



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 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

November	10th-12th	Historic Sandown	0402 224 133
November	11th-12th	Noosa Hillclimb	hrcc.org.au
November	19th	Historic and Classic Rob Roy - Triple Cup round 3	0407 825 545
November	24th-25th	Geelong Revival	0431 183 176
December	9th	VHRR Christmas Dinner/Awards night	0407 825 545
2018			
February	27th	MGM	03 9877 2317
March	9-10-11th	Phillip Island Classic Festival of Motorsport	03 9877 2317
April	23rd	MGM	03 9877 2317
June	26th	MGM	03 9877 2317
August	4-5th	Winton Festival of Speed	0412 264 997
September	18th	MGM (note change of date from August)	03 9877 2317
October	23rd	MGM	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.

The VHRR gratefully acknowledges the support of our major sponsors



IMPORTANT NOTICES

At the committee meeting on October 16 2017, these appointments were made:
Library co-coordinator: Cheryl Reid
Property Officer: Peter Angus, Richard Williams
Many thanks to these members and all who assist in maintaining the library and the clubrooms.

Leanne Newson, Honorary Secretary

Notice: I have pleasure in informing members that at the AGM on Tuesday August 22, 2017 the following appointments were confirmed.

Executive:

Ian Tate	President
Noel Robson	Vice President
Ian McLennan	Treasurer
Leanne Newson	Secretary

General Committee:

Peter Donald, Bob Morrow, Andrew McInnes, Craig Bowring, Bob Harborow, Rohan Carrig

Patrick Ryan, Jenni & Rod Hatfield & Debbie Collins will continue as co-opted members.

Group representatives:

J&K	Patrick Ryan
Lb	Vacant (we are looking for replacement as John Caffin is standing down)
Q&R sports	Derek McDougall
PQR	Rohan Carrig
F5000	Bob Harborow
M&O	Laurie Bennett
FFord	Anthony Mann
FJunior	Kel Prior
Group C	Rod Hatfield
Group A	Craig Bowring
FVee	Geoff Kelly
Regularity	Michael Ban

The Returning officer confirmed the appointment of the auditor, Russell Alexander, for another twelve months.

The President thanked the outgoing committee members and group reps, and welcomed the new committee and ex-officio members.

Leanne Newson, Secretary

Vale Tony Benetto: The VHRR Committee & Members express their sincere sympathies to Tony's wife Kerry & Family following his passing in a snorkelling accident at Heron Island.

An informal get-together to celebrate the life of Tony Benneto, late of The Bug Eye Barn, is to be held on Saturday, 4th November at 3pm, at the Austin Healey Club Rooms, Rosalie Road, Springvale.

Re: A Report from the Treasurer:

Ian, You'll get no argument from me. You guys do a great job. I've found over the years through my motorsport involvement, including organising the classic fields at the Wellington Street Races from 1991-1996, that the ones who make the most noise about 'entry costs' are the same ones who will run a mile when the call may go out for some volunteers to lend a helping hand when the need arises.

Most competitors wouldn't have a bloody CLUE what goes on behind the scenes to put on the meetings of the magnitude you stage.

Kind Regards

Sefton Gibb, New Zealand

(Ed) We received quite a number of responses along these same lines.

Don't forget the Annual Dinner/Awards Night is just around the corner! So now is the time to organise your regular table group, if you have one, and book.

Date Saturday 9th December

Cost \$60/head - drinks inc (wine/beer/soft drink)
Contact Mike Barker mbar6415@bigpond.net.au
0407 825 545 03 9840 6155

I was wrong - well sort of.

