



# 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](http://www.vhrr.com) Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - November 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

|          |           |  |              |
|----------|-----------|--|--------------|
| November | 4th-6th   | Historic Sandown (CCE) .....           | 0402 224 133 |
| November | 4th-6th   | Lakes Hillclimb .....                  | 08 8725 7003 |
| November | 12th-13th | Winton 300.....                        | 03 5766 4235 |
| November | 12th-13th | 10th Wings & Wheels .....              | 03 9580 0069 |
| November | 19th-20th | Grant & Brenda's Open Garden .....     | 03 9787 3640 |
| November | 27th      | Historic & Classic HC Rob Roy .....    | 03 9722 9000 |
| December | 3rd       | Xmas Presentation & Awards.....        | 03 9886 3449 |
| March    | 9th-11th  | Phillip Island Classic 2012 (CCE)..... | 03 9877 2317 |
| March    | 15th-18th | Australian Grand Prix                  |              |
| November | 9th-11th  | Historic Sandown 2012 (CCE) .....      | 0402 224 133 |

### Wednesday Members Lunch - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS      Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

**Club Permit Scheme**      Lloyd Shaw .....

(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

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**Historic Sandown 4th - 6th November** Enqs Noel 0402 224 133

**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

**Phillip Island Classic date confirmed** - 9th, 10th & 11th March 2012

**Presentation Dinner - December 3rd - Manningham** Please note David Palstra's new contact details - 0417 523 307 & 03 9886 3449 - 10 Consort Avenue Vermont South 3133. Give him a call if you want tickets, but also if you would like to assist.

**Tenth Wings and Wheels 12th and 13th November 2011, 10.00am - 5.00pm**

Airport Museum, Melway Map 87 F4

Being our tenth Anniversary, it is our intention to make this year's the best "Wings and Wheels" so far. There will be twenty cars displayed and sixteen aircraft engines, plus the usual aircraft. A cut-away Rolls V12 engine will be on static display also at the Museum.

Should you have an interesting small classic car which we have never shown, then phone me on (03) 9515 0350 and we will endeavour to fit it in. As usual the cars are loaned by members of the V.H.R.R. Light refreshments will be available. For those who require a meal you are welcome to take advantage of the Royal Victorian Aero Club, watching the aircraft movements while you eat, however it will be essential to make a booking. Bookings can be made Wednesday to Sunday by calling (03) 9580 0069 (the R.V.A.C. Bar).

Bill Prowse Convenor

**Grant & Brenda's Open Garden** 19th-20th November 10.00am - 4.00pm 03 9787 3640

64-66 Claremont St Mt Eliza. Part of 'Open Gardens Australia', we would love to see all VHRF Members and their friends at our garden. Our first 'opening' last year was a big success, albeit a bit damp, but we hope for better this year. All profits go to Peter MacCallum Cancer Centre.

**Just a short note to let Group JKL members** know that the South Eastern Automobile Club SA are having their Legend of the Lakes Hill Climb Friday 4th to Sunday 6th November. There are still some entries open for Classic vehicles BUT they must not be Formula Ford / Vee type vehicles. All cars must have a solid bulkhead forward of the driver, as there is some concern that low slung Formula Fords etc. may pass underneath the guard rail.

Bob Byham (08) 8725-7003.

**International Historic Motoring Awards - nomination invited**

(sent to us by Phillip Island management).....

On behalf of Octane magazine, I would like to invite you to nominate the Phillip Island Classic Festival of Motorsport in the Motorsport Event of the Year category of the 2011 International Historic Motoring Awards, in association with EFG International private bank.

The Awards have been created to recognise events, companies, institutions, products and individuals that have made a significant impact on the historic motoring world during 2011 – showcasing excellence, rewarding innovation, and providing the benchmark by which the world of historic motoring judges itself.

The Awards will be judged by a panel of experts from across the historic car movement, including Jay Leno, Derek Bell, Ed Gilbertson (Chief Judge at Pebble Beach), Lady Susie Moss, Nick Mason, Horst Bruning (FIVA President) and car designers Ian Callum and Peter Stevens.

