



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

CLUB PATRON: Sir Jack Brabham OBE AO O.B.E.

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 2014

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	13th	Myrniong Sprints	03 9827 8124
April	13th	Shannons American Motoring Show Flemington	03 9890 0524
April	13th	Adelaide Motorsport Festival.....	08 8373 4899
April	19th-20th	Mallala Easter Historics.....	08 8271 5689
April	21st	Collingrove Hillclimb.....	08 8271 5689
April	27th	Rob Roy VHRR (CCE)	0409 862 949
April	29th	MGM - VHRR Clubrooms **Note date change	03 9877 2317
May	24th-25th	Historic Winton (CCE)	03 5428 2689
June	24th	MGM - VHRR Clubrooms	03 9877 2317
August	9th-10th	Winton Festival of Speed (CCE).....	0412 351 403
August	26th	MGM - VHRR Clubrooms	03 9877 2317
September	13th-14th	Wings & Wheels Maryborough Sprints	03 9827 8124
October	5th	Vintage Collingrove	08 8271 5689
October	28th	AGM - note date change.....	03 9877 2317
November	8th-9th	Historic Sandown (CCE)	0402 224 133
November	29th-30th	Geelong Revival Motoring Festival.....	geelongrevival.com.au

Wednesday Members Lunch - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS

Club Permit Scheme

(Red Plate)

Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

Gordon Hellsten

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.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

We remind members that the AGM this year will be held with the General Meeting on October 28 instead of the usual August meeting date. The April Committee meeting, scheduled for April 21 (Easter Monday) has been cancelled. The May Committee meeting has been brought forward by a week to May 12, 2014 (instead of May 19.)

The Rob Roy Hillclimb

on the 27th of April is round one of the VHRR Trident cup , any queries to Brian Simpson Ph: 0419 091 499

The cost of entries to run in the VHRR Rob Roy on the 27th of April this year have been reduced from last year. Entry is \$90.00. Entry under 18 years is free. Have you ever heard of costs going down? Perhaps not, but we need a bigger entry list to compensate for the lower entry cost. So get those cars out of the garage or the lounge room, take the blankets off them and use them as they were intended.

Hope to see you there. 1/-

Institution of MECHANICAL ENGINEERS

News Release

Australian Formula One Legend bestowed International Engineering Heritage Award
Sunday 16 March 2014

The Repco Brabham BT19 Racing car, its driver Sir Jack Brabham AO OBE and Repco were presented with the Institution of Mechanical Engineers prestigious Engineering Heritage Award.

At a ceremony held at the Formula One Rolex Australian Grand Prix on Sunday 16 March, the chairman of the Institution of Mechanical Engineers Australian Branch, Mr Daya Dharmasiri, presented the Institution's Engineering Heritage Award to former Formula 1 Champion Sir Jack Brabham and Mr John Moller, CEO of Repco. The ceremony was attended by the Premier of Victoria, Hon. Dr Dennis Napthine.

The Engineering Heritage Award recognises the contributions of Sir Jack Brabham AO OBE, Ron Tauranac AO and Phil Irving OBE in designing and building the Repco Brabham BT19, which won the 1966 Formula 1 Drivers' and Constructors' championships. The BT19 is the only car to

date to have won these championships bearing the same name for both constructor and driver. Arguably, this is a feat unlikely to be repeated.

Institution of Mechanical Engineers, President and Chief Executive, Patrick Kniveton said, "The great partnership between Repco and Sir Jack Brabham AO OBE has enabled the world of motorsport and engineering to evolve to what it



is today - an achievement that should be proudly celebrated".

The BT19, with its 310 BHP Repco V8 engine, was a novel, effective and reliable race car that gave Sir Jack Brabham his third Formula 1 Championship. Following a significant rule change in 1966 to the engine capacity, doubling it from 1.51 to 3.01, the British based Brabham racing team used the BT19 chassis to house a unique Repco 3.01 V8 designed bespoke for Brabham.

Repco Managing Director John Moller said, "Repco pioneered the auto parts industry in Australia 90 years ago; and our world-class spirit is epitomized by the Repco-Brabham BT19."

The Engineering Heritage Awards were established by the Institution of Mechanical Engineers in 1984 to identify and promote artefacts, locations, collections and landmarks of engineering significance. To date, 92 awards have been bestowed around the world. Previous recipients include the Hawker Siddeley Harrier jet, the world's first vertical take-off and landing aircraft, and the world's fastest steam train, the Mallard A4-4408. The Repco Brabham BT19 is

the first Engineering Heritage Award winner to be designed and built by Australians.