Following my queries in the last newsletter I received some helpful and enlightening responses for which I thank one and all. For instance I now know Gricey didn't own a BT4 but did drive one for another owner. I also accept that my claim that the car listed as the ex Glyn Scott Lotus 27 could not be what it is claimed to be was/is wrong. Kelvin Prior has shown that he was involved in its restoration and that a full history of the car exists in print. I also understand that for a car to be rated as original, it needs to contain some of the bits and pieces that actually came from the car it purports to be. Therefore, if the F.J. Lotus 27 that has been enjoying success overseas is the ex Scott car, then I accept that and apologise for my error. However, given how much of the original was taken from Glyn's car and ended up grafted onto my old 23 (including the gear lever and linkage) then I couldn't have been too far wrong in my assumption that there couldn't have been much of the original left by the time it was resurrected. Further, it was never a F.J. Stuart Anderson

At the last VHRR general meeting

Michael Ritter was the guest speaker, Michael is the son of well know race driver and engine guru Graham "Tubby" Ritter .

Michael spoke of his early days going to the races with Graham, so there was no doubt he was going to have something to do with racing cars. Formula Ford seemed to be the choice of marque that he went on to pursue with great success.



A time in the UK working with Swift and other F/ Ford companies gave him a great insight as to how to get the best out of a F/Ford.

Returning to Australia, again working for other companies, Michael ventured out by himself to start the very successful Sonic engine building and race team. The number of drivers that have come through the Sonic Team driving firstly F/ Fords, and then going on to V8 Super Cars is testimony of how Michael nurtures his young drivers through the F/Ford ranks, Jamie Whincup, David Reynolds and Tim Blanchard are just a few of the drivers that have come through the Sonic Team.

Sonic are also very heavily involved in the Porsche GT race scene as well, with very good results in that category.

Ian Tate thanked Michael for his time as guest speaker. Cheers Simmo.

On the 7th of August I set off on a mission to drive 10,000 kms through the Australian Outback with the aim of raising funds and awareness for a very important cause. I am thrilled to announce that on the evening of Tuesday 10 October 2017, I completed this incredible 65

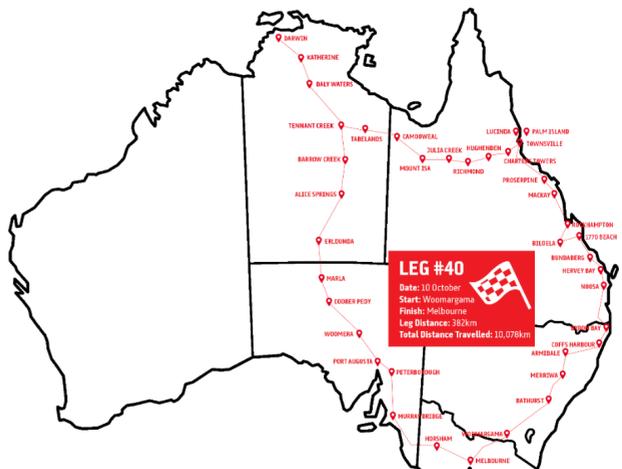
day journey in the trusty old 1924 Vauxhall, and returned home to Melbourne with more than 10,000 kms on the odometer.

I met a lot of wonderful and fascinating people along the way and visited iconic towns and cities across regional and remote Australia. Although it took a lot of endurance and concentration to drive and ensure the car was in good shape, my most important task was to raise much needed funds to support education programs for Indigenous children.

I am proud to say that thanks to your generosity, we have come very close to the \$140k target, raising an astounding \$135k. This is an incredible effort and 100% of funds raised will go towards life changing education programs that help Indigenous children living in remote communities succeed in school.

It has been an absolute pleasure honouring the Foundation's 10th year in this unique way. After 10 years of establishing the Foundation with this great Australian named Cathy Freeman, a highlight of this trip was going back to Palm Island. I was lucky enough to meet some of the students who had participated in Cathy Freeman Foundation programs from Year 7 to Year 12 and are now emerging as strong, young leaders in their community.

Debbie, thank you again for your generous contribution. Although my journey has come



WELCOME HOME, ANDREW!
 CONGRATULATIONS AND THANK YOU FROM EVERYBODY AT CFF!

to an end, I hope you will continue to support the Cathy Freeman Foundation so that more Indigenous children can achieve their goals and successfully complete their school journey.
Andrew Cannon



It is our pleasure to invite you to the annual CAMS Foundation Track Day, to be held at Phillip Island Grand Prix Circuit on Friday, 15 December, 2017.

