



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
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - July 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

July	4th	Marysville SES Presentation.....	03 9787 3640
July	4th	Tour De Yarra Valley.....	0427 031 727
July	18th	VHCC Rd 6 Shepparton DECA.....	03 5174 1473
July	23rd - 25th	State Championship Sandown	
August	7-8th	Victorian 6 Hour Regularity Relay Phillip Island	
August	14th - 15th	VHRR Winton Long Track - Date firm!.....	03 9877 2317
August	22nd	VSCC Vintage Hillclimb Rob Roy	
August	24th	VHRR AGM & Committee Elections	
September	5th	MGCC Challenge Rd 2 Rob Roy (new date).....	03 9850 4795
October	2nd - 3rd	Wings & Wheels.....	0419 503 203
October	1st - 4th	CAMS Carnival Echuca-Moama	
October	12th	VHRR Social Night.....	0427 031 737
October	2nd	VHRR Haunted Hills Trident Cup (CCE).....	0413 744 337
October	24th	MGCC Challenge Rd 3 Rob Roy (new date).....	03 9850 4795
October	26th	VHRR MGM	
November	5th - 7th	Historic Sandown.....	0448 946 637
November	28th	19th Historic & Classic Rob Roy.....	03 9850 4795
December	4th	Haunted Hills Twilight Round.....	03 5174 1473
December	4th	VHRR Xmas Presentation David Palstra.....	03 9877 2758

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

August Winton Long Track - August 14-15th. Entries coming in well, so don't leave it too late for yours! There's been a couple of updates to facilitate easy entry and these are shown in latest forms on the website. Contact Ian Ross - 0412 351 403 or Ian Tate 03 9877 2317

2010 Trident Cup Series Round two will be at Haunted Hills later this year - 2nd October K11 - 0413 744 337

This Newsletter will be posted out in hard copy form every two months to coincide with the MGMs. As such, copy deadline will be roughly one week before those dates.

Marysville Update - Official handover of equipment - It will be ideal if those attending could be there by 11.30am so that the presentation can commence shortly thereafter. The SES will be extending invitations to local media etc so it would be great if we can make it a well supported event. We have now paid for all of the equipment and the volunteers are keen to show us what it can do. There will also be some special 'local' presentations on that day. The SES are looking forward to this special day. Please call me if you need any further information. Brenda Campbell - 03 9787 3640

The Tour "De" Yarra Valley will be held on July 4th starting from the "The Gables" Cnr of Healesville - Yarra Glen Rd and Chum Creek Rd Healesville (Melways ref map 269 H11) meeting from 9.00am for a coffee and tea and then leaving around 10.00am for a leisurely tour with instructions, to eventually end up at Marysville by 11.30am. We will then assemble at the SES in Barton St which runs of Main St. Contact Ron... 5962 2331 or 0427 031 737

Red Plates due now! Call Lloyd Shaw 0415 351 164

Mike Holloway wins QB award Congratulations to PI Clerk of Course Mike and his Queens's Birthday Award - The Governor-General awards the Australian Police Medal on the recommendation of the responsible Commonwealth, state and territory ministers. Each Australian police force may award one Australian Police Medal for every 1000 members, or part of 1000 members, in each calendar year. Only one award can be made to an individual. The Australian Police Medal is announced on Australia Day (26 January) and the Queen's Birthday (June) of each year. Full details of the award are copied on the VHRR Website - <http://www.vhrr.com/forum/showthread.php?t=637>

VHRR is Sponsoring the Flaggies to the tune of \$1000.00 per annum for the next three years. Here's their response...

Victorian Flagmarshalling Team

....On behalf of the VFT Inc. Committee and members, I would like to accept the VHRR's sponsorship offer for the next three years with many thanks. We will be more than happy to comply with the specific request towards the purchase of new flag kits, and continual recognition in the magazine, and all documents, similar to all other sponsors. We would suggest if VHRR emblem patches were available to our members, we will arrange for them to be attached to our uniforms to be more visible to a larger audience. The VFT would also like to display your emblem on the club trailer, both sides and rear, as further recognition of your invaluable support. Once again, thank you to the VHRR for the support of officials in motorsport. We enjoy the passion and friendship that exists within historic racing, and usually have the highest attendance at those meetings. Please do not hesitate to ask for any assistance in the future.

Regards, Kevin Watson, President, Victorian Flagmarshalling Team.

F5000 Report (Thanks to Bob Harborow for this - part of a quality Newsletter that can now be seen in full in the Newsletters section of the VHRR Forum).....