I ran at Phillip Island 2014 in a regularity event for the first time this year. Friday practice was wet and windy, extremely windy. This was my first time to run at Phillip Island in my new open wheeler 1955 MG Nedelko Special which ran in New South Whales in 1956 and 1959 with such greats as Jack Brabham. Being used to a Formula V this car was something quite different to drive as the suspension was a lot harder and you sat a lot higher. I didn't go too badly in the wet as the car tended to slide a bit around the corners and was very quick on the straights. On Saturday the track was dry and the car was quick on the straights but was hopeless on the corners. With the help of a colleague we realigned the front wheels of the car so the camber was almost nothing. This certainly helped. I still have a lot to learn about this car but it certainly was a lot easier to drive. I will have to see if I need to change the castor a bit but it is not an easy job as I would have to put in spacers because of the suspension geometry. I had a fantastic time and was helped by a number of colleagues. The track is exciting to drive around and also a challenge. The highlight of the weekend was my third place in the last event. I will be back again next year and hope to do even better. My thanks to the organisers and to all the help I was given by my friends and colleagues. Cheers Mike Belcher



When my daughter Claire Greig and sister Cathy Davison took Tony Gaze's ashes back to be interred into the Memorial Garden at

the Goodwood Revival last year, they became friends with ex F1 driver and three times Le Mans winner, Emanuele Pirro. At the recent Melbourne F1 AGP, Emanuele Pirro was the FIA drivers steward, and spent some time catching up with Claire and Cath. He also was gracious enough to attend the "unveiling" of the Tony Gaze Avenue at Albert Park.

Find attached a photo of the unveiling of "Tony Gaze Avenue", with Emanuele Pirro with my daughter Claire Greig, my sister Catherine Davison, brother Richard Davison and his son Will Davison. Chris Davison

One really good aspect of the recent HFF races at PI was the tremendous family involvement right through the historic Formula Ford pits. Father / sons Bill and Norm Vesty, Craig and Graeme Degotardi, and Chris Davison with daughter Claire and son in law Johnny Greig all race together on the track. In the pits we have Jon and Norris Miles, John Connelly and his parents, David Holland with his father Don, great to see John Mann with son Anthony, David Hardman with father Jim, Pat Mullins with his son, new competitor Andy Lamrock with father Chris, and of course the whole Bennett clan. And our newest and youngest competitor Ben Robson, with his father HF5000 driver Andrew. I am positive that I have missed all the friendly and supportive partners and their families that make HFF so enjoyable, both on and off the track. Well done to all.

Chris Davison

Regularity at Philip Island 2014

Regularity at Philip Island 7-9 March, 2014
By Nigel Gray – the slowest car on the track

I started doing regularities after I retired from paid employment about the mid-nineties. At that time I was one of the faster cars on the track but this has changed dramatically and this year I was the slowest car in Division one with

the possible exception of a couple of Bugattis and that lovely Riley.

Regularity seems to be under a bit of a cloud

because people are "racing". I can tell who's racing because they come past me in a gaggle. A look at the rubber they're on is also illuminating. Nevertheless being the slowest car is OK except for the lost pleasure of seeing and hearing the lovely well driven cars that are ahead, or in the other division of regularity. Examples are John Gillett's K3, Pete French's Morgasm, a Bugatti or two, the Nedelko, Bill Patterson's old TC, or have gone racing eg George Hetrel's beautiful type 35c, half a dozen TC's, quite a few specials. My car is at its zenith at the moment. It's a square rigger, 1934 Singer le Mans Special, 1659cc, weighs 800 kilos(very strong chassis) and probably has close to a hundred or so BHP

the faster cars overtook me. I can easily run 2.50 but because of the need to stay out of the way of the faster cars I usually nominate 2.59-3.03.

I don't need to "race" to have fun as each corner offers options. Here's my record of the second lap.

After the first lap down the straight into turn one I was at 4000 RPM after a touch on the brakes and slipping it into third, I arrive at turn two at 3500 in third. As the corner sharpens through turn two I squirt the throttle a few times and can slide quite safely as I go round and come out showing 3000, which leaves me a bit sluggish into the short straight before turn four, through which I build up to 4500 and sometimes go into



with the current camshaft and compression ratio at 10.2. Diff is Holden 3.95. However that square front doesn't like the wind it gets down the straight but I still managed 90 Miles an hour which is 4500 in top. I match the TC's pretty well including a few supercharged ones. It's not classifiable because I put fibreglass over the aluminium body in 1968 and although I have a log book it would have to list me with the groups M and O streamliners if I wanted a class.

