



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 - January 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

January	29th	VHCC Rd 1 Twilight GCC	03 5174 1473
February	26th	VHCC Rd 2 Rob Roy	03 9722 9000
March	18th-20th	Phillip Island Classic (CCE)	03 9877 2317
April	10th	Interclub Challenge 1 Rob Roy	03 9722 9000
May	1st	VHRR Historic Rob Roy (CCE)	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
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 Shaw 0415 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.



The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

Phillip Island 18th, 19th 20th March 2011 Features to include hand picked quality cars from the UK & the USA. Sunday's main race will feature big sports cars.

RED PLATES - Club Permit Scheme (CPS) Please note Lloyd Shaw's change of address: All mail must be sent to 21 Myers Ave Glen Waverley 3150 Previous PO Box has been cancelled. Mail sent there will not be delivered.

Those competitors who race at state or national events need to check this year's manual, schedule D, to make sure that their apparel is up to date. K11

This year has been a busy year for the VHRR socially with the two social nights at the club rooms and the Tour "d" Yarra Valley which coincided with the hand over of the monies for the Marysville SES. This coming year 2011, will see a similar pattern for the social nights, and the Blues Train in May will be a highlight not to be missed. See Paul Schilling for info on this trip (0409862949). Watch your newsletters for the social night dates.

The Wednesday group have also been out and about during the year with a couple of garage tours, ie, Elfin Factory thanks to Bill Hemming, and a great day at the Moorabbin Air Museum, with lunch at the Royal Aero Club organized by Bill Prowse.

George and Pat Hetrel also put on a superb lunch in his "shed" at Como Gardens with the Wednesday group making a donation to Georges favourite charity.

Looking forward to seeing you socially in 2011. Ron Simmonds.

Sandown: Return of the Thunder - November 6-7 M&O Perspective

Great to be back at the fast and furious Sandown circuit, where certainly power is an advantage but there are enough testing sections to reward good handling and plenty of brave pills, certainly a very enjoyable track to drive on. The new extended apron behind the main pit area certainly makes for easier movement for all. Again the committee did a great job attracting trade support with plenty of interest in the many displays. A large entry list attracted excellent crowds who weren't disappointed by the fast and furious on track action.

As has been the case at a number recent meetings groups M&O were combined with Formula Ford and the use of a staggered start where the Formula Fords started as a group about half a lap before the M&O cars worked very well.

While numbers were lacking it was gratifying to see cars such as the Russo Alexis Mk6 and Koala Formula Junior appearing, both extremely significant in their own right. To add to the numbers there were 5 invited entries in Jim Foulis Renmax BN6, Hugh Gartley Cheetah Mk4, Stan Ward Elfin 623 and Robert Kirkpatrick in the Welsor Clubman

Qualifying was held on Saturday morning in warm dry conditions with Keith Simpson in the Penrite BT16 fastest of the group O cars, followed by Bill Hemming in the awesome Elfin 400, Jim Foulis in his Renmax BN6, with the first of the group M cars in Rod Andersons' extremely rapid Stirling just half a second behind. Peter Strauss in the BT6 formula Junior led Michael Russo in the superbly presented Alexis Mk6, ahead of Kim Shearn in his indecently quick Lotus 18 Fj, Tony Burrage in his always immaculate Renmax 23B, new AFJA president Roger Ealand in the interesting Koala Fj with Barry Murphy riding shotgun in the Wayne Ford beastly.

The first race over 8 laps saw a win for Bill Hemming in the big Elfin who not only got down to a very quick lap of 1.21.8 but also suffered bearing damage, closely followed (less than a second) by Rod Anderson, Hugh Gartley, Jim Foulis, Michael Russo and Tony Burrage. Peter Strauss was next and first of the Juniors, with both Kim Shearn and Roger Ealand setting competitive times. Unfortunately Keith Simpson completed only 3 laps before retiring with non terminal problems.

Sunday was again warm and dry with the first M&O event over 6 laps won by Keith Simpson, the BT16 now healthy, this time followed by Michael Russo in the Alexis whose fastest lap was only half a second behind the Brabham, with the consistent and quick Rod Anderson Stirling third. Further back Peter Strauss led Tony Burrage and Bill Hemming now aboard his Elfin 300, with Kim Shearn and Roger Ealand leading Barry Murphy home.

