



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 - August 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

July	23rd - 25th	State Championship Sandown	
August	7-8th	Victorian 6 Hour Regularity Relay Phillip Island	
August	14th - 15th	VHRR Winton Festival of Speed (CCE)	03 9877 2317
August	22nd	VSCC Vintage Hillclimb Rob Roy	
August	24th	VHRR AGM & Committee Elections	
September	5th	MGCC Challenge Rd 2 Rob Roy (new date)	03 9722 9000
October	2nd - 3rd	Wings & Wheels	0419 503 203
October	1st - 4th	CAMS CARNival Echuca-Moama	
October	2nd	VHRR Haunted Hills Trident Cup (*Saturday!)(CCE)	0413 744 337
October	12th	VHRR Social Night.....	0427 031 737
October	24th	MGCC Challenge Rd 3 Rob Roy (new date)	03 9722 9000
October	26th	VHRR MGM	
November	5th - 7th	Historic Sandown (CCE)	0448 946 637
November	28th	19th Historic & Classic Rob Roy	03 9722 9000
December	4th	Haunted Hills Twilight Round.....	03 5174 1473
December	4th	VHRR Xmas Presentation David Palstra	03 9877 2758

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 Shaw0415 351 164
(Red Plate) 21 Myers Ave 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

AGM & Committee Elections Tuesday 24th August Enclosed with this Newsletter are Nomination Forms and notice of the AGM.

August Winton Long Track - August 14-15th. Entries close for Winton Festival of Speed on 15th July. However, entries will still be accepted up to the day, although anything received after about the 20th July will not be in the printed programme. A couple of star attractions have already entered - Adam Berryman will be debuting the Cooper T70, known as the 'first McLaren', driven by himself and Willy Wilmot from NZ. The Cooper T70 Climax (2.5 litre) was built to show the world Bruce's engineering skills and the car won the 1964 Tasman Championship. Adam acquired the car in pieces some ten years ago and has recently completed an intensive restoration. The ex-Stuart Anderson Talbot Darraq, recently acquired by Dr Noel Cunningham will also be seen. Good to see both cars in the country. Don't forget that Winton will be a round of the CLUB CHAMPIONSHIP!
More info - Ian Ross 0412 351 403 or Ian Tate 03 9877 2317.

2010 Trident Cup Series Round two will be at Haunted Hills later this year - Saturday 2nd October K11 - 0413 744 337

This Newsletter will be posted out in hard copy form every two months to coincide with the MGMs. As such, copy deadline will be roughly one week before those dates.

Marysville SES Update - Official handover of equipment - An excellent turnout of members saw Brenda and Ian officially hand over the range of equipment bought with the \$25,000.00 raised by the VHRR. A proud moment indeed for the club, certainly made more significant by the presence of not only the Premier John Brumby, but the Prime Minister Julia Gillard. The two actually highjacked the event somewhat, but it's not often we see club members in that company so it was a good feeling to be a part of it. More pics on the website.



Dear Ian

It was a pleasure to meet you and Brenda Campbell at the Marysville SES Unit re-opening on Sunday 4th July 2010.

On behalf of the Victoria State Emergency Service (VICSES) I would like to sincerely thank you and the members of VHRR for your very generous donation of \$25,000 to the Marysville SES Unit towards the purchase of new rescue equipment. This equipment will be invaluable to our volunteers as they attend road crash incidents in the future.

It is wonderful to see two great organisations such as the VHRR and VICSES working together to support the local community. Again my sincere thanks for your very generous donation and your support and recognition of our wonderful volunteers. I wish you and Victorian Historic Racing Register every success for the future.

Yours sincerely, Mary Barry Chief Executive SES

Vale Bill Wellwood long time Auctioneer passed away peacefully on July 5th. Known to everyone for his sense of humour and his ability to sell lots of 'nothing!' Bill was instrumental, during the Bushfire Fund Auction at the Phillip Island Classic 2009, in raising some \$14,000.00 toward the fund.

