



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 - September 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

September	7th	Haunted Hills Hillclimb (CCE)	0429 999 675
September	19th - 21st	Speed on Tweed	02 6672 1796
September	23rd	Social Meeting	
September	27th - 28th	Wakefield Park	
October	4th - 5th	Vintage Collingrove	0413 610 266
October	11th - 12th	Lobethal Grand Carnival	0408 805 518
October	28th	VHRR General Meeting	
October	25th - 26th	Mt Tarrengower	03 54762007
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	03 9890 2485
March	13th - 15th	Phillip Island Classic (CCE)	03 9877 2317

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

- **VHRR Committee Elections - results:**
- Elected unopposed - Ian Tate President, Noel Robson Vice President, Ian McLennan Treasurer, Leanne Newson Secretary, Bob Harborow, Mike Byrne, Bob Morrow, Mike Devine, Nev Butler & Kel Prior. The VHRR thanks Pat Ryan & Derek Wickett, outgoing members for their hard work & support. Pat Ryan will continue as a co-opted member for the present. We welcome new Group Reps Nev Butler (Group C), Nick McDonald (FFord) & Peter Brennan (PQR)
- **Historic Sandown 7-8-9th November "Return of the Thunder"**
Entries now open Noel Robson 0402 224 133. Entries are going well with over 200 received as at the AGM last week.
- **Historic Sandown** - give me a call if you'd like to advertise - Grant 03 9787 3640
- **The 40th anniversary of the first major race win by a Holden Monaro** will be celebrated in style at the VACC Historic Sandown this year. Appropriately, around 40 Monaros of all models are expected to be on track or on display at the meeting to mark the historic victory at Sandown on September 15, 1968 of the then-new HK Monaro GTS 327 in the Datsun 3 Hour production car race. 1970 Australian Rally Champion Bob Watson, who co-drove the privately entered Monaro to victory with its owner, the late Tony Roberts, will be a guest of honour.
- **Haunted Hills Hillclimb - September 7th** Regs & Entry Forms now on the website.
Call John d'Asques for more details 03 9776 1013
- **John would also like to hear from members** willing to help out as track marshalls for this great new venue.
- **Ian Mc Lennan notes:** Latest from the online CAMS manual shows that the manufacture date of an extinguisher is not now relevant.
- **Lobethal Grand Carnival** 11-12th October Entries now open.
- **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!
- **This may interest a few members - enjoy.**
<http://www.avd.de/ogpracing/english/index.html> Regards - JD
- **At the AOMC meeting on August 24th** delegates were advised about the slow progress of the changes and the proposed log books etc. The introduction of log books was first mentioned by a number of Vic Roads employees about three years ago, not everyone agreed. No Vic Roads employee had "ownership" of the scheme until the recent internal reshuffle. The situation now is that the draft plan will be presented to the Minister within the next three weeks for approval. The AOMC is taking a softly – softly approach at this time and are hoping for a prompt response. Members please note - all Red Plates holders are listed on the VHRR Website.
- **Club night – September 23rd** This will be another informal night. Come early and BYO everything. There are a number of good take away providers just one block north of the clubrooms in Middleborough Road. Come straight from work and eat in. There will be the usual door prizes.
- **Reminder – Saturday December 6th** is the annual presentation night at the Manningham Resort. You will receive your formal invitations by post soon. Mark this date in your diary now
- **Regularity News - Historic Sandown 2008**

Over the last few years we have had enquiries from competitors wishing to enter touring cars in the regularity events, but the committee has not felt the need to include these cars. This year we are encouraging touring cars to enter, but at the same time we wish to maintain our strong support of sports and racing cars in regularity events at Sandown. Period replicas will be assessed for acceptance on an individual basis. The order of the program will place the two divisions early in the running order. Entries for divisional allocation will be made on the driver/car potential so as to ensure maximum safety for all competitors. The committee will provide a regularity team's prize for first, second, and third placed teams, based on the aggregated points for each team, retained at the conclusion of all events held over the meeting. A team will consist of three drivers, all in one division or two in one division and one in the other division. I encourage competitors to make up teams and take up the challenge. Sandown 2008 is shaping up to be the best ever.

Ross McKinnon

Bill Hemming says ~

Just a quick update from The World's Fastest Aborigines (Roger Ealand, Don Thallon and Bill Hemming) doing the 50th Anniversary Formula Junior races in the US.

