



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**Foundation Patron: Sir Jack Brabham AO OBE World Champion 1959, 1960 & 1966**  
PO Box 3485 MELBOURNE VIC 3001 Website: [www.vhrr.com](http://www.vhrr.com) Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - December 2014

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

### COMING EVENTS

December	12th	VHRR Xmas Presentation & Awards Evening .....	0407 825 545
March	5-8th	Phillip Island Classic.....	03 9877 2317
May	30-31st	Historic Winton .....	03 5428 2869
August	8-9th	Winton Festival of Speed.....	0412 351 403
November	6-7th	Historic Sandown .....	0402 224 133



### Wednesday Members Lunch - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS

Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

### Club Permit Scheme

(Red Plate)

Gordon Hellsten ..... 03 9878 5272

5 Handel Crt Blackburn Vic. 3130

\*CCE = Club Championship Event

**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

**An important date** to add to your Calendars/diaries - The 2014 VHRR Awards Night and Christmas Party. Friday 12th December at 7 pm in the Grand Ballroom at the Manningham. Look forward to seeing you all there!

**Don't forget to check** your equipment for expiry dates....Hans, Helmets etc.

**Lloyd Shaw**, with support from Cooldrive Distribution, has donated a quantity of books covering, on 103 pages, the first 30 years (1977 to 2007) of the VHRR's history. Details were gathered from 3000 pages of the club's committee and other regular meetings recorded minutes, relevant correspondence, 100's of newsletters, club magazines and even The Oily Rag. The book took 6 months to complete. Copies are now available at \$20.00 plus postage by contacting Lloyd on 0415 351 164 or at the Wednesday clubrooms lunches. The VHRR committee has decided that all income from the book's sales will be donated to Sir Jack Brabham's Australian Kidney Foundation.



### **Hero of the Hour at Historic Sandown**

Mr 'Go To' ~ Richard Williams

**George Spanos' Elfin GTS** is for sale.

Serious offers invited.

03 9885 7130 or 0418 138 934

**When everybody had gone home** from Sandown there were a few items left behind that may or may not be wanted. There is a pair of glasses with black frames, a folding chair in it's carry bag, and a light weight waterproof car cover. Still unclaimed from 2013's Sandown is a trolley mounted booster battery / starter unit with plug in type connections. If any of these are yours contact Lloyd Shaw on 0415 351 164 to arrange collection.

**Also:** Dave Price picked up a half tonneau cover 100 yards outside the gate towards Dandy Rd on Sunday arvo.

Description: Red drivers side (how do you spell tonneau anyway?) Steering wheel sock. Sock for drivers side only roll bar with square top. Cockpit centre zipper

It can be picked up from the Elfin Heritage Centre, most days (not Tuesdays).

### **We wanted to take time to thank**

VHRR and the entire team that provided us with memorable hospitality. We had so many fans come to visit us and thank us for bringing an "in the flesh" Cobra. We enjoyed the Sunday "Morning Briefing" with the Victorian Flagmarshalling Team and shared some gifts for them... as well as 5 trophies, Team shirts, and two official racing flags with as many drivers autographs as we could fit on the flags ... and trophies were titled- "Workers Under Our Wings."

Unfortunately, the Old Yeller II is still in England and will be shipped back in a week from England to Los Angeles as that creates a timing issue. The Old Yeller II cannot make the 2015 Phillip Island races at this time. We did not want to have you hold a spot for us in the container or the race in 2015.

We had Cobra "carbide" problems as at the low end and slow turns the motor would burble and acutely miss... and the crew tried all weekend to resolve and could not but Cobra pulled well on the straights so good for the fans.

Thank you again for your kind support and will always be remembered.

Regards, Ernie & Elaine Nagamatsu

**Just wanted to congratulate** you all on a wonderful weekend ...

I spoke to many of the M and O guys and never heard one complaint. I thought there were plenty of laps and the tribute to Sir Jack was terrific, the flags down the pit row, all different, was a very nice touch as was the parade of Brabham cars.

The support you gave to the internationals was great, and I think that definitely enticed a few

more of us to enter, I counted 40 entrants in the programme including the Formula Juniors, and I know there were a couple of late withdrawals, but that's a pretty good grid of cars. I think it is 6 years since I was last at Sandown.

So once again - thanks ...

Will make sure you are all on the mailing list for the next M and O newsletter, if you haven't seen it before go to our HSRCA website [www.hsrca.com](http://www.hsrca.com) and scroll down to you see M and O newsletter no.28. Ed Holly



### **Good Afternoon Richard,**

Thanks again for your terrific support and inviting our club to attend the Sandown Historic Races. It was great to meet you and finally put a face to your name. We had an exceptional turnout this year with around 32 different club cars attending over the Sat & Sun and about 6 visitors cars. Only 4 cars from our club attended both days.

