



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 - April 2007

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

COMING EVENTS

April	7th - 9th	Historic Mallala & Collingrove	08 8362 8860
April	21st - 22nd	Wings & Wheels	03 9551 1837
April	22nd	Myrniong Sprints	
		David Lowe.....	03 9827 8124
April	24th	MGM	
April	28-29th	Eastern Creek.....	02 9913 3662
May	6th	Rob Roy Hillclimb	
		K11	03 9890 3833
May	26th - 27th	Historic Winton	
		Noel Wilcox.....	03 9318 5000
June	26th	MGM	
June	30th	Winter Christmas at Rawson	
		Ron Townley	03 5988 4846
September	9th	Morwell Hillclimb (date TBC)	
		Ray Da Costa	03 5940 1647
December	8th (2007)	Christmas & Awards Night	
		David Palstra	03 9890 2485
CLUB LIBRARY HOURS		Wednesdays 11.30-2.00 Club Nights 6.30-7.30	
Club Permit Scheme		Lloyd Shaw	0415 351 164
(Red Plate)		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.



The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

- **Phillip Island 2007** All over bar the shouting, everyone knows, or should do by now the event was a massive success - entries, spectators weather - all exceeded expectations - may there be many more!
 - **April 21st - 22nd Wings & Wheels** - 40 plus exhibits from a Gypsy Moth to a Mirage 111, Cutaway Merlin engine. Always worth a look. Bill Prowse has further details.
 - **Winter Christmas at Rawson 30th June 2007** Dinner Bed & breakfast: \$87.50 per person. Contact Ron Townley 03 5988 4846 Cheques must be made payable to Rawson Village & posted to Ron Townley 59 Mt Martha Rd Mt Martha 3934
 - **Dorian Timers** - important notice: It is likely that the cost of Dorians will to go up shortly, possibly has high as \$500. It is also unlikely that Dorians will be available for hire at future meetings. Now is the time to buy! Tip! (tbc) Dorians must be charged in nine hour blocks. Even with a Dorian that is fully charged if you put it on the charger again it will recycle itself and must go through full recharge period again or it will lose its charge.
 - **No less than a "Grand Prix Grid" of 22 F 5000** cars competed at Phillip Is. this year and 20 were still running at 4:00pm on Sunday. 3 cars came from UK, 15 NZers & 6 locals. Not one single accident or coming together all weekend. This just 3 months after Sandown where 18 started and 17 finished the weekend. The most positive feature though was great close racing, wheel to wheel & without incident. Nothing but smiling faces all round, especially when the large crowd went to the rail. This makes for interesting statistics with some 883 car laps at Sandown, 871 at Phillip Island, all in a space of 3 months. A total of 6608 car kms with 3 minor mechanicals (non structural) and only 1 car not finishing the weekend at Sandown due to impact with the Armco. It would be interesting to examine other categories against these stats. Clearly a group that is working hard to get its act together. **Bob Harborow**
 - **New Membership Secretary/s appointed** - Mike & Sue Byrne will take over the role at the end of the financial year. Thanks to them, and thanks to the Caffins for their many years of service.
 - **New Members**

Trevor Arklay	Jim Hardman	Frank Campagna	Flavio Puccinelli
Do Hung	Frank Cuttell	Andrew Rowe	Peter Gauntlett
Roger Cameron	Bill Hunter	Rodolphe Ehrat	Shayne Rowe
 - **New Zealand Preparation!**

