



# 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](http://www.vhrr.com) Reg. No. 57/001

VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

**NEWSLETTER - April 2016**



# Coming Events

April	10th	Myrnlong Historic Sprints	03 9827 8124
April	10th	Victorian Hillclimb Championship Rd 4 Bryant Park	0407 825 545
April	26th	MGM	03 9877 2317
April	23rd-24th	Mallala Historics	08 8271 5689
April	30th-1st May	Morgan Park	0419 778 007
May	1st	VHRR Historic Rob Roy Rd 1 Triple Cup - CCE	0407 825 545
May	8th	Beeac Run - Ron Townley	0418 999 576
May	15th	Rob Roy Interclub Round 2 - CCE	0407 825 545
May	22nd	V Hillclimb Championship Rd 5 DECA Shepparton	0407 825 545
May	28th-29th	Historic Winton - A7 Club - 40th Anniversary - CCE	03 5428 2869
June	11th-12th	Sydney Motorsport Park	02 9988 4743
June	11th-12th	V Hillclimb Championship Rd 6 One Tree Hill Ararat	0407 825 545
June	28th	MGM	03 9877 2317
July	9th-10th	Morgan Park	0424 321 072
August	6th-7th	Winton Festival of Speed - CCE	0412 351 403
August	14th	VSCC Pre-War Historic Rob Roy Rd 2 Triple Cup CCE	0407 825 545
August	23rd	AGM & MGM	03 9877 2317

We meet Bi-Monthly - on the Fourth Tuesday of the Month 8pm at the VHRR Club rooms 30-32 Lexton Rd Box Hill.

**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 Handel Crt Blackburn Vic. 3130

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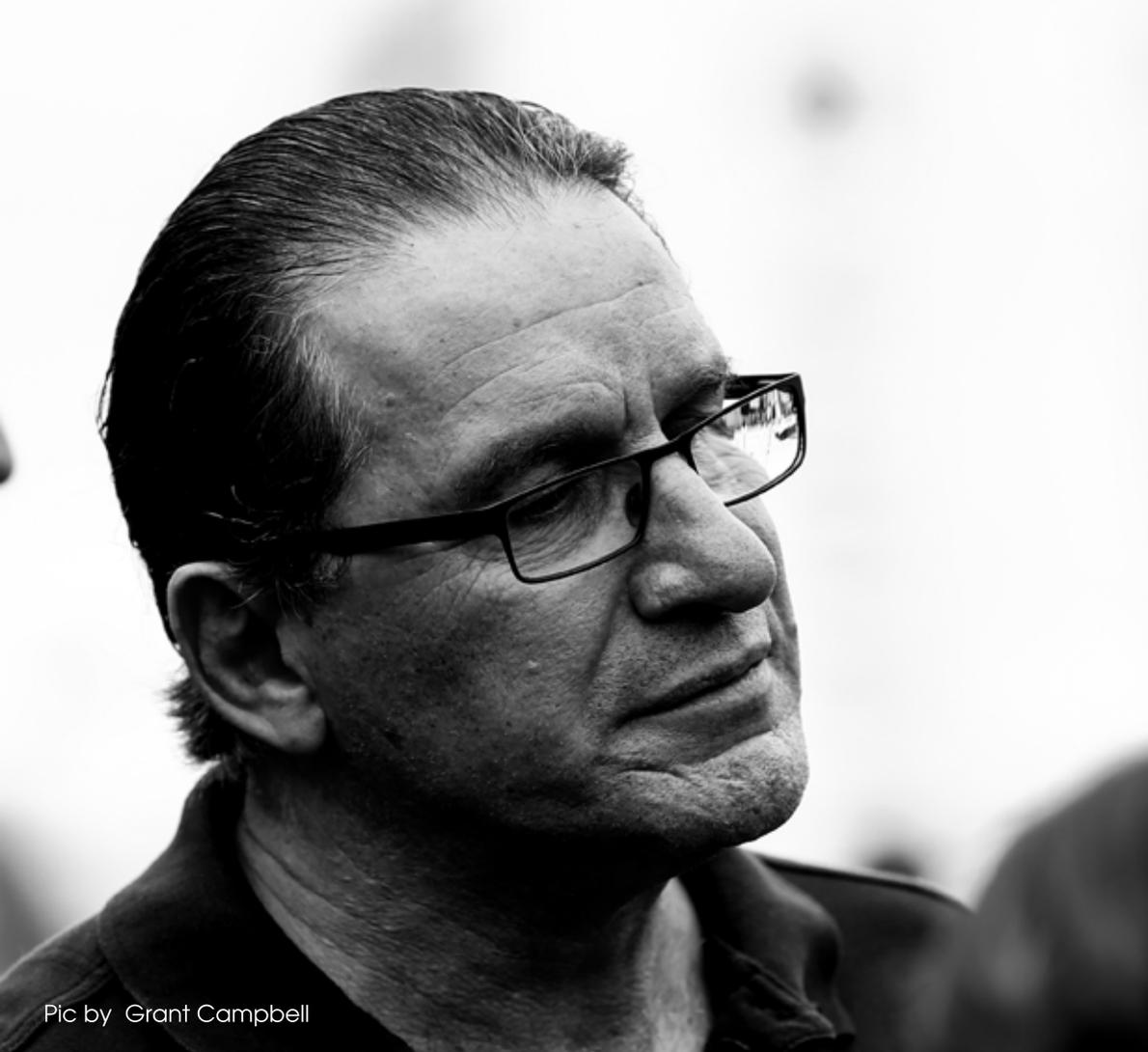
Joe Calleja's Airstream Transporter  
Pic Grant Campbell



Hope this isn't the last we see of this car  
Bought at PI by Vern Schuppan  
Pic Grant Campbell



Ron & Don  
Pic Grant Campbell



Pic by Grant Campbell

Attentive CAMS leader  
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**Phillip Island Classic**  
**Saturday, March 12, 2016**  
**By Richard Batchelor**

On arrival, a long queue of spectator traffic on the road outside the circuit highlighted the increasing popularity of historic racing. With very big fields in most categories, especially the popular F5000 and big-banger sports cars, and mild overcast weather, it promised to be an action-packed meeting.

#### **Formula 5000**

Tom Tweedie in his Chevron B24 and three time NZGP winner Ken Smith (Lola T332) were the only drivers to qualify under 1min 30 secs among the 26 entrants (is this a record F5000 field for Australia?). Race one saw Tweedie harried all the way by Smith, who is about 50 years his senior, Tweedie prevailing by 1.7 seconds, with a further 5.5 second gap to Tim Berryman in another Lola T332, followed by Tom Alexander (UK) in a Chevron B24 and the Lolas of Paul Zazryn and Peter Brennan. Tweedie again shaded Smith in the later event, with Alexander out-pointing Berryman to take the final spot on the podium. It was great seeing former Tasman ace Alfredo Costanzo taking part. His 1970 McLaren 10B looked old-fashioned against the later machinery but Alfie appears to have lost none of his silky skills.

#### **Group Q & R Sports Cars**

Despite qualifying third fastest, Queenslander Duncan Mackellar (8 litre McLaren M8E) wasted no time taking the lead in the first race, chased hard by Andy Newell from the UK (8.1 litre McLaren M8F) with Jamie Larner driving the wheels off his 2 litre Ralt RT2 in third place, followed by Aaron Lewis and Perry Spiridis in their Lola T163s and Steve Webb in his Elfin 360 Repco. Towards the finish Newell made an ambitious lunge at Mackellar on the inside of turn 12, appearing to lock up his rear wheels in the process, finally making heavy contact with the pit wall about 150m further on. With Newell's car out for the weekend the second race appeared to be a cakewalk for Mackellar but Larner had other ideas, catching Mackellar on the line as the McLaren seemed to falter, Larner snatching victory by one-tenth of a second. They were followed by Lewis, George Nakas (McLaren M8F), Spiridis, who had lost fourth gear, and the remainder of the top quality field.

The **Groups J, K, Lb Sports, Racing & Invited** races attracted fields of 40 cars including nine Formula Vees.

# MELBOURNE



Pic Courtesy SD Pics

# PHILLIP ISLAND CLASSIC 2016

Les Wright (Dalro Jag) took out class and outright honours, with others prominent including Nick McDonald (Elva Courier), David Reid (Lukey T43), Dick O'Keefe (Photon), Samantha Dymond (Lola Mk 1), Jim Russell (1939 Ford) and Andrew Grevis-James, who led home the F Vees. It was also great to welcome back Americans Ernie Nagamatsu in his 1958 Porsche Speedster and Lilo Zicron in the 1957 Townsend (Lilo also brought over two Lolas for the Q & R sports car races!)

Porsches dominated the **Group Sb & Sc over 3 litres** races, with Geoff Morgan (Carrera 2.7) prevailing over Wayne Seabrook (C3.0) and Stan Adler (C2.7), all three lapping in under 1:50, with Peter Eames also prominent in his C3.0. Rusty French in his Pantera

provided stern opposition until his car expired in the first race while Paul Blackie and Joe Dibartolo in their thundering Corvettes made sure the Porsches didn't have it all their way. Porsches had the largest number of entries (10) followed by Alfa Romeo with nine (including one Montreal), seven Corvettes, four Shelby GT350s, two Panteras, two Datsun 240Zs and solitary examples of the MG, Morgan, TVR and Lotus marques.

