



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 - March 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

March	7th - 9th	Phillip Island Classic (CCE).....	03 9877 2317
March	8th	Phillip Island Dinner.....	03 5962 2331
March	11th	Rob Roy Mid week Hillclimb.....	03 9850 4795
March	13th-16th	Australian Grand Prix	
March	22nd-23rd	Mallala All Historic.....	0417 881 601
March	25th	Social MGM.....	0415 351 164
April	5th	Calder Twilight Meeting (CCE).....	0409 862 949
April	6th	Myrning Sprints.....	03 9827 8124
April	22nd	MGM VHRR Clubrooms	
May	4th	Rob Roy.....	0413 744 337
May	24th-25th	Historic Winton.....	03 5428 2689
May - June	31st - 1st	Albany Classic Motor Event.....	08 9842-5526
August	17th	Heathcote (CCE).....	03 9890 3833

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.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

- **Phillip Island Entries :** Over 550 entries were received, unfortunately many had to be listed as reserves, but we now have a total of over 480. Look forward to another sensational weekend.
- **Phillip Island Classic Dinner -** All Welcome at the Circuit "Pit Straight" Dining Room Starts 7.00pm for 7.30pm \$55.00 Per head including Drinks. Dress Smart Casual. Bookings to be accompanied by payment to: Marg Simmonds 24 Eleva Rd Healesville 3777
Phone: 5962 2331 RSVP 2nd March. Entry by ticket only. Prior booking essential
- **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. Last year Digital Realism produced a fantastic limited edition book for the QLD Historic Racing Car Clubs 30th Annual Historic meeting at Morgan Park Raceway. The 160 page full colour hardcover book will capture the special moments of this years event. Darin from Digital Realism has said he will guarantee your car will be included in the book for anyone who pre-orders. You can register your interest in the book at their web site www.digitalrealism.com.au
- **Bring your partners to the next "Social Meeting" on 25th March.** BYO everything. People are able to buy take-away food at the local shops around the corner in Middleborough Road(Kerrimur shopping centre).
- **Australian National Aviation Museum Wings & Wheels April 12th & 13th**
Dear VHRR Members, 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**
- **Charity Auction, Breakfast & Exhibition Fredd Briggs Retrospective**
To be opened by The Hon Jeffrey Kennett AC Dubbed 'king of automotive illustration,' Fredd Briggs is Australia's most prolific and respected motor sports artist. Briggs will showcase his stunning paintings of Schumacher, Stoner, Rossi, Webber, Senna, Hamilton, Moffat, Brock, and Australian winners of the F1 Grand Prix Proceeds to Beyond Blue. Wed 12 March 2008 7.30am 220 Ingles Street Port Melb. Champagne and Buffet Breakfast Tickets \$95 corporate tables of ten \$850 RSVP Sandra Boyd by Monday 3 March 2008 ph 03 9676 9000 or email marketing@designacademy.edu.au
- **Vale - Laurie Simpson.** It is with a great sadness that we say farewell to Laurie - a true & loyal club member who went about things in a quiet way - never looking for recognition nor reward. His years of involvement with the Newsletter among other things lead to him being awarded a 'Life Membership'. We all remember well the three generations of Simpsons coming along to race meetings in the Eagle Imp - Laurie was 'Team Manager', Brian the driver and Keith eagerly watching and learning from both. The close bond between the three being a joy to witness. Our thoughts are with Brian, Keith and their families.

Laurence (Laurie) Simpson

Laurie was born on 3 March 1924, eldest son of Grace and Laurence. He lived and went to school in the Brunswick area. Life was pretty tough and, to help earn money to support the family, Laurie delivered newspapers, before and after school, for 5/- per week and sold evening papers (1d1/2) on the corner of Russell and Collins Street for 10/- per week. He also delivered greengroceries on a pushbike in East Melbourne. As a child he had his tonsils taken out on the kitchen table!

From the age of 5 he always knew he wanted to work with aeroplanes. Laurie left school at 15 ½ and applied to Ansett Airways for work, and he got a job at 15/- per week doing anything and everything. There were no apprenticeships then, and it was training on the job. His first flight was a joy flight in a DeHavilland Dragon biplane. His first Ansett flight was in 1940 where he had a free flight from Melbourne to Sydney in a Lockheed 10. He sat on the floor part of the way as all the seats were full, and there were several stops en route. In 1942 at the age of 18, Laurie applied to join the RAAF as aircrew but, much to his dismay, was not released. He was in a protected industry, and production of aircraft engines was a top priority.

In 1943 he met his future wife Joan, on a blind date with mutual friends June and Frank. Later that year Laurie was released to join the air force, as aircrew losses had been heavy. He trained as a pilot on Tiger Moths in Tasmania, but the war finished before he was fully qualified, and he was discharged in 1945. Laurie then joined Australian National Airways.

In 1947, having sold his Indian motorbike to buy an engagement ring, he married Joan and they subsequently had four children, Beryl, Brian, Geoff and Julie. Laurie and Joan moved to Glenroy in 1950 and are still in the same house. Laurie went on many trips overseas for Ansett Airlines. He finished up in charge of four out of the five workshops, and retired in 1985.

Apart from his family, his life-long interest was in engines, especially cars, and particularly Jaguars. He enjoyed his garage where he restored a Mk.7 and an E type Jaguar, and where he would make up all types of specialised parts from scratch. Laurie was very involved in historic car racing, a love which he shared over his lifetime with Brian and Keith. In 1996 Laurie was made a Life Member of the Victorian Historic Racing Register.

Laurie and Joan were happily married for 61 years. He is survived by his wife, 4 children, 7 grandchildren and 1 great-grandchild. He passed away peacefully at John Fawkner Hospital, aged 83.

