



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
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - December 2008

We meet Monthly - on the Fourth Tuesday of the Month
8pm at the VHRR Club rooms 30-32 Lexton Rd Box Hill.

COMING EVENTS

December	6th	Xmas Presentation Evening	03 9877 2758
January	18th	RACV Great Australian Rally Mornington	0408 343 176
Jan/Feb	31st/1st	Rob Roy Vic Hillclimb Championship	03 9850 4795
March	1st	Classic Motor Show Scoresby	03 9890 0524
March	13th - 15th	Phillip Island Classic (CCE)	03 9877 2317
April	5th	American Motor Show Flemington.....	03 9890 0524
May	3rd	VHRR Rob Roy (CCE)	0413 744 337
August	16th	Heathcote (CCE)	0413 744 337
October	4th	Haunted Hills (CCE)	0429 999 675
October	25th	City to Cape Rally.....	03 9890 0524
November	6th - 8th	Historic Sandown (CCE)	0402 224 133

Wednesday Lunch Group - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS	Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30
Club Permit Scheme	Lloyd Shaw
(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.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

- **Reminder – Saturday December 6th** is the Annual Presentation Night at the Manningham Resort. Last minute bookings available if you call NOW - David Palstra for Bookings - **Note new number - 9877 2758**
 - **Phillip Island Classic date confirmed** - March 13th - 15th. Look forward to Celebrations for the 100th year of Morgan, 50th year of the Mini, 50th year of Elfin & 40th year of F.Ford! OS cars confirmed include John Bladon's M1B McLaren, the ex-Lex Davison single seater GP Aston Martin, plus a DB3 Sportscar. Simon Taylor will be back, this time with the ex-Moss HWM as raced in the 'RACER' film - The Stovebolt Special.
 - **Celebrate with Elfin**
The 50th anniversary celebrations of Australia's Elfin cars is currently in full swing, with a major display and on-track tribute planned at the Phillip Island Classic race meeting from March 13-15, 2009. Up to 50 of the unique and charismatic race and road going models originally created by the late Garrie Cooper in his minimalist workshop in suburban Adelaide will be at the meeting. Meanwhile some of the household racing names who achieved success in his cars will be seen at the wheel of a range of open wheeler and sports car Elfins.
 - **Vale Roger James** The VHRR wishes to mark the passing of a true gentleman. Life member & past President. Roger will be remembered as a race car owner, driver and restorer. Always most generous to all members. Roger contributed to newsletters, commented at race meetings and organised many enjoyable club activities. Roger's humour and thoughtful input will be sadly missed. Roger will be fondly remembered by the Wednesday Group, his joke telling and larger than life stories will be sadly missed. A great all round bloke and a friend to all. To Jan and family we offer our sincere and heartfelt condolences.
 - **Ron Townley's dad** - Albert - passed away 25th November in his 102nd year. Our condolences to Ron & Lorraine
 - **Thanks to Peter Gostelow - Rapid Signs** - for updating all the VHRR Honour Boards
 - **Late breaking news - Rob Roy** yesterday was a huge success, some 105 entries celebrating Bruce Walton's 50th Anniversary, and with Graham Hoinville as Patron. Nick McDonald got FTD with Leo Bates 2nd. Full results will be on the website soon.
 - **Brian Sampson** was reported to have been taken to hospital in the last issue of Auto Action. I spoke to him yesterday about it and he reckons it must have been a 'panic attack' - probably a result of the stress surrounding Rae's death and a couple of other factors. Nothing wrong was found in hospital and he's fine now.
 - **Maurie Monk** (email news from Peter Bready) I am delighted to advise that Maurie Monk has survived another crisis. He is now home and in fine fettle. About a week ago, he "fell in a hole", his heart rate became dangerously low, as did his blood pressure. He was taken to Epworth Hospital in Box Hill, and admitted to the cardiac intensive care unit. The diagnosis was a conflict between antibiotics for an injured elbow, and warfarin for blood regulation. Treatment was very effective and put Maurie into a more stable condition than the rest of us! Maurie had a pacemaker installed yesterday; he went home today!!! and would be mowing lawns if Margaret allowed him to do so.** The previous time I issued a "good news bulletin", Maurie had a relapse and I looked like a false reporter. This time, I am much more confident.
 - **Historic Racing – The Next Generation**
By any measurement, this year's Return of the Thunder was a success and the event seems to be improving every year. However, that does not mean it cannot be made even better and the same goes for the Phillip Island Classic. At the same time there is a growing issue of what will the next generation want from historic racing; that is if they want anything at all? We are not getting any younger and there is a general acceptance that in order to survive and grow, both as a club and as a sport, then we need to find out a little bit more of our constituents, both racers and spectators.
"Who cares about spectators", some might say? Well, it is simple. Without paying spectators the chances of us continuing to race is greatly reduced. The cost of running a professional and safe race meeting is becoming prohibitive – track hire, insurance, doctors, ambulances, officials etc., are all increasing. We need to keep the bank balance healthy. Also, if we do not use the tracks, they are likely
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to fold. We have no alternative. If we want to race we have to provide 'a show' and a professional one at that. This must also cater for spectators, including families and kids.