The more traditional Group S marques were to be found in the **Under 3 litre Group Sa & Sb** races, with fields of over 40 MGs, Healeys, Triumphs etc. Damien Meyer from NSW dominated in his 1.3 litre MG Midget, lapping rapidly in around 1:52-53, chased home in both races by Tony Ryan's

Sprite, Brian Duffy (Healey 3 litre), Brian Weston (Midget) and Graeme Rutledge (TR6).

Patron of the meeting Jim Richards was reunited with a John Player BMW 635 CSI in the **Groups C & A Touring Cars** races and showed fine touch, taking a temporary lead in the second race, his late braking and corner speeds no doubt surprising the category regulars. With the leaders lapping in under 1:45 this was a fast race, Carey McMahon from NSW taking out the first six lapper in his Sierra Cosworth from Anthony Alford (Skyline), Terry Lawlor (Sierra), Adrian Allisey (Commodore) and Richards. With McMahon failing to show for the second race, Alford took the honours after a stern battle with an inspired Richards, followed by Lawlor, while another legend, Bob Holden, was a DNF in his Corolla.

The first **Formula Ford** race drew an outstanding 48 starters and some desperately close racing at the sharp end between James Winslow and David Hardman who finished in that order, followed by Andrew McInnes and Jonathan Miles (all in Van Diemen RF89s), with Ray Stubber from WA driving well to finish in 10th place among the later machinery in his 1982 Royale. Hardman turned the tables on Winslow in the second race, again chased by McInnes. Rick Morris

in a 1988 Reynard was next with the remarkable Stubber finishing eighth in his Royale.

John Bowe provided a master class in the two **Groups Q & R Racing** events, clearing away in the 1974 March Cosworth 741 to take comfortable victories, with a fastest lap in the first race of 1:28.9. He was followed by Simon Gardiner (Chevron B42), Vince Holland, Sean Whelan and Andrew Mc Carthy (all in Ralt RT4s). In the second race the order was similar but Peter Lucas was able to snatch fourth place in his RT4. Two visitors from the UK were welcome additions to the field, with Greg Thornton going well in his 1.6 litre Titan in the first race but retiring in the second, while Andrew Wareing drove steadily in his glorious ex-Alan Jones Williams FW06.

Another massive field of 47 cars faced the starter in the **Historic Touring Cars under 3 Litres** (the over 3 litre tourers having to sit out the dances this year). The first race saw Quentin Bland take a two second win in his Capri from Alan Mayne (RX2), Rob Burns (GTV), roll cage expert David Brown (Datsun 1600) and Justin Elvin (Cooper S) – plenty of variety there! Late in the day they assembled for another stoush, with Bland again taking the flag but this time from Wayne Rogerson (RX2), Rob Burns in his flying Alfa and Elvin in the Mini.

A couple of very interesting French cars were Michael Stupka's familiar 1954 Citroen and Simca Car Club President Vincent Parisi in his 1958 Simca Vedette, which boasts a flat-head Ford V8 engine.

An even bigger field, 58 this time, lined up for the **Groups M & O Sports, Racing & Invited** races. Outright honours went to Richard Carter in his 1966 Elfin Mono in both events, chased hard all the way by Laurie Bennett (Elfin 600), Keith Simpson (Brabham BT16), Chris Oxley (Tiga 84 Sports), Dean Tighe (Brabham BT36) and Peter Strauss in the Repco engine BT31. Other interesting cars included Ian Henderson's Porsche 906, Englishman Andrew Wareing's ex- Hill/Ginther/Stewart 1970 BRM and the lightweight E-Type Jaguar driven by Rhea Sautter from Germany.

**Regularity** was divided into two divisions for the 90 cars entered. The successful drivers were Andrew Stutchbury (MGB) and Allan Cameron (TR7) in Division 1, and Robert Crichton (260Z) and Queenslander Roy Davis (Triumph GT6) in Division 2.

(Note: With 570 entries and multiple classes in most events, space did not permit the listing of all class winners in the above summary).



Pic Courtesy Richard Batchelor

Andrew Brown enjoyed the Regularity events in his stripped 1917 Ford 'T'

Andrew Gibson NSW TR3a Group Sa



Pic Grant Campbell

Debbie Collins exercised the famous ex-Stan Jones Maybach

Andrew Kluver NSW Lola T300



Pic Courtesy SD Pics



Pic Courtesy SD Pics

## Ron Townley's PHILLIP ISLAND GOSSIP

It was 1995 at Goodwood Hillclimb, then onto Coys Historic Silverstone when Ian Tate said 'We will do this at Phillip Island', I thought, pigs might fly. How wrong can you be. This Phillip Island meeting attracted 538 entries from all over the World (including Tasmania) and what a well run meeting.

The FW06 Williams Cosworth which Andrew and Marg Wareing brought from England to Graham Facey's original Morris Special he built years ago, came all the way from Cranbourne. Ernie & Elaine Nagamatsu brought the 356 Porsche with lollies and biscuits from USA, along with Lilo Zicron's stable of Can-am Cars.

Andy Newall drove the McLaren M8F with 7 litre Chev. He told me it was as if someone lifted the front of the car when he closed on a slower car entering the main straight completely losing down force. This resulted in a huge lose. When Andy regained control the car was right down to garage 10, stopped against the concrete with a very rough panel beating job, and a very lucky Andy with two broken ribs!!

Lilo's T160 Lola was driven by Barry Blackmore who started racing motorcycles in England 54 years ago. Even had scars to prove he got off the bike before it stopped a few times! He moved to USA and raced cars. He owned the Halibrand Company in the era when all the Indy Cars ran Halibrand wheels.

Phillip Mendelovitz brought the Nissan 240SX Factory team car which won more races in the USA than any other car in its class. Rhea Sautter brought her father's semi-lightweight E-Type from Germany and drove in rather a hurry. Scotty Taylor had a rebuilt Tate Climax in the Bobtail Cooper. With hours of Scotty and Laurie Bennets time going over the rest of the car, resulting in Scotty alternating between sitting in a chair or walking around in circles with a couple of spanners looking for non-existing problems.

Bob Harborow has bought property at Phillip Island. During practice he was looking at more property in the McLaren M6B. Penrite had their team including Elfin Clubman, Brabham BT16. Speedy Sam in her Lola 1100

and Ken Bedggood in the Cheetah. Alan Telfer brought the yellow Type 37/35 Bugatti down from Queensland, along with the ex Graham Hill, Tim Schenken, ex Ron Dennis BT36 Brabham, which the late Ivan Tighe's son Dean drove.

The reliable Geoff McInnes had an error of judgement, or some one did resulting in the removal of front suspension and wheel from the Riley (be easier to get a 3 wheeler Morgan Geoff!).

Ian Ross altered the rear of the Beatrice Lola. Tim Berryman

incidents, reports etc. Races were shortened for the loss of time repairing tyre walls and circuit repairs in general, for which our club is charged for the damage.

Phillip Island is not Winton, when you run out of skill here you are travelling fast and soon use up the run off areas.

Richard Williams organised the Exhibition Centre and it contained Speedway Midgets to Trade Stands and exotic Cars as well as the Show cars (1300 + in all). Must not forget the flaggies, fireys, traffic Directors, Sandra Caffin & her lady helpers who



Pic Grant Campbell

500th VHRR Member Frank Bradley joined on the PI weekend and won a ride in Rod Hatfield's L34. Coincidentally Frank is our Compliance Checker

won Driver of the meeting and International Driver award in his first drive in the ex Alan Jones Lola 5000.

Many drivers brought pristine racing cars to Phillip Island, and proceeded to alter the bodywork in rather quick rough panel bashing. Kevin Bartlett, Driver standards, Stewards, etc had a busy weekend with red flags,

work tirelessly unpacking & selling merchandise, Race Committee and the hard workers who make this event happen.

Regularity 2 Driver David Tweddle from WA in the Westfield SE was never placed lower than 4th in 4 events. Regularity 1 Driver Andrew Stuchbery got a 1st and 2nd in the MGB,

substituting for the Stutz which ran out of noise before the meeting. Bob Pinkerton from W.A didn't win anything because he drove too fast!!!

JKLb winners were Nick McDonald in the Elva Courier, Les Wright in the Dalro Jag, and David Reid in Faux Pas. Jim Russell in the side valve Ford was first group K car home in all events, causing envy to many a car and Driver (they all hate you Stumpy). The 2 oldest cars, Noel Cunningham's Talbot Darracq 1926 and the Alan Telfer Type 37/35 Bugatti 1926 were immaculately presented and not disgraced finished far from last.

The Formula 5000 cars were a credit to their owners and mechanics with their low attrition rate. In the dying days of the Formula 5000 years ago the reliability left a lot to be desired. Tom Tweedie from NSW won 3 races, Tim Berryman one, and Kiwi Kenny Smith using old age and stealth kept them both honest 2 seconds and 2 thirds.

Sc, Sb and over 3 litres - all events were won by Geoff Morgan in the 1975 Porche Carrera. Young Rusty French (I know how old you are Rusty, you raced a Hot Rod at Tracey's Speedway) got a second in the De Tomaso Pants Tearer.

Q & R Sports and invited was dominated by Duncan Mackellar from Queensland in the McLaren M8E with 4 wins. Jamie Larner won Race 29 in the Ralt RTZ (his father Peter used to ride his bike to Baxter Park Speedway when he was a kid).

