



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 - May 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

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	9th	VHRR Social Night.....	0427 031 737
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 Tarrengower.....	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

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"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

Vale Mick Ronke

Brenda & I first got to know Mick when Bill Sheehan, under the auspices of the Austin 7 Club, first 'invented' Historic Winton. That was in 1976, so 37 years, a long, long time. Back then the track had few facilities, quite a few more trees around the place and rudimentary toilets, carparks and all the rest. It was always obvious that Mick had a real vision for the place and so after a few years when Brenda eventually became Secretary of the Meeting, we, Brenda in particular, got to know Mick very well indeed. Many 'robust' discussions took place over the years but we always knew that, in the end, Mick only ever had the best interests of the circuit in mind, and we would be better off.

Mick never had the luxury of being able to afford to construct a finished circuit, like for instance, Wakefield Park, where everything seemed to be done in an instant. On the contrary, stuff was done when the budget could stand it. We had some pleasure at one stage in arranging the donation of a new shed to replace the one the A7 Club fondly knew as the 'mouse house', for obvious reasons. And of course every time Historic Winton came up, the inevitable toilet/drain/carpark seemed to be in disarray, but, just as inevitably, the circuit was ready when we got there, and absolutely always looked a picture. Motor Sport will sorely miss Mick, as will we, and all members of the VHRR.

Having raced our Ralt Can Am car in all Eastern state historic sports car races for over 5 years, it came as a surprise not to be invited to compete in the International sports car race at Phillip Island and the AGP, only finding out about the race from a fellow competitor, we then entered only to have our entry knocked back, we received 3 different reasons from 3 different officials. To say we were angry and disappointed would be an understatement. Part of the reason we compete apart from a lifetime passion for racing cars is to also showcase our business, in our case an entry refusal amounts to restriction of trade. Part of this business is supplying advice and practical help to anyone in trouble at race meets. For now we are going to run a state series formula ford in open racing while we contemplate our historic future.

Yours in motor racing Peter & Jamie Larner & Keith Morling
Response.....The intent of the International Sports Car Challenge was to provide an opportunity for large displacement historic Sports Cars to run in a series of races at these two events in March. Philip Island Classic and the support event at the Australian Grand Prix.

To be eligible, cars were required to be large displacement, run in the CanAm series or have competed at Le Mans during the Group C period.

In order to provide an Australian content, larger displacement cars with Australian Sports Car championship history were also included.

A further and important consideration was the handling characteristics of the cars to be involved and it was determined that we would only run large displacement cars with similar performance, handling and braking behaviour.

These basic parameters became the basis of the various necessary acceptances received by the VHRR to the relevant Promoters.

Regards Bob Harborow

New Group C&A forum on the VHRR website Following requests from the C&A fraternity we've added a special "C&A" forum to the VHRR site. Just a plain forum for discussion at this stage, but if there's a reasonable amount of interest, I'll add sub-forums for Sale & Wanted, Coming Events, News, etc. Let me know. BTW if you want to register to post topics, just send me an email & I'll set it up for you. This is the norm for all people wishing to contribute and it's only like that to keep an eye on spammers. - grant@thecampbells.net.au

Hi guys, given that the implementation of changes under discussion for acceptance of overseas documented cars, without the requirement for them to meet the rigorous "World's Best Practice" regime of history, provenance, historic specification, and chronological integrity that we apply to all applicants would change the ethos of Historic Racing in Australia as we know it, herewith a transcript of the MGM's response to the proposal from Bob Cracknell and Paul Hamilton.

Grant, for you to maybe put it in the Newsletter so those who could not attend, and sent proxies, can see the gist of it, and Joan for you to maybe have some information as to how things transpired over here. The acceptance of the HTP model for cars was put to the vote.

There were maybe 70 people in the room, the attendance book will give the correct figures.

There were 2 abstainers, Bob Cracknell and Paul Hamilton as they are not members.

Say that leaves 68, there were 65 against, and 3 for (one of whom admitted to having an HTP car)

There were also 40 proxies presented and I believe they were all against.

So, 105 to 3 or 97.2% totally opposed to accepting cars with HTPs as their PRIMARY document.

The consensus was that if cars with HTP's were put through our system and were robust enough to meet our requirements and were issued a C of D they would be accepted with open arms, but the research and due diligence must be performed by the applicant and supplied on application as is the case with *all* applicants from within the Australian Historic Racing community. Cheers Greg Smith

Club Plate Scheme

It has been my aim to process new CPS applications within 24 hours of receipt.

