



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**CLUB PATRON: Sir Jack Brabham OBE AO O.B.E.**

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 - January 2014

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	26th	Australia Day Celebrations Marysville .....	03 9563 3293
February	2nd	VHCC Rd 1 Bryant Park.....	johnandcarolbryant@yahoo.com.au
March	2nd	VHCC Rd 2 Rob Roy .....	0418 311 040
March	6th-9th	Phillip Island Classic (CCE).....	03 9877 2317
March	13th-16th	Australian Grand Prix.....	03 9787 3640
March	22nd-23rd	VHCC Rds 3 & 4 Mt Leura.....	
April	13th	Myrmiong Sprints .....	03 9827 8124
April	13th	Adelaide Motorsport Festival.....	08 8373 4899
May	24th-25th	Historic Winton .....	03 5428 2689
August	9th-10th	Winton Festival of Speed (CCE).....	0412 351 403
September	13th-14th	Wings & Wheels Maryborough Sprints .....	03 9827 8124
October	5th	Vintage Collingrove .....	08 8271 5689
November	8th-9th	Historic Sandown (CCE) .....	0402 224 133
November	29th-30th	Geelong Revival Motoring Festival.....	geelongrevival.com.au

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

CLUB LIBRARY HOURS	Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30
<b>Club Permit Scheme</b> (Red Plate)	Gordon Hellsten .....03 9878 5272 5 Handel Crt Blackburn Vic. 3130 *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

### Sir Jack Brabham Annex

Dear Ian,

Thank you so very much for the splendid weekend Margaret and I have just enjoyed. I know a great deal of preparations went into the weekend and it was extremely appreciated.

The Clubrooms and Annex are fantastic and I feel very proud to have the trophies and books on display in such a great setting. The work done by Lloyd is amazing and must be very much appreciated by all who see it.

Thank you to both you and Dorothy for making us feel so welcome. It is always a great pleasure to be with you both and hope we can catch up before too long.

I trust you and your family have a wonderful Christmas.

Warmest regards, Jack Brabham

### Sandown 2013

A special thank you Terry Sully and John Rowe, members who assisted with the electrical tagging at Sandown. This was a very successful OHS initiative with over 200 leads and boards being inspected. Some unsafe leads were detected and disposed of. Thanks to all the race entrants who recognised the need for this service and were understanding when needing to queue, and when equipment was found to be faulty. This tagging made our race meeting a safer place. Again, Terry and John, your efforts were appreciated. Leanne Newson Secretary VHRR

### Gift to VHRR Clubrooms

A 6 foot beautifully adorned and decorated Xmas tree from John & Sandra Caffin especially for the final Wednesday Group breakup. Forty five members attended the 3 course meal complete with prawns & drinks. Special guests included CAMS CEO Eugene Arocca, Tim Schenken and Michael Smith.

**Hi all, just an update** to my heartache, there is no news at all as to the whereabouts of the trailer and car. I would like to thank everyone for their kind comments and efforts to help recover the Rennmax, Please keep up the good work. A bit of history about the car as some may not be aware. Bob only made 4 sports cars in total mine is number one it was rear ended in we think its 2nd outing and rebuilt with a Repco engine number RB740 E16C out of Leo Geoghegans Lotus 39 and previously used by Sir Jack Brabham in 1967. After a long racing history in the hands of 1970-1972 with Doug McArthur. 1972-1975 Barry Norman Randall and the Gibson family from 1975-2011. When I purchased the car it had been

sitting for many years and it took a team of very talented very good friends 12 months and a hell of a lot of money to rebuild the car to the state it is in. This is the only one in the world with a Repco engine fitted and is very rare.

The Police think that there is little chance of getting it back in one piece and think it will be dumped and burnt. The only chance is to find the Trailer, so please help by keeping an open eye for it and relay the information to as many as we can. Thanking every one very much

Regards Jay Bondini

**Vale Val Forde.** Val passed away peacefully on 26th December. The VHRR Committee and members extend their sincere sympathies to Harry & his family. A service will be held at Templestowe Cemetery Chapel cnr Foote St & Church Rd Templestowe, January 2nd at 1.30pm, after which the burial will take place within the cemetery grounds.