Formula Ford Drivers James Winslow, David Hardman and Andrew McInnes shared bragging rights with 1st 2nd & 3rds between them. There is always hot competition in Formula Ford, and the repair shops will not be disappointed with the volume of work some guys have provided. John Blanchard Junior(who along with Brad Jones and the late Greg Hansford ruled the roost in the 2 litre saloon class years ago), came out of retirement. He got as high as 12th in fields of 47 cars.

Groups Q & R Racing saw the John Bowe clean sweep, winning all 5 races in the March 741. S.A. Simon Gardiner and Queenslander Vince Holland finished 2nd & 3rd in all races. This was a very quick field and it was no disgrace to come a glorious last. A & C Touring cars was back to the days of more than 2 manufacturers. Anthony Alford won 4 races in the Nissan Skyline, Jim Richards had 2 thirds and 2 seconds in the BMW 635.

Touring Cars under 3 litres was hotly contested. Quentin Bland NSW won 4 races in the V6 Capri, and Phillip



Woodbury NSW had a win in the Mazda RX2 M&O Sports and Racing saw Richard Carter win all 5 races in the Elfin Mono. Laurie Bennett took care of 2nd in all races. Hugh Gartley from Lakes Entrance, Bob Cracknell Vic and Herb Neal NSW are quick old blokes.

Group SA and SB under 3 litres resulted in Damien Myer From NSW in the MG Midget with 1310cc cleaned up the 5 races. Not bad when you see Austin Healeys, Triumph TR6, 911 Porche, and many larger cars following him home.

Troy Ryan from SA in the Austin Healey got 3 second places. Brian Weston in the MG Midget from ACT went Giant Killing with a second and 2 thirds.

The weather was kind and all classes got their races, though some were shortened. Roll on 2017 If you have not been mentioned or insulted. Stiff!!

**Regards Hugh Jarse**

#### **World Record at Phillip Island?**

Was this the best Historic Phillip Island meeting ever ? I reckon. Huge crowds. Huge entries from all categories including -

49 J.K,Formula Vee & invited  
28 Formula 5000  
53 Formula Ford

What about 24 F5000s fronting up for their last race with 23 finishing, dices all over the track & a winning margin of 0.32 secs. Talking of Formula Fords, they as usual, produced extremely close racing all the way down the entire grid but ponder this - the results of 1st and 2nd over the 5 races  
Friday arvo Hardman 1st (local Formula Ford driver), Winslow (professional racing driver, driving a local car) 2nd - margin 0.0649secs  
Saturday morning Hardman 1st - lap record, Winslow 2nd - margin 0.0003 secs  
Saturday arvo Hardman 1st Winslow 2nd - margin 0.0138 secs  
Sunday morning Winslow 1st Hardman 2nd - margin 0.5389 secs  
Sunday arvo Winslow 1st Hardman 2nd - margin 0.0261 secs  
Total margin over 5 races 0.6444 secs.

Wikipedia list the closest finish in motor racing as 0.0005 in an Indy Lights race. So have we got a world record in the closest finish in motor racing of all time? And what about the margin over 5 races? FANTASTIC !

**Bob Morrow**



Pic Courtesy SD Pics

# 2016 Phillip Island Classic Formula Vee report Grant Kelly

**Following on from the successes** of Historic Formula Vee's 50th anniversary celebrations throughout the course of 2015, 11 Historic Formula Vee's had entered to race at the best and most prolific Historic Race Meeting in the Southern Hemisphere if not the world.

It was great to see new competitors to the class in Chris Neil with his beautiful ex Ron Sutherland Elfin N.G and Derek McLaughlan in the extremely unique Predator 'Razor Car' head out onto the pristine Phillip Island circuit for the first time in the category. Also alongside were the usual collection of extremely experienced and ever quick entrants and ex winners and champions of the class in Geoff Stone, Don Greiveson, Doug Angus and making a return to Historic Formula Vee's, Harold Roberts in Noel Bulls recently COD'd Elfin 500. Also in the mix were keen vee usuals Liz Bailey in her very pretty Lynx, Matt Scott in his team 'Blue and Orange' EP Elfin, current Vee competitor and extremely quick driver Andrew Grevis-James and your amateur author tagging along as well for the fun.

I am very happy to report that some of the concerning weather forecasts were proved wrong and despite quite an overcast sky for most of the weekend, the rain managed to hold off for all the races. Due to the

record number of entries, Formula Vee were combined with groups J, K and Lb in an invited section. This did prove challenging due to the vast differences in performance qualities between the Vee's and the other cars on track, but all drivers concerned were able to make it work rather well across the weekend with only one minor mishap occurring that fortunately did not lead to any damage.

The Practice/Qualifying event on Friday morning was a relatively usual affair with the experience reigning supreme as Bill Roberts set the pole time, followed by Andrew, Geoff, Don and Doug with the rest of us just trying to hang on in the wake!

Race 1 came on Friday afternoon and was interesting to say the least! Following the start, there were damaged and broken down cars littered all around the circuit and after only a couple of laps the session had to be declared to clear the carnage, thankfully none of which was to do with the Vee's.

Race 2 on Saturday morning was a closely contested affair, with the top spot being fought for by Doug and Andrew. Andrew would go on to take this one by a narrow margin, whilst the race for third place was just as fierce, with Geoff crossing the line

from Don and Bill, who, amongst the wheel to wheel dicing had managed to again set the fastest time at a 2:06.0. Saturday afternoon's race was cut short to just a couple of laps after the session was red flagged due to Derek McLaughlan's Predator being in a dangerous position on the track after a mechanical hiccup.

Sunday dawned warm and with the sun creeping through the clouds. We were waiting on the dummy grid for the best part of an hour prior to the start of race 4 after a Regularity car had managed to cause significant damage to some tyre barriers and this called for quite a lot of repair work from the officials, who did an excellent job to get it fixed in the time all things considered. The race was shortened to 4 laps, but this provided some close and exciting racing none the less, with Andrew and Doug being separated by just four hundredths of a second at the line, with Andrew claiming the top spot again. Not far behind, Geoff, Don and Liz were having a red hot go, with some very close racing and slipstreaming action and in typical Vee fashion, crossed the line with just two tenths of a second between them. Also notable in this race was Chris Neil who had managed to cut some more time off his best lap time so far for the weekend.



Sunday afternoon fined up very nicely in time for the Vee's to take to the track for the last time over the weekend, and the slight change in conditions certainly did nothing to hamper the exciting racing amongst the grid. The first lap was typical for the weekend, with intense passing and squeezing by the other cars from the Vee's, whose distinct handling and braking abilities became quite apparent. Don Greiveson fell victim to some wayward traffic as he tried to follow the leaders around southern loop and his race ended buried in the stones on the outside, but I hear the new collection of rocks may have been something to do with making sure he came in at legal weight? Who knows?! Meanwhile, Doug Angus showed why he has had so much success in his years in Formula Vee as he made a quick dash through the traffic and began to pull away, whilst myself and Andrew had a good dice for a couple of laps in attempt to catch the leader, until right in front of me, a slower car swerved off line straight into Andrews back wheel as Andrew was passing it around the outside at Lukey Heights. If you could've got a shot of my eyes as this took place they would've resembled something similar to saucers as I took to the grass to avoid the mess. This allowed Doug a good escape and run to the line for a well-deserved win. I was over the moon to be able

to follow across for a second in class, and I'm sure the result could've been different if Andrew hadn't been shafted off.

Incredibly, Andrew managed to spin the car down the hill and safely re-join the race just in front of the Geoff and Liz dice and continue racing to lead them over the line. Just behind, Matt and Chris looked to be having a fun scrap with Chris narrowly getting across the line in front.

All in all a fantastic way to wrap up another Classic Phillip Island Classic. On behalf of the Formula Vee group we cannot thank the organisers enough for finding room in the immensely busy program for us to go out and race and to the untold

number of hard working people that go behind the scenes to make a meeting like this function at such a world class level, we salute you!

The Formula Vee category continues to grow in numbers and is practically unrivalled for its value for money as a historic class and its close racing, but don't take it from me, buckle up and get out there and join us!

See you out there.  
**Grant Kelly**



Pic Courtesy SD Pics



Pic Grant Campbell

# Festival of Speed 2015

Grant Kelly

# WINTON



**The 2015 VHRR Winton Festival of Speed** saw another impressive display by the 4 Formula Vee's entered. We saw Matt Scott (Elfin NG) entered in his first ever race meeting after obtaining his Circuit Racing License, young Conor Ryan (Daveric) in his second race meeting and his VHRR Junior mate Grant Kelly in the Stag, to add some experience to the grid we had long time Formula Vee competitor and Champion Don Grievson in his Spectre.

Practice/Qualifying saw the Vee's tackle a sunny but chilly track shared with a beautiful collection of M&O Sports and Racing Cars, with Don grabbing the pole position with a 1:48.0 from Conor, Grant and Matt. Don and Grant were making use of the weekend to continue development of a new experimental tyre with the manufacturer looking to step onto the Formula Vee tyre market, and the weekend saw some interesting comparisons from the cars running the prototype tyre and those running the tried and true brands.

Race one saw a good jump from Don early in lap one, whilst Grant was forced to take evasive action to avoid an accident with one of the competing sports cars at the first of the esses, putting him well down the order. Matt had a good first race, hindered by rear shock absorber trouble, but still keeping his nose clean and out of trouble, while posting his best lap time of the circuit so far. Conor came away with the win from Don by just six tenths of a second, with Don posting the fastest lap of the race with a 1:47.8.

