



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 - October 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

October	1st - 4th	CAMS CARnival Echuca-Moama	Postponed
October	2nd - 3rd	Wings & Wheels	0419 503 203
October	2nd	VHRR Haunted Hills Trident Cup (*Saturday!)(CCE)	0413 744 337
October	6th - 10th	Bathurst & MotoGP Phillip Island	
October	11th	Child Restraint Seminar	03 9555 0133
October	12th	VHRR Social Night.....	0427 031 737
October	16th -17th	Aust Hillclimb C/Ship Collingrove SA.....	08 8271 5689
October	17th	VSCC Mt Tarrengower	03 5476 2007
October	24th	MGCC Challenge Rd 3 Rob Roy (new date)	03 9722 9000
October	26th	VHRR MGM	Guest Speaker
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	
November	28th	19th Historic & Classic Rob Roy	03 9722 9000
December	4th	Haunted Hills Twilight Round.....	03 5174 1473
December	4th	VHRR Xmas Presentation Phil Randall.....	0400 377 500
March	18th-20th	Phillip Island Classic (CCE).....	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
(Red Plate) Lloyd Shaw0415 351 164
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 open now 800+ were sent out and are coming in fast. If you didn't get one or know of someone who didn't they are available for download off the website.

Phillip Island Classic date confirmed...

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.

MGM October 24th Guest Speaker David Morgan (tbc) new CEO of CAMS. Good to hear too, that Jo Coad is on the mend, and popped into CAMS recently to see how things were going. Rebecca, her predecessor, is helping out in there at the moment while Jo and Brian are away.



2010 Trident Cup Series Round two will be at Haunted Hills - 2nd October K11 - 0413 744 337
Moorabbin Air Museum - Wings and Wheels This is the tenth "Wings and Wheels" and will feature Bugattis in recognition of Ettore Bugatti's significant contribution to aviation. It will be in the form of a display of cars, Bugatti aeroplane memorabilia and other related items at the Museum in First St Moorabbin Airport over for the weekend of October 2/3, 2010
Bob King 0419 503 203

Don't forget the social night to be held on the 12th of October at the club rooms, usual door prizes and an interesting mystery guest speaker. BYO every thing, coffee and tea supplied.

More info contact Ron Simmonds on 59622331 or 0427031737

In late 2009 it became unlawful, Road rule 267(1)(A), to carry children in older vehicles without properly installed child restraints. On Monday October 11th an AOMC sponsored information session is being held at the Chevrolet Club Clubrooms 1/3 Edgecombe Court Moorabbin at 7.30pm. VHRR members are invited to attend. Bookings are essential via Graham by phone on 9555 0133 or email to secretary@aomc.asn.au

Ken Innes-Irons has been appointed Chairman of ARMPITS (Association of Historic Race Promoters). Well done Ken - maybe we could see a report in due course.

Invitations for the 2010 Presentation Night on Saturday December 4th will be mailed to all members shortly.

George and Pat Hetrel have advised that due to the extreme rains of recent weeks Como Gardens are saturated - and in some areas flooded - causing them to reluctantly cancel the SPRING OPEN DAYS which were scheduled for 16 and 17 October. (You'll be happy to know that house and motor garage remained dry.) This is the first time in 13 years that the event has had to be cancelled, but they look forward to next April when the autumn Open Days will be bigger and better than ever.

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. Dates just after Sandown - November 13th-14th 10.00am - 4.30 pm. \$6.00 per head. All profits go to Peter McCallum Cancer Research. We'd be delighted to see all our friends from the VHRR there.

Enquiries or more information: Grant or Brenda 03 9787 3640

Historic Winton May 28th-29th 2011 have advised they are specifically looking for Group Na vehicles. Special concessions will apply, so anyone with an Na should contact

Noel Wilcox A/H 03 54282689 or 0413702558

Group JK Issues

Sadly our rewrite of the rules a few years ago has not had the intended affect.

For those needing a bit of background, Groups J and K are the only ones allowed to build a car from scratch using a set of rules, guidelines and equipment charts. The background to this was that in the old days most historic racing came from associations like the Vintage Sports Car Club, where a tradition of racing specials using vintage parts existed well before historic racing and car histories were relevant. This tradition has carried on, but sadly many people today without that background are building vehicles more in line with 1950's hotrod culture.