Initially, a shortlist will be drawn up, and the judges will then deliberate on what separates the finalists and who the ultimate winners will be in each of the 11 categories. The shortlist of finalists will appear in the November issue of Octane magazine, with the winners announced at a gala dinner at the Renaissance Hotel at St Pancras, London, on the evening of Wednesday 16th November. Martin Brundle will be the Master of Ceremonies for this very special event, for which tickets are now on sale. You can learn more about the Awards evening here: <http://www.historicmotoringawards.com/night.php>.

Then.....Many thanks for making a nomination in the **International Historic Motoring Awards**. We have been delighted with the response from companies and event organisers wanting to be part of the inaugural awards. The calibre of nominations across all categories has been extremely high, and those people and companies that are through to the shortlist have done very well. We are particularly pleased with the number of international entrants, clearly establishing the event as a showcase for the best in Historic Motoring throughout the world.

After much debate, the finalists have now been chosen and, as I write this, our judging panel is reviewing information on each finalist, prior to voting. The results will be announced at the gala

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dinner at London's spectacular St. Pancras Renaissance Hotel on November 16th. The list of finalists appears below. If you are a finalist, many congratulations, and good luck in the final vote. And if you - or a nominee you suggested - did not make it through, thank you so much for your nomination, and we hope you understand that, with such high calibre of nominees, producing the shortlist has not been an easy task, and we hope very much to see your nomination again in 2012.

(Ed) Lots of categories, which are published in full on the Forum section of the VHRR website, but of most interest, the nominations....

#### **Motorsport Event of the Year**

- Cholmondeley Pageant of Power, UK
- Donington Historic Festival, UK
- Goodwood Revival, UK
- Phillip Island, Australia
- Silverstone Classic, UK
- Vernasca Silver Flag Hillclimb, Italy

#### **HSRCA Wakefield Park HSRCA 24-25 Sep – Aussie Specials**

Aussie Specials featured at the HSRCA Sep Wakefield Park event with 26 specials entered for their own races and 14 entered in regularity. It was pleasing to see eleven VHRR members venturing north for the event, Dick O'Keefe Photon Lotus, John Gillett TC, Greg Smith MG Holden, Terry White TC, Chris Farrell TC, Peter McKnight Aarons Lotus, Bob Boast TC & Shane Bowden PRAD 5 in racing with David Roberts Kleinig Hudson, John Coffin Robbins 500 & Richard Townley TC in regularity.

Friday practice was held in glorious spring sunshine with sunburn being an option. Unfortunately this did not last for the weekend's events with Arctic like cold and wet conditions prevailing. The specials were lucky enough to have only one damp race for the weekend, obviously God likes Aussie specials!

Dick O'Keefe, John Gillett & Shane Bowden were generally the best performed of the Victorians with Greg Smith having fuel pump problems (methanol) which did not see him start a race and Peter McKnight with a misfire malady which was much improved by the end of the weekend.

Dick O'Keefe has been flying in the Photon Lotus over the last two Winton meetings and been unbeatable for the O'Keefe/Bowden perpetual "Laminated \$5.00 note" trophy. Things did not bode well for me with Dick out qualifying me by 3.5 secs on the Saturday. My problem was a deficiency in the scrotum area and fortunately this was rectified, especially in the greasy & damp last race on the Saturday. The book of rules for this trophy was written by Dick but following a thorough read, I discovered rule 69, subsection (b) part (a) "that when the trophy is in dispute it is awarded on the fastest lap" and so I am holding the trophy until we meet again at Sandown!

Thanks to the HSRCA and Dick Willis for organising this enjoyable, if cold, weekend on a great track that suits the J, K & L group so well.

Shane Bowden

#### **Imola 9th September 2011 Innocents Abroad**

With 2 weeks between Charade and Imola, the Innocents took off in all different Directions.

Kim and Dave visited The Schlumph Museum at Mulhouse to see the obscene collection of Bugattis. About 10,000 of them it appears. Each in French Blue and each indistinguishable from the one before. Actually that isn't quite true. There is a terrific range of cars displayed apart from the Bugattis in magnificent surroundings. (It's almost as impressive as the Elfin Heritage Centre in exotic Moorabbin). Then, with his Lotus now running all tickedy-boo, Kim's Fiat camper van CV joints went bye-byes. So it was off to his villa south of Florence to find a Fix-It-Again-Tony. There they also learnt that, thanks to the meticulous servicing by previous Australian owners, the rear suspension had rusted solid.

