



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 - March 2013

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

March	7th-10th	Phillip Island Classic (CCE).....	03 9877 2317
March	14th-17th	Australian Grand Prix.....	03 9787 3640
March	23rd	Eddington Sprints.....	03 5468 7295
March	29th-31st	Mallala SCCSA.....	08 8373 4899
April	7th	Myrning Spints.....	03 9827 8124
April	23rd	MGM Clubrooms.....	03 9877 2317
April	28th	VHRR Rob Roy.....	0413 744 337
April	27th-28th	Morgan Park HRCC.....	0412 564 706
May	25th-26th	Historic Winton (A7 Club) (CCE).....	03 5428 2689
June	25th	MGM Clubrooms.....	03 9877 2317
June	29th-30th	Eastern Creek.....	02 9988 4743
July	13th-14th	Morgan Park HRCC.....	0412 564 706
August	9th-11th	Winton Festival of Speed (CCE).....	0412 351 403
August	27th	AGM Clubrooms.....	03 9877 2317
September	15th	Maryborough Sprint.....	03 9827 8124
September	28th-29th	Wakefield Park (tbc).....	02 4822 2811
October	19th-20th	Mt Tarengower.....	03 5447 0189
October	22nd	MGM Clubrooms.....	03 9877 2317
November	8th-10th	Historic Sandown (CCE).....	0402 224 133
December	13th	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 Hellsten03 9878 5272

(Red Plate)

5 Handel 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

Phillip Island 7th, 8th, 9th & 10th March 2013

Feature events will be big sports cars. Camping at the circuit will now be permitted see vhrr.com for booking form.

Helmet Rules - Don't get caught out at Phillip Island! - see last month's NL or website
Mark your diaries for the 28th of April for the VHRR Rob Roy Hill climb annual event (first round of the 2013 Trident cup)(the remaining two rounds will be at Haunted Hills mid year & Rob Roy in November) Invitations are going out to VSCC, MGCC A7 Club and others.....

We need at least 50 starters from our club to keep this event going.

Negotiations are going on for a reduced entry fee. All classes will be recognised if more than 5 entries are received. Air cooled all capacities are especially invited!!!!

Entries will be posted *very soon. Stay tuned.....*Regards, 1/-

Congratulations to Roy Best on his engagement to Juliet Knight

That time of year has rolled around again and we are approaching the Mid Year soiree period. Previously known as Christmas in July. This year I plan on having dinner on a Murray River Paddle Boat from Echuca on the weekend of the 15th and 16th of June. The plan is:

To meet at 10.30am on Saturday the 15th of June 2013 at the HEATHCOTE Cellar and Store for morning coffee and cake (s) and a look around at their expansive wine list. This will allow everybody to arrive before setting off for The Port of Echuca approximately 100km. up the highway.

Once at Echuca you will be free to arrange your own lunch at one of the several good pubs, cafes and sandwich shops dotted around the Port area.

We can take up residence at our accommodation at the Comfort Resort at 54 to 56 Meninya Street Moama (03 5482 3311) from about 2pm. Feel free to remain at the Echuca Town and Port as long as you like, before heading out to the resort.

Cost for the Bed and Breakfast is \$136.00 per double or \$120.00 per single.

We can accommodate about 40 people give or take a few and single accommodation is also offered. I would like you to book early and produce a \$50.00 deposit per couple so that I can firm up the reservations and pay a number of deposits.

So lets get aboard this little venture and come to Echuca and enjoy yourselves. We already have 8 bookings so get in early and do not miss out.

Looking forward to seeing a whole bunch of people enjoy themselves.

Bookings or further information contact me: 03 5964 1822 0409 862 949 john.schilling@bigpond.com

Full details are on the VHRR website - Forum - Coming Events

That's The Spirit ! (Or Is It?)

Back in the late 70's, some enthusiasts worked very hard to establish Historic Racing to give credence to their favourite memories, and to protect/enhance the values of historic racing cars. Some fundamental guidelines were established with groupings based on age and type of car and glued together under a wonderful theme – "the spirit of historic racing".

And it has worked! Unfortunately, too well.

As the popularity grew, so did the groupings which were extended to continue to cater for the "25 year old" benchmark, to the point where our race meetings are longer and larger and faster than amateur enthusiasts can cope with. Inevitably, business/money has become a major factor and our meetings require higher fees, more participants and more preparation costs. To continue to grow, our sport must attract new and younger participants. Recently, promoters have been using the introduction of younger cars as an excuse to cater for this new crowd. They may be right, however, for every new category/group, an old one seems to suffer (look at groups Sa, J, K, L, Fa) which must compete with cheaper, faster and more technically advanced cars from the 80's. Obviously the newer, younger competitors will take the later cars....because they can.

