



VICTORIAN HISTORIC RACING REGISTER

ABN: 97 521 303 894

INCORPORATED IN VICTORIA

ASSOCIATION NUMBER: A 000 7117 C

CLUB PATRON: *Sir Jack Brabham* O.B.E. F1 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 - April 2010

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

April	3rd - 4th	Easter Mallala.....	08 8373 4899
April	11th	Historic Myrning Car Sprint - David Lowe.....	03 9827 8124
April	11th	Shannons American Motoring Show - Flemington.....	03 9555 0133
May	2nd	VHRR Rob Roy Trident Cup (CCE).....	0413 744 337
May	29th - 30th	Austin 7 Club Historic Winton.....	03 9584 2635
June	20th	1st Interclub Challenge Rob Roy.....	03 9850 4795
July	4th	Marysville SES Presentation.....	0427 031 727
August	14th - 15th	VHRR Winton Long Track - Date firm!.....	03 9877 2317
September	19th	2nd Interclub Challenge Rob Roy.....	03 9850 4795
October	2nd - 3rd	Wings & Wheels.....	0419 503 203
October	??	VHRR Haunted Hills Trident Cup (CCE).....	0413 744 337
November	5th - 7th	Historic Sandown.....	0448 946 637
November	28th	19th Historic & Classic Rob Roy.....	03 9850 4795
December	4th	Haunted Hills Twilight Round.....	03 5174 1473

Wednesday Lunch Group - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

Club Permit Scheme Lloyd Shaw.....0415 351 164

(Red Plate) PO Box 828 Glen Waverley 3150

*CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities

Disclaimer: The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

August Winton Long Track - Date has now been finalised - August 14-15th. Those interested in being on the committee should contact Ian Ross - 0412 351 403 or Ian Tate 03 9877 2317

More Tony Gaze Videos now available

\$20.00 pick up at Clubrooms, \$25.00 posted. Don Kinsey 0407 327 682

4 hour lunch cruise from Tooradin. Fully Booked!!!

Easter Mallala 3-4 April 2010

Entry forms are now available on the website. Both VHRR & SCCSA. This will be the 30th running of Easter Historic Mallala, and what could be a better excuse for joining us whether it is to race or talk. Both the track and the hospitality centre are waiting for you!

Moorabbin Air Museum - Wings and Wheels This is the tenth "Wings and Wheels" and will feature Bugattis in recognition of Ettore Bugatti's significant contribution to aviation. It will be in the form of a display of cars, Bugatti aeroplane memorabilia and other related items at the Museum in First St Moorabbin Airport over for the weekend of October 2/3, 2010
Bob King 0419 503 203

Marysville Update

Ron Simmonds will be conducting his traditional Tour De Yarra Valley on July 4th and we will use this opportunity to present the Marysville SES with the equipment bought from the Bushfire Appeal. Look forward to a Sausage Sizzle etc at the SES HQ in Marysville. They expect to have an old car to cut up with the gear.

From Jan Taylor.... At the Phillip Island meeting you announced that the Fire funds raised last year were to go to the Marysville SES. A fantastic decision. I am so pleased that you have chosen this organisation. You are aware, I know, that a lot of our former employees live here and nearby. I am crying buckets writing to you because people like you care. You have made a perfect decision.

Grant at times you must be so extremely frustrated for all the work that is "loaded" upon you. In this case, all the work you and Brenda accomplished has made a wonderful impact on so many Marysvillians and Narbethonians. They don't know how all this came about, but I do, Laurie too. Unfortunately (not sure that is quite correct) Laurie and I will be OS racing his F2 at Monza when you visit Marysville for the handover. Believe me I will be thinking of you. You know Laurie almost stopped racing because he thought it incorrect to do so in light of what had all been lost. Actually it is the car racing that has kept him functioning so well. We are very grateful to all the VHRR members and friends like you who have been so warm and wonderfully supportive.

Thank you so much, Love from Jan Taylor and Laurie too! Every day is a good day.

Phillip Island Classic 2010 - Regularity Report

The best yet. With some 100 competitors in Divisions 1 and 2, and 39 in the featured marque- Alfa Romeo, regularity entrants accounted for around 24% of total competitors, confirms the growing interest in this form of motor sport.

With the track in excellent condition, and generally fine weather, the weekend got off to a good start with both divisions practising on Friday morning, and qualifying in the afternoon. By the end of Friday most competitors were fired up for Saturday, with nominated times established.

Michael Holloway, the Clerk of Course, presented his driver's briefing emphasising safety and expected driver's behaviour, this was reinforced by Kevin Bartlett, Driving Standards Officer. I also spoke about the aim of Regularity events; having fun, safely. I am pleased to record that from what I saw, the standard of driving over the meeting was very good, with slower drivers signalling and giving track room to faster cars.

