



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

CLUB PATRON: Sir Jack Brabham OBE AO

PO Box 3485 MELBOURNE VIC 3001 Website: www.vhrr.com Reg. No. 57/001
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - April 2011

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

April	3rd	VHCC Rd 3 Mt Leura.....	03 5339 1171
April	10th	Interclub Challenge 1 Rob Roy	03 9722 9000
April	12th	Social Night at the Clubrooms - Guest Speaker.....	03 5962 2331
April	17th	Yarra Steamboat Cruise.....	03 5988 4846
April	20th	Collingrove Hillclimb.....	08 8373 4899
April	23rd-24th	Easter Mallala	08 8373 4899
April	26th	Tailem Bend ¼ Mile Sprint.....	08 8373 4899
May	1st	VHRR Historic Rob Roy (CCE)	0413 744 337
May	3rd - Note date	VHRR MGM - Guest Speaker	03 9877 2317
May	22nd	Multi Club Haunted Hills.....	0413 744 337
May	27th-29th	Historic Winton (Austin 7 Club)	03 5428 2689
July	10th	Interclub Challenge 2 Rob Roy	03 9722 9000
August	12th-14th	Winton Festival of Speed (CCE).....	0412 351 403
August	21st	VSCC Vintage HC Rob Roy.....	03 9758 2643
September	18th	VHRR Track Day Haunted Hills	0413 744 337
September	20th	Social Night at the Clubrooms	03 5962 2331
October	2nd	Interclub Challenge 3 Rob Roy	03 9722 9000
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
November	4th-6th	Historic Sandown (CCE)	0402 224 133
November	27th	Historic & Classic HC Rob Roy.....	03 9722 9000

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 ***Note new address**

*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

To all at VHRH, As some of you may know, the Phillip Island Classic was my first as a historic competitor (and as an F5000 owner), and I just wanted to let you know that, as someone whose day-to-day job involves contact with many of the motorsport high-fliers and apparently professional motorsport organisations, it was a brilliant weekend, and an absolute pleasure to be part of.

Historic racing is, in my view, the growth area in motorsport, and the Classic was a perfect example of why that is the case - brilliant cars, friendly people, enthusiastic people, organised people.

Congrats to Ian and the whole team, including the race officials. It's not hard to see why people are gravitating to historic racing ... On a personal note, I'd like to especially thank Bob (Harborow) who went the extra yard, as he apparently always does, to help get my car here and down to the Island in time, from earthquake-ravaged Christchurch. Thanks again, and looking forward to next year.

Chris Lambden, Publisher Australian Motorsport News

Feedback from the desk at PI

- In appreciation to Michael & Janis - by far the best meeting in the country and I've been attending race meetings for 30 years. This is the 6th classic I've been to, and did not have a single problem this year. The race meeting was nigh on flawless. Jason Humble
- Thanks again for another great PI weekend. Regards to all that put it all together. Richard Townley & "old number 26"
- Stunned by the amount of interest in my UK rally Escort - Gerry Bashford
- Thanks for a good meeting - Bill Attard
- Excellent service from the counter staff - great event!
- Brilliant!! Wonderful!! Worth counting the months, days, weeks, hours !! Thanks very much!!
- Excellent, well organised - TY www.deejay51.com
- Thanks, really great event, loved it - a few more laps would be nice for Historic Touring cars
- Happy contestant. Thanks for your efforts. Grant Cowie.
- Thanks for a fantastic job, the Marshalls & Officials were terrific. Greg Mills.
- What an experience for a couple of Kiwis. Better than Goodwood! Fantastic track, great company. We'd love to come again. There's no substitute for litres! 1906 Grand Prix Darracq 14.25 Anne & Wallace.
- Great show for young and old! Highly professional organisation from a professional team. Many, many thanks for your hospitality, help and support through a difficult beginning for us. We will be back! Terry Roycroft and team, Type 35 Bugatti.
- Well done, all the hard work produced another beautiful event - thank you. Evan Edwards.
- Brilliant, well done. Tux
- Best meeting ever. Graham Russell
- Best fun ever, well run & organised, let's do it again. James Calder.
- As usual, an excellent event. Well organised, lovely weather.
- Most professional meeting I have ever been to. Andrew Begg.
- Congrats for a good meeting. Fantastic. Geoff Kelly

Yarra Steamboat Cruise Sunday 17th April Fully booked!

