



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 - September 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

September	4th - 5th	Muscle Car Masters	02 9672 1000
September	5th	MGCC Challenge Rd 2 Rob Roy (new date)	03 9722 9000
September	11th - 12th	Speed on Tweed.....	0438 898 915
September	18th - 19th	Wakefield Park Historics.....	02 9988 4743
September	26th	Historic Mt Cotton Qld.....	07 3262 2726
October	2nd - 3rd	Wings & Wheels	0419 503 203
October	1st - 4th	CAMS CARnival Echuca-Moama.....	Cancelled
October	2nd	VHRR Haunted Hills Trident Cup (*Saturday!)(CCE)	0413 744 337
October	6th - 10th	Bathurst	
October	12th	VHRR Social Night.....	0427 031 737
October	24th	MGCC Challenge Rd 3 Rob Roy (new date)	03 9722 9000
October	26th	VHRR MGM	
November	5th - 7th	Historic Sandown (CCE)	0448 946 637
November	26th - 28th	Tasman Revival.....	0427 705 500
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

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 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.

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

Vale Jim Crocker Jim was one of those 'stalwarts' of this club and will be sadly missed. A real character. Noted at his funeral during the slide show was the amount of times he appeared wearing club appare!! We extend our deepest sympathies to his family.

Vale Norm Bice The VHRR extends it's sympathies, once again, to Norm's family. There is an extended story in the current Oily Rag by his good friend John Medley, but I thought the 'Nasty' bit worth mentioning. This came about because he put someone else's critically ill dog out of it's misery and even his daughter's called him Nasty. Another great character missing.

Jo Coad has been involved in a bus accident and is in the Austin Hospital with two damaged cervical vertebrae (no spinal cord damage), a broken shoulder and other internal injuries. Jo is expected to make a full recovery & we wish her all the best.

Tour De Yarra Valley A cold and damp morning greeted those who joined VHRR members and friends at The Gables in Healesville for the start of the Tour De Yarra Valley. As we had late notice that the Prime Minister Ms Julia Gillard and Vic Premier John Brumby were attending the hand over of the monies raised for the Marysville SES, it was suggested that some may like to go straight up to the hand over, and some on the rally. Eleven cars set off to take a leisurely tour of about two hours taking in Toolangi, Yea, Molesworth, Taggerty, Buxton, and then on to the finish at Marysville. As the presentations had run over time the rally entrants got to see most of the hand over ceremony, and the demonstration of cutting up a car, and joined in the morning tea supplied by the SES. After much chatter and photo opportunities we moved on to the lunch stop in the Black Spur Inn at Narbethong where members and friends enjoyed a very nice Sunday roast. There were two winners for the rally with the same score and they were, David Fogg and Julia, and Phil and Anne Hedt. I would like to thank Penrite, Wurths, VHRR, and Scott from the Black Spur Inn for supplying the many prizes and raffle items on the day. Ron and Marg Simmonds hope all enjoyed the day and we look forward to the next rally in two years time.

Don't forget the social night to be held on the 12th of October at the club rooms, usual door prizes and a mystery guest speaker. More info in next newsletter.

Winton Festival of Speed Group Lb perspective

I arrived at Winton on the Friday with the PRAD Holden to a beautiful winters day. This was the weather highlight of the weekend as it turned positively arctic on the Saturday and cold & wet on the Sunday. There was a good field of varied open wheelers and sports cars of J, K & Lb for our official practice on Saturday with a few noshos and additional late entries. As usual Ian McDonald was on it early in the Elva Courier & got pole. I was trying to get a clear lap and was following Stumpy Russell in the "Testa Piatta" Ford when it cried enough down the back straight and deposited all its oil on the track and my "Testa Rossa" PRAD started spinning as did Greg Smith in the MG Holden, very exciting indeed. Following red flagging of qualifying it got under way again only for another car to deposit oil around 90% of the circuit. Race 1 on Saturday was very well won by Ian McDonald with Russell Budge in the Zephscra and Dick O'Keefe in the Photon filling the minor places. I managed to finish 7th after starting from 15th. It was not looking good for me to get my hands on the O'Keefe/Bowden perpetual trophy of a laminated \$5.00 note! Race 2 on the Sunday morning was dry for our event and Ian McDonald (I think he needs to be swabbed) again cleared out to convincingly win followed by Russell Budge and Derek McLaughlan in the U2 clubman filling the minor spots. I managed to finish 4th after a demon out braking manoeuvre (in my mind) of my nemesis Dick O'Keefe and then managing an outside pass of Roger "the Phantom" Ealand in the Gemini FJ on the outside of Lansell's Sweeper (don't know what the contemporary name of this historic corner is) to keep my chance of the \$5.00 note perpetual trophy alive and also keeping the fast Nota FJ of John Medley behind me. After our race the heavens opened up and it was the brave & exceedingly fast Q & R racing cars to take to the track on slicks - narrow

tyres & tread for me.

Our final race of the day was wet and sportingly Ian McDonald decided to put the Elva away and keep it dry and clean and give us mere mortals a chance. From 4th on the grid I managed to lead into turn 1 and then it was on with Russell Budge in the Zephysca. I lead for 2 laps and then had half a lose onto the back straight and that was all that Russell needed to get in front. That Zephyr motor has some straight line poke! Well I tried my best to get the PRAD past the Zephysca and Russel repaid the favour on the last lap into the hairpin onto the back straight with half a lose and I had the PRAD under him, but alas the superior power paid off, he got half past me and rather than do a Schumacher, I did not close the door and that was it, Russell won. A very enjoyable race indeed, thank you Russell. Bernie Mylon in Morris Special finished a very creditable third, this car performs very well in the wet or is it Bernie? Norm Falkiner in the Stanguellini FJ and "El Presidente" Tate in the Prefect Spl finished 4th & 5th also showing their talents in the wet.

