



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 Reg. No. 57/001
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - June 2015



Welcome to this June edition of the VHRR Newsletter.

We've decided to produce a colour edition for a change and this will probably be a bi-annual arrangement. Lots of pics, where possible of club members.

Next will be the Summer edition covering Sandown & Winton Festival of Speed and anything else in between.

We would welcome feedback and of course positive input in the form of articles and photos.

Cheers
Ian Tate
President



Coming Events

June	23rd	MGM	03 9877 2317
July	4th-5th	Historic Queensland	0424 321 072
July	16th	Christmas in July	0427 031 737
July	17th	Observed Licence Test - Sandown	vic@cams.com.au
July	27th	CAMS 2015 Victorian Officials Training Expo	vic@cams.com.au
August	8-9th	Winton Festival of Speed - CCE	0412 351 403
August	25th	AGM & MGM	03 9877 2317
September	19th-20th	Wings & Wheels Maryborough - Trident Cup Rd 3	03 9744 7309
October	2nd-4th	Baskerville Historics	hobartsportingcarclub.org
October	4th	Vintage Collingrove	08 8271 5689
October	17th-18th (tbc)	Adelaide Motorsport Festival	08 8373 4899
October	27th	MGM	03 9877 2317
November	6-7th	Historic Sandown - CCE	0402 224 133
November	14th-15th	Wings & Wheels - Moorabbin Airport	0408 006 818
November	28th-29th	Geelong Revival Motoring Festival	geelongrevival.com.au
December	11th	VHRR Xmas Presentation & Awards Evening	0407 825 545
		*CCE = Club Championship Event	

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

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 Hellsten03 9878 5272

5 Handel Crt Blackburn Vic. 3130

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.



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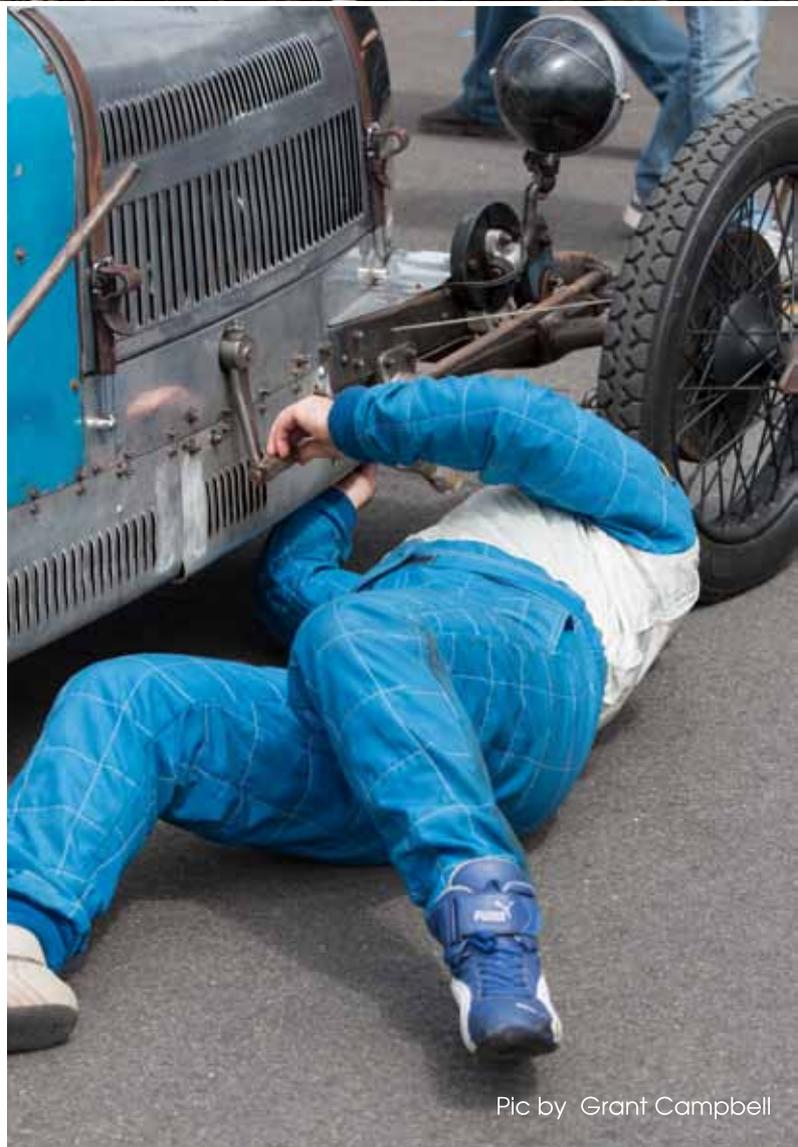
Image courtesy Chris Carter