At the Monterey Historics 1st weekend Laguna Seca qualifying, Don in his MRC 22 got 3rd fastest time, Bill in the Elfin FJ, 6th and Roger in his Lotus 18 qualified 12. In the race, Don came 3rd after coming off at the Corkscrew while in the lead, Roger 9th and Bill 10th. The fields were split for the main event on the 2nd weekend. Roger finished a fine 5th in his class (1960 to 1961) while in the 1962-63 class, Don came about 19th and Bill about 21st. I say "about" because they don't produce time sheets or results outside the 1st 10 places. It should be noted that Don blew up his race engine in practice for this 2nd weekend and did a terrific job fitting his spare engine for the race. With the help of Ivan Tighe and Bill Norman. Monterey is definitely an event not to be missed, although it is a bit of a playground for the obscenely wealthy and Phillip Island could show them a thing or two in terms of organisation. Ran into Alan Jones (raced in the Legends event), Rusty French with his 2 Porsches, George Vidovic, Russ Stuckey and Michael, and Patrick Quinn from Oily Rag, all adding to a strong Australian presence. The Australian team were extremely well received and not to be missed with their Gold shirts, hats and Aussie flags. Perhaps not the ideal representation of cultural attaches, but we definitely will not be forgotten. We all then drove across America on separate routes. I took in the Bonneville Salt Lakes and the Indianapolis Speedway museum. Both sensational. Now on to Lime Rock and Watkins Glen.

The much traveled Elfin 600 F.Ford is back in the UK. I plan to depart on the 6th. September which will allow us a week to prepare the car and travel up to Brands Hatch. This meeting is a one day event run on the Indy circuit and forms part of the HSCC ten race series. Historic Formula Fords have a dedicated race but are also eligible to run in the Classic Racing Car event provided they change from the Avon to a much harder Dunlop M tyre. From Brands we hopefully have a two week break during which we plan to travel through Belgium by motor home eventually arriving at Spa-Francorchamps for a three day meeting, here we get to race on both Saturday and Sunday. Both races are of half hour duration which tests the limits of the fuel tank and other things. From here we return across the channel for a two day event at Donington which should be interesting.

Cheers Laurie Bennett

Heathcote August 17th

On Sunday 17th August, 50 intrepid drivers left a damp 4° Melbourne gloom to venture to 5° Heathcote – but at least it didn't rain. In fact, it warmed up to 12°.

Despite a number of delays including one of Exxon Valdez proportions, this event was a resounding success, and a credit to the hard –pressed K11.

Ray Sprague won FTD with 12.39. Andrew Makin won the trophy for fastest racing car time of the day with 12.8 seconds, Graeme Ankers' Formula Vee got one for the slowest time of the day (sorry, for air-cooled cars), and Neil Wust got nothing with his Zephyr despite a burnout that blocked out the sky. Other notables included Barry Murphy for his Group O Falcon, which then deposited it's transmission all over the tarmac, and Ray Sprague and his brutal Rambler, which didn't.

The "oils are oils" award for a 440 yard slick went to John Goulden's Bolwell, and Paul Schilling got an honourable mention and sent home. For full results of all the winners, consult our web site. "Say goodnight Dick" Dick O'Keefe

Classifieds

My father has a number of vehicles in his shed that need to go. Some may be of interest to your club members. All offers will be considered.

- Buick 1934 840 Sedan (Holden body) mostly mechanically restored and a lot of body parts/fittings/shiny bits with it.
- Auburn 1935 Sedan, much restoration started and a lot of body parts/fittings/shiny bits with it.
- Dodge 1934 tourer street rod, 350 Chev, Turbo 400, finished, engineered & NSW registered (now out of rego)
- Morris Minor 2 door with Toyota 4AGE motor/5 speed.
- Morris Minor Low Light convertible parts.
- Holden 1966 HR Premier. Manual. Only driven by 1 owner. Immaculate (still smells new).
- Chev 1934 Roadster. Steel Body. Half built street rod.

