



# 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 - June 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

June	3rd	Hillclimb Championship Rd 6 Ararat	
June	9th-10th	Vic Motor Race Ch Rd 2 Winton AASA .....	03 5766 4235
June	26th	MGM - Clubrooms.....	03 9877 2317
August	10th-12th	Winton Festival of Speed (CCE).....	0412 351 403
August	19th	75th Birthday Rob Roy - Pat Ryan.....	03 9335 4666
August	28th	AGM - Clubrooms .....	03 9877 2317
October	13th-14th	Gippsland Overnight .....	03 5988 4846
October	13th-14th	Grant & Brenda's Open Garden .....	03 9787 3640
October	23rd	MGM - Clubrooms.....	03 9877 2317
November	9th-11th	Historic Sandown 2012 (CCE) .....	0402 224 133
November	23rd-25th	Tasman Revival.....	0412 403 582
December	1st-2nd	Geelong Sprints - Sarah Lyons .....	03 5273 4777
December	14th	Christmas Function - Mike Barker.....	0407 825 545

### 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** Gordon Hellsten .....03 9878 5272

(Red Plate) 5 Handell Crt Blackburn Vic. 3130 **\*Note new address**

\*CCE = Club Championship Event

**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

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**Please add to your diary - the Christmas & Awards night** this year is on Friday 14th of December at the Manningham Reception Centre. Previously held on the 1st Saturday of December, the new date is to avoid conflict with the Geelong Revival. Have you given thought to forming a table of 10 with some of your mates/fellow competitors? We will be having an entertainer and music, but no band. We look forward to seeing you all on Friday 14th December. For bookings please contact Mike Barker on: Phone 03 9840 6155 Mobile 0407825545 email mbar6415@bigpond.net.au

**Winton Festival of Speed - August 10-12th** Entries out soon - all categories - 0412 351 403  
**Historic Sandown 9-11th November 2012**

**Tour 'd' Yarra Valley** The "Tour" will be on Sunday the 8th July, starting at the Healesville Railway Stn (Melway map 278 A1) at 10.00am with a morning tea, followed by a special Yarra Valley train ride to Tarra Warra tunnel and back, before setting out on a tour of the valley, (about one hour), then arriving at a mystery destination for some wine tasting, and a lovely lunch.

Bring your "Special Car" or just the family hack, for a most enjoyable day out with like minded friends. There will be some simple map reading, (but no questions) to guide you to the finish at the winery. During the lunch there will be a raffle, for some of the prizes that have been donated to the VHRR for this event. Costs for the morning tea, train ride and the lunch, will be \$35.00 per head inclusive. Please make your cheque out to R and M Simmonds, and post to Ron Simmonds 24 Eleva Rd Healesville 3777, I will need to know numbers at least a week ahead of the event for catering purposes.

Looking forward to your entry,

Regards Simmo

### **Gippsland Overnight 13th-14th October**

Meet at Tooradin 10am. Visit Asparagus farm & Exporter. Light lunch & Art gallery. Dinner B&B at Leongatha Sunday train Korumburra to Nyora Luch at Dining room Korumburra Station. Under \$150.00 PP book with a \$50.00 deposit Final payment by 20th September Details Ron 03 5988 4846

**Grant & Brenda's Open Garden 13th-14th October** 10.00am - 4.00pm 03 9787 3640  
64-66 Claremont St Mt Eliza. Part of 'Australia's Open Gardens', we would love to see all VHRR Members and their friends at our garden. Many thanks to those members who turned out last year, we really appreciated your support. All profits go to Peter MacCallum Cancer Centre (unfortunately it clashes with Ron's event above, but good to see a variety of events to attend).

**If you were at Winton's long track 'Festival of Speed' last year** you will know how good it was. If you weren't, you will have heard of its success. Well, here is another chance to become part of this fabulous event and enjoy the pleasure of driving the long track. Plus we've kept our entry fees the same as 2010, so it's great value motor racing as well. The third Long Track Historic Winton will be held on August 11 & 12 and again will be run by the VHRR and Winton Motor Raceway.