I know the suspense is killing you, but I thought I had the "Laminated \$5.00 note" perpetual trophy in the bag but O'Keefe informed me that he had changed the rules and that it was now awarded on fastest lap! He won by .0684 of second. Not happy Jan!

Shane Bowden

Group V Report. My name is Geoff Kelly and I am the Group V rep for our club. Whilst relatively new to historic Formula Vees, I have been racing my Triumph TR2 in Group Sa for many years (and will continue to do so.) My involvement with historic vees (pre '85) came about when looking for a suitable category for my kids to get into historic motorsport-they had spent plenty of time sitting on the sidelines watching Dad have a go, so as my son approaches 14 years of age he has told me it's his turn! Group V 'ticks all the boxes' in relation to getting him involved. The cars are cheap at the moment (but they may well change), they are reliable, parts are cheap and plenty of racing miles can be had between rebuilds. They are quick enough, being able to mix with Formula Juniors in the middle of the pack and more importantly they encourage smooth clean driving to be quick. Most cars have a lengthy competition history from 1966 onwards and many recognised race car builders have produced models along the way-Elfin, Renmax, Mako to name a few. This category is becoming very popular in NSW with Queensland not far behind. At the upcoming Tasman Revival meeting it is hoped to have a grid of up to 30 historic vees- not bad for a category only a couple of years old. In Victoria we have lagged behind a bit but with four vees at the recent Winton Long Track meeting (one in regularity and the other three racing) things are heading in the right direction. We have another couple of recently restored cars (Des Piggott's Elfin-Malmark and a Mike Belcher's Venom) to be entered for Sandown in November along with Julian Fordham (Elfin), Andrew Lord (Stag) and Reg Gardner (Nimbus). If this category appeals to you, now is the time to get involved. This class has the potential to be very large. Remember the huge grids of cars buzzing around Sandown in the '70's that gave many famous drivers their start in motorsport? As interest increases so will the cost of the cars-don't say you weren't warned! If you know of vees hidden in sheds or just need any help or info don't hesitate to contact me.

Ph 03 87744154 the4kellys@dodo.com.au All the best.

Geoff Kelly

Hi Grant, Can't think up an ad for the newsletter but thought the members may be interested to know that Tony (and I) have been invited to attend the Goodwood Revival Meeting -Sept. 17th-19th. This year it is the 70th Anniversary of the Battle of Britain and Charles (Lord) March is recognising in particular pilots who flew from Westhamnett Airfield which was part of the Goodwood Estate that was commandeered during the war. That was where Tony was stationed and he and friends used the perimeter to drive their sports cars and became the idea for the Goodwood circuit.

It is the same date that we were due to move so everything has been brought forward a week or so as it's hardly an invitation one would refuse. We are taking two strong chaps with us - grandson Nick Davison and nephew John Benson. All the best to the VHR.

Diana Gaze

The Schlumph revisited (continued from last month)

If you intend to make this visit it is worth doing it properly and that means starting at the right place and getting a reasonable business class fare. You do this by having a wife who can handle the airline booking systems (especially Singapore Airlines) and find the right ways of cheapening things. And if you don't have one, get a divorce and find one who can or develop your own skills. This resulted, in our case in some quite large price reductions. Starting with an initial quote of about ten thousand dollars a head for a return Melbourne/Europe ticket, a combination of American express points and cash produced a 50% reduction on the flight into Paris. Our return flight from Milan was reduced by

about 1500 dollars merely by booking them as a one way tickets and accepting the quote in Euros instead of OZ dollars. A few days in Paris are great for getting over jet-lag.

The next trick is to get a Michelin map and a copy of their green guide – WH Smith in the Rue de Rivoli has them but Readings would have the guides in Melbourne. Then slip through the Paris traffic guided by your clever navigator onto the appropriate freeway where you will sit on 140 KPH without being arrested and will be passed by a train doing 300 KPH powered by nuclear derived electricity. Drive right past Mulhouse to the charming medieval town of Colmar (25 Kms) and stay at the Maison de Tetes which is a beautiful old hotel and is both reasonably priced and the provider of Langoustine Gratinée which should be missed under no circumstances. You should certainly book in advance. Even the most expert navigator will require three attempts at the one-way streets to find the Maison de Tetes which is right in the centre of the pedestrian walk. It's worth setting aside two days for the visit from Colmar to Mulhouse. Missing the train museum is a frequently made mistake because it means missing the Bugatti train which did 183 KPH on the rail bed of the early thirties. There is also an electricity museum which has been closed on our visits and the Mulhouse Museum of Fabrics for your navigator (after all the Schlumphs got all their money from textiles subsidies which they converted into Bugattis and the other delectables).

Rather than return via Paris a drive through Switzerland is attractive. There are lots of Schloss Hotels which are reasonably priced and can be found in the Michelin. Driving a car with a decent gearbox on the Swiss mountain roads is a joy to be savoured. Leaving the car at Venice and taking the train to Milan on your way back home to Australia and you can experience the virtues of an express railway to the airport. Also your navigator should by then be entitled to a stroll down the Via Napoleone to contemplate the Palazzas of Versace, Armani, Gucci, Valentino, Ferragamo., Tod and the rest, where she will see some wonderful fashion that will suit her and her daughter/s.

Nigel Gray

Classifieds

For Sale - Waldown floor mount Type URN industrial quality Radial drill stand Multi speed 240 volt with adjustable height and swinging table and extending and rotatable head, Morse taper with chuck with vernia depth gauge facility - \$500.00 – Firm - Lloyd Shaw 0415 351 164

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 7898 or 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.
