



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 2012

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	28th	Rd 1 HCC Haunted Hills Twilight meeting	03 5174 1473
February	12th	Gnoo Blas Classic Car Show	02 6362 2840
February	12th	Interclub Championship Rob Roy	03 9722 9000
February	25th	Rd 2 HCC Broadford	
March	9th-11th	Phillip Island Classic 2012 (CCE)	03 9877 2317
March	15th-18th	Australian Grand Prix	03 9787 3640
March	24th	Rd 3 HCC Mt Leura	
March	25th	Rd 4 HCC Mt Leura	
April	15th	Myrniong Sprints	03 9827 8124
April	22nd	VHRR Rob Roy - Trident Cup	0413 744 337
May	6th	Rd 5 HCC Rob Roy	03 9722 9000
May	26th-27th	Historic Winton	03 5428 2689
August	10th-12th	Winton Festival of Speed	0412 351 403
November	9th-11th	Historic Sandown 2012 (CCE)	0402 224 133

Wednesday Members Lunch - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS

Club Permit Scheme

(Red Plate)

Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

Gordon Hellsten

03 9878 5272

6 Handell Crt Blackburn Vic. 3130 *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

Phillip Island Classic 9th, 10th & 11th March 2012

Club Permit Scheme (Red Plates) Another change - For 10 years Lloyd has been looking after the VHRR's participation in the scheme and with the revised program up and running he has decided it is time to pass it on to someone else. As from January 1st 2012 all related procedures should be directe to Gordon Hellsten at 6 Handell Crt Blackburn Vic. 3130 or by phone on 03 9878 5272 or via email ghellstrn@bigpond.net.au. The current procedures do not change. PS Lloyd has been the VHRR's property officer for 8 years and has decided it is time for someone else to handle that responsiblity. Therefore as from January 1st 2012 the position is available to whoever is willing to give it a try.

COD's to rise in cost to \$950.00 (plus GST?) We'd be interested to hear any comments

IT'S ALL OVER November 2012

The INNOCENTS ABROAD tour is over. The INNOCENTS have all arrived back in Oz to be reunited with their BROADS.

After the initial excitement of being reunited with loved ones, family and friends (this lasted about 15 seconds), we all stared at piles of VISA bills and asked ourselves if it was all worth it. Then we all tried to settle back to life as we knew it before we took off for 5 months, 9 circuits, 9 countries, and constant stimulation.

Kim got into his Lotus 18 only 3 days after getting off the plane for the Sandown meeting, only to strip his distributor button key in the last race. Then he went home to bed. Bill thought better of hopping into his Formula 5000 with jet lag, so went to Sandown as a spectator and bored anyone who would listen about Europe. Tony took 10 days longer to return home and is currently writing his informative reports for various magazines. Roger and Margaret went to the dog's home to replace their much loved pooch who had passed away a week before they left for Europe in June (conveniently saving Roger some dog boarding costs). The new hound got out of their car as soon as they got home, took a leak in the vegie garden and then took off never to be seen again. Back to the pound for another \$500 mutt and Roger can now show Margaret that motor racing is almost as cheap as pet ownership.

Many colleagues have requested a summary report on our Great Big Adventure. The highlights, lowlights and costs. It is virtually impossible to cover these requests adequately because each of the 4 Innocents had separate expectations and unexpected experiences to put extra pressure on adequate explanations. (You try getting five "x"es into one sentence!)

As far as costs go, we reckon a \$50,000 budget would cover a couple for 15 weeks including air fares, car freight, truck/van/caravan/motorhome purchase, some hotels, all meals, fuel, ferries, entry fees, entertainment and bits and pieces. Given some of us are trying to resell our transporters, we can expect some \$1000's back.

Of course, any major repairs are extra (as they would be at home), and Kim busted the budget by (a) flying several friends and family over with him, (b) renting villas in France and Italy for his groupies, (c) having a wedding for his daughter on the Italian Lakes, (d) buying several engines and repairs, and (e) buying shopping vouchers to keep his long suffering wife from suffering too much.