Pic by Grant Campbell



Image courtesy Chris Carter



Pic by Grant Campbell



Pic by Grant Campbell

*Geoff McInnes - Tireless
Paddock Marshal at PI &
Sandown - still smiling!*

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ROB ROY

ANZAC 100



THE VHRR ANZAC 100 HILLCLIMB - ROB ROY.

The annual VHRR Rob Roy Hillclimb, held on Sunday 26 April, also commemorated Anzac Day and 100 years since the Gallipoli Landings, with Don Kinsey giving a short talk on the Anzac Centenary.

This event also included:

A) Round 2 of the VHRR Trident Cup - round 1 being the Victorian Hillclimb Championship round at Mt Leura on 21-22 March, round 3 will be the Wings & Wheels Maryborough on 19-20 September.

B) Round 1 of the 3 club challenge - the Triple Cup. The 3 clubs being VHRR, VSCCV and the MGCC.

The day started cold and wet and remained wet all day. The sun occasionally, and briefly, came out to dry the track, only to have the rain bucket down again to put an end to that.

To give an example of how wet it was, only 2 cars were under 30 secs with a number of cars having off track excursions.

24 of our members competed on the day leading to 11 class wins, 7 second places and 6 third places for the VHRR - putting the us ahead in the Triple Cup.

The day was also something of a father and son affair with Patrick and Conor Ryan; Derek, Ross and Dean McLaughlin; Ross and Chris Jackson all competing for the VHRR.

The Jacksons had a particularly good day with Ross taking a class win and FTD (fastest time of day) - with a time of 27.45 and 15 year old Chris, having his first competitive drive, taking out 3rd in class in the MX5 and the Ron Simmonds Encouragement Award.

VHRR Class Winners were:

Conor Ryan, Vauxhall - 43.70
Phillip Gray, Ford Special - 31.07
Bill Redpath, Redpath Special - 36.87
David Crabtree, Redback Special Speed Car - 31.74
Martin Stubbs, Austin Special - 91.68
Ross Jackson, De Tomaso Pantera - 27.45 (FTD)
John Moir, Austin Healey Sprite - 38.76
John Elliott, Alpine Renault - 30.45
Jordan Bagnoux, Triumph Dolomite - 31.35
Mike Barker, Hayward 06 - 28.53
Ron Simmonds, MX5 - 31.74

Mike Barker





Image courtesy autotopics.com.au

Patron of Formula Junior Diamond Jubilee 2016-18 announced!

Howden Ganley has enthusiastically agreed to be the Patron for the Formula Junior Diamond Jubilee celebrations - "a big Yes please and thank you, sounds wonderful" - was his reply. Howden Ganley is the perfect choice. Formula Junior driver in period, of possibly the most advanced of all, the mighty Gemini Mk 4a New Zealand's fourth F1 GP driver...for BRM Constructor of the TIGA race cars with Tim Schenken. Current President of The Grand Prix Drivers Club. Author of "Road to Monaco" his autobiography. Special connections with NZ and Australia as well as Britain and Monaco, USA and South Africa. I'm sure Howden Ganley will prove to be a wonderful asset to the whole Series.

Cheers, Roger Ealand President

HOW MUCH IS OH&S GOVERNING OUR LIVES ?



Snaking and Ladders. Peter Brock gives his XU1 Torana a squirt in practise at Sandown while the bill posters clutch for something solid. Perhaps they're Moffat fans? Thanks to Derek McLaughlan for this little gem.