It will feature some innovations guaranteed to excite spectators and enhance the driver experience. GROUP N: The feature race for Group N over and under 3 litres will run under the same format as 2011, following a top 10 shootout, but this time for 25 laps

For the Group N's Winton has always been a very technical track, made more so now, because it has been lengthened and the three straights mean the 'big bangers' can reach a decent speed, while the smaller capacity cars benefit from their nimble abilities around the twists and turns at the top of the circuit. This year again we are having 15 minutes for practice and qualifying so as to sort the field followed by a Top 10 Shootout and a 6 lap race for all competitors to help the Group N drivers 'get their eye in'. The Sunday will see a 25 lap race including a compulsory pitstop to determine the winners, not only for outright positions but also for the Under and Over 3 litre categories. Sunday will conclude with 6 lap races for Group 1 and Group 2 Group N's to provide points for the club championship.

GROUPS C & A : A second feature will be a 15 lap race for Group C & A touring cars – The 'Precision International Cup' To add to the excitement there will be a rolling start and a pitstop – a mini endurance race guaranteed to provide plenty of excitement. After 15mins of qualifying on Saturday morning a 6 lap race on Saturday afternoon and Sunday morning will provide valuable track time for the drivers to prepare for the feature race.

GROUP S: A new innovation is to include a feature race for Group S in 2012. It is designed to give the Group S cars the opportunity to race together in the longer format, while still preserving podium placings for all categories: Sa, Sb and Sc. After 15mins of qualifying on Saturday morning a 6 lap race on Saturday afternoon and Sunday morning will provide valuable track time for the drivers to prepare

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for the 15 lap feature race on Sunday afternoon. Qualifying and the 6 lap races will see the Sa & Sb cars together and the Sc cars racing separately. (Full text on the VHRR Website) Ian Ross

### **Rob Roy 75th Birthday**

The Vintage Sports Car Club will be holding a 75th Birthday of Rob Roy Hillclimb and Celebration on the 19th August. Any pre-war cars wanting to enter to relive 1937 contact Patrick Ryan 9335-4666 BH. More information closer to the date.

**Winton Raceway** will again host three rounds of the Victorian Motor Racing Championship.

The first round will be held on June 9 & 10, and will feature: Super TT, Miniature Race Series, Clubmans Modern Regularity, Mazda MX5, Auscar & Invited V8 Stockcars, Group C & A Touring Cars, Super Open Tops (Super OT). The ever popular Group C & A Touring cars will be coming to Winton Motor Raceway for the June event. Arguably one of the best racing categories in the country, a good field of these cars is expected and no doubt some close and exciting racing to come. Modern regularity is for basically any super sprint competitor looking to have a run at a big event. The entry fee for this category is a reduced \$140, and gives our club licence holders and opportunity to experience a larger race event.

Winton Motor Raceway 03 5766 4235

**The Just Cars Geelong Revival 2012 - 1st-2nd December** is a reborn Geelong Speed Trials event at the Geelong waterfront, along with a Classic Motorshow, Tour, Displays, Exhibits and (of course) lots of classic cars and motorbikes. The event is the first Speed Trials to be held on the waterfront since 2003. The Geelong Speed Trials was first run in 1956 and continued to be held for almost 50 years. 2012 will be a considerably larger event, with music, static displays, entertainment, a gala dinner, live video coverage, markets and a pre-tour to the weekends festivities. Further information: Sarah Lyons sarah@geelongrevival.com.au 03 5273 4777 ext 410 or 0401 564 419

### **CAMS officials training courses.**

CLUB CHIEF COURSE – Thursday 28th June at 7pm in the CAMS Offices, Malvern East.

SCRUTINY SCHOOL – Saturday 7th & Sunday 8th July at Sandown Raceway.

CIRCUIT OFFICIAL COURSE – Thursday 26th July at 7pm \*Course subject to interest, also available online. To enrol in any of the above courses please contact Lewis White at CAMS by phone on 1300 883 959 or by email Lewis.White@cams.com.au Places are strictly limited so get in fast!

**More about Schedule H.** - From January 1st this year CAMS has decided that they must comply with the Australian Standards 1841 and 1851 but despite written requests CAMS will not, can not or are not sufficiently informed to be able to advise me, as a scrutineer, how to enforce those standards. Example 1 – The 2012 manual of Motor Sport states (it) must remain retained under an acceleration of 25G. Example 2 – (They) shall be inspected by a scrutineer at least every six months etc. but further on it states “an AS1851 service tag stamped by an authorised person/organization is sufficient for this purpose” Tags etc requested from CAMS have not been made available. I could state further examples but space is limited, Consider the following. CAMS in their infinite wisdom have made extinguishers optional for circuit races. There are up to 50 vehicles on a circuit and an incident arises somewhere. The race may be stopped or the Safety Car deployed before fire marshals can move. Time is lost. Consider the situation at a hill climb or sprint where extinguishers are mandatory. Usually only 1 vehicle is on the circuit at any time and if an incident arises it will usually be within a maximum of 500 metres of the fire marshals. In either instance drivers are briefed to exit the vehicle and move away.