Whilst going through the Pits to put Dorian timers on the overseas cars I am always struck by the amount of equipment & spares they bring. However 1 piece I was extremely impressed with. So impressed that I thought, no it must have been left after the Super Bike meeting & they were just using it. However at the end of the meeting I saw it in its original packing, on a trolley ready to go into their container. What was this wondrous piece of equipment? A FRIDGE! **Bob Morrow**
 - **Historic Winton** - Seeking entrants for Groups J & K and Group Lb plus Pre-war Regularity. Group Sc has been combined this year with Group Sa and Sb and a special 10 lap event has been organized for combined groups on the Saturday afternoon. Another completely new selection of Aussie Specials will again be featured both on and off the track over the weekend and a highlight on Sunday will be five lap Historic Ford versus Historic Holden Touring car event. Noel Wilcox 03 9318 5000
 - **Email Addresses:** If you receive a hard copy of this newsletter, but you do have an email address, it probably means we have an incorrect email address for you. The Club would prefer to send email copies of the Newsletter. Give either the Caffins, 03 9744 1807 or myself Grant Campbell 03 9787 3640, (thecampbells@netspace.net.au) a call and we will fix it for you.
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Group S Retrospective - Phillip Island Classic

Unsurprisingly, given the status of the Phillip Island meeting, for 2007 once again the Group S events attracted full grids. Indeed, the "house full" sign had been up since December. And, again unsurprisingly, the meeting didn't disappoint. Just to see and hear the Porsche museum cars, talk to legends like Jane and Beechey, and generally soak up the atmosphere of the biggest race meeting in Australia would have justified this little black duck's entry fee, but to race amongst cars and competitors that represented the best of historic production sports car racing....wow!

Apart from the usual Victorian suspects, the field included Alfas and Porsches from NSW, Don Thallon's thunderous Corvette Stingray from Queensland, and the exquisitely pretty 1959 Mercedes 190SL of Brent Cooper from South Australia.

Qualifying proceeded without incident, other than Nick Daunt's AC3000 destroying itself in the best British tradition, but there was a degree of consternation afoot when the Saturday afternoon race approached without grid sheets...no matter, a breathless official handed the gridder whatever he needed to put us in some sort of order.

What followed after the warm-up was, to say the least, a scene of confusion. As Ian Ross pulled his Shelby GT350 (and don't anyone call it a Mustang) into its spot on the grid, its front brakes locked solid. The grid marshals certainly saw Ian waving, and the yellows were out, but the start proceeded anyway...hmmm. I found myself swamped by cars from behind, as I assumed it was a go-around lap to clear the grid.

Anyway, what had turned out to indeed be the race was duly red-flagged...but I and some others still assumed (wrongly) that it had been a warm-up lap while the grid was cleared and pulled into pit lane. Result=start from rear of grid on the re-start...That made for an interesting race 1 for me as the Pantera made its way from 44 to 18 over the 5 laps, including a lurid spin at Honda caused by copious amounts of red mist .

Anyway, Tony Jones in the 911 took the race, followed home by Paul Sabine in the omnipresent 7 litre Corvette, then at the other end of the cubic capacity spectrum, Michael Byrne took third in the giant-killing Lotus Seven. Mike, you really are a legend in that little car!

Race 2 on Sunday morning was preceded by a heavy shower, and a dampish track was the result. Thanks to a progressive grid, my 18th became a 13th, and this time Don Thallon in the Corvette took the points from Geoff Morgan in the 911, followed by Jones then Byrne. Sabine was back in 15th after a lose at Honda. The Spruyt and King MGBs from NSW were as quick as ever, demonstrating just how much the Island rewards good handling and driving. Ross had the big Shelby back, finishing 19th.

Race 3 was the big one, the Tourist Trophy. I really enjoyed this one, battling the Ross Shelby the entire 6 laps and holding him out by 3 tenths of a second to finish 10th outright. Up front, Thallon again took line honours by half a second from the Jones 911, who was in turn half a second in front of Morgan. Mr Consistency was Stuart Littlemore, who placed the V8 Morgan 7th in every race.

So that was Group S...thankfully, Sa, Sb and Sc all ran together and although the confusion in Race 1 could have ended in the sort of mishap that befell the Group N start, it didn't.