But if it was limited to the pre 1975 cars, I believe historic racing would still attract newer, younger participants because there is still enough glamour and excitement in the older cars to stir passions. Especially if there wasn't the opportunity to jump into later cars.

Surely it's time to split periods. Historic Racing....up to (say) 1979. Not quite Historic/Classic Racing... post 1979. These words are written to start bringing the debate out into the open.

Next month, I'd like to begin a rant on VERY FAST CARS (F5000's, Can Am Sports cars, Raits etc) and

their place in the Historic Racing scene.

The spirit of Historic Racing ? God, how I miss it ! Bill Hemming

Comments on the proposal circulated by the Australian Historic Motor Sport Commission that cars accompanied by an FIA Historic Technical Passport be accommodated under CAMS 5th Category Regulations.

I have been asked to comment on the above proposal which has been the subject of three well presented papers circulated to Australian historic motor sport clubs and promoters.

Firstly I believe it is important for all considering the proposal to be aware of the history and background to FIA Appendix K. Originally it was intended to provide a "Historic Scheme" for racing cars which had participated in World Championship series and sports/racing cars which had participated in significant sports car races such as Le Mans and Spa. Basic to this concept was the identification of makes and models which had qualified. To provide an example, the first mid-engined car to record a FI victory was the 2.2 litre Cooper Climax in which Moss won the 1958 Argentinian Grand Prix. The principle was that any similar model Cooper Climax, provided the technical specifications were exactly similar to the Moss car would be accepted under Appendix K. There was no requirement that the candidate car possessed competition history in the period, nor that the candidate car even existed in the period. It is difficult to determine why such a loose prescription was adopted by the FIA. Perhaps it was the fact that in the UK there was already an established industry devoted to the manufacture of replicas (I prefer the word fake) of the original cars. Remember FIA President Max Mosley went on record as saying the original cars were priceless, should be consigned to museums, and if there was a movement for competitive events for historic cars, replicas of the original should be used.

This early concept of Appendix K was extraordinarily elitist as it catered for a very small percentage of cars of the past – the minority of cars at the apex of the motor sport pyramid. Those enthusiast with a broader outlook could see that if the FIA was to claim it managed the total motor sport scene it would have to accommodate all down to the most menial level such as 'club racing'.

My predecessor on the HMSC John Dawson Damer, before his untimely death in 2000, put it to the HMSC that Appendix K was quite 'Euro-centric' and if the aim was for the FIA to be a 'world body' it would have set about enveloping the historic movement in countries like USA, Australia, and New Zealand. During my subsequent service on the HMSC from 2000 to 2007 I supported this proposition and was rewarded by seeing the HMSC extend Appendix K to cover cars having competition history in national events. I believe a factor in this change was the experience of HMSC President the late Gunnar Elmgren, had during a visit to Australia. He attended a major historic meeting at Sandown where he drove laps in the Maybach thanks to the generosity of Bob Harborough, then a visit to the Phillip Island circuit (he could not drive the circuit because a Japanese MotoGP team had hired it for testing) whilst the following weekend he made timed runs in the Maybach at the Geelong Sprints. I believe that experience demonstrated how wide the total historic movement was, and was not just the realm of the few makes and models with International competition history.

Turning now to the proposition before us, I ask Just what is the objective of the proposal, given:-

1. We have a number of local competitors enjoying racing overseas in cars which have C. of D. documentation plus HTP status.
2. We have an arrangement whereby we accommodate visiting cars from overseas on the basis of their HTP documentation conditional upon the car not being a replica.

Given the above, it seems to me the objective of the proposal is to accommodate a handful of individuals who have imported cars of questionable provenance and are now pressing for their cars to be accepted in 5th Category. It would be naïve to think the motive was other than to gain advantage on the race circuit.

The paper circulated by our Commission glibly states (page 4, para 3(i):- "confirmation that the actual date of construction of the actual car as recorded on the HTP was within the CAMS group period (i.e. replicas or continuation could be rejected);". The use of that wording "could be rejected" is rather less than 'watertight'. It is true the HTP regulations define "Date of original manufacture asserted: The date when the actual car, which is subject to the HTP application, was first assembled as an entity, as claimed by the applicant". However it is reported to me many HTPs do not quote "Date of manufacture asserted". It must be remembered the HTPs are the work of ASNs world wide many of whom have no interest in, nor the slightest conception of, the historic movement. Thus I ask can we trust such

documentation? To sum up, a very 'rubbish' proposition!

