



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 - July 2017

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

July	1st-2nd	Historic Queensland - Morgan Park	0437 471 433
August	5th-6th	Winton Festival of Speed.....	0412 264 997
August	13th	VSCC Pre-War Rob Roy - Triple Cup round 2	0407 825 545
August	22nd	AGM & Elections	03 9877 2317
September	9th-10	Western District Tour - Ron Townley.....	03 5988 4846 - 0418 999 576
October	1st	Interclub Challenge round 3 (CCE)	0407 825 545
October	24th	MGM.....	03 9877 2317
November	10th-12th	Historic Sandown	0402 224 133
November	19th	Historic and Classic Rob Roy - Triple Cup round 3	0407 825 545
December	9th	VHRR Christmas Dinner/Awards night.....	0439 719 619

Note* AGM & Elections - Voting Forms included with this Newsletter

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.

The VHRR gratefully acknowledges the support of our major sponsors



IMPORTANT NOTICES

Important notice

We are always looking for items and articles for the newsletter and the Oily Rag. These publications rely on member input. If you are interested in writing for the Victorian section of the Oily Rag, here are the due dates for copy: 13 January, 17 March, 5 May 7 July, 8 Sept, 10 Nov. Contact the editor Patrick Quinn on oilyrag@hsrca.org.au or 0417 673 065.

Leanne Newson Secretary 0417 128 332

Membership renewals were due by end of June 2017. Please note a slight increase in fees.

See form attached to this Newsletter. Form will also be on the VHRR website www.vhrr.com

Western District Tour

9th & 10th September: Option of 1 night or 2.

Details Ron Townley

03 5988 4846 or 0418 999 576

I am looking for someone to take over organising the VHRR Christmas Dinner/Awards night. It is time for me to move on and for someone else to take over.

I can provide assistance/handover as required.

Mike Barker

Phone - 03 9840 6155

mobile - 0407 825 545

email - mikebarker2@mac.com

Vale Adeline Spiteri: The committee and members extend their sincere sympathies to Vic, Andrew, Chris and their extended family. 'Ad' passed away peacefully on the 19th May after a long and brave battle with cancer. The huge crowd at yesterday's funeral was a testament to the affection surrounding her.

Excellent talk by Dave Reynolds at the June MGM. Thanks to Dave, Jarrod & Penrite.

2. MAKING AMERICA GREAT AGAIN

(The Oily Rag edition will have more photos. Ed) (2nd instalment 11/6/17)

All the Aussie FJ's arrived at GMT Racing headquarters and vaguely made race ready for the first event at Indianapolis from 7th to 11th of June,. The one big issue in touring through the US is transport of the race cars.

In the past we have hired big 6 car transporters, complete with driver, at a cost of about \$15,000 for a few weeks. This group of tight-arsed ANZACS are trying several "cheaper" methods. David Watkins (Elfin plus wife) sent over from Perth – via Melbourne, Sydney and New Zealand - his converted Merc Van with flash living quarters and room for the car, and is doing it easy. Bill Hemming (Tojeiro minus wife) brought his ex Roger Ealand van over from the UK

with un-flash living quarters and room for the car. He's happy farting around (literally) in his own company. Marty Bullock and David Innes imported David's extra flash UK motor mansion and a 2 car trailer for their Lotus 27 and ex Boel Lola. Unfortunately, the mighty motor home wouldn't motor, so they have hired a truck to sleep in and tow the trailer. They've gone from 5 stars to 5 seashells! Lance Carwardine convinced the yanks that his West Australian Truck Licence was OK for an articulated lorry, and he, Peter Boel, Bruce Edgar, David Kent and John Rowe threw their cars (Lynx, Panther, Elfin, Lynx and Lotus 18) into a huge rig they hired for \$2 a mile. The prime mover has a living area of sorts and 3 of them are air mattressing. John Rowe wisely chose to travel with David Kent (plus wife) in the most sensible outfit...a hired motor home. Tony Olissov (Emeryson Elfin) brought his much travelled yellow transit van over from NZ via Los Angeles to join us at the circuit.