Both Dave and Kim were heartedly sick of each other by this stage and they begged Bill to take Dave for a couple of days. After checking the legalities in Italy about two consenting adult males sharing a bed, it was agreed (just a little bit too hastily by Dave) that Bill would pick him up and drive through to Imola.

Roger took his Motorised Marsupial (and the humanised Margaret) to Lithuania to visit the lovely Sarah. Sarah is the full time Formula Junior Historic Association co-ordinator who does a sensational job organising events and entries for members of the FJHA throughout Europe. Apart from visits to most of the race meetings, she does it all via the internet from a remote village in remote Lithuania where she moved with her husband. As President of the Australian Formula Junior Association, Roger

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thought it a good idea to curry favour with his European counterparts. (Curried Koala...now there's an idea!)

Needless to say, the good residents of the remote village had never seen the likes of a Roger. They thought it was such an event they closed the streets of the village down for the Koala to do a demonstration run. If only we had known, the other Innocents could have also gone and made a race of it! As it transpired, the Koala was unloaded for a photo opportunity and press conference in front of the inevitable village castle. The interview was conducted in Lithuania with Sarah's hubby, while Roger stood in the background with his trademark inane smile. We understand the term "village idiot" originated from such occasions. Apparently the visit and the long drive was declared by Roger as a "success". Interestingly, after his visit, Sarah notified all FJHA members that she was pregnant.

They then drove (and drove, and drove, and drove) south to Italy via visits to Auschwitz and Prague. In the meantime, Bill had arranged for a half hour practice session at Spa. The organisers of a (non Formula Junior) race meeting to be held the weekend following Spa agreed he could practice with the Formula 3's and Formula Renaults in the "free practice" session usually held on the Thursday. To fill in the days, Bill drove to the Nurburgring to do some laps, but when he got there on the Tuesday, he was asked "Are you called Tony? Because you're a day late". Opel and Ferrari had booked out the entire, huge Nurburgring complex until Friday evening for corporate events. To avoid further disappointment, Bill booked a car and lap tickets for 4.30 pm on Friday after his negotiated Spa drive. He then drove back to Spa only to find that the pre-arranged practice session was not on Thursday, but was scheduled for 4.30 on Friday. Bigger!

As luck would have, Thursday at Spa had been allocated to Lotus Racing for testing. With his usual tact and diplomacy, Bill chatted to the Lotus guys and showed them brochures on Elfin. "See they are just like Loti, only better". To shut him up, the boss of the day threw him the keys to a new Lotus Avora and told him to do 3 laps. Not bad! Back in the pits, the Boss told him to sit in the passenger seat while the British GT Champion showed what the car could really do. Once again, Bill was shown that he was right to aspire to the level of "average" as a driver. But what a way to experience Spa. And you simply have to experience Spa. A magnificent track.

Back to Nurburgring, Bill hopped into a tricked up Suzuki Swift and drove 4 brilliant laps of the Nordschleife circuit...along with every Porsche GT2, GT3 and Turbo ever sold. Porsche drivers apparently own Nurburgring, and the air within it. Again, it was sadly proved true, that the degree of regard for a magnificent machine is often in inverse proportion to the degree of regard for the bastards who own/drive them. In his 4 laps, Bill saw 3 motorbikes lying down (one punted off by a Porsche) and 2 Porsches into walls. In this time of political correctness, the freedom to drive at the Nurburgring as fast as you want in whatever you want is a wonderful thing.

Spa and Nurburgring. Two boxes lovingly ticked by the slowest of the Innocents.

On his way through Germany, Bill found himself in Hockenheim...better check out the circuit. There was a round of the German Touring Car Championship underway that weekend, so he went to the Racing Museum instead. After chatting to the curator (about Elfins), when the guy realised Bill was Australian, he couldn't be more friendly and helpful (ve haf many friends in New Zealand). So helpful, he rang his mate in Race Control and got Bill a lap as passenger in the AMG Pace Car!

There really is ein Gott im Himmell

After Spa and Nurburgring, Hockenheim was a bit flat and featureless (think Queensland Raceway versus Bathurst), but was a good fast and tricky circuit. In any case, it was a fabulous and unexpected experience.

