



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 – January/February 2006

COMING EVENTS

*February 11th -12th

February 21st

*12th March

April 15th-16th

March 25th-26th

April 15th-16th

*May 7th

May 27th -28th

10th-11th June

VHRR Classic Phillip Island

General Meeting Clubrooms

VHRR Heathcote Sprints

Mallala All Historic

HSRCA Eastern Creek TBC

Mallala All Historic

VHRR Rob Roy

Austin 7 Winton (To be Confirmed)

HSRCA Oran Park All Historic

*CCE....denotes Club Championship Event (Form With This Newsletter)

VHRR Clubrooms are situated at 30-32 Lexton Rd. Box Hill

LUNCH MEETINGS WEDNESDAYS (NOT CHRISTMAS HOLIDAYS)

CLUB LIBRARY OPENING TIMES:

Wednesday Lunch Days 11.30-2.30 Club Meeting Nights 6.30-7.30

RED PLATES SCHEME Contact Lloyd Shaw.0415.351.164

P.O. 828 Glen Waverly 3150

**ALL THE ABOVE CLUB ACTIVITIES INCLUDING THE
WEDNESDAY LUNCH ARE DESIGNATED RED PLATE ACTIVITIES.**



VHRR gratefully **acknowledge** the continuing support of our major sponsors.

General Meeting 21st February at the Clubrooms. 8PM

John Cummins 60 Years in Motorsport

This November John celebrates his 60th year as a competitor. John's first motor sport event was the 2nd Greensborough Hillclimb in 1945. He drove a DFP which was essentially an OHV Amilcar, sadly he was second slowest in the field. But not to be deterred John then turned 18 and purchased his first registered road car an Overland tourer, this was quickly converted into a 'Jazz Wagon' for a Jazz band of 20 people, in which Cummo played a Sousaphone. The 'Wagon' took part in the street parade at the 1946 Australian Jazz Convention. This convention is still an annual event.

Following in a brief synopsis of the hundreds of races etc John has taken part in during his very active 'career'.

1948 Cummo purchased the first of his 3 Minerva's. He raced this Minerva at Baxter Park grass track outside Frankston .

1950 John drove the Ballot Oldes at Corio grass track near Geelong with resulting in 3 wins and a third. John believes this was his most successful race meeting and he has been going backwards ever since. At Ballarat airstrip races he achieved second place in under 1500cc, a spin on the last lap cost him a win. During this year he competed extensively at sprints and hillclimbs in the Ballot Oldes.

1951 The Australian Grand Prix at Narramine, this entailed a nine day trip only to blow a head gasket on the third lap of G.P.

1952 John went to England and purchased a 37A Bugatti, less engine. On returning to Australia he fitted a Holden engine and raced it through out Australia as the Bugatti Holden until 1963. John also raced the BRM Morgan in Western Australia and Port Wakefield for the Grand Prix meeting.

1956 Commenced race commentating at the first Phillip Island on the current circuit and drove the Dyson Holden in NSW & Phillip Island.

1961 Drove Holden hotrod at Westmead & Dapto speedway and in the late 60's drove the Dalro Jaguar at Warwick Farm and came third at the last club meeting held prior to the circuit closing.

From 1956 until today John has been a prominent and active participant on the Historic scene and the VHRR congratulates him on an outstanding career.

Some official positions John has held include:

Foundation member CAMS Historic Car Committee.

Foundation member and still a member of the CAMS Eligibility Committee

Foundation member Historic Register NSW.

Committee member for eight year of Australia's first Historic race meeting held at Amaroo.

IMPORTANT NOTICE A Reminder

DORIAN TIMERS

AS OF 1ST JANUARY 2006, AND THE FIRST EVENT TO USE DORIAN TIMING WILL BE THE PHILLIP ISLAND CLASSIC IN FEBRUARY 2006. ALL COMPETITORS, (EXCEPT THOSE IN PRE-WAR CATERGORIES OF: Groups J & K and PRE-WAR REGULARITY,) WILL BE REQUIRED TO CARRY THE DORIAN TIMING DEVICE. THERE WILL BE NO EXCEPTIONS TO THE ABOVE

VALE :Keith Duckworth

Cosworth co-founder Keith Duckworth, whose company built the most successful engine in F1 history, died aged 72.

