



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 - May 2015

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

| | | | |
|-----------|-----------------|--|--|
| May | 2nd-3rd | Autumn Historic Warwick | 0424 321 072 |
| May | 12th | VHRR Junior Driver's Development Program | 0407 327 682 |
| May | 24th | VHCC Rd 5 DECA SDCC home@hepworthandco.com.au | |
| May | 30-31st | Historic Winton - A7 Club - CCE | 03 5428 2869 |
| June | 23rd | MGM | 03 9877 2317 |
| July | 4th-5th | Historic Queensland | 0424 321 072 |
| 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 | 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 |

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 Gordon Hellsten03 9878 5272

(Red Plate) 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

There will be no Wednesday lunch at the VHRR clubrooms on Wednesday May 13th. That week Cooldrive Distribution are using the clubrooms for their Branch Managers annual conference. An alternative venue for a limited number of attendees is being arranged, for details contact Lloyd Shaw on 0415 351 164

The Ron Simmonds encouragement award was won by young 15 year old Chris Jackson driving Ross Jackson's (his dad) Mazda MX5 in very wet conditions at the Anzac 100 Hill Climb at Rob Roy on Sunday 26th April.

This was the first time that Chris had run in any sort of motor sport event, only having driven the

able to have 5 timed runs.

A moving ANZAC service was conducted by Don Kinsey during the lunch break, with Don explaining the similarity's of the Rob Roy site to the Gallipoli landing area.

A well run event put together by Paul Schilling (VHRR) and Ken Price (MGCC) with their band over merry men and woman. Ron Simmonds Results on the website.

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 on the attached form if you wish to participate in this event and forward your cheque made out to Saffron Hotels Pty Ltd directly to: Ron Simmonds (0427 031 737)1/6 Grandview Cres. Healesville 3777

The Annual Wings and Wheels

event [No.15] in support of The Australian National Aviation Museum, is scheduled for November 14th & 15th 2015 to be held at Moorabbin Airport. This is the weekend after Historic Sandown. Moorabbin Aero Museum
1 Second Avenue Moorabbin Airport Mentone

Contact Roger Griffin 0408 006 818

Calling All Junior Members

VHRR Junior Driver's Development Program.

You're invited to a special meeting at the clubrooms for all junior members on Tuesday 12 May at 7.30 when Ian Tate will outline the VHRR Junior Driver's Development Program.

This program is specifically for all junior members and will consist of an ongoing series of workshops on a wide range of aspects of motor sport which aims to support and develop young talent.

The workshops will be free for all junior members, will be presented by well recognised professionals in their fields and will be entertaining, informative and educational.

Much of the information provided will also be very



car at a come and try day at Rob Roy in 2014. With tough opposition from 2 other MX5's driven by VHRR members Andrew Clayton and Ron Simmonds, Chris really took it up to them actually beating Ron's time in one run, but Ron was not having anything to do with that, and went one to win the class, Post 1970 Sports Cars.

The FTD was won by Ross Jackson in his De Tomaso Pantera no mean feat in the slippery conditions.

With the day running smoothly the drivers were

valuable in your everyday lives.

Some of the subjects covered will include:

- driving skills
- team organisation and management
- personal image and presentation
- handling media
- mechanical preparation
- the mysteries of electronics
- track behaviour
- understanding flag marshal's duties
- marketing
- how to arrange and handle sponsorship.

At each session there will be ample time for questions and interaction with the presenters - and hunger and thirst will be catered for.

Don't miss this opportunity to further your knowledge of what is required to be a success in your chosen field.

Contact Don Kinsey - 0407 327 682

CAMS has required the fitment of the FIA nominated SFI 45.1 or SFI 45.2 padding to rollbars, this has been managed by scrutineers in Victoria. Evidence now exists that this requirement is not being enforced in Europe. Recent events entered by Laurie Bennett has seen only his vehicle compliant with those regulations. Now look at the cars for sale in the latest Oily Rag and it becomes very obvious that other Australian states are not applying the CAMS instructions. At Eddington recently one vehicle's padding was severely discoloured and felt hard, at Rob Roy I tested durometer (hardness) of a number of vehicles padding and found significant 50 percent variations between the softest to hardest. It is now obviously that this product is subjected the age hardening similar to tyres. The question must now be asked. Was this situation known when the requirement was introduced?