Race 2 on Sunday morning saw the Vee's all started together behind the M&O cars (which was an excellent initiative) which allowed there to be more close racing between the Vee's with less disruption to the other cars on track. The race was a display of some of the closest racing all weekend solely between the Vee's, with some impressive manoeuvres around the M&O cars. Right through the course of the race spectators were treated to spirited dicing between Grant, Conor and Don, and the results were ultimately governed by who was able to position their car best around the select M&O cars that were significantly slower in the tight twisty bits, Don made the move for the lead on Grant late in the race into the esses and gave it a little too much, promptly turning it round and handing the win over to the Stag, from Conor, Don and Matt, who was looming ever closer behind the lead pack in his first ever race meeting. Despite the mishap, Don managed to yet again post the fastest time, with a 1:50.0.

Sunday afternoons race was a real action packed race, the excitement began off the line when Grant got a poor start and lost position to both Don and Conor, with Conor taking the lead into turn one, Don went for the overtake down the inside on Conor into turn three, which resulted in some well controlled 'acrobatics' in the blue and white Spectre, that was narrowly avoided by Grants Stag, Matt made haste of the situation and cruised on past Don and Grant, all the while, Conor Ryan in the Daveric was



Grant Kelly  
Image courtesy Jim Jones



escaping away giving himself a healthy gap from the other cars. The race appeared to be over at this point, however, over the next 4 or so laps, Don and Grant made use of the traffic free clean air, first to catch and pass Matt, then to both go on to pass Connor with 2-3 laps to go. An impressive dice between the front three Vee's ensued, with some three wide action occurring more than once on the straight sections of the circuit. The last lap was a nail biter, with the three cars all sharing the lead at some stage, young Connor made an aggressive turn 8 manoeuvre to grab the lead and hold on for the last two corners to clinch the race win ahead of Grant by just four tenths of a second, ahead of Don who was half a second behind. The excitement led to Matt setting his fastest lap late in the race on lap 7, something that will come in handy in Formula Vee racing as he progressively becomes quicker. Yet again, Don made it four from four runs in which he clocked the fastest time, setting a 1:48.8 (remembering the prototype tyre being run).

A very prominent aspect of this fabulous young Historic category is the breadth of drivers who chose to come and race in the category, from heavily experienced ex national Champions to new drivers of just 17 years of age. Then there is the camaraderie shared between all our competitors, everyone knows each other, helps each other with any mechanical issues and the more experienced senior drivers are always happy to give a few hints to the drivers new on the scene. The smaller entry of cars alone provided what numerous onlookers described as the most exciting racing of the weekend, and without a doubt the best value for money Historic Racing category bar none. So why not come and join in on our celebration of Formula Vee's 50th Anniversary this year, as we celebrate the category that brought racing to the masses like no other, that kick started the driving careers of some of Australia's leading drivers and is the nations longest surviving open wheel category. See you at the track!

For more general information or help in joining our fantastic category, visit [www.HistoricFormulaVee.com.au](http://www.HistoricFormulaVee.com.au) and follow the contacts page for your states group representative.

**Grant Kelly**

**Vale: Roger Ealand**  
**Eulogy transcript by Bill Hemming at**  
**Roger's Funeral....**

What a crowd!  
We needed to take heed of Roger's credo....we're gonna need a bigger shed. I'm not surprised because we're all here out of respect and admiration for a favourite man. Plus I've received many, many messages and kind words from people who couldn't make it here today. But I AM impressed we all found our way here. Because the email notification sent out referred to 'our beautiful Roger'



Roger - Koala - Sandown 2014 - Pic courtesy Redline Pics



Image courtesy Tweed Daily News

..... the 'beautiful' bit really threw me. However, there are two other words we definitely attribute to our mate... BRILLIANT and PERFECT. These two words were the most constant words we heard from Roger over the past couple of years when we asked how things were going. His answer was always - 'just BRILLIANT' or 'absolutely PERFECT'.

Well, he lied !

Things were NOT brilliant, or perfect. But these words DO sum up Roger's attitude, his lifestyle and his influence on those around him. To many of us here today, his brilliance was evident in our world of historic motor sport.... most recently as a top competitor, car restorer and President of the Australian Formula Junior Association.

It all started, with Margaret by his side, when Roger's race career kicked off about 55 years ago with an MG TC special at Lakeside. Both here and in the UK, he showed his trademark short attention span, and changed and competed in hundreds of different cars.... from a veteran 1904 Rambler... right up to a McLaren Formula 5000.

He probably had his best successes in the 80's and 90's with sports cars. In fact ....in his Marcos, Roger scored the UK Classic Sports Car Championship.... 8 years running.

There was also time for rallying - again with Margaret literally by his side as navigator - in an E Type Jag, an XK150 Jag and a couple of Volvos. You'll see his Volvo 123 GT at his home today, being restored to it's prime..... just as it was when Roger and Margaret drove the London to Sydney marathon.....their

best result was that they managed to stay married!

Over all these years, he never lost his enthusiasm for cars and the sport. Even up until 4 weeks ago, Roger was hard at work cementing the destiny of Formula Junior racing in Australia. He was gutted when he realised he wouldn't be running alongside us at the Diamond Jubilee world series that started in January. He had prepared over the past couple of years by buying cars and motorhomes in Australia, England and America.....just so he wouldn't miss an event.

His enthusiasm has almost bankrupted a couple of us as we've tried to keep up with him. Now we'll have to travel and run alone. Our cars will wear black tyres to honour him. Frankly, we could spend hours going through Roger's Formula Junior and racing adventures - but he was such a media tart, that the world has already read about his exploits, with nauseating regularity.

Despite Roger's love of racing, it was more about participating than winning. A few months ago, he took all his trophies - and there were hundreds of them - and threw them away in the council tip. A few days later, someone had collected them and brought them back home saying....it appears someone stole these...and we knew you'd want them back'

So racing was more about fulfilling his relentless, competitive nature....rather than the eventual result. Roger's brave battle with cancer was a bit like his racing style.....with:

Jumped start  
Ignored warning flags  
Cut corners  
Performance enhancing drugs.....  
and he still couldn't win!

I'll let others remind you of his other, very significant achievements. In horse riding - boat building - sailing - flying and business - including founding and running an international management and motivational consultancy - and building and running an award winning guest house.

His life was so full and spectacular, there will probably be a book or film about it. Who will play our Roger in a movie ?

I'm guessing it would be the love child from a tryst between James Hunt and John Cleese. So rather than list all his good bits, I'd prefer to use this occasion to say some personal things, now that.... at last.... I'm safe from his smart arse comebacks. I was going to try and be theatrical, and open with the Monty Python song.....ALWAYS LOOK ON THE BRIGHT SIDE OF LIFE....but there really is no need for cliché props... because Roger was his own, living, breathing, walking cliché! We remember him for always speaking in slogans, saying things like... 'I don't do negative' And 'I'm concentrating on LIVING... not surviving' Or 'Even sick... I'm better than most others who are well'. For his own amusement.... and mental stimulation.... he often told me that his mission in life, was to see how RUDE he could be to someone .... without upsetting or offending them. And by and large he succeeded. Only occasionally going just that little bit too far. He got away with it because of his extremely clever and quick brain, his humour, and his affected Pommie manner .... plus a spectacular dash of style and class.

When I tried to copy him, he'd say... 'Bill you do and say things a bit like me .... but you do it with your fly undone'. Everyone here would have - at some time - been victim to his put downs.....or been beaten by him on the racetrack....but I'm certain that everyone here also felt privileged to have spent time with Roger.

One of his excellent skills, was to make everyone he associated with, feel like they were a very good friend. But, despite being a natural motivator, Roger found it quite difficult to truly open up and dig deep into interpersonal relationships.

Only last year, when I was complaining that my wife didn't understand me, and asking for sincere advice on how to make her happy about my being away motor racing so often.... his only contribution was to ask..... if we were still having sexual relations..... and if so, perhaps that was the problem! Most deep and meaningful subjects were batted away with a witticism or counter jab. Certainly, it took me many hours and many overseas trips where we were forcibly thrust together, before I could confidently claim a mutual friendship. It was a friendship that was built on inoffensive rudeness to each other. And a friendship that many onlookers, especially the Americans, did not understand. We had an absolute ball cavorting with our formula juniors, and with other like minded Junior drivers..... across America, Europe, England, South Africa, New Zealand and the Nullabor. But in all that time, the only personal positive or compliment I ever got out of Roger was..... 'Bill, the best thing I can say about you, is that you have an excellent wife'.

To be fair, he did know a thing or two about 'excellent wives'. I don't need to confirm just how devoted Margaret has been to the bugger over the years.

I'm reminded of that joke... where the husband says - 'I'm redoing my will, and I'm leaving everything to you' and his wife replies - 'you always do, you lazy sod' But we really do need to acknowledge her devotion and love, especially during his time of sickness.

Marg still found time to be a charming hostess to all Roger's friends who found their way to Duranbah - and usually camped. She has simply been - outstanding. I recall sitting around a BBQ in a campsite outside of Barcelona, when after a few sangrias, I asked Roger who he believed was his best friend. He thought for a few minutes and mumbled something about a few people, then he lit up and said....I'd have to say - Margaret. This was reinforced only two weeks ago when he was flirting with the nurses who were bathing him and filling him full of drugs. Some of his last words were... 'you nurses are wonderful - but not as wonderful as my wife'.