I propose the following to attempt to get current cars closer to the ideal that is currently very subjective (and in most cases leaves us nowhere to go in disallowing cars) by quantifying certain aspects of our rules. Another alternative approach is to stop the creation of new cars as it may be deemed that we

have sufficient, albeit they do not appear on the track. A quandary.

The latter is a simple solution, but the former may be addressed as follows:

1. Ban tyres greater than 185 or 6.00 in width.
2. Enforce the tyre, rim manufacturers guidelines.
3. Minimum height of radiator of cars to be 130% of tyre diameter.
4. Ensure cars use the tyre size as fitted to that chassis not the current defacto 16x4 inch minimum as specified in rules as this was only to allow standard equipment use. E.g. Ford V8's and similar.
5. Examples of a similar car on a grid anywhere/any time pre 1940, must specify the formula and specifications of that race. The applicant's example of a similar car on a prewar grid must include the context. E.g. Western Australian around the houses, A Bathurst sprint, An Argentinian Formula Libre. This context will stop excessive combinations E.g. A Willys in Alfa GP body.....both used separately but not as a combination.

I would like to discuss this proposal with relevant EO's after AHMRC approval.

I also suggest a moratorium on any further approvals (except any within the system) until a full and proper discussion and decision is made. Pat Ryan. Call me on (03) 9355-4666 BH if you need anything or any clarification. If I am unavailable, please leave a number and I will call you back.

The Bi-Annual Christmas In July is now undergoing a slight change for 2011. It is now THE BLUES TRAIN IN MAY. The proposal is to meet at a convenient location in Frankston on Saturday the 14th of May 2011 as a gathering and coffee point. Then to motor down to the Portsea Pub for a Bistro lunch on the Terrace, the cost to be borne by the participants. After lunch we motor down to Sorrento and board the ferry to Queenscliff. At Queenscliff take up a temporary residence in our rooms at the very posh Grand Vue Hotel in Queenscliff for bed and breakfast. We then walk the short distance to the Railway Station to arrive by 6pm to join our fellow travellers at dinner provided by the Blues Train organisers. Drinks at bar prices are provided at the station during dinner. We then mount the train in our carriage one of four carriages that hold 50 travellers each AND each carriage contains its own blues band. Drinks to be obtained before mounting the train. Each carriage has seating down each side to allow for dancing in the aisles. The train moves off and the music and festivities begin as the train heads for DRYSDALE along the old Geelong train line. The first stop is at the SUMA PARK HISTORIC HOMESTEAD AND WINERY, where more supplies are obtained and the travellers swap to another carriage for a new band. The train then travels to DRYSDALE where the procedure is repeated, then travels back to SUMO PARK for another change and then on to QUEENSCLIFF finally arriving at about midnight (ish) Then we walk back to the GRAND VUE Hotel for the night and breakfast in the morning. After breakfast we meet up with members of the Geelong M.G. Car club who host the gentlemen to Mike Killingsworth's garage for a look at his treasures.

The ladies will be in the tender care of the MG ladies for some girls stuff and we will all meet for a BBQ lunch organised by the Geelong M.G. Car club in one of the many parks or gardens in QUEENSCLIFF. After lunch we individually break off and return to from whence we came. All being well it should be a great weekend.

The cost will be a little higher than that of 2009, but we are going further and doing more.

We have some 8 months to save up our shekels to arrive at the grand total of about \$450.00 per couple for all activities with the exception of lunch at the Portsea Pub.

We have a maximum of 25 couples or 50 people and I will have to know in a couple of weeks if you are interested in coming. This is so that I can tentatively book the venues. I will need a deposit of \$50.00 per couple or \$25.00 per individual to make the bookings. I hope that these arrangements will meet with your approval.