As the privileged owner of one of the most famous and certainly the most successful Match cars I was saddened to hear of the passing of Frank Match.

It is always a sad occasion when someone who was one of the great legends of Australian motor sport leaves us. And we've lost a few in the last year or so.

For someone so talented it is a shame that Frank didn't get to try his hand at Formula One, surely he would have been very successful. Few if any of his era were as good at racing car construction, sorting and set up, and driving.

And the accolade, "Doing a Match", could apply to few others. In the year he raced the SR4 he took pole, won, made fastest lap, and broke the lap record at just about every meeting.

And against some pretty good opposition too.

Aside from his wonderful racing record Frank's legacy will always be the fabulous cars he (and his team) created, the beautiful SR3 (is there a prettier car anywhere?), the very rapid SR4, the SR4B, and the exceptional F5000's.

When Frank retired from racing many years ago, and too early, Australian motor sport lost one of its best drivers. Sadly another of our racing legends has gone.

My thoughts and those of all VHRR members will be with Frank's family at this sad time.

Nigel Tait

Vale: Frank Match



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Image courtesy Chris Carter

South England Odyssey

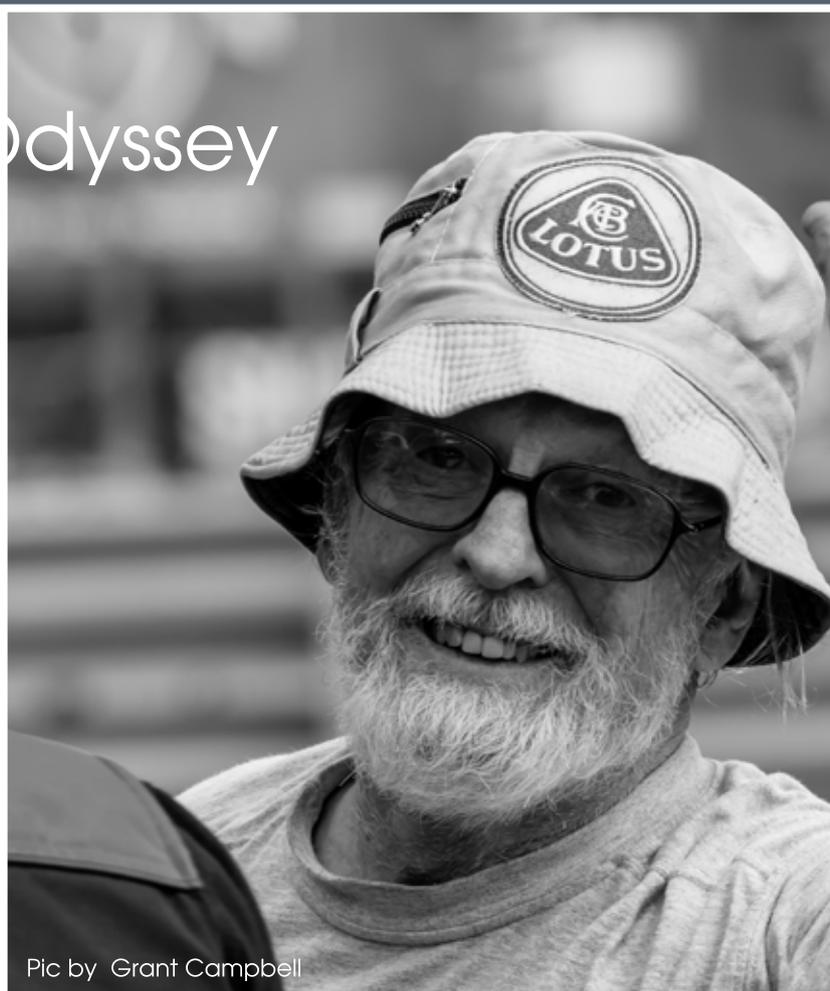
South England Odyssey

Having agreed to accompany fellow member David Palstra to the Gallipoli Centenary commemoration, I had only one proviso; to proceed on to the South of France where I lived for a time following the fall of Saigon, there to celebrate my 75th birthday with such friends as were still awaking each day who could join us. So, after Gallipoli, we flew on to Nice and settled in to Cap d'Antibes for about a week.