We all (even Tony) arrived at Imola by Friday morning. The organisation of the meeting was best described as "typical Italian" and the economic climate depleted the fields somewhat...there was only one Ferrari 250 SWB and only two Lola T70's...but what a circuit! After paying homage to Ayrton Senna at his beautiful memorial site, we set up camp in the pits amidst a sudden violent storm. Tony's jacket blew away, then Tony's easy-up shelter blew away. So we had a drink.

When it stopped raining, the Polizia/Cabineri closed the streets and we drove through the city to scrutineering in the Imola town square. This wouldn't happen in Australia! The Police all cheered and took photos as we drove past, and in the square, little old ladies got off their pushbikes and thanked us for bringing our cars for them to see. The enthusiasm was best described as "typical Italian".

Saturday dawned fine and sunny for our free (only 130 Euros) 20 minute familiarisation practice.

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Fantastic! Best circuit yet! Five kilometres of adrenalin!

Two hours later we had official qualifying, where in a field of 27, Kim was again best Aussie with a P10 followed closely by Tony with P11, Roger P13 and Bill P15.

After being ushered to Parc Ferme, we got a bollocking (in fluent Italian) for being 2 minutes late for the driver's briefing which was held in fluent Italian before a fight broke out between two Italian drivers over an incident the previous weekend. Brilliant! Eventually, the blue was broken up with lots of yelling and arm waving by the officials and the briefing declared over with none of us any the wiser about anything. All briefings should be so exciting and informative.

Two hours later we lined up for Race 1 over 25 minutes. We all had a good start and were having a wonderful race except for a couple of incidents. Roger stripped the gearing on his camshaft which stopped his distributor which stopped his race. Bill got passed under yellow flags which lost him a class win by an Italian driver who knew the Italian system of ignoring yellows. Kim was just ahead of Tony until he crossed the line thinking the race was over one lap early and let Tony through for a P6, with Kim P7 and Bill P9. Roger was classified with P22 having completed 9 of the 12 laps.

Back in the pits, Kim found multiple broken valve springs (apparently NOT from over revving according to Kim), so it was off with his head...again. The valves had been kissing the piston tops (also NOT from over revving). For Roger, it was an engine out...again. Although he managed to scrounge enough of the right bits from Tony and Bill, his weekend of racing was over. Tony and Bill looked on at all the activity, then they went and had a drink.

Another fine day on Sunday saw us line up for Race 2, sans Roger and his robotic endangered species, in our original grid spots. Again we all got a good start until the Elfin developed a serious and sporadic miss (found later to be a loose terminal to the coil resistor) which meant nursing the car to finish, then Kim had a big spin (NOT from over revving) and again let Tony through to P7 with Kim finishing in P9 and Bill spluttering to P10.

A truly fabulous circuit. We loved it.

Now off for a 2500 kms drive to Portimao in the south of Portugal for our last event. We've got two weeks for a leisurely drive so will have time to try to find something interesting to see in some of the lesser known spots en route, like Monaco, Nice, St Tropez, Barcelona, Malaga, Gibraltar and Seville. We sincerely trust we are not disappointed after being used to visiting charming Australian towns like Albury, Woolongong and Goondiwindi on our way to the meetings back home.

Ciao for now. Bill Hemming

## **Portimao 22nd October 2011 Innocents Abroad**

After the fabulous experience of Imola, Tony decided to rest for a few days in Italy before driving to Portugal to meet up for a rematch with his hot blind date from Goodwood.

Portugal still has rabies, so she may not be able to bring her seeing-eye-dog with her.

In keeping with the visually impaired theme, we saw the blind leading the blind with Bill helping Roger get his engine back together (with new cam) ready for the final meeting.

Kim took his equipe (complete with bent valves) off to pick up Mrs Kim and spent his time while driving for several days, on the phone to England ordering yet more parts for another rebuild. Three organisations in the UK now have credit card terminals totally devoted to a Mr K Shearn.

