



VICTORIAN HISTORIC RACING REGISTER

ABN: 97 521 303 894

INCORPORATED IN VICTORIA

ASSOCIATION NUMBER: A 000 7117 C

CLUB PATRON: **Sir Jack Brabham** O.B.E. F1 World Champion 1959, 1960 & 1966

PO Box 3485 MELBOURNE VIC 3001

Website: www.vhrr.com

Reg. No. 57/001

NEWSLETTER – September 2005

COMING EVENTS

September 24th

VHRR Garage Tour/Elfin Visit

Ken Innes-Irons (See Page 2)

October 8th & 9th

Collingrove Hill Climb 08-8373-4899

*October 16th

Morwell Hillclimb VHRR *CCE

John d'Asques

October 22nd & 23rd

Mt Tarrengower Hill Climb

Roger Boehme 0409-434-905

*November 4th-6th

Sandown *CCE

Noel Robson 0402-224-133

or robsonracing@optunet.com.au

*December 3th

Christmas and Awards Evening

Manningham Resort

*CCE.....denotes Club Championship Event

VHRR Clubrooms are situated at 30-32 Lexton Rd. Box Hill
LUNCH MEETINGS WEDNESDAYS (NOT CHRISTMAS HOLIDAYS)

CLUB LIBRARY OPENING TIMES:

Wednesday Lunch Days 11.30-2.30 Club Meeting Nights 6.30-7.30

RED PLATES SCHEME Contact Lloyd Shaw.0415.351.164

P.O. 828 Glen Waverly 3150

**ALL THE ABOVE CLUB ACTIVITIES INCLUDING THE
WEDNESDAY LUNCH ARE DESIGNATED RED PLATE ACTIVITIES.**



customised air conditioning parts

VHRR gratefully **acknowledge** the continuing support of our major sponsors.

Report: Annual General Meeting August 23rd

Members will be pleased to hear that we are in a sound financial state and that our President Ian Tate, Vice Noel Robson, Treasurer Ian McLennan and Secretary Leanne Newson were all re-elected. The current committee was also re-elected.

Sandown & Phillip Island –The Future

Members will be very happy to know that the VHRR has negotiated **THREE YEAR CONTRACTS** with both the **Sandown Circuit** (Jon Davison) and the **Phillip Island Circuit** (Fox Organisation).

As members know, such events can be a risk financially for the club so please support your club's events.

ENTRIES ARE OUT FOR Sandown 2005 and Phillip Island 2006

September 24th Garage Tour

9.30 Meet at the Moorabbin Air Museum for a tour. \$7.50 Entrance

Then onto the **ELFIN FACTORY** 234-238 Boundary Rd Braeside

At 12.00 a Sausage Sizzle and a Beer @ \$10.00 Bookings are essential for catering. Phone Ken Innes-Irons 9890-3833 or 0413-744-337 **Before 9PM**

Morwell Hillclimb. Oct 16th LAST ONE ON TRACK

Entries have been posted to members. This is a club competition event so please support it and send your entry back. Information from John d'Asques 9776-1013 or 0406-116-766

Alan Tomlinson 1939 AGP Winner Evening **29th September**

The VHRR are holding an evening for Alan Tomlinson, winner of the 1939 AGP at Lobethal, South Australia. Alan was 19 at the time, and won the event in his specially prepared MG TA. It was supercharged of course and highly modified with a lightweight aluminium body, and lots of other special bits. Everyone was taken by surprise, especially Colin Dunne in the K3 MG when he discovered that Alan was seconds faster. It was a handicap race, and being 'new' the 'kids from the west' had novelty value. Clem Dwyer, son of the Perth MG Agent and a "master tuner" was on the team, equipped with special and varied final drive ratios to get the correct gearing.

They had arrived from the West three weeks before the event, as this was the only way of getting over from the West. They camped at the circuit and were well acquainted with the course.

Sir William Morris was over from the UK and viewed the event and was especially interested in the outcome, from such humble beginning.