I felt very privileged to be on the track with some very significant and wonderful pre war GP cars such as Bob Harborow's Maybach Special MK 1, driven by Lloyd McNeil (UK), Ron Townley's Talbot Largo, Peter Gidding's 1933 Alfa Romeo Tipo B P3, driven by Jack Quin (NZ), Peter Greenfield's (USA) 1935 Alfa 8C-35, more modern stuff such as the beautiful 1951 Ferrari of Warren de France (NZ), Martin McGlone's (UK) beautiful 1956 Aston Martin DB3/S, John Gillett's very significant MG K3, which has been in Australia for many years, previously owned by the Brady Family, Damian Cessario's 1956 Maserati A6C 54, Phips Rinaldo's (NZ) 1934 Alfa 6C Berlina, two GP Bugatti's of Alan Telfer, 37/35 B, and Kent Patrick's Type 37A plus lots of MG TC's, Patrick Ryan's well know MG TA, and lots of other beautiful more modern cars. The list just goes on.

Equally, there was a fantastic group of seriously fast and superbly presented cars in Division 2.

Unfortunately the editorial space does not allow me to describe them all, but one could be forgiven if you thought it was a Porsche Regularity event. Great to have you guys supporting the VHRR.

The winner of the Kel Ricci Perpetual Trophy, (for the best individual driver), was John Goodall, Austin Healey 100-6. Congratulations to all winners, and team entrants, and thanks to all for supporting our meeting. I look forward to seeing each of you competing in 2011 and hopefully as many as possible at Sandown later in 2010.

Full results are on the website..... www.vhrr.com

Where else in Australia these days could you get a field of over 40 JKL cars, only at Phillip Island! And 40 of the best they were too with four Cooper Climaxes, two pre war Alfas, an Aston Martin DB3/S, a Maserati 250S, 8 MG Specials, 6 Holden Specials, 2 Prads and a great assortment of other factory built cars and Aussie Specials. In addition there were many more interesting cars from other groups plus many cars of interest from our JKL age groups running in Regularity.

Apparently the sight of the four Cooper Climaxes running in line at the head of the JKL field created a great deal of interest with Rod Jolley from the UK leading in his ex works/Patterson 2.5 litre T51 from Don Thallon in his ex Yeoman Credit/ Davison Longford pub accident 2.7 litre T53 then Richard Carter having a guest drive in the ex Vicky/Stillwell/Thomson 2.5 litre T51 of Richard Longes and finally yours truly hanging on grimly for fourth in the ex Mildren 2 litre T51. This was the order in three of the four races until Rod Jolley was forced to retire from the final race with a front suspension problem and I declined to start. This elevated Thallon and Carter to first and second with Peter Greenfield in that quick 8C35 Alfa from New York who I had some tussles with in New Zealand finishing third.

My spies who were strategically placed in the field tell me that further back some great racing took place with the progressive grids making it important to finish well in every race so as not to have to start from too far back in the next. Of note were Peter Greenfield 5th, 20th after a spin, 13th and 3rd, Ian McDonald punching well above the weight of the little Elva Courier and recording a two minute lap in the third race and finishing with a 6th, 5th, 6th and a DNS. John Virgo was rewarded for his trip from South Australia with his Riley Special with a 7th, 6th, 5th and a DNF, similarly all the way from WA Charlie Mitchell with the TS finished with a 9th, 10th, 7th and 6th. Last years Driver of the Meeting Dave Reid in the Faux Pas claimed three eighth places and a 4th. Brother Mal in the PRAD finished 10th in the first Saturday race but with an empty cooling system so some drastic measures (Chemiweld) had to be employed to have it race ready for Sunday and he worked his way up to a 14th and then 5th and the coolant stayed in there, a tribute to Chemiweld! A surprising performer was Brit Mac Hulbert who, as you would realise, regularly drives ERA R4D in the UK, and was having a drive in Greg Smith's silver MG Holden Special. Mac took to the car readily showing a surprising turn of speed in the Saturday races finishing with a 13th and a 9th.

Unfortunately, as always seems to be the way there was some attrition, notable being Ian Mawson's massive blowup in the second Saturday race which left a massive oil slick heading into Siberia and a massive chunk of metal from the motor which remained in the middle of the track for the duration of the race. Shane Bowden had a RHF wheel bearing fail in the PRAD Sports during the Saturday race but was able to effect repairs but John Anderson who discovered a terminal front suspension problem in the MM Special had to pull out after qualifying. (Full text of this report is on the website) Dick Willis