Lowlights were very few. If we had to nominate some, they would probably include (a) constantly waiting for Tony, (b) sitting in Parc Ferme after each race, (c) realising we were no match for the speed of the front runners, (d) engine issues that were difficult to cure a long way from home, and (e) packing the cars in the container to come home...you can only imagine the atmosphere with 5 "A" type personalities all trying to do it their way, in the rain, tired and hungover.

Some items that would normally be considered as a lowlight, faded into insignificance with time. Costs of entries, fuel and toll roads shocked us at the time, but we got used to them and they were offset by the favourable costs of things like food and parts. Likewise, the endless driving (we all did more than 23,000 kms) was made worthwhile by the constant surprises en-route and the destinations. If you don't like driving...don't go!

Highlights, on the other hand, were too numerous to recount in full.

Apart from the actual events and the races at dreamtime tracks (which were covered in previous reports), a few positives will be remembered forever.

The closeknit friendships that prospered between the Innocents, despite the odd, inevitable spat, will last a very long time. At some stage, all of us contributed a helping hand, or a spare part, or a drink or

meal to each other. Even Tony was never late in offering assistance or company. More surprising was the friendships and assistance and respect and gratitude forthcoming from many of our Formula Junior hosts. Hopefully, we returned the love.

For instance, Tony spent valuable time welding up a competitor's chassis at Charade to get him back on the track (and allow him to beat Kim to the podium). He also helped get some unwanted single women off the streets. Kim personally improved the European economy with cash injections. Roger survived a Police enquiry when he was seen pulling little toy Koalas out of his trenchcoat pocket and handing them out to small children. Bill was constantly on his best behaviour and did nothing to embarrass the Australian brand. We can all only hope many of our new friends make it to Oz in 2013 for a race series so we can show them our hospitality and prove that they were lucky because we were, in fact, the cream of Australian males.

Probably the most significant highlight was the on-track camping. We must lobby to encourage and allow this feature to return to Australian Historic racing. Let's face it, motor racing is a very self indulgent pastime and it can be insular without the camaraderie of like minded people. This camaraderie is absolutely magnified when you live together for a weekend. Once you get that first fart out of the way, shared food, drink, humour, tall tales and even wives, put a whole new perspective on the joys of historic racing.

Finally, being part of the Formula Junior fraternity was the critical factor in the success of the adventure. We cannot think of another category where you can experience so much with much of the organisation in place and the delightful mix of characters to associate with.

So was it worth it? Abso...bloody...lutely.

Bill Hemming

Following is correspondence to Steve Nevey, Commercial Manager at Red Bull racing re our special tour.....Steve, On behalf of the motley collection of Aussies you hosted at Red Bull on Monday 14th September, can I please express our heartfelt thankyou.

I hope our interest and enthusiasm was obvious to you. As you know, we are spending a few months travelling around Europe, racing our historic Formula Juniors at significant tracks. Needless to say, our trip has been full of highlights. The Red Bull visit was well and truly right up there!

Although we would have loved to have run into Mark Webber on the day, it is perhaps just as well. It could have been a little embarrassing to witness our middle-aged wives fluttering their eyelids, licking their lips and possibly baring their breasts (now THAT would redefine "G Forces") while we men bowed and scraped while reaching out to touch his cloth. Could you simply pass on our message that his country is immensely proud of his achievements and we believe 2012 will be his year.

We understand that you went well beyond the call of duty with our extended and informative tour. We have also expressed our gratitude to Martin for making the arrangements.

On your next visit to The Australian Grand Prix (or any other visit to Oz), please let Martin know so we can attempt to repay your hospitality. Could you also pass on our gratitude to Christian Horner for taking the time to personally welcome us. Here's to the continuing success of Red Bull!

Best Regards, Bill Hemming

Historic Sandown 2011 Formula Ford

Hot weather again greeted competitors for the running of the 2011 Historic Sandown.

