



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 - December 2006

We meet Bi-Monthly 8pm at the VHRR Clubrooms 30-32 Lexton Rd Box Hill.
Wednesday Lunch Group - every Wednesday except Christmas Holidays.

COMING EVENTS

December	1st-3rd	HSRCA Eastern Creek Tasman Contact HSRCA Direct
December	3rd	Red Plate Day Run to Ken Tate's property at Woori Yallock Ian Tate 03 9877 2317
December	16th	VHRR Xmas & Awards Night..... RSVF 24th November Lloyd Shaw 0415 351 164
January	21st	RACV Rally Mornington
February	4th	Heathcote Sprints Ken Innes-Irons 0413 744 337
March	9/10/11*	Phillip Island Classic Ian Tate 03 9877 2317
March	13th	Rob Roy Hillclimb 03 9744 1807 Ken Innes-Irons 0413 744 337
March	15th - 18th	Aust. Grand Prix - Historics "The Golden Era 1957-1977"

CLUB LIBRARY HOURS	Wednesdays 11.30-2.00 Club Nights 6.30-7.30
Club Permit Scheme (Red Plate)	Lloyd Shaw 0415 351 164 PO Box 828 Glen Waverley 3150 *CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities.

Disclaimer: The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

- **Red plate Day Run to Ken Tates:** December 3rd Stationary Engine Displays, Steam Trains. 414-415 Lusatia Park Rd Woori Yallock Melway Ref 287 A10 Ian Tate 03 9877 2317
- **Heathcote Sprints Sunday 4 February 2007** Venue: Heathcote Drag Strip. Located approx 19 km north of Heathcote, off the Mclvor Highway. VHRR signage on the day. Purpose built track dual lanes. State of the art timing. Computer printout for drivers after each run Under cover parking for competition vehicles. On site catering. 20 classes. Accommodation in Heathcote/Bendigo. Entry forms available now by: downloading from the VHRR web site www.vhrr.com or contacting Ken Innes-Irons 0413 744 337
- **Rob Roy Hillclimb - Midweek** March 13th 2007. This has had enough response to indicate it will be a goer. It would be handy if any members could also lend a hand on the day, or could offer to tow an OS guest's car to the event. 'Expression of Interest' form on the bottom of this page & fax to Sandra Caffin 03 97405769
- **Historic Sandown: Absolutely sensational weekend.** Perfectly organised. Even arranged a damp race for me in the morning. Can't get any better than that. Best Regards, Stephen Yates Group C Car 10 **Full report & pics in this month's Oily Rag.**
- **1/- has given me a report** on the visit to Ron Townley's place which will be printed here soon, but is on the website now (with pics).
- **Phillip Island 2007** March 10/11 ** Book now. It's the long weekend. Featured marque Porsche and Patron Norm Beechey. **Regs are out now.** Don Reid advises that accommodation is available on the Island at the Anchorage Caravan Park - 03 5956 8218.
- **Mike Byrne** has been awarded a VHRR Radiator Badge for his diligence in hand delivering the **first entry** to be received for Phillip Island 2007.
- **Historic Luminary** & past president K11 gets married on 20th January. Best wishes to Ken & Yvonne from all at the VHRR.
- **Sad** to report the death of long time and past committee member Claude Morton.
- The **VHRR Library** continues to grow. Interesting books for the library will be considered for purchase or donation by Bob Morrow. Give him a call on 0419 393 363
- **Morning Tea/Library days**, CH approved, will be held at the Clubrooms on the 1st & 3rd Saturdays of the month. 10am - 1pm. George Spanos has further details - 9885 7130
- **New Editor:** VHRR Newsletter, The Oily Rag and the VHRR Website. Send items to **Grant Campbell** Fax 03 9787 9108 or email thecampbells@netspace.net.au
- **Website** - Over 300 pics from Historic Sandown - Nice new viewer, fast loading. Professional shots from Neil Hammond & Damian Petrie. Click here if you get this Newsletter via email or key the address into your browser if you don't. I've got a couple of histories so far, more would be nice. Click here to see the format.

Yes! Count me in. I would definitely like to compete/lend a hand at a mid-week HillClimb at **Rob Roy** on the 13th of March 2007. Please send me an Entry when they become available.

Name Car Group
Address..... Phone..... Fax.....

Vale-Claude Morton

It is sad to report the death of one time VHRR member Claude Morton as in his role of secretary to the committee he made a very valuable contribution. Many members became acquainted with Claude in the most unusual of ways. He was the tow truck driver at Winton Raceway and went about his job with his pleasant and calming manner. So, he became everybody's helpful friend.

He was a frequent competitor at VHRR events in a red Alfa Romeo 1750 coupe, which strange as it may seem did not reflect the quality of his workmanship. A certified airframe mechanic he built and repaired aircraft at Moorabbin airport.

Claude's motor racing career peaked in the 1960's as mechanic to Norm Beechey. He prepared the champion's Holden and Chev Impala during the periods they dominated Australian touring car events.

Roger James

What can we say about Morwell THIS year.

WELL it was wet and I mean that it pizzeled down all the morning, however this didn't make any difference to the intrepid organizers John David d'Asques, the father of the "Static Elford" and the local yokel Ray DaCosta who had done a job on the event in their inimitable fashion. We had the usual suspects turn up for a bit of a blast on the very interesting Morwell track; we were making the most of a rapidly disappearing thing as the Morwell track is destined to be a brown coal large hole in the very near future. There is an article on the progress of the track move in the latest C.A.M.S. magazine, worth a look. Back to the event, we were very thin on the ground for officials at this meeting and K11 and his hard working team immediately went on a recruiting drive and managed to find a bunch of helpers as flag and position marshals and soon had the meeting off to a good start. I managed to survive without my pit crew and even managed to make a couple of cups of coffee without instructions.

