



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 - August 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

July	27th	OLT Sandown	1300 883 959
August	6th - 8th	Victorian 6 Hour Relay PIARC	
August	12th-14th	Winton Festival of Speed (CCE)	0412 351 403
August	21st	VSCC Vintage HC Rob Roy	03 9758 2643
August	23rd	AGM & Committee Elections	
August	27th-28th	Leyburn Sprints	0428 959 101
September	2nd-3rd	PIARC/GT Race Group - Phillip Island	0419 311 914
September	18th	VHRR Track Day Haunted Hills	0413 744 337
September	20th	Social Night at the Clubrooms	03 5962 2331
September	30th-1st Oct	Vintage Collingrove	0423 261 988
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
December	3rd	Xmas Presentation & Awards	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 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

Entries closed for Winton Festival of Speed Enquiries: Ian Ross 0412 351 403
Historic Sandown 4th - 6th November Entries out by 15th August. Enqs Noel 0402 224 133
AGM & Committee Elections 23rd August. Enclosed with this Newsletter are Nomination Forms and notice of the AGM.

Historic Sandown - A request for an interested person/persons to assist Anne Arnold this year. Give Dot Devine a call if you can help - 0409 011 842 or devine.dorothy.j@edumail.vic.gov.au

Presentation Dinner - December 3rd - Same thing... give David Palstra a call if you think you can run this in 2012. Definitely his last!

Kel Prior has resigned from his position as **State Council delegate**. The committee thanks Kel for his tireless work and asks for nominations to this position.

A CAMS Bronze Scrutiny training course will be held on Saturday 20th and Sunday 21st August 2011 in Shepparton, Victoria. The course provides a fantastic opportunity for CAMS members to broaden their understanding on motor sport officiating and allows officials to get up close and personal with cars at future events!

The course will be highly interactive with both theory and practical based learning, all organised and presented by the helpful and friendly members of the Victorian Scrutiny Panel.

The course will begin at 9am Saturday 20th August and will run for approximately 8 hours. The course is continued on Sunday 21st August, however the length of the day will depend on how much content is covered on Saturday.

Places for the module are strictly limited so get in fast if you wish to attend! For more information on the course, such as exact location and course requirements or if you would like to enrol please contact myself (my contact details are below) or Ben Manning -ben.manning@cams.com.au

Many thanks, Lewis White direct: +61 3 9593 7751 mobile: +61 488 081 882

PIARC together with the GT race group have a 3 day meeting at the Island 2/4 September. Provided sufficient numbers enter a Formula Libre race for wings and slick race cars excluding 5000's, is planned. Several NSW F2's and F3's [about 14] will enter together with 4 or 5 Vic cars. RT4 Ralts, Cheetahs, Chevrons would make a good grid. Interested drivers should contact Geoff Bull of PIARC on geoff.bull@piarc.com.au Regards and thanks Rod Anderson 0419 311 914

Inter Club Social Night Fri 2nd September 8.30 - 11.30

The MG Car Club invites members of the VHRR and VSCC to a jazz night at their clubrooms - Unit 53, 41-49 Norcal Road, Nunawading. The night will feature Ray Lewis' Dixie Heroes plus overseas guests and promises to be a great night. Only \$20 per head, BYOG and nibbles. Free tea and coffee. Anyone interested in going to the MG car club night should identify themselves as members of the VHRR. The MG folk have allocated 20 "spots" for VHRR members. Book early due to limited seating and send cheques made out to MG Car Club Inc. to Jenny Page at 111 Abbott Street, Sandringham 3191, phone 9598 6805. Please put email details on the back of your cheque.