All offers will be considered, all cars located Northern NSW, for details ring Charles 02 6662 1171

Wanted: Good little 4 cylinder small car for daughter no.2 Big B double sent her car to God as she waited at a give way sign. It needs to replace a 100k 22 year old only driven by a LOL to visit her grandchildren. However it does need to be of Mexican extraction with birds. i.e. Manuel and Radio. Minimal budget but tempt us please. Pat Ryan 9335-4666 Bh or pat@ryansbus.com.au

Wanted to Purchase.

For upcoming Winton Australian Historic Motor Festival, a pre-loved racing suit, any serviceable condition that would pass scrutineering, to suit 176cm tall by 75kilo male. If you can assist, I can be contacted on 9548 5552 or email m.stubbs@aapt.net.au. Many thanks, Martin Stubbs

I have an historic racing car for sale and I thought it might be of interest to your members prior to it being advertised for sale. The car is called a "Vincewil" having been initially fitted with a 998cc Vincent vee twin cylinder motorcycle engine and now having a 650cc Triumph Saint parallel twin cylinder motorcycle engine fitted. The car is modelled on the appearance of the 1961 Ferrari 156 Shark nose racing car and indeed was constructed in 1961 and raced between 1962 and 1965. The car has been provisionally accepted into the Group M classification by CAM's and a Log book will be issued upon completion of its restoration and verification of the components being typical of the era.

I have the engine manual, documents, receipts and photography pertaining to the cars history including a letter signed by the builder and first owner setting out the vehicle's history.

For your information the car has passed between the following owners who some of your members may recognise. Built by Brian F. Wilson 1961-2 in Repco Workshops. Purchased by Ian Wells 1965.

Purchased by Allan McCaskall for John Mann 1979. Purchased by Tamas Hume and Stephen Bills 1983. Purchased by Colin (Warren) Goldsmith 1997.

The car is in fair condition however it has incomplete bodywork of which a roll of suitable aluminum sheet of sufficient quantity is included. The full harness seat belt has been removed and will be supplied. The engine has a broken con rod but is otherwise complete. I am keen to remove the car from its current location and only wish to as far as possible recoup the original cost of purchase. It would also be satisfying to know it has gone to an owner connected with your register who will complete its restoration and see the car being used in historic racing. It would be a shame to have it broken up and lost forever as it is a one off build and in as much, truly unique. I look forward to hearing from any of your members interested in the car. Regards Colin Goldsmith 0416 057 855

For Sale – Orion Brabham Replica Group Q Single Seat Racing Car – Full CAMS Certificate of Description and Log Book. One of two cars built by Sydney aeronautical engineer, Gordon Glynn, in the period 1969 to 1973, this car is a replica of a Brabham BT 31 of the late 1960's. The car has been gradually refurbished in the period of my ownership but ill-health now forces me to offer the car for sale. Suspension has been rebuilt all around with new springs and shockers by Baker Bros and it has a fresh 1400cc Renault engine which has done only a few running-in laps at Calder. The body has fibre glass panels moulded off a genuine Brabham and the sale includes the "Master" mould which will enable additional panels to be produced. Tyres are brand new slicks which have never been used and the car has been re-wired. Carburettors are two twin choke Webers and gearbox/transaxle is 4 speed Renault. The car has vivid acceleration and would make a stunning hill climb car and is also ideally suited to circuits such as Winton or Calder. There is minor accident damage to one rear chassis rail which, although not critical should, be rectified in the future. Photos available on request. Asking price \$29,000 Contact Graeme Tutt on 03 9894 8109 or gltutt@bigpond.com

Wanted: A supercharger, Marshall or similar. To suit a 1250cc engine. Preferable with 1930/40's looks. Julian. (This Ad appeared on the VHRR forum, but no phone number was apparent - if you can assist you will need to respond via the forum.)

Wanted Australian Motor Sport 1946 - January, February, March, May to make up full set. Or will purchase full set. Ian Tate 03 9877 2317

For sale: marque, motoring and motor sport books and magazines, incl bound copies of Racing Car News and Road & Track. Downsizing. Email for 12-page list. Graham Howard, grimes@ix.net.au

Monaco HS6: Powered by a carefully developed Peugeot 403 engine using forged pistons, high capacity oil pump and driving through a close ratio VW transmission this is a very competitive and reliable car, heaps of torque make it easy to drive. Reluctantly this significant Australian special is now for sale complete with group "M" C of D and Log Book. Derek Smith 0403 830 390 \$29,000.00
