



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 2008

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

COMING EVENTS

April	5th	Calder Twilight Meeting - Postponed	0409 862 949
April	6th	Myrning Sprints	03 9827 8124
April	22nd	MGM VHRR Clubrooms	
April	26th-27th	"Need for Feed" Fundraiser	03 5944 4111
May	4th	Rob Roy	0413 744 337
May	24th-25th	Historic Winton	03 5428 2689
May	27th	Social meeting VHRR Clubrooms	
May - June	31st - 1st	Albany Classic Motor Event	08 9842-5526
August	17th	Heathcote (CCE)	03 9890 3833
August	26th	AGM & Committee Elections VHRR Clubrooms	
September	7th	Haunted Hills Hillclimb	0429 999 675
October	11th-12th	Lobethal Grand Carnival	0408 805 518

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

- **Calder Park Day & Twilight VHRR Club Race Meeting 5th April 2008**

It is with some reluctance that I announce that the intended day/twilight race meeting scheduled at Calder Raceway for the Saturday the 5th of April 2008 has been postponed. Due to a number of circumstances the meeting had to be moved to another date and we have arrived at a satisfactory solution between Calder Park and ourselves that will serve the interests of all parties. We intend moving the date for the meeting forward to the end of August or early September this year. We expected that we will retain the same format and entry cost. We will be contacting all entrants on their nominated phone numbers and forward a cheque for the total entry amount ASAP. We hope that we have not inconvenienced you too much with this result and forward our apologies in the hope that you will respond with vigour when we next advertise the event.

Looking forward to a successful event in due course.

Paul 1/-

- **Historic legends wow Island crowds**

The annual Phillip Island historic meeting lived up to its reputation as Australia's best celebration of its type. For the first time the meeting was held over three days, with Friday devoted to practice in the morning and qualifying during the afternoon. The practice sessions were slightly marred by a couple of showers, but the track was dry for qualifying and there was hardly a cloud to be seen for the rest of the weekend.

A highlight was the 80th AGP anniversary celebration on the Saturday, which saw around 80 cars parade on the old 10 kilometre Phillip Island road circuit, which was used prior to the Second World War. Among those taking part was a re-creation of Capt. Arthur Waite's 1928 race winning Austin 7 and the Bugatti T37 which Bill Thompson drove in the first official AGP in 1929. Other great cars demonstrated during the weekend included the Porsche 917/30 from the company's museum, the Alfa Romeo P3 which won the 1934 Monaco GP, a Bugatti T39, the ex-Stan Jones Maybach Special (driven by leading UK motor sports journalist Simon Taylor), Peter Harburg's glorious Ferrari Monza, Russell Kempnich's Porsche 956C and German Hans Kleissl's Mercedes 300SL gullwing, driven by former Le Mans winner Vern Schuppan.

Richard Batchelor

Editor's note: Richard has written a comprehensive report on PI 2008 and this will appear in the next edition of the Oily Rag, complete with Photos. In the meantime, I have posted over 1000 photos of PI on the website, plus many others of the AGP & Rob Roy.

- **Phillip Island Classic Commemorative Book**

The VHRR have commissioned Digital Realism Motorsport Photographers to produce a very unique keepsake of this years Phillip Island Classic Race Meeting. The 160 page full colour hardcover book will capture the special moments of this years event. You can register your interest in the book at their web site www.digitalrealism.com.au

- **Australian National Aviation Museum Wings & Wheels April 12th & 13th**

Over the years we have had wonderful support from members of the VHRR. If you have an interesting historic car which you would like to exhibit, then please give me a call on 03 9515 0350.

Cars can be delivered to the museum Friday April 11th and picked up after 5pm Sunday 13th April or from 9am to 12 noon Monday 14th April.

Bill Prowse

- **Regularity Report - Historic Phillip Island 2008**

What a brilliant weekend! With two near full grids of regularity competitors, there was plenty of track time and if, from the smiles on the faces of my fellow drivers over the weekend is any indication, then we had a lot of happy campers. From my observations on and off the track, generally the driver behaviour was very good. Well done guys and girls.

We had the presence of some very special cars; John Sheppard's Maybach 2, John Fitzpatrick's Delage Le Mans, Tom Roberts Kleinig Hudson, Duncan Rabagliati (UK) Cooper Norton, Brent Cooper's Mercedes 190 SL, David Hands (UK) Type 39 Bugatti, Hans Kliessl's race prepared 300 SL Gullwing, driven by newcomer Vern Schuppan, quite a good driver too, Ray Jones 190 SL, these Mercs are really getting into regularity events, Bill Coombs wonderful 140 XK, Keith Ahlers (UK) Morgan Plus 8, Stewart Websters very rare 911 RSR, a REAL one, Stanel Bauer (USA) 100 S Healey. Good to see Vic Spiteri was able to borrow an E type for the event, having sold his own car. Sam Healey, great grandson of Donald, drove Steve Pike's car, a big Healey of course. Sam put in some very quick and consistent times too. Thanks to all competitors past and new, for supporting our event.