Social nights are Tuesday April 12th and September 20th. The April 12th night will have a guest speaker, raffle, as well as the usual lucky door prizes. BYO with Tea & Coffee supplied. Call Ron for further details 03 5962 2331

Easter Mallala This will be our 30th Anniversary event! So don't be surprised if you get a call to remind you that you and/or your car have been racing for that long and we would like to see you over here. Entry forms available at <http://www.sportingcarclubsa.org.au/Documents.mvc> unless of course you have already received them. Happy motoring from the HRR of SA

Sad news that John Anderson passed away aged 62. John was the team manager of Team Green in USA Indy cars but was well known as a fabricator welder mechanic for teams such as Alan Hamilton's Alf Costanzo F5000, Bob Gill sports sedan and many others including my Lola T332 back in Australia before moving to the US. I believe he was also the manager of a USA team that planned to enter a USA car in Formula 1 this did not happen but is still in the pipeline. John was a great bloke and well liked & respected in the Australian pits.

Peter Edwards

I am writing this letter in response to the recent Top Gear live festival in which around sixty historic cars took part in. I am 14 years old and the Top gear festival was my first ever track event. I took part in my Historic Stag Formula Vee of which I have just completed a restoration, the majority of which was done by me and the rest by Dad. The event for me went so smoothly thanks to all the encouragement and friendship paid by all the other historic guys (and you know who you are). So thank you all very much. There is no other form of motor sport that I would rather be a part of. I'll be back with my vee at historic events in the future. See you out there. Regards Grant Kelly

Book Review: Repco, Maybach to Holden The Cars, People, & Engines - Malcolm Preston. This 218 page hardcover book is a must for every Australian Historic motorsport enthusiast, it chronicles the story of Repco specifically, but also all the characters in our rich past involved in the "Golden Age of Motor racing" from the 1940s through to the 1970s in our country. It starts with Charlie Dean & his construction of Maybach 1 & his association with Stan Jones, Phil Irving, Paul England et al through to Maybach 3 & the one off Repco Record. The book progresses on to the Repco Brabham engines & cars, the development of the Holden 308 V8 for both F5000 & touring cars & the short lived aluminium Leyland V8. An Appendix at the back of the book gives lots of technical data beginning with the "Hi-Power" cylinder head for the Holden grey through to the racing modifications for the 308. More importantly Malcolm gives us the inside view on both Repco & GMH as he was employed by both during this exciting time. Available from Malcolm Preston 03 9773 3886 Brian Simpson

You are invited to The Lumley's Special Vehicles French Car Festival which is on again on 01-05-11 at Buchanan Oval in the Macleay Park complex. Bring your best French car. Cars will gather on the oval at 10:00 and judging will be complete at 13:00 with the awards being presented at 14:30. Entry for cars will be \$5-00. More from Peter Kerr on 9890 1816 or 0408 504 605 See you there! Peter Kerr.

Ballarat Festival of Motoring Celebrating Ballarat's Motor Racing Heritage including the 50th Anniversary of the 1961 Victorian Trophy International Motor Race at the Ballarat Airfield Easter 2011, April 20-24. If you know of someone who has any related memorabilia; or was involved in any of the Ballarat airfield motor sport meetings as either a spectator; sponsor; official or competitor, then please contact John Emery on: 0408 570 217 or johnkemery@bigpond.com

Clutchless from Cowes - Nigel Gray

Many VHRH members will remember my small blue Singer le Mans Special, a treasured vehicle that has been one of my daily drivers for 53 years and in which I have been competing in hill climbs and regularity trials since it had its third rebuild by Ian Tate in 1993. The engine is a 1656 cc Rootes group pushrod inserted in 1968.

It's not the quickest car on the track but it is robust and has, among the relatively small group who see it often a reputation for reliability as it is routinely driven to events, competes and then takes me home. Only once, in fifteen years has this reputation been blemished. Last year, while returning from Winton I was on a bit of a high and pleased myself by cruising down the highway a couple of KPH above the speed limit thereby giving myself the pleasure of passing all the moderns (as I have a clean license) and in the dusk was listening to Louis Armstrong on my I-Pod. The elation I felt was somewhat clouded when I pulled in for petrol and realised that I had failed to keep my usual wary eye on the water temperature gauge, which reflected a leaking lower hose, and had thoroughly cooked the engine. Thus it arrived home on the back of a tow truck. As I mused on the situation disaster became opportunity and I decided to give in to my lust for more power and gave Louis Santin a free reign for his imagination. I was vastly encouraged by an e-mail sent to the Rootes Group Car Club seeking a camshaft and a new head which produced over a weekend five camshafts and seven heads. Rebuild included higher lift cam, Compression up from 9.6 to 10.7, bigger inlet valves, modified rocker gear, elegant re-shaping and elongation of the inlet tract. Much attention produced new needles which provided a lovely clean exhaust up to 7000.

