



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C



ACTIVITY ©

## CLUB PATRON: Sir Jack Brabham OBE AO

PO Box 3485 MELBOURNE VIC 3001 Website: www.vhrr.com Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - December 2010

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	4th	Haunted Hills Twilight Round.....	03 5174 1473
December	4th	VHRR Xmas Presentation David Palstra .....	03 9877 2758
January	29th	VHCC Rd 1 Twilight GCC .....	03 5174 1473
February	26th	VHCC Rd 2 Rob Roy .....	03 9722 9000
March	18th-20th	Phillip Island Classic (CCE).....	03 9877 2317
April	10th	Interclub Challenge 1 Rob Roy .....	03 9722 9000
May	1st	VHRR Historic Rob Roy (CCE).....	0413 744 337
May	27th-29th	Historic Winton .....	03 5428 2689
July	10th	Interclub Challenge 2 Rob Roy .....	03 9722 9000
August	12th-14th	Winton Festival of Speed (CCE).....	0412 351 403
August	21st	VSCC Vintage HC Rob Roy.....	03 9758 2643
September	18th	VHRR Track Day Haunted Hills .....	0413 744 337
October	2nd	Interclub Challenge 3 Rob Roy .....	03 9722 9000
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
November	4th-6th	Historic Sandown (CCE) .....	0402 224 133
November	27th	Historic & Classic HC Rob Roy.....	03 9722 9000

### 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.....0415 351 164

(Red Plate) 21 Myers Ave 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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**Phillip Island entries out soon. 18th, 19th 20th March 2011** Features to include hand picked quality cars from the UK & the USA (1 container from UK and 2 from the USA). Sunday's main race will feature big sports cars.

**Last chance to book for the Presentation Dinner** - sure to be special once again. At the Manningham in Bulleen David Palstra 03 9877 2758

**Winton Long Track** date also confirmed - 12th 13th 14th August 2011 Ian Ross 0412 351 403

**RED PLATES - Club Permit Scheme (CPS)** Finally the revised scheme is about to happen. VicRoads have released a document wherein they state.

"Changes to the Road Safety (Vehicles) Regulation 2000 will from February 2011 allow for the introduction of a new logbook-based club permit scheme".

The VHRR has already signed the revised contract with VicRoads agreeing to compliance with the new rules. This in effect allows VicRoads to cancel the VHRR participation in the scheme should any member fail to comply with any of the (Yet to be finalized ) rules.

Any member holding CPS type registration will, around February, receive a 90 day logbook for each of their vehicles which will remain valid until the current permit is due for renewal. There is no restriction on the vehicle usage. PLEASE check your current CPS papers to ensure that the address shown is correct. With about 15.000 logbooks to be sent out any returns from incorrect addresses will present problems. The following points are enforceable: The vehicle must be and remain roadworthy (Rules on modifications may be changed at some future date). The owner must be a financial member of the club at all times. After July 1st if you haven't received your renewed membership card you cannot use your CPS vehicle until you can prove you are financial. If you sell your CPS vehicle the plates must be removed and the logbook must be destroyed prior to the new owner taking delivery. The vehicle is sold as virtually unregistered and unroadworthy.

Under the revised scheme VicRoads can request a club to provide a copy of the VHRR clubs register of CPS vehicles (perhaps if someone has lodged a complaint) and the club has access to VicRoads records of that clubs members data. (All within privacy regulations)

When driving a CPS vehicle if you are going more than 100 meters from the vehicles registered address the logbook must be entered prior to starting out.

More information will be supplied as it becomes available in the newsletter or on the VHRR website or ring 0415 351 164. The AOMC is monitoring Julia's (Cash for Clunkers) program due for discussion during 2011. You will be kept informed. Lloyd Shaw

**HISTORIC SANDOWN 2010** Regularity Results:

Regularity Teams Trophy - First place: Vic Spiteri, Gary Ball, Bob Cutting 341 Points. Second: Rod Vogt, David Kelly, Ross Mckinnon 281 points. Third: Laurie Houghton, Andrew Barden, Peter Goodale 280 points. Fourth: Ray Narkiewicz, Phillip Ross, John Hardy 244 points. Fifth: Michael Ban, Bill Vaughn, Paul Schilling 203 points. Sixth: John Goodall, Tony Rogers, Trevor Montgomery 171 points. Seventh: John Lenne, John Pucak, Lyndon Mcleod 68 points.

Best Individual Driver of the meeting: John Hardy. Another great drive, John. 244 Points

Congratulations to the winners, and well done to everyone My thanks to all who took up the Teams challenge. I wish to thank all regularity competitors for being part of the 19th Historic Sandown. I trust each of you had an enjoyable weekend, both on and off the track. I look forward to seeing you in 2011, both at Sandown, and Phillip Island. Ross Mckinnon

**It's more than likely** you've heard there is to be a Lunch in Sydney to celebrate the 50th Anniversary of the opening of Warwick Farm. It's quite true and details will be available very soon, so mark the date in your diary - Friday, 17th December. Best Regards Max Stahl

**Thanks to all the VHRR members** who took the trouble to visit our garden last month. We really appreciated the support. Big success in spite of the weather. Grant & Brenda Campbell.