The VHRR committee has formed a marketing sub committee and has co-opted two group S competitors; Ian Ross and Colin Fulton to help look at the issue of marketing our successful race meetings and help drive the VHRR forward. Ian is head of a successful advertising company, The Ross Partnership, whose clients include Porsche and Colin Fulton is principal of a communications and issues management consultancy, Corporate Words. We have followed their advice and registered two names for Sandown and Phillip Island – 'Return of the Thunder' and 'Festival of Speed', for the latter. They have also recommended a detailed attitudinal survey, the first of which was conducted at Sandown. We have received a preliminary result and will look at a more detailed analysis in the near future. We will also conduct a similar survey at Phillip Island.

The survey's will show us what spectators and the general public (and competitors), like and dislike and what we can do to help attract spectators to our events. In the long run this sort of study will help VHRR plan for, and cater to, the next generation of historic racers and spectators. **Colin Fulton**

Group Rep Reports - Group C/A Sandown

Well, what can I say, another fantastic event! 21 cars qualified Saturday morning with David Holc in the GIO VL Commodore topping the time sheets with a 1:19, followed by Rob Tweedie in the ex Glenn Seton Sierra then Paul Stubber - ex John Harvey A9X both with a 1:20.

David Holc led the category commandingly all weekend taking out all three races with his fastest lap of the weekend being a 1:18.57. Paul Stubber was driving his usual style letting it all hang out and finished behind Holc all weekend. Tweedie was fast until he suffered dramas early in first race, Gary Collins in the VC Commodore was fast all weekend until the final race Sunday when everything went silent in a big cloud of smoke in front of the pits late in the race. Steve Perrott drove fast and clean all weekend having a few good races with the Roddy XJS. Steve had strong top five finishes. Tony Sawford and Neville Butler had a couple of good tussles over the weekend which I'm sure Nev will have caught on tape.

It was great to see the LJ XU1 of Anna Cameron ex Bob Jane car back on the track after the big shunt at Phillip Island a year ago. To see the car repaired and presented the way it was is a credit to all involved.

It was very hard to stand back and watch, but when you do you realise how good these cars look and sound, and the spectators reaction when the category comes to the grid speaks for itself. In the pit straight and grand stand you could not move.

I would love to thank all the competitors that supported the event. I cannot wait for Phillip Island and I hope we can get even bigger grid numbers there, bring it on! Thanks to all involved with the running of Sandown from the Group C and A members, and we are all looking forward to Phillip Island.

Hope you all have a great Christmas and a safe and happy new year. Regards,

Troy Kelly

Reports - Groups Q & R Sandown

The weather was perfect for the start of Group Q&R qualifying, 16 cars making the grid for the first race. On pole was Andrew Makin driving his March 73b with a 1:14.03, ahead of Pete Whelan (elbowing son Sean out of the drivers seat) 1:16.92, Geoff Calvert 1:17.018, Andrew McCarthy (your correspondent) 1:17.081, Pete Brennan (thanks for organising Friday get together Pete!) 1:17.46, Jeremy Mantello 1:18.018, Shane Kuchel (in a nicely prepped March 77b) 1:18.11, Rohan Carrig 1:18.4725. Another eight cars moving the times to the 1:28 area.

The race from the start saw pole man Makin bog down off the line, but by the first corner the field tried to make the corner wider than it was with McCarthy riding over the front right wheel of Whelans "86 Ralt, damaging left rear rocker and CV joint in the process. Calvert won the race from Brennan with Makin 3rd.

