



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

CLUB PATRON: Sir Jack Brabham OBE AO

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 2013

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	7th	Myrning Spints.....	03 9827 8124
April	23rd	MGM Clubrooms - important - see inside	03 9877 2317
April	28th	VHRR Rob Roy.....	0409 862 949
April	27th-28th	Morgan Park HRCC.....	0412 564 706
May	25th-26th	Historic Winton (A7 Club) (CCE).....	03 5428 2689
June	25th	MGM Clubrooms.....	03 9877 2317
June	29th-30th	Eastern Creek.....	02 9988 4743
July	13th-14th	Morgan Park HRCC.....	0412 564 706
August	9th-11th	Winton Festival of Speed (CCE).....	0412 351 403
August	27th	AGM Clubrooms.....	03 9877 2317
September	15th	Maryborough Sprint.....	03 9827 8124
September	28th-29th	Wakefield Park (tbc).....	02 4822 2811
October	19th-20th	Mt Tarrenghower.....	03 5447 0189
October	22nd	MGM Clubrooms.....	03 9877 2317
November	8th-10th	Historic Sandown (CCE).....	0402 224 133
December	13th	Christmas Function - Mike Barker.....	0407 825 545

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 ***Note new address**

*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.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

The next General meeting will be held on Tuesday April 23, 2013.

The main agenda item for this General meeting is a discussion on the proposal put forward by the Australian Historic Motor Sport Commission to "Integrate cars with FIA HTPs into Australian Historic Racing." The General Committee is seeking your views on this proposal, which if passed, has the potential to affect the future of historic racing.

It is vital that all VHRR members attend this meeting. If you are unable to attend please give your proxy to a fellow member who will be able to vote on resolutions put forward at the meeting, on your behalf. To vote at the meeting you must be a current financial member of the VHRR.

A proxy form is included here. The proposal document was circulated to members by email with the February newsletter and it is included again with email notifications. Hard copies of the proposal will be available on the night. There was also commentary about the proposal in the March newsletter.

Leanne Newson Secretary, VHRR

Mark your diaries for the 28th of April for the VHRR Rob Roy Hill climb annual event (first round of the 2013 Trident cup)(the remaining two rounds will be at Haunted Hills mid year & Rob Roy in November) Invitations are going out to VSCC, MGCC A7 Club and others.....

We need at least 50 starters from our club to keep this event going.

Negotiations are going on for a reduced entry fee. All classes will be recognised if more than 5 entries are received. Air cooled all capacities are especially invited!!!!

Entries will be posted very soon. *Stay tuned.....*Regards, 1/-

Vale Graham Howard Graham passed away recently after a battle with cancer. Well known for his Auto Action column and a raft of books & articles, Graham will be sorely missed. The VHRR extends it's sincere sympathies to his family.

Vale Graham Howard The entire Team from the Monte-Carlo Project is saddened to learn on the passing of one of our staunchest supporters.

Graham and I had discussed the concept of retracing the 1953 Monte-Carlo entry of Lex Davison, Stan Jones and Tony Gaze for many years, agreeing it was a forgotten story of Australian Motoring History. I recall mentioning that as the replica car wasn't going to be ready in time for the 100th Anniversary Historique Rallye de Monte-Carlo, (January 2011), I had still planned to visit Scotland and Monaco to review the concept with the Automobile Club de Monaco officials.

Graham requested our postal address, and on inquiring why, informs that he has a file of hand written notes and photocopies from the Monte-Carlo section research of the Lex Davison 'Larger than Life' book and it may be of some use to our group.

That file proved very valuable in the research that extended around the world in coming months. Graham's photocopies of magazine from the 1953 rally reports now provided the photographs to add to the Gaze/Davison family collection. With the photographer's names as credits, we were able to trace many into Library and Archival collections to obtain scans from original negatives. The fruits of that quest were always shared with Graham. The Ebay system also provided original copies to match Graham's early version. By October 2011, Auto Action 1461 carried a major feature on the Monte-Carlo Project, penned with accuracy by Graham. It also happens to be the pre Bathurst edition, and history will also recall that our own team member, Craig Lowndes just missed out winning by a fraction, placing second. As the project developed, Graham was always kept in the inner circle, enthusiastically offering suggestions and watching the progression.

After the Rally was completed, and our Team had returned to Australia, I phoned Graham to again thank him for his support and guidance. He congratulated the entire group and we laughed about having a "vision" and some of the similarities to the 1953 trip.

Condolences to Maria, Patrick and Jackson on behalf of the Monte-Carlo group of Davison's, Lowndes, Poole families and all Team members and supporters.

