



VICTORIAN HISTORIC RACING REGISTER

ABN: 99 521 303 894

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 - June 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

June	15th	Rob Roy Multi-Club Challenge.....	03 9850 4795
June	24th	MGM VHRR Clubrooms	
June	28th - 29th	Oran Park.....	02 9988 4743
July	22nd	'Goodwood' Social Night VHRR Clubrooms	
July	27th	Tour De Yarra Valley - Ron Simmonds.....	0427 031 737
August	9th - 10th	HRCC Morgan Park Historics.....	07 3394 3755
August	17th	Heathcote (CCE)	03 9890 3833
August	23rd - 24th	Leyburn Sprints	0407 027 491
August	26th	AGM & Committee Elections VHRR Clubrooms	
September	7th	Haunted Hills Hillclimb (CCE)	0429 999 675
September	19th - 21st	Speed on Tweed.....	02 6672 1796
October	11th - 12th	Lobethal Grand Carnival	0408 805 518
November	7th - 9th	Historic Sandown (CCE)	0402 224 133
November	28th - 30th	Tasman Revival.....	02 9522 6845
November	30th	Rob Roy Historic & Classic	03 9850 4795
December	6th	Xmas Presentation Evening	

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

- **ANNUAL GENERAL MEETING** & Committee Elections on Tuesday August 26, 2008. Please give this some thought, especially if you would like to do something for your club.
- **Phillip Island Classic Commemorative Book**

The VHRR 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

- **Historic Sandown 7-8-9th November "The Return of the Thunder"**
Entries open July 7th Noel Robson 0402 224 133
- **Social Night On The 22.7.08 - Think you are at Goodwood** - Come in your 1940-1950 Type Gear eg. Guys In Tweed Jackets, Flat Hats, Mechanics Overalls - ladies In Pleated Skirts, Furs, Twin Sets, Large Hats etc. The more people who come the more successful the night will be. More details Marg Simmonds 5962 2331
- **The Tour De Yarra Valley is on again.** It looks like the 27.7.08 (to be confirmed). Starting at Healesville and finishing at a winery for a late lunch. As requested by some the nav/questions will not be too hard. Full details will follow in the next edition. Entries are already coming in to Ron Simmonds so don't miss out. Contact Ron on 5962 2331 or 0427 031 737
- **Vale Judy Wylie: Tuesday May 27**, wife of Ken Wylie, who built and raced cars for many years. Judy was also the widow of the late Cec Warren, who collapsed and died (I think it was in 1954) at Fishermans Bend after stepping out of his Maserati 4CL during practice. Cec of course was the inaugural outright record holder at Templestowe Hillclimb in March 1951. Judy and Ken were married for 52 years and lived at Mallacoota. Ken and his late brother Arthur created many racing cars, including the Wyliecar, Wylie Javelin, Weir and Male Austin A40, and Sheerline Special to name just a few. Ken, accompanied by Judy, were guests at the Bruce Walton Hillclimb Reunion evening at the VHRR Clubrooms in November 2002, and a week later Ken was Guest of Honour at the annual Historic and Classic Rob Roy Hillclimb. David White.
- **Norm Beechey is recuperating from a recent bout in Cabrini.** The VHRR wishes him all the best & a speedy recovery.
- **The Melbourne Mille** will tour Tasmania in October 2008. 1000 miles, 4 days, classic sports cars and great friends. More info: visit www.melbournemille.com.au or email info@melbournemille.com.au
- **The four-day VACC 75 Years' Great Ocean Road Celebration Tour** was covered by a film crew from ABC's new travel show – Travel Oz. On Wednesday 11 June at 6pm the half an hour show will be dedicated to the tour, which paid tribute to those returned soldiers who put their all into creating what is now a manmade world icon. Many VHRR members took part in the tour including Ron and Lorraine Townley. Other highlights from the tour can be found at www.carsoftheworld.com.au
- **The Geelong MG Car Club and the Ballarat Light Car Club** are holding the Winter Classic again this winter. They cater for two groups: Dedicated rally, and novice, just having fun. The website is best form of contact and sub regs will be available soon. www.ballarat.net.au/blcc Rick Pope rick.pope@dse.vic.gov.au
- **Rob Roy Results & Pics now on the website** (No space in this issue!)
- **Lobethal Grand Carnival** 11-12th October FEATURED MARQUES -