Entries this year differing slightly from last year with the introduction of later Fc Category cars and great to see a number of new faces including Mark Samson, Pat Mullins and Anthony Mann in their respective Fc Van Diemen's. Numbers split across the category saw nine Fa, fifteen Fb and five Fc cars.

In addition to new cars, there were many new faces this year including Dylan Higgins, Bo Jensen, Phil Oaks, Phil Marrinon, Dean Koutsoumidis and Steve Willing.

Qualifying saw Mark Sampson in the RF89 take pole in his first historic meeting, followed by Andrew McInnes, Jon Miles and finally Dylan Higgins. Dylan travelled from Sydney, with father Ian, as a result of the unique ruling which enables him to race in Queensland and Victoria but not his home state NSW as he is currently too young. Dylan excelled for the weekend never setting a foot wrong and proving himself not only fast but a thoughtful and mature driver.

Drivers took a break and enjoyed a barbecue prior to Race one, providing the opportunity to award the Jeff Thompson Trophy for 2011. This stunning bronze is awarded each year to a Formula Ford competitor who truly competes in the "spirit" of historic racing. It's not about where you finish in the

field; it's about turning up regularly, having a go and supporting the category. This year saw incumbent Greg Eva passing the trophy to 2011 recipient Bill Vesty. A well deserved award as Bill, with son Norm, travels the country side in the spirit of our competition.

Race One

Race one on Saturday afternoon began with a delayed start following a peculiar incident involving David Hardman and the Hemming Elfin during the warm up lap. Passing the kink on the back straight David's front lower wishbone parted company with the upright sending car and driver to the infield grass. Limited damage allowed David to compete on Sunday morning from rear of grid.

Andrew McInnes dropped out of fourth position on the last corner of the race following a rear suspension failure. Most of us conferred it was most likely resulting from "curb hopping". Overnight repairs saw the Van Diemen up and ready to go again.

Results of Race one saw Jon Miles followed by Mark Samson and James Crozier in the Royale. Fastest lap again went to Mark Samson in the Van Diemen.

Steve Willing unfortunately buzzed an engine, putting paid to his weekend after extensively rebuilding the car following Winton.

Race Two

Sunday saw an opportunity to pay tribute to a well loved Formula Ford Competitor and Champion in Jeff Summers. Jeff's wife Marj, son Mark and family travelled to Sandown from their Girgarre home, being presented a banner signed by all competitors and a thoughtful presentation by Chris Davision. Mark was particularly surprised and impressed with the level of competition spirit in Historics and have no don't he will be joining us at future events.

Phil Marrinon, together with the confidence of fresh tyres, showed his skill in becoming the last of the late brakers charging into Dandenong Road 50 metres later than all others around. Unfortunately for Phil this was demonstrated to be around 45 meters further than physics would allow, seeing him spinning to the outside and out of harm's way.

Race two saw similar results of Race one with Miles followed by Samson and Bo Jensen in third. Miles this time took the honours of fastest lap.

Race Three

Race three being the Formula Ford feature race for the weekend saw the presentation of the Stilwell Trophy, being awarded to the highest placed Fa class driver.

Lap four saw Don Holland spin the Reynard at turn one allowing a train of Formula Fords to follow through and take advantage.

Race three saw Miles followed by Jensen and finally James Crozier in third, picking up the Stillwell trophy in the process. Mark Samson set the fastest lap for the race although a misadventure on the last lap dropped his position from second back to sixth.

Marj Summers proudly presented trophies for the feature race once the lead drivers were located, with Jon Miles completing a half marathon travelling from his overheated Reynard to the podium.

The Formula Ford group saw great racing for the weekend and excelled in demonstrating a high standard of driving with both low lap times and clean racing. All three events ran without interruption and no cars we damaged though accident over the weekend, resulting in a great outcome for all involved.

