



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 - November 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

November	5th - 7th	Historic Sandown (CCE)	0448 946 637
November	14th	PIARC Phillip Island Sprint meeting	03 5952 2710
November	26th - 28th	Tasman Revival.....	0427 705 500
November	27th - 28th	Multiclub Hillclimb One Tree Hill Ararat	0421 037 679
November	28th	19th Historic & Classic Rob Roy	03 9722 9000
December	4th	Haunted Hills Twilight Round.....	03 5174 1473
December	4th	VHRR Xmas Presentation David Palstra	03 9877 2758
March	18th-20th	Phillip Island Classic (CCE)	03 9877 2317
August	12th-14th	Winton Festival of Speed.....	0412 351 403

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 Shaw0415 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

Historic Sandown Entries at 370 See you all there this week! Let Noel know if you can help!
Phillip Island date confirmed - 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.

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

Moorabbin Air Museum - Wings and Wheels Wash- Up

The Committee, myself and the members of the Australian National Aviation museum extend our thanks to the V.H.R.R members that attended our annual Wings & Wheels held at Moorabbin Airport on October 2nd & 3rd. A special thanks to members that exhibited cars or motor cycles.

Unfortunately the Saturday clashed with the second Football Grand Final, resulting in a very poor attendance at the Airport. However the Sunday was a perfect day – no football and good weather. This resulted in the best day we have had over the past ten years of “Wings & Wheels”.

Special thanks to Roger Griffin & Don Kinsey for their time spent talking to visitors and keeping the ankle biters under control. Dr Bob King and Roger Cameron of the Bugati Club were responsible for chasing up the French cars. See you all next year. Bill Prowse

MGCC Classic and Historic Rob Roy Hillclimb on Sunday 28th November.

This year, we are featuring the Historic bikes that ran at Rob Roy up until the 1960's, and our Guest of Honour is Lindsay Urquhart, an eleven time Australian Grand Prix winning sidecar rider. We have issued invitations to most of the vintage motorcycle clubs to attend, and expect a fine display of old bikes on the day. We will also have demonstration runs by some of the bikes throughout the day.

A feature will be the running of the inaugural Tate Engines perpetual trophy for the fastest side valve Ford V8 Special on the day, and we already have expressions of interest from over eight of these popular cars. This year, we are attempting to bring the event back to a more genuine historic footing, with class eligibility along the lines of the normal Historic classes, although we are not requiring cars to hold Historic logbooks. This will make it fairer for genuine Historic cars, which in the past had to compete against questionable opponents. Entries are now open on the MGCC website www.mgcc.com.au, under the Rob Roy section, and close on 22 Nov. Spectators are welcome at the Clintons Road, Christmas Hills site. Enquiries 9722 9000.

2011 Apparel Requirements October 11, 2010 At the end of 2009 there was a significant revision to Schedule D – Apparel, which saw some alterations to the requirements for apparel in various competitions published in the 2010 CAMS Manual of Motor Sport. This followed extensive consultation with the discipline Commissions and also discussion at the 2009 Torquay CAMS Forum which involved motor sport representatives from all levels and disciplines.

Due to the timing of the adoption of the revised Schedule D, a dispensation was provided for competitors to utilise equipment that was valid in 2009 for the duration of 2010, ensuring that there were no immediate updates to apparel required.

This dispensation for the 2009 regulations to apply will not be in place for 2011. Therefore if you haven't already, it is now appropriate that you examine the requirements for your discipline of motor sport and ensure that your apparel complies with any revised requirements. These can be checked via the following link: http://www.camsmanual.com.au/pdf/10_gen_req/GQ05_Schedule_G_Q410.pdf (3.5MB download) or in the printed version of the Manual.

While in most cases the requirements are not significantly different to what they were previously, there are some areas where there have been changes. CAMS has received queries in the following areas:

Circuit Racing (including Historic Circuit Racing)

The FIA 8856-2000 and FIA 1986 standard will continue to be the eligible standards for overalls. This does not represent a change.