After a 13 hour drive from Connecticut, we all parked up at the HUGE Indy complex and drove in under the banner... "THE RACING CAPITAL OF THE WORLD"...a slogan obviously penned by Donald Trumps' twitter writer. But I guess when you consider that the Indy 500 pulls over 300,000 paying spectators, and has hosted Formula 1, Moto GP and weekly race meeting, the claim may actually be justified. A visit to the fabulous Indy Museum (in the grounds) certainly reinforces the sensational history of the place. And driving onto the track through the famous "Gasolene Alley" was a buzz.

On to the track for a Test Day (2 x 15 minute sessions for only \$295!) had us all in awe of the complexity of the layout. Three 90 degree corners at the end of very long fast straights, two chicane sections, and two diversions onto the banked oval track make for very hard work. Half of us loved it, and half hated it. And half of the hating half stuffed it up completely. David Kent's (Lynx) expensive new motor destroyed a push rod – out for the weekend, Bruce Edgar (Elfin) broke a valve – repaired for the weekend, John Rowe (Lotus) ran his bearings – his weak end bugged his weekend.

Friday practice saw Marty Bullock (ex Glynn Scott Lotus 27) show 'em what Aussies can do with a great 2nd fastest time behind Professional Champion Driver Joe Colasacco in his gorgeous rear-engined Stanguellini. Joe and this car have been unbeatable for years. David Watkins was

great with a 6th in his drum braked Elfin, Bill Hemming (Tojeiro) was a surprising 10th, Lance Carwardine (Lynx), 11th, Bruce Edgar (Elfin) cruised in 13th, John Rowe (Lotus 18) limped his sick car for a few laps for 16th and Peter Boel (Panther) pulled in 19th.

At Indy, they have 2 Qualifying sessions, 1 Qualifying Race and 1 final "championship" race. No, we didn't understand the system, and no one could explain it to us, but grids were set based on fastest lap time so I guess everything before the final race is "qualifying". Anyway, who are we to argue with "THE RACING CAPITAL OF THE WORLD".

Qualy 1 confirmed Marty at 2nd and David at 6th. Bill dropped to 13th, Bruce to 15th, Peter 16th, and John's big end ended after 1 lap. For the "qualifying race" Marty changed his ratios and while he was just beaten to the flag by the Stanguellini, he set a quickest lap! David and Bruce brought their Elfins home in a great 6th and 7th, Bill got 12th and Pete's Panther 16th. Saturday night and the circuit put on a big party. It was Bill's birthday and he thought they did it just for him. Apparently not. But a few rugged Australians were among the last table to leave, and in our emotional state, thought it would be a good idea to jump the fence and do the time honoured tradition of "kissing the bricks" (Winners of the Indy 500 kiss the strip of original bricks left at the start/finish line from the days of yore when the Indy Brickyard was completely paved with bricks.

Problem was, we looked like a line up of Muslims praying to Mecca, and we were a tad nervous The Donald might deport us if seen. So we drunkenly stood up and climbed onto the winners dias to pose in front of another understated slogan "THE WORLD'S GREATEST SPECTACLE".

Then back over the fence and hide in our RV's. The world's greatest riff raff strikes again.

Not to be outdone, Margaret Ealand has sent us a photo of Roger in his Lotus 18, crossing the "Brickyard" strip when he came 2nd in his last ever race in 2015. He might be gone, but his media presence continues to haunt us!

On the Sunday, there was only one race for us, but it was billed as the Championship Race. Once again, Marty drove his butt off to a fine 2nd place. David made a habit of coming 6th (and second in class for drum braked cars), Bruce's Elfin was 9th, Bill 12th and Peter 15th. Trophies were presented by Jennifer Revson. Jennifer was sister to the late, great Peter Revson who had a distinguished career in Formula Junior before moving onto to Trans Am, Can Am Sports Cars, Indianapolis and Formula 1 before tragically being killed testing at Kyalami for the 1974 South African Grand Prix. Peter was interred in a crypt in New York with his brother Douglas who was killed in a racing accident in Denmark in 1967. Revson's replacement at Shadows F1, Tom Pryce was also killed at Kyalami in 1977. This is all a bit



gouhlish, but we'd like to think that Roger, Peter, Douglas and Tom are up there looking down on us remembering them.