### 2014 Phillip Island Classic "Festival Of Motorsport" 7, 8, & 9 March

New arrangements are in place for this event this year with respect to tickets left for collection at the main gate. Tickets for collection will no longer be accepted at any gate box under any circumstances. They can only be left at the "Sign in Shed" which is the white transportable building in the fenced yard on the corner of Back Beach Road and the Service Road to the main public entrance. The "Sign in Shed" will be manned from 7.00am – 3.00pm Friday, Saturday & Sunday.

If you wish to leave tickets for collection by others, please ensure that they are clearly identified with the name of the person for whom they are to be collected, and please ensure that you advise them of the new pick up point, as we must eliminate all unnecessary pedestrian traffic at the entrance boxes. This is an OH&S requirement.

Your assistance in this regard is appreciated.

VHRR Phillip Island Race Committee

**Another early Holden driver** passes on. Mike McIvor had got back to racing by purchased a racing FJ in 2009, having started in 1964, and we met at the Tasmanian Historic meeting in September 2009, which also was the Holden drivers reunion. Rob Jamieson, myself, Rob Southouse and Phil Munday's Brock Goodwood car also attended. Gary Poole

Micks first FX Holden was built during 1964 and first raced in early 65. Each year up till and including 1968 he competed at nearly all meetings held at Baskerville, Symmons Plains and Longford. He did 10 meetings in 1968

including Hume Weir. in April 1968 where he did the big Holden races and won the last race of the day against all the top Vic , 1 Tas & several top NSW drivers of the day with a ftd of 59.4.

In a previous main race he was " baulked" by a slower car when vying for the lead and in avoiding it rolled his car onto its side. He remembered who this car was the rest of his life. Micks car was reshelled into a vastly better body in Mar/Apr 67 after the infamous 2 wheel stunt at Symmons in Mar '67.and painted GT Gold (in lieu of his previous Yellow with white bands and later an Orange band.) For about the first

12 months of his career he ran about midfield as he learnt the ropes but very early on he progressed to the lead group and by mid '67 was the car to beat which continued thru till he



stopped racing at end of '68 to finish building a house. During his racing career he never damaged an engine or gearbox and only one diff had to be replaced. He broke one rear hub at Baskerville and destroyed a clutch at Symmons Plains getting out of the hairpin so overall was very kind on machinery. (The cars maintenance

regime probably had a bearing on its reliability.) He never once damaged another car but did venture off track on "several occasions" including Hume Weir and hitting the Viaduct at Longford on the very wet monday in 1968. I have never met any of his contemporaries who do not speak highly of his ability on the track and as most say he was a "natural who just had it." Given another time

and different circumstances there is no telling where he could have gone with his racing.

Ellis French (another racing FJ from Tas)

### **Driving Code Of Conduct (Historic)**

The majority of the points listed below are carried out automatically by experienced drivers.

For the less experienced, we recommend that you read this

as a reminder of things which help to maximize your safety and the safety of other competitors.

Any driver having a problem with the on track behavior of another competitor or who needs

advice on how to handle a specific situation that has occurred during an event, should discuss the matter with the Historic Driving Standards Officer immediately after returning to the paddock area.

The HDSO can be used as a "sounding board" for competitors who wish to air any grievances, so that problems are resolved without being carried over to the racing surface.

Part of the role of the HDSO is to help you maintain the high standards of conduct that usually prevail and to help you avoid incidents.

It goes without saying that

any deliberate or careless contact with others will have meaningful consequences!

Remember:

- Before the start of your event, familiarize yourself with the performance potential of your fellow competitors.
- We encourage all competitors to use their

mirrors so that they are aware of the proximity of other cars and give each of them racing room.

- If you are in a slower car, be prepared to be overtaken and watch your mirrors closely. Be aware of the meaning of waved light blue flags and ensure that you do not become a danger to other competitors and to yourself.

- Slower cars need just as much track space as faster cars. Overtaking cars must not move across quickly onto the line of the car they have just passed.

- If a faster car is trying to overtake, the slower car must not deliberately hold up the faster car as this leads to frustration and unnecessary risk taking in an effort to pass.

