

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 VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - February 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

Wednesday Lunch Group - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS **Club Permit Scheme**

(Red Plate)

Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

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"

21st Annual Phillip Island Classic 19th - 21st March 2010

Huge entry shaping up - don't miss out! Over 480 entries so far with 3 categories at or over capacity. Don't forget to check your accommodation as there's a big RACV rally on at the same time.

Dinner on Saturday night Above the Pits - March 20th - 7.00 pm. Cost \$65.00 per head Chgs payable to VHRR. Credit card facilities available. Call Vicki Williams - 03 9723 9217 for bookings. Entry by pre-purchased Tickets only. See attached flyer for more details.

August Winton Long Track - Date has now been finalised - August 14-15th. Those interested in being on the committee should contact lan Ross - 0412 351 403 or lan Tate 03 9877 2317

Club Championship - Members already signed up.

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If you haven't yet entered the Club Championship, don't miss being involved in this important event, please send a cheque for \$10.00 to Mike Byrne - 3 Kristen Close Frankston South 3199 asap.

Good morning Noel,

On behalf of VACC. National Lube and Force Tools, I would like to congratulate and thank you and your team for staging yet another enormously successful Historic Sandown. As sponsors, we are delighted with the return on investment provided by Historic Sandown and the VHRR, which greatly assists me in recommending to the VACC Board that we continue our involvement.

While I commend everyone involved in the meeting, I would like to acknowledge and thank the people I have dealt with directly - yourself, Ian McLennan, Lloyd Shaw, Grant Campbell, Richard Williams, Don Kinsey, Mike and Dot Devine, and Mike Browning, Nothing was too much trouble for these people, and I greatly appreciate the assistance provided.

With sincere thanks, Darren House MANAGER, VACC STORE VACC

Representing '75 Years of the Jaguar' at the RACV Rally in Mornington recently, Bill Coombs won the 'Best Early Classic Concours' with his 1937 SS Saloon. Well done Bill.

Red Plates Those wishing to exercise their Red Plate cars might note that the Sporting Register of the Gippsland Car Club has a 'Breakfast Run' on the 2nd Sunday of every month. Call Lloyd for more details on this - 0415 351 164

Vale - Gerald William "Bill" Patterson The motor sport community is mourning the loss of one its greats from the golden age of Australian motor sport. Gerald William Patterson, 87, passed away at Karinya Grove on Sunday, January 10. "Bill" had his first taste of national success when he won the 1954 Australian Hillclimb Championship in Collingrove, South Australia while driving a Cooper JAP. In the same year he competed in the Redex Around Australia Trial where he finished 2nd outright in a Peugeot. He then went on to win the CAMS Gold Star Championship in 1961 behind the wheel of a Cooper Climax, during a time when such greats like Stan Jones, Bib Stillwell, Reg Hunt, Alex Mildren and Lex Davison were racing around the circuits.

Always willing to help others, Bill a major GMH Dealer, sponsored Peter Brock in a number of Holden Touring Cars that helped establish Brock's racing reputation. He was also well known for his generous sponsorship of Henk Woelders, who went on to win the 1971 Australian Formula 2 Championship in an Elfin 600. The VHRR extends its sincere condolences to Bill's wife Janet, and his two children,

Tim and Susie.

Information thanks to the CAMS website Trade Stands and Ads for PI Classic - Always looking for 'Interesting' vendors to take part at Phillip Island. Coach Builders, Engine people are good to see, but we'll look at any worthwhile causes. Business Ads are good too. Give me a call soon as there's only so much space to go round.

Grant Campbell 03 9787 3640 grant@thecampbells.net.au

Marysville Update

We've just had word from the Marysville SES that they are going through the process of ordering their equipment and will be in touch again when that is down the track a bit.

A presentation will be be made as soon as practical in Marysville, along with a club run which would ideally be the traditional Yarra Valley Tour. This seems like a good idea to us and we will proceed along those lines. We would expect this to be in June and will keep members posted. Naturally we would like as many members as possible to attend, so please try to keep dates free around this time.

Where have all the square-riggers gone??? - Nigel Gray

Many VHRR members will know my Blue 1934 Singer Le Mans Special. It has spent 4-6 weeks every summer at Phillip Island since 1965 with only two exceptions. It's a fine old fashioned square rigger. Unsurprisingly it has always attracted attention when parked outside the shops. Last week, when I was amicably accosted seven times while in the car park outside the Chemist it occurred to me that over the years the questions have changed both in character and origin.

In the sixties it was "Great car – I had one....wish I hadn't sold it". By the eighties it was mostly "my dad had one...he always wished he hadn't sold it". However recent questioners are often new or first generation migrants who have clearly never seen anything like it and the comments are "What is it??", What's a Singer??", "can you get spare parts?? (answer-yes, usually easy), "it must be very valuable" (its not), and finally "do you mind if I take a picture??". I usually let them put the kids in it and take a picture, producing huge delight. Last weeks questions included only one "Dad wished he'd kept it" and four photo requests.

The other noticeable difference is that there are no other square riggers on the road – I didn't see a single one this year and thought this rather a pity as I drove up to town this morning on the Geelong by-pass and freeway, which are perfect for cart suspended cars. My usual 99 KPH is exhilarating with the windscreen flat and just an aero screen and decent goggles – which is my usual daily dress – the hood goes up if there's rain but with only the windscreen and side curtains its perfectly comfortable around town and I don't bother with the hood unless the rain is real.