We're now off to Mosport in Canada, just outside Toronto. Another famous track steeped in history.

What a life... where else could you have a fabulous weekend by providing THE WORLDS GREATEST SPECTACLE in a CHAMPIONSHIP RACE at the RACING CAPITAL OF THE WORLD!

3. MAKING AMERICA GREAT AGAIN

(3rd instalment 18th June 2017)

WARNING! These BLOGS (Bullshit, Lies, Overstated, Glorified Stories) are meant for Australian consumption only. It has come to



our attention that the stories are being sent to the worldwide Formula Junior membership, who must be miffed that their trials, tribulations and triumphs are not being covered. Perhaps I should offer a heartfelt apology to any Poms, Scots, Americans, Canadians, South Africans, New Zealanders and Norwegians who feel they deserved mention....but sod 'em! I don't do "sorry". Our tales will only cover those brave lads who have crossed the Pacific.

We pick up at Indy, where after a great weekend, Niel McCruddin from Perth has joined us with his Lotus 20/22 to venture over the border to Canada and The Canadian Tire Motorsport Park. This is the unchanged ex Grand Prix Mosport track 100kms east of Toronto.

(photo of FJ group)

Despite a grid of 35 Formula Juniors, and a field of "Masters" F1 cars, plus banners promoting "Celebrating 50 Years of F1 in Canada", the meeting has a lovely feel of a small country/picnic event (like Mallala or Morgan Park). The officials are friendly, the drivers briefings are short and happy and driver behaviour is based on an honour system (many of you may have to look up "honour" in the dictionary) where if you spin or make contact with anything or anybody, you take yourself to the stewards for a chat.

Test day on Thursday showed this famous old track to be 100% opposite to Indy. Very fast, very flowing, very undulating and very daunting. And you can see trees instead of grandstands. It takes some learning and experimenting. We were advised as first time drivers, to expect 10 seconds a lap improvements by the end of the weekend. We all tested except John Rowe who tested his skills at engine swapping.

Practice on Friday was on a thankfully dry track after a very wet night and morning fog. For afternoon qualifying, the conditions were perfect. Marty Bullock was 2nd by less than .1 sec to Greg Thornton who was flying, even after getting out of his airline business. Bruce Edgar and David Watkins did Elfin proud with 6th and 8th, followed by Niel McCruddin 9th, Lance Carwardine 12th, Bill Hemming 19th, John Rowe finally getting a run (but down on revs and power) at 24th. David Kent with a terminally rattly motor limped in at 29th. Unfortunately Peter's Pink Panther expired beside the track and both Marty and David Watkins elegantly spun on a very oily track.

That night the party kicked off with a roaring meal. BBQ wings at one end of the paddock, turkey subs at another end and ice cream at the

start/finish line. All with lashings of the sponsors ale: Steam Whistle Pilsner (well worth a free plug). A fantastic band (The Mud Men) played into the night and inevitably the ANZACS were first on the dance floor and the last to leave. (Photo of dancers David and Kath Watkins, Tony Olisoff and Mier Rabagliati)

Race 1 the next day (Saturday) went for a very, very long 27 minutes (at our ages, this felt like a significant slice out of our remaining years). David Kent (Lynx) and Peter Boel (Panther) elected not to start, Lance (Lynx) ran hot and retired, and David Watkins (Elfin) drenched his motor in oil from a loose fitting. This left Marty (Lotus 27) to assume his normal position as bridesmaid, 28 seconds ahead of the 3rd placegetter. Niel McCruddin (Lotus 20/22) drove hard and well for a 6th, Bruce Edgar (Elfin) 7th, Bill (Tojeiro, but should have brought his Elfin) 15th and John (Lotus 18) 19th.