Gary Poole

Comments: In relation to the circulated proposal of the Australian Historic Motor Sport Commission re FIA regulations and HTP documentation. Firstly we must define our present position accurately. We, as a community, are involved in Historic Motor Racing. That is, the preservation and exercise of vehicles with HISTORY, by racing them as they were presented and raced in a chronological or technological period in past eras. We are not involved in MODERN racing, but for OLD cars, and we are not involved in racing MODERN cars, made to look OLD. Once either of these premises is

introduced, such as the racing allowing of replicas or continuation models as in Europe, or the Biante series run here, we no longer have HISTORIC racing. We have something entirely different.

At the present time we have the acknowledged "World's Best Practice" for the certification of our Historic Racing Cars. Why would we be coerced into diluting our system in favour of an inferior one?

Our system caters for all cars with history. The FIA system caters only for cars with "significant" history, the significance being at their discretion, for replicas, for continuation models and for updated cars with no history in that form. For this read, F1 or Le Mans type, or Targa Florio, Mille Miglia type history. More specifically there is a list and usually only "Factory" cars are accepted and an elitist culture abounds. Our system allows of genuine historic cars of all eras and of all genres from F1 and Indy to backyard "Specials" and is egalitarian and all encompassing. The inclusion of HTP cars that DON'T satisfy our 5th Category Regulations, of replicas, or the upgrading of cars to a specification which was available in the day holds no advantage to Historic Racing in Australia. As at 2004 there were in excess of 1500 genuine cars certified by the CAMS. Viz: 5th Category Historic Cars Status Report 2/07/04

In the ensuing years many more have been added to the data base. The argument that there are not enough cars for the amount of prospective new competitors without the influx of foreign certified cars holds no water at all and cars from this data base are regularly advertised as being available.

We should therefore ask, "Why do our numbers need bolstering with non compliant HTP cars, replicas, continuation cars and upgraded cars?" The answer is easy, and clear!! Follow the money, the advantage, or the status!!

There will be behind the scenes those pushing for these changes who will either have cars in the wings, or have access to cars with which they can either: Turn a profit. Get a technical or track advantage. Or: Who will move into a social, political, or coterie position that would not be available to them without the ownership or use of one of these cars. We, as members of the Historic Racing community, do not need to slavishly follow Europe, who have patently got it wrong. We also cannot have an oligarchy directing us to acceptance of a proposal to which they might adhere, but to which the body politic does not. We need to lead from our position of integrity and historical accuracy. Similar to events in Europe between 1936 and 1945, bad things happen if good men do nothing, or just "follow orders" As a founding member of the Victorian Historic Racing Register and one who has worked diligently to uphold it's principles, I, for one, oppose ALL the proposed changes as being detrimental to our movement and it's ethos and only of advantage to those with a vested interest in them proceeding. Sincerely G.K.Smith (more comments on the proposal have been put on the VHRR Forum. Ed)

Without the help of a number of people, my new fledgling team would never have made it to the Island Historic race meeting. A special thanks to Bob Harborow, Bryan Miller, Keith Simpson (CAMS) and especially those at PIARC who kept the doors open for us long after others would have given up.

It was a real struggle to get our first McLaren M10B on the track in time, and without the skill and dedication of Mark Day, former partner with Alan Bisset at AMR, it simply would have been impossible. As far as I can calculate, it was about 35 years since the M10B McLaren, formerly owned by Niel Allen, Kevin Bartlett, Gil Cameron, Tony Edmondson and the late Llynden Riethmuller, last turned a wheel and it was only on the Tuesday before Phillip Island that the car had its first run at Winton driven by Alfredo Costanzo following its rebuild. It didn't go perfectly but certainly well enough to go to the Island on the Thursday

First practice went well with Alfie putting us second fastest F5000 with a 1.34.1. We all felt that another 2 seconds off that would keep us in the ball park and for the second practice Alfie requested a little less rear wing to improve top speed. Top speed was not improved but a significant worsening of handling was experienced with Alfie getting completely sideways at turn one. The wing went back to where it had been plus, as Alfie requested, 'a liddle bit more please'. We had also noticed that engine noise had lost its crispness and that exhaust pipe temperatures seemed excessive.

Race one on Saturday was disappointing with increasing temperature problems, loss of speed in the straight and a deterioration in lap times to mid 1.37's. This remained the pattern for the rest of the weekend and whilst it's easy to look back now and seek the answer, we were all too worn out and suffering from the heat to even think logically.