This non-competitive Track Day provides the opportunity for guests to drive their own car, or have a professional drive them around the iconic Phillip Island Grand Prix Circuit. Join us and enjoy an entertaining lunch hosted by Mark Skaife OAM, meet our young Rising Star drivers and spend the day with like-minded motor sport enthusiasts of all ages.

Guests on the day will include CAMS Foundation supporters, CAMS Foundation Directors, car club members and corporate guests with a passion for both motor sport and motoring in general.

Two packages are available for the day for those looking to sample Phillip Island in their own road car, or to take advantage of maximum track time in their own race car. With Christmas taking place in the days following our Track Day, this might just be a perfect gift for a friend or family member.

OPTION ONE [\$595.00 per car]

Guests can tackle the 4.45km Grand Prix Circuit in their own road or race car.

Includes a minimum of five on track sessions and a gourmet lunch with special guests,

including motor sport legend Mark Skaife.

OPTION TWO [\$495.00 per car]

Alternatively, those seeking maximum mid-week track time in their own race car can enjoy a minimum of five on-track sessions. Option Two is available for closed cockpit or open-wheel race cars.

The CAMS Foundation assists talented young Australian drivers to reach their potential through its development programs, financial grants, mentorship, training and support. The list of drivers supported by the Foundation since its inception includes Formula 1 ace Daniel Ricciardo and current Australian Rally Champion Molly Taylor as well as other motor sport stars such as Will Power, James Courtney and Will Davison.

All proceeds from this event will go to the CAMS Foundation to continue to support our stars of the future.

If you have any queries or would like to secure your place, please contact our Events Manager Stacie Childs on 03 9593 7731, or alternatively by email at stacie.childs@cams.com.au.

We do hope you will be able to join us at this fantastic and important day.

Yours sincerely, Mark White

General Manager - CAMS Foundation

Team Medical Australia recently received an amazing donation of a state-of-the-art Tempus Pro monitor, provided by Betty Klimenko and Erebus motor sport. "This compassion and support allows TMA to complement and improve our already world class equipment to make sure Australian motor sport receives the best care of anywhere in the world" Dr May said.

Formula Junior - In Australia & Overseas

Internationally, the most recent leg of the Diamond Jubilee World Tour for Formula Junior was held in the USA and it was fantastic that it was won by an Australian, the cheerful MARTY BULLOCK from WA in his beautiful Lotus 27. Entrants were from far and wide including 9 from Australia, several from NZ and the UK, one from South Africa a couple from Denmark. Naturally there were numerous Americans and the competition was fierce, though clean. Held at a range of tracks including Laguna Seca, Lime Rock, Watkins Glen, Road America, Indianapolis to name a few. One grid at Road America (Elkhart Lake) had 60 cars! They know how to organise their meetings and it was joy to be involved.

Locally, our grids were naturally somewhat depleted this year due to the above but our championship has also seem some close and exciting racing. The final round will be contested at Eastern Creek, as arranged at the start of the year, though we have more entries at Sandown. On that topic - how did that clash of dates occur? It must be a huge setback not only for the clubs holding the events, but what about us competitors who enjoy the chance to race at both venues? This should never be repeated. Did CAMS have role to play in that happening? Surely not! We deserve much better treatment as competitors - last time I looked we, the competitors, were an integral part of all this and yet we suffer with the loss of an important meeting... not good enough!

On a more positive note, the Australian Formula Junior Association (AFJA) is planning an exciting calendar of events for 2018 both here and abroad. Our category is probably the only one that has standardised regulations, enabling members to race worldwide without modification to their cars. Membership inquiries should be directed to our Secretary, Noel Bryen on 0422 078 050. We are a friendly enthusiastic group who promote original historic cars to race under well defined regs.

Come and say hello at Sandown and check out our terrific open wheelers there for all to enjoy!