Getting ready for Race 2 due at 5pm brought rain, and more importantly, a real live Canadian Tornado warning! We all had to take cover and racing was cancelled.

But what a fizzer. A bit of lightning and rain and half an hour later it was all over. Crocodile Dundee would have said: "you call that a tornado?".

So we lined up for race 2 about 45 minutes late and took to a slightly damp track. Everyone was circumspect and the only casualty was Dave Watkins Elfin which was parked on lap 2 with lost bearings (not just in his engine, he was facing the wrong way on the track). This time a hot local driver relegated Marty to 3rd. Neil 8th, Bruce 11th, Lance 12th and Bill 14th after John retired his Lotus after 5 laps with oil loss issues. Saturday night was another show of Canadian hospitality with a beaut hot meal and yet another band in the camping grounds.

Sunday morning was billed as our championship feature race, so we all polished our cars and got to the dummy grid on time, except for the dearly departed Elfin (Watkins), Lynx (Kent) and Panther (Boel). At the 1 minute, start your engines sign we were all revved up with no place to go, when the grid marshals ran up and down screaming "get out of your cars". Another bloody storm warning!

This time, just as we all huddled and cuddled in the marshals tent, it really did piss down. At the all clear after 20 minutes, we were back in the cars and went swimming. Boy was it wet! And slippery! On the rolling start warm-up lap, 3 cars went off into the wall

(including Neil McCruddin. At the green start flag, a leading Cooper spun into the wall on the straight. John Rowe's Lotus gave up after one lap when his carby socks filled with water. 15 cars didn't make it to the end. Only 18 cars did the 21 minute distance with everyone nearly 1 minute a lap slower than the previous day.

At the chequered flag (he could have waved a pair of frilly lace knickers and it wouldn't have looked any more appealing) Marty finished 7th, Bill 12th, Bruce 14th and Lance 17th.

The final race of the weekend started well enough...but not for long! Bill's Tojeiro lost its distributor cap at the green flag and fortunately got missed by all those following. Lance's Lynx broke a rear stub axle after 1 lap and his own wheel beat him to the side of the track. John's Lotus had oil everywhere but in the motor and he bailed out after 2 laps.

But on the final lap we saw a monumental prang when Ed Moore from Texas in a very rapid Cooper T59 went over the front wheel of the Sadler of Nigel Russell from NZ. The Cooper took to the air, missing a bridge by inches, then barrel rolled 3 times. Both cars were totalled and Ed taken for neck MRI's and a busted hand. Finishing under a red flag saw the surviving Aussies Marty, 2nd (again!), Niel 9th and Bruce 12th.

Despite a disastrous final race, our Mosport weekend was a triumph. Several cars are now off to JR Mitchells Connecticut workshop for minor and major rebuilds for Mid Ohio next weekend. Those with wives are going via Niagara (probably armed with Viagra) Falls.

The AOMC proudly presents Winter Seminar "Restoration Services" FREE to attend for AOMC member clubs

Our new venue at the Austin Healey - Jaguar Clubrooms provides us with more space for vendor displays and demonstrations.

The 2017 topics and speakers are new and will be related to vehicle restoration and maintenance. Here is a selection:

Powder Coating

Windscreen Repair and Replacement

Metalock Australia

Auto Electrics and Wiring

Classic & European Trim Supplies

Performance Exhausts

Cylinder Head Restoration

Crankshaft Rebuilding

Painting and Body Restorations

Vintage Car Radio

Timber body framing

Steering Conversions

Ignition conversions

Plusother vendor/specialist displays

Association Of Motoring Clubs Inc.

ABN 90 979 750 639 REG # A731A

When : Sat 22nd July 2017

Where : Jaguar - Healey Club

23 Rosalie Street

Springvale (Mel. 80 A8)

Time : 8.30am

Programme

Be there at 8.30am for 8.45am start.

