



# 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](http://www.vhrr.com) Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - November 2009

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

November	6th - 8th	<b>Historic Sandown (CCE)</b> .....	0402 224 133
November	14th	Corvette Leadfoot Challenge Winton .....	0405 006 007
November	28th	Shannons Christmas Party with the Clubs	
November	29th	Rob Roy 18th Historic & Classic .....	03 9850 4795
December	5th	Xmas Presentation Dinner.....	03 9877 2758
December	5th - 6th	Winton 4 Hour HQ Racing Ass.....	0421 998 972
February	2nd	Four Hour Regularity - Porsche Club - Sandown.....	0411 743 339
February	28th	CAMS Garage Sale - Malvern Town Hall.....	1300 883 959
March	19th - 21st	Phillip Island Classic Festival of Motorsport.....	03 9877 2317
March	25th - 28th	Australian Grand Prix	
April	11th	Historic Myrning Car Sprint - David Lowe .....	03 9827 8124
August	??	VHRR Winton Long Track - see enclosed .....	03 9877 2317

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

CLUB LIBRARY HOURS      Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

**Club Permit Scheme**      Lloyd Shaw .....

(Red Plate)      PO Box 828 Glen Waverley 3150

\*CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities

**Disclaimer:** The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.



"Share the Passion"

**The VHRR gratefully acknowledges the support of our major sponsors**

## IMPORTANT NOTICES

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### **Historic Sandown November 6th-8th**

Fantastic entry for Sandown this year - in excess of 420 entries - the best ever!

**Sir Jack Brabham, Geoffrey and Matthew** - all confirmed their appearance at Sandown

**Formula Ford 40th Year Celebration Dinner Saturday 7th November** It's the culmination of the Formula Ford 40 year Festival, so please join us for a celebratory dinner on Saturday evening at Sandown. Festival trophies will be awarded on the night and past greats will be on hand for a very entertaining "session on the couch" with Steve Moody. Saturday 7th November 2009 at The Committee Room. 6.30pm for a 7.00pm Dinner. \$40.00pp with drinks at the bar. RSVP: before 28th October. Payment by cheque only, payable to VHRR and forward to Georgie Bennett 53 Nelson Rd Lilydale 3140 Further enqs. please email formula.ford.dinner@gmail.com

**Nationallube** have been confirmed as naming rights sponsor for the 18th Historic Sandown

**Trade Stands for Sandown.** Grant Campbell 03 9787 3640

### **Christmas Dinner**

Saturday December 5th in the Grand Ballroom - The Manningham 7.00pm \$60.00 per head RSVP before 20th November. David Palstra 0417 523 307 PO Box 828 Glen Waverley.

**Trident Cup Results** on the website - well done to Dick O'keefe who won the series.

**Korumburra Buskers Festival** are holding a street festival on Saturday November 28th and would really like to add some colourful atmosphere to the occasion. We would like to extend an invitation to your car club to visit the lovely town of Korumburra on that day. If you are free we would love to see you there. Kind regards, Meredith Birnie

**Corvette Leadfoot Challenge** at Winton Raceway 14th Nov Darren Pelacchi 0405 006 007

**Ian Wells** passed away recently and the VHRR wishes to pass on their sincere sympathies to Mark and his family. The following is the text on Ian's CAMS Service Award, presented to him in 2000:

Ian's love of and participation in the sport of motor racing covers a period beginning in the 1930's, through to the 2005 and beyond. As a child Ian devoured information relating to motorcars and motorsport & this love has never diminished. During the 1940s, Ian made his way to Darwin with a South Australian licence and gained early experience driving taxis. On his return to Melbourne in the early 1950s further spectating of motor sport events led Ian to commence rallying as a navigator. This saw Ian participate in club events, sprints, hillclimbs and short circuit racing (and the odd Mud Trial in the early Park Orchards days)(in fact Ian won the Geoff Taylor Championship Trophy for trials 3 times from '66-'69. Ed) with his first racing car being an Austin 7.

Towards the end of the 1950's Ian drove MGs, Austin Healey's and various open wheelers. As an extremely capable driver, Ian learned very early that big money equalled horsepower, and with limited means had to wheel and deal his way to the starting grid. In the early sixties he owned an Alta GP racing car, and an exquisite Cisitalia D46.

By the late 1970s he became a regular at Historic Racing events consistently participating in South Australia, NSW and Victoria, achieving a reputation for distance racing and rallying. He was invited by the Daihatsu Company to drive solo in a national speed distance record event (in ferocious heat without air-conditioning) Ian took four Australian records. During the 1980's Ian competed in the Sandown 250, at circuits the calibre of Calder, Phillip Island, Winton, Hume Weir, Amaroo Park, Oran Park, Bathurst. Mallala, Mt Cotton, Collingrove, Rob Roy, Templestowe, Lakeland, Morwell, Mt Leura, Mt Tarrengower, and One Tree Hill.