Cheers and safe racing,

Kim Shearn - President - AFJA

Dear Association Member,

Seeking to Remove the Luxury Car Tax in Australia

The Association is involved in a RACV sub-committee which is preparing a comprehensive submission to the Australian Government to remove the luxury car tax on the importation of vehicles over 30 years old. On higher value cars, it can amount to 40% of the landed cost in Australia, with no corresponding increase in the value of the car. Essentially, this makes the importation into Australia of high value classic cars prohibitive. Very sadly there is only a one way trade.

The Association is particularly concerned about the tax's impact on the importation of vehicles over 30 years old into Australia and is putting some considerable effort into having it removed.

This tax leads to cars leaving the country

not being replaced and less local economic activity as a result. It also makes no sense to apply it to older vehicles as it was to protect the Australian car manufacturing industry, which as we also know, now no longer exists.

As part of this submission the RACV sub-committee is seeking some information on your car(s), their operating cost, and your intentions should a luxury car tax not exist. This will, in summary and non-attributable form, be part of the comprehensive and broadly supported submission. Please note that unless you wish to provide your name and phone number, it is entirely anonymous. It will be appreciated if you could forward this information to your Club members.

Please go to the following link to get to the survey. It is 5 questions and will take 5 minutes. <https://www.surveymonkey.com/r/877LYLD> Thank you in advance for your time and your information.

President and Executive Committee
AOMC

MG CAR CLUB OF VICTORIA
Venue of the first Victorian & Australian Hillclimb Championship 1938
Clintons Road Christmas Hills
HELVY REEF ROAD

80TH YEAR OF ROB ROY

THE WORLDS 2ND OLDEST, PERMANENT BUILT HILLCLIMB

26TH Historic & Classic Hillclimb 19 NOV 2017



FRANK KLEINIG DRIVING HIS OWN CREATION THE KLEINIG HUDSON
TO ACHIEVE OUTFRIGHT RECORD OF 28.72 SECS., AT AUSTRALIAN
HILLCLIMB CHAMPIONSHIP, ROB ROY NOV 1948

CELEBRATING 25 YEARS OF MG STEWARDSHIP 1992-2017
Competition Commences 9.30am
Competition Entries available via website • robroyhillclimb.com.au

Full Catering Provided by Panton Hill CFA who will receive all catering proceeds
Admission - Single Entry \$10 or \$15 per Car

General Enquiries • Event Director - Wayne Rushton 0412 339 934
Competition - John Kelso 0417 398 606



Baskerville

At the Anzac Mallala meeting I was approached by a Hobart Sporting Car Club committee member to take my Match SR4 to the historic racing car and bike meeting held last weekend at Baskerville. I'm so glad I went. The track has just been resurfaced and it's a fabulous circuit, very technical, very undulating, terrific spectator viewing areas, & only 20 minutes from central Hobart. The reception given to me and all interstate competitors was fantastic. The club went out of its way to help me and on the free practice day on the Thursday a member (also competing) dropped everything to dash into town to find a battery when mine decided to pack up. There was plenty of track time and 4 events for me plus 4 optional 15 minute "spirited" demonstrations which I didn't do due to rain on the Saturday and time constraints on the Sunday. Also there was an opportunity to do some practice laps at Symmons Plains on the Monday after the meeting for anyone travelling back north.

I'm sure any VHRR members who haven't run at Baskerville would enjoy it and the welcome you will receive will be very warm (even if the weather is not!). Nigel Tait

Ps: Other than being in the Auto Museum in Launceston for some years before restoration the Match SR4 had never been on a track in Tasmania so you can imagine how much it was appreciated by the Club and the many spectators.

Formula Junior North American Tour Sector Two - continued from last month.

Into the new Camaro rental and off to dinner after the parade into the local village and had dinner at a great place - thank you, you're welcome, have a nice day etc. etc. Peter Strauss had earlier suffered a small off in Quality, but JR Mitchel, who was fettling both Peter's and my car, soon sorted things out so he could continue racing throughout the trip. I reckoned he should pay for dinner as he was using up all our "credits" with JR, but it was easier to find someone who disliked Trump (no one!) than that.