It is probably fair to say that Keith Duckworth was the engine design brains in the Mike Costin/Keith Duckworth partnership that we know so well as Cosworth. The Ford funded Cosworth DFV engine and its derivatives became the most successful F1 engine. To quote from the book "Such Sweet Thunder": ".....Duckworth's basic design philosophy was right. Furthermore, having decided, (correctly), what was needed, he knew how to design the engine in such a manner that it could be manufactured correctly and maintained efficiently, and so produce – and keep on producing – its design performance."

Cosworth Engineering established its early reputation with Duckworth's successful adaptation of the Anglia engine for Formula Junior. Walter Hayes, Ford's Director of Public Affairs, became a great admirer of Duckworth and when the talented engineer turned his efforts towards F2 utilizing a Cortina block, the Ford man found £17,500 as a contribution towards the SCA engine's development. When Coventry Climax unexpectedly withdrew from all racing activities Ford, more particularly Walter Hayes who was a friend of Colin Chapman, was in a mood to be influenced to become involved in the production of a new engine. In the end Chapman, Hayes and Harley Copp, Ford's VP in charge of engineering, decided that Duckworth was the man for the job and Ford provided £100,000 for the development and production. Surely, that must rate as Ford's best investment ever. Some reports claim that it cost them ten times that just to add synchromesh to first gear on the Cortina!

Keith Duckworth did not let down the faith that had been shown in him, the DFV and all its derivatives went on from a winning on its debut at the 1967 Dutch Grand Prix in Jim Clark's Lotus 49 and dominating the sport for 15 years with 155 race wins. It powered Graham Hill, Jackie Stewart, Emerson Fittipaldi, James Hunt and Nelson Piquet to world titles.

Despite ownership changes the Cosworth name lives on as a tribute to a gifted, talented and practical engineer.

Club Championship.

An entry form is included (one for you and one for your friend). Please fill in and return to the club or to Ian Tate or at our club meeting, 21/2.

Cost \$10.00 You might even get your photo taken with our Patron Sir Jack Brabham like last years winners.

Heathcote Sprint Meeting Sunday 12th March

An entry form and supp. Regs are included with this newsletter.

Please support the first event of our club championship.

BOOK REVIEW :

Roger James.

Formula 5000 in New Zealand and Australia By Wolfgang Klopfer

Wolfgang Klopfer must be a German as this excellent book is published and printed in Germany. The only biographical details of the Author are the titles of his two other books "Formula A and 5000 in America and "Formula 5000 in Europe"

So, one can deduce he must have an enthusiasts interest in Formula 5000 cars and races.

That he does and, at last, there is a chronological history of this important era of "Down Under" motor racing.

Australian 5000 fans will be thrilled with the manner in which the events between 1970 and 1980, in both countries is described. There is an excellent description of the 1973 and 1974 Tasman Series and well reported details of the engineering of the most successful cars.

One forgets how many international drivers came to our shores to race the "big bangers" and the book is a reminder of the local talent. Who was the greatest? Match, Brown, Davison, McCormack, Cooper, Hamilton or Costanzo. Readers will have much fun sorting them out.

This half A4 sized book of 257 pages has countless black and white photos and is a collectors dream. At \$ 75.00 from Tony Johns Motor Books it is a must for V8 cranks. By the way, it's written in English.

TEMPLESTOWE HILLCLIMB PROGRAMS. There were 99 multi-club hillclimbs conducted at Templestowe between March 1951 and December 1987, the final 9 conducted by the MG Car Club on an annual basis. There were 99 multi-club hillclimbs conducted at Templestowe between March 1951 and December 1987, the final 9 conducted by the MG Car Club on an annual basis. I am endeavouring to collect a complete set of Programs from these events and wish to purchase any that are available. David White (03) 9850 4795 email: whitehouse@virtual.net.au

REMINDER:

Please ensure you check all dates on Seat Belts, Dorian Timers, Helmets, Fire Extinguishers etc. to save any embarrassment at the track.

Charity Event 19th Feb 2006, Melb. Wholesale Market Footscray Rd (FlowerSection) We would like to see as many hot rods, cruisers, utes, trucks or any two or four wheeled vehicle as we can, just think of what a site it would be to see such a convoy rolling down the freeway system all united for one cause that is to raise money to help kids with asthma.