The VHRR Committee & Members extend their deepest sympathy and respect to Bill's wife Pam, his son Grant and daughters Melissa and Sarah.

Vale Norm Bice As this NL went to press I heard that Norm had passed away, but little more is known at this stage. More next edition.

Presentation Dinner Organiser Wanted!

The last few years have seen David Palstra very capably organising the Presentation Night Dinner at the Manningham in Bulleen. An important night for the club, but David is really hoping someone else can take over the role. The venue has been booked for December 4th. Give David a call if you can assist - all interest gratefully received! 03 9877 2758 or Ian Tate - 03 9877 2317

There's nothing to stop a few people getting together to take this on.

Letter Rec'd - CAMS

Nothing in the following words should be construed as in any way excusing the ineptitude of those who have been attempting to manage Motorsport in a way that is required to keep the sport afloat.

The attitude that we are all wealthy and able to afford any price increases that they wish to foist upon us displays their basic lack of understanding of how to balance the books and how most of us spend much more than we can afford in the pursuit of our passion.

However, and it's a big however, our unhappiness with the ever increasing fees has led to many of our events being run under a different regime (using CAMS trained and accredited Officials in the main), which has almost none of the elements of control required for the efficient, safe and fair running of events.

For instance, they have no published rules, no judicial system, no eligibility system and have pretty much adopted (stolen) CAMS' intellectual property to run their events.

This has all been done in the interest of saving money for entrants by reducing the cost of running a race meeting – a noble thought – but what if the cost to entrants is the collapse of CAMS?

Some of you might say that'd be a good thing but the cost of any organisation is directly related to the staff costs and any governing body, which is trying to administer our sport would need to cover their added expenditure by enlarging their income in the form of increased fees. That would follow, as night follows day!

Whilst we live in hope that the new CEO will understand what's wrong with CAMS and then be able to fix it, we should be really careful about not throwing the baby out with the bath water.

Maybe we should 'bite the bullet' and be prepared to shoulder a bit more of the load (cost) while/if things are being put on a proper footing.

We most certainly should not be holding the dollar so close to our eye, that we can't see anything else!

John Sheppard

Currently on holidays in Italy, firstly, with the Victorian branch of the Ferrari Club whose members took over 16 cars (two from the UK). I travelled with Dom Dimattina in his 328 Ferrari and we hit 200 plus kph on the Autostrada on a couple of occasions. One of the group got his car up to 285 k before he ran out of road! There was a day at the Ferrari factory where we got to see the racing workshop, and then a day at their test track where all had an opportunity to go round the circuit, carrying either a passenger or an instructor. Max Warrick was easily the quickest of the group.

The Tour took in all the best spots in northern Italy including a climb up the famous Stelvio Pass with its numerous corners. This was done in rain, fog and mist and with the local Bus coming down in the opposite direction.

The 328 had some minor problems - seized water pump - which was changed in a couple of hours at the Torino Ferrari Agents workshop, who were sponsoring the new Fiat 500 Arbat in competition - this car was a little firecracker. The foreman tried out the 328 and his only comment was that it needed a factory exhaust system (very loud) to make it perfect.

Apart from this only saw a couple of Bugatti outside Maranello and a Lancia Aprilla in Rome traffic. The original Fiat 500 is disappearing from the roads of Italy, but did see a Topilino outside a Restrante in Rome"

Regards, Graeme Steinfort

The Schlumph revisited

I suspect about half the members of the VHRR have visited the Schlumph museum in Mulhouse which is now the National Auto Museum of France.

I recently made my third visit to this treasure trove and would like to put a few points on paper for those who will visit in the future, as many of my friends, who have visited the Schlumph have missed out on a number of good features

It is of course, a miraculous museum with about 400-500 cars starting from the beginning of the motor car and ending with the early rear-engined GP cars. Although the Bugatti emphasis is very

strong this is not necessarily the best part as exemplified by the row of half a dozen type 35 variants which, unsurprisingly all look the same with their bonnets closed. But are all different underneath. Probably the only disappointment of the whole show is the lack of open bonnets – the two silver pre-war Mercedes remain just shapes. There are however a few stand-alone engine displays, the labels are in English and give horsepower as well as model numbers, and the galaxy of machinery is sufficient to require a second visit if you allow four hours for each.