Our visitors included the 3 Police cars that turned up late Sunday to quite a reception, with lights and sirens blaring and generated plenty of

interest on the hill. A few questions about the VIC Police revenue raising were heard when the speed camera came out. The HR Divvy Van is owned by one of our members who attended Sandown in his EK Ute on Saturday. He had a commitment with the Police Historical Society in Port Melbourne on Sunday and invited a couple of his fellow Historic Police Car owners, complete in period uniforms, along for a look at Sandown. It would be great if we could get a few of these guys on the track next year for a few laps between races, time permitting, or at the beginning of the day with the course car making sure the track is clear.

On the subject of a few laps, the chance to get our club cars on the track at the end of racing on Saturday was certainly a highlight. Thanks to you and Shannons for the opportunity. I know a few of our Members with modified cars appreciated the cracking pace set by the course car, my grey powered FC had its redline tested and the power assisted drums all round must have been glowing red by the end.

Seriously the few laps were great and I appreciate the concession to allow my passengers along for the ride.

We have successfully made it 3 from 3 for the Best Club Display Saturday on Red Hill and I'll be sure to let all our members know at our monthly meeting tomorrow night. Wining the best overall for 2013 was a welcome surprise and the products that were so generously provided will be used as door prizes for our meetings to share the booty around.



We had a great weekend and the FPV Club next to us were a really great bunch of people with a consistent turnout of cars both days. The Nissan guys we thought were a bit cheeky pegging off a huge area on the corner on Sat with only 2 cars in attendance. They did have more cars there on Sunday . I think we might get in on Friday next year and rope off the corner of the hill if our numbers this year are anything to go by.

Thanks again Richard and we look forward to seeing you at Phillip Island and Sandown in 2015.  
Kind Regards Derrick Roberts  
FE-FC Holden Car Club of Vic

### **Hi Richard, We had a great day**

We saw Ferraris, Sprites and Holdens out the back of the grandstand, all of the cars in front of the stands, and the Dandenong Road end display. Most importantly we saw the race cars in the pit area.

We caught up with a few people we knew and we met a few participants who were more than happy to give us their time. We also found time to watch a few races!

I thought the venue looked immaculate, a credit to all of the organisers.

I'm still surprised at how we arrived at Sandown just in time to get a ride to the pavilion with you, talk about "perfect timing", you've certainly spoiled us!! We also caught up with your Brooke in her "gopher" out at the Ferraris.

Thanks again for making our day. Cheers,  
Peter Byrne

### **Hello Richard,**

Thanks for another fantastic day at Sandown. Everyone loved our trackside position, was a nice change from the rose garden!

Jase tells me the model car is for him to keep, will I tell him it was an award for his car being a great colour?! Looks like we'll have a pretty big turnout for the island too, so I hope we can nab our usual spot there. Lots coming from interstate which is great. Thanks again, we really do appreciate you looking after us so well at these events.

Shaz x

**23rd Historic Sandown** Regularity Results  
Congratulations to all the Drivers (62 of them) who entered the Event, thanks for taking the effort to show your wonderful cars.

Regularity Driver of the Meeting

1st Jason Nichols 138 Points

2nd M. Utber / R Klein 117 Points

3rd G.Ball / S.O'Brien 116 Points

Regularity Team Event

1st Michael Ban, Frank Hook, Shane O'Brien 297 Points

2nd N. Taylor, S. Webster, T. Rogers 169 Points

3rd P. Hedt, H. Maclennan 156 Points

Don't forget to run at the Phillip Island Classic in March and get a Team together for an awesome Event. Cheers Michael Ban

**On an extremely hot Sunday**, 23rd November, the 23rd Rob Roy Historic hill climb was conducted with a very good entry of all categories, just on 100, a good effort.

It was noticeable that many cars did not like the heat with many coughing and sputtering off the line, in fact most competitors said their times were slower by up to two seconds on their previous times.

One competitor who did not let the heat worry him was 91 year old Trevor Cole driving his Austin 7 Special, winning his class and the Le Trophee Des Conducteurs Anciens, Trevor was given a standing ovation on his return, after his last run, not a bad effort.

Claire Greig driving the Ecurie Australie Reynard FF won her class, plus her Grandmothers (Diana Davison/Gaze) trophy for fastest lady driver and also being awarded the Ron Simmonds Encouragement Award, all without ever seeing the track before let alone drive on it, not a bad day at the office.