For several years I have been suggesting to CAMS that extinguishers be optional for hill climbs and sprints without success, but if carried they must comply with the rules. CAMS cannot supply information or test procedures such as “if installed does it remain restrained under acceleration of 25g” In my opinion rules once written must be enforceable. If CAMS can't supply answers, or the appropriate tools, scrutineers actions are limited. Sorry I almost forgot “Extinguishers must be mounted vertically on the wall” No mention of firewalls.

Lloyd Shaw.

### **Aussies Abroad Again**

Whilst the cast is different, the idea remains the same – Compete at as many of the European iconic circuits as possible, in one of the few truly international classes we run in Australia – FORMULA JUNIOR.

This time its Don Thallon, Peter Strauss and your second rate correspondent, Kim Shearn. Peter arrived early and ran at a very wet Cadwell Park, then travelled to Vallengunga near Rome, courtesy of a Mercedes van carrying his BT6 and capably escorted by no less than retired General Bob Birrell.

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Pete achieved a second and an "off" in Italy and was well chuffed by the time he reached Pau for the non-championship meeting on 5/6 May.

Both Kim and Don had issues with late arriving ships and had to dash South to Pau to ensure they made it for practice and qualifying on Saturday. Whilst Kim had been shivering in a caravan park in North of England, Don and the lovely Jeanette were ensconced in their Chateau in Normandy!

PAU

Dry conditions mostly prevailed on Saturday, but this didn't stop Don from complaining about the oil over the track until he discovered it was him! His catch tank overflowed and sprayed oil on the racing line for several laps. He tried again in Qualy, but ran the bearings – so much for another new motor ready to go. Kim Qualified 7th, Peter an excellent 4th out of 20 competitors.

The town held a tremendous reception at the Casino that evening with lots of local food and wine producers showing off their fare – along with all the FJ people, the welcoming was great. As always, Duncan Rabagliati and his wife Mia ensure you have everything you need and are most inclusive. On return to our camp in the pits, Don's annex had collapsed, Kim's power was off, and poor Strauss had to open his own hotel door when the doorman went to tea! Some of us do it tough.

Sunday was bright and sunny and Don decided not to replace the engine until the cause was known, so he started packing up. Race one got under way and Pete and Kim both started well. Pete had a small off and this allowed Kim and others through. Final result – Kim 4th, Peter 7th. Kim was seen genuflecting to some weird God in thanks for getting this far without a mechanical problem.

Race 2 was also fine weather but Peter dropped a drive shaft on the start line so DNS'd. Kim had a great tussle with a 1000cc Screamer BT21 all race long (30 Minutes) and managed to prevail to again finish 4th. What a fantastic weekend. The track is one of the oldest in Europe and is where the term Grand Prix was first used. Lots of elevation and some really quick corners along with the tight stuff – no run-off anywhere though. Steffan Rey, the local Doctor won both races in a Lola and in fact has won here every year for some time – a really good guy, but bloody hard to beat!

Don, before Jan and Laurie Bennett arrive at his Chateau, will go to the UK to repair his engine, Strauss is flying home first class to inspect his empire and I will visit some friends in the South of France, near Carcassonne – some life huh?

Next stop SILVERSTONE in two weeks time.

Kim Shearn

### **Mallala Easter 2012-04-30**

Several meetings ago, the F5000 Association decided that the Easter race meeting at Mallala would be a good, fun, interesting event for our cars to have a bit of exercise. At the time, 5 or 6 of us said "Beaut!" Unfortunately, inevitably and disappointingly, only 3 Association members actually made it. That was El Presidente Paul Zazryn (Lola T332), his faithful sidekick Jay Bondini (Lola T332), and the man who will go anywhere to get away from work, Bill Hemming (Elfin MR8).

They were joined by South Australian, Brenton Griguol (Lola T142). Missing was John Bryant who had entered a Lola T140, but was replaced by Paul Stubber from West Australia in a late 1980's March 8C 5.8 litre Twin Turbo charged Indy car!

Interestingly, the description of the T142 in the program stated: "The car is presented as it was in its original livery, but doesn't run the original 508bhp Traco Olds but rather a Weber carburettored 305 Chev. The car is truly authentic, as verified by its COD, issued by CAMS"

Obviously CAMS has a flexible dictionary when it comes to "authentic" and COD's.