Sunday morning, the second race saw 16 cars grid up with McCarthy on the back of the grid (due to previous DNF), Calvert on pole, Brennan and Makin filling the next couple of slots. Times came down from the previous race fortunately no disasters ensued as the grid got off to a clean start for the 8 lapper but Paul Fellows managed 3 laps before rolling to a stop on lap 3. McCarthy put in a good start from the back and was up to 6th before high water temp dictated a more moderate pace on the last

lap , Mantello caught and took 6th , a win for Calvert 1:16.46 from Brennan and Makin. Final race saw track temperature climb with pole winner Calvert leading a good start to be overtaken on lap 3 by Makin, Shane Kuchel from a good start was relieved of third position on lap 2 by Brennan and then Whelan a couple of laps later, McCarthy battled from the back of the grid, fuel problems stopping the car on the pre-grid but came up the field to be placed 5th by the end of the race... whew!
A great weekend with lots of attention from some old players Bowe, Cessario and Costanzo all in attendance exhibiting great interest in the rebirth of F/Atlantic F2 in Australia....lets hope this continues with more driver involvement...
Andrew McCarthy

At the AOMC AGM on November 24th Rod Amos of the VSCC gave a lengthy talk on the current situation with the progress of the revised CPS. Some statistics quoted follow- Currently CPS Rego costs around \$106.00, should the revised scheme eventuate, the Vic Roads proposed 90 day usage equation is 25% of full Rego for 25% of the 365 days available.

There are four organizations supporting the plan, they represent around 390 clubs and around 45000 members. Some of these believe a percentage of days should be strictly reserved for club related usage, the VHRR support the AOMC plan for 90 days restricted usage. This virtually represents unrestricted usage for 45 of the annual 52 weekends.

The South Australian scheme has resulted in club memberships growing by 25% and it must be remembered that the scheme will only be available to financial members of a car club.

Things are moving slowly, Vic Roads have come up with a proposal which was presented to and OK'd by the police. It is about to be presented to the Minister and we await his comment. **Lloyd Shaw**

Classifieds

I have several BMC "A" series diffs for sale - Ratio 4.5 (2) \$200 each, Ratio 5.3 (2) \$150 each Ratio 4.9 (1) \$200. All open diffs Jon Bate 0439 311 212 Emerald, Victoria.

Dorian Timers are able to be rented for Phillip Island. Contact me on paulschilling@bigpond.com to book a timer and I will supply them from the VHRR garage at the Island on the Thursday of the meeting. Cost will be \$30.00 hire for the duration of the event, and are to be returned after the hirers last event on the Sunday. Regards 1/-

1983 Lola 644 Formula Ford Chassis Number HU01. This model FF is the last Lola produced before focusing on higher classes. The 640/642/644 series was very successful throughout the world. This car was restored in 2007 by MINDA Motorsport, running for the first time at Sandown Historic in November 07. It has only run at 5 meetings since this restoration, and has not missed being on the podium. There is nothing to spend, and includes a hand over day with the new owner. Ongoing preparation is available. Join the 40th year celebrations in great car, ready to win! \$35,000 Complete and race ready (also available without engine) Contact Andrew McInnes 0414 991 777 Or email amcinnes@pacbrands.com.au

Van Diemen RF83 Formula Ford Group R Historic Formula Ford with Log books & COD. Australian racing history from 1983 to 1986 with Alan Swindells National Championship Round Winner in 1984 in Surfers Paradise, 1986-87 Alan Telfer and 1987-89 Simon Young. Historic racing history from 1998 to 2008 with Damon Hancock and Graham Mewburn. Extensive spares list including 2 sets wheels and gear ratios for all circuits (17 ratios). Maintained in race ready condition with fresh engine (2 meetings only). Very competitive front running car – asking \$30,000.00 – including all spares.

An excellent fully enclosed, lockup and waterproof trailer – with annexe is also available – asking \$4000.00 Enquiries or offers to Graham and Kay Mewburn 02 4455 3632 Kay 0408 258 118 – Graham 0428 258 119

Porsche 904 GTS 1964 This well known car is regretfully offered for sale. Completely rebuilt in 1998 and with a fresh engine by Spencer Harrison in 2008, it is a competitive and immaculate vehicle. Never damaged. Holder of historic records at Rob Roy and Morwell hillclimbs, and has been invited to the AGP Historic display twice. Near new tyres and always fully maintained. Currently on Club permit scheme. For full details please contact Ken Price on 0418 311 040 or email ken@papquip.com.au.

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 huge bargain at \$18,500 plus \$1,500.00 (note revised price!) 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 Ray DaCosta on 03 5940 1647 or email dacosta@net2000.com.au