For gloves and boots however, the FIA 8856-2000 will become the only recognised standard. This is a change from the previous provisions. If your gloves or boots do not carry labelling with this standard clearly shown (they may instead have 'ISO 6940' labelling) then it likely meets the older FIA or other standard and will need to be updated.

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

After battling a severe thunder storm, which hit Melbourne on Tuesday 12th, 24 members and friends attended the VHRR social night at the club rooms. After much merry making and chatter we settled down to hear our guest speaker, George Hetrel. George spoke on his early days in the confectionary trade, his specialty being his famous Rocky Road, and if you have tasted this more-ish delight you will understand why. He spoke of his up's and downs with the trade unions, he and his loyal staff winning out over the unions at the time. The other passion George has is of course his great collection of classic and veteran cars, and he spoke in great detail on how he gradually built up his collection over the years starting with the 1914 Fiat and finishing up with his Bugatti Type 35. Many will have been to George and Pat Hetrel's wonderful property "Como Gardens" in the Basin, which they open to the public twice a year, and have so far raised over \$400,000.00 to be shared with the local SES and St John, a fine effort indeed. A raffle was held also with plenty of items from Penrite and Wurths and the VHRR, so thanks to these supporters of our social nights. The next social night will be in the new year a date to be fixed.

Thanks to all, regards Ron Simmonds.

Mount Tarrengower October 17th On display was Bill Morris's very faithful recreation of the 1954 Keift DeSoto. The original car was built in the UK alongside the Keift Grand Prix car in 1954 for an American Customer named Erwin Goldschmit. Little of it's history is known until it reappeared in the early 80's. In the mid 80's it was stolen and subsequently destroyed. Jim Russell, who had never seen the car before, was offered a demonstration run up Mount Tarrengower in the car and after moving the seat back several inches and a quick squirt up the entry road he drove this beautiful beast up the hill 3 seconds quicker than he achieved in his own car on the day.

Lloyd Shaw

Invitations for the 2010 Presentation Night - Sat Dec 4th will be mailed to all members shortly.

On the subject of Gardens, Grant & Brenda Campbell's garden will be open as part of the Australian Open Garden Scheme (widely promoted by the ABC), for the first time this year.

Just after Sandown - Nov 13th-14th 10.00am - 4.30 pm. \$6.00 per head. 64-66 Claremont St Mt Eliza
Melway Ref:105 J8 All profits go to Peter McCallum Cancer Research. We'd be delighted to see all our friends from the VHRR there.

Enqs or more information: Grant or Brenda 03 9787 3640

M & O Perspective Firstly apologies for the lack of action from your rep over the last several weeks, which unfortunately included non-attendance at the August Winton long circuit meeting.

By all accounts the meeting was a success in spite of the inhospitable Winton weather and this must be encouraging for all those who put in such effort to achieve a strong result and certainly augers well for the future of this important event. It would appear that we have resolution on the group M tyre issue and if you check the CAMS web site it is evident that sanity has prevailed and as of 1st January 2011 Dunlop R5 & R6-CR48 L and R7-CR65L & M may be used but the Avon ACB9 will no longer be permitted. Importantly this brings Aus into line with the FIA regs. I would welcome input from all M & O competitors so that this becomes an inclusive forum for where views and opinions can be shared.

Derek Smith Group M & O rep 0403830390 or derrard@viginbroadband.com.au

New Q & R Sports Car representative Derek McDougall

Just a little about myself I started racing sedans back In Rhodesia in the 70' with a Renault R8 and also raced in South Africa at Kyalami and in those days encouraged by John Love to go overseas to pursue my ambition. I also met people like Frank Gardner and Paul Hawkins when they came out for the springbok series in South Africa with Sir John Willmot' team.

When I moved to England in the mid 70's I was involved with a Formula Ford racing school and saw and met so many drivers that went on to greater things like Nigel Mansell and Derek Warwick etc from that era. In those days we would sometimes do 3 different race meetings over a Bank Holiday driving from one end of England to the other!