**Scotty Taylor** (Letter from Elaine Taylor). Scotty received an invitation this year from Lord March to race his Lotus-Climax type 18 (mind you he did not receive it til July - it was sitting at Pam's in the Midlands). The car, a 1961 open wheeler which has done many F1's, ex Sydney (Dawson-Damer) had not been on the track in England (since Scotty acquired it) but Sid Hoole's boys transformed it to its previous glory with a spit and polish and a few adjustments and Scotty enjoyed the drive at Goodwood in September, 2010 and side attractions and events.

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Son of Scotty - Colin (who has driven his MINI at local Tassie Tracks and Phillip Island) was there to be part of this exciting weekend – dressed in old white overalls - looking the part. Colin saw every race and took hundreds of photos of all the wonderful OLD racing cars (most of them there to race and most of them old open-wheelers) and old planes on view for those thousands of people. Some dressed up in the period of the 1950-60s, walking and looking at the goings-on over the 3 days of historic racing. They have a theme Ball for the Drivers – Dracula and his Bride, this year, with a fabulous band, so that everyone ate, drank and danced all night.

Scotty has driven at Goodwood before in a McLaren Sports Car and a Lotus 24 (this one also at Monaco Historics 2008). Scotty was there holding out Peter Brock's lap board in the pits at Goodwood when Peter raced the Ian Tate's engine in the old Holden in 2006. Sadly, this was just before Peter's fatal accident.

Scotty drove his Cooper Bobtail and Cooper T45 at Silverstone a month previous. (I watched Scotty race but did visit "Waddesdon Manor" - the Rothschild's wonderful/fabulous home, display of art in every form - except perhaps an old car owned by the National Trust. Waddesdon Manor is a 'not to be missed' for the connoisseur of magnificent homes.

Last year at Nurburgring, Scotty was presented with a "Driver of the Day" trophy from his Club (HGPCA). Since Goodwood this year, Scotty has raced at Nurburgring (Germany) where they have spent millions on new buildings/stands and motel at the track (for the F1 racing) and it has a great Museum.

Also in 2010, Scotty drove at Spa (Belgium) in the Cooper T53 just after a thunderstorm – so it was very wet (raining), slippery but still an exciting circuit in the forest and hills. Scotty and Brique Reid drove the Cooper Bobtail at Spa in the 1 hour race and finished in the wet too.

Silverstone has a 1 hour race too– most of the normal racing time is 30 minutes - some even with a rolling start, the drivers have to run to the cars, I thought – a bit different!!!

Scotty has a Fiat Motor home over in England so he is able to drive to and from (and not get lost from Hotels) and camp at all the different tracks in England and in Europe (free power, usually restaurant and facilities) and has his push-bike to carry him over to and about the pit area.

You have to be at any of these meetings with a "PASSION FOR MOTOR RACING and HISTORY" (make model, driver etc), with each meeting different, hundreds of different car entries each time, thousands of people over the weekend (not too many wet ones) and each track in a scenic situation, to enjoy, with a hunger for more next time.

**Scotty has had 40 FABULOUS YEARS** racing - first race in the 'ARGIT' an open wheeler bought from Harry Lefoe in 1970 and raced at Phillip Island in September or October 1970 where he came 1st (I was pit-crew – 7 months pregnant). Scotty built the Fiat 500 with a Holden Engine and raced around Hume Weir, Winton & Calder. Then it was Holdens. Various models over the years at most of the Tracks (not Perth/Darwin - though he has now been to those tracks as a spectator). Bathurst 1000, at least 21 years (6th was best but usually in the first 20 home, with other drivers - Kevin Kennedy, Roger Hurd, Bill Attard (one of the mechanical Attard wizards) and Stephen Bell. Stephen and Scotty have done Targa Tasmania twice too.

Third at Sandown in his Holden, raced on the old circuits such as Surfers Paradise, Oran Park, Lakeside, the South Australian circuits.....and this month around Baskerville in a Torana. Driven at Symmons Plains and at Phillip Island in the Torana and the Cooper Bobtail. Scotty, last weekend watched the Touring Cars at Surfers Paradise and the F1's racing around the world - come on Webber!!!

Scotty has been at Monaco for viewing F1 and has driven a Tom Pryce F1 at the Monaco Historiques, driven at the British Grand Prix in a support race, sat in the stands at Indianapolis and Montreal.

Saw the fabulous concert of Celine Dion in Las Vegas.

Scotty has been going over to England for months for the past 5 years and has driven his cars on tracks that he had heard and read about over the past 40 years - Donington Park, Oulton Park, Silverstone, Goodwood, Snetterton, Brands Hatch, Mallory Park and in Europe – Pau, Dijon, Porto, Nurburgring, Spa, Monaco, Circuit de Croix en Ternois, and Monza, even hillclimbs at Prescott and Shelsley Walsh and there are still many more circuits to do such as Ledenon and Algrave.