Rob Roy Club Challenge The day was wet and cold

Mike Barker

First five Club placings

Place	Club	Attendees	Points
1	Victorian Historic Racing Register	7	48
2	MG Car Club	12	44
3	Gippsland Car Club	7	36
4	Renault Car Club Victoria	13	31
5	Toyota Car Club of Australia	5	18

Historic Racing Register - Members results

Driver	Car	Best time	Placing	Points
Jim Russell	Ford Racing	26.23	1st in class, 4th outright	10
Mike Barker	Elfin Clubman T3	26.30	1st in class, 5th outright	10
Raymond Sprague	Ford Roadster	26.71	2nd in class, 7th outright	8
Mark Wells	Buchanan Sports	27.31	2nd in class	8
Phillip Gray	Ford Special 1934	27.22	3rd in class	6
Graeme Raper	George Read SO-CAL 47	29.24	4th in class	5
Julian Brennan	Buchanan Sports	28.65	9th in class	1

ERA Man: Historic Racing with Bill Morris

This is a complex, fascinating book. The author is an ERA enthusiast from boyhood, a longtime member of the ERA Club and editor of the ERA Newsletter. His biography of Bill Morris is the theme which runs through a comprehensive history of 50 years of historic racing, ERA history, the problems and practicalities of restoration and simply having fun.

The very young Bill Morris and David Kergon repatriated ERA R12B, originally Prince Bira of Thailand's Hanuman II, from what was then Rhodesia in 1962. The car and a load of spares cost £750, serious money for a pair of apprentices fifty years ago. An initial rebuild had the car running in VSCC and other events in 1963. A steep learning curve was assisted by numerous helpers at Lancaster Mews and advice and support from other ERA owners, almost all of whom tackled restoration, maintenance and race preparation themselves.

May does a good job of disentangling the various ERAs which provide the timeline for the story. The first Morris car was R12B, with a beam front axle and 1.5 litre engine. This had started life in 1936 as a beam axle works car but was shortly converted to Porsche IFS and a Zoller blower and renumbered as R12C. In this form it was acquired by the Chula/Bira equipe and named Hanuman, a skilful and daring Thai demi-god. Following a bad shunt at Rheims it was rebuilt on a spare beam axle chassis frame and logically reverted to the serial R12B. According to Prince Chula this was a new entity, Hanuman II.

Happily, the Rhodesian spares cache included the original IFS chassis in not too badly damaged form. An heroic search for ERA spares found enough to reproduce the original Porsche IFS-equipped R12C, which appeared at the 1982 VSCC Silverstone meeting. The overall result was two ERAs on their original chassis and correct engines; a minor philosophical issue is that both cars are entirely genuine, but had not previously existed simultaneously.

As though two ERAs weren't enough, a third appeared. Prince Bira's first ERA, R2B Romulus, was recovered from the National Motor Museum by Princess Narisa and arrived with Morris for restoration. The car was basically sound and completely original but suffered from internal corrosion. By 1976 it was racing again.

By way of a change Bill was later involved with the postwar E-type ERA, then owned by Gordon Chapman. Tim May points out that the E-Type has had a bad press: significantly, careful preparation got the car running well and Bill achieved a personal ambition by getting the Zoller blower to work properly.

Competition in just about everything from Austin Sevens to front engined GP cars unifies the story, but this is not a tedious series of race reports lifted from the weeklies. Outstanding events are described in detail, with people, places and parties as important as the racing. Perhaps the most memorable was the historic event in Thailand organised by Narisa Chakrabongse, daughter of Chula and owner of Romulus. More significant in the long term was a series of events in Australia and New Zealand where Bill and Victoria Morris made a host of friends, finally establishing a second home in Victoria.

Long involvement in historic racing inevitably led to controversies. Bill and Jenks agreed to differ over whether Romulus should have been left as raced by Bira: Bill's argument was that the car was steadily corroding and needed not so much restoration as rescue. He admits that an ultra-competitive climate in the late 80s and early 90s led to 'people getting up to all sorts of mischief' with historic cars, and campaigned for authenticity as a member of the VSCC Committee.

Of course there was more to life than ERAs. Bill Morris became the accepted expert on preselector gearboxes, providing spares and racing rebuilds and both he and his wife Victoria rode the best sort of Italian OHC motor bikes. This book makes only passing mention of the great achievement of restoring the unique Formula 1 Kieft and its Coventry Climax V8 from collections of parts scattered round the country: the single seater now has a re-creation of the one-off de Soto engine sports-racing car for company.

This well structured personal story is also an important review of historic racing. Photographs, period and modern, are outstanding and there is a good index. (Purchase details on the VHRR Website)

Brands Hatch 3rd July, 2011 Innocents Abroad Round 3

Bye France. Hello England.