In 1985 Ian's talent for commentating came to the fore once again, While competing, he also commentated on the events that took place between his own races. Eventually having his commentary attributes recognised in other states, Ian was invited to call the Australian Grand Prix Meeting. This continued for a period of ten years while the event was staged in South Australia. Ian's experience behind the microphone for well over a quarter of a century will be recalled by many, specifically at Historic Racing Events no matter where they were held across the nation.

For no personal gain, other than his love for his chosen sport, Ian Wells has committed time and energy to his beloved motor sport - The Victorian State Council is delighted to present Ian Wells with the CAMS Service Award

Ian was also President of the Austin 7 Club in 1959/60/61/62 & 63 and Vice-President of the Sporting Car Club of SA 1967/68.

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**Adrian Ryan** also passed away recently. Adrian worked for such companies as Repco, VACC and Ford. He was, for many years, one of Australia's leading motor racing commentators on both circuits and TV. He was also motor sport reporter for Racing Car News, and conducted weekly motoring programs on Radio Bay FM (Geelong) and Radio 3SR (Shepparton) and provided articles for the Society of Automotive Historians (USA), Mustang Monthly Magazine (USA), the Adelaide Advertiser, VACC Journal, Ford News (Australia), Autoclub Magazine, DECA Training News and Shepparton News. The VHRR extends it's sincere sympathies to his family.

**Group M & O Report:** Hot topic of the moment is tyres, specifically for group M.

After a period where group M cars were permitted to use a variety of brands and types of tyres the appropriate tyre is now deemed to be the Dunlop sourced from England. The limited feedback that I have received suggests that while the wear rate and dry track performance are satisfactory the wet track performance is not so, having been described as dangerous.

As a result there is a move to permit the use of the comparable Avon tyre which apparently has similar durability and dry track performance and complies with aspect ratio requirements, but has superior wet track performance.

Not having used either the English Dunlop or the Avon tyres I cannot make any valid comments and would greatly appreciate your feedback, the desired position appears to be to allow competitors a choice of either tyre, so put your hand up and express your opinion if you wish to change the current ruling.

The M & O representation for Sandown consists of 4 M racing, 2 M sports, 5 O racing and 2 O sports. Indications are that the McLaren series across the ditch has taken a fair bit of the budget of many who would otherwise have made the trip to Sandown.

Our next major event is P. I. next year and the number of entries available for M & O will be limited, first in best dressed so make sure you don't miss out. Derek Smith M & O rep. 0403 830 390

### **Baskerville Historic meeting**

I don't know how many people know that we had John Bowe as a guest driver in one of our group JKL races at the recent Baskerville Historic meeting, he drove my Sharp Holden in practice on Friday & the first race on the Sunday & by all accounts enjoyed his outing, in what is probably the oldest race car he has ever driven. He was instantly fast in the car (as you would expect) taking a second off my best time within 4 laps & going on to get another half a second in the Sunday race & you can bet he was taking it easy knowing what a fuss pot I am with my car. From my point of view it was great to see the car being driven by some one of John's calibre & the public enjoyed seeing one of our great drivers enjoying himself in an old car. It was disappointing that we only got 2 entries from VHRR for JKL at our First all Historic race meeting at Baskerville, knowing how many JK&L cars there are in Vic. With the terrific accommodation packages offered by the Wrest Point Casino with rooms at as low as \$105 pr night, discount food & drinks , 20% off boat cabins on the ship , cheap entry fees which included Friday practice, on what would be one of the best tracks in Australia for an old car to race on I'm left wondering. I wish I could go racing in Vic for the same cost. Despite the lack of mainland entries, the meeting was a great success, we had the biggest paying spectator crowd & entry list seen at Baskerville in 30 years, which has now let us know the paying public likes old car racing in Tassie , this has set us up to make it an annual event. Naturally we would like to be able to attract some more cars from interstate, I wonder if you could get any feed back from VHRR members that might help our organizing committee, to attract some more entrants next year. Best Regards Mick Arnold

### **GOLD, SILVER, BRONZE needs to sink like LEAD!**

Before we get much older, it appears to be a good time to amend the new Certificate of Description "grading" system to a less controversial and logical format.

Simply stated, cars compliant with agreed specifications and regulations can be issued a historic log book and a C of D issued to authenticate that car (and only THAT car) as being the correct vehicle from the period.