- If you are about to be passed, hold your line and indicate on which side to pass. It is the responsibility of the overtaking car to make any pass safely and without contact.

- Don't pull quickly behind a passing car - there may be another one close behind it.

- Change track position only once if you are defending your position- more than one change is an offence.

- If you are "late braking" up the inside, you must always leave enough room for your fellow competitor on the outside.

- Passing around the outside of corners can be an unjustifiably dangerous move in historic racing.

- If you feel that another competitor has been unfair or unsporting, don't take matters into your own hands. Talk with the HDSO immediately after your event.

- Any car to car contact is unacceptable and all parties involved, must report to the HDSO immediately after returning to the paddock area. There will be no excuse accepted for yellow, red or black flag infringements other than proof that your car was not in that sector at that time. It is each driver's responsibility to look for these flags, as it's the only form of communication officials have with them. You must be aware of every working flag point, on every lap and not use "tunnel vision" to ignore them. Peripheral vision is an absolute must for any racing driver worth the name. These flags are displayed for the protection of all drivers and officials.

### **Technical News Protective Padding Update**

Pat Ryan advises that nothing has been past the AHMRC that changes anything.

Clarification will be in the next (February) newsletter and further regs for Phillip Island.....

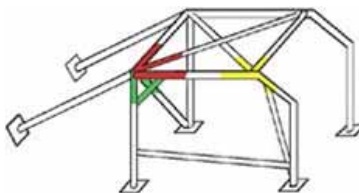
### **This from CAMS Speed Read....**

Protective padding expectations with regard to Schedule J, Article 11.

Following a review and renewed implementation of protective padding in vehicles, CAMS has produced this information paper to assist members. From 1 January 2014, all vehicles in Competition at National level and below will need to have as a minimum, padding complying with SFI 45.1 or 45.2 specification. If you wish to compete at an International level you will need FIA standard 8857-2001. If you are required to have a safety cage as per Article 3 of Schedule J, then you will be required to have protective padding fitted. If you don't wear a helmet and aren't required to wear a helmet in your chosen Competition, then you don't need to have protective padding. Protective padding is to be fitted as per the manufacturer's recommendations. It is not mandatory that the connection method be flame retardant/proof. You will see from the image, the approved version of padding is distinctly different from that of the older 'pool noodle' type.



Approved safety cage padding, FIA 8857-2001 and SFI 45.1, will come with the standard etched or embossed into it as this is a requirement in meeting the standard. The safety cage diagram (below) is to be used as guide only, to the CAMS expectations of where padding should and could be located depending on individual circumstances.



Obviously every vehicle and every occupant is going to be different in how and where the

occupant/s are positioned and so reasonable judgement will need to be exercised. In the majority of Type 3 Full Safety Cage's, CAMS expects that the area shaded in red would be the most common area for padding. The area shaded green will depend primarily on the type of seat that is being used. Consideration should be given to, does the seat have a head rest and does it incorporate side wings. For a Type 2 Half Cage the above two points shall be applied where applicable safety cage members are present. The yellow shaded area will require individual consideration of the seating position of driver/occupant. Should you have any further questions and/or are still unsure, please contact the CAMS Technical Team on 03 9593 7777 to speak to us. Alternatively you could email images of your safety cage for guidance to [technical@cams.com.au](mailto:technical@cams.com.au)

### **Technical News Safety Cage Padding**

– Padding For Vehicles Which Have A Solo Rollbar All vehicles which require a safety cage structure shall fit the specified padding, as per Schedule J Article 11 of the CAMS Manual of Motor Sport, where the helmet of the occupant can hit any exposed section of the structure. It is not practical for most vehicles which have a solo roll bar (ie: 1st Category Vehicles) to fit SFI 45.1 or FIA 8857-2001 standard padding. In this circumstance SFI 45.2 flat padding can be used as a replacement. The SFI 45.2 flat padding is specifically designed to be used as a head rest in these vehicles to prevent the helmet coming into contact with the rollbar during an incident. This flat padding is only for this purpose and is NOT to be used on round section tube. In the example below, the helmet of the occupant can clearly come into contact with the roll hoop, as a result, flat padding would be required as follows: » Green area - A large area of flat padding would be required, mounted on a flat surface » Blue area - May require padding to be fitted if the driver is tall enough. Keeping in mind that there is an air filter behind the hoop. In this case padding either side of the main hoop would be sufficient.