We then moved on to Watkins Glen which was an entirely different proposition. A big property, not nearly as well kept as Lime Rock, but fantastic to drive and race at. Neil had swapped out his engine from his broken Lotus 22 and inserted it into his Pink Panther so he could continue racing, albeit, a bit slower than before. Others only had some minor niggles

and were up for the challenge on what is also a fast circuit with some verry close armco in a few verry quick spots. I had a great dice with Tony Ollisof and others after bugging up the rolling start they always have. Results were similar though the racing was a bit more spread out on the longer circuit. Somehow, I managed a third place in the drum brake class and was chuffed to be on the podium at such an iconic circuit. Again, no incidents of concern - what could possibly go wrong from hereon in? I also managed a spin during practice and was black flagged for not immediately pulling in to the pits to explain my actions - simple really on a damp track, ambition exceeded ability. Strange rule that. Another unique difference is that when you have a yellow flag, you slow as we do, but resume racing as soon as you pass the incident - no greens! Tow trucks conduct live recoveries during races under a white / red flag which can be a bit disconcerting at times.

So, JR transported some cars, the WA boys mainly hauling their cars in a huge rented semi that can be driven on a normal licence! Because it's a "Fifth Wheel" unit, being over 60 feet long doesn't matter over there! I joined up with Peter Strauss and his good lady Jane for the trip North West to Road America. Surviving on a lunchtime diet at, variously, Wendy's, Macca's, Big Boy, and God knows what other rubbish we found along the way via Cleveland Ohio through Muskeegan (?) across lake Michigan on a ferry to Milwaukee then North to the track. It is situated about 150 Km's North of Chicago. Road America was a real treat for several reasons. I purchased my Lotus 20/22 from the President of the track, George Brugentheiss some years back and he and his wife Shirley were very welcoming and a great help all round. This circuit is made up of 660 acres of varying terrain and facilities. Off road, forest tracks, Go Kart complex, huge pits and fastidiously maintained in every way. It is over 6 Km's long and also super fast. A terrific challenge in our little cars but plenty of overtaking places and room to "have a go". By now Peter Strauss was having a few electrical gremlins, but most everyone else was in good shape and the only two no-shows/no race were Jac Nellerman from Denmark (engine blow up) and Eric Jutsen in the Ex Ealand Koala, also blown engine. Both guys were offered spare engines but declined as it was the last meeting and they felt it was time to go home and sort things out at leisure. Again, the racing was close up front, but

enjoyable all through the field with many battles for both minor and class placings. The promoting club put on a dinner, gratis, on the Friday night and a further dinner at a fantastic hotel on the Saturday night for some 800 people. On a personal note, my car was fantastic. No issues throughout 3 weekends including lots of track miles. No leaks, missing, suspension issues of any type and that made my trip extra special as I was able to engage in every session. The only downside is I had no excuses for regularly being mid field. One hiccup was the fact that on Sunday at Road America (Elkhart Lake) was the inclusion of about 30 Formula V's in our grid. Despite having a staggered start, one of our front runners, Chris Drake from the UK was leading when he happened upon the slow V's towards the end of the race which he was leading and got punted off into the armco, doing significant damage to his car and costing him a certain win. MIXED GRIDS are not the way to go for anyone and other solutions need to be found to ensure every one's safety and enjoyment. In that race the total grid was about 60 cars! Is this the case of promoters being extra greedy for more entry fees and fewer races?

I'm pleased to report that an Aussie, MARTY BULLOCK, won the North American sector of the Diamond Jubilee World Tour. The Poms and Europeans, along with us from downunder outnumbered the Yanks at each meeting but they still had a few fast guys and gals to keep us honest throughout. In short, this sector was highly successful and a real tribute to the organisation of Duncan Rabagliati, World Supremo of Formula Junior racing. Roll on next year where we have 3 race meetings in the Baltic States as the second last leg of the World Tour. A big thanks to Sarah, the FJHRA Secretary for ensuring that all things logistic ran smoothly as well. Any problems - call Sarah - she always has the fix!