Kim drove overnight to find the most expensive restoration shop in the world to weld up his chassis in time for Brands. Now with 2 new wheels, new suspension, new engine, and David Price's beer intake, Kim's wife is starting to look cheap. (I mean cheap to run).

Roger and Margaret spent a few nights at Champagne vineyards. The Koala has now been weaned off eucalyptus. With Roger declaring that Brands was his second home so he had no need to get there early for a private practice, he has promised we won't see him for dust. Bit hard to appear butch and threatening when you are decked out as a furry, cuddly marsupial. Still, his bullshit and abilities as a media tart has ensured huge interest at every venue, in his bit of fluff. Even we have to admit it looks good and very unique.

Bill spent the days in the midlands with a Pommy mate and prepared his motorhome/truck to receive a visit from his wife and daughters after Brands. This preparation consisted of hanging a disco ball over the double bed and filling the fridge with low fat milk. He also spent time flagellating himself for running out of fuel on the last lap of race 1 at Dijon and having to coast over the line, losing 2 positions in the process. (This fact was glossed over and went missing from the last report because Bill is the consummate professional in race preparation and we felt it was not fair to point out his pathetic, moronic, embarrassing oversight.) Tony went somewhere.

Inevitably, Tony was late arriving at Brands and had trouble fitting into the space we tried to save for him. By Thursday afternoon it was absolutely jam packed with the inevitable behemoth transporters and motorhomes for this "Historic Superprix" featuring FIA Historic Formula 1, Group C Sports Cars, Jaguar E Type challenge, Historic Formula 2 and 5000's, Classic Formula 3, Formula Ford, Touring Cars and Formula Junior.

Brands Hatch, under Jonathan Palmer, has flourished since it's Grand Prix glory days. The facilities are terrific (except for the crammed paddock). The track is virtually booked out with drive days and events.

Ran into the NZ F5000 boys who normally grace Phillip Island and the AGP. They brought 10 cars over for just 2 races (Oulton Park and Brands Hatch) and 4 cars were badly damaged the first weekend, plus 2 couldn't run with the noise restrictions. I reckon we are getting better value for money with freight amortised over 8 nor 9 races.

Private practice (60 Pounds for 20 minutes) on Friday morning was an eye-opener for us first timers. A fantastic track with undulations through a forest, it is a circuit you have to learn because virtually every corner is blind and a couple are seriously off-camber.

After practice came the inevitable Driver's Briefing. Tony was late, in fact he didn't even appear. We subsequently found out he had severed a drive outlet and rubber donut while driving through the pits. It caused significant damage to a couple of chassis sections, even at low revs. Not wishing to become known as "Better Late Than Never Tony", he withdrew from the rest of the meeting, which gave a reserve a start in the oversubscribed grid of 40 Formula Juniors.

In qualifying, Kim just pipped Roger by .6 of a second, before spinning off into the kitty litter half way through the session. Again, we were given a driving lesson by the locals to come in the 2nd half of the field: Kim - P22 Roger - P23 Bill - P26 (with a full tank of fuel)

One unattractive feature of FIA races is "parc ferme". After each run, cars must be left unattended for a minimum of 30 minutes to allow time for any competitors to lodge a protest and/or FIA scrutineers to run random inspections. In the case of this Brands Hatch qualifying session, we were kept waiting over an hour while officials stripped a particularly quick Lotus 18 from America (including "head-off"), only to find nothing untoward.

Once again, races were of 25 minutes duration...plus dummy grid 20 minutes before hand...plus one formation lap...plus 5 minutes on the grid...plus another warm-up lap, plus 30 minutes parc ferme. Sure helps pass the time! And it takes your mind off the average \$750 entry fee for 1 qualifier on Friday, 1 race on Saturday and 1 race on Sunday. Australian historic racing is good value. But the opportunity to race on these legendary European circuits, with full fields and serious racers is worth every cent.