If you have any comments or suggestions do not hesitate to contact me on john.schilling@bigpond.com Look forward to hearing from you and receiving your deposits. Kind Regards, Paul Schilling (1/-)

Scotty Taylor. Scotty on his way to Spa, Belgium (he may already be there) for racing this weekend. Then he drives his motorhome back to Albrighton north-west of Birmingham - about a 12 hour drive (Colin, son is with him this time). Colin leaves on the Tuesday and Scotty leaving on the Thursday - he's coming home early - because of business commitments, so he has only had 21/2 months there this year. Colin was with him last weekend when he drove, by invitation, his Lotus 18 at Goodwood and they did have a good weekend, the weather being good too. Scotty drove at Nurburgring and Oulton Park and got a 3rd in class at both meetings. So he is not coming home empty handed. Cheers Elaine

Classifieds

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

The famous light blue GpS MGB is up for sale. Originally made famous by Brett Morse, it also won the Victorian MG Racing Championship in the hands of Ken Price in 2008.

Arguably the fastest Gp S MGB in the country. 1.58's at Phillip Island. Top times at other tracks. Good HP all steel engine, Jack Knight C/R gearbox, Quaiffe LSD, well sorted suspension, 3 sets of wheels, brand new set of Bridgestone RE55's and brand new set of Toyo 888's for wet. Immaculate body. No expense spared to maintain this car. You can jump in and go to the front of the grid in S(b), absolutely nothing to spend. Genuine reason for sale. \$35,000 Phone Ken Price on 0418 311040.

For Sale - 1979 MGBLE roadster. Owned by me for the last 18 years this is a genuine low mileage American import. Fitted with 45mm weber carburettor, extractors, and finned rocker cover. Finished in black with silver stripes. Comes with matching black hardtop, soft top and tonneau cover. As new tyres and battery. Full Registration is paid to July 2011. Car is in immaculate condition and hard to fault. \$17,950 Or near offer. Contact David Fogg on 03- 9898-3955 or mob. 0418-322-996

For Sale 1982 Collector Edition Corvette. 82,000 miles, right hand drive, matching numbers, big bore exhaust, new tyres, 12 months registration, excellent condition throughout. Must sell, best offer around\$30,000. Phone John Sheppard (03) 9379 7898 or email johnshp@bigpond.com

Maybach II

This very significant Australian Special, which has been recreated using all the remaining parts from the wreck. The extremely accurate presentation is a virtually faultless rebirth of a car which was some 40 seconds ahead of all the "factory" race cars when it crashed in the 1954 Australian G.P.

Described in the June 2008 Vintage Racecar as "Perhaps the best known of all Australian specials" it is in pristine condition and ready to race if that's your thing. It is log booked and has a C.O.D.

An easy to tow tilt trailer with four wheel electric brakes is available if required and would be included in the price. P.O.A. to John Sheppard (03) 9379 7898or email johnshp@bigpond.com

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. Full history & spec sheets available by email This is one of the best prepared , fastest & reliable Holden specials in Australia. \$120,000 Will trade road car.

All enquiries To : Mick Arnold 0418 751 585. mickarnold2@bigpond.com

For Sale BDD Cosworth Ex Landan RT1 with all electrics suitable for a RT4 as well! Total zero miles since Superior Automotive Re-build Excellent dyno results \$25,000 ono

Andrew Mccarthy 0412127845

Rev Limiter - "RACETRONICS" 4/6 or 8 cylinder, fully adjustable, OK for MSD ignition, comes with instructions & how to install. Good thing for saving engines. \$120.00. Phone 0402 224 133.

Every now and then I get spam emails with some interesting stuff. This one has a number of cars that would be of interest, but it would certainly be good to see this one bought for Australia....

Bentley Pacey-Hassan

In 1936 Bill Pacey borrowed Walter 'Wally' Hassan, the outstanding automotive engineer, from Bentley Boy Wolf Banarto, commissioning him to create a fast, 4 ½ litre racer to the latest specification, Hassan using his experience to create a low-slung, specially built chassis mated to a sleek, narrow body. The new racer made its debut at the Brooklands 1936 Easter meeting, lapping at 117.46mph and winning its race. This success was followed by a 1st at the Witson Meeting 'Gold Star' race with a best speed of 122.53mph, a speed bettered before the end of 1936 with 128.03mph! The Pacey-Hassan is the epitome of that rare, powerful breed of Bentley's that dominated Brooklands during the most fiercely contested and glamorous period of Brooklands history. Guy Evens [guy@collectioncar.com]