The final M&O race this time an 8 lapper was again won by Keith Simpson from Michael Russo with Rod Anderson third (talk about consistent, Rods' fastest lap in each race was 1.26.1 while he qualified in 1.26.7). This time Jim Foulis led home Bill Hemming, Peter Strauss, Tony Burrage with Barry Murphy triumphing over Kim Shearn and Roger Ealand.

Congratulations not only the winners but to all who made the effort and supported this event by bringing their toys and playing in the sun, including the invited cars without whom the fields would have been somewhat thinner.

It seems difficult to attract large M&O fields except for marquee events, and this not limited to the VHRR, I wonder what sort of fields, both local and international, we could attract if we were to dovetail Eastern Creek, Philip Island and the AGP, now there's a mouth watering picture.

I wish all competitors the very best for the festive season and health and great racing in 2011.

Derek Smith Group Rep M&O for the VHRR: 0403 830 390 or derrard@virginbroadband.com.au

Historic Sandown 2010 - Regularity Report Ross McKinnon

2010 proved to be another wonderful Historic meeting, with some 369 competitors in racing and regularity events. This year, Regularity numbers were 83 for both Divisions, up on 2009. I am delighted to see the continuing support of competitors from previous meetings and to welcome many new faces, and cars we haven't seen before. Goes to prove that Regularity events are booming, and with some 22% of total entries, we represent a major contributor to revenue and the viability of VHRR meetings.

From what I observed over the weekend, I believe the standard of driving in both divisions was really good, and displayed the spirit, and intent of Regularity participation. Our plan to have a safe and fun weekend was nearly completed. Sadly there were four cars damaged, but no one was hurt.

A couple of commercials. Thanks to all competitors who entered the Teams Challenge. The results have been posted on the VHRR web. Congratulations to John Hardy for winning the Best Individual Regularity Driver of the meeting. Well done John, who was two points ahead of Vic Spiteri. Gary Ball and Andrew Barden tied for third place, 8 points away. Congratulations to the winners of each event, and well done to all drivers.

I am aware of the concerns raised by many competitors about the scheduling of our events on Sunday, being on early and finishing almost last. The matter was raised at the wind up meeting. I have been assured that this issue will be taken into consideration in setting the 2011 Sandown program. Some concerns were also noted about the PA commentary for our events, in that they appeared ill informed about the cars and little about the drivers. We are pushing the significance of our category at Historic Meetings to the viewing audience. Again steps are in hand.

It is appropriate to comment on a number of lovely and significant cars competing over the weekend. I Div 1 Bill Alexander was exercising Clive Smith's beautiful 100 S Healey, great to see these now very valuable cars, being used as they were intended, John Goodall's 100 / 6 Healey goes as well as it looks, Brian Duffy's rare Healey 3000 Sebring, worth reading the program to follow its history, Keith Robert's Macdonberg Special looked a treat, the MGA Sebring of Ian Prior's, has competed previously, and is deceptively quick, and Rod Vogt's super fast Bug Eyed Sprite, joined us for the first time.

In Div 2, the Porsche Factory brought out three Museum cars, the 356 B Carrera 2000 GS/GT, the 340 kmh 935 that won the World Constructors' Championship in 1976 and 1977, and the only road going homologation version of the 1998 Le Mans winning GT 1. All three cars competing in Regularity, but not nearly at their full potential of course ! Peter Berman in his superb Aston Martin DB 2/4 was enjoying his first outing until some gremlin took over, regular competitor, Gary Ball in his wonderful D Type Rep, put in some smart times, Gary uses this car constantly and has a "ball" doing so. Larry Kavanagh brought his ex Holden Dealer Team GTR XU 1 over from South Australia. This car has had a varied and successful record in many guises over the years. Good to see it in regularity. Andrew Spiteri again competed in his wonderful MK 7 Jag, which would have made Rowan Atkinson a happy man. Big car to be punting around at remarkable speeds. Not too be missed was the fabulous Lago Talbot of Ron Townley, sensational sight and sounds of an earlier era, but still very fast.

Of course all the other cars are equally important and interesting in their own way, and make Regularity events so much part of the Historic scene.

After many years as the VHRR's Regularity Group representative, I am handing over to Paul Schilling, well known to most of you I am sure. Paul will take the Regularity activities to greater heights and success. I appreciate the support given to me by my fellow competitors over the years. It has been a lot of fun, and a great way to exercise my trusty TR 3A.

As a competitor, I look forward to meeting you again at Phillip Island in March 2011, and Sandown later in 2011.