John Goodall 100-6 Healey, was the inaugural winner of the Kel Ricci Regularity Perpetual Trophy with 174 points kept, second Peter Walsh (QLD) E Type Jag, 172, Trevor Smith Healey 3000, 169. Not much in it! Very pleased to see 17 teams formed for the Regularity Teams challenge. Winners were Team Healey/Alpha, Goodall, Smith, Osborn, 399, Team Triumph/ Datsun, Kelly, Cutting, Mckinnon, 364, third, Team Alpine/ Jag, Hardy, Spiteri, Stark, 346.

I do not in any way envy the Clerk of Course's role in running the program. The unfortunate start line incident in the under 3 Litre Touring car race on Sunday took a big chunk of precious time to clear. But what a fantastic job Mike Holloway and his team did as the final event, Division 2 Regularity got their full track time and the meeting finished 3 minutes before 17.00 hours!!!

The new format of a three day meeting was enthusiastically received by regularity competitors, and we encourage the 2009 Phillip Island Committee to continue this concept. Easy to say, but it is a very big ask to find the personnel to make it happen. This meeting has grown hugely over the last few years into the biggest Australian Historic event, with world wide recognition. The non competitive activities/club displays have added great interest to the spectacle of the meeting and full credit to the committee for their foresight.

To Mike and Janis Holloway, and Ian Tate and the rest of the crew thank you. **Ross Mckinnon**
• **Charles Jardine and his Festival of Sporting Cars crew** pulled off the impossible- or so it seemed - this Easter by returning amateur club level motorsport to Mount Panorama for the first time in 35 years. Most of us had never driven the mountain at anything other than road speed if at all, and the sheer scale, gradients and nature of this most majestic of circuits was literally breathtaking when I took the opportunity to drive my son around in my road car at dawn on Good Friday. I was equal parts terrified and excited beyond belief at the prospect of punting 500bhp of angry De Tomaso Pantera around it at race speeds...

After a two hour delay in starting Friday's programme (apparently due to the need to ensure all marshalls were sufficiently trained prior to, rather than during, the day) we spent the day following the FoSC Masters (including Leo Geohegan and Spencer Martin) around in their AMG Mercedes to learn lines etc. and then debrief with these wonderful heroes of our sport afterwards.

Saturday was qualifying then racing. Each event was short (three laps) but then each lap is nearly 7km. The races were the usual FoSC mix e.g. my Group Sc car was in with the Group Nc Mustangs etca bracing experience in itself. Group Sa and Sb did however run together, accompanied by a few oddities such as a Ferrari 308. Many non-historic categories were present e.g. Improved Production, Mazda MX5s etc, plus regularity.

As the day progressed my times dropped by 9 seconds and I felt I was getting the hang of the track. Once you get past the fear factor of Skyline, Conrod, the Chase, the Esses etc it really is a flowing track that rewards speed built up gradually, and with great respect. Smoothness is everything. The sight out of the Pantera's windscreen of a wall of cars up the concrete canyon of Pit then Mountain Straight, to say nothing of Hell Corner, is something that will stay with me forever.

What I found disappointing was the number of drivers who either were incapable of adjusting their red mist or were just dangerously stupid. The amount of car carnage was enormous, with most events delayed whilst recovery vehicles went out to pick up the pieces. If you overdrive at Winton etc, you most likely will spin harmlessly into the infield. Make one error at Bathurst and you hit a concrete wall, with a real chance of finding yourself across a blind corner. I would have thought this would be self evident from the most cursory observation of the track.....and FoSC went to great lengths, (e.g. no trophies), to emphasize this was about the privilege of amateurs driving on the mountain at racing speeds, i.e. sport rather than racing as such.

Mind you, the track broke a lot of cars e.g. Rob Whitwell`s MG broke its front suspension and Rob was a passenger as it hit the wall at Forest Elbow.....

I broke a synchro ring after a great first race Sunday morning dicing with cars ranging from Porsches, to Group N Alfas, Monaros and Chargers and had to withdraw after the bits decided to jam the box....so I left early to avoid the Easter traffic and didn't see the full programme.