A special service was held to unveil the Harry Firth Memorial Plaque in The Copse under the trees during the lunch break.



Darren Visser driving his Bates Cyclo 750 took out the fastest time of the day, stopping the clock at 22.21 sec.

Only three runs were held, as the organizers and I think everyone else, had had enough due to the heat and the tiring conditions.

Well done to the MG Car Club and the VHRR, for running the event, the next Rob Roy will be round 1 of the VHRR Triple Cup 26.4.2015.

Cheers, Simmo

## Sandown Historics Regularity

By Richard Batchelor

My delight in having my relatively "young" 1989 Porsche 944S2 accepted for Regularity was tempered on arrival at Sandown at 7.30 on the Saturday morning when the bloke on the gate told me I had to keep my engine switched off until 9.00am. He would not budge when I told him it was road registered, had been driven from home, engine and exhaust were bog standard and it might not be wise for its old driver to push it 100m uphill to pit lane! By now about a dozen cars were queued up behind so he said, "Just drive it quietly – the problem is the car has race numbers."

With 36 cars on the track in Division 1 Practice, and strict rules about not lapping in under 1:35 or passing in corners, we took it fairly gently.

I nominated a time of 1:36 for the official runs. I was teamed up with my friend Frank Campagna (MGA coupe) and Ron Townley (Lago-Talbot), both of whom were in Division 2.

In Run 1 cars were still proceeding down the pit exit ramp when the faster cars were completing their first lap and it was only by lap four that a relatively clear track occurred. The event was won by Tom Kenworthy (Cooper S) from Charles Groves (MG TC spl.) and Mike French (Elfin Clubman). I finished 21st with a best lap in 1:36.6 and zero points.

Despite having covered my race numbers and applied my tender car windscreen sticker another "discussion" at the gate ensued on Sunday morning so it was a relief to line up for Run 2.

Gary Ball in his D-Type Jaguar replica won with four well-paced laps close to his 1:42 nominated time, from the Ford Escorts of Scott Graham and Kevin Kosa. My laps were closer to the mark than in R1, for 12th with a best of 1:36.1 and 29 points.

With a well rubbered track and driver familiarity Run 3 was faster with several competitors inadvertently under the 1:35 bogey time. Shane O'Brien won in his Austin Healey BN1 with laps very close to his 1:38.5 nominated time, from Phil Hedt (MGB) and Tom Kenworthy. My car was six-tenths under the bogey time at 1:34.38 but we collected 17 points for 22nd place.

Despite hardly troubling the scorer I enjoyed my first taste of regularity. The rolling starts, as

against the often drama filled standing starts in races, and the absence of the turn one mayhem typical in races, made for a stress-free weekend of motor sport – apart from getting past the gentlemen on the gate!

The tributes to Sir Jack Brabham also had a special meaning as I watched him race many times, including at the 1965 and 1968 British GPs. Unlike any other driver his amazing career embraced the front-engined skinny tyred era of the fifties to the slicks-and-wings of the seventies. In his final year (1970) aged 44, he was as quick as ever and with an ounce of luck might have won a fourth F1 world title.

Congratulations to the VHRR and the MGCC on another great Sandown Historic meeting.

**The late Paul England**, remembered mainly for his brilliantly constructed and driven Ausca, is also one of the handful of Australians who have driven in Formula 1.



*Paul England racing in the 1957 German F1*

Check YouTube for the 1957 German Grand Prix film (which is expertly narrated by British Le Mans and historic ace Alain de Cadenet) and you will see Paul at the wheel of an F2 Cooper-Climax. Sir Jack Brabham was also in that epic race, won by Juan Manuel Fangio is what is considered his greatest victory. For the record, both the Cooper-Climaxes of England and Brabham retired from the race with 'electrical' and 'transmission' problems respectively, according to the official results.

I am old enough to remember seeing England and Brabham race in the 1950s. Sadly 2014 will be remembered as the year both passed away - but what great memories they leave behind!

Best wishes,

Richard Batchelor

**This is my daughter** and VHRR member Claire Greig behind the wheel of her grandfather Lex Davison's Cooper Irving, with Lex's great grandchildren Angus and Sophia Greig. A rare and unique moment.

Claire had her first run ever "up the hill" in her 1984 Reynard Formula Ford, with her second run of 24.7 being the third fastest time of the day. This gave her the great honour to receive the Diana Davison Gaze Trophy for the fastest time set by a female, and she also won the Ron Simmonds Encouragement Award.