In our 5th Category regulations we have undoubtedly the best historic regulations in the world. They are the envy of many ASNs who conduct historic events. Monaco for their Historic Grand Prix accept only genuine cars with significant history. I have had MSA (UK) historic officials admit to me privately they would love to 'turn the clock back' but they opened the gate years ago, the mob of horses escaped and there is no way they can get them back.

Let it not open the stable door and let the horse escape – even with the skills of "The Man From Snowy River" we could not recover the animal.

Graham Hoinville: 22 February 2013.

Classifieds

Some spots left in the Expo Centre Phillip Island for race cars For Sale. Richard 0413 247 817 **After receiving several enquiries**, the HVR team is preparing to commence a series of tailored weekend workshops aimed to introduce enthusiasts and hobbyists to the lost trade of panel fabrication. With a mixture of hands on skills and theory based learning, students will be guided under the instruction of one of Australia's leading panel fabrication Masters, Vince Panozzo.

Students will learn on HVR's premises, and class sizes will be limited to ensure individualised tutoring opportunities over the course of the workshop. Proposed dates: April - 20/2 May - 4/5, and/or 18/19 June - 15/16 and/or 29/30 Details on course fees will be finalised within the next couple of weeks and emailed to those who have expressed interest

More info please email Dominique via info@historicvintagerestorations

Ex JPS Team BMW M3 The car was raced Tony Longhurst in the first 4 rounds of the ATCC that year with a highest place finish of 3rd place at Lakeside. Extensive NZ Touring Car Championship history. Returned to Australia in 2001. Several race wins and podiums in Historic Group A/C Touring car races. Winner of the Murray Carter Cup 2010 at Phillip Island Classic. Car Specs:- 4 cylinder, 2300 cc, twin cam. Normally aspirated, 300 hp. 5 speed Getrag gearbox. Left hand drive, 17 inch wheels. 4 spot AP Racing brakes all round. Fresh engine being built by Pip Barker (ex JPS Team). Weight 1017kg. Small spares package of used parts (drive shafts, brake rotors) \$160,000 David Towe 0412 209 719 djtowe2@bigpond.com

For Sale x4 New R1 Dunlop Racing Tyres 4 x 18" x 5.50 x 6.00 Diamond Pattern 204 Compound \$1,600.00 Dominique Chaleyser info@historicvintagerestorations.com 9877 0666

1999 Dastle Race Box Trailer Aluminium – rigged to take 2 open wheeler race cars or can take 1 large car. Electric winch - remote control. 12 months registration. Parts lockers, work bench and ramps. \$15,000 Contact : Peter Strauss | 03 9822 0422 | 0418 322 082 | rfsproperties@bigpond.com

Lola 644 Formula Ford 1983 Fb, I have a new home after being for sale for a year and a half, away from that fat Streamliner, I have an owner who really likes me and wants to drive me at Phillip Island and Sandown and will do decent lap times like I was built for. I keep singing.... Her name is Lola she was a show girl..... Everything eventually filters down to their rightful owner. It's a great life, I hope my new owner keeps away from those 5000s.

I will be having my first ever stock reduction sale this year at Phillip Island. I will need all the help I can get to clear the excess stock from 25 years of book selling. This includes all new and second books DVD,s as well as my remaining stock of Nic Watts prints. Many thanks Tony Johns

Looking for an innovative transporter for your historic car ? Consider this 1973 Leyland bus, converted to hold the car in the back, and with a full lounge and kitchen up front. 240v generator, A/C, huge underfloor locker space, electric winch, tyre racks, rear view camera etc. Bus has a 6V53 Detroit 2 stroke diesel, Eaton 6 speed gearbox and an Eaton 2 speed diff . Easy 100 kph cruiser. Historic reg and insurance makes for cheap ownership. Was on view at Sandown Historics but a prospective buyer couldn't raise the money, so it's still on the market. \$12,000.

Contact Ken Price 0418311040

For Sale Genuine, original road going LJ GTR XU-1. This Glacier White car was built in May 1973. It is complete, has matching numbers and is in very, very good original condition.\$95k Please call Daniel on 0488 294 966 or email dbc@grapevine.com.au

By the Way I email most of these out most of the time. Sometimes quite a few bounce because your spam filter stops me. If possible can you 'Allow' grant@thecampbells.net.au Thanks, Grant