Roger and Bill decided to take the ferry from Genova to Barcelona, which saved them 1000 kms and a couple of days driving through the congested South of France. The ferry goes on to Algiers and more than two thirds of the vehicle cargo were Northern Africans with roof racks loaded more than 2 metres high with absolute crap. There were broken old push bikes, broken furniture, old tyres...we even counted about 50 kitchen sinks. The drivers ranged from very seedy looking superannuated snake-charmers and mass murderers in absolutely clapped out vans, to beautifully dressed, bejewelled women in new Mercedes. But, in common, every vehicle was totally jam packed inside and on the roof racks and they all ran on the suspension bump stops. A quarter of the vans couldn't make it up the ramp onto the boat and had to be towed by the tractors which the shipping line were obviously used to. A few suspensions collapsed before our eyes. Obviously, at Algiers, they simply roll down the ramp and when they stop, they set up a stall to sell their bits. Amazing. It was like one of those stupid emails come to life.

Totally coincidentally, Kim, Roger and Bill finished up in a camping ground at the same time just outside

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Barcelona (Tony was obviously still preening himself elsewhere) where Margaret was celebrating a birthday. Spanish camp sites are full of feral cats. What we thought was Roger gift-giving at 2 o'clock in the morning, was actually about 50 wild cats fighting a lone hedgehog. Lucky they didn't catch sight of the Koala! After a day exploring beautiful Barcelona, we had an idyllic afternoon going for a dip in the Mediterranean then sitting on the beach sipping Sangrias. Except Dave who, just for a change, had a few beers. It's a tough life, this motor racing.

Going our separate ways from Barcelona to Portimao, Kim stopped over in Seville and had his trailer broken into losing tools, driving gear, Marie's jewellery and God knows what else. Tragically, Kim lost his beautiful, period race bag in Lotus colours with a big Number 8 roundel. He can no longer pretend to be Jim Clark, even in his own mind. Roger also spent a few days in Seville, but with no mishaps. Bill jumped on a ferry to Algiers to see what happened to the roof rack loads. Sure enough, there were the stalls selling junk 100 metres from the ships' dock. Tony stayed in Italy to preen and floss.

Our last meeting of our magnificent adventure had a strange timetable. On top of the 720 Euro entry fee, we were offered four "free" practice sessions on the Wednesday for "only" a further 500 Euros. Tony was the only one to take this up because he wanted to impress Miss Goodwood when she arrived from the UK on the Friday. At least our entry fee included 4 nights at a 5 star hotel on the beach and free meals during the weekend.

Everyone had a 20 minute orientation session early Thursday afternoon, with qualifying at 8.30am Friday morning, then nothing until our 1st race at 8.30am on Sunday.

We had unknowingly saved the best til last. Our general consensus was THIS was the best track of our tour. Over 4 and a half kms of wildly undulating, fast, slow and deceptive corners and all of us were reaching over 200 kph on the straight. And the overall complex was outstanding. For a country on its financial knees, Portimao is a showcase. The pits, grandstands, podiums, briefing/meeting rooms, catering...even the swimming pool...were the best we had seen.

In a field of 37 cars, qualifying was a bit mixed. Kim was best Aussie in P16, Bill followed spluttering in P21 with Tony who was obviously keeping himself neat in P25. The Koala was moulting with Roger in P26. Both Bill and Roger spent Friday attending to their misfiring engines. The Elfin was eventually fixed by trial and error and by Friday night, it had never sounded better. The Blinky Bill unfortunately, could not be cured, despite assistance from every expert and amateur available.

Never mind. Friday afternoon was spent by everyone except Roger and Dave on a cruise along the gorgeous Algarve coast. The cruise was cut a bit short due to the swells that had some people looking as crook as the Koala. Friday night was a fantastic Beer and BBQ at the trackside swimming pool.

Saturday was spent touring (except for Roger and Dave again) with drinks at a private villa, followed by a magnificent dinner at a local restaurant where all the Australians were graciously presented with a terrific plaque, each inscribed with the events we had attended. We were definitely made to feel appreciated. We, in turn, each gave a gracious response where we pretended we had actually had a good time over the last few months.

Race day Sunday, it pissed down until 10 minutes before our race. Then on the formation lap, someone's car spewed 10 litres of oil on a hairpin. This led to a 1 hour delay while officials made it worse by spraying detergent on the oil then tried to hose it off with water. The low lying hairpin became a lake with an oil slick. The clerk of course was called over to inspect things and actually slipped on his bum just walking on the track! But he decided it was not going to get any better so the race was started. Great fun, but not really racing. More a matter of staying on the black bit. Kim came in a very creditable 10th, with Bill in 16th and Tony 22nd. Roger limped round in his now endangered species to at least finish in P28. The Koala was finally declared cactus and was put down.