Roger worked feverishly on his car to get ahead of Kim in the upcoming race. Changed his springs, did his tappets and declared that he was ready to achieve his destiny. But there is a God. By the time he drove to the marshalling paddock, his cam cried "enough" and he became a non-starter, leaving just Bill and Kim to uphold the honour of Australia.

Bill got a good start and climbed to 16th by lap 3. He held this position until the 2nd last lap when...ran out of fuel! Again! Bugger!

Final placings were: Kim - P16 Bill - P27

Back in the pits, it was discovered the Elfin had plenty of fuel left in the tank, so with expert help (Roger

and Dave), set about finding the problem. Checked/changed fuel filter, fuel pump, fuel lines, regulator, carbies, fuel pressure. No joy. Must be electrical.

Checked/changed distributor, condenser, coil, resistor and tacho. No joy.

Decided it must be heat, so decided to run with no rear body panels. Removed same.

Interested onlookers pointed out there was no nut on the live feed terminal of the starter motor. That'll do it. Fingers crossed for race 2 because both Kim and Bill were coming to grips with the circuit and loving it. Plus they proved they would comfortably run in the top half of the field for a change. Roger felt he would obviously have won AND lapped Kim and Bill if only his Tree Rat hadn't let him down.

Race 2 saw Kim get a ripper start, and again, Bill climbed half a dozen places up to 20th before, 4 laps from the end, the power again went out in the Elfin. Final placings were: Kim - P16 Bill - P28 Roger and Tony P'd off.

But once again, our dreams were realised. Brands Hatch did not let us down, in fact, it exceeded our expectations. If this trip ended tomorrow, it has been worthwhile...and we've still got 3 and a half months and 6 circuits to go.

If Parc Ferme is a bad idea, a VERY good idea is the camping in the paddock. It is so very pleasant to have your car under the awning of your motorhome/trailer and walk 4 steps to the fridge/bed/tools, with good shower/toilet facilities, plus power and water hook ups every 10 metres. The sense of comradery achieved with the nightly BBQ's and helping hands, is fantastic. Without the need to pack up, drive home, talk to the kids etc. We cannot understand why this practice ceased in Oz. And just think what it would do for the trailer and campervan industry.

Three weeks to Silverstone (800 plus entries!) so Tony will rebuild his driveshafts and chassis and wristwatch, Roger his engine, Kim his spare engine and Bill, after tightening loose nuts, will scratch his other nuts while contemplating the mystery miss.

And we'd like to say we miss you all at home. But we can't



Pics from Jan Taylor - all from Porto in last month's story Left to right: Roger Ealand, Laurie Bennett, again, the beach & grandstand at Porto

Classifieds

Lurg District Food & Wine Night - to coincide with the Winton Festival of Speed

Do you want to excite your palate with a variety of tantalising foods and wines? Then come along to the Lurg District Food & Wine Night! Held annually, the evening is an opportunity to sample and purchase local wines and produce in a relaxed and friendly atmosphere. There will be raffles, a door prize and cheese and nibbles will be served. In 2011 the event will be held at 7:30pm on Saturday 13th August at the Lurg District Hall (Winton-Lurg Rd). The event is organised by the Lurg Hall & Reserves Committee and all funds raised go towards renovating the Old Lurg School.

For information call Deb on (03) 5766 6476

Lola 644 Formula Ford Fb, fresh motor enough gearing for all Victorian tracks. lap record holder at Mallala ex Andrew McInnes car so it goes well was at the pointy end of the class until I got my hands on it. History, Log Book and CoD. I need to get my Streamliner going \$25,000 Colin 0419 312 299

For Sale: Sharp Holden

Group L log book & C of D, has had no expense spared total nut & bolt restoration, has not been out of the top three placings in any event since restoration. This car is a fast reliable & immaculate Aussie special. (won best prepared race car trophy Winton 2009) comes with spares & fully enclosed custom built trailer. Owner has retired from competitive driving & wants to sell. All offers considered. contact Mick Arnold on (0418) 751585 or email mickarnold2@bigpond.com

Wanted: As I'm now the very privileged custodian of both "Monoskate" and "So-Cal" being two of the late George Reed built "Aussie Specials", I'm after any pictures / magazine articles / any race programs / any race results / any race trophies / any information at all on the late George Reed and his four "Aussie Specials" that he built and raced. Please Contact me on either 0418 999 949 or graeme@exfoliators.com.au Cheers All I'm looking forward to what maybe out there / available.