Good on you Marg.  
Other genuine tid bits I managed to weedle out of the boy..... when pressed, he nominated his home

at Duranbah as being his favourite project. And you can experience that special feeling of beauty and happiness in that gorgeous homestead that he and Marg built pretty much with their bare hands. Ah...the serenity!

We're off to his home after here so you'll see for yourself. I also believe some of you want to say a few words about Roger when we get there, or as our friend Jeff Brown said.... 'hold another drivers briefing. That should stuff up the serenity'.

Only last month, I asked him what he wanted seen as his legacy. Roger, without hesitation, nominated his boys Justin and Adam. You guys must realise the pride and the peace your Dad found when he looked at you - and your families - and your lives. He reckoned he done real good.

I need to read an extract from a letter that was doing the rounds on Facebook recently. This was written by a woman who died from cancer, to be read after her death. Some of the words must surely have been written by Roger himself....

Here goes...

'I'm not in heaven, I'm here. But no longer in the crappy body that turned against me. So I have some good news and some bad news. The bad news is, apparently, I'm dead. Good news is that you are most definitely not. Yes this sucks. It sucks beyond words, but I'm just so damn glad I lived a life so full of love, joy and amazing friends. I am lucky to honestly say that I have zero regrets and I spent every ounce of energy I had - living life to its fullest. I love you all and thank you for this awesome life.'

Well mate...we loved you too.

A significant amount of joy and wonder has gone out of our world.

But Roger would never forgive us if we didn't go back to nature, and back to basics, and remember.... IT'S STILL A WONDERFUL WORLD.

Or....as Roger would say, it may not be quite PERFECT, but it's a BRILLIANT world.

So, for his sake, let's celebrate Roger, and continue to enjoy it.

**Bill Hemming**





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## VALE – ROGER EALAND

Sadly, my first duty as incoming President of the Australian Formula Junior Association (AFJA) is to advise the passing of our indefatigable President, ROGER EALAND. Roger passed away peacefully at home on Tuesday the 22nd March. His wife Margaret and sons Adam and Justin were with him as he lost his long battle with cancer. To say Roger will be missed is a gross understatement as his enthusiasm and generosity of spirit were well known to all in the FJ community particularly and historic motorsport in general, globally.

His influence extended far beyond our shores as witnessed by his numerous friends overseas and many of these sentiments have been recorded on social media in recent days. His recent efforts to ensure the Australian rounds of the Worldwide Formula Junior Diamond Jubilee Series are a success remain as merely the latest in a string of innovative and positive contributions he has made to our sport. His unending encouragement to individuals to become involved, coupled with practical assistance to help them achieve their goals is well known and will be very sadly missed. Add to this his wicked sense of humour and the ability to find the positive out of any less than perfect situation, then you start to get a more accurate vision of this extraordinary man..

Image courtesy Tweed Daily News

## AFJA OFFICE BEARERS

Roger nominated me to take over his role as President of the AFJA and this was accepted and confirmed at our AGM during the Phillip Island meeting in March this year. At Roger's behest, Jeff Brown also accepted the role of Secretary/Treasurer of the Association at the same meeting. It can only be hoped that we can carry on his good works as he would have wished.

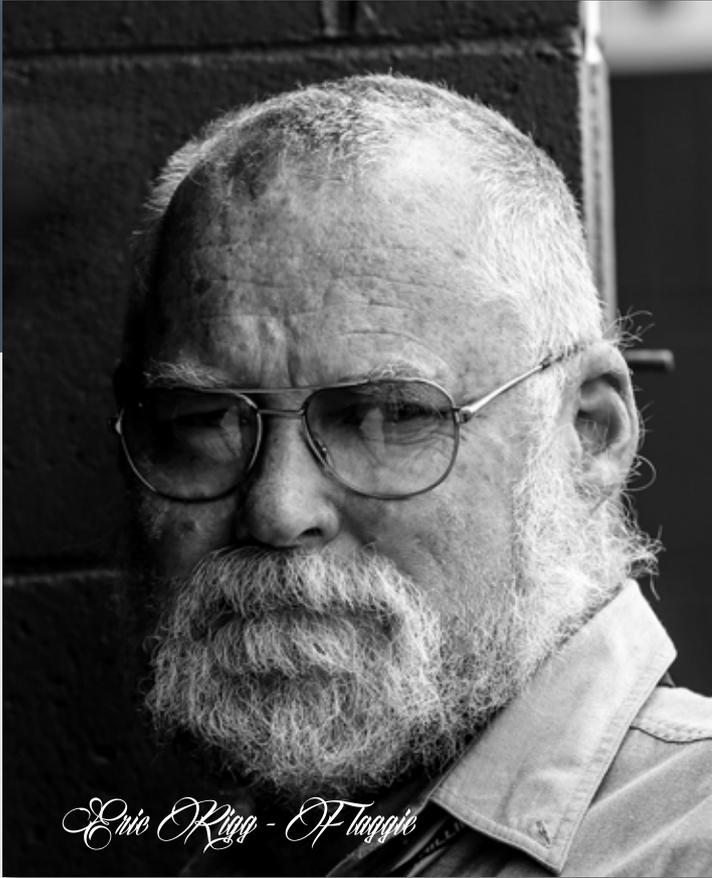
## F J DIAMOND JUBILEE SERIES

As mentioned, Roger had put in place virtually all of the necessary details for the forthcoming Diamond Jubilee. The Australian rounds commence in Perth this October, then move to Sandown followed by Eastern Creek. Many competitors will follow this by traveling to the New Zealand rounds during January and February next year – a busy programme indeed with lots of racing and social activities combined.

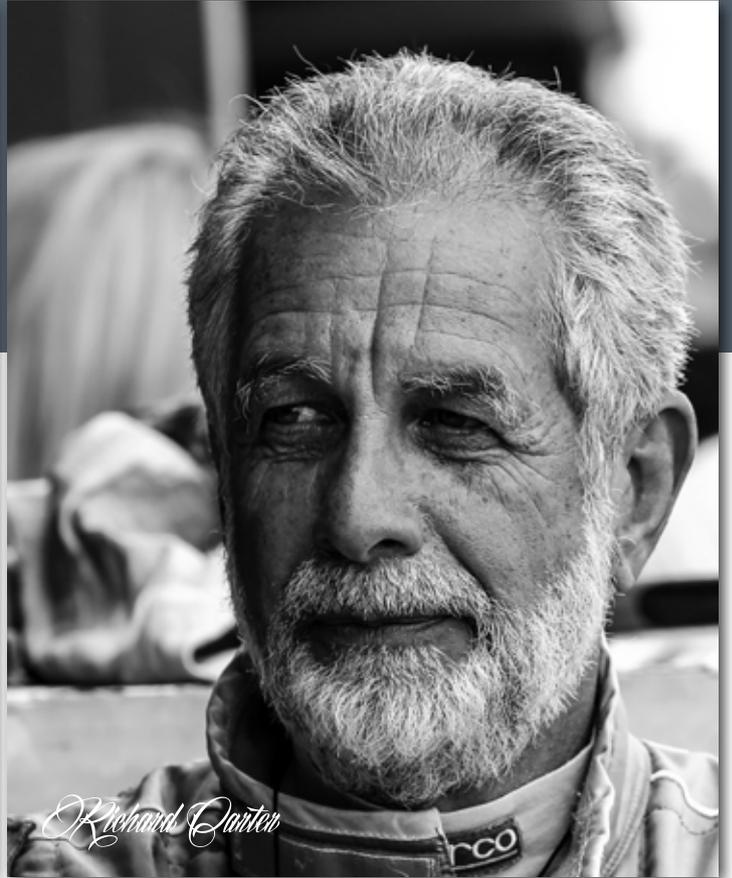
I encourage those with FJ cars yet to race this season to participate in what will be a momentous series of events.

Feel free to contact me for details on [classicblue365@gmail.com](mailto:classicblue365@gmail.com) or for any assistance you may need.