The weekend was amazing on so many levels..to think we here in Oz can now participate in what is unarguably one of the top half dozen historic meetings in the world in our own backyard is astonishing. That it is put together every year by a bunch of amateur club members, volunteers all, is almost incomprehensible. The debt we, the drivers, owe to everyone associated with the event is incalculable.

Ross Jackson

Letters to the Editor

I would like to express my sincere thanks to all officials and those behind the scenes who managed to successfully run the biggest motor sport event I have attended, let alone competed in (which pretty much applies to all of us of course).

In particular, I would like to acknowledge some of the senior officials including Michael Holloway, Wayne Rodgers and Sandra & John Caffin who proffered me genuine personal attention during the busy build up to this massive event (on an eligibility issue that could have prevented my running), despite me only being a first time regularity competitor when they had far greater drivers, vehicles and events, issues to attend to.

The easier option would all have been to ignore my issue or simply withdrawn me from the event in favour of one of the 'reserve' entrants. Instead they made me feel as important as any of the 'international' drivers out there in far superior machinery.

Whilst an event official myself at club level it goes to show how valuable our volunteers are and that respect is shown to/from all levels. Simple things like giving the 'thumbs up' to the flaggies after each run (and receiving it back) or thanking the document checkers with a smile during registration etc goes a surprisingly long way.

Edward Hellsten

Thank you so much for printing my request in your newsletter, the response from New Zealand and Australia has been fantastic and overwhelming to our research. We have just found out that Derrick had a manager and is still alive and well in Australia and he is due to contact us in the next few weeks. We also had a photo sent from New Zealand showing Derrick with World sportscar driver Derek Bell, the irony is my brother and I have known Derek Bell for many years through our race involvement in the UK and Europe and you can guess our surprise when the picture came from NZ. May I again thank you for all your help and assistance, I am extremely grateful to you and hopefully Claude and I are thinking of coming to New Zealand in 2008 for a F5000 race, and if you were around it would be good meeting you.

Kind regards, **Emyr**

VHRR Penrite & Shannons International Challenge Rob Roy Hillclimb

Tues 13th March 2007: This was an inaugural event to give those overseas and interstate competitors at Phillip Island exposure to one of the most historic hillclimbs in Australia. An entry of 60 cars, including three from overseas and eleven from interstate had a marvellous day in ideal, although very dusty conditions. It is hoped it will grow in stature in the years ahead.

David White

Class Winners (in part)(full results on the Website - www.vhrr.com)

32	Ray Sprague	Ford V8 Roadster	27.79	27.26	27.02
1	Rod Jolley	Cooper Climax	26.46	25.39	24.53
77	David Armstrong	Cicada BMC	27.71	26.92	26.90
36	Dick Willis (FTD)	Brabham BT36	24.46	24.00	23.76
6	Vic Spiteri	Jag E Type	28.63	29.19	29.07
26	Russ Mead	Ford Cortina 240	26.43	26.30	26.59
4	Norm Beechey	Chev Camaro SS	25.60	24.58	24.51
112	Jon Scott	Nota Fang	29.88	29.50	30.23
169	Ken Bedgood	Cooper MK5	26.04	31.12	33.64

Classifieds

1970 Triumph TR6, 150HP trusting power through overdrive gear box, Gleaming Red after full chassis up restoration ten years ago. Uprated rear suspension so it goes 'round corners and sounds like the hounds of hell about 3000 revs. Very nice. Presently at Brooklands for sale at \$25,000 but I need the space - any reasonable offer considered. Please email Ned Clark on ark@netspace.net.au

Ron Simmonds/Alf Colledge 66 Cooper S (Neptune Racing) I acquired this car approx 12 months ago and have some memorabilia with the car, however would like more!! Hoping to acquire photos, info, any old CAMS books as I believe there is more than I acquired. I believe Ron has one showing the car as a reserve for the Bathurst race, that's what I really want even if it is a copy, original would be great !! Jason Perri 0421322534 58 Golden Grove Beacon Hill NSW 2100
nailedbuilding@yahoo.com