Recognising the origins of Australian road racing from the inaugural AGP in 1928, the marque that first made its mark was the humble AUSTIN 7 when Captain Arthur Waite took a modified 7 to victory at Phillip Island. Thereafter, Austin 7s featured in each AGP until the War. As the featured marque, organisers expect a strong muster of the mighty 750cc Austin 7 racers - which conveniently leads to the second featured marque, South Australia's very own ELFIN whose creator, Garrie Cooper cut his teeth on extracting more performance out of Austin 7s. Elfin will be represented by a selection pre-Elfin cars, and of the first production series "Streamliners" including the cars of octogenarians, John Jarrett who raced his car when it was new, and Ian Brock who still punts the ex-Russ Court car, his racing number upgraded each year to advise his age!: www.lobethalgrandcarnival.com.au

• **Succession Planning**

The VHRR has enjoyed many years of significant growth and development with strong leadership. Over the past decade the Club has been building upon the sound base developed by past Presidents and their committee members.

It is, however an inescapable fact that the Club Office bearers are in the main an aging group which have fewer years available service before them than they have contributed to date.

The Club's three principal office bearers, who provide both excellent leadership/Chairmanship to the Club's two principal annual motor sporting events, are within but a few years from retirement from these posts. Similarly other key roles on on the Historic Car Commission, Eligibility & State Council representatives are nearing the effective end of tenure!

The majority of Club Office Bearers and Committee members range above 60 years of age.

It was agreed by the Committee that a form of succession plan be drafted and implemented to ensure that the valuable learning that the club currently enjoys is transferred to other younger members or recruits. This will enable our successors to be trained up to represent the Club in years to come in these very sensitive positions.

Letters

Whilst I support Norris Miles' right to attack CAMS on the way that it would seem to have bungled the recent HC Chairman's appointment, I can't sit here and allow him to make personal attacks on the man who has put up his hand to try and pick up the pieces.

I have known Bob Cracknell for quite a few years now through historic touring car circles, and more recently as we both ventured into open-wheelers, and throughout all of that time he has been a great worker for the Sport. He has been a club secretary and President and was the first person to be appointed as touring car rep. to the HC back in the mid-90s, with the support of ALL of the touring car clubs. Since then he has been an active member of the Commission, taking on the difficult job of Historic Touring Car Eligibility Committee Chairman, and if anyone can satisfy that lot, then he has some real talent and diplomacy.

Throughout all of this Bob has established a reputation for honesty and fair-play, and in my opinion, and those of many who know him, is well suited to the job. Given that CAMS frightened-off, or chose not to appoint the initial candidates, just let him get on with the job that he has generously offered to take on, and judge him by his performance. From all accounts the first meeting of the Commission under Bob's chairmanship went off very smoothly last weekend, and that's no surprise to me.

We all know why Norris is angry, its all about the introduction of pre '90 Formula Fords into historic, and the fact that he just can't accept that the people who want to race these cars have a right to run them in the friendly environment of historic racing, rather than risk life and limb in 20+ year old cars in contemporary racing. If Mr Miles and his small band of noisy colleagues spent more time organising the large number of existing historic FF owners to present a respectable-sized field at a historic race meeting, rather than sitting on the sidelines stirring the pot, then we wouldn't have to suffer the problem and potential dangers of mixing the Q&R cars with the FFs as is being discussed for the upcoming Winton Historic. Take a leaf out of the touring car books, they actually enjoy each other's company, work together for the overall benefit of the sport, and can put together two full grids for the major historic events.

Jeremy Mantello

Ed: The above is in response to Norris Miles' letter last month which appeared in full on the VHRR Forum. Among the many responses on the forum to that letter, one, in part, did note:....." Mr Miles makes no personal attacks, he attacks the CAMS process....."

Historic Winton "..... Wonderful weekend and after driving the Type 35 to Winton, completing three races without drama, we were able to drive it to coffee this morning. The sort of racing car I like. Bob King...."..... I was fortunate enough to win all group M races and in the last race I posted a 1.04.61 lap which as far as I know is a lap record for group m racing at Winton, and finished 4th outright.

Thanks, Grant Patullo Rennmax #14.....".... Getting the car to the meeting takes a lot longer than it did 32 years ago and the nervous contemplation of the weekend seems more severe. It's a bit like when you find yourself on the grid and a voice asks you what you are doing there. Still, at 70, I was quicker than I have ever been at 1.03's. The BT29 is a great car when all is going well but it is very hard to catch those ground effect BDA Ralts in a twin cam. Jim McConville...."