A credit goes to the VHRR for another excellent event and the privilege of our own category of racing for the weekend. Nick McDonald

Club Championship - we've had all the VHRR Club Championship Results typed up from the original notes and they are now on the VHRR Website under 'Results'. There are a few typos so if you see one, don't hesitate to let me know and I'll fix it - Ed.

Historic Sandown – Return Of Thunder

22 cars presented to qualify on a dry track Saturday morning,

- 4 M Racing
- 2 M Sports
- 11 O Racing
- 2 O Sports
- 1 P Racing
- 2 Q Sports

What a pity less than 1/3 sports cars and only 6 group M cars, perhaps something to do with tyres.

Qualifying saw O racing dominate and only 1 sports car Jim Foulis Rennmax BN6 in the top 15.

Best times by group,

O	Racing	Richard Carter	1.17.1
Q	Sports	Jim Foulis	1.24.2
M	Racing	Don Thallon	1.24.4
P	Racing	Geoff Burton	1.25.9
M	Sports	Geoff Wright	1.32.5
O	Sports	Trevor Booth	1.33.3

RACE 1

Richard Carter won in his Elfin Mono 1.18.7 followed by Laurie Bennett in his Elfin 600B and Peter Strauss in his Brabham BT31. Richard and Laurie were 3/10s apart across the line. Followed by Don Thallon Cooper Climax T53 first M racing Jim Foulis Rennmax BN6 first Q sports Tony Burrage Rennmax 23B first M sports and Trevor Booth Nota Sunbeam first O sports.

4 cars failed to finish Cracknell, Simpson, Evans and Kilpatrick.

RACE 2

Sunday morning ,another nice day.

19 cars started and Peter Strauss in his very nice Brabham won 1.18.4 followed by Laurie Bennett and Andrew Goldie in his Elfin 600B third. These three 1.3s apart across the line.

Again followed by Thallon first M racing Foulis first Q sports Geoff Burton in the McConvile Brabham BT29 first P racing Burrage first M sports and John Evans in his Lotus Super 7 first O sports.

4 cars failed to finish Neal Carter Russo and Varey

RACE 3

17 cars started and Richard Carter got going with a best lap of 1.15, won ahead of Laurie Bennett and Andrew Goldie, these three 7/10s apart across the line. Followed by first in group Thallon, Burton, Foulis Burrage and Evans. Only Kim Shearn in his Lotus FJ failed to finish.

Having raced my group M sports car the Stirling every year for the past 27 years around Australia, at the start a race for group M sports cars only, it saddens me to see real historic car numbers dwindling. What is happening?

I would like to hear from owners why we are not seeing them at the great events available, Phillip Island, Eastern Creek and Sandown to name a few.

Rod Anderson VHRR M & O Rep. rodgca@gmail.com 0419 311 914.



**Presentation
Dinner 2011**

Ian McLennan - a very well deserved "Life Membership"

Bill Hemming gets his "Master Scribe" Award



Andrew McInnes "Club Champion"

Dick O'Keefe "The Lou Molina Trophy"



Jay Bondini's new car - The Texas ARGO Serial #122

This car competed in the 24 Hours of Le Mans in 1988, and ran the complete WSC series that year including Spa, Silverstone, Brans Hatch, Nurburgring, Monza, and Kylami. The engine was removed after the season and the car was put in storage.

In 2002, the car was purchased by John Edwards of Sussex UK. John was able to secure a proper (as originally equipped) DFL endurance engine from the retiring British hill climb champion. The car was completely restored and painted with the original Texas Home Care livery which it displayed in all WSC races following Le Mans. Texas Home Care is a British Company (name now changed) similar to Home Depot in the USA.

John raced the car very successfully in vintage events in Europe, including the Le Mans reunion for which the car is eligible. It completed 12 hours of the race before retiring with a mechanical problem, but started on the battery after the race, so the cause was not determined.