Morning tea and coffee will be served.

For this year's Winter Seminar we have assembled speakers from across the spectrum of the auto repair industry including businesses specialising in the repair and restoration of classic vehicles.

The seminar will finish at 12.30pm.

Registration is required ~ see the AOMC website for details.

Classifieds

Wanted Tandem axle, full sized, open car trailer, all options considered . Please contact Gavan Dearie 0409 166 557

Tyres: "DUNLOP RACING"

Brand New:Two - 5.00L x 15.

Used 50%:.....Two - 5.00L x 15.

Two - 4.50L x 15.

All six for \$ 800.00.... Bargain!!!

Call Max on mob. 0417 335 255

For Sale Mazda MX5 NC roadster 2006 absolutely immaculate, Sunlite Silver, w/spare wheel, car cover, 58,000 km, \$16,000, Please call Alex McLachlan 03 9807 8552 0412 448 959

Warehouse with Apartment for rent.

The ideal set up for living, working and storing and working on your race car or collection.

This stand alone warehouse located in Highett has 350 sq meters on the ground floor inc office space, store room and showroom/theatre room. There is ample space in the warehouse for up to 10 cars with 3 phase power. It has high roof and container roller door and some mezzanine flooring. There is a decked bbq/spa area at the rear with access to 3 football fields for your recreation or walking your dog.

Upstairs is a modern apartment with 3 bedrooms and 2 bathrooms. The main bedroom has a very generous ensuite and walk in robe. There is a large kitchen/dining lounge with floor to ceiling windows. The apartment is fully air conditioned and heated with solar hot water.

This is a purpose built lifestyle apartment living right alongside your toys and business.

For all enquiries contact

Paul Zazryn ~ 0412 780 900

1967 Group 'O' Eagle Imp open wheel race car , CAMS Log book & C.O.D. Unused since 2001 & now requiring a light restoration. All Log Books & documentation back to 1984 including engine Specs. & set up data. Comes with specialised engine tooling & a large assortment of engines, gearboxes & rims etc. \$25K Neg. Call Brian on 0419 091 499 for more information & a detailed inventory via e-mail.

FOR SALE - Set of Dunlop 5.50 x 15 R5 Tyres. Raced only once at Goodwood no less, they are perfect for demo/display purposes and are the proper period look for 40's and 50's racing cars. Plenty of tread, with tubes, and happy to pack and send at buyers expense. \$200 Nick McDonald 0414 569 506

MGA/B "Big Valve" Head

The most sought after head, and the only factory big valve variant, the 12H2709 and the 12H2923 heads are far and away the most desirable. This is a 12H2709, bought new and is in excellent condition. Fully ported by leading tuner for an MGA race engine, can supply plenty of pics and dimensions. Note that it's a bare head, no valves or overhead gear. Will freight at buyers expense from Melbourne \$350. Nick McDonald 0414 569 506

Elva - The Cars, The People, The History

The complete Elva Story and over 500 pages on the marque. This book is a spare and is as new. \$50 plus postage Nick McDonald 0414 569 506

Set of MGA engine extractors, side exit. Used on Elva Courier, should suit other cars with a bit of tweaking. 3 into 2 into 1, 1.5" engine pipes. Integrated hot dog muffler, tailpipe detaches, as does collector section. Can supply pics and full specs. Good condition, \$100. Nick McDonald 0414 569 506

For Sale: Kaditcha SR78/2

1982 Australian Sports Car Championship Winner. Driver~Chris Clearihan. Designed and built by Barry Lock Log Book - yes, Monocoque Chassis tub. Fuel Injection system including Metering unit, intake manifold/plenum chamber and all original trumpets and jets. Original bulkheads front and rear. Rear end/suspension arm support/web. Suspension arms. Fibreglass spyder body. Original Radiator, Fire suppressant system, Instruments.

DVD - Detailed photographic survey of complete original tub. File of photographic articles and competition history of the vehicle.

Preparation of information for C of D.