Lloyd Shaw

Motorclassica invitation

The VHRR have again been invited to display between 4-15 cars at the Motorclassica event at the Royal Exhibition Buildings on October 24 and 25 2015. There is no charge and the club can have a display area to promote our club and forthcoming events. This would be a great way to promote and advertise Sandown. The area for our display is the Museum

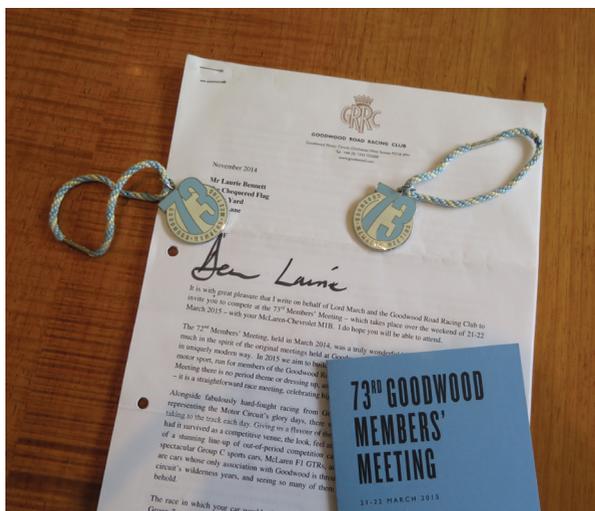
Plaza, which is open and not under cover. Cars also need to have at least third party property insurance cover. I need to confirm our interest with at least 5 members committing to display their cars, asap. If you are interested, or want more information, can you please email me on prandall@bigpond.com and then I will make contact with the event organisers. Regards, Leanne Newson Secretary

Goodwood Member's Meeting 2015

Laurie received an invitation to race his McLaren M1B at the 73rd Goodwood Member's Meeting, March 2015. This is the second Member's Meeting since being reintroduced after a long break. The event is held over two days.

For most entrants qualifying was on Saturday with one race on Sunday. It is quite different to the Revival with more attention to the cars than glamour! A very relaxed meeting but not without lots of entertainment. Later model LeMans and High Air box F1 cars were highlighted and demonstrated their speed on this 2.4 mile track. Laurie's race, the Bruce McLaren Trophy.

There were 30 entered and after qualifying on the Saturday Laurie was placed 11th on the grid. Excellent, knowing the quality of the field. The weather was sunny, dry and clear but unbelievably freezing - really, really cold! Even the most hardy English were affected. Sunday's race was in perfect conditions, albeit cold and a good start began a twenty minute solid, steady uncomplicated race. Jay Esterer in a Chinook retired with problems after four laps



and John Minshaw in his Lola T70 Spyder had a confrontation with a wall on lap ten. Nicholas Padmore in his Lola T70 Spyder won the race from pole position from Chris Goodwin in his ex works McLaren M1B.

Those not familiar with Chris Goodwin - his profession is test driver for all McLaren cars with the exception of F1. Laurie finished 8th. A respectable driver in an exceptional car! It's interesting to note that many of the cars in this field actually competed together in Cam Am racing in period. Jan Taylor

Col Marston has submitted a detailed, handwritten report thanking the VHRR, among others, for our help in publicising the Steamrail Victoria's Royal Childrens Hospital Fundraising event. Because of it's length I have included it in the VHRR Forum under News - <http://www.vhrr.com/forum/showthread.php?p=2090#post2090>

Bernie Ecclestone studied the assembled gaggle of journalists around the table, quipped at his own vulnerability before asking what ideas we might have for improving Formula One. That about sums up the current state of the sport.

"All you b----- crowd have been complaining about everything, so let's hear it," F1's impresario said on Friday. "If you were in my position, apart from leaving, what would you do?"

That was on the 27th March this year. This is an interview published in Road & Track 1975...courtesy David Phipps.

Motor Racing has been run in an amateurish manner for far too long, and it's time we got it onto a proper business footing." The person who is doing this is a 46-year old, 5ft 3in. human dynamo, who runs the Martini Brabham team and is a leading light in the Formula 1 Constructors' Association. Bernie Ecclestone is a businessman with interests in property and finance, which is probably why he is doing such a good job for the Constructors.

Grand Prix racing is the only form of road racing he considers worthwhile. "Anybody in Formula 5000 is either a has-been or a never-will-be. Formula 2 is a good stepping stone but is expensive; sports-car racing does not attract the crowds. Formula 1 is the only

type of racing worth anything to the organizers, so somebody, somewhere, must be doing something right."

The Formula 1 Constructors' Association was set up in 1968. Before that, individual teams made their own financial arrangements with race organizers, and some events were run in a very haphazard manner. Nowadays the total prize fund for each race is known in advance and is paid out by the Association on a schedule based on the previous year's Championship standings, qualifying positions (down to 20th place only) and race positions at quarter, half, three-quarters and total distances. Basically the figure for each race is the same, but organizers outside Europe are required to pay "traveling money," a subject often calling for delicate negotiations, most of them conducted by Ecclestone. In 1976 the basic purse for each race will be considerably higher than it has been this year, but even at this Ecclestone feels most teams will be hard pressed to break even.