I also did some work for Howden Ganley at Tiga just before leaving England hence my purchase later in life. My family and I moved to Melbourne in 1985 but in 2000 managed to purchase a Tiga sports 2000 to race in historics, joined the VHRR and have been racing my car ever since around the country when I can. I have volunteered to do this job to help like enthusiasts with a better organisation of the group and to report where possible the participants achievements at events and have them reported in the publications like the Oily Rag. While I am still busy in my Sales job I hope to devote enough time to this job in promoting our group at all major race meetings and therefore encourage members to contact me with their thoughts of how we can become better recognised and to fill the grids with sports cars.

The first job I would like to do with members help is to make a list of all eligible sports cars along with contact details so we can form a closer association with better communication of what's happening. I am looking forward to the challenge and hope members will help me along the way.

My contact details are : H 03 97071397 0408 544 388 or: Derek.McDougall@au.bosch.com

At Easter this year I took my 1967 MG BGT to Bathurst as part of a junior (under 30 y/o) team for the club challenge event at the Mountain. The bug has hit quite some time ago, but something else has caused me to enter a number of meetings since in regularity. Part of my ticking off the circuits in Australia. I travelled to Wakefield Park twice, in August for the FOSC meeting, and returning in September for the HSRCA event – while competing at the Winton long track meeting in between. Initially at Wakefield (under tuition from Ray Gulson) I lapped in 1 min 28 sec, on return at the HSRCA meeting I managed to knock a further 6 seconds off this and became quite competitive with other MGs, a Sunbeam and Mini. Then came Baskerville near Hobart. I have never been to Tasmania before, so it was quite a good experience to do the inaugural visit by taking the MG with me on the Spirit, getting extremely lost at many points while off the mainland, but eventually having a great weekend of motor racing. The Baskerville Historic meeting was established in 2009 and is currently in the development stages with only 3 race categories and 4 regularity categories, 120 entries all up. Value for money was there as the three days cost a total of \$140.00 entry fee – cheap, but the ferry and accommodation bills build up! Here I managed to come third in one heat, and 1st in another – posting three laps in a row at 1 min 16.7, followed by a 1 min 16.55 in the fourth. Like many of you I have entered Sandown and look forward to seeing the progress of my lap time downward. To complete my year I will be travelling to Eastern Creek for the Tasman Revival for regularity – certainly different on the track side of the fence rather than solely in the commentary box! I have posted detailed accounts and photos of my experiences this year on the www.historicracing.com.au web site. Charles Rogers

Phillip Island to Fangio...The book will be launched at a lunch time function at the Victorian Historic Racing Register club rooms, at 30 Lexton Road Box Hill, on Wednesday November 3rd (the day after the Melbourne Cup is run). It will then be available for sale to the general public at the Sandown Historic Return of the Thunder race meeting on November 5/6/7. All motor sport enthusiasts are welcome to attend the launch, and for those who have already ordered the book, you might like to pick up your copy at the function rather than having it mailed. If you decide to do that and have paid for postage, the postage amount will be refunded. Bob Watson Tel 03 9646 1066 Mobile 0427 201 158

Classifieds

For Sale 1970 Ford Mustang Boss 302 Fastback (LHD)

This one is for the true Mustang collector as it is still remaining in it's 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. During its life, the vehicle has spent time on the show circuit and the current owner reports that the Mustang has not been driven in the rain. With a documented restoration with all receipts and photos available this Boss 302 would have to be one of the best examples available on the Australian market today. Showing just 76,940 miles the Mustang will be sold registered in Victoria (the number plates IRBOSS and not included with the same) however new plates will be provided as will a current Victorian roadworthy certificate will be supplied after the sale. \$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

Wanted Badges: Original enamel car badges needed for project. LCCA, VSCC, ARDC and BRDC. Would like to digital copy from original. Any sitting about?

Gary Poole 0408503366. poole1995@yahoo.com

Wanted, early 60s Lotus twin cam or Ford Cosworth 1500 non-crossflow race engine either rebuilt or for rebuild. Ph James on 0417 888 513