Safe driving on and off the track.

Ross McKinnon

Classifieds

I'll be on the phone soon selling Phillip Island Ads and sponsorships, and of course Trade Sites. Let me know if you can help with any of these. It all goes to make the meeting more interesting and successful. Grant Campbell 03 9787 3640 0419 874 299 grant@thecampbells.net.au

Race suits (2). Top-quality OMP race suit to current CAMS specs in conservative black nomex with white stripe on arms and legs, and VHRR badge. Cost over \$1200 2 years ago, vgc, \$500; Sparco race suit in royal blue nomex to obsolete CAMS specs, ineligible for historic but perfect for track days etc., \$100. Note – both suits large (6 footers!), prices not neg. 0417 370 671

For Sale Group L Race tyres 2 x Hoosier Vintage TD 5.50-15" Two years old but only half a Sandown wear. \$200 each 2 x Avon Classic GT 6.00-15" Older but not much wear. \$100 each Geoff McInnes 0413 535 404 AH. 9560 4048

Wanted Twin 40 Weber Manifold to suit Ford Crossflow. Pat Ryan 9335-4666 BH or 9397-6878 AH
Car storage to suit enthusiast: can include workshop/factory and an office if desired on a share basis in Moorabbin opposite "Elfin Heritage Centre" and "Head Stud Developments" at a realistic rate in a great central Bayside location. If you have an interest in all or a portion of what's on offer phone Gavan Dearie 0409 166 557.

For Sale: 1969 MG Midget "Sebring". 1275cc motor, fitted with factory extractors, dellorto side draught carburetor, electric fans. Recent full repaint in indigo blue and retrim in black (by Bob Gilbert). Fitted with colour coded roll bar and chrome wire wheels. Currently on Vic club plates. Priced to sell at \$13,800. For more information contact Ron Simmonds on (03) 5962 2331, or 0427 031 737, or email at ronmargsimmonds@tadaust.org.au Information on Sebring GT fronts: As of January 2010, there were 47 Sebring GT fronted cars (including the 5 fully bodied Sebring GT cars and 8 Aussie Lenham cars) known currently to the register to exist world wide, with 37 fitted to cars, 10 in storage/being repaired, plus 3 "lost fronts". Check the Williams-Pritchard site to see this car and others.

MG TD engine Not running. \$1650 Grant Cowie 03 54705526 or 0427 666449

Canon Digital Camera lost on Saturday - Sandown - 59871236

Racing Helmet Arai GP Brand new and unused open face white Arai GP Jet/F factory pre-drilled for HANS supports with adjustable ventilation and replaceable internal pads & lining. Original box with tags, manual etc. Current Snell SA2005 homologation. Size is 7&1/4 to 7&3/8 (58-59 cm) I chose the incorrect size and the helmet is therefore for sale. Current RRP is \$699 (for this HANS version) - this one is priced at \$475 ONO for quick sale. Please email me on rac270@gmail.com with your contact phone number if you are interested. You are welcome to inspect and try for size (Melbourne, SE suburbs). Very inexpensive national courier traceable shipping available, if required. Peter Ellenbogen

Austin Seven 'Rubber Duck' 1931

This historic and very original works racing car is for sale after 25 years ownership. Chassis 1012. Engine XA158. Primarily built for Brooklands, it also competed at Shelsley Walsh and Avus. Drivers included Freddie March, Alec Issigonis, Driscoll, Benjafield, Turner and Thompson. In 1935 it was sent to New Zealand where it competed with distinction for many years, primarily driven by George Smith and Ron Roycroft. It also came to Australia for the 1936 AGP at Victor Harbour. An extensive rebuild was completed in 2002 and it has subsequently competed in many circuit, hillclimb and sprint events. Highlights include Goodwood Revival in 2005 and a UK VSCC season in 2005. The "Duck" has been fastidiously maintained during this period and has been quick and very reliable. It was freshened up in 2008, including a new crank and flywheel. Offers invited. Phone: 03 54705526

Email: grantc@upcreek.com.au

For Sale 1970 Ford Mustang Boss 302 Fastback (LHD)

This one is for the true Mustang collector as it is still remaining in its 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. \$88,000 Ian Ross 0412 351 403

For Sale Birrana F72 Formula Ford 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 Lerner engine and new paint, it looks as good as it goes. \$30,000 Nick McDonald 0414 569 506