Sandown was a nice opportunity to finally run it in. Then last week I set off for Philip Island with a mate. The trip down was bliss, the music of the new motor and exhaust sweet, and an unintended diversion to Hastings did not delay us too much.. Saturday was one of the best days of my competition life. The car was flying, new tyres made the most of that wonderful track, numerous experts confirmed the notable increase in power and speed. On Sunday morning however, the clutch thrust bearing – a mere chunk of carbon, destroyed itself and there I was at Philip Island, clutchless. My Mate and passenger,

Henry Rose, volunteered, first, advice to get a tow truck and then, since I was adamant about driving back to Melbourne, to navigate. We got to the top of the tunnel under the track, the kind volunteer gave us a push over the crown of the hill, I started the engine and as we coasted into the tunnel shoved the gear lever into first and we were OFF. Clutchless changes were a bit rusty at first but the graunching noises eventually became slightly crunchy clicks. A non-stop trip was achieved into San Remo where mandatory petrol was required. A friendly passer-by gave us the small shove needed in addition to the starter motor with the ignition on and the car in first gear, and we took off like a Jack Rabbit and were headed for the highway; which was crowded. After six circuits of the petrol station a gap appeared and we roared into it.

The trip to Hawthorn was eventful but successful; mostly stayed in top gear, manipulated the first six traffic lights around Tooradin and later Cranbourne with consummate skill and only one consequentially cheeky pass in the inside of the inside lane to slowly accelerate away.

Then we missed our first traffic light and apprehension set in as we waited for the light change with the car in gear, ignition on and finger poised over the starter button. The jack rabbit start WORKED from standstill. Only one more was needed to get us onto the freeway and we were headed for home. The final problem was the Toorak Road exit, which was uphill and the threat of a tow truck was high. Four attempts at the Jackrabbit each moved us about a metre and the fifth worked.

So we were home, car's reputation no further impaired. So who needs a clutch when they have a good starter motor? The trick was less in changing gears without a clutch than in timing the traffic lights properly. The next trick is a better system for releasing the clutch. We're working on it.....

Classifieds

1955 MG TF 1500. Matching numbers car with heritage certificate. Rebuilt engine by Ray Skewes 5,000 miles ago. Balanced, mild cam, new pistons and hardened valve seats for unleaded. Needham close ratio gearbox. New hood and side-screens, two tonneau. Excellent condition. 12 months full rego. GMG 000. Shane Bowden 9439 1241 or 0419 512 701

Wanted A 1600cc BMC B-Series MGA race engine Rob 0414 188 544

I am building three 1/8 Repco engine models, to be cast in resin, and whilst dimensions for these have come via Nigel Tait, I would dearly love a front-sectional drawing of the 700-series block to get my bearings [an A4 copy would be fine]. I have plied Nigel Tait for much info so am turning to the VHRR here, guessing there might be a club member who was involved in the project [Don Halpin ?]. Wayne Scholes wscholes@ixa.net.au

De Tomaso Pantera - rare Euro GTS model 1973 500 bhp 350 Cleveland. 2 sets of wheels and spares. Original papers, ownership records and much more. Extensive mechanical work.

Colin Fulton 03 98774617

1939 MGTB Special Chassis No TB0478 Built from parts with unique light all steel body in early 30's style, with full road equipment. Full road registration in NSW (DFM 111, to Feb 2012) and in light use for last 10 years with a few gentle competition outings. Strong, reliable and in good condition, but not concours. For sale as space needed for a new project. If required would be good base for development as a Group K racing car as built on a bare frame purchased from the estate of Peter McCleay of Sydney Speed Shop, with initial preparation for racing. Engine and radiator are set back a few inches and down marginally. Price \$30,000.

For more information contact Rees Mackay (02) 94194251, or realmac@spin.net.au

I was wondering if someone could help me in identifying the chassis of a newly aquired Buchanan. I have been told that it could be a Worsley or a Sunbeam. As can be seen in the photo's it has leaf front springs and have been told a later model English (?) rear axle. The body was cream in colour and has a Buchanan Body Tag # 98.

The overall: length of the chassis is 132 inch Rear chassis width is 31.6 inch Front chassis width is 20.6 inch Wheel base approx is 91inch Rear wheel track is 43.6 inch Any information would be greatly appreciated. David Homburg davidhomburg@bigpond.com (Pics are on the website)

Brand New Vertex Magneto Offset drive for a Cleveland for sale. Ian Inglis 0407 670 748

MGA Gearbox Needham close ratios. Never raced. Used in MGCC Club gymkhana's and Hill climbs, very little road use. Any further details John Caffin 03 9744 1807 \$900

Wanted to buy Dorian Timer Peter on 07 3378 4300 or service@hotelequipmentaustralia.com.au