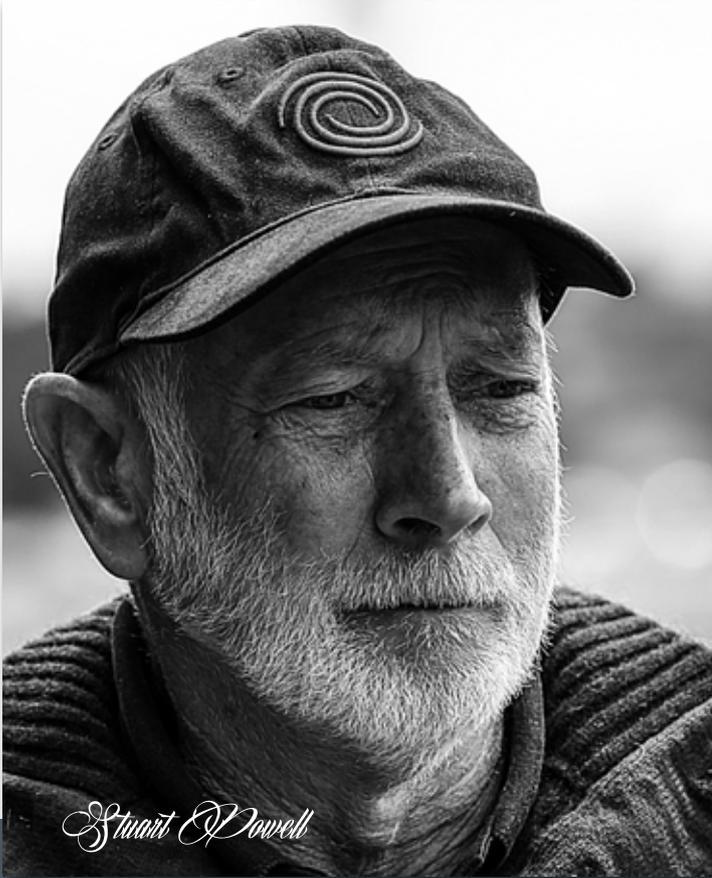
**Kim Shearn**



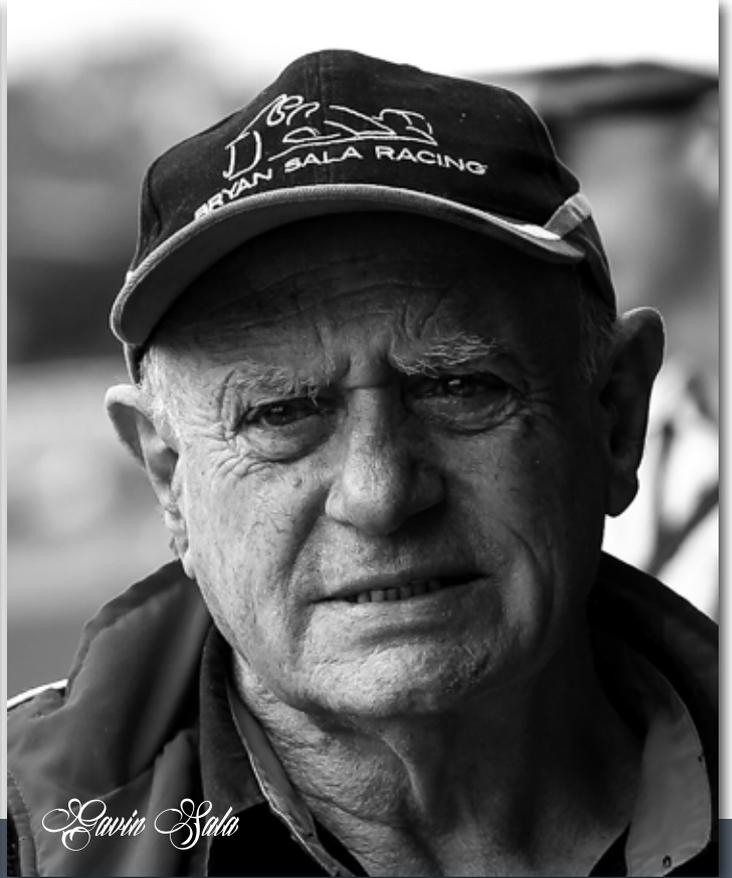
*Eric Rigg - Flaggie*



*Richard Carter*



*Stuart Powell*



*Gavin Sala*

# FACES ~ SANDOWN

Pics ~ Grant Campbell

# HISTORIC

## SANDOWN 2015

The Group J, K and Lb events were held in pretty well perfect conditions with twenty three cars facing qualifying. Shane Bowden in the very rapid PRAD was quickest a tad under 1.32 and Nick McDonald hot on his heels just over 1.32 then Samantha Dymond in the Lola, West Aussie and new VHRR interstate member Charlie Mitchell followed by Dick O'Keefe the rest were four seconds plus of the pace, however it's the cars that matter more to me not necessarily their positions on the track.

It's great to see Bill Hemming's Elfin Streamliner driven by Eddy Woods appearing at lots of meetings including this one, I much prefer when I see Eddy in my rear vision mirror but as I was in the grandstand and Eddy has put on a secret weapon to make the Hemmings Streamliner quicker by some seconds a lap by fitting a new set of Dunlop Racing replacing the eight year old Avon battery cases I fear I'll only get a glimpse of the rear of the Elfin in the future.

There were the usual brace of MGTC's Specials of Ian Edgar, Fred Brock and many others including Geoffrey Murdock in the MGTB and the big bangers Stumpy Russell's 4.4 litre Ford and Ray Sprague's Ford V8 Special also 4.2 litres.

One of my favourite cars is Max Pegram's Gemini Mk 2 Formula Junior it's a real sight, engine up

front where it should be, if you ever get the chance to see this car without its clothes on it worth it it's just gorgeous, Ford Cosworth 1100cc 105 E developing 120 BHP weighing 400Kg with 10 inch drum brakes inboard at the rear and a nutcracker Ford gearbox. I'm not sure what that means I think it's something to do with Ballet I'm not big on the Arts....

The Penrite Lola Mk 1 driven by Samantha Dymond is another one of those cars that look a million dollars with the body on or off Sam and the Lola don't hang about either with third in qualifying a fourth place in one race and third in all the other events giving the Penrite team first in class up to 1500 Lb Sports prepared to perfection by Ken Beddgood at Pentrite.

Shane Bowdens PRAD 5 as mentioned topped the list in qualifying and was on the money until Nick McDonald took over first place in all the races with more consistent and slightly quicker lap times. The PRAD which Shane has owned for over thirty years runs a Grey Holden 2200cc three 1 1/2' SU's MGTC gearbox, Holden diff centre in a TC housing and weighs 735kg. Alan Borella builds Shane's engines and they really fly a great sound when on full noise down the Sandown Straight, Shane ended up with a second and two third places outright all that holds this car back are the drum brakes it's a very period sight.



Pics by Neil Hammond - Top to bottom  
Dick O'Keefe ~ Photon Lotus 11 Replica  
Nick McDonald ~ Elva Courier  
Ian Edgar ~ Meatsafe Special  
Max Pegram ~ Gemini Mk 2 FJ



Pics by Neil Hammond - Top to bottom  
 Lilo Zicron ~ Townsend Typhoon  
 Sam Dymond ~ Lola Mk 1  
 Jason Nichols ~ JWF Milano GT  
 Commentators - Schilling, Simmonds, Rogers



Nick McDonalds Elva Courier is quick BMC B Series of 1600c capacity however I think the secret ingredient here is Nick he doesn't get flustered just laps mighty quickly and relentlessly laps within half a second until he's out front then he can relax a bit it's a position he is very often in. This time Charlie Mitchell all the way from Perth in the frightenly fast TS Special of 4800cc gave Nick a bit of a run again Nick ran out a couple of laps of 1.30 which Charlie wasn't able to run.



The Proton Lotus 11 Replica has a rather small 998cc Supercharged BMC engine is immaculacy prepared by Dick O'Keefe and gives cars of much larger capacity a good run. I remember seeing Dick in his black FX Holden yes they were called FX Holdens in those days not 48-215's, at a certain racing car training ground in Melbourne honing his skills he was quick then and still is.

An interesting footnote to this great Sandown meeting was that twenty three cars qualified with twenty two finishing the last race there was one race that had twenty six starters I'll figure that out another time, all in all a good meeting for our class Group J, K & Lb.

Colin Sullivan



Pic Grant Campbell

Pics opposite Top to bottom  
 Gerry with Yeoman Credit Cooper  
 Aston Martin Pitstop - Gerry on the fuel churn  
 Gerry and friends  
 Gerry at MRD fourth from left

**I worked with the Brabham/MRD organization from 1967 to 1969 as a race mechanic** on the F2 (1967), F1 (1968) Indianapolis (1968 and 1969) and Tasman (1969) teams. During that time I came to know Gerry Hones well and we are still in regular communication. I thought the attached may well make interesting reading in the forthcoming colour magazine and I would be pleased if you would consider its inclusion. With regard to the photos, the titles explain them, but the 'Gerry and friends'

was taken a couple of years ago. The people are, Gerry, seated in the light blue jumper, next to him myself (Allan Ould) Behind me, Neil Trundle (McLaren chief mechanic for Senna and Prost/ co founder of Rondel Racing with Ron Dennis and currently cares for all the past F1 cars at McLaren ). Next to Neil is Peter Hennessy, ex Brabham F1 and Indy teams and with Patrick Petroleum in the US with the Brabham BT32.

Regards, Allan Ould.

**Another "Brabham Legend".  
Gerry Hones ~ 90 years young  
this year**

While following the recent Phillip Island Classic, I was reminded of the large number of Brabham cars competing at this and many other Historic events in Australasia and indeed worldwide.

The legacy left by Jack Brabham and Ron Tauranac is quite remarkable when the modest production facilities and staff numbers are considered. The phenomenal success and durability of these cars speaks volumes.

It should however be remembered that these two giants of Motorsport were not a "two man band", but assisted by a group of capable and enthusiastic 'helpers'. In the sixties I was privileged to be among this group and especially privileged to know one of the great contributors to the success of the cars produced by Motor Racing Developments (MRD) at New Haw, near Byfleet in Surrey.

Gerry Hones joined MRD in 1964 and after a period as a race mechanic became production foreman, holding this position until 1970. In this capacity, Gerry probably left his 'fingerprints' on more Brabham cars than any other person. In the 60's many young Australians and New Zealanders beat a path to MRD's door in the hope of gaining a foothold in 'real motor racing'. Those of us lucky enough to gain employment soon found a friend and mentor in Gerry Hones. Gerry was a master in keeping a disparate group of sometimes rowdy young men under control and focussed on the job at hand. A formidable task at the best of times.