We had a fantastic day, and all associated with Rob Roy should be very proud that they have been able "to keep the fires burning" for the next generation. Chris Davison

### **Group FJ Report by Kelvin Prior**

The recent November meeting at Sandown produced Formula Junior cars from all over Australia including WA, and four from New Zealand, but unfortunately, these cars were divided into three different races, namely Group M, Group JKL, and Group FF, then in the FF grid we also had FV and a staged race start for each group, where it was unfortunate on the Sunday to have race two canceled due to an accident, that unfortunately limited our Group of cars to only two races for the weekend. The good news is that a similar number of cars are entered for Eastern Creek late November where it is expected that group FJ will be together in the same grid.

**As you may know** we had our Hardman Formula Two historic Group R race car stolen from Knoxfield on August 19/20 -2014.

The car may possibly be stripped for parts, but a lot of the parts are specific to that car.

They stripped the trailer bare, race car, spare Golf engine, spare head and all pit equipment,

lap board, 9 spare wheels with tyres

The gearbox is a MK9 Hewland , also a ratio box with 15 ratios, another box with Hewland set up jigs, 2 aluminum ramps and quick lift jacks .

They unbolted the spare engine, the grinder, vice, electric winch and air hose reel.

They also broke into the storage locker and stole the long heavy duty lead , work lights and stands and other bits and pieces.

Please be on the lookout for the above mentioned parts, and of course the car.

Regards Ian Carrig

**Recently I went back to Kalgoorlie** and it brought back memories of being asked by a French film company to race my jet powered dragster, Aussie Invader 1, down a main street in Boulder, a sister town to Kalgoorlie.

I was on my way home from a drag racing meeting on Australia's east coast. What the director of this film company wanted was an impossibility. He wanted me to race my jet dragster down a public street on a Sunday morning at very high speed. If I remember rightly the expression I used was "As long as my backside points to the ground, it will not happen." We needed Police, Main Roads, Shire and the Mayors permission to do this. I think by now the statute of limitations has exceeded, so I can tell this story.

Lucky I knew the Mayor and the Police Chief and after a discussion on safety and to my surprise, this all came together in about an hour, with both of those people, doing what is sadly rare in todays society... they were able to make a decision. We lined up our dragster alongside the Grand Hotel in Brockman Street with her pointing southbound, every available cop or person with any authority stood guard on all of the alleys and side streets leading onto Brockman Street. We started Aussie

Invader 1 and I wound her up to 108% performing several burner pops on the way to max rpm. A suicidal French camera man positioned himself in the middle of the intersection. I lit the burner and blasted past where he was, not wanting to deploy the chutes in case he got caught up in them. Our racer ended up a long way down Brockman Street stopping at a T junction. Everyone including me could not believe what had just happened.

Someone said "You were close to that cameraman", I didn't even see the cameraman in the middle of the intersection, then the producer asked us to do it all again. I will never forget the horror on the faces of everyone involved when we started preparing for a second run. This will never happen again in this country, I can assure you.

A cop with a speed gun said we exceeded 420km/h down Brockman Street. I think I would have lost my license for that one, but probably set a record for the highest speed over the limit on a public road in Australia, as I was 360km/h (220 mph) over the speed limit. And for any kids out there, racing is for racetracks, so please do not try and beat that record.

This brings me on to my next point. To this day, I have never seen that footage and would love to hear from anyone who has or knows of its whereabouts, or who owns it. If anyone knows of someone who has personal pictures or footage of either run, I would really appreciate seeing a

copy.

Whilst there on my recent trip, I caught up with the publican "Smitty" at the Grand and relived this event, and he claims he still has nightmares about it. Smitty also produced the picture you see with this story from behind the bar, as everyone he tells does not believe him, and we managed to talk him in to letting us have it, but I would still like to find others if possible... exciting times.

Rosco McGlashan aussieinvader.com

**Vale Malcolm Preston** most notable for 'Maybach To Holden : Repco, the cars, people and engines' The VHRR expresses it's sincere sympathies to wife Renee and his family