Brian Simpson

SIR JACK BRABHAM AO, OBE:

Every VHRR member will be delighted that our patron, Sir Jack Brabham, was created an Officer of the Order of Australia (AO) in the Australia Day Honours. This is the second highest level of the Order and is awarded for "distinguished service of a high degree to Australia and to humanity at large". The citation stated that the award had been made for Sir Jack's service to motor sport, as an ambassador for Australia and for services to charity. Many may not be aware of the aspects of Sir Jack's life outside motor racing so you will be interested to know the basic points covered in the VHRR submission to the secretariat of the Australian Honour System which was presented almost two years ago over the signature of our President, Ian Tate. (Unless you are a pop star or a soap celebrity it takes at least this long to be recognised.)

The first point covered was Sir Jack's service in the RAAF in WW11 where he was an aircraft mechanic working in a squadron of Beaufighters. On one occasion during this service he assisted in rescuing the crew of a crashed Beaufighter, splashing around ankle deep in aviation fuel in the wrecked fuselage. His motor sport career was well documented with his three World F1 Championships and two F1 constructors titles (1966 – 1967) and his achievement in winning an F1 World Championship in a car carrying his own name.

His development of a successful business constructing racing cars was outlined, together with his employment and encouraging of young Australians in the motorsport industry. The secretariat was advised of Sir Jack's status in the international community where he is treated like royalty all over the world. Outside his direct motor racing involvement Sir Jack was asked to join the Commonwealth Government Road Safety Committee where his vast experience and engineering knowledge was of significant value. In community service he has always been very generous with his time and support in other ways for many charitable organisations in many countries.

We particularly recall the support of "Very Special Kids" at the AGP in conjunction with David Jones and Sir Stirling Moss. For many years Sir Jack has been personally involved with the Apex Foundation, The Macular Degeneration Foundation (Aust.) , The Hope for Tomorrow Foundation (UK) and the CAMS Foundation. The chief executives of these organisation provided references in support of the submission as did a number of prominent Australians and Sir Stirling Moss.

It is a wonderful tribute to Sir Jack that his contribution in so many ways has been recognised by this award.

Don Kinsey

Club Permit Scheme Review -The Story So Far

In late 2005, VicRoads advised AOMC and other motor club organisations of their intention to review of a number of aspects of the Club Permit Scheme (CPS). A formal Discussion Paper was issued soon after this and comment invited on their initial, broad proposals.

These included some relatively minor matters regarding plates –some of which have already been implemented- and a series of major initiatives to alter core aspects of the operation of the scheme. The scheme had been running in basically the same from since the nineteen sixties, as a means of allowing vehicles over 25 years of age to be operated by members of approved clubs for use in club events and other activities and in preparation for such use. Difficulties were being experienced in enforcing the scheme's regulations due to lack of clear definitions and some risks of abuse of the scheme required a more thorough set of regulations. These concerns gave rise to proposals in four main areas;

- introduction of a log book system for users
- changes to assist clubs in defending against abuse of the scheme and to provide VicRoads with powers to suspend clubs or owners found to abuse the scheme
- more effective definition of Replica vehicles
- more clearly defined inspection requirements for modified vehicles

AOMC, together with the Street Rod Federation, have maintained a high level of focus on these issues on behalf of their members and have been very active in responding to VicRoads with concerns about aspects of the proposals and with suggestions to improve the concepts being considered. The initial Discussion Paper was commented upon very extensively by AOMC in 2005 and the views of member clubs were actively canvassed to ensure we reflected the views of the grass roots motoring world.

Rod Amos (This article will be on the VHRR Website soon, and will be continued here next month)

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

Calder VHRR Day - Twilight Club Race Meeting on the 5th of APRIL 2008 which is the LAST Saturday in the current Daylight Saving Period. We have the track and all facilities from 0800hrs to 2300hrs and will run the event within this time frame. This will include a lunch break of 30 mins at about 1200 and a BBQ dinner break for 1 hour late afternoon probably 1800hrs to 1900hrs or similar.

We will cater for ALL CLASSES & REGULARITY. Please note a special Regularity event will be run solely for Air-cooled cars, Austin 7s & Formula Vees. A number of other similar clubs will also be invited. We anticipate that EACH driver will get one practice in on the long or short track (drivers preference) and at least 3 race or regularity events, this may pan out to more events as we will be running the after dark events on the well lit short track which will include the 'Drifters' lighting. The Supplementary and Further regulations and other documentation are on the VHRR Website now. If you aren't on the 'net, just give me a call. The cost will be \$150.00 for each entrant which will include all facilities mentioned above. This will be our FIRST foray into Calder Park and AASA and we need at least 100 entrants to make it work properly. Looking forward to a great event. I can be contacted on paulschilling@bigpond.com 1/-

Classifieds

Wanted: I am looking for a new place to park my Matich SR4 trailer since its previous spot was on a factory site which has been sold and redeveloped. The trailer is a fully enclosed lockable tandem and does not need to be under cover. I am hoping to find somewhere not too far from Bayside suburbs, maybe around Mordialloc/Braeside/Moorabbin/Clayton etc. if possible, but further away is OK, and with access at least during business hours. If you can help or know of anyone who might be able to help, even on a temporary basis, please call 0407 521 629 Nigel Tait

Holden 308 parts for sale.

1) 3.480 stroke billet crankshaft rebuilders crank. Retail price normally \$4500

2) 8 / Crower conrods with american arp rod bolts & nuts.

3) 8 / SRP american made forged pistons 30 thou up.

Using this combination the stroke will end up at 5.813. These parts have only done 3 race meetings since new. Price for the lot \$4000 Steve Tate 03 9759 6956