Global Warming and Historic Racing Are we all ecological vandals because we race historic cars? The recent article on CO2 in the March VHRR newsletter was in my opinion quite confused. Sometimes stating that the climate science is wrong and sometimes agreeing with the science. This unfortunately gives climate science sceptics some false hope that the climate is not changing and that it is alright to do nothing and the whole thing will go away. The troposphere envelops the earth and extends from the earth's surface to approximately 15 KM above it. The troposphere contains all of the atmosphere and weather that makes earth so unique. By comparison the moon has very little atmosphere and has daily temperature variations from -100C to +150 C! Any change to the composition of the earth's troposphere will allow more or less heat (from the sun) to penetrate through to the earth's surface and allow more or less heat to leave each night. Water vapour in the troposphere is the BIG one! Water vapour does allow heat to come through but reduces the amount that can leave. Every one knows that an overcast cloudy sky means that the overnight temperatures will remain higher than normal. The water vapour in the clouds acts as a blanket and keeps the heat in. The troposphere keeps significant amounts of heat near the earth, without the troposphere the earth's average temperature would drop from the current average of 14.5 to -18C What are the main components

in the troposphere? Water vapour, Methane, Nitrous Oxide, Carbon Di oxide, CFCs, Halons, Ozone, Dust. What in the troposphere can we change? Apparently some breeds of cattle burp less methane than others and they are to be introduced into the national herds. There are concerted efforts to get us to eat less meat. We have reduced the amount of Halons and CFCs; remember the yellow fire extinguishers. Aerosol cans no longer contain CFCs and R12 has been replaced in air conditioners. Nitrous oxides are released by fertilisers and fossil fuels. Ozone is released from household cleaners and some electrical equipment. Dust in the atmosphere is generated by extreme weather conditions and poor land management. I agree water vapour is the major component and continues to increase! This is caused by an increase in surface evaporation. The enhanced greenhouse effect caused by increased amounts of CO2 in the troposphere reduces the amount of heat that can leave the earth therefore temperature rises and water evaporates faster. The increase in water vapour can be slowed by producing less CO2. When we as individuals use less CO2 we save money. Because we have an interest in racing cars we are in a stronger position than most to act locally. Our cars use energy efficiently, that is why they go fast; our cars convert energy efficiently, that's they why they brake effectively; our cars are designed to move through the air to reduce drag or increase down force to optimise performance.

We know all of this stuff, we have hands on experience, and if we use our existing knowledge to use energy efficiently in our daily lives we will be acting locally to reduce carbon emissions. If we intelligently modify our homes and workshops to use less energy, and choose energy saving transport options we will save money and emit less CO2. Whether you believe in climate change or not you are actually practising energy efficient techniques now and you know that they can produce results. Be proud to say that you have an historic racing car that is storing its embodied energy and demonstrating energy efficiency to current and future generations. Remember that horse racing uses much more fossil fuel than motor racing! (Race horses practise every day, they and their feed are transported in trucks.)

"Think Globally Act Locally" has never been a more important rallying call than now! Rob Rowe

Classifieds

12 volt winch for trailer Purchased in 2008 (for \$385), installed on my race car trailer and NEVER USED! According to the manual, load capacities are 4,773 kgs rolling, 4,000 kgs marine and 1,590 kgs pulling. Line speed is 3 m/minute, cable length 5.8m and unit weighs 20.9 kgs. Comes with all wiring for tow car. \$200 ono. (03) 9822 5034 or email wumble1@pacific.net.au

Barry Naylor has decided to retire from Historic Racing simply because my front suspension needs a fairly major overhaul, therefore I will be putting my Rennmax BN7 Group Q racing car and Sabrina Group Lb sports car on the market in racing condition. My Rennmax BN7 has its personalized trailer plus extensive spares and history. My best time at QR clubman circuit is 59.1 seconds and includes 2005 QLD Group Q Champion and 2006 4 th outright Leyburn sprints at 43.21 sec. My son Martin has done a best lap of 1.39.09 at Eastern Creek. Total Price \$65,000 1975 Lotus Twin cam & FT200 gearbox Sabrina also has its own personalized trailer, body moulds & extensive spares plus massive history. Barry Naylor on 0412 282 452 or bjnaylor@bigpond.com.au NB This ad is on the VHRR Website - c/w all photos & details of complete package, including house & land.

I have in my possession a car jack, believed to be of German origin (blonde hair, blue eyes), found near the duck pond at Phillip Island. If any one inquires, you may pass them on to me. You may also pass on my congratulations for another outstanding event to all concerned. Many Thanks, Barry Murphy 03 9762 7111 barry@ozemail.com.au

For Sale B.W.A. Group Ka

The cheap part of buying a racing car is the cost, then you start spending. Here is a car with a history as long as your arm and nothing to spend! \$100,000.00 Ron Townley 03/59884846

For Sale MGB race car Reg. No. JOT 555 Eng. No. 18GBUH10537 Body No. YGHN33454 Genuine historic 1966 race car. Owned and raced by Dan Ives from 1966 to 1974. The car initially raced as Group A and then regulations changed and it raced as Group D. Following the car's racing career, it was garaged for thirty years. Restoration commenced in 2004 and no detail has been overlooked. The car has been re-built back to as raced condition, however car has been de-tuned so it can be driven on the road \$55,000 Genuine enquiries only – please call Barry Kelly 0418 318 956 AH 03 9787 6401 Email: bjkelly000@hotmail.com