Notwithstanding all this, it is a beautiful machine, beautifully presented, and a welcome addition to the F5000 ranks.

This Easter meeting is a joy to attend. The organisers go out of their way to provide a friendly and affordable meeting with lots of track time. Each category got a practice, qualifying and 5 races! And despite being in the middle of nowhere, the accommodation is within an easy 30 to 40 minutes from the track. Paul and Jay stayed with the rich people in a flash motel at Gawler, while Bill slumped it in a flea pit which is the only Motel in Two Wells, the nearest township to Mallala. To put things into perspective, Two Wells is 50 kms from its sister town, Snowtown...famous for the "bodies in the barrels murders". Bill mistakenly looked forward to his stay there, because he fondly remembered tales of the old sailors when it was the cabin boys turn in the barrel. Unfortunately, the only recreation activity in Two Wells is watching the drunks fight outside the pub all night.

Meanwhile, back at the track, in practice, Jay managed to throw up in his helmet through a combination

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of savage braking, twisty bits and the night before. On the other hand, Paul's helmet was full of a big head when he scored a 3rd on the grid (behind a pesky Ralt and Lola Formula Atlantic) and Bill's helmet was, as usual, full of s\*\*\*.

Surprisingly, we all loved the track and it seemed to suit the 5000's which, again, were the crowd favourites.

Race 1 saw Paul move up to second, Bill to 4th, Jay who was learning the track, 9th and Brenton in his first race with the T142, 17th. Jay at least managed to retain his stomach contents, although he made everyone else sick with his new found happiness and sunny disposition.

Race 2 saw Paul Stubber finally getting the Indy beast off its leash to keep Paul and Bill in 2nd and 4th respectively after some really close dicing. Jay jumped up to 6th.

The first race on Sunday got Paul within point 1 of a second behind Stubber, and Bill finally got past the Ralt for a 3rd. Jay posted his best time for the meeting (1.11.4113) to maintain his 6th and Brenton improved to 13th. Our race 4 at lunchtime gave us our best times with Stubber winning on 1.07.7283, Paul 2nd with a 1.08.6423, and Bill 3rd on 1.09.7483. Jay kept his 6th spot in the 1.11's and Brenton improved steadily to 10th with a 1.15.6162.

Bill quit while the going was good and packed up to drive back to Melbourne (arriving at 2.30am to a warm, sexless bed) so missed the last race which again saw Paul win the class with a 2nd to Stubber. Jay leapt up to 5th outright and Brenton brought the old Lola to a fine 8th place.

The Victorians all raved about the meeting and reckoned it should be at least a biannual event for the F5000 Association to support. We expected to have laid-back fun. It exceeded our expectations.

Bill Hemming

**I always feel in debt to the Austin Seven Car Club** for running Winton which is a very pleasurable track. The trip up on Friday in my Singer le Mans Special with it's showerproof hood up was quite a challenge as the big trucks throw their water straight into the gap between my side-curtains and the windscreen and I needed to wear a raincoat. Practise on Saturday morning was a tippy-toe sort of affair in the wet, but the dry track on Saturday afternoon was a delight and I was extraordinarily regular but had overestimated the time by 7 seconds. Regrettably I spun myself on Sunday morning – the first spin in 55 years of ownership – and in the process tweaked my wooden steering wheel so went home early. As I cruised past all the moderns on the way home, an enjoyable luxury possible as I have a clean license, all the world was pleasant and joy unconfined. I then pulled of the freeway to buy an ice cream and twenty yards off the freeway my left front wheel fell off together with brake drum as the stub axle snapped. The RACV were there in fifteen minutes and I beat my tender vehicle home by about five minutes. Despite my expectations of crumbled brake backplates and a thoroughly disordered front end the drop arm took all the weight as the ball joints snapped off and when I dug through all the mud in my brake shoes there was virtually no other damage. When I looked in my small spare parts box I happen to have two spare ball joints for exactly those joints so all I need is a new stub axle and a good welder. Sometimes it's better to be lucky than skilful and I think this episode proves it