"The aim of the Formula 1 Association is to help race organizers make as much money as possible by putting on a really good show with good racing and good supporting events. We have our own passes, we make our own pit



allocations (mainly to help Goodyear) and we have standardized the arrangements for practice sessions so everybody knows when to turn up. In general, things run much more smoothly than they used to in the old days, and the organizers are very happy about this.

"We would like to have a regular supporting race at every GP, and to have a secondary championship for that formula. Something like Formula Atlantic or Formula 3 would be ideal for this purpose, and Formula Atlantic would be a good stepping stone to Formula 1, especially if it was promoted properly.

"Some organizers don't need to worry about the size of their crowds. The race is a tradition, and too many people can be an embarrassment to them. Access roads, parking and toilet facilities all become a problem, and if too many people get stuck in traffic jams they are liable to stay away next time. Fortunately World Championship Formula 1 races always attract good crowds these days whether they are well promoted or not.

"Most organizers could get more out of the last day of qualifying than they do. It's just a question of informing the public of what is going on, and putting on supporting events to fill the gap between qualifying sessions. Some people say we are trying to take over motor racing, or at least Grand Prix racing, but really we are just pushing the organizers into being as professional as we are trying to be."

I spoke to Bernie at the height of the controversy over the Canadian Grand Prix. The Association felt the Canadians were gambling on the result of the German Grand Prix, hoping the World Championship would remain sufficiently open that the Constructors would be forced to go to Mosport. "In Europe we work out of our transporters. When we go to Canada we have, exactly four days to prepare the cars, pack all the spares and take everything to the airport. Living expenses for the mechanics are far higher in Canada and America than in Europe, and we have to keep the mechanics over there for nearly three weeks when we do both races.

"I don't think the CSI should give a date to an organizer unless he has a contract with the entrants - or with the CSI - to run the race and come up with the right amount of money. It is wrong for an organizer to get a date and then try to find a sponsor, particularly if this prevents somebody else, who already has the money, from putting on a race."

Although he has been in the public eye for only a few years, Ecclestone has been involved in motor racing for a long while. His first business venture was a second-hand motorcycle dealership he had while he was studying to be a chemist. He soon gave that up and moved to cars, eventually setting up one of Britain's smartest car showrooms at Bexleyheath in Kent. He also raced motorcycles for a while and moved to 500-cc Formula 3; two of his leading rivals were John Cooper and Ken Tyrrell. Like Tyrrell (but sooner, he says) he realized he was never going to be a World Champion, and gave up driving to devote his spare time to the business aspects of the sport. He became a financial adviser to several drivers (among them Stuart Lewis-Evans, Jochen Rindt and Pedro Rodriguez) and was closely connected with the Cooper Car Company until they were taken over by Chipstead Motors.

In 1971 came the opportunity to acquire Motor Racing Developments, the Brabham team, no longer the force it had been a few years earlier. Success did not come instantaneously but Bernie certainly sowed the seeds by appointing Gordon Murray chief designer and taking on Carlos Reutemann as number one driver, a combination which has so far brought the team four Grand Prix victories (plus one for Carlos Pace) and a very high position in the Constructors' Championship. Bernie wisely leaves the day-to-day running of the team to Murray and to Team Manager Mike Blash and, although he is present at every race and every practice session, he very rarely goes to the Brabham factory. However, he is in constant touch by phone, and seems to spend most of his "free" evenings making calls to South Africa.

Thanks to Bob Harborow for sending us this article

See over:

As part of the VHRR's longstanding partnership with Penrite we have received some giveaway samples of Valve shield.

Contact Ian Tate for your free sample 03 9877 2317

As of this month CAMS will begin to introduce new licence cards to CAMS licence holders. The cards will ultimately replace the current pass book sticker licences over the coming years as the new cards are rolled out. Four different card types will be introduced across Competitor and Officials licence holders: Competitor Licences - all Cams Competitor Licence Holders Over 15yo
Ricciardo's Racers Competitor Licences – All Cams Competitor Licence Holders 15yo & under
Official Licence – All Cams Official Licence Holders Over 25Yo
Yo Team Official Licence – All Cams Official Licence Holders 25yo and under

moulds, spare panels and four spare wheels. Offers around \$17,000 to John Sheppard on (03) 93797898, 0419 398 270 or john.shp@bigpond.com

MGTC Aluminium Racing Tank Two outlets, no spare wheel indent, Screw on cap. Keith 03 9974 0609

For Sale Jaguar E Type - four original Dunlop chrome wire wheels \$150.

Lotus 6, wooden bucks high quality used to make the aluminum nose and rear mud guard sections of the body \$200.