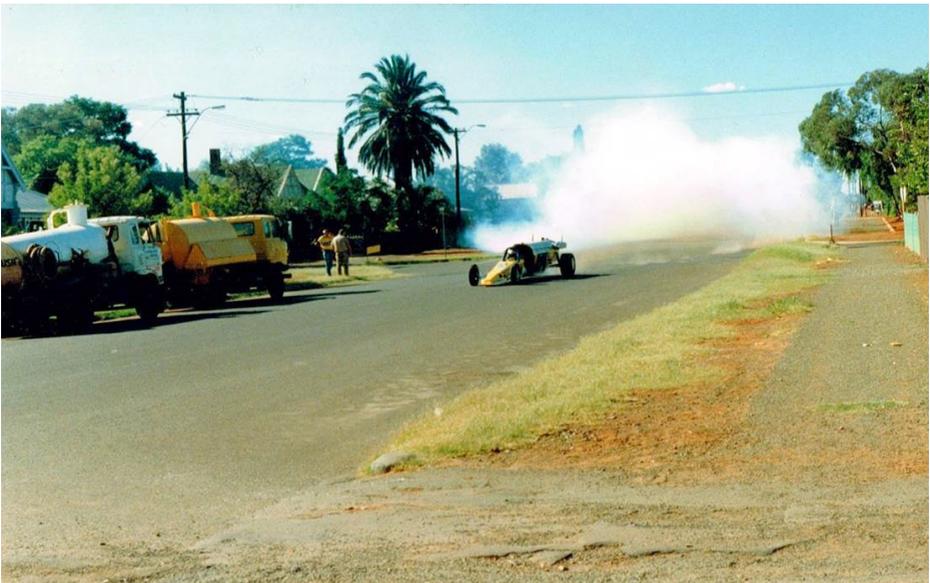
**Vale Ivan Tighe.** Passed away Saturday 29th November.

### **Classifieds**

**If you're looking** for an inexpensive open wheel racing car, call me on (03) 93797898 or Denis on (03) 9331 0560 to arrange an inspection of an Elfin 600E or an Elfin 630E. Both of which are complete and in good condition. The 600E has a Twin cam Ford and a Mk 9 Hewland and is the ex Milton car and looks as good as ever. There are also some body panels, moulds and four spare wheels (for wets)

The 630 is the ex Clive Millis car and is fitted with a BDD Cosworth and an FT 200 Hewland (with spare ratios). It also has spare wheels for wets.

We are open to silly offers, which we may not



accept but they are both excellent value at the prices we will accept.

Please call John Sheppard or Denis Lupton or email me:- john.shp@bigpond.com

**Dark wood trophy cabinet**, two doors with keys, four glass shelves, mirror back, two down lights, and two bottom drawers.

It makes a great piece of feature furniture for trophies or a nice show case for your special things, looks great when the lights are on.

Quite heavy to move, so bring some help.

Price to sell at \$800.00

Contact Ron on 0359622331 or 0427031737



### **1967 model 420G Jaguar available**

Nigel and Ann Gray have had for the last twelve months, TWO 420G Jaguars. The white one was bought so that Ann would not be deprived of the regular compliments she receives whenever she stops at the lights, while the green one, which has been the family limousine for the last twenty nine years, had its engine and gearbox rebuilt by Victor Spiteri. Victor has now finished his job and the green car will be back in my hands by Sandown but I will take the white car there as my tender vehicle, where I will be driving my 1934 Singer Le Mans Special in Regularity number 2. This means that the white car is now surplus

to requirements and is available for sale to a suitable person.

The white car was owned by a loving person and has had virtually everything done as needed.

We do not have records of the engine rebuild which was done before the car came into the care of the aforesaid Victor Spiteri. We have all the bills since 2003 and they include a rebuild or maintenance of virtually the whole car. This car is spectacular in that the bodywork is better than new, the leather ditto, the woodwork ditto. AND it handles like a 420 G should. Steers itself, lots of lift, the incredible Jaguar brakes, parks like a mini.

Nigel Gray - either in my Singer or on my mobile 0419 155 248 for any enquiries.

**1969 Wayne Ford Special WJ6.** Black flag with orange disc has cut short my racing career. To assist my forced retirement, I offer for sale my pride & joy. Ready to race now. Fitted with 221 Falcon engine, head & exhaust by Jack Mayes, Hewland HD5 with new diff housing & 10/31 crown wheel & pinion, triple 45 webers. This would be a very competitive car in the hands of a competent & brave person. Achieved 11.67 seconds & Heathcote sprints with 132 mph using 2nd & 3rd only. Wins club championship (VHRR) every year for Group O Racing over 1600cc. Serious offers only. Barry Murphy (03) 9751 1179



### **Race Car Trailer for sale**

John Mann 0418 310 472

**For sale Group Q 1974 Elfin 623** 1300cc Comes with enclosed trailer & many spare parts \$45,000.00 Contact Andrew on 0414 390 065

**Wanted - Phillip Island** program's for the VHRR events during the 1981 - 1990 period. Those that the library had have gone missing, possibly they will return, they are needed Help please. Contact Lloyd Shaw on 0415 351 164 or lloyd@cooldrive.com.au

VHRR Presents

# Phillip Island

# Classic

## Festival of Motorsport

5-8 March 2015

[www.vhrr.com](http://www.vhrr.com)



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