This event is a non alcohol event plus no animals due to health regulations. you can contact Jan or Debbie on the above numbers or myself on 0438 293 423 Colin Dixon www.convoyforkids.org contact Jan on 1300 266869 or call Debbie on 0411 44 11 99 for a trade stand.

VHRR SMALL ADS

NEW ADS:

1. BT 18 Brabham group "O" Twin cam all steel engine. Completely original very competitive car.\$110.000.

2. Chevron B42 Group "Q"European F/2 car 2litre BDG extremely competitive.Ex Ricardo Patrese.\$ 100.000.

Contact Peter or Jamie Larner 9439-8986 , larner@minerva.com.au

OLD ADS:

MG MIDGET RACE CAR Historic log booked (Sb) Ex Bob Rowntree Class Winner 2005 MG Road Racing Championship Prepared and maintained with all the best bits and great attention to detail. Farndon billett steel crank, forged pistons, Carrillo rods, APT scatter cam, Huffaker sump, SCCR gearbox, Quaiffe LSD, lots more (spec sheet available). Fast and enormous fun. Engine No 12YDTAH7848
Price \$26,000 Contact - MARK 0417 005 304

New Lynx triple SU Holden Grey manifold with reco 1.5" H type SU's with Air Cleaners, Return springs, Fuel Block and Lines etc \$550.00
Heavy Duty Radiator Core 20" X 15.5" X 3.5" Deep Suit J,K,L Special \$60
Call John Cummins (02) 9436-3004

SPARCO Nomex Race Suit, near new. Light blue top, dark blue legs and sleeves. Size: Medium, suit height 175 to 190cm. In SPARCO suit bag. \$400
Lotus 7 Series 4, 1976. Late model, big valve twin cam, red with tan interior. Well set up for road and track. Full weather gear, tonneaus etc.
\$27,500 Peter Hill 0411-111-439 Email:peter.r.hill@gmail.com

Diatto 1923 Tipo 20: 2 Litre 4 Speed gearbox All Original Parts, Suspension, Wheels etc. New Body, Paint, Trim, Radiator and Surround.
Offers Around \$45,000 Email: turner1929@hotmail.com or 9836-6250

FREE MEMBERS TICKET TO PHILLIP ISLAND WITH THIS NEWSLETTER.

ENTRIES FOR Club Championship can be passed on to Garage One at Phillip Island .

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

PRESS RELEASES AND INFORMATION - PHILLIP ISLAND

Record overseas entry for Shannons Phillip Island Classic

A record number of up to 23 famous sports and racing cars from Europe, Britain and the United States is expected at the Shannons Phillip Island Classic from February 10-12.

And including entries received so far from all States, the meeting is already well on track to eclipse the 2005 event's record 455 vehicle entry, cementing its place as Australia's principal historic motor race meeting.

One highlight of the 2006 Classic will be a re-match of two of the key protagonists in the famous 'Monzanapolis' challenge between the cream of European Grand Prix cars and their American Indianapolis oval track counterparts staged on the banked Monza circuit in Italy in 1957 and 1958.

From the USA comes Stuart Harper's famous Offenhauser-engined Curtis Special that finished fourth in 1957 and sixth in 1958 in the event, billed as 'The Race of the Two Worlds', then went on to place sixth in the 1962

Indianapolis 500 at an average of 149.5 miles an hour.

It has lost none of its speed over the years and last year with Harper at the helm won the Hawthorn Trophy Race at Britain's Oulton Park for racing cars of the era.

From Britain comes one of its key rivals in the 1958 Monzanapolis race – Rod Jolley's unique and beautiful 3.8 litre D-type Jaguar-engined single seater Lister Jaguar.

Based on a D-type Jaguar, the Lister was originally built for Ecurie Ecosse as a 'one and a half seater', but was converted to its current polished aluminium monoposto form for the 1958 Monza race.

Other significant open wheelers coming from overseas for the meeting include the Maserati 250F that Stirling Moss drove to victory 50 years ago in the 1956 'Olympic' Australian Grand Prix at Albert Park. Now owned by International historic racing driver and collector Peter Giddings, the ex-factory Maserati has just completed a major rebuild in New Zealand.