After then wending our way north to Villers Brettoneux (which David had never visited) with a stop off in the rolling countryside south of Angouleme to visit an old friend of David's, Robert Elliot-Pyle, a world recognised Lea-Francis aficionado and former committee member of the Monaco Historiques event, we took the Eurostar train through the Chunnel to St. Pancras International in London with several days to spare.

Knowing there was a two day meeting taking place at Wiscombe Park in Devon, where my Cooper Mk. VII had competed in the day, we hired a car and hied ourselves south. The Saturday event was organised by the 500 Owners Association who I had advised we would be attending. The hospitality to a couple of Aussie blow-ins was exceptional, with former Chairman Duncan Rabagliati (now Chair of the Formula Junior organisation and someone whom I had provided a drive in my Cooper Mark VII at the Island Classic when the Juniors were on their seemingly interminable 50th Anniversary tour) as Steward for the meeting, introducing fellow air-cooled tragics to us all day and seeing we were well looked after.

A nice array of cars with various Coopers and sundry specials, and a stunningly prepared Staride (they of the spectacularly short nose section and long engine bay behind). Best air-cooled performers on the day were a pair of Secretary Charles Reynolds' Coopers in identical livery, but he confided he was embarrassed son Nick in the 500 Mark IX bettered him in the 1100 Mark VII. With David unable to make the arduous climb



Pic by Grant Campbell

back up to the car park at the end of the day, Event Secretary Carol Foster organised a trip up the course in the safety car so at the same time we could get a close look at the twisty, testing climb.

Sunday was a VSCC run event with no less than three ERA's competing along with the cream of British vintage machinery, which we watched from the last left-hander at the top end finish line.

With still time to kill before the flight home, we set off for Goodwood for a look at the circuit, at least through the fence, only to discover when we got there, it was fully open with all areas accessible. In the course of our stroll through the pits and surrounds, with a look at Bruce McLaren's grave site, now with additional commemorative stones to Sir Jack's and Tony Gaze's ashes, we encountered the permanent Clerk of Course, Ian Stevens, whose duties include supervising track days and private hirings. He promptly offered us a lap of the track, duly provided by his assistant



Judy in a BMW M5, who with time to spare generously took us round a second time at a faster clip.

Noticing the magic name of Tangmere nearby on the map, I could not resist a visit. A prominent RAF Spitfire base during the Battle of Britain (there were seven in a relatively small area around the West Hampnett/Goodwood base) it was notable as home to Douglas Bader's squadron. Whilst, unlike Goodwood, no longer active as an airfield, being progressively developed for housing, Tangmere has an eclectic Military Air Museum with a plethora of memorabilia and static displays of aircraft all the way through to the winning Harrier Jump Jet of the Trans-Atlantic race of the late 1980's.

Incidentally, as we toured the Spitfire hangar at Goodwood (Stg. 2850 for a half-hour joy-ride), we were informed that to commemorate the 70th anniversary of VE Day, on 15 September this year (the day before the Goodwood Revival starts), a flight of 40 Spitfires and Hurricanes will take off from Goodwood to disperse to all points of the UK. Something to look forward to as I accompany President-emeritus of the Lotus Club of Victoria, Mike Richards on a 23 day tour of car museums and factories in Italy, France and England, culminating in the three days of the Goodwood Revival.

Graeme Noonan (VHRR #123)

Mark VII at Wiscombe in about 1962 in the hands of original owner Les Stone of Basingstoke.

Mark VII at Rob Roy (the "International Challenge" meeting when I broke 30 secs.)





ACTION-PACKED MALLALA ANZAC HISTORIC RACES

The decision to move the annual Mallala Historic Races from the traditional Easter to the Anzac Day weekend of 25-26 April appears to have been a great success, judging by the 170 entries received.

Activities began on Friday night with a dinner in Clem Smith's private automotive museum at the Mallala circuit.