One of the applicant's obligations is to advise me of the plate number and expiry date. This does not mean that I have to wait, in some cases, many months for that information. It is interesting that members can find me to promptly process the application but cannot find the time to complete the process. I am NOT sending out reminders.

Your car is not placed on to the VHRR register until that application and its support information is supplied. Therefore if there is an inquiry from Vicroads or the Victoria Police they will be advised that the vehicle is not on our register. The CPS is a great system, please support it. I am considering listing the outstanding cars in the next newsletter.

Gordon Hellsten

Sunday the 28th April saw the running of the VHRR Historic Hill Climb at Rob Roy in the Christmas Hills. Held under a grey and cloudy day, it didn't, deter 68 entrants from turning up.

A special encouragement trophy had been donated by Ron Simmonds for drivers under 18 years of age. Ron is of the belief that starting young gives the young people a sense of purpose, in this case their driving ability, and a better understanding of the motor car, which unfortunately is not taught at primary school level. With a good entry from 5 under 18's Grant Kelly F/Vee, Ross and Dean McLaughlan, both driving Derek's BMW touring car, Connor Ryan driving dad Patrick's MG TC, and Ken Innes Irons Austin 7 special and Mitchell McAllister in an MGB. All drove very well and within their limits. The Ron Simmonds Encouragement Award went to 14 year old Dean McLaughlan who took 3 seconds of his previous times, a good effort. This trophy will be awarded at all future VHRR Historic hill-climb meetings.

The VHRR Social Night will be held at the club rooms on the night of July the 9th starting around 6.30pm. As usual BYO everything, coffee and tea will be provided. A guest speaker will be coming, and a free raffle will be held, so get a group of friends together and come and enjoy a good night out amongst like minded people. Looking forward to seeing you there.

Cheers Ron

Greetings, It's interesting the calls I sometimes receive. Yesterday I received a call from Mike Smith of the Macau Government Tourist Office which is located in Bathurst Street in Sydney. Mike informed me that this year marks the 60th anniversary of the Macau Grand Prix. While at my tender age I certainly don't remember the events of the 1950s, but I do recall reading about latter ones in Racing Car News. Anyway Mike let on that it is planned to hold an exhibition to commemorate the Macau GP's diamond anniversary in Sydney from May 22 to the 26 inc. My understanding is that the venue will be the Sydney Town Hall. Mike's contact was not only to let me know so I could pass it on to the HSRCA etc but also to seek any memorabilia that HSRCA members may have. So if you happen to have posters, photos or even your car that has a connection with the Macau GP that you are happy to loan, Mike would certainly like to hear from you. Or perhaps you know of someone who does.

There will be an opening night on the 22nd to which both Kevin Bartlett and Vern Schuppan have confirmed their attendance and willingness to talk about their experiences. Sounds like a date for your diary. So please if you have any memorabilia from the Macau GP please contact Mike as below:

Mike Smith Macau Government Tourist Office 0415 183 838 (02) 9267 7715

mike.smith@worldtradetravel.com

Patrick Quinn

Maybe old news but Lola went into receivership last October and are currently operating under administration. Rumours suggest Karl Hass may have brought some interest. I only advise because at last club meeting I mentioned it to Noel Robson and he was unaware. Check Lola Cars website

Peter Edwards

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

For sale - various BMC engines / parts suit MGA, Morris Major etc Includes 1500 x2, 1620 x2, Austin 1800 5 bearing short motor x 1, MGB 3 bearing in bits (good 10/10 crank, Balanced) 1500 bare head (crack tested) x 1, 1500 complete head x1 (unknown condition) Morris Mini 1100 block caps and rods. MGB wire wheels and tires (RWC) in OK condition. Shed clean out – open to offers
Ritchie 0414 795 103 (Geelong)

Genuine UK made Minilites by Tech-Del. Size 13 X 6 set of 4 Offset is 15 (PCD425) 4 bolt pattern \$880.00 Located Templestowe Lower.

Contact Michael Ban on 0415336460 or alpineban@gmail.com

For Sale - Dorian race timer No 5379 complete with charger, mounting attachment and instructions. current 12 day battery life, \$484 new, little use, all offers considered.

For Sale - Smooth cut rev limiter with shift light for single ignition coil application by "Speed Technology" complete with installation instructions. \$100

For Sale - Racing car trailer developed from new 8x5 tandem with internal car supports. Built in tail gate ramps, roof mounts for light boat etc. Sale price \$2000

Contact : Kelvin Prior at 03 9707 1652, AFJA@iprimus.com.au

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 as 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 Chaleyzer 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