The timing sheets were fantastically interesting, showing sector times and speeds. It made for intriguing studying to see that faster speed was not indicative of a faster sector time.

Only three Aussies lined up for the last race in fine weather. Only one Aussie finished.

Kim was flying until 2 laps from the end, his output shaft let go and his donut and his ego collapsed.

Bill got up to 14th and was having a lovely time until 3 laps from the end, his gear lever came off in his hand. "Not for the first time!" someone was heard to mutter.

As usual Tony was late, even when it came to breaking down, and finished a strong 13th. He thought Miss Goodwood would be impressed, but she said "sorry, 13 is not your lucky number" and hopped on a plane back to the UK.

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Roger sat observing the race from the grandstand and gave us his unsolicited opinions on our driving abilities over a beer.

On aggregate times over the 2 races, Kim scored 10th overall and Bill scored a class win. Tony was tight lipped about whether he'd scored over the weekend, and Roger scored points from Margaret for cleaning his car.

The best result was being able to pack our cars in virtually one piece for our trip home.

Driving out of Portimao for the long trip to northern Spain to catch our ferry, the brilliant weather we had experienced for more than 90% of our time finally deserted us. A mini tornado hit the Algarve coast, tearing the roof off the airport and stranding many teams and tourists. But we drove through the rain to camp at the Bilboa docks on the Monday night ready for an early morning departure.

Except Tony, who arrived 5 minutes before the boarding gates closed. He had got a little lost and had picked up a young local guy who was out jogging to show him the way. Or was he simply missing Miss Goodwood?

Unfortunately, the wild weather made for a slightly uncomfortable 22 hour ferry trip. We all took a couple of Quells, except Dave who mistakenly swallowed 2 of Marie's Hormone Replacement Treatment pills. On the plus side, Dave stopped drinking beer and swapped to rose, and Bill offered to sleep with him that night once the HRT took effect.

We'll send off a summary report once the cars are safe in the container.

In the meantime, to quote from Roger's speech at the Portimao dinner : "You know, none of us can really afford to be doing this. But you simply have to! You're a long time dead" Bill Hemming

**I owe the theme, if not the actual wording of this, to "The world from down under" by George Negus.**

He was conducting an interview with a 'mystery person' and they were not talking about CAMS but he most certainly could have been! I will replace his subject with "CAMS" and you can ask yourself 'does it fit'? He asks 'then who's got the job of fixing this dysfunctional body?' 'There's the institutional CAMS, which is the governing structure – the Board, the employees and so forth – but that's not the whole CAMS by a long shot. CAMS is the people, including competitors and the many volunteers. And that's what will fix it - the people themselves.

Generally it's society outrage that will force change. The system cannot fix itself. If CAMS could have done that, from the top down as it were, it would have already happened. But it can't! Some of the people 'at the top' are afraid to admit that, because it might mean that the whole power structure may have to change. What is necessary to look into is how the CAMS governing structure sees itself, how they do business. Some of the hierarchy see themselves as some sort of elite that's better than everyone, engulfed in secrecy, and mystery.

CAMS is actually a community of people. There should be complete openness based on the concept that they're serving - not running. We regularly hear that CAMS has the support of the masses. If they presume that they have all this support, who are they talking to – each other? They appear to be completely out of touch with reality in this respect. I have said in the past that 'we shouldn't throw the baby out with the bath water'

So, in a talk to the Victorian Clubs, the CAMS President neglected the criticism in rest of the letter and did a 'John Sheppard said.' I venture to say, if that's all the letter meant to him, perhaps the membership might start thinking it wouldn't be such a bad idea! Part of the difficulty is based on the way in which we elect board members. It appears that they are elected as a reward for many years of voluntary service. On the one hand that's a noble gesture but sometimes we neglect the fact that the Board are there to oversee the running of a multi faceted business operation and sometimes they could be ill equipped to do this, given the lack of suitable business experience! John Sheppard

### **CAMS Board Brief: Fire Extinguisher Maintenance And Mounting**

The Board approved the clarification of requirements for servicing fire extinguishers as part of the CAMS Manual of Motor Sport, Schedule H: For hand held extinguishers the AS1851 maintenance standard sits alongside AS1841, the standard for the extinguisher itself, and due to the motor sport environment such extinguishers are required to be serviced every three years. FIA homologated systems require servicing every two years; The mounting requirements for plumbed-in fire extinguisher systems, which are FIA homologated, will have the FIA requirements regarding fitment applied.