After the usable engine time had run out (Nicholson McLaren rebuild) in 2008, John put the car up for sale and I bought it and shipped it to the USA. The car was completely gone through including all new rod ends and rebuilt uprights with new wheel bearings and seals (90mm center lock spindles). The engine was done by MWE. I have enjoyed the car with success at vintage events in the eastern US. Podium finishes at Watkins Glen and Sebring. The car has 25 hours of running time since the rebuild, and it is time for the engine to be gone through. The chassis is in fine shape and needs nothing. The paint is good, but shows the typical wear and tear of one season since repaint check cracks etc.

The car will come with a spare under tray, 3 complete sets of BBS wheels, spare wheel nuts, and a new set of mounted rain tires. Also a mold for the headlight covers in part of the package. This car was built for endurance racing and is very robust. It will provide many years of racing as is, with an engine freshening. The engine has the same good oil pressure that it had when delivered, and the valves were done approximately 10 hours ago it still runs strong as new (576 HP at 9200 RPM on MWE dyno).



Classifieds

Race and collector car and trailer storage, secure and alarmed. Mechanic on site. Hoists. Clayton S. Call Mark 0409 509 508

For Sale 1962 Nota Din Group M Racing Car

Full ground up restoration 8 years ago raced only 4 times a year at Gear race meetings car is ready to race, great, 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 some spares including new Crankshaft, engine[needs rebuild] heads, has a log book stating that it is group M, car was first raced in 1962, \$74,000.00 Call Greg Harris 0417 265 996 or email greg@empireair.com.au

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. \$23,000 Colin 0419 312 299

Car Storage/workshop Spaces to let. Space in a well-equipped Moorabbin factory, previously Paul Trevethan's Broadwalk Engineering. A double space (single space with dedicated hoist storing two cars) and another single space are now available. 7 tenants share common hoist and various workshop items, Peter Brennan's engine dyno also on site. Fully alarmed and patrolled. Suit car storage (esp double space) or competition cars, other tenants are historic touring car racers. Very reasonable rates. Email chrisralph@crc.com.au or call Chris 0418 318 934.

Wanted: A couple of BMC "A" series differentials. I am after 3.9 and 4.2 ratios. Complete units or crown wheel and pinions sets would be OK. 0419 587 296 Glenn Carrig

Falkenberg Jinx 500. Is Now Offered For Sale.

PRICE \$12,500. Higher offers considered, lower offers may be rejected as owner is a sensitive and caring enthusiast. The Falkenberg Jinx 500 was constructed in Nunawading by Lee Falkenberg in the early 1950s. The original construction was somewhat different to the current car as it was powered by a Velocette KSS 350cc motor bored out to 400cc. The body and wheels were also very much of the period and quite different to what is on the car today. It was raced with some success by Falkenberg & others at the Templestowe Hillclimb, Winton 6 hour races and other venues which have not been recorded. The car passed through several hands losing its Velocette motor in the process. It acquired a BSA 500 motor sometime prior to 1973 & then the Kawasaki 500cc triple 2 stroke in its current state. During this time it was also raced at Geelong Sprints, Lakelands Hillclimb, Winton and Morwell Hillclimb. The car went 'missing' for some time until being acquired by the current owner, Paul Schilling, who has campaigned the car at Rob Roy, Mount Leura & Morwell Hill climbs and at Eddington and Heathcote sprints with mixed results. Car is log booked as Formula Libre with log book No. V544. Eligible for Group M with C.O.D. Competes in Air Cooled all capacities and Air Cooled 1963 to 1973. Trailer is also available at enormous extra cost. Stacks of photos re restoration et also available. Contact Paul SCHILLING on 0409862949 or john.schilling@bigpond.com.

Nearly ten years ago, I had a rush of blood to the head, and purchased a newly completed 'sports sedan', ??, constructed by the highly respected Darryl Seidel. Darryl was big speed in the 70's, and was responsible for the 'avant garde' Chevy Monzas that Allan Moffat, and Peter Brock were to race at Daytona. Didn't happen, but the cars became very significant in Australian circles. One became the successful sports sedan of Graeme Whincup, and the other, I believe was the basis of a 'way out' GT car built by John Pollard .