Also for Sale

JWS - CHEV Chassis monocoque tub

JWS - Chev fully enveloping fibreglass coupe body. \$ 50,000 ONO

Call Ross 0422 028 969 or Ralald 0408 317 060

1957 Elford Prefect Special. This is a unique chassis custom built in the mid 50's and raced across QLD, NSW and VIC. Race prepared Ford 100E engine, Prefect gearbox and diff. Much of the car has been refreshed recently and it races reliably. It is best as a regularity or hillclimb car in Lb. Has full CoD, log book & Club permit for road use. It can be configured for road use with different tyres, seats and indicators.

Ready to race at next event, just add fuel.

\$28,000 Call Daniel 0410 427 244.

MG Magnette ZA 1955

1620 engine out to 1700, "O" Series head with 1.5" SU Carbs and extractor exhaust, mild cam. Lightened flywheel and modern diaphragm clutch. 5 speed Nissan gearbox fitted without modification to body.

Near new tyres, no rust in the body, but paint a bit ordinary. Original engine and gearbox go with the car along with other bits and pieces. A cheap, reliable, fun car for club outings or just cruising.

This is the car that Mac and Madge Hulbert drive when they are in Australia. \$13,000.00 Neg. Ken Williams 0403 244 261

For sale Mk 8 Hewland CW&P carrier, complete with spider gears, VGC. \$875
Also Mk 8 Hewland, as new, Alloy CW&P carrier, complete with spider gears and both axles to suit Rotoflex couplings , 4.5 inches PCD. The carrier is Half the weight of the cast unit. \$1800. Denis Lupton Ph: 9331 0560 email mdl_nom@bigpond.com

2017 Triple Cup Progressive Point Score after Round 1

VHRR	Competitors	17
	Score	132
VSCC	Competitors	5
	Score	39
MGCC	Competitors	3
	Score	19