Notable Pre-War single seaters include Giddings' famous 1934 Maserati 3011, a Pre-War straight eight supercharged Alfa Romeo 308 and Dean Butler's 1936 Lago Talbot T26C.

From the modern Grand Prix era, Louis Sellyei is bringing his super-sounding 1966 V12 Gurney Weslake from the USA, Ian Ross's will have the ex-Alan Jones 1985 Beatrice Lola, Les Wright is bringing his F1 Benetton and Guido Belgiorno-Nettis will run his glorious ex-Michele Alboreto 1985 Type 156 Ferrari.

Formula 2 cars from the 1960s include Paul Busby's Lola, a F2 Lola and the 1.5 litre F2 Porsche Type 718/2 that American Dan Gurney drove to third outright in the 1961 Formula One World Championship.

Big banger sports cars will also be back in droves at the 'Island, with two thundering Lola T70s, a Lola T610 and Rob Sherrard's Porsche 962 from the 1980s battling with Rusty French's brace of Porsche 935 K3s, Keith Berryman's Matich SR3, Don Thallon's Lister Jaguar, at least one GT40 and

Max Warwick's McLaren M1A from the 1960s and 1970s.

Another highlight will be the first appearance at Phillip Island of Martin McGlone's glorious 1957 Aston Martin DB3S that is coming from the UK, joining Dean Butler's Allard J2R amongst the notable sports cars from the 1950s.

Big names and big bangers star in Shannons Phillip Island Classic

Big names and big bangers will be the stars of the 2006 Shannons Phillip Island Classic from February 10-12, with some of the best-known names in Australian motorsport at the wheel of a record entry of big capacity sports cars, open wheelers and historic touring cars.

A huge field of 470 historic touring, sports and racing cars – including 24 significant cars coming from overseas – comfortably eclipses even last year's Australian record entry.

It confirms the Shannons Phillip Island Classic's status as the major historic race meeting in the Southern Hemisphere.

More than 270 of the entered cars have nominated for untimed practice on the Friday of the meeting.

Highlights of the 2006 meeting include: -

- Australia's first Le Mans winner, Vern Schuppan, will race Rob Sherrard's newly imported Porsche 962 sports car
- Fellow Le Mans winner Juergen Barth from Germany will be at the wheel of an 840HP Porsche 935K sports car alongside the identical car of teammate Rusty French
- V8 Supercar driver and former Australian Driving Champion John Bowe will campaign the Lola T610 sports car he raced against in the mid-1980s on his way to his 1986 Australian Sports Car title.
- And Peter Brock and his brother ('Split Pin') Phillip will go head to head in identical Torana A9X models in three Group C touring car races, while Peter's former teammate John Harvey will be at the wheels of the earlier ex-Bob Jane XU-1 Torana.

The thundering sports car entry include a Porsche 962, two Porsche 935s, a Porsche 934, two Lola, two McLarens, two Matich sports cars and a Ford GT40. They will be matched against up to five Formula One cars from the 1960s, 1970s and 1980s, numerous rapid Formula Atlantic and Formula 2 cars and three Formula 5000s in the three races for Category M & O Sports, Racing and Invited cars on the mammoth two-day, 33 race programme.

A pair of rare 'Monzanapolis' racers from the late 1950s – a unique single seater Lister from Britain and a Curtis Indianapolis car – will re-live a 49 year-old grudge match.

Six very special early 1960s racing cars from the Porsche Museum in Germany accompanied by Museum director Klaus Bischof spearhead a special Porsche theme that has attracted a number of rare racing models to the meeting.

Australia's three times World Driving Champion Sir Jack Brabham will be

amongst the many retired champions attending the meeting and taking part in parade laps.

Amongst them, racing legend Bob Jane will bring a number of his famous Mk II Jaguar, his Camaro, Torana and McLaren Repco sports car the meeting as part of his official role as Patron of the meeting.

The bumper sports and racing car field has already been eclipsed by the 97 Group N historic touring cars also entered for the meeting that has had to be split into two races for equally-match Under and Over 3.0 litre cars.