My friend and mechanic, Louis Santin touched 100 (he swears) last year but I have never achieved the magical number. The last event of this weekend was a delight as most of the punters had gone into the traffic jam. The result was that I had a completely clear track for two laps, before

top. Heel and toe into second and I arrive at turn four in optimum position, braking hard and late into this turn. This gives me an option of 3000 in third or 4000-4500 in second – which is nicer as this corner was made for the car and it will do whatever its told round that corner which is 180 degrees. It is easier to wash off speed by sliding the tail out than braking, which requires getting in to a straight line, and coming out up to 5-5500 gives me good position through the left hander of turn 6 after Honda corner opening up to the smooth right hander before the sharpish turn left at turn 9. If I don't lift off here I risk running off the track to the left here even though turn 7 is fairly open . I lose vision over the height of the road and brake very hard down into MG corner where I often find faster cars so I slide that right

hander with the tail sticking well out at 5000 -5500 in second and go through second and third so that I have a choice of 4000-4500 or up to 5000 in third into the straight where I hit top gear and seemingly rather slowly climb up to my absolute top of 4500 in top which is exactly 90 MPH in my Singer on a day with a headwind

Of course I have taken notice of Michael Holloway's somewhat stern drivers' briefing (which I greatly appreciate) because its not only a good reminder but I assume it scares the beginners as it did me and I think everyone is the better for it.

So I'm looking into my mirrors as Michael suggests – they are good mirrors, both convex and giving good cover. Ron Townley appears as a large bright blue blob which whistles past me and he usually snicks it up or down a gear as he passes and never brings a gaggle. I have no real difficulty down the straight with the other fast cars – which are really fast and DO come past as a gaggle but they are very low, dark coloured and very difficult to spot until they actually pass. In a sharp corner the mirrors don't pick them up as I make the turn but I stick to the side of the track and they are off in a flash.

Philip Island is a lovely track and it gives me lots of options. I can rev high with the foot well down in second gear through the sharp turns. The car moves about a bit with this treatment but is very stable and 15 degrees of slide has the same effect as the brakes. The changes Louis made recently give me a significantly broader power band which cuts in at about 2800 and seems to go on pulling up to 7000. It's rarely much benefit on the track as 5000 is heaps(but we go to 7200 at Rob Roy to avoid changing into third).

The alternative is to use third a lot more through all the corners, which gives me good controllable grip but isn't as much fun. I'm happy racing against myself but being regular is not easy due to the faster cars and I'm not in it for prizes anyway.

A considerable amount of the pleasure I have comes from driving the car(which has been road registered since I bought it in 1957) to and from the event, which makes me feel sad about all those trailer drawn streamliners (many of which have red plates).

Phillip Island Group FJ Report

by Kelvin Prior

There were 19 FJ/F3 cars entered for the Phillip Island Classic in March, of which 14 were from interstate, and whilst some competitors had the

usual minor mechanical problems that were soon sorted, the overall results indicate that most had an enjoyable experience, for example, during the weekend the FJ guy's and their crews had a BBQ in the township of Cowes, together with their AGM that was well attended, and enjoyed by all. Grant Craft driving his Brabham BT2 has taken 5 seconds off the lap record established 6 years ago by Peter Strauss in a similar car, and he won the FJ trophy for the weekend, whilst local owner Max Pegram was enjoying his experience in the recently purchased Gemini MK2, and Martin Bullock from WA was also having fun in his Lotus 27 recently purchased from Don Ballingall of Vic. Regrettably, Peter Larner driving Frank Hook's Cooper T76 F3 had some problem that sidelined the car for the weekend, as did Murray Bryden's Lotus on Sunday, however, this was just the first event of the annual trophy series, and will be followed by Mallala at Easter for Round 2

Re the note in the March newsletter from Brett Hart which included a photograph of his father as riding mechanic in the 1932 AGP; I can confirm that the photo shows him in Brescia chassis number 2133 with Mert Wreford. Interestingly David Hart worked for Noske Industries which was possibly associated with Lou Noske who had a Brescia pre-war. Lou was the father of V8 driver Tony Noske.

The already 6 year old Brescia came 4th outright in the GP, averaging 65 mph for the 200 miles with only 2 wheel brakes to retard it. Mert claimed 5,600 revs in top gear and 98 mph. More details of this car which was owned by a veritable Who's Who of motor sport identities can be found in 'Bugattis in Australia and New Zealand, 1920 to 2012'. Cheers, Bob King.

Best Regularity Driver Of The Meeting

Well done Jeff Thomas for a very consistent performance.

