from possible health issues affecting the ability to enter events, other indirect social trends also impact upon participation. These include downsizing of dwellings (which affects how they might own and store their vehicles and trailers), available trades persons skilled in repair of older vehicles (including technical knowledge) and so on.
  - ii) *Population growth, urban sprawl and venue security.* As outlined within the South-east Queensland regional plan Queensland population is expected to grow. An objective of the regional plan is to accommodate the population growth, while minimising conflict between current land use and proposed development. While many elements to cope with this growth have been identified within the plan no specific allowance has been made for identification, siting and contribution of motorsport facilities to the economic and social elements of each region. In general, traditionally motorsport facilities have been placed in isolated areas (either due to noise or land costs). These facilities usually succumb to urban sprawl, with the value of land increasing substantially once urban sprawl has occurred. For definitive growth to occur in recreational motorsport venue security is required and this in turn will flow onto industry growth.
  - iii) *Diversity.* It is recognised in the majority of instances motorsports are male dominated activities. However, statistics indicate as at 30 June 2017 Australia there were 12.4 million females living in Australia (50.4% of the total population), which means there were 101.6 females for every 100 males. Most females (66%) were younger than 50 and 16% were aged 65 or over. Yet in all facets of motorsport females are underrepresented. Logically in order for motorsport activities to grow, involve young people and develop there must be greater female involvement. There is a need to develop an easy pathway for females to involve themselves in motorsport at all levels.
  - iv) *Relevant trades.* The need for trades people in specialist areas. Discussed elsewhere within this submission (refer a & b, section 3 above).

#### **Summary:**

**HRCC is of the opinion that both short and long-term future challenges should be planned for with input from suitably experienced and qualified persons across the broad spectrum of vehicle usage, demographic and land use requirements in the context of regional issues and considerations. Further, that these outcomes should be able to be evident in formally published study and incorporated in Statute planning documents such as the South-east Queensland Regional Plan and local government planning schemes to avoid potential development conflict, ensure continuance of operation and provide recognition of the value of recreational motorsport to Queensland.**

#### **Inquiry consideration:**

***h) Other issues that arise as agreed upon by the committee.***

#### **HRCC Comment:**

Amateur motorsport provides the opportunity for all members of the community, regardless of gender or age to participate in a drug-free, non-contact team sport that develops individuals, offering a variety

of roles, the ability to improve their driving abilities and understanding of motor vehicles both on and off the track.

Events such as the HRCC Winter Historics, if further promoted, have the potential to develop into such event status as The Goodwood Revival (<https://www.goodwood.com/motorsport/goodwood-revival/>). Reference should be made to the Table above to note the renumber of competitors from outside Queensland already attracted to HRCC events. However, further growth would be conditional upon the resources of the area, including space, available.

Brilliant Initiatives such as the Southern Downs Regional Council's "Warwick – Horsepower Capital of Australia" not only demonstrates that both horse and motorsport recreational activities can be joined together, but that this can be taken to benefit the region as a whole, when and where such facilities are made available <https://www.sdrc.qld.gov.au/our-region/sport-and-recreation/horsepower-capital>. Further and consistent promotion would develop this complex and its events even further.

#### **Concluding Summary:**

**In consideration of the above submission discussion and points raised, the HRCC would like to make three final pertinent observations:**

- **Overall this inquiry and its recommendations must be envisaged as the starting point for building upon what is already existent, with regard to motor recreational activities, which has as its broad foundation an immense contribution to the development of the social, economic and environmental fabric and cultural well-being of Queensland. The potential is there to develop further.**
- **Recommendations from this inquiry, prior to being enacted, should include as a minimum a reference group that is representative of the broad spectrum of recreational activities of vehicle and motorsport enthusiasts. Ultimately for motor recreational activities to succeed further, the State Government approach must cease to be *ad hoc* in approach and application and provide consistent support to this sector of industry, tourism and leisure activity.**
- **Significantly, to achieve success in motorsport, there is a direct correlation between the adequacy of a facility (complex) where motorsport occurs and the ability to grow the sport to achieve better economic, social and environmental outcomes. Thus, the better the facility (including land area) and the more strategic the location, the more beneficial the outcome will be. Currently within motorsport in the South-east Queensland Region there are severe limitations with regard to a suitable all-round motorsport, industrial and training facility, which in turn is restricting the growth of motorsport as a recreational activity and its allied support industries.**

Sample promotion posters of recent HRCC motorsport activities



**Noosa HILLCLIMB**  
WINTER 2019

TICKETS  
**\$20**  
PER DAY  
CHILDREN U14 FREE

Buy Tickets Online

**See FERRARI at "The HILL"**

**JUNE 8 & 9** SAT & SUN 2019  
Gyndier Drive, Tewantin

**NOOSA BEACH CLASSIC CAR CLUB**

**HRCC HISTORIC RACING CLUB (QLD) INC.**

Friday 7 June  
from 3.30pm - 4.30pm  
**STREET PARADE**  
Hastings St, Noosa Surf Club

**Reed & Co.**  
ESTATE AGENTS

**ANDREWS**  
HIGH TECH AUTOMOTIVE

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SHARE THE PASSION

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[www.noosacarclub.com.au](http://www.noosacarclub.com.au) [www.facebook.com/TheHillNoosa](http://www.facebook.com/TheHillNoosa)

Noosa Hillclimb promotion poster



*HRCC presents*

# TTT & SUPER SPRINTS

**23<sup>rd</sup> & 24<sup>th</sup> FEBRUARY 2019**

**Morgan Park Raceway, Warwick.**

Try, Train, Test



HISTORIC: SPORTS CARS, FORMULA CARS, TOURING CARS , & INVITED CARS





TTT & SUPER SPRINTS FOR MEMBERS & FRIENDS OF HRCC ...LEVEL 2S

Saturday 23<sup>rd</sup>: 'Come and TRY' for those new to Circuit Driving  
(instructors available)

**TRAIN** for those who'd like to improve their skills  
(with or without instructor),

**TEST** for experienced drivers testing their cars.

Sunday 24<sup>th</sup>: **SUPERSPRINTS**, multi-vehicle competitive time trials!  
Cars grouped with compatible cars.



Promoted and Organised by  
**HISTORIC RACING CAR CLUB (QLD) Inc.**

TO ENTER: Read Supplementary Regulations on [www.hrcc.org.au](http://www.hrcc.org.au)

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

Try, Train and Test Day Promotion poster



*Historic Racing Car Club of Queensland presents the 42<sup>nd</sup> Annual*  
**'HISTORIC QUEENSLAND'**  
*Motor Race Meeting*  
 13<sup>th</sup> & 14<sup>th</sup> July 2019  
 MORGAN PARK RACEWAY, WARWICK.

*Celebrating:*  
 50 Years of Formula Ford  
 55 Years of Ford Mustang  
 60 Years of Mini- &  
 100 Years of Bentley!



*Qld's National Historic Race Meeting*



*See the Genuine Bathurst Legends!!*

*Heritage Touring Cars (The Bathurst Legends), Sports Sedans, Group N Touring Cars, Group S Sports Cars, Regularity Touring & Sports Cars and All Historic Classes*

**FORMULA CARS, SPORTS CARS, TOURING CARS**







Promoted and Organised by  
**HISTORIC RACING CAR CLUB (QLD) Inc**  
[www.hrcc.org.au](http://www.hrcc.org.au)

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

Admission \$20 day \$30 2 days Concession \$15/\$25 U/15 Free FREE Pit Access



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2019 Historic Queensland Promotion Poster.