Given that my Singer is simply a well maintained machine with an (lan Tate) rebuilt Rootes Group pushrod engine with a modestly hot camshaft, I wonder where all the other square riggers are? I see good TC's and Austin 7's at Myrniong, Tarrengower, Rob Roy, Haunted Hills but they don't seem to appear on the road, and a lot of them are wearing red plates.

The point of this note is not merely to mourn the loss of square radiators from the roads but to remind the owners that modern roads, especially freeways, are designed for US and offer us an opportunity to be using fewer red plates and more road registrations. Cheers, Nigel

The Bruce McLaren Festival at New Zealand.

Hampton Downs, the new circuit 65 kms south of Auckland, was opened on Sunday 24th Jan and hailed a sensational success. Although not a fast, flowing circuit, it has a few very tricky corners, beautiful surface and is very wide. Once the few teething problems are sorted, it will be a fabulous venue.

In the Formula Junior class, of the VHHR contingent, Kim Shearn (Lotus 18) was the best performer, followed by Bill Hemming (Elfin FJ) ,Norm Falkiner (Stanguellini) and Jeff Brown (Brabham F3), although in the main race, Kim's over-exurberance let Bill through. For the F5000 events, Ken James spectated in a very sore and bruised state after writing off his Elfin F5000 at Christchurch 2 weeks before, which left Bill Hemming (Elfin MR8) and Paul Trevethan (Elfin MR6) to enjoy the weekend. In the feature 15 lap race, Bill got up to 10th position (from a field of 36 cars) before 3rd gear went awol



on lap 10. Unfortunately, I am not in a position to report on the other VHRR cars...Adam Berryman with his beautiful ex Bruce McLaren Cooper Climax, Max Warwick (Mclaren M1) and Nigel Tait (Match SR5) plus a couple of late model Formula Fords.

This weekend, the circus moves to Pukekohe (about 50 kms south west of Auckland) and the week after, Kim, Bill and Jeff go onto Taupo before the containers return for Philip Island and the AGP. As usual, the New Zealanders have bent over backwards to give us great racing, facilities and hospitality...not to mention subsidised freight and free entry fees.

Bill Hemming (I heard some 70 entrants were present from Oz - Ed)

Victorian 6 hour Regularity

Looking into organising a Team for the above event and was wondering if anyone in the VHRR would be interested in running. I was thinking of the Regularity Group that run with VHRR. Those interested can contact me via email at mban@ford.com It would be nice to put together a Team of 1960's British Sports Cars - please let Ross McKinnon know - 03 98275234 Michael Ban - 03 9868 8739

The Independent Review Panel - Historics presented its final report to the CAMS Board for ratification at the December Board meeting. The final report was generated following the numerous responses to an invitation posted on the CAMS website for stakeholders to provide feedback.

The recommendations made by the Panel were supported and approved by the Board, and are:

- That the Australian Historic Motor Sport Commission and Australian Motor Racing Commission consider and endorse the model presented for sustaining Formula Ford.
- That Group Fc be formalised by 1 January 2010 as a transition from contemporary to historic recognition.
- That applications for Certificates of Description for Group Fc be accepted from 1 January 2010.
- That Group Fc be transitioned into the 5th Category from 1 January 2011.
- That creation of Group Fc also includes the principles of model "run on" as regularly applied by the AHMSC.
- That the Australian Motor Racing Commission and Australian Historic Motor Sport Commission
 jointly consider the timeframes applicable to post Group Fc Formula Ford 1600 to determine
 whether this group is likely to come under a single designation (Group Fd) or require further
 refinement.
- That the Commissions endorse the principle and concepts outlined in this report to encourage participation and sustainability of Formula Ford in all competitions.

 CAMS Website

Classifieds

Coming Very Soon The long awaited for, second edition of the book "the Jaguar XK in Australia" is in fact 1/3 of a 3 volume trilogy. This just on 500 page, large size format 335mm x 247mm (13"x 10"), full colour book covers the histories of some almost 1000 XK120's in Africa, Asia, Australia/NZ and South America. It contains almost 1,100 photos of which only 25 appear in the original volume. Sample Pages at http://www.jtpublications.com.au/book

I have the Tandem Trailer that was built for my SS100 it has a boat front & a full canvas cover, it has concealed tie downs in the floor & measures 4.5 AX 1.8 inside the parallel sides but will accommodate a longer car ,it is in excellent condition & is for sale for \$5.000.00 or best offer. Bill Coombs - billcoombs@bigpond.com or 0407 532 426

FOR SALE - Four 14" MGB wire wheels fitted with part used Yoko A032R tyres. \$150 -- Tony Dillon 03 9722 2432 or t.dillon@iinet.net.au

FOR SALE - Brian James A Series 96 Trailer (twin axle made in the UK & imported into Australia in 2000); very low loading platform due to all torsion bar suspension; fully galvanised steel construction; spare wheel rack for 5 wheels; 5 nearly new tyres; max 1750kg laden weight (unladen 500kg); Platform Dimension 4.26m x 1.85m; Overall Dimension 5.54m x 2.13m; All 4 wheel braking; 13 years old but in very good useable condition; this trailer is very stable when being towed; VIC Rego N42268; \$1250 -- Tony Dillon 03 9722 2432 or t.dillon@iinet.net.au

Expressions of Interest A number of Elfin owners have raised the subject of having a batch of casting made. Obviously there would be cost savings and other benefits in everyone banding together to have a production run. Elfin owners wishing to take part in a production run of Elfin WHEELS, UPRIGHTS and STEERING RACK HOUSINGS

Contact Laurie Bennett 0409 162160 laurieb@virtual.net.au