Congratulations to the winners and special thanks to all who entered the Regularity Challenge.

The VHRR Race Committee thanks all Regularity Competitors for supporting Phillip Island 2014, and looks forward to seeing you back in 2015 Ross McKinnon.

2014 Historic Queensland will again feature a large contingent of Groups J,K,& L with group marquees and dedicated races, bbq etc. Other features include 50 years of Mini Cooper S, the 3rd round of the Heritage Touring Cars East Coast Series, Capricorn Cup for Group S, Queensland Cup for Group N, Queensland Tourist Trophy for Sports/racing cars, and all

other Historic Groups (compatible grid sizes permitting) and we usually have three grids of Regularity Trials to accommodate pre 1990 cars. Enqs 0424 321 072, or see www.hrcc.org.au for Supp Regs and entry links. Entries open on May 11th and CAMSevententry is the preferred option.

Adelaide Motorsport Festival: 12-13th April

The Adelaide Motorsport Festival is to be held on April 12 (Hillclimb) and Sunday 13th (Sprint). Visit www.adelaidemotorsportfestival.com.au

Historic Winton 24th-25th May 2014

As a follow up to our very successful Aussie Specials campaign during the mid / late 1990's we are specifically targeting Aussie Specials that appeared in pre 1960 Australian Grand Prix meetings. Penrite AGP Aussie Special boards will be provided for each vehicle Noel 03 5428 2689

Classifieds

In Life to the Limit, for the first time, Bev Brock candidly reveals her story. It is a story of triumph, love, tragedy and, despite everything, peace and hope. Don't miss the launch of this inspiring book on Friday 4 April at the Benalla Lakeside Sports & Community Centre at 6pm \$35 per person, including dinner (includes vegetarian and gluten free options).

Pre-pay and get a book valued at \$30 included for a total price of only \$60.

Signings a 6pm with dinner served at 7pm.

Call (03) 5762 1116 for bookings

Results - Regularity Events - Phillip Island 2014.

Teams Challenge:

			Points
1st:	Jeff Thomas Philip Buggee John Hardy	Porsche 911 Fiat 124 Spyder Alpine Renault A110	404
2nd:	Bill Vaughan Steve Pike Shane O'Brien	A/Healey Sprite 100/4 A/Healey 100/4 A/Healey	353
3rd:	John Evans Tom Ffrench Pete Ffrench	Lotus 23 Morgan Plus 4 Elfin 300	215
4th:	Richard East Dale Ashby Peter Axford	A/Romeo 105 A/Romeo Montreal A/Romeo Guila GT	206
5th:	Chris Terdich Trevor Montgomery Huw Montgomery	MG B MG C Jaguar XK 120	197
6th:	Richard Townley John Gillett	MG TC Special MG K3	189
7th:	Gordon Lovegrove Michael Rowe Robert Crichton	Datsun 240 Z Datsun 240 Z Datsun 260 Z	161
8th:	David Hope Michael Belcher Barry Lilley	F VEE Nedelko Special MG B	97

REPCO BRABHAM ENGINE PARTS

- Two 6 series 85mm bore Cylinder blocks and steel stiffener plates (numbered E13A and E11B)
- 72mm stroke Laystall crank to suit above (excellent condition, crack tested OK)
- New fully machined 620 timing chest
- Re-conditioned oil pump
- Used oil pump (body only)
- Nine new ARGO con-rods to suit 800 series short block
- Assorted un-machined castings
- Lucas camshafts driven/electric fuel injection pump with clutch drive
- Bosch ZV8 twin point racing distributor with h/t leads
- One pair of steel camshaft blanks

Due to the underwhelming response, I have reduced the price to \$12K o.n.o. the lot or I will separate at prices to be negotiated.

Contact John Sheppard on 61 3 9379 7898 or john.shp@bigpond.com

McLaren M10B F5000 rear wheel, good condition, needs polishing. From the Pat Burke/Warwick Brown car. Best offer. 0412 346838.

Lotus Super Seven race car, 1963, fully race prepared, international race history, \$59k ono, call James on 0417 888 513

Lotus Elan convertible, 1969, good condition, \$32,500 ono, call James on 0417 888 513.



WINTON Festival OF SPEED

AUGUST 9-10, 2014



Photograph courtesy of Peter Eldridge.

Winton Long Track

Historic Touring Cars / Production Sports Cars / Early V8 Super Cars / Sports & Racing Cars / Regularity
HQ's / Muscle Cars Sprints / F Ford / Grp C & A / Parade Laps / Trade Stands / Giant Car Show

For more information visit: vhrr.com