Reynard 84 FB Historic Formula Ford. Fresh professional restoration, raced at recent Winton by rock star driver (Andrew McInnes). Would like to find a new home for it. All enquiries welcome. Please call Peter 0418 556 934

Formula Ford Lola T440 1977 Class Fa. \$28,500 - (note reduced price) Fresh Lerner engine, fantastic car handles well and extremely well presented. some spare parts and ratios. Also available is a fully enclosed trailer for sale. Contact John 0418 568 974

Brabham BT11A - Alec Mildren 1964 Tasman Team Car

1964 BT11A Repco Brabham Climax, Fitted with a 2.5 Litre Short Stroke Coventry Climax Motor and Hewland HD5 Gearbox A unique piece of Australian Motor Racing History
Alec Mildren Racing Team

- Tasman car for 1965 – Driven by Frank Gardner
- Tasman car for 1966 – Driven by Frank Gardner
- Gold Star car for 1966 – Driven by Kevin Bartlett
- Tasman and Gold Star car for 1967 – Driven by Kevin Bartlett
- Tasman car for 1968 – Driven by Kevin Bartlett

PG Wong (Singapore) car driven by Alan Grice in the Singapore and Malaysian GP's. First car to break the 100MPH lap at Bathurst - Easter 1967 meeting driven by Kevin Bartlett. Race by race history available. Group "M" log book for Historic Racing in Australia Fastest Group "M" car in Australia - many lap records

Photo set available for interested purchasers. Contact the owner – Mike Ryves on 0407 226 753

Formula Ford - Hustler SC2

Wonderful opportunity to purchase in a piece of Australian motor racing history.

This is a very early Formula Ford in the history of this class in Australia.

The car was designed by Tony Simmons, and build by Mike Ryves. It was first raced at Warwick Farm in July 1970. It was one of only two FF racing at that time. It was then purchased, and raced, by Richard Carter, then passed to Andrew Miedecke, who raced it in the TAA series in 1972.

It is currently disassembled and waiting restoration - perfect for somebody who is looking for a very historic Formula Ford. The car is complete with an Mk8 Hewland (no gears), all suspension, pedals, brakes and a number of sets of body panels etc. The components to build a very good engine are included. A spare 711M engine and Hewland VW case are in the package. The chassis is sand blasted, and is sitting on a specially made chassis table for restoration – this table will be sold with the car. The original main and working drawings by Tony Simmons are also available. Tony and Mike will offer assistance to a restorer, as we would both like to see the car back on the track.

The package is available to view in Canberra, an/or photos can be emailed to a prospective purchaser.

Price: \$12,500 Mike Ryves 0407 226 753

For Sale: Warren & Brown valve spring tester Model 360000. Good condition \$200

Mike Devine: 0407 946 699 03 9466 9412 mdevine@kangan.edu.au.

For Sale 1962 Nota Din Group M Racing Car Full ground up restoration 8 years ago raced only 4 times a year and ready to race, great racing history lap record holder at many circuits at its time, fun reliable and quick car, Holden grey motor, currently has 5 speed Celica gearbox, but original

Peugeot gearbox is with the car comes with enclosed trailer and log book, \$85,000.00 Call Greg Harris 0417 265 996 or email greg@empireair.com.au

Reluctantly I offer for sale my Ricciardi which I purchased from Australian Technologies (S.A.). They built the car as their demonstrator with the Donor Car being a 1968 Alfa Series 105 Berlina. Vin Sharp overhauled the engine in February 1996 and the compressions are the same today as when I got the engine from Vin. It has been successful at Sandown, Phillip Island, Mangalore Sprints, also being awarded best presented sports car at Mangalore. The chassis is tubular and the car weighs 780 Kg. Its best standing quarter is 14 seconds. The spares package includes: 1 x set Mag Wheels, spare Engine & Clutch, Generator, Starter Motor, Gear Box, 2 x complete Rear Axle Assembly, complete set of Instruments, Brake Calipers and the paper work from the manufacturer to originally have the car Road Registered. Reason for Sale: Been competing since November 1946 - turning 87 July 2011, and family reasons Car Registration: CH 7562 Price: Car and Spares, \$57,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