**Rob Roy** Every Wednesday members of the MGCC meet at Rob Roy for a working bee to maintain and service the track and facilities. Volunteers are welcome and any VHRR members who may have some time to spare please contact Wayne Ruston on [RobRoy@mgcc.com.au](mailto:RobRoy@mgcc.com.au)

**Adelaide Motorsport Festival** to be organised by the Sporting Car Club of South Australia April 13, 2014

Not since 1995 has Formula 1 action hit the streets of Adelaide in the size or scale we will be seeing at the Adelaide Motorsport Festival (AMF). The AMF is a virtual "museum-in-motion" that draws upon South Australia's rich motorsport history, and celebrates and re-enacts motorsport competition and the Paddocks of a by-gone era. Grand Prix cars from the 1930s to the 1990s are the main focus for the inaugural AMF and the event is rounded out with a diverse field of historic touring cars, sports cars and classic motorcycles on the Victoria Park section of the famous Australian Grand Prix circuit which is now well known as the Clipsal 500 track.

The Club appreciates the support of the Adelaide City Council at its meeting this week, which approved the use of the Parklands on Sunday April 13th, 2014 for the AMF. Many of the vehicles attending are rare and collectable pieces often with a colourful story to tell. Approximately 12 Formula 1 cars from the 1980s and 90's have been sourced and indicated intention to attend the AMF, conjuring up the same sights, sounds and smells that could be found trackside in 1980s Australian Grand Prix events.

South Australia has a rich Motorsport history and the Sporting Car Club has been there from the very beginning, hosting numerous Australian Grand Prix Races with the first being held at Victor Harbor in 1936. The AMF intends on being true and authentic to South Australia's wonderful motor racing heritage whilst creating new event experiences with relevance and meaning to all of Adelaide's motoring enthusiasts. The Paddock area will be an invitation for the Veteran, Vintage, Classic and Modern sections to portray their vehicles in a historical context. Both competitors and spectators are encouraged to dress up in period-costume for the event. This will help portray an accurate re-creation of motoring life from the past. AMF embraces the characters and stories of South Australian motor racing.

Off-track elements are planned to include:

- Static Car and Club displays
- Static Motorcycle displays

- Trade Stands and demonstrations
- Grand Prix Lane - Historic Storyboard and Vehicle Display
- Children's activities (soap box derby/pedal prix/Scalectric/Model Cars)
- Motorsport Legends Autograph Signing
- Period Fashion Show
- Retro dancing and music
- Barbeque for Volunteers and Officials

As you can imagine, this event will need a great deal of support from Club members. Please contact the office if you are willing to participate as a volunteer in any aspect of the organising or on the day.

Mark your Calendars now – Sunday April 13, 2014 is a "must be there" day for all Club members and their friends. Follow the event at [www.adelaidemotorsportfestival.com.au](http://www.adelaidemotorsportfestival.com.au)

### **Meander To Marysville**

Australia Day Celebrations Marysville 26/1/14  
Historic and vintage cars and motorbikes are invited to meander their way to Marysville over the wonderful Black Spur (B360) or Reefton Spur roads (C511 & 513) and then to take part in the show 'n shine on the oval. No entry fee, no prizes, no special categories, no stress. As long as your vehicle 25 years or older it will be welcomed.