He was a genius at handling the buyers of 'customer cars' and it was a revelation to see him explaining a new car to buyers such as Jochen Rindt, Robin Widdows, Piers Courage, Derek Bell, Frank Williams, Charles Lucas and many, many more, before passing them on to Alain Fenn, the Sales Manager for transaction completion. Gerry also had a fairly 'irreverent' sense of humour which would do any

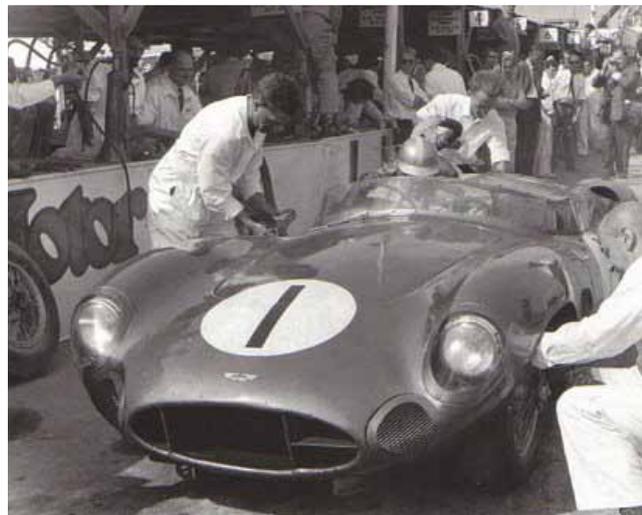
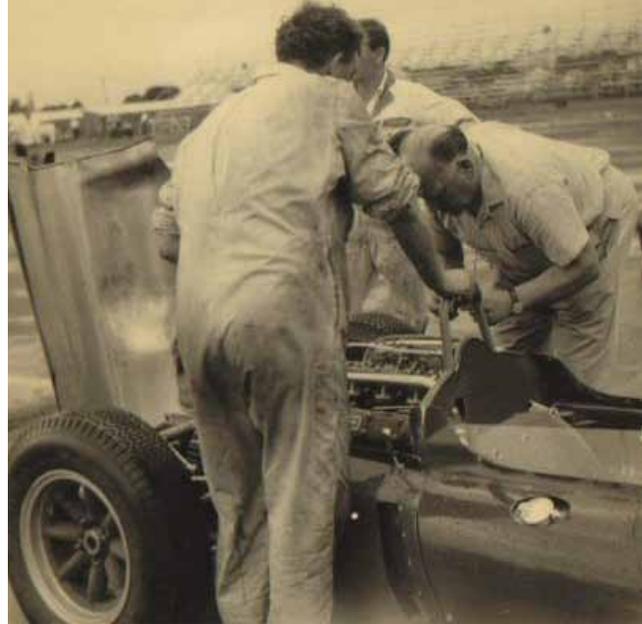
Aussie proud. When one considers the young men who were guided and influenced by him while at MRD, his contribution to Motor Sport in general and the Brabham marque in particular, is remarkable. These young men included Ron Dennis, Neil Trundle (who started Rondel Racing with Ron prior to their involvement with McLaren and was later chief mechanic for Senna and Prost), Tony Alcock of Birrana Cars and Nick Goozee of Penske Cars, to name a few. Many more held important posts in all facets of motor sport including as constructors and race mechanics.

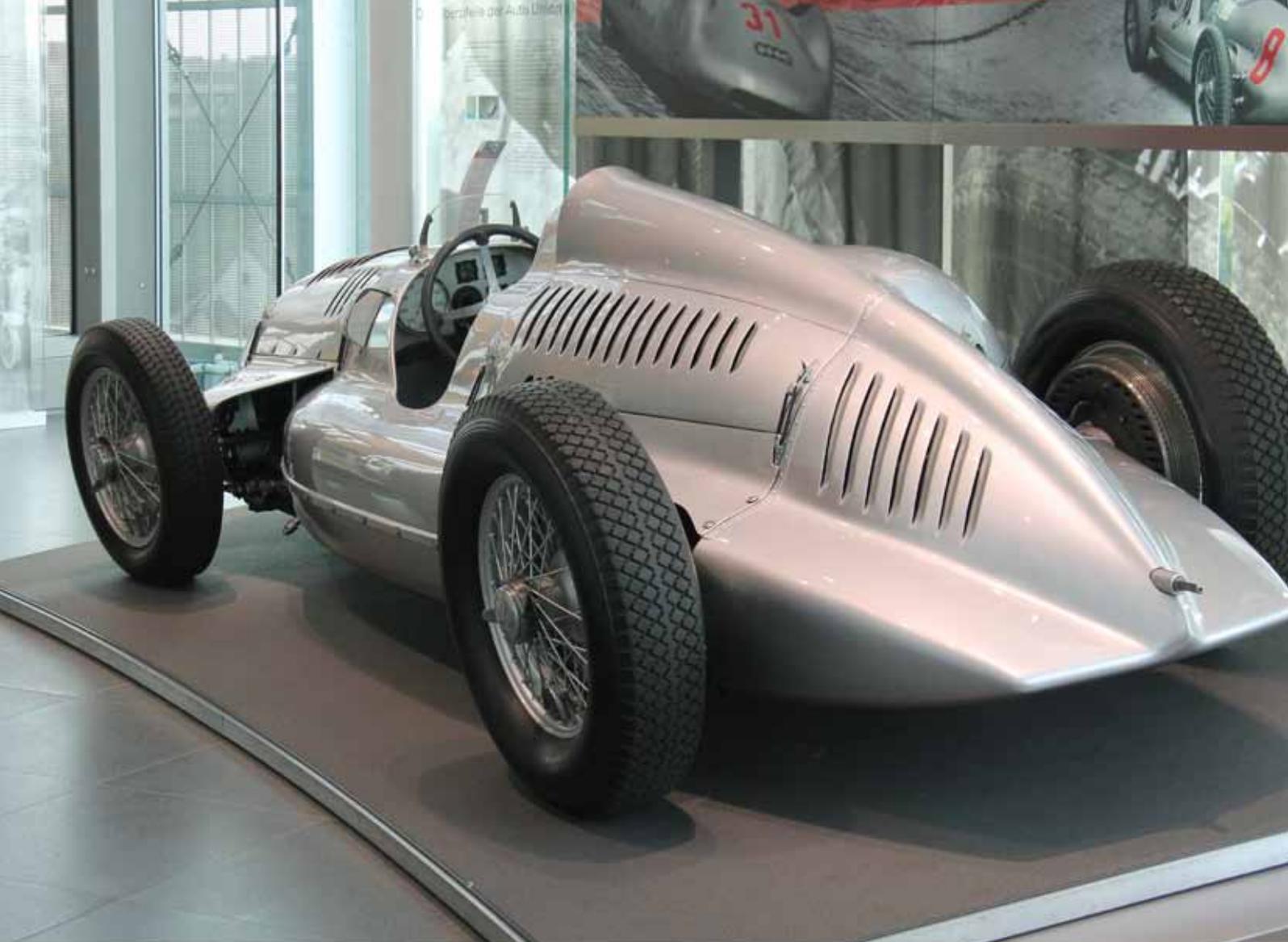
Gerry came to Motor Sport after spending a few years in the British Army and in the 50's worked with Reg Parnell in both the Aston Martin Sports Car team and the Yeoman Credit F1 team. To hear him reflect on the Aston pit stops using fuel churns and 'knock off' hammers is illuminating to say the least. He moved to MRD in 1964 and in a very 'hands on' manner oversaw the production of over 150 cars. He stayed at MRD until 1970 and after a short stint with Williams, emigrated to New Zealand, where he built some very competitive Formula Fords. He returned to his beloved England in 1997 and worked at McLaren until retirement in 2005.

Gerry is still active and spends most mornings working on various projects in a workshop at the rear of the home of his good friend Peter Hennessy (ex Brabham F1 and Indy teams, among others!). On any visit to the UK, it is a great pleasure to spend some time with Gerry 'in the shed' reflecting on times past. He is a natural 'raconteur' and to hear him recount, in great detail, the characters and situations recalled from his time at Brabham/MRD is hilarious. His recall of people and events is amazing and truly a living history of Motor Sport.

In this, his 90th year, all enthusiasts and in particular owners of Brabham cars should be very grateful to Gerry for his amazing contribution to the Brabham/MRD legacy.

**Allan Ould**





You would probably ask the question about provenance if you were offered one of these! 1938 Auto-Union Type D

#### Dear Members,

You may wish to advise your members who wish to purchase a car from overseas that they should make enquiries through CAMS to authenticate the documentation provided by the vendor of the vehicle before purchase.

At present the Historic Commission is dealing with a large number of imported cars that hold documentation that appears to be an FIA HTP. Whilst the documents in some cases resemble a HTP they are issued by a local ASN (National Sporting Authority). In most cases these vehicles do not comply or are eligible for a HTP or C of D without major modifications. Others have documents on genuine FIA paper work and include the FIA bar code. However they may not have been submitted to the FIA for authentication. These vehicles too may be ineligible for a HTP or C of D. It is therefore in the purchasers best interest to obtain a copy of any documentation and submit

them to the Commission for appraisal and authentication before purchase. Remembering at all time that any of these documents are not proof of provenance, the vehicle may well be a replica. It is the sole duty of the purchaser to satisfy themselves as to the provenance of the vehicle they wish to purchase.