Entries for Pre and Post War regularity are also oversubscribed for the 2006 Classic, which with 451 entries for the weekend and more than 250 cars involved in untimed Friday practice already matches last year's Australian record entry.

Vehicle displays are also up nearly 50 per cent on 2005, headed by six special racing Porsches from the company's Museum in Stuttgart Germany. The substantial Porsche presence at the meeting has encouraged a big turn out of Porsche Club members in models from early 356 coupes and Speedsters to the latest 911 models.

Porsche Parade at Shannons Phillip Island Classic

Porsche will be the featured marque at the Shannons Phillip Island Classic, with around 20 rare racing models spanning 50 years taking part in races and demonstrations from February 10-12.

Spearheading the Porsche 'putsch' will be six priceless early 1960s sports and racing cars from the Porsche Museum in Germany, accompanied by Museum director, Klaus Bischof.

They include four cars – two open Spydery and two coupes – that were either outright or class winners in Sicily's legendary Targa Florio road race from 1960-1964, plus a Type 718/2 Formula 2 open wheeler raced by American Dan Gurney to third place in the 1961 Formula One World Championship.

Two of the Targa Florio cars, the 1961 Type 718/8 RS Spyder and 1964 904/8, are powered by 'flat' eight cylinder 2.0 litre engines developed from Porsche's short-lived Formula One racing programme, while the other two, the 1959 RS60 Spyder that won outright in 1960 and the pretty 356B Carrera GTL-Abarth that was a class winner in 1962, feature 1.6 litre versions of Porsche's famous quad camshaft four cylinder racing engine.

The Type 718/2 Formula 2 car was part of Porsche's 1960 F2 World Championship-winning team, and was Gurney's car for the 1961 season, when F2 cars were also eligible to compete in F1 during the transition year for the new 1.5 litre formula. Porsche, meanwhile, developed its own eight cylinder 1.5 litre Grand Prix car for the 1962 season.

The presence of the Porsche Museum cars at the Shannons Phillip Island Classic has served as a call to arms for Australia's most significant racing Porsches.

The Fox Classic Car Collection is expected to display both its 1958 Porsche RSK Spyder and the famous 1955 Type 550 Spyder originally raced in New

Zealand by Stirling Moss and in Australia by Phillip Island Patron, Sir Jack Brabham, who will also be at the meeting.

Brisbane enthusiast Peter Harburg will have his recently-restored 904 Carrera GTS, while Melbourne's Ian Henderson is expected to bring his 1966 Porsche 906, 1974 Carrera 2.8RSR and 1976 dual Australian Sports Car Championship-winning 934.

Rusty French will bring his two 840HP 935K3 models for himself and former Porsche Le Mans winner and factory driver Juergen Barth to race, while his ex-Porsche Cars Australia 1982 and 1983 Australian GT Championship winning 935 will be on display. Meanwhile, Australia's first Le Mans winner and former Porsche factory driver Vern Schuppan is expected to be at the wheel of Rob Sherrard's superb and recently acquired Porsche 962 Le Mans car.

In addition to these priceless Porsches, up to six other Porsche 911s are expected to race in the burgeoning Sb Marque Sports category, amongst an anticipated total entry approaching 450 cars dating from the 1920s to the late 1980s.

And various Porsche enthusiast groups, including the Australian 356 Register and the Early 911 Register of the Porsche Club of Victoria, are planning special displays by members at the 'Island.

Untimed practice for the Shannons Phillip Island Classic will be on Friday February 10, with qualifying and racing for all categories in 33 separate events on the Saturday and Sunday.

General admission costs \$20 Saturday, \$30 Sunday with a weekend pass \$40 or \$30 if purchased in advance. Children under 15 are admitted free. Contact (03) 5952 2710 or visit www.vhrr.com for more details.

**Media enquiries and reproduction quality photographs: Michael Browning
(03) 9879 9111/0418 324 328**

VHRR CLUB CHAMPIONSHIP ENTRY FORM

NAME.....

CAR.....

YEAR..... \$10.00 Paid Y/N

Cubic Capacity.....cc

GROUP.....

Sports or Racing.....

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VHRR CLUB CHAMPIONSHIP ENTRY FORM

NAME.....

CAR.....

YEAR..... \$10.00 Paid Y/N

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GROUP.....

Sports or Racing.....