Call Roy 03 5248 7131 or 0402 007 729

New look CAMS Licence Cards



Classifieds

Unique opportunity to own a 1971 Rennmax BN6 BMW 2 litre Sports Racing Car. The original Ray Hanger car - 2nd built by Bob Britton. Log book, COD, total, ground-up restoration. M10 1998CC BMW engine, E12 Head, Schrick Cam, aircraft quality overhead gear, steel rods, dry sump 225plus BHP. Complete 'ready to go' 197 BHP spare engine, Hewland FT 200 transaxle and gear sets for all tracks, mounted wets. Nothing to do but get in and drive! \$140K negotiable. Contact - Jim Foulis 0418 346 174 Realistic offers considered.

BDD Cosworth 1600cc engine, complete with clutch, carbs etc.etc. undamaged and in running order! Offers around \$18,500 to John Sheppard on (03) 9379, 0419 398270 or john.shp@bigpond.com

FT200 Hewland "transaxle" in excellent condition with 12 sets of extra ratios and 12 spare dogrings Offers around \$18,500 to John Sheppard on (03) 93797898, 0419 398270 or john.shp@bigpond.com

Elfin 630E rolling chassis, undamaged and complete with all instruments, controls, body

Mercedes 190E Cosworth For Sale

Genuine car, values for these are rising rapidly overseas. Specs include 2.3 litre, 16 valve DOHC engine, 5 speed Gertrag gearbox (dogleg 1st gear), Smoke Silver with black full leather interior. Very original apart from Koni shocks & AMG wheels, no rust, in great condition.

Imported in 1998 and owned by me since 2003, well looked after with a large history file since importation. Has been registered in Vic, now on club plates (non transferable). Asking \$37,000, photos & more details available on request. Andrew 0413 273 499

Ron Brownrigg

I am on the lookout for a Trailer that would suit my just completed Riley TT Sprite. I'm looking for something Not too wide, not too heavy....Just right.

76 Woodhouse Road
Donvale 3111
Home: 9842 3963



IF YOU DRIVE A PRE 1986 VEHICLE, YOU HAVE TO KNOW ABOUT VSR OR VALVE SEAT RESSION

What is Valve Seat Recession?

Valve seat recession (VSR) is when the valves from an internal combustion engine embed themselves into the cylinder head. This is generally due to a lack of lubrication between the valve and the cylinder head.

What causes VSR?

The lead in petrol pre 1987, greatly improved combustion and increased octane levels. This high-octane fuel enabled cars to run higher compression ratios than cars of today. In addition, the lead oxides that formed during combustion would settle on the valve seats and act as a cushion, protecting the seats from erosion.

When leaded fuel was phased out, car manufacturers lowered compression ratios and started using hardened valve seats that did not require the lubricating properties of lead. Consequently, when cars designed to run on leaded fuels were run on unleaded fuels, they ran the risk of suffering VSR.



VSR generally affects the exhaust valve in the head. This is because this is the valve that opens to expel the burnt combustion gas. Inlet valves are lubricated by the petrol fuel mixture or only have air passing by them and hence are closed during and after combustion.



What are the symptoms of VSR?

As the valve sinks deeper into the seat, the engines "breathing capabilities" are reduced, resulting in loss of power and fuel economy. This is because the valve doesn't open as far and therefore restricts the movement of combusted exhaust from the cylinder following the firing stroke. If allowed to continue, tappet clearance or valve stem clearance will be reduced leading to burnt valves.

This causes loss of compression, resulting in misfiring, hard starting and substantial loss of power or broken or bent valve stems that can lead to major engine failure.

What are the ultimate consequences of VSR?

VSR can lead to ultimate head failure and catalytic converter failure if the vehicle continues to be driven with misfires by way of unburnt fuel passing through the exhaust system to the catalytic converter.

What can I use to protect my engine from VSR?

Penrite Valveshield acts as a replacement lead additive in unleaded fuels. It is designed to be used in pre 1986 vehicles that were originally designed to run on leaded petrol.

Valveshield is designed for use in all petrol engines in motorcycles, cars, 4WDs, light commercial vehicles and stationary engines produced pre 1986.

Valveshield is added to the petrol tank at a rate of 25mL to 25L.



Customer Benefits

- Safe to use with E10 & Premium fuels.
- Protects against Valve Seat Recession (VSR)
- Protects exhaust valve seals
- Will not harm catalytic converters or oxygen sensors
- Maintain optimum compression
- Prevents power loss
- Prevents engine damage
- Extends the life of fuel pumps and injection system

To find out more about this product and Penrite extensive range of lubricants visit penriteoil.com or call the 7 - DAY - A - WEEK technical line on 1300 736 748. You can find your local stockist by entering your postcode in the store locator on the product page.



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WINTON FESTIVAL OF SPEED

HISTORIC LONG TRACK RACING
& CAR SHOW **AUGUST 8-9, 2015**



FOR MORE INFORMATION VISIT WWW.VHRR.COM
ENTRIES AVAILABLE FROM MAY 2015



Photographs courtesy of Peter Ellenbogen