Marysville Lions invite you to come and enjoy the day commencing at 11 am – arrive 10-30am Australia day parade through the main street of Marysville. Flag raising ceremony in Lions' Park, followed by music, and activities. Bring your lunch, bbq etc., and friends, to celebrate in true aussie style. Free sausage sizzle

Interested in coming for the long weekend – visit <http://www.Marysvilletourism.com>

Any queries contact graham alman ph 9563 3293 or galman1@bigpond.Com

### **Classifieds**

#### **1968 Chevrolet Corvette Roadster.**

Group Sb logbook. Built by Graeme Hooper with all the best gear and a front runner from new. The poster car for Historic Sandown 2006. Did about 3 meetings after being built from an original matching numbers 1968 327 4 speed roadster. Not raced after engine problems at Phillip Island in 2007. The car is as raced by Graeme with two differences; - firstly it is now fitted with its original 327 V8 of about 300hp, not the 400hp Ken Zinner race motor, and second, it has been refitted with its original road gear such as handbrake etc so as to be roadworthy and registrable. LHD. Comes with some spares including a race-suitable 327 block and crank so you can build a race motor

and go racing if you wish. See pics on the VHRR website for Sandown 2006 including <http://www.vhrr.com/Sandown%202006/target73.html>

\$36,000. The '68 Corvette roadster is a highly collectable car. Ph 0412 346838.

**For Sale: Elva 100-66** Rare chance to own an ELVA 100 which has spent its entire life in Europe and originally owned by the Dutch racing legend Rob Slotemaker 1959 Elva 100 chassis No 66, c/w HTP. Fully prepared and ready to race, car handles brilliantly. Previous owners Rob Slotemaker (NL), Hugo Studer (CH), Martin Carter (UK), Mac Hulbert (UK) BMC series A 1071 Swiftune engine with 7 hours use since major overhaul, 45 weber, 5.3 differential, original Elva wheels, 10" Alfin alloy drums. Spares included: 1098 short engine, 12G904 head, drop box and various small items. Car garaged in the UK, could be shipped for Philip Island. Reason for selling: owner retiring from racing. Price £35,000 o.v.n.o. Contact by email only in first instance: [jmh10@columbia.edu](mailto:jmh10@columbia.edu)

**Wanted: 1600 block** (or complete engine) for my Group SA MGA 1600 Mk1 race car. I detonated my motor at Winton some time ago and the car has been sitting in the shed since. I'd like to get it back on the track. I can find plenty of 1622 GC series blocks but CAMS seems to be of the view that this is a different engine to the Mk1's 1600 GA. If you have a spare 1600 block lying around please call Alan on 0414 470 460

**Race/Road Tyres For Sale** 16" Dunlop GrandTrek 215/70 R16. Very little wear. Five tyres - reasonable offer. Ian McDonald. 0418 502335 or evenings 9589 1217 - [ihmcd@bigpond.net.au](mailto:ihmcd@bigpond.net.au)

#### **Bill Pile 1956 TC Special For Sale**

This car has a fantastic continuous documented racing history from March 1956 to date. It is probably the prettiest TC on the track in part due to the body work by Garry Cooper in SA. It has a current CAMS Lb Logbook and COD. It has been kept in top mechanical condition and raced extensively over the last 10 years by me. Recently it was race prepared and has not raced since.

The car is logbooked to run with 13 or 15 inch wheels and comes with both. An extensive documented history is available from original build in 1955-6. This is an opportunity to own an ex Grand Prix car with a superb history. A fully enclosed registered trailer is included. Price \$60,000 If you are interested or for more information please ring Adrian Brooks on Mobile 0438 383 941

**Wanted to buy for** my own collection. The first two of the James Flood Book of Early Motoring edited by H H Paynting and possibly any other books on early Melbourne by H H Paynting. Contact Lloyd Shaw via his mobile on 0415 351 164 or email [lloyd@cooldrive.com.au](mailto:lloyd@cooldrive.com.au)

**Grantinni 3B For Sale** Originally built 1969, completely rebuilt 1996 Brand new Holden Red, Slicks, fully reconditioned VW transaxle. COD, log books, trailer, spares. Ideal entry to motorsport. \$15,000.00 Peter 0429 914 234

**Wanted** - original spun aluminium Raydyot rear vision mirror, single or pair. Contact Hugh Morrison - [hmorrison45@gmail.com](mailto:hmorrison45@gmail.com)

