



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

Foundation Patron: Sir Jack Brabham AO OBE World Champion 1959, 1960 & 1966
PO Box 3485 MELBOURNE VIC 3001 Website: www.vhrr.com Reg. No. 57/001
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - November 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

| | | | |
|----------|-----------|---|--|
| October | 5th | Vintage Collingrove | 08 8271 5689 |
| October | 28th | AGM - note date change | 03 9877 2317 |
| November | 2nd | Interclub Challenge Rob Roy | 0418 311 040 |
| November | 8th-9th | Historic Sandown (CCE) | 0402 224 133 |
| November | 16th | Wings and Wheels - Moorabbin Airport | 0408 006 818 |
| November | 23rd | MGCC Historic & Vintage Hillclimb - Rob Roy | 0418 311 040 |
| November | 29th-30th | Geelong Revival Motoring Festival..... | geelongrevival.com.au |
| December | 12th | VHRR Xmas Presentation & Awards Evening | 0407 825 545 |
| March | 5-8th | Phillip Island Classic..... | 03 9877 2317 |

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

*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

REMINDER, Membership Renewals Now Overdue

An important date to add to your Calendars/diaries - The 2014 VHRR Awards Night and Christmas Party. Friday 12th December at 7 pm in the Grand Ballroom at the Manningham. Look forward to seeing you all there!

Australia's Premier 'Wings and Wheels' 2014

The Annual Wings and Wheels is scheduled for November 15th-16th 2014 Moorabbin Airport, the weekend after Sandown. It is our intention to run the Rolls Merlin at both weekends. Being 50 years since the 105 Series Alfas were released, it is also planned to have a good display of these famous Alfas, plus three famous racing Rileys and several other exceptional cars.

This is my 13th year as Convenor of Wings and Wheels, and having just turned '90', I will be replacing down after the event. What better replacement could there be than ROGER GRIFFIN (0408 006 818). I must remember to tell him!

To all the VHRR members that have supported Wings and Wheels: thanks a million!

Bill Prowse

The laying of Sir Jack's ashes at Goodwood was attended by John & Shirley Blanchard. John has kindly sent some photos of that occasion which are now on the photo page of the VHRR website. Ed.

Sunday the 21st of September was a beautiful day for the Tour'd' Yarra Valley, with bright sunshine and clear skies, just the day to bring out that special car for a run through the hills. 25 cars set off from the Historic Healesville Station with a short tour of the township before heading up the Mount St Leonard road towards Toolangi and turning onto the Melba Highway heading for Yea. Just near Glenburn John Moir was waiting in his red E Type to join in the run, John and his wife live at Glenburn.

Turning onto the Goulburn Highway the tour continued on to Molesworth turning on to the Whanregarwen Road and then traveling through the Acheron Valley, a very pretty drive at this time of year. Turning right onto the Maroondah Highway the tour headed through Taggerty and on to Buxton, turning left and heading to Marysville, the flowering trees and shrub's along this road are just a sight to see. A stop at Marysville allowed the visitors a chance to see the development of the town since the 2009 fires and also take a coffee break at some of the many

restaurants in the town (I noticed a number were buying up at the "Lollie Shop").

A short run down to Narbethong and to the Black Spur Inn saw us at the finish for lunch. As the 48 members and friends enjoyed each others company and a drink with much chatter about the run, it was time for a fantastic two course meal, the chicken and the pork dishes were well received along with a delicious desert. During this time I ran one of my well known "Everybody's a Winner Raffle", with the prizes coming from the VHRR, Wurths, Bob Watson, David Fogg, Ian Tate, John and Sandra Caffin and The Black Spur Inn.

Ian Tate presented Ron and Marg Simmonds with a gift pack of local produce to thank them for organizing the Tour. Cheers Simmo.

Group FJ Report - Kelvin Prior

AFJA President Roger Ealand has returned from the Northern hemisphere where he competed in his Australian built Rennmax FJ at Goodwood and other Formula Junior events like Spa, and whilst in England he had meaningful discussions regarding celebration events for Formula Junior during the Diamond Jubilee 60th anniversary of formula junior being planned for 2016-17 around the World, where Australia will be involved in special events in Sth. Africa, then in Australia at Barbagallo WA, Sandown Vic., Eastern Creek NSW, New Zealand, and possibly Philip Island Vic. where we will host cars from around the globe.

Australia has 116 of these cars incl. 17 compatible 1 litre F3 who race with us where possible, and of these, 34 are domiciled in Victoria, and at Sandown this November there are Juniors entered from most Australian States, and a few from across the ditch in NZ which should make it an interesting event.