Cheers, Nigel Gray

**Craig Lowndes** will pay tribute to Holden's first international motorsport event as part of the 2013 Monte Carlo Historic Rally. To commemorate the 1953 Australian entry of Stan Jones, Lex Davison and Tony Gaze at the Monte Carlo Rally, Lowndes will drive an exact replica 48-215 sedan. "To tag along in a sense and help out and do a bit of driving, my name was thrown up in the ring and it's a great opportunity," said Lowndes. "I've never been in that part of the world and never driven a Holden like this before so it's going to be a great experience for me. "We're recreating what was done back in the 1950s. I believe it was the first serious international Holden race." Joining Lowndes at the event is Lex Davison's son Richard and project leader Gary Poole. "They looked at the original drivers and they wanted the Davison family to be a part of it, which Richard Davison is doing, of course," added Lowndes. "I'm going to be terrified if we have to do a pitstop and change a snow tyre because it definitely hasn't got the modcons of what we currently have got in a V8 Supercars." Tony Gaze, the only surviving member of the original group, will be patron of the new Australian effort that will head to Monte in January 2013. Club Members are invited to consider joining the trip back in History. "We have written a lengthy proposal for the Auto Club of Monaco to allow other Australian Cars to accompany the 48-215 6 cyl VB Commodore and Torana models are also allowed special consideration to enter, helping celebrate the 60th Anniversary of the 1953 one and only all Aussie entry", Gary Poole said.

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## Classifieds

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**Hoist, two poster 2.5 ton** 3 phase power. Make: Ravaglioli. Price \$1250 see at Bay Garage 550 Williamstown Rd Port Melbourne. Phone Noel Robson 0402 224 133

**1 x Repco Brabham "Genuine" alternator** in excellent working condition. Part No. "RB-620" as stamped on unit in photo. Very rare/collectable. \$250.00 ONO. 1 x Judson Electronic Magneto in excellent working condition. Suits both positive and negative earth systems and 4-6-8 cylinder engines. \$150.00 ONO. 3 x genuine Girling brake boosters to suit Lotus Cortina T/Cam Escorts and other Escort variants. All in excellent working condition. \$150.00 each or 3 for \$400. 2 x PBR VH44 Brake Boosters. These are a direct replacement for the Girling units in my advertisement above. \$100.00 each.

11 x Lotus Genuine workshop and parts manuals to suit Lotus Models from Elan to Esprit including brand new workshop manual for 1988 Esprit – still in UK plastic wrapping, never opened. \$1100.00 ONO for the lot or may consider selling separately. 1 x genuine Girling brake booster mounting bracket. To suit Lotus Cortina, T/C Escort and other Ford variants. \$35.00

Large selection of New and Used Lotus parts to suit most models from 1962-1988. Too many to mention here. Contact me on (m) 0400 173 365 with your request and I will reply ASAP.

These parts must be sold!

**Garage Sale** - Relocating my garage and need to sell off ALL my Mustang Group N parts. There is in excess of \$ 50,000 in parts accumulated since 1993. Would prefer to sell as one "lot" at well below half value. Most parts are for Group Nc Mustangs - Suspension, Minilites, Gearbox, Boss heads, Diffs, Webers, Engine parts, etc enough to build a 1969 Boss Race Car - Almost all you need except body and short motor. For a comprehensive list please email me at ross@jollyroger.com.au or call Ross Donnelley on 0409 666 302.

**Set of four Performance Superlite alloy wheels** 15x6 with four stud pattern(4x425 fitment) - very good condition \$100 - call Peter 0412 264 997

**Wanted. Good, non-porous Lotus-Ford twin-cam head** to suit race dedicated bottom end. Graeme Noonan, Phillip Island 5952 6490

**Bill Cutler offers for sale** his well known, fast, ultra reliable BMW 2002.

Comprehensive information gladly given to any interested party, but this should start you off: Phillip Island 1:55 Sandown 1:28 Eastern Creek 1:53. Race winner, Class winner, Lap record holder.

Been to all the big events over the years including AGP, Clipsal, Bathurst, MCM, etc etc Great Group N race car, rally car, or indeed awesome road car!! Not a cent to spend (well maybe on fuel), assistance given to a newbie purchaser if required...Contact Bill on 0407337600 or bcutler@bigpond.