After all this we spent a few days in Chicago. A pleasant city of surprises from my point of view and was an excellent finish to the trip. Big thanks to the Strauss' for allowing me to join them on the road. I wasn't even required to provide marriage guidance as Jane was an excellent navigator and kept both Peter and me on a short leash at all times. Cheers, Kim Shearn

Classifieds

Trailer For Sale- ENCLOSED TRAILER - single axle, tilt trailer, LED lights, electric brakes, side awning, small solar battery charger.

Good Tyres . Width 5 ft.5 inch. (1650) X Length 9 ft. 10inch. (3000=3Mtr) Total enclosed Length 12ft.9 inch Approx.\$1750.00 - Call Gavan Dearie - 0409 166 557 to discuss further or arrange a viewing time at Moorabbin

I have a pair of Triumph Herald front end uprights/brake drum assemblies available free of charge to a good home. Available for collection in Carlton (Victoria) Regards, Warren Green. 0418 351 968 warrenrgreen@yahoo.com.au

I am in the final stages of writing Graham Hoinville's biography, titled Graham Hoinville - My life in motor sport. Retail price will be \$25, and I am hoping stocks will be available by the Sandown Historic meeting in November. I will also have stocks of the Austin 7 Club book - Going Strong. Bob Watson

This book tells the life story of Graham Hoinville, one of the greatest contributors to Australian motor sport ever. He competed in races and trials in an MG TC which he still owns. He made a great contribution to the development of the National Competition Rules under which motor sport is run in Australia.

As a navigator he won the inaugural Australian Rally Championship, the first Southern Cross International Rally and numerous Alpine and Experts Trials. He competed and finished in the East African Safari Rally in 1962 and the London to Sydney marathon in 1968.

He administered Historic motor racing for the Confederation of Australian Motor Sport (CAMS) for 20 years. He competed with distinction in historic racing.

His remarkable career has been recognised with the the highest honour that Australian motor sport can confer, the CAMS Award of Merit; he was awarded the Order of Australia medal in for his contribution to motor sport, and in 2008 was recognised by the Federation Internationale l'Automobile (FIA) for his service on the world Historic Motor Sport Commission.

This is a book about a man who was always popular and highly respected in his chosen sport, and who achieved recognition and results that would be the envy of any sportsman.

It is a book about a true gentleman and his remarkable life in motor sport.

A book on Warwick Farm.

To be officially released on 18th November, it is titled "AINTREE DOWN UNDER – Warwick Farm and the Golden Age of Motor Racing". ISBN 978-1-876718-27-5

It is the 6th book by Andrew Moore, an adjunct

associate professor at Western Sydney University. Amongst other things, Andrew was an official and flag marshal at "The Farm". Check with your favourite book seller.

AINTREE DOWN UNDER



Warwick Farm and the Golden Age of Australian Motor Sport

ANDREW MOORE

For sale MGB all synchro 4 speed gearbox in good condition as removed from 1979 Roadster. \$250.00

Call Brian on 0419 091 499

A car set of Porsche Carrera black brake calipers w/o pads, \$2,000 ono. 2 new (in boxes) American Racing alloy wheels - 15" x 10", PCD 5 x 4 3/4", Offset 1 11/16" (suit Chev/HQ etc.). \$250 ea. Phone John Sheppard, (03) 9379 7898 or 0419 398270

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.

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. \$10,000.00 Neg. Ken Williams 0403 244 261

Geelong Revival

Tickets Selling Fast

Get right among the action, rub shoulders with the drivers and witness over 400 classic and exotic cars and motorcycles sprint down Ritchie Boulevard at full throttle!

We have everything from daily pit passes, VIP tickets and the Ultimate Package that can all be purchased online.

Pit Pass

Kids: 12/U: \$7 Concession: \$14 (ID req.)

Adult: \$19 Family: \$48 (2 adults & up to 3 children) Kids under 5 are FREE

VIP Pass

Pit Pass, complimentary program, access to exclusive VIP Zone seating, beer, wine, tea & coffee, soft drink and food throughout the day
1 Day: \$185 2 Days: \$295

Historic
26 Years of Thunder
November 10-12th 2017

sandon

DRILLPRO
auOBarb
BURSON AUTOMARTS

Enquiries 0402 224 133 www.vhrr.com