Whilst it was a "long haul" to BRNO, it was certainly worth the effort. Fabulous circuit, safe, long and with many high speed corners and undulations to keep you interested all the way. Practice was short lived for me as engine number one finally gave way and seized - a result no doubt predicated by all the previous hassles we had. Good fortune smiled on me as I spotted 3 mechanics chewing the fat between sessions and they all hopped in and swapped motors for me in about 2 hours flat! great guys - Dan Setford, Matt King and Iain Rowley laughed their way through the job and got me going again.

Fine weather saw me Qualify 12th of 30. Had a terrific run in race 1 and managed 7th overall and

first in class. Race 2, was going well but gremlins returned and engine cut out a few laps from the end - no worries great racing and car handled superbly - whilst running that is.

Returned home for most of July to collect Marie and play with the world's best grandson, Ollie, then back to Germany to pick up the car after having it prepared by Klemens - a friend of Jens Rauschen's. Jens and Petra kindly stored my car and arranged for the race prep where the issue was traced to a loose ignition wire on the kill switch - so easy, but not always obvious. Their hospitality was fantastic and their 400 year old home is a place to behold.

Off to Nurburgring for the "Oldtimer GP" meeting which is huge. Raining on and off though we somehow managed to get a dry Qualy session where I managed 18th of 40. Improved my times in race 1 by a couple of seconds - still dry, finished 15th, first in class. Race 2 was unbelievable - never raced in such heavy rain with little, or no visibility and was about to retire after a two lap safety car rolling start when it cleared, marginally, so on we went. Manged to somehow stay on the island and finish and surprisingly there were no incidents throughout the field - amazing really. This gave me a class win for the weekend and the car safely back in the trailer.

Now the serious fun started for Marie - shopping at every stop whilst we drove towards Helsinki. In Lithuania, we had the pleasure of a delightful overnight stay in Zagare at Sarah and Sualius' home with their happiest of children, Rebecca and Elena. They live in a remote, but beautiful part of the world. We drove off in Joyce, sans trailer (left it at Jen's place to pick up 3 weeks later for Zandvoort) and continued North. A minor problem when we hit the border of Russia without Visas, so we had to backtrack about 300 Klms to circumnavigate their territory and proceed to Finland via Talin in Estonia. A fantastic medieval city is Talin, along with Riga which are both steeped in history, wonderful architecture - and yes - you guessed it - thousands of shops to entertain HER! Even a 20% drop in the exchange rate for Ozzie dollar since last year doesn't deter - she marches on inexorably through all manner of retail spaces and accrues stuff that, well, I don't know where she keeps it or what its for, but she assures me it's good value!

Driving back through Austria we stumbled across The Harley Euro Bike Fest - imagine over 100,000 people (most were Bike people, I think) and probably half that many bikes - it was truly mind boggling

and took over an hour to drive through the little town it was in - epic gets close to describing it.

Back down South now for the Zandvoort Historic GP meeting at the end of August. Last year they had 46,000 spectators on Saturday - massive interest and a knowing crowd too. Laurie Bennett was waiting for the very late arrival of his McLaren, but it turned up and he Qualified 4th in class. They also had a really interesting gathering of old "500's" there and they came in shapes and sizes I've never seen the likes of before. Patrick, my French mate had his "new" very original, JV there - they only made 3 of them, but alas, he had no luck and only managed a few metres before it failed to proceed. Brian Jolliff (UK) had a terrific run in the 2nd race coming from last to take the win and collect a very expensive Chopard watch for his effort.

I Qualified 16th of 38, one behind John Delane, a prior Lurani trophy winner (The FIA "World Championship" for Formula Junior) and managed to slip past him in race one for a class win and 12th overall. Race two was a poor start from me but finished 14th overall and second in class. As the winner is calculated on aggregate times for both races I miraculously beat John by .5 second and collected the cup - very satisfying, let me tell you! In Parc Firms I weighed in 14 kilos over the minimum, so out comes one piece of lead.

Since then, Marie and I have driven through Austria to Venice (first visit out of 4 when it hasn't rained!), on to Padua for a couple of days at a fantastic spa retreat (Marie claimed she needed "renewal" after all the racing) then Verona. We just stayed in a ripper campsite beside Lake Maggiore. Views over the water and even a little beach ten feet from the motor home. Now if only the sun would shine a bit more - 22 Celsius isn't what you'd call hot is it? Mind you, the Italians sunbathe in it like there is no tomorrow.