Special guests were former Australian Drivers Champions John McCormack and John Walker, interviewed by Graham Boulter.

McCormack was reunited with two of his racing cars - his 1973 Gold Star-winning Elfin MR5, currently under restoration by Bob Anderson, and his Jaguar XJS, still being campaigned by its second owner Mark Trenoweth, who now also owns the McCormack Charger.

An Anzac Day service was held on Saturday morning at the circuit by motor sport chaplain David Vaughan with wreaths laid by Clem Smith and Historic Racing Register Chairman John Bryant.

There was a flyover by a World War II Boomerang aircraft on Sunday with a Rolls Royce Merlin engine from the South Australian Aviation Museum being fired up in the spectator area.

As the Mallala circuit was the site of a World War II airfield, it seems very appropriate to hold a race meeting there on Anzac Day with another connection being that General Douglas MacArthur first made his famous "I shall return" speech not too far north at his headquarters at Terowie.

Because of Anzac Day, there could be no on-track activity prior to 12 noon, with twilight races scheduled for several of the categories on Saturday.

This meant that there was a very tight schedule to get the categories such as open-wheelers out of the way before dark.

Unfortunately a lot of time spent cleaning up oil and retrieving damaged cars following Formula Ford qualifying meant that the actual racing got underway late, causing a couple of the races to be moved to early Sunday morning.

A storm struck just before the first event, a Group S race, but this proved to be the race of the weekend.

Polesitter Michael Byrne's Lotus 7 S4 got the jump on Rusty French's DeTomaso, but the black Pantera got by later in the lap. Meanwhile Peter Axford's Alfa Romeo 105 GTV stormed through to take the lead, with David Anderson's MGB also getting the better of French, and Joe Calleja's booming Corvette not far behind.

The second race, held at night, saw Laurie Burton's TVR, which had finished sixth in the earlier race, take the win from Byrne's Lotus, with Anderson third.

Byrne took the final two races, from Burton each time, with Anderson and Calleja sharing podiums.

Bob Schapel's supercharged MG TC Special won the opening two races in Groups J, K, L and Formula Vee, from Don Grieveson's Spectre FV and Geoff McInness's Riley in the first and Samantha Dymond's Lola Mk I and McInness in the second. Dymond finally got the better of Schapel in the final, with McInness again third.

Mallala

A fourth by Michael Shearer's Ford A Special, the first Group K, gave him the Don Fraser Memorial for the second time.

It was no surprise that John Bowe's March 741 F1 won all four of the Groups Q and R races, but Simon Gardiner's Lola T460/560 Formula Atlantic led the first two laps of the opener before being overtaken. The heavens opened with two laps to go and those who finished the race on slicks deserved a medal. Peter Whelan's Chevron B42 was third in all races.

Formula Ford saw the rebirth of the Ecurie Australe name under Chris Davison's guidance.

The second round of the category's series saw great battles between the Van Diemens of David Hardman and Nick Bennett, the former taking three wins to Bennett's one on a mix of wet and dry tracks. Andrew McInness and Bo Jensen shared podiums.

Jeff Barnes had a scary time when his Pontiac Firebird sports sedan's rear tyre let go in spectacular fashion on the back straight during qualifying, sending the car spinning along the wall. Fortunately it was repaired in time for Sunday's events.

Held in Supersprint format, wins were shared by the Mazda RX7s of Tracey Combe, Michael Deluca and Bruce Combe, with Nathan Mills in the ex Mick Monterosso Escort taking the final two.

Laurie Bennett's Elfin 600B won all Groups M and O events, from Keith Simpson's Brabham BT16 in the first three and James Calder's Lotus Super 7 in the final. Will Walker's Lotus 7 S2, Stephen Fryer's MRC and Tony Burrage's Rennmax (both Lotus 23 copies) completing the podiums.

Victorian Torana XU-1 driver Andrew Williams won all of the Group N races, the first two at night, local Camaros of Graham Jarrett and Roger Oliver the closest opposition, along with Western Australian Darryl Hansen, driving his grey '67 Mustang with Denis O'Brien in Hansen's '69 version.