The engine was removed on the Wednesday and sent back to the dyno where, prior to Phillip Island it had given 486bhp at 6400rpm, it now only produced a bit less than 400bhp and the exhausts

turned incandescent. The fault was traced to the distributor shaft drive gear losing mesh and only just managing to retain drive on the last couple of mm of the teeth. This caused the ignition to retard from 33 degrees to 16 degrees. Most of the fuel was being burnt in the exhaust pipes instead of the cylinders! Equals plenty of heat and not much horsepower. Our next meeting will be at Winton in May, with hopefully a better result. Alan Hamilton

Bill Sheehan has hung up his microphone after many years of helping out in the commentary box at many race circuits around the country. Founder of Historic Winton & builder of Austin 7s and some great Aussie Specials, he also managed Murray Carters Ford team for some time, and is also a keen veteran table tennis player. Ron Simmonds

That time of year has rolled around again and we are approaching the Mid Year soiree period. Previously known as Christmas in July. This year I plan on having dinner on a Murray River Paddle Boat from Echuca on the weekend of the 15th and 16th of June. Cost for the Bed and Breakfast is \$136.00 per double or \$120.00 per single. We can accommodate about 40 people give or take a few and single accommodation is also offered. I would like you to book early and produce a \$50.00 deposit per couple so that I can firm up the reservations and pay a number of deposits. So lets get aboard this little venture and come to Echuca and enjoy yourselves. We already have bookings so get in early and do not miss out. Looking forward to seeing a whole bunch of people enjoy themselves. Bookings or further information contact me: 03 5964 1822 0409 862 949 john.schilling@bigpond.com Full details are on the VHRR website - Forum - Coming Events, and last month's NL

Classifieds

1981 Wren Formula Ford Restored about 12 yrs ago but hardly used. Has Mk9 gearbox and comes only with the gears inside. Engine and oil pump have been rebuilt. Comes with Historic Log book and CofD \$10,000 Launceston Tasmania. Guy Miller guy.miller56@bigpond.com 0458 532 233

Porsche 911 Hard Top Targa 1983 wide body 3litre non turbo

Exceptionally good body, colour yellow. Excellent interior black leather with racing harness seat belts. I have owned the Porsche for 14 years at present it is not road registered and can be sold as is. Perfect Club car. This is a reluctant sale and the reason I am selling it is because age is against me being difficult to get in and out because of my knees. The car has not been driven for the past 5 years. Requirements are new tyres (as they have perished sitting too long), set of brakes and maybe a new exhaust system. Without repairs \$37,000 with works completed \$41,000.00 ono
Contact Bob Fergusson 0438 464758 email fergussonbob@yahoo.com.au (for photographs)
Car is situated in Kilmore North Central Victoria.

For Sale: Peugeot 203/403 engine parts, 1 x 403 cylinder block with steel main caps, 1 x 203 cylinder head, 2 x 403 crankshaft suit regrind to -.3mm, 1 x set -.3mm main and con rod bearings, 3x camshaft – 1 Wade 140 grind- 2 unknown, 10 x 203/403 con rods, 7 x sleeves suit over bore, Miscellaneous parts including oil and water pumps timing gears etc. To be sold as 1 lot negotiable \$1200, 1 x Rare as hens teeth VW split transmission with open half shaft conversion and 1:1 top gear, \$250 negotiable Derek Smith 0403830390 or derrard@virginbroadband.com.au

Wanted To Buy A genuine LCCA enamel badge in any condition please phone Gavan Dearie with any re any options 0409166557 AH 0395897712 Son of 1965 - 7 LCCA President Ron Dearie.

For Sale x4 New R1 Dunlop Racing Tyres 4 x 18" x 5.50 x 6.00 Diamond Pattern 204 Compound \$1,600.00 Dominique Chaleyser info@historicvintagerestorations.com 9877 0666

1999 Dastle Race Box Trailer Aluminium – rigged to take 2 open wheeler race cars or can take 1 large car. Electric winch - remote control. 12 months registration. Parts lockers, work bench and ramps. \$15,000 Contact : Peter Strauss | 03 9822 0422 | 0418 322 082 | rfsproperties@bigpond.com

Looking for an innovative transporter for your historic car ? Consider this 1973 Leyland bus, converted to hold the car in the back, and with a full lounge and kitchen up front. 240v generator, A/C, huge underfloor locker space, electric winch, tyre racks, rear view camera etc. Bus has a 6V53 Detroit 2 stroke diesel, Eaton 6 speed gearbox and an Eaton 2 speed diff . Easy 100 kph cruiser. Historic reg and insurance makes for cheap ownership. Was on view at Sandown Historics but a prospective buyer couldn't raise the money, so it's still on the market. \$12,000.
Contact Ken Price 0418311040

By the Way I email most of these out most of the time. Sometimes quite a few bounce because your spam filter stops me. If possible can you 'Allow' grant@thecampbells.net.au Thanks, Grant