**Brabham set front and rear discs** (9 ¾ and 9 ½ inch) Brabham front hubs. All suit BT6 or later. Camshafts pair Cosworth L1-grind suit Lotus-Ford twin-cam. Pistons set 4x suit 1498 cc capacity engine. Cosworth (3x) T1 Oil filter elements (long cylinder) new. Prefer sell as one lot. Offers. Also exhaust system suit twin-cam Seven etc. 4 into 2 into 1 w/Magnaflow muffler side-exit. Good condition. Phillip Is. 03 5952 6490 Mob. 0412 999 808

### **1972 Lola T342 Formula Ford**

This early Lola FF shares many curves and lines to its big-brother F5000 cars of the time. Extremely realistically priced to sell at AUD \$15,000 Car is based is currently based in Melbourne, Australia. Contact Ken en on +61 3 97290488 (AEST – BH)

### **1973 Van Diemen Formula Ford**

Chassis No. rf 73 ab 8 comes complete with CAMS C.O.D, and a Motor Sport New Zealand log book. The engine, prepared by renowned FF engine builder, Peter Lerner Engines is currently developing 105BHP @ 6,800 RPM following a recent re-build. The car is in as new condition having recently undergone a full restoration during 2013,. Spares include; 2 wheels, 2 radiators, Mk8 gear ratios, front nose mould, Priced to sell at AUD \$18,500 Car is based is currently based in Melbourne, Australia. Contact Ken on +61 3 97290488 (AEST – BH)

**Cortina MK1** - 2 Door fully set up for Historic Rallying with log book etc. mild engine - electronic ign. – extractors with 2 inch exhaust - Twin Helda & Terraphone - Up graded brakes - Fjord Ford modified Gear box c/w remote shifter - 4.4:1 diff c/w Freame center - All new hydraulics' - Period Mags - Yokohama tyres - Etc. Etc. Fully sorted, in good condition & ready to go rallying or modify to a Targa / Track car - view @ Moorabbin any time, Best Offer. Tel. Gavan Dearie 0409166557

### **1974 Detomaso Pantera GTS**

The Euro-spec GTS is the rarest of Detomaso Panteras produced. This is a unique car and appreciating asset and could make an awesome Group Sc race car.

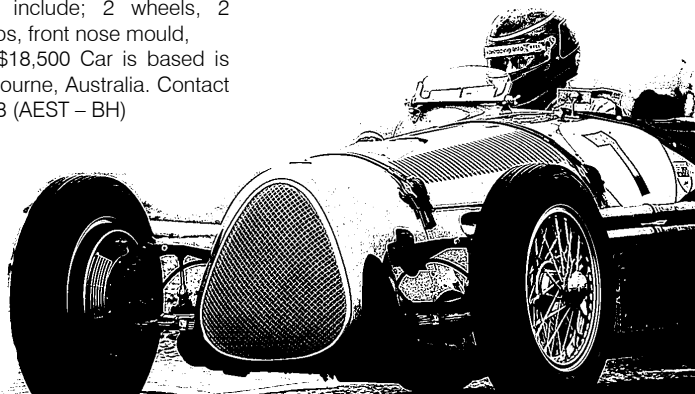
Call Carey McMahon on 0418 995 996 or [crcmahon@bigpond.com](mailto:crcmahon@bigpond.com)

### **RepcO Brabham Engine Parts**

- Two 6 series 85mm bore Cylinder blocks and steel stiffener plates (numbered E13A and E11B)
- 72mm stroke Laystall crank to suit above (crack tested OK)
- New fully machined 620 timing chest
- Re-conditioned oil pump
- Used oil pump (body only)
- Nine new ARGO conrods to suit 800 series short block
- Assorted un-machined castings
- Lucas camshaft driven/electric fuel injection pump with clutch drive
- Bosch ZV8 twin point racing distributor with h/t leads
- One pair of steel camshaft blanks

\$16K o.n.o. the lot (will not separate)

Contact John Sheppard on 61 3 9379 7898 or [john.shp@bigpond.com](mailto:john.shp@bigpond.com)



# Phillip Island

# Classic

Festival of Motorsport  
7th, 8th, 9th March 2014



[www.vhrr.com](http://www.vhrr.com) enqs - 03 9877 2317

Terragraz Ltd 03 9707 0840 Images Courtesy of Chris Carter Phillip Island 2011