HQ Holdens were also included on the program, all five races having the same podium - father and son Bruce and Joel Heinrich ahead of Gavin Porteous.

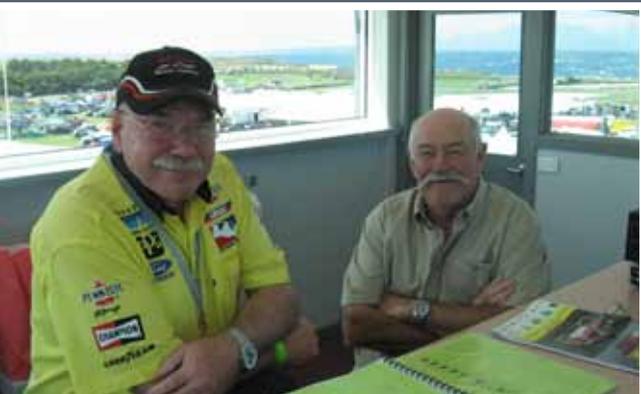
This category had the unique distinction that all the starters finished. Regularity had three winners in four events - John Gillett (MG TC Special) and Nigel Tait (Match SR4) with one win each whilst Lindsay Hicks (MG PA) took the final two.

Supersprints also had three winners - one each for Colin Zytveld (Nissan Bluebird) and Luigi Deluca (Falcon Rallye Sprint) with Andrew Scadding, who had a bit spin on the opening lap of the first event, taking the second and third in his Alfetta GT.

John Lemm



The Best Seat In The House



From The Best Seat In The House.

I have been very fortunate to head up the VHRR Commentary Team for some years, and I have seen some great racing from the commentary box vantage point, particularly at Phillip Island, which has one of the best commentary box's in the country with an almost uninterrupted view of the whole circuit. The facilities are very up to date with air conditioning, heating and broadcasting equipment, complete with electronic timing readout, and FM radio which can be heard at the track, as well as a CD for playing music.

Much different now to the old days when we had to climb up a vertical ladder to a somewhat rickety commentary box.

Over the years I have had some well know commentators as my guest's in the current commentary box, these included Simon Taylor (UK), Marcus Pye (UK) Barry Oliver (Tas) Aaron Noonan (Aus) along with many others.

The Commentary Team is broken up into different categories, as one person could not know all about each class within each group, which makes the commentary more interesting to the spectator. In addition to knowledge about the vehicles one has to look after the sponsors and make sure that their advertisements are read out over the race days, as well provide information on special events happening on the day.

Over the years I have had many join me in the box, some names people may remember such as Roger James (ex VHRR president) and Ian Wells, both have gone

to the big commentary box in the sky. Still helping out are David Fogg (VHRR life member), Brian Smith (ex GTV9), Bob Morrow, Darren Knight, Charles Rogers and Chris Smith (QLD), also Aaron Noonan who is well known for his TV work at the V8 Super Car Events and comes along as a guest when we run the older V8 Touring cars. In the Pits I have Don Kinsey doing the in depth interviews with special guests and drivers.

Some other notable people are the late Malcolm Fraser former PM of Australia, VHRR Patron the late Sir Jack Brabham and Lady Margaret, Tony Gaze as well as many corporate guests.

Some people have asked how I got started in the commentary, well it goes back a long time to Templestowe Hill Climb and the late Ken McPhail ask me to join him calling the hill climb, as I was not competing this day and it just went on from there. Ken, some will remember had a motoring radio show on 3GL in Geelong which I was on a couple of times, great days.

As well as calling the races at Phillip Island I also provide commentary at Winton meetings and the Sandown Historic's. In addition I have called quite a few V8 Super Car events in Victoria with Barry Oliver.

As with any event it does not happen without a lot of homework and the input and support of many others.

Looking forward to catching up at an event somewhere soon,

Cheers Simmo.

Photos:
David Fogg and Bob Morrow,
Ron with Chris Smith. Charles
Rogers and Marcus Pye. Marcus
Pye and Brian Smith.