**Tonneau Cover Found:** Strange nobody has claimed this, but a tonneau cover was handed in after Pl. If that was yours call Lloyd Shaw. 0415 351 164

**I have for sale 2 pair of Lockheed 2340** 4 spot calipers closed back. BRAND NEW. Never fitted. I pair has 1 5/8" pistons and the other pair are bare, also 1 5/8" There are no end plates. Serious offers considered. These were spares from Andrew Miedickes Ralt. Also suit a number of Group C cars. Marc 0411 212 444

**Perkins Engineering/Perkins Motorsport** are having a huge clearance sale! A wide variety of parts and spares for sale. All old V8Supercar stuff, including wheels, bodywork, suspension items, engine parts, fuel systems, specialist PE car parts also. Most items suit VT/VX/NY/NZ but also some current VE stuff, older VL/VP/VR/VS stuff as well. 18 degree engines and parts. Contact Jack Perkins, 0439 330 979 or jack.perkins@bigpond.com

**MG TA. MG Special** If you are interested in building a TA Special Paul Chaley has a collection of parts for sale including Chassis complete, many new parts, 16 wheels, 2x Expag engines and gear boxes, supercharger etc, etc Offers invited around 12k. Telephone BH 9877 0666

**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. My Streamliner is nearly ready and I only need one Racing Car. History, Log Book and CoD. spare wheels \$23,000 Colin 0419 312 299

**Formula Ford Lola T440** 1977 Class Fa. \$25,000 - (note reduced price - again) 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

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**A blonde, wanting to earn some money**, decided to hire herself out as a 'handy-woman' and started canvassing a nearby well-to-do neighbourhood.

She went to the front door of the first house, and asked the owner if he had any odd jobs for her to do. "Well, you can paint my porch," he said, "How much will you charge me?" The blonde, after looking about, responded, "How about \$50?" The man agreed and told her that the paint and other materials that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?" The man replied, "She should; she was standing on it. Do you think she's dumb?" "No. I guess I'm guilty of being influenced by all the 'dumb blonde' joke emails we've been receiving." A short time later, the blonde came to the door to collect her money. "You're finished already?" the husband asked "Yes," the blonde replied, "and I had paint left over, so I gave it two coats." Impressed, the man reached into his pocket for the \$50.00 and handed it to her. "And by the way," the blonde added, "it's not a Porch, it's a Lexus".

**It was a sweltering August day** when the Greenberg brothers entered the posh Dearborn, Michigan offices of the notoriously anti-Semitic carmaker, Henry Ford. "Mr. Ford," announced Hyman Greenberg, the eldest of the three, "we have a remarkable invention that will revolutionize the automobile industry." Ford looked sceptical, but their threats to offer it to the competition kept his interest piqued. "We would like to demonstrate it to you in person." After a little cajoling, they brought Mr. Ford outside and asked him to enter a black car that was parked in front of the building. Norman Greenberg, the middle brother, opened the door of the car. "Please step inside Mr. Ford." "What?" shouted the tycoon, "are you crazy? It must be two hundred degrees in that car!" "It is," smiled the youngest brother, Max, "but sit down, Mr. Ford, and push the white button." Intrigued, Ford pushed the button. All of a sudden a whoosh of freezing air started blowing from vents all around the car, and within seconds the automobile was not only comfortable, it was quite cool! "This is amazing!" exclaimed Ford. "How much do you want for the patent?" Norman spoke up. "The price is one million dollars." Then he paused, "And there is something else. We want the name 'Greenberg Brothers Air Conditioning' to be stamped right next to the Ford logo." "Money is no problem," retorted Ford, "but no way will I have a Jewish name next to my logo on my cars!" They haggled back and forth for a while and finally they settled. One and one half million dollars, and the name Greenberg would be left off. However, the first names of the Greenberg brothers would be forever emblazoned upon the console of every Ford air conditioning system. And that is why today, whenever you enter a Ford vehicle you will

see those three names clearly defined on the air-conditioning control panel: HI NORM MAX



**Working people frequently ask** retired people what they do to make their days interesting. Well, for example, the other day I went downtown and went into a shop. I was only in there for about five minutes and when I came out, there was a cop writing out a parking ticket. I went up to him and said, "Come on, man, how about giving a retired person a break?" He ignored me and continued writing the ticket. I called him a "Nazi."

He glared at me and started writing another ticket for having worn tires. So I called him a "doughnut eating Gestapo."

He finished the second ticket and put it on the windshield with the first.

Then he started writing a third ticket. This went on for about 20 minutes. The more I abused him, the more tickets he wrote.

Personally, I didn't care. I came downtown on the bus!

# WIN TON

FESTIVAL OF SPEED

AUGUST 11, 12, 2012



# RETRO TOURING CAR RACING

The Rose City touring car Race 25 laps and top 10 shootout

Winton touring car trophy race group C & A

Sports car tourist trophy race

Grand parade Sunday and classic car display

Collector and automotive trade stands

Entry Information: [www.vhrr.com](http://www.vhrr.com) or 0412 351 403