Certainly the display at the exit is worth twenty minutes as a series of button presses provides you with a series of videos with the engine sounds followed by the exhaust sounds and then a moving representation of the engines in which you can see Ettore's style. The paucity of UK cars is not much of a deficiency, although they are well represented in the final display of Grand Touring coachwork where their relative lack of horsepower compared to some of the European Monsters is intriguing, as is the preponderance of right hand drive in Continental cars and the extraordinary habit they had of leaving the chauffeur out in the open without a hood – Ettore's own car is an example of this and is, probably, the finest example of a ridiculous motor car with size unrelated to function among an enchanting display of how the Rich and Royal liked to express themselves. However, also hidden there is the last WO designed Bentley.

If you intend to make this visit it is worth doing it properly and that means starting at the right place and getting a reasonable business class fare.....(to be continued next month) Nigel Gray

Still overseas - I had an interesting list of competitors from Scotty Taylor at The Silverstone Classic but I can't fit the pages in this edition so I'll publish that and the welcoming letter, on the Website. Shows numerous Coopers, Cooper Bristols, ERAs, Maserati 250Fs, Austons, Talbot Lagos etc. Ed.

I am a new member of the VHRR and I recently purchased "Pegasus" a mid 1960 special sports car designed and built in Adelaide by Tony Bowden of "Indianapolis Speed Shop", the car has multi-tube space frame, incorporating "Elfin" pillars and rear end and a Ford engine. I bought Pegasus from John Carter who lives in the Bowral district of NSW in early May. John purchased the car in January 1991 from David Doubtfire who purchased it in February 1989 from Murray Richards. The car was last raced in January 1994 at Amaroo. John is fairly well known for this involvement in Wakefield Park and campaigned a number of cars including an Elfin Streamliner which I note is still in his shed. I have spent the last few weeks refurbishing etc. with a bit to go and when I have a C.O.D, I then intend to run in a few regularity trials as a shake down and then ultimately in group M in the not to distant future. Gavan Dearie

Templestowe Revisited - John Lemm sent me some pics of poor old Templestowe in a sad state of repair. Worth a look on the website.

Membership subscriptions are now due. If you didn't get a form contact Mike Byrne 03 9775 2117 or they are on the website anyway.

Classifieds

One Complete NOS / Never Run SCORCHER Repco Holden Distributor, Price \$1,950.00, please Call Graeme for further info / details, 0418 999 949

For Sale Kevin Bartlett/Channel 9 Camaro Engine Absolutely Complete, Pulleys to Flywheel, Carb to Sump and Everything In BETWEEN, as last Raced, \$22,500.00 ono, Graeme Raper 0418 999 949

For Sale "The Sharp Holden" Group L Historic Racing Car Ground up restoration completed in 2005 to a no expense spared very high standard. Cams log book & Cof D, featured in John Blandens book "Historic Racing Cars in Australia" Comes with custom built enclosed trailer & extensive spares package. Full history & spec sheets available by email This is one of the best prepared, fastest & reliable Holden specials in Australia. \$120,000 Will trade road car.

All enquiries To : Mick Arnold 0418 751 585. mickarnold2@bigpond.com

I have the Tandem Trailer that was built for my SS100 it has a boat front & a full canvas cover, it has concealed tie downs in the floor & measures 4.5 AX 1.8 inside the parallel sides but will accommodate a longer car, it is in excellent condition & is for sale for \$5,000.00 or best offer.

Bill Coombs - billcoombs@bigpond.com or 0407 532 426

1986 Mercedes 190E 2.3-16 Cosworth, exc full black leather interior, straight & rust free body, smoke silver paint, some stone chips, small dents & scratches Spent \$14,000 last year on steering, suspension, brakes, engine top end, minor oil leaks, etc. \$20,000 firm. Andrew Clayton 0413 273499