This current racer, based on a '96 Camaro, embodied all the latest technology of the period. Truly, I wet myself when I walked around it!

As I'm preaching to the converted, these details will be appreciated: '96 model Camaro 'clip on' body by Race Craft, in fibreglass. (Spares 'off the shelf') 'Reilly and Scott' chassis kit, (best available) assembled here in Melbourne . 'Ed Pink' all alloy 5.5 litre Pontiac 'Le Mans' endurance engine, making 638hp. Has all Cosworth internals, inc. DFX sump, oil purge system and water cooling. Stripped, inspected, and reassembled by Frank Lowndes prior to its only race in 2008 (podium 1st time out). Bespoke 'Hewland 6 speed transaxle' (Only 10 ever made for Nissan 'Le Mans' effort). 13" 'Carbon Industrie' carbon brakes all round (\$5000 per corner). Titanium fabricated uprights on 4 corners by Lola. (Reputedly 5 thousand pounds each !!) 2 sets of BBS wheels, 17x10, front. 18x14 rear.

Stand by for the real killer! It weighs in at under 1000 kg, and after 4 hours of detailed assessment by Mike Borland, he confirmed that the chassis and suspension are right on the ball.

Can run in Aust. Sports Sedan series, if 'dumbed down', (no alloy engine, no carbon brakes, ballast to min. weight etc, etc) This is a collector car that can be enjoyed in many areas of our motorsport scenario, at a fraction of the cost of say, a Porsche/Ferrari/Lambo, and will reward a competent enthusiast with top step on the podium .

Darryl tells me that it cost \$300k in 1996 (compares with a V8 supercar of the period) but this is fairytale stuff today. I am winding up my motorsport collection, and would enjoy assisting a keen enthusiast in realizing the potential of this car

Price is \$85k, plus GST, inc around 10k in spares. Call Bryan Thomson on 0418 572160 if it appeals.

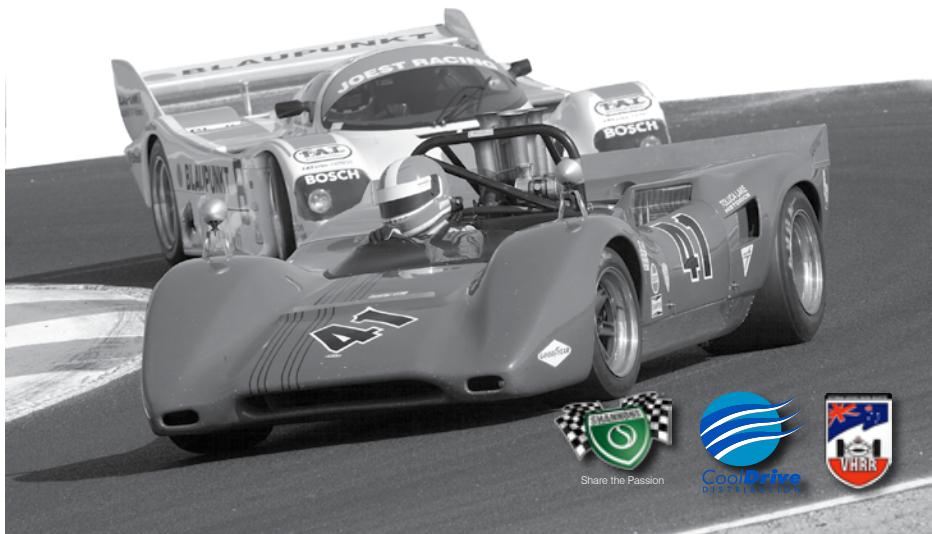
1967 MGB Road car Custom bare metal restoration, Upgraded 1925 cc lightened and balance Bob Rountree engine. All mechanicals new or rebuild, Great spirited drive For full details email – spruytm@yahoo.com.au or call Spud on 0403 300 924.

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the Phillip Island classic
festival of motor sport

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