Because it is virtually impossible to race an historic car in the exact format as it originally competed (just think, for starters, about issues like 2 pack paint versus acrylic, safety stickers, roll bars, battery stickers, cigarette brand stickers, vinyl lettering versus signwriting, oil filters, batteries, brake pads, engine oils and fluids, rubber compounds, magnesium versus aluminium, wiring/connectors...and so on, and on, and on), common sense and modern regulations have already dictated allowable

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exceptions. However, once ANY exceptions are allowed, there is enormous potential for personal or subjective argument. And because a "graded" C of D will have a perceived and real value, there will be legal actions threatened and involved. The Commission is arguing that there is no added value for a Gold versus Silver/Bronze, but this defies belief. There is also to be a fee charged if existing C of D's are requested to be given a Gold status. This fact alone, acknowledges that there is a value added element inherent in "grading".

Surely a simpler, fairer way would be to note any variances (to the car as originally raced in the period versus the "approved" specifications as allowed for a Log Book) on the C of D. After all, isn't this type of disclosure well within the definition of "Description"?

This would suitably acknowledge that the car holding the C of D is the actual car from the period. (Nothing should or will stop the ongoing arguments about Log Book eligibility.) There would simply be a Variance Section...eg car ran with different nose shape between 19xx and 19xx...preferably with a period photo. If the Variance Section was too big or had too many points, you would have to question the specification eligibility.

I know from discussions with many competitors that I am not alone in holding these views. Perhaps it is time to canvas more parties to lobby for change to this new, flawed system, before it becomes entrenched and inevitably leads to legal action...even class action.

Does the Historic Commission have an ombudsman to collate complaints or views? Or is there a member willing to act on behalf of these views.

Whatever happens, arguments must not become personal. Past and present Commission officers and eligibility officers MUST be acknowledged with gratitude for the thankless task they perform.

Bill Hemming (VHRR Member #20)

**Calder Park:** I have recently taken on the role of Event Manager at Calder Park. I previously worked at Sandown Raceway for 14 years and have worked alongside the VHRR for all of those years and would dearly like to see the VHRR race at Calder once again. We also have open practice dates available which you could list in your newsletter. Dates are listed on our website [www.calderpark.com.au](http://www.calderpark.com.au). If you wish to contact me directly my number is 9091 0808. Please find below a list of available track hire dates Please find below a list of available track hire dates for Jan – June 2010 – Calder Park  
Feb 6 & 7, Feb 20 & 21, Mar 6 & 7, Mar 27 & 28, Apr 3 & 4, Apr 24 & 25, May 1 & 2, May 8 & 9,  
May 15 & 16, May 22 & 23, May 29 & 30, Jun 5 & 6, Jun 12 & 13, Jun 26 & 27. Regards Prue Payne

**Rob Sherrard's latest weapon is an Arrows F1** - we look forward to seeing that soon!

### **Classifieds**

Jensen Healey 1974. Genuine one owner. Delivered Peter Manton Motors 22/2/74. Yellow with black interior. Hard top, soft top and tonneau. Owners hand book, Lotus and Jensen manuals. Fitted with Getrag 5 speed gear box, has original 4 speed box and complete spare engine. Very original condition been in storage, no reg. Engine no A73-11-4495. Car no 14405. \$10,000.00 - Contact: Colin Kirkpatrick 0407 501629

**The Luckins family** are moving house and need to clear out the stuff that Kerry has gathered over the years. Any one with a Sprite or MG midget may like to make an offer for the Detroit locker diff 4.1 (looks to be in good condition), plus many other bits and pieces, e.g SU carbies, Ford 1600 engine parts, radiator hoses of various types and sizes, and much more. Make an offer and you might buy the lot. Take a trailer just in case. Contact Ron Simmonds on 0427031737 or H: 5962 2331.

**1994 Swift F/Ford** in excellent condition. Run by Nick Percat and Mark Potter with many wins to it's credit. Last run Sandown last year and won 3 out of 3 starts. As new FT200 10/31 gear box with all ratios needed, spare wheels, and many spares. Rolling chassis only but have sump and exhaust to suit plus all other mounting parts. Ideal first open wheeler, just put your motor in and win the lot \$11,000. Contact Mark on 03 97539763 or 0409985236.

**For Sale Brabham parts.** Set Front and rear discs (9 ¾ and 9 ½ inch) also pr. original Brabham front hubs. All to suit BT6 or later. Excellent cond. Also 4 high comp. pistons suit 1498 cc engine. 3x T1 Stainless oil filter elements (Cosworth type). Open reasonable offers. Prefer sell as a single lot. Graeme Noonan (03) 5952 6490 M. 0412 999 808..

**Mota-Lita steering wheel** - MK9 14" Flat with Thin slots, polished. Woodrim Mahogany in excellent condition \$150.00 Please note steering wheel only , Boss available through Healey Factory or Mota-Lita direct. Contact Michael Ban at [maban@ford.com](mailto:maban@ford.com) BH 03 9868 8739 AH 98505002

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