Next weekend is Spa and while it isn't a Lurani Trophy meeting it is always fantastic to race there as you can imagine. A good entry list due to Sarah and Duncan's usual encouragement to all. The FJ's organisation is the envy of most other classes of historic racing in Europe and its no wonder as it all runs so smoothly and is such a friendly group.

Just heard Roger Ealand had a good run at the Goowood revival where his mate Dave Methley claimed, Pole, Fastest lap and the race win - his car was immediately purchased by another front runner who seems to think that will improve his odds of more wins - guess we'll soon see,

huh? Fantastic to see Roger back racing in his glorious, recently restored Renmax and I'm looking forward to catching up with both him and Margaret at Spa.

SPA

Arrive early to set up and Roger set up next door as we flew the Aussie flag. Rain threatened on each day but we managed dry Qualy and race 1. I managed 16th grid spot with Roger right there too. It was rolling start and we got away well. I was chasing another Lotus 18, Robert Barrie who won the British Championship for FJ recently and finished only 3 seconds behind him after 25 minutes, so was quite pleased with that. The circuit is truly awesome and close to best fun you can have sitting down - ever! Roger was close behind so 14th out of 46 starters was a right result, though I only managed 2nd in class this time. Crowds literally formed around Roger's Renmax and he has received 3 offers to buy it which he is considering as it would be a certain invitee for all historic events in Europe due to its rarity and that is highly prized over here.

Laurie Bennett qualified 4th in class and finished second in his McLaren with a superb drive and keep the Aussie presence alive and well at this famous track.

Sunday saw torrential rain and I decided to save my car (and me) for the next 2 Lurani rounds in Spain and Portugal

..... BAD DECISION - unfortunately, health problems have prevented me from doing the trip down South and I can't race for a month or two, so I guess, hopefully, Sandown will be the next outing for me in November. Meanwhile Marie and I will take a break before travelling home (Holiday from a holiday??).

Footnote: The support Marie and I have received from the FJ community as people found out I have not been well has been overwhelming and very comforting. Sincere thanks to all involved. It just proves all I have been banging on about the camaraderie of this active and exciting group of folk who truly love their racing and all that goes with it is very real.

Ciao,

Kim & Marie Shearn

Classifieds

Wanted - Phillip Island program's for the VHRR events during the 1981 - 1990 period. Those that the library had have gone missing, possibly they will return, they are needed Help please. Contact Lloyd Shaw on 0415 351 164 or lloyd@cooldrive.com.au

1967 model 420G Jaguar available

Nigel and Ann Gray have had for the last twelve months, TWO 420G Jaguars. The white one was bought so that Ann would not be deprived of the regular compliments she receives whenever she stops at the lights, while the green one, which has been the family limousine for the last twenty nine years, had its engine and gearbox rebuilt by Victor Spiteri. Victor has now finished his job and the green car will be back in my hands by Sandown but I will take the white car there as my tender vehicle, where I will be driving my 1934 Singer Le Mans Special in Regularity number 2. This means that the white car is now surplus to requirements and is available for sale to a suitable person.

The white car was owned by a loving person and has had virtually everything done as needed. We do not have records of the engine rebuild which was done before the car came into the care of the aforesaid Victor Spiteri. We have all the bills since 2003 and they include a rebuild or maintenance of virtually the whole car. This car is spectacular in that the bodywork is better than new, the leather ditto, the woodwork ditto. AND it handles like a 420 G should. Steers itself, lots of lift, the incredible Jaguar brakes, parks like a mini.

Nigel Gray - either in my Singer or on my mobile 0419 155 248 for any enquiries.

1969 Wayne Ford Special WJ6. Black flag with orange disc has cut short my racing career. To assist my forced retirement, I offer for sale my pride & joy. Ready to race now. Fitted with 221 Falcon engine, head & exhaust by Jack Mayes, Hewland HD5 with new diff housing & 10/31 crown wheel & pinion, triple 45 webers. This would be a very competitive car in the hands of a competent & brave person. Achieved 11.67 seconds & Heathcote sprints with 132 mph using 2nd & 3rd only. Wins club championship (VHRR) every year for Group O Racing over 1600cc. Serious offers only. Barry Murphy (03) 9751 1179

Race Car Trailer for sale

John Mann 0418 310 472

For sale Group Q 1974 Elfin 623 1300cc Comes with enclosed trailer & many spare parts \$45,000.00 Contact Andrew on 0414 390 065