#	Name	Model	Run1 Time	Run1 Spd	Run2 Time	Run2 Spd	Run3 Time	Run3 Spd	Run4 Time	Run4 Spd	Run5 Time	Run5 Spd	Run6 Time	Run6 Spd	Best Time	O/R Pos	Class Pos						
CLASS 1 - Group J (a & b) pre 1931																							
10	Andrew Cannon	Bugatti Type 51	32.31	14.13	78	31.31	13.82	84	29.10	13.21	98				29.10	20	1						
CLASS 2 - Group K (a & b) 1931 - 1940																							
16	Graeme Raper	George Reed Ford Spl	28.83	13.84	96	25.16	12.07	117	24.76	11.62	122	30.03	11.89	118			24.76	2					
11	Jim Russell	Ford Racing	33.18	14.85	78	32.00	12.58	97	35.45	11.92	116	26.04	12.16	107			25.45	5					
100	Ivan Stephens	Jaguar ss100	38.06	17.19	53	34.39	15.69	77	34.15	15.62	78	61.93	17.50	30			34.15	33					
71	Peter Davey	Morris Minor Special	37.86	16.62	73	35.37	15.85	78	35.23	15.57	76	36.78	16.85	76	34.41	15.34	80	39.57	16.08	52	34.41	34	4
CLASS 3 - Group L (Sports & Racing) 1941 - 1960																							
62	Bill Redpath	Redpath Oldsmobile	31.15	15.44	97	27.37	13.41	115	26.25	12.81	119	27.06	13.32	118				26.25	7	1			
99	Dick O'Keefe	Photon Sports	31.82	15.49	91	27.48	13.30	111	26.46	12.66	115	37.05	17.30	78	26.42	12.76	119	33.38	15.30	83	26.42	8	2
916	Raymond Sprague	Solar Midget	34.82	17.09	80	30.71	14.13	97	28.72	13.31	101							28.72	19	3			3
85	Stuart Andrews	MG TC	dns					90	32.21	14.46	83	31.07	14.15	92				31.07	26	4			4
37	Paul O'Connor	Lotus Mk6 Climax	41.59	18.67	63	35.85	16.69	83	36.46	18.14	87	40.25	19.06	77	35.51	16.31	87				35.51	36	5
82	John Moir	Austin 7	46.10	19.71	34	48.40	21.18	36	44.87	18.76	38	48.59	19.43	30	46.84	18.84	35				44.87	38	6
CLASS 4 - Group M (Sports & Racing) 1961 - 1965																							
77	Patrick Ryan	Elgarum Sports	29.08	14.27	103	27.25	13.22	112	26.55	12.86	114							26.55	9	1			1
97	David Crabtree	Speedcar Midget	30.65	15.59	108	29.35	14.51	120	32.51	17.85	108	26.63	13.02	124	27.46	13.30	116				26.63	10	2
65	Warren Green	Vinx Ausca Verde	34.99	17.21	67	30.46	14.14	94	29.44	13.50	98	89.97	15.12	25	31.20	14.69	97				29.44	21	3
412	Alan Green	Chinaera Sports	34.32	17.95	87	29.76	14.71	99	30.37	14.80	94	30.11	14.66	93	29.47	14.82	102				29.47	22	4
CLASS 8 - Group Sb (Production Sports) 1961 - 1969																							
17	Allan Briggs	AMC AMX V8	37.46	18.31	69	34.29	16.27	83	35.88	17.56	88	33.29	15.97	104				31.95	30	1			1
12	Mark Clayton	Triumph Spitfire	37.40	18.18	63	35.66	17.08	66	34.04	15.86	69	39.92	17.55	42	33.83	15.77	70				33.83	32	2
CLASS 9 - Group Sc (Production Sports) 1970 - 1977																							
72	Ross Jackson	De Tomaso Pantera	28.11	13.70	91	65.75	12.19	25.90	11.98	114	27.21	12.73	98	24.92	11.72	125					24.92	3	1
CLASS 11 - Group Nb (Production Touring) 1959 - 1964																							
114	Ken Parry	Cord Corinna GT Mk1	30.17	14.53	92	28.49	13.46	97	28.01	13.28	98	30.37	14.76	94	27.55	13.05	99				27.55	13	1
78	Russ Mead	Anglia Super	dnf																		999.00	39	2
CLASS 13- Invited Sports cars - up to 1500 cc																							
4	Martin Stubbs	Carroll Clubman	40.42	17.69	50	46.66	24.19	87	42.55	17.42	30	35.06	17.47	87	31.83	16.34	102				31.83	28	1
CLASS 14 - Invited Sports cars - 1501 cc and over																							
3	Mike Barker	Elfin Clubman Type 3	27.59	13.75	116	26.68	12.11	115	34.94	13.73	49	25.03	12.27	108				25.03	4	1			1
7	Shane Bowden	Caterham 7	32.93	15.36	92	27.39	13.10	115	33.61	16.32	92	27.42	13.33	115	25.98	12.81	126				25.98	6	2
41	Bryan Gibson	MGB Fastback	30.75	14.59	101	27.81	13.44	109	41.23	18.39	49	28.19	13.69	108	27.19	13.06	110				27.19	11	3
31	Terry McGrath	Clubman	36.27	17.53	74	31.88	15.76	94	55.47	17.77	45	33.01	15.44	84	30.04	14.26	98				30.04	24	4
CLASS 15 - Invited Touring cars - up to 2000 cc																							
2	James Rewse	Hyundai Excel	33.15	15.50	75	31.84	14.78	75	34.97	16.86	78	31.85	14.66	74	30.95	14.65	80	31.95	14.86	84	28.47	17	1



Winton Festival of SPEED



Photos courtesy Peter Elenbogen.



AUGUST 5-6, 2017
HISTORIC LONG TRACK RACING,
CLASSIC CAR SHOW & PARADE

Featuring: Historic Touring Car endurance race • Sports Car Trophy race
Formula Ford 50th Anniversary race, MGs, Group C tribute cars, sports sedans and much more!

Entries from May 2017. For more information & entry, visit www.vhrr.com