My home work indicated that we have about 350 members in the VHRR and about 25 to 30% of those members race cars, my arithmetic as bad as it is still indicates that there are ample non racing club members who could get themselves onto a couple of C.A.M.S. courses in Scrutinizing, Stewarding, Flaggies etc. and get a little more involved in the actual activity of racing historic cars. All our events bar the MAJOR events of Sandown and Phillip Island suffer the same problem, lack of manpower and support at an official level. What about it team! The scrutinizing completed, the desperate queued up for the first practice in the drizzling rain for a couple of familiarization runs and then serious practice. I say serious practice because it took serious concentration to stay on the slippery black top and wipe the rain from the visors and still go round the number of corners and hilly bits demanded by Morwell.

We had 28 competitors on the day in cars as diverse as 4 Austin 7s to a pair of fire breathing smoke blowing AMX Javelins, a De Tomaso Pants Tearer, a whole bunch of sedans, open sports cars, open wheelers and prewar racecars. Things got under way in the drizzle and the excitement levels climbed for the spectators at least. Times were sensibly slower for most competitors and most of the cars stayed on the black top most of the time. Ray Sprague and son Daniel gave the AMXs a bit of squirt much to the amusement of the "crowd" and Ray's car responded by laying a smoke screen that a second world Destroyer escort would have been proud of leaving behind. All this on a new motor as well. He managed to sort the smoke out and keep it inside the motor for the Mount Tarrengower Hill Climb and AGAIN managed F.T.D. What a charger.....

We had a break for lunch and returned to a dry track for the remainder of the afternoon and the serious business of making good times took off, Kevin Guihenniuc and his son Troy shared the Nota Clubman and the ungrateful little brat proceeded to beat his dad by 11 hundreds of a second, I think that Troy should have walked home for that. Fastest time of the day was by Wesley Inkster in the Van Dieman 1600 with a time of 36.64 and all the rest tumbled along to the slowest time of 52.35. Quite a variation due mainly to track conditions on the day. I can confidently say that all who attended made a good day of it, and there were no complaints at the end of proceedings when we had our traditional presentation and a few cool drinks and lots to eat. Many thanks to Ray, John, K11 and ALL of their helpers for a very interesting event. We will all be looking forward to the next VHRR Morwell on the new track and hopefully an upsurge of interest at the official numbers level.

Historic racing in the U.K.- A Comparison

Roger James

Historic racing in the UK is much is much dearer than in Australia with entry fees three times larger and in pounds. A major event will have one practice period and one race for each historic class, so it's not uncommon for drivers to attend only on the Saturday or the Sunday. However, the races are usually longer, in many cases being 20-30 laps.

The meetings drew very large crowds and many have followed a particular car or the same driver since the days of the original debut. Perhaps that's not hard to understand as many of the famous names of previous decades now participate in the historic scene. The crowds are also much more animated with significant applause when a brave passing move takes place, as the winner receives the chequered flag or when their favourite driver receives a trophy.

Coming to some technical issues:

- Braided brake hose is mandated
- Open Wheelers must be fitted with a red rear light
- Electronic timing devices, roundels and race numbers are provided by the organizers when drivers sign on.

In addition to vehicle scrutineering, there are special tyre scrutineers who visit the pits checking correctness to Certificate of descriptions and race suitability. If all is satisfactory, the tyre scrutineer marks each tyre with an indelible purple mark.

This comparison is for the information of members and is in no way a criticism of Australian practice.

Classifieds

Note* These ads are most welcome, but should reflect a 'non-commercial' nature.

Wanted - Race Technician/Fabricator Part Time Contractor

Phone Mark at Cobra Motorsport on 03 9736 4995

Lost at Sandown: Racing Ignition Key labelled IDC -111 in marker pen.

Please Contact Graeme Noonan 03 5952 6490

1973 Welsor Clubman 1600 Group Q Sports Long documented history, C of D Historic Log Book, All steel Ford X Flow engine. Top HP, Two meetings old since fully rebuilt, comes with complete spare engine, Spare gearbox, 4 diffs, Various ratios, Set of Wet weather wheels & Tyres, set of Body moulds etc. Enclosed Trailer. Laps Winton 1.05 Sandown 1.24, Phillip Island 1.49. Nothing to spend, suit newcomer to Sport. Must sell due to new project.

\$28,000.00 Ring Ian Moyes 0409 701 800 or Jim Foulis 0418 346 174

FOR SALE 4 brand new Dunlop racing tyres no longer suited to Formula Junior 2 only

4.50M13 paid \$468 the pair, 2 only 5.00 M13 paid \$498 the pair.

Consider near offer, contact Kelvin Prior (03) 97071652

Wanted Triple 1 3/4 SU manifold to suit Holden grey engine

Larry Varley 039761 1971 0419399404

Elfin Catalina, 1500, Group M, all log books since log books were issued, C of D, fully rebuilt, also ran as 998cc and is eligible to be converted to Formula Junior.

Bus (03) 9570 6699. 0419 31 22 99

FOR SALE: Austin Healey Sprite (Bug Eye) Body Shell (No nose) Suitable for restoration

or build as racecar, now in primer. Australian delivery Chassis Number. Price \$1200 ONO.

Call Bill Ingham on 9899 9033 H&W. or 0438 195 748

Axle for trailer, 1925mm backing plate to backing plate, brakes, bearing etc, mag wheels 13" with good tyres, spare hub and steel wheel with good tyre, mud guards and lights to suit,

\$200 the lot and open to offers, Phil W 03 9675 8963 H 03 9560 8519