Regards  
Col Haste

Images By Lothar Spurzem - Own work, CC BY-SA 2.0 de, <https://commons.wikimedia.org/w/index.php?curid=28837185>



# CAMS

## HELMETS

CAMS Bulletin Number:  
B16/007  
Implementation Date:  
01/03/2016

SCHEDULE D - APPAREL  
REFERENCE:

<http://docs.cams.com.au/Manual/GeneralRequirements/GQ05-Schedule-D-2016-1.pdf>

### RATIONALE:

To make changes to the application of helmet standards in Schedule D as per the following:

- Changes to the application of helmet standards for up to, and including, National level events.
- The application of helmet standards will now either specify the required Frontal Head Restraint (FHR) standard for the helmet or permit the use of FHR tether anchors marked with a required standard.
- The application of an expiry date for some Level A helmet standards, with these helmet standards removed from Level A to Level B following the expiry date.
- The move of some helmet standards, previously permitted for use at Level A, to a Level B helmet only. This is to ensure that only a helmet suited to the use of FHR is applicable for Level A.

Ed: Please note this is a shortened version of the bulletin. The full version (5 pages) including relevant tables can be found at:

<http://docs.cams.com.au/Regulations/Bulletins/2016%20Bulletins/B16-007%20Schedule%20D%20Helmet%20Standards.pdf>

## CAMS HISTORIC ADMINISTRATION

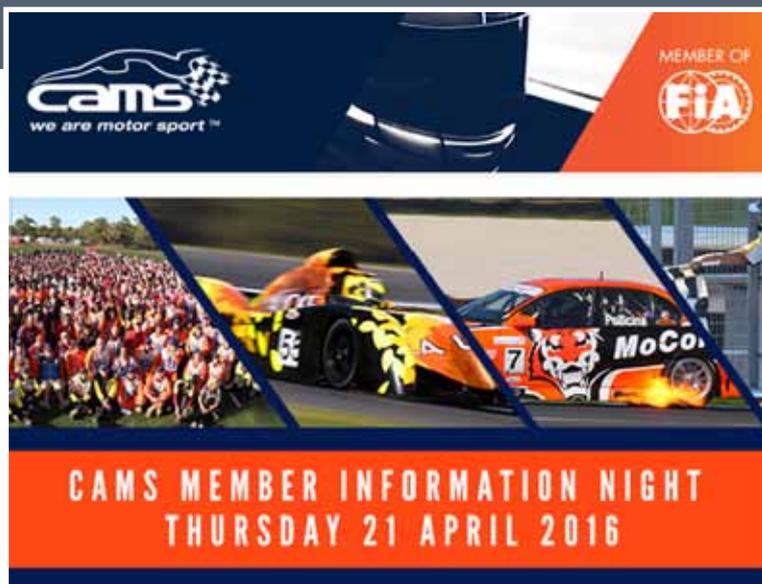
### SPORTING QUERIES

Motor Sport Coordinator - Historic  
Cameron Sabine  
[cameron.sabine@cams.com.au](mailto:cameron.sabine@cams.com.au)

### TECHNICAL QUERIES

Motor Sport Coordinator - Historic (Technical)  
Keith Simpson  
[keith.simpson@cams.com.au](mailto:keith.simpson@cams.com.au)

Alternatively please feel free to contact one of our friendly customer service staff on 1300 883 959.



**In 2016, CAMS** will be hosting four face-to-face meetings nationally, the first to be held in Victoria.

These meetings will be attended by the majority of CAMS Board Members, the CEO and selected senior executives and are intended to provide an opportunity for members to interact with the Board and Executive on matters and issues relevant to motor sport.

Pre-registration is compulsory (to assist with logistics) so if you wish to attend, please complete the online registration form by Wednesday 13 April [HERE](#)

This night will be open to all members with ample opportunity for Q&A.

Pre-registration is compulsory (to assist with logistics) so if you wish to attend, please complete the online registration form by Monday 11 April at <https://cams.victoria.wufoo.com/forms/cams-club-information-night/>

### DETAILS OF THE EVENING

Date: Thursday 21 April 2016  
Start Time: 7:30pm

Location: CAMS Head Office (Subject to number of attendees) 851 Dandenong Road, Caulfield East

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I now live in Mansfield, and last Sunday 6/3/16 was asked by organisers of "Tenors on the Turf" to drive a number of performers onto the stage area at the Mansfield District Race Club course to make a grand entrance. All the tenors were wearing masks when they were in the car and was not aware till much later that one was our very own Roy best. I would have to say they put on a terrific performance, all had a great repertoire and voice. Roy has definitely moved on since his days of building engines with El Presidente.

Noel McLaughlin





Pic: Rebecca Thompson of Revved Photography

**The 2016 Phillip Island** races included a record - breaking number of entries with over 575 historic race-cars racing. The racing was 'fender to fender' at times resulting in a notable number of shunts, crashes, and 'red flags,' which stops the racing immediately. The USA Entrant - 'Commander Motor Home' Can Am race car crashed badly and the rear of the car hit the concrete wall along front straight. The drivers had to watch out for the big local wild geese that tend to casually walk across the race circuit at the Phillip Island race circuit. The Formula 5000 grid was large as the New Zealand F-5000s came in a group to race. Our team pitched in to help the

VHRR Official Merchandise Stand/ tables, as Heather and Elaine were star sales persons from our team. We always notice the number of race fans that comment that they are so appreciative to see our 'Overseas' race cars. The highlight for our team is to attend the 'Morning Briefing' sessions and present engraved trophies to the selected Marshals at the events. The trophies presented to the Marshals had the engraving... 'Angels Under Our Wings'. We also presented the Grand Prize to a selected Marshal and that was an USA-SCCA Marshals jacket that had rare racing patches covering the entire jacket... and a symbol of

the Brotherhood and Sisterhood of being Volunteer Flaggers or Marshals globally. The 1958 Kilpatrick Porsche Speedster was 'on song,' as they say and the motor pulled strongly for the 5 races over the weekend at Phillip Island and handled like a dream.

During the break, our team went the the Weekly VHRR Clubhouse to meet the guys again and they loved the Oreos and See's Candies we brought along from USA. It was an honor to see the Old Yeller II photograph poster on the wall in the Clubhouse.

**Ernie Nagamatsu**

**Bathurst 12 Hour – February 2016**

On a very cold Thursday morning a handful of the junior members of the VHRR were fortunate enough to venture up to Mount Panorama in February as spectators of The Bathurst 12 hour race.

With month's worth of preparing for this great weekend, we were able to book multiple campsites to share among us along Mountain Straight. The variety of cars not only amongst the top GT category but also throughout the supporting events gave quality racing all weekend. The convenience of a shuttle bus running up and down the Mountain all day Friday meant we were able to watch the cars from all different spots around the circuit (preferably out of the incredibly gusty wind!).

Boxes and boxes of food brought up seemed to go to waste when we were invited into the Audi Corporate box on Saturday morning above pit lane. The moment we walked into the box we found ourselves eating

breakfast with the likes of Garth Tander and a dozen odd German international professionals. Having both the best seat in the house, all you can eat meals and an unlimited supply of drinks, the lot of us seemed to spend more time there than by our own camp.

This also meant we were kept nice and warm by 5:30am Sunday morning at the commencement of the 12 hour race where both 'JAMEC-PEM' team Audi's were starting 2nd and 4th on the grid. Due to numerous incidents, both cars were knocked down the field putting them out of outright contention.

Nevertheless, Bathurst proved to all of us that it is a place not served justice over the Television. This incredible event will be one that is always going to be remembered by us and we send our thanks out to all of our parents for the experience.

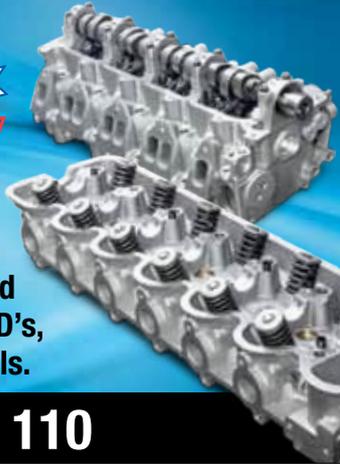
**Grant Kelly, Damian Sykes, Ross McLaughlan + Dean McLaughlan**



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skype: automodelli2004

# Classifieds

**Garage Sale April 9th Saturday 9.00am-2.00pm** The late Roger James garage gara including tools, equipment, compressors, wheel stands, signs, photos, shelving, cabinets and general 'garagalia'.

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03 8774 4154 Lysterfield Sth 3156

**I have recently completed** acquisition of a complete set of Australian Motor Sports magazine 1946-66. In that process I have accumulated 177 duplicates i.e. 75% of a second set as well as another 16 duplicate copies of those. List available on request. Your members will be aware that the early issues of the magazine (to mid-1954) were printed on seriously austerity newsprint and some are therefore looking their age but most of the newer editions are in faq condition. Some of your members might be interested to fill gaps in their own collections. If so, individual copies are available at \$10 per issue plus postage from Brisbane. Alternatively I would be happy to deliver the entire collection to any address in Melbourne in early May for \$1,200. Graham Edney 0409 153 246

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