A couple of years ago I prepared a Register of the F5000's still in Australia and was surprised to learn that some 30+ cars still existed in complete or substantial form. Since that study, there has been some truly significant progress both with car restoration and growth in numbers in our ranks. No less than 8 new cars have been acquired overseas and imported into Australia in the past 12 months, albeit two are still on the water. On top of that, J. Parsons who has also purchased one of the Lola T332's from the USA has brought the Bowin P8 from WA to the East coast.

The following shows the level of that recent activity.

- Lola T332 Jay Bondini to Victoria
- Lola T142 by a Victorian who wishes to retain his privacy at this stage.
- Lola T332 Jay Bondini to Vic. (yes two !)
- Lola T332 Geoff Parsons to NSW
- Lola T332 Paul Zazryn to Victoria
- McKee Mk8 by Phillip Jewell of New South Wales

and a further two Lola CanAm F5000 derivatives by Andrew Kluver to New South Wales !

Groups M & O Report

The Winton A7 historic meeting has come and gone, a fairly typical May Winton, cold and wet on Saturday, cold and sunny on Sunday.

The grouping of M & O sports and racing provided reasonable grid sizes and some entertaining racing with a good standard of driving given the conditions, the decision to make the Phil Irving Trophy event a scratch race wise due to the variation in lap times and the cold and damp conditions.

Now on to the important event, the VHRR August long circuit meeting, if you have driven the long version you will appreciate the difference, the sprint past the new garages to the esses produces a fair rate of knots, so make the effort to be there if at all possible and enjoy the rush.

The Group M tyre debate continues despite the decision by the Historic Commission, made I believe in the best interests of all involved in the class. Having raced in the period in a group M car I can assure you that the Dunlop CR 65 L section tyres are as close as we can get to tyres of the period, and if everybody is on the same rubber then there is no disadvantage, in fact a level playing field.

There is also the safety factor, cars from this era were never designed to cope with the increased loadings of modern, relatively sticky tyres and remember these cars are now 45 to 50 years old, so the fatigue factor must be considered.

There are advantages in running one make of tyre, higher manufacturer volume, fresher rubber and greater economy of scale which should help control prices, again everybody is on the same tyres meaning less variation in cornering speeds and braking ability to name just a few.

If group M is to grow and prosper we need to take the politics out of the debate and focus on the stability, safety and future of the class by providing cars that accurately represent the era and I believe that the decision made by the Historic Commission is correct and in the interests of the future viability of group M.

Enough of the politics, make sure you get your entry in for the August Winton meeting look to seeing as many of you as possible there.

Derek Smith Group M & O rep. VHRR.

derrard@virginbroadband.com.au 0403 830 390

Germany 3, France Nil

Richard Batchelor discusses his visit to this year's Le Mans 24 Hours

The circuit is 13.629 kms long, about two-thirds being public roads closed for the occasion, the remaining third (including the pits and grandstands) constructed on land owned by the Automobile Club de l'Ouest. Whilst the ACO portion of the track is billiard table smooth, the public roads are less so and the Mulsanne straight has deep grooves caused by heavy trucks, making braking for its two chicanes very hazardous, particularly at night and in the rain.

Despite Audi filling the first three places with their revised R15+ race cars it was not a boring race. In qualifying the four Peugeotts (one of which was run by the Oreca team) were over two seconds a lap faster than the Audis and could go one lap further on a tank of diesel. The Peugeotts were blindingly quick, weighing 930 kgs and powered by 5.5 litre V12 diesel engines with twin Garrett turbos, Sebastian Bourdais taking pole position. The Audis were mechanically similar, with 5.5 litre V10 turbocharged diesels. The engines of both cars produce monumental torque and their acceleration out of corners had to be seen to be believed. They are also eerily quiet.

The only serious opposition to the diesels in LMP1 class was expected to come from the Lola-Aston Martins, with their naturally aspirated 6 litre V12 engines running on petrol. They sounded magnificent but unfortunately were about 4-5 seconds a lap off the pace. This was no surprise – the rules currently favour diesels, despite modifications to the 2010 regulations requiring smaller air restrictors. Nigel Mansell and his sons Greg and Leo in a 4.5 litre Ginetta-Zytek were also favoured but a deflating tyre pitched Nigel into the wall 17 minutes into the race. Another car to shine early was 2009 winner David Brabham's 3.4 litre HPD-Honda in LMP2 class but various problems saw them finish the race near the tail of the field. The category was won by the HPD-Honda of the UK Strakka team.

Mansell's crash brought out three (!) safety cars simultaneously, one of which inserted itself between the leading bunch of Peugeotts and the closely chasing Audis, then slowed right down and allowed the French cars to gain about a half lap advantage when the race re-started!