Alan, who is in his 90's, has a clear recollection and enthusiasm for the MG marque. He is the last pre WWII Grand Prix winner alive and has many

stories. It will be an event not to be missed, and the members of the VHRR are all urged to attend the clubrooms on Thursday 29th September. Catering is organised and drinks will be on sale. No cost for a piece of motor racing history and Don Kinsey will be the evenings MC. GES

50 Years On: The 1955 Le Mans Tragedy Roger James

The 1955 Le Mans 24 hour race saw an horrendous accident during the night and resulted in the largest death toll in motor racing history. A Mercedes Benz 300SLR driven by Frenchman Pierre Levegh crashed into the back of Lance Macklin's Austin Healey which had slowed to return to the pits. The Mercedes disintegrated into pieces and many of them, including the engine, flew 40 metres into the crowded spectator area. Immediate reports indicated 80 people were killed and 75 hospitalised. Worldwide newspapers and newsreels (TV was introduced in 1956) took delight with the vast coverage of "the dangers and horrors of motor racing."

The German team immediately withdrew from the sport and it was totally banned in Holland and Belgium. However, as we know, time heals and these measures were rescinded.

Fifty years on, despite the press coverage of the time, it's difficult to find an accurate and decisive report on this accident. Some say Levegh did not see the pit signals, some blame the Austin Healey driver or even Hawthorn who slowed dramatically in front of Macklin, causing him to swerve into Levegh's path. Despite Levegh being killed, some say the officials failed to stop the race or perhaps the coroners report protected the French.

Yet, this happening at Le Mans had a profound effect on my life. The Age front page story had pictures of priests giving the last rights to the injured remained very vivid in my mother's mind. When I announced I was going motor racing, a family war broke out! So, I was very secret about attending races at Albert Park in 1956 and 1958. (Because of so little pocket money I got under the fence to gain entry.) When in 1962 she found a Calder Raceway entry form in the pocket of my jeans she was preparing to wash, the family war resumed. It was 8 years later with financial and parental independence that I donned a helmet and driving gloves in order to fulfil my dreams.

MEMBERS ARE ASKED TO DOUBLE CHECK THE FOLLOWING: URGENT NOTICE - SAFETY HARNESS WITHDRAWN

- FIA D-203/T98

The FIA has recently issued an official notice withdrawing the safety harness with the FIA homologation number D-203/T98 with immediate effect. As these harnesses can no longer be considered to comply with the FIA 8853/98 standard, their use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.

This follows the media release issued on 24 June 2005 in which CAMS was notified of the original safety harness failure. The harness is a 3" x 2" and was manufactured by Taiwan Racing Products Company Limited. This harness is apparently supplied under a number of brand names, and it is understood that there are several suppliers in Australia that sell this harness with their own brand name.

CAMS are issuing this notice asking all competition vehicle owners in Australia to inspect their harnesses. The homologation number appears on a label attached to each strap of the harness. If harnesses with the above homologation number are fitted, CAMS advises that they are no longer permitted to be used and must be replaced prior to any further competition. Peter Lawrence, Tech. Services, CAMS Tel: (03) 9593 7777

Lotus 6

Interesting to note we have another one just imported into the country.

VHRR SMALL ADS

Richardson Ford V8 Special First built classic Historic Race Car with CAMS logbook and Certificate of Description. Full race Ford Flathead V8 with competition gear box, brakes etc. Very reliable and competitive car. Chassis is 1927 Whippet constructed upside down and back to front. Body is all hand moulded polished aluminium. Aircraft magneto mounted out front. Unique history with QLD state racing and hill climb Championships along with 3rd outright in Australian Grand Prix 1954 behind Lex Davison. Car was reconstructed in 1982 and has competed successfully since. Price: \$20,000.00. Derek McLaughlan 9720-6600, 0403-131-304 Or dmclaughlan@ozemail.com.au

1. Historic Adams Formula Ford Built 1970. New body - McLaren MP4 style; neat complete straight body, requires rebuild Log Book and Certificate of Origin supplied; driven by Colin Bond/Daryl Adams \$5000

2. Nota Clubman chassis, some body panels \$1000

Contact Phil Wheeler 03 53 32 1336

3. Quicklift racing jack, suit open wheeler with minimum ground clearance. As brand new, Price \$150.00 Cosworth pistons suit BDA as is \$250.00 Sundry Ford Crossflow engine parts \$100.00 Cosworth conrod bolts, brand new, one set \$125.00 Ford diff. centre, 4.44/1 suit Mk1 Escort \$100.00 Ian Wells: Phone (03) 9 808 7325

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