Junior Members of the VHRR

An Update from the Junior Members of the VHRR

For those who don't know. The VHRR along with Cooldrive, Shannons, Penrite and Ecurie Australie have formed one big unit in order to guide the younger generation of the VHRR into motorsport and the club. On the 12th of May down at Lexton Road, the first meeting was held with the likes of Rohan Carrig, Don Kinsey, Ian Tate, Chris Davison, Ken Bedggood and Chris Davison in order to address the key areas needed to be addressed to create a successful program. This was a very successful evening with 13 juniors in attendance along with a great cook by the name of Lloyd Shaw and professional photographer Ron Simmonds.

Ecurie Australie - 1986 Quest Formula Ford

Over the last 2 months a selected group of the VHRR junior program were elected to be the catalyst behind the revival of Ecurie Australie. This involves combining opportunity with the use of hard work and therefore allowing us to understand all concepts of motorsport - not just revolving the bloke in the cock pit! The car ran at Historic Mallala on ANZAC weekend at the end of April and as a result required a complete engine and gearbox rebuild. We've currently had three sessions of work on the Formula Ford and are understanding more and more unique features each time we work.

Overall, we junior members of the VHRR would like to thank the VHRR, Penrite, Cooldrive, Shannons and Ecurie Australie for the opportunity to learn from many experienced fellow and therefore broaden our understanding on how motorsport is orchestrated, funded and exercised.



24th

Historic

November 6-7-8 2015

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Image Courtesy autopics.com.au - Gary Cooper - Sandown 1975





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THE BRAZILIAN PORSCHE

Puma is a car that only a handful of people would know of, or have even seen a photo. The company started in 1964 and ran through to mid 80's. This model of Puma GTE was produced '69 and 78 where the original designer was influenced by the Lamborghini Muira. Based on VW chassis with fibreglass body and powered by Twin Port 1600 4 cyl with options up to 2.2 litre High Performance. Original cars produced raced and more successfully in South American rallying which helped the popularity of the car on the South American continent.

Surprisingly the company produced over 22,000 vehicles with exports to US and South Africa. In 1973 a car came to Australia for assessment, however did

not proceed, but the car remains somewhere in NSW still today. Now the 2nd one is in Australia.

This car was imported late last year and is running in Regularity with VHRR 16 year old junior driver Dean McLaughlan.

The future is to Log book the car for group S production sports cars where it should competitive on shorter tracks and hillclimbs etc. and be relatively cheap historic racing.

Derek McLaughlan





OUR INVESTMENT IN THE FUTURE

Most of the membership will be aware the club has purchased an industrial investment property in the central Blackburn area.

The building is the front unit of a small clean complex constructed of concrete tilt panel. Within the building are quality 2 storey air conditioned offices 373 sq metres with a high clearance warehouse of 222 sq. metres.

Five on site car parks with access to over 75 parks immediately in the front street.

The tenant is an Australian company providing solutions to the instrumentation measurement and control problems in the medical, veterinary and biological sciences, earning a healthy rental income for the club.

The committee on behalf of the club have purchased this property as a secure asset base for the club's future years ahead.

Classifieds

MALLOCK Mk 14/25 Historic Group R Sports Fully restored British clubman FORD 1700 crossflow Brian Hart engine Quaiffe close ratio gearbox with Ford/BMC rear end. This car was run by former UK 5 time hillclimb champion David Grace. Held class records on every hillclimb it competed in UK. Spare wheels/wets only a couple of runs since redone. REDUCED PRICE to SELL \$19900. Derek McLaughlan 0403 131 304

VHRR Christmas in July 16th July 2015

Bookings are now being taken for the VHRR 2015 Christmas in July which is to be held at Beechworth's famous George Kerford Hotel with accommodation currently reserved at the (recently renovated) Linaker Art Deco Nurses Quarters opposite the Hotel in the Mayday Hills gardens.

Accommodation: \$140 per room

Dinner: Roast with vegetables and desert, at \$38 per head.

As numbers are limited please indicate if you wish to participate in this event and forward your cheque made out to Saffron Hotels Pty Ltd directly to:

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Photographs courtesy of Peter Ellenbogen