Although Peugeot's lead car had already dropped out when I went to bed late on Saturday night, the French manufacturer still appeared to have a stranglehold on the race. However they soon lost another car and mechanical problems caused long pit stops for the remaining two cars. By Sunday

morning two Audis were in the lead, with the two Peugeots circulating flat out and closing the gap. Around noon the last remaining factory Peugeot blew up in spectacular style, leaving the Oreca car as Peugeot's last hope. French honour now rested on the slender shoulders of former A1GP star Loic Duval but in the 23rd hour, shortly after he had set the race's fastest lap of 3:19.04 (or 246 km/h!), flames shot out from the car's exhausts and the Peugeot challenge was over. The last hour saw the Audi factory team circulating in formation as numerous French spectators made an early departure. At 3.00 pm the winning Audi crossed the line, etching the names of drivers Mike Rockenfeller, Romain Dumas and Timo Bernhard into the history books as victors in the world's greatest car race. They covered a record 5410.7 kms.

GT1 class honours went to the 10 year old Saleen Ford of the Labre team, outlasting two Corvettes, three Ford GTs, a Murcielago and an Aston DB9. GT2 class saw a Corvette heading to victory until its driver received a severe "chop" from Peugeot and ex-F1 driver Anthony Davidson, sending the Corvette into the wall. Much was expected of the Jaguar XKRS after the company sponsored Friday night's spectacular drivers' parade in the Le Mans town centre, complete with C, D and TWR Jaguars on display. Sadly, the XKRS said "tata" only four laps into the race. (Some consolation for Jaguar was the win by a TWR Jag in the historic race before the main event). BMW entered two M3s in GT2, one being involved in a major drama when driver Andy Priaux inexplicably kept on the racing line whilst nursing the car slowly back to the pits. Tom Kristensen in the leading Audi arrived at very high speed and ended up in the gravel trap. He spent 10 minutes extricating the car, costing him a ninth Le Mans win. GT2 was won by a Porsche RSR of the Felbermayr team, the team's 65 year old owner Horst Felbermayr sharing driving duties in the team's second car.

On Saturday night I took a 20 minute coach ride to the Arnage and Mulsanne villages to watch the cars on this famous section of track. Headlights were on and the sight of the Audis, Peugeots and the screaming Lola-Astons hurtling down the tree-lined French country roads will live long in my memory.

Richard Batchelor

Classifieds

For Sale "The Sharp Holden" Group L Historic Racing Car Ground up restoration completed in 2005 to a no expense spared very high standard. Cams log book & Cof D , featured in John Blandens book "Historic Racing Cars in Australia" Comes with custom built enclosed trailer & extensive spares package. This is one of the best prepared , fastest & reliable Holden specials in Australia. \$120,000 All enquiries To : Mick Arnold (0418) 751585.

1962 Elfin Catalina Race car ex Colin Sullivan. Current group M specs, 1500 ford all steel bits etc, can be converted and eligible as a formula Junior as it ran in this format in 1963. Total recent complete and detailed rebuild and very few miles since. Immaculate condition and competitive car in the right hands. CAMS Authenticity certificate, full history and log books and comes with fully enclosed lightweight trailer and spares. This car is eligible for the Tasman revival race meeting, all it needs is a driver. Price: A\$65,000 ONO. Contact John Burch 0411 195088 or for further comprehensive details email johnwburch@hotmail.co

For Sale: 1966 MGB Race Car Reg. No. JOT 555, Eng. No. 18GBUH10537, Body. No. YGHN33454, Genuine historic 1966 race car. Owned and raced by Dan Ives from 1966 to 1974. The car initially raced as Group A and then regulations changed and it raced as Group D. Following the car's racing career, it was garaged for thirty years. Restoration commenced in 2004 and no detail has been overlooked. The car has been re-built back to as raced condition, however car has been de-tuned so it can be driven on the road. \$55,000 Genuine enquiries only – please call Barry Kelly 0418 318 956 AH: 03 97876401 bjkelly000@hotmail.com

Engine - Cosworth 2.0L BDG, Dry sumped, Alloy block, 4 bolt head GRE steel crank, JE pistons, Carillo rods, genuine Cosworth valves, springs, followers etc, DA19 & BD4 cams, 12:1 c/r, 12 bolt light flywheel. No expense spared. 200km from brand new. Absolutely mint condition. \$34,900 (+GST if applicable). Also - spare 4 bolt BDG cylinder head, genuine Cosworth casting, fitted with new valves, springs and retainers. Excellent condition. \$6500.00 Graham Hoinville Ph: (03) 9842 141

For Sale B.W.A. Group Ka

The cheap part of buying a racing car is the cost, then you start spending. Here is a car with a history as long as your arm and nothing to spend! \$100,000.00 Ron Townley 03/59884846