These changes will be implemented from 1 January 2012.

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## **Unleaded Racing Fuel Clarification**

The Board approved clarification of the definition of Unleaded Racing Fuel to ensure it could be supplied from a drum, Schedule G section 3.2 will now read:

3.2 Unleaded Racing Fuel: Unleaded racing fuel is defined as unleaded petrol produced by an oil company in compliance with the specifications detailed in FIA Article 252.9.1 of Appendix J to the current FIA Year Book. Such Unleaded Racing Fuel supplied from a drum is permissible.

## **Classifieds**

**Kaye Special** Built and raced by Doug Whiteford in the 1940's, this historic and genuine race car is unassembled but almost complete. Lincoln Zephyr V12 side valve engine with alloy heads, modified Essex chassis, Ford steering and gear box, centrelock front and bolt-on Ford rear wire wheels, original radiator with "Kaye Special" emblazoned on it. Also included are new rings, bearings and gaskets still boxed and imported from the US. Located at Echuca and priced at \$18,000.

Contact Doug Murray on 03 5482 2587

**BMW E3 4sp manual** Potential historic racer in Group Nc or Touring Car Masters (E3 raced at Bathurst in 1970s), tarmac rally car or simply something nice for the road. Bought new by current owner in 1973 who, with uncharacteristic foresight, immediately had it undersealed, so it lacks the structural rust which has consigned most of these great cars to the scrap heap. IRS; 4 wheel discs; repaint, re-trim and 3.3 L engine fitted 1999. Engine recon. (\$5k) Oct. 2010. Presentable, quick, never raced or rallied. \$8,000 0417 370671 or womble1@pacific.net.au

**Wanted - Lucas starter motor** M418 G or Rotax RM 418 S F/C - any condition - Barry Murphy (H) 9751 1179 (W) 9762 7111 or barry@ozemail.com.au

**Austin Seven 'Rubber Duck' 1931** This historic and very original works racing car is for sale after 25 years. 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 and also ventured to Australia to compete in the 1936 AGP at Victor Harbour. An extensive rebuild was completed in 2002 and it has subsequently competed extensively in circuit, hillclimb and sprint events. Highlights include racing at the Goodwood Revival Meeting in 2005, a VSCC UK season in 2005 and the Australian GP support event in 2008. 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. \$200,000 ONO

Phone: 03 54705526 Email: grantc@upcreek.com.au

## **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. Can be viewed competing at Historic Sandown All offers considered. contact Mick Arnold on (0418) 751585 or email mickarnold2@bigpond.com

**Book Release - Foggy Memories.** The Autobiography of David Fogg an inaugural and life member of the Benalla Auto Club and a life member of the Victorian Historic Racing Register. Realistically priced at \$29.95 plus postage if required. Available from David Tel: 52-822-396 Mob: 0418-322-996 Email: davidfogg1@bigpond.com

## **Joan Richmond - From Melbourne To Monte Carlo And Beyond.....**

For those who have not yet read her incredible life story in the recently released book, here is an opportunity for Xmas to spoil yourself, or purchase a copy as a gift. To purchase visit [www.joanrichmond.com](http://www.joanrichmond.com) or contact club member John Reaburn on (03) 9728 5367

**Race car storage**, workshop etc. small shared arrangement, excellent security, clean sealed floor, walls, shelves/racking, Hoist. Only available to VHRR members. VERY reasonable. Don't be too frightened to inquire, cause I'm more frightened of what I might get! BAYSWATER where you don't have to go out of the area to get anything for a car. Derek McLaughlan 0403131304

**Wanted: Accomodation for a 2CV Citroen.** Does anyone have a spare lock-up garage or room in a secure larger shed for at least the short term?

Contact: Brian Reed ('Brique') on 0427 395 296.

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