But, what a privilege! What a track! What memories...airborne up Mountain Straight...around 250kmh+ down Conrod...the hold on and omygawd Reid Park/McPhillamy Park series of corners...the starts on the hallowed Pit Straight...all thanks to Charles Jardine for having the vision and commitment to pull it off.Thanks from a grateful participant.

Ross Jackson - De Tomaso Pantera

• **Easter Mallala**

A bunch of us made the trip across to Mallala this Easter and once again we were delighted with the hospitality shown to us by the locals. Compared to the hustle, bustle of our bigger Victorian meetings, Easter Mallala has a delightfully laid-back attitude. The Thursday night dinner at the clubrooms was sensational with Valentino Rossi's crew chief Jeremy Burgess and 1935 AGP winner Alan Tomlinson as guests on the interview couch. It was truly fascinating stuff. Out at the track, fields were good and with 4 scratch races plus a handicap there was plenty of racing available for competitors. Local Daniel Smith pushed the Formula Ford entries up and we got our own race which was great. Race results at www.natsoft.com.au if you're interested. Like many others, we camped out at the circuit and told stories long into the night with a refreshing ale or glass of red on hand. So if you haven't done Mallala before, make the effort. It's a reminder of what historic racing used to be like. **Nick McDonald**

• **Club Permit Scheme Review - The Story So Far** (continued from March Newsletter)

The key concept of a log book-based system to monitor usage is viewed by AOMC as a practical way to sustain the concept of limited use (and concessional cost) in keeping with the hobby nature of old vehicle activity. Moreover, it makes possible the incidental use of old vehicles and their servicing, repairing and testing, without the present uncertainties deriving from "grey" areas of legal definition. AOMC's view is that it is fair, it is conducive to the growth and general health of the old car movement and it is a practical method of monitoring usage, best serving clubs and owners. The changes proposed for tightening the legal/regulatory framework to protect the scheme's integrity are clearly in the interests of all legitimate users. (to be continued)

Rod Amos

ROB ROY 11th March 2008 Class Winners (full results on the Website - www.vhrr.com)

39	David Hands	Bugatti Type 39	40.23	38.33	37.33
32	Ray Sprague	Ford V8 Roadster	26.83	26.33	26.26
50	Ian Tate	Bocar	28.15	28.15	27.36
18	Brian Reed	Elfin Clubman	29.76	27.64	28
64	Leo Bates	Lobito F3	23.54	23.53	23.81
711	Paul Schilling	Buchanan Cobra	30.25	30.75	31.19
12	Colin Stark	Alpine Renault	25.95	25.68	25.37
91	Stan Adler	Porsche Carrera	25.52	24.73	23.75
7	Vic Spiteri	Jaguar MK7 M	30.7	32.32	30.28
6	Russ Mead	Ford Cortina GT	29.78	27.33	26.79
4	Norm Beechey	Chev Camaro	24.8	24.51	24.69
117	Franz Bird	PRB-Birkin	54.15	25.81	25.25
98	Eric Jordan	BMW Mini Cooper	29.04	28.93	29.41
23	Ray Stone	FTD BMW M3R	23.63	23.38	23.73
13	David Cantwell	Honda Civic	24.47	24.63	24.58
169	Ken Bedgood	Cooper MK5	25.27	25.18	24.65

Classifieds

For sale AP/Lockheed 4 piston closed back brake calipers. Pt No. CP 2279. 1.75" Daim pistons (2 off) \$3000.00 a pair. AP/Lockheed 4 piston closed back brake calipers. Pt No. CP 2270. 1.625" Daim pistons (2 off) \$2500.00 a pair 03 9336 7634 ask for Chris

For sale 2 x SU DU6 (Dual Throat) Carbies as fitted to Coventry Climax and similar. Very rare. Complete but may need some refurbishing. \$900.00 per carbie. Geoff Kelly 03 9706 2593 the4kellys@dodo.com.au

Porsche Carrera 1974 2.7 MFI top condition \$89000 or make me an offer

Peter Statton 03 5222 1300bh or 0413 531 985

Wanted VSCC radiator badge Gordon Hellsten 9878 5272 ghellstn@bigpond.net.au

Wanted Group L or M Rear Engine Open Wheeler car. Not Formula Ford or Formula V. Must have log book / C of D. Project or complete running car. Up to \$30,000.00 for the right car. Larry Varley 0419 399 404 or 03 9761 1971

Wren FF Group R logbook and C of D. Third car of the second series built by Bill Reynolds.

Good condition. Little raced and a bargain at \$20,500 plus \$2,000 for the four wheeled enclosed trailer if required. Easy to look after and fast enough to be exciting this is the ideal way to go historic racing Call Ray DaCosta on 03 5940 1647 or email dacosta@net2000.com.au