For Sale: Alfa Romeo 2007 J.T.S. sedan, silver with red interior, 26,500 Km. One fastidious owner, serviced since new by Alfa Dealers, 12 months registration. Reason for Sale: New Alfa Giulietta on order Price: \$26,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

For Sale Take advantage of the confusion surrounding the Elfin brand after Tom Walkinshaw's demise. There are 2 new vehicles for sale at huge savings: Elfin MS8 Streamliner, only \$72,500 (over \$30,000 off!). Brand new with only 300 kms delivery mileage. Ducati yellow monster. Elfin T5 Clubman, only \$69,990 (over \$15,000 off!). Factory demonstrator with less than 1000kms. Both cars can be viewed at The Elfin Heritage Centre in Moorabbin, call Bill 0408 059 002

Open practice days give motoring enthusiasts the opportunity to test their vehicles under the supervision of event medical staff and qualified safety officers. Open Practice still operates even in wet weather conditions providing proper requirements are met i.e.: wet weather tyres, windscreen wipers operational etc. Helmets and Racing suits can be hired from Calder Park simply by calling Reception on 8679 9800 at least one week before the day. All drivers are to have a AASA licence which can be purchased from Reception on the day for just \$50. For more information & set requirements for safety please log on to: www.calderpark.com.au

CAMS Officials for Korea

Following the successful collaboration between CAMS and the organisers of the 2010 Formula 1™ Korean Grand Prix, CAMS is pleased to announce it has extended its relationship with the Korean organisers and will again provide training and event operational assistance for the 2011 event.

A team of 60 Australian marshals will attend the 2011 Formula 1™ Korean Grand Prix, held on 14 – 16 October 2011. In addition to this, CAMS will again be providing a range of training modules to Korean marshals that will help equip them to be entirely self sufficient to run their own event in 2014.

This year the CAMS team will be comprised of a number of senior official's roles, which will be appointed by CAMS and 38 Post Chief roles which will be selected from an expression of interest process.

Those wishing to register their interest in one of the 38 Post Chief roles can do so by clicking on the link below. All candidates will need to demonstrate their experience and suitability for the role and be available from the 10th October 2011 to 18th October 2011 inclusive.

<http://www.surveymonkey.com/s/Korea2011>

Expressions of Interest are now being taken and will close at 5pm on Friday 29th July 2011.

For further enquiries, please contact the Project Officials Manager, Jocelyn Torres on jocelyn.torres@cams.com.au or

Registration for Club Championship - Please fill out this form & post to VHRR - Mike Byrne 3 Kristen Close Frankston 3199 with a cheque for \$10.00

Name Car Group

Address

..... Phone..... Fax.....

Vintage Collingrove - 2011 Hill Climb Angaston, Barossa Valley



Friday 30th September ~ Sunday 2nd October

Events & Activities

Friday 30th September

Meet entrants and others at the
'Vine Inn Hotel - Welcome Dinner'
Nuriootpa, Barossa Valley.

Saturday 1st October

Vintage Road & Race Car Tour
from Tanunda to
the 'Gungellan Hotel' Freeing
for morning tea,
then via Kapunda to
the 'Greenock Aviation Museum'
catered lunch provided for
participants, partners and others.
The tour returns to Tanunda.

Vintage Dinner at
Peter Lehmann Winery, Tanunda.

Sunday 2nd October

Hillclimb at the historic SCCSA
Collingrove track.
Historic Racing Classes and
Come & Run touring entries welcome.
Join the Partners' Programme visiting
places of interest.

Farewell Dinner at the
Roaring Forties Cafe, Angaston.

Entries

Entry Forms will be available late April
from the
SCCSA Office or at
[www.sportingcarclubsa.org.au/
documents.mvc](http://www.sportingcarclubsa.org.au/documents.mvc)

Committee Contact

vintagecollingrove2011@yahoo.com.au



Sporting Car Club of South Australia Inc.