Classifieds

Brand new covered in tandem trailer. Full Colorbond with aluminium checker plate floor, two front doors, rear door/ramp, HDT mags, disc brakes, winch post, shelf, reg, never used, ideal for open wheeler or small sports car, rep. cost \$12k will sell for \$9,000 Colin Sullivan Glen Iris 0419 312 299.

Valiant Charger Group N Engine Number:265D33IT04659Log Book Number H0542. Car was built by Lloyd Bax and Log Booked in June 1998 has competed in 28 race meetings including Australian Grand Prix 1999 Driven by Lloyd Bax and Bathurst 2002 driven by John English The engine has recently been rebuilt including new pistons, camshaft, push rods, electronic distributor etc and now runs on ULP 98. Invoice showing all work can be supplied. Engine bay has undergone a fresh paint job. Car needs to be rewired and requires some reassembly but is basically complete and rolling. Photograph of the car competing can be seen in Gavin Farmer and Gary Bridger book "Hey Charger" (plate 49) Car can be viewed in Melbourne

\$35,000 ONO Jeremy Mantello 0418 545185 jeremy@mantelloholdings.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 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

Seeking any information we can get. The following is all that is known and we would be most grateful for any further knowledge. K2 Allard. Imported into Victoria, Australia, privately in 1950. Bought from Mrs. Jeffries in 1967. Mr. Jeffries had been killed in a car accident in 1965. Racing numbers found inside boot lid - 2 2 4 4. Assumption is that it was raced sometime between 1950 - 1965 under any combination of these numbers, by Mr. Jeffries.

Please contact Judi Foden at hedgehog@waterfront.net.au, or alternatively ring 0414 885 072

Wanted Triple Weber inlet manifold required to suit Red Holden 202 engine. Contact SYD FISHER phone 94399798 email sssf@tadaust.org.au exhaust manifold also needed

Gazelle Ford 10 special (Group L, with C of D) Built in 1956 at the Victorian T.A.A. workshops by Hedley Thompson for Murray (Revs) Wright. In 1959 John Marsden on purchasing the car had Allan Stanfield of N.S.W. create an alloy body resembling the Vanwall shape, hence the name GAZELLE. Powered by a Ford 100E with rare UK Willment F. Head (OHV inlet - side valve exhaust) engine with too many modifications to list here, mated to Needham Morris 4 speed box to Needham Ford IRS diff, all recently rebuilt. Very reliable having competed 54 race meetings during last 12 years, regrettably this Aussie special requires new custodian. \$28,000.00 ONO. For full details contact Jim 02 4385 1011 or email mdenyer@iprimus.com.au

Ferrari Boxer 512 1978. Melbourne sold new, Ferrari Boxer 512, last of the carbie cars. Never smashed. always maintained by John Allan, 88,000 kms. Two sets of wheels. Sold with RWC, very fast car with fresh engine and driveline. Ideal car for the Ferrari Carbie Car Club runs. \$200,000. Contact owner on 0408558610.

Wanted for MG TA – Engine components including cylinder head, rocker box, push rods, side cover plate, sump, water pump – am prepared to swap similar XPAG components in fair condition or buy outright. John Lackey 0400 388 859

Two 525M13 and two 550M13 Dunlop tyres for sale. They have done four sessions; Price \$800.00. That must be about half price. Jim McConville Ph:5367 5292 Mob: 0447 783 193

Looking for help or information to identify a car: I bought the car from Dianne Cowan who is Julian Cowan's widow. Julian was a photographer for the Sunday times in Perth and a car collector and sometime racing car driver. Di told me the car was called a "Lamprey Ford" had been built in Tasmania in the late 1950's. According to the rego papers with the trailer it was first registered in 1958. She said that the car ran a flat head Ford V8 that was sitting with the car when I had bought it. The engine was without heads, but the block has been relieved around the valves which was a common modification to get some more power. Burnt into the paint under the old racing number sticker can just be seen the number 85. The body is reminiscent of an MGA or perhaps a Ford Cobra but is made of aluminium. The chassis seems to be a 1940's or 50's Ford Prefect. What ever it is it had transverse leaf springs front and rear and is very narrow. I would like to rebuild the car to it's original specification and race it in historic events & so would be very appreciative of any information that you may have.

Ian Ladyman 0419 931 723 (see Website Forum - Information Wanted - for full details & pics)