Scotty did his mechanic apprenticeship in Melbourne and happened to work on old racing cars and of course lots of other old road cars, so he knows of the beauty as well as the grease and technical workings of cars - it is in the blood, has bumped/met the famous on the different tracks, had a few

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spins and a few DNFs - has lived his dream and is continuing with his driving at home and overseas in his aluminium coopers and sedans. Thinking of sending, next year, to England, a Mini Cooper, under 2 litre, to race in the Legend/Master Series.

He's been on the exercise bike and walker this morning - keeping fit for now and next year.

This has taken me some hours to write, so not sure whether I should be sending this to you, but it has annoyed me over the years that we don't get to appreciate the efforts of some people - the unassuming, but the quiet achievers.

Cheers Elaine.

### **Classifieds**

**For Sale: 1969 MG Midget "Sebring"**. 1275cc motor, fitted with factory extractors, dellorto side draught carburettor, electric fans. Recent full repaint in indigo blue and retrim in black (by Bob Gilbert). Fitted with colour coded roll bar and chrome wire wheels. Currently on Vic club plates. Priced to sell at \$13,800. For more information contact Ron Simmonds on (03) 5962 2331, or 0427 031 737, or email at ronmargsimmonds@tadaust.org.au Information on Sebring GT fronts: As of January 2010, there were 47 Sebring GT fronted cars (including the 5 fully bodied Sebring GT cars and 8 Aussie Lenham cars) known currently to the register to exist world wide, with 37 fitted to cars, 10 in storage/being repaired, plus 3 "lost fronts". Check the Williams-Pritchard site to see this car and others.

**Canon Digital Camera** lost on Saturday - Sandown - 59871236

**Race Suit - Momo 2 Layer** 100% Nomex III semi-lightweight black FIA / SFI - BRAND NEW Brand new and never used Momo black semi-lightweight (360g/mq) and very comfortable race suit with full current FIA (8856-2000) and SFI approval. Change of plans means that I will not need this suit Current RRP is \$725 - this one is priced at \$475 ONO for quick sale. Converted dimensions for this suit are as follows : Weight : 90 to 100 kg Height : 186 to 198 cm Waist : 107 to 109 cm Chest : 117 to 122 cm Peter Ellenbogen

**Racing Helmet Arai GP** Brand new and unused open face white Arai GP Jet/F factory pre-drilled for HANS supports with adjustable ventilation and replaceable internal pads & lining. Original box with tags, manual etc. Current Snell SA2005 homologation. Size is 7&1/4 to 7&3/8 (58-59 cm) I chose the incorrect size and the helmet is therefore for sale. Current RRP is \$699 (for this HANS version) - this one is priced at \$475 ONO for quick sale. Please email me on rac270@gmail.com with your contact phone number if you are interested. You are welcome to inspect and try for size (Melbourne, SE suburbs). Very inexpensive national courier traceable shipping available, if required. Peter Ellenbogen

### **Austin Seven 'Rubber Duck' 1931**

This historic and very original works racing car is for sale after 25 years ownership. Chassis 1012. Engine XA158. Primarily built for Brooklands, it also competed at Shelsley Walsh and Avus. Drivers included Freddie March, Alec Issigonis, Driscoll, Benjafield, Turner and Thompson. In 1935 it was sent to New Zealand where it competed with distinction for many years, primarily driven by George Smith and Ron Roycroft. It also came to Australia for the 1936 AGP at Victor Harbour. An extensive rebuild was completed in 2002 and it has subsequently competed in many circuit, hillclimb and sprint events. Highlights include Goodwood Revival in 2005 and a UK VSCC season in 2005. The "Duck" has been fastidiously maintained during this period and has been quick and very reliable. It was freshened up in 2008, including a new crank and flywheel. Offers invited. Phone: 03 54705526

Email: grantc@upcreek.com.au

### **For Sale 1970 Ford Mustang Boss 302 Fastback (LHD)**

This one is for the true Mustang collector as it is still remaining in its LHD configuration. According to the Deluxe Marti Report (included with the vehicle) the Box 302 was built at the USA Metuchen Plant on the 22nd June 1970 and ordered in the classic colour scheme of yellow with Black Vinyl trim. \$88,000 Ian Ross 0412 351 403

### **For Sale Birrana F72 Formula Ford**

After the prototype 1971 car, this 1972 Birrana was, significantly, the first factory-run Formula Ford. And Birrana got it so right. It's undoubtedly one of the quickest Fa/Q Formula Fords going round with many lap records and literally dozens of wins. The great thing is, it's also really easy to drive (and roomy!) with no fiddly set up requirements. With all the sorting done and a comprehensive spares/ratio package (including body moulds) there's nothing you need to do except go out and be competitive straight away. With a fresh, no-expense spared Larner engine and new paint, it looks as good as it goes.

\$30,000 Nick McDonald 0414 569 506

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