



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 - June 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

June	24th	MGM - Guest Speaker - Brett Florence - Vic Police.....	03 9877 2317
July	12th-13th	Historic Queensland HRCC	0424 321 072
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	23rd	MGCC Historic & Vintage Hillclimb - Rob Roy.....	0418 311 040
November	29th-30th	Geelong Revival Motoring Festival.....	geelongrevival.com.au
December	12th	VHRR Xmas Presentation & Awards Evening	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

*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

An important date to add to your Calendars/diaries - The 2014 VHRR Awards Night and Christmas Party. Friday 12th December at 7 pm in the Grand Ballroom at the Manningham. Look forward to seeing you all there!

June 24th MGM Vic Police - Brett Florence Ex-Stolen Car Squad will be our guest speaker. Don't miss this one!

With the sad news of our beloved Patron, Sir Jack, I thought members might like a me to relay some of the last moments we shared with him. I'm also sending a copy of this to John Moller of Repco, to whom we are indebted for having the wonderful BT19 in our care.

Last Saturday Mandy and I travelled to the Gold Coast to take Sir Jack and Lady Brabham out to

cream and chocolate sauce! The next day we had planned to join Jack and Margaret at the Royal Pines golf club for lunch. In the meantime there was an invitation for them to take a helicopter trip up to the Sunshine Coast for morning tea with a friend who has just bought a Formula 2 Brabham. So at breakfast time we noticed a helicopter taking off from just outside the hotel, and at about 12.30 we heard it coming in again, and watched from our window as it landed. I even took a photo as they walked to the RACV Security car, probably the last one taken of Jack.

So we then had a lovely lunch with them, Jack was excited about seeing the F2 Brabham and he loved the helicopter trip. (Margaret not so much!). Afterwards we went over to their home and Jack was proud to show me the 1/12 scale models of the 1966 F2 Honda and BT19 (both one offs.). He said that "1966 was a busy year, we won both Championships that year". And that was about all he said before we left. He was tired and was probably in bed and asleep soon after. Margaret rang me at about 6 in the morning. I think Jack was very weak and with all that his body has been through he'd had enough.

How fortunate we all are, in the VHRR, to have had Jack as our Patron. And how fortunate has been everyone in the motor racing world to have had Jack among us. It's sad, but at 88 Jack was ready.

Let's also have a thought for Lady Brabham who has been effectively a full time carer for Jack for a long time and in the last year or so this has been an enormous task. Margaret has been absolutely marvellous.

Guys, it's the end of one era but the beginning of a new one. Two of Jack's grandsons, Matthew and Sam, won important races overseas last weekend. Jack was especially proud of that.

Nigel

Tribute to Sir Jack Brabham

If I could I would, gather all my family for a "team" meeting one last time, for they allowed me to live my dreams and they were always there for me in the "pit lane"... and regardless of the circumstances or challenges on the "track of life."

If I could I would, I would salute my fellow members of the Royal Australian Air Force that I proudly served, as we had a legacy to carry on. If I could I would, I would run my hands along the Schonberg Midget race-car that I built and that



dinner. Jack loved the Japanese restaurant in the RACV Royal Pines resort, which is also where the Brabhams have their home.

We had a lovely meal there and Jack ate well. Jack was quiet, but enjoyed himself. He loved the wagu beef, and finished with his favourite, ice

"Speedcar" would lead the way to an incredible journey in Motorsports.

If I could I would, I would visit the Cooper factory of the 50s one last time for it was for me the "Fountainhead" of future innovation and creativity for race-cars... and a handshake for John.

If I could I would, I would smile at my nick- name, "Black Jack," for I guess I did hold my cards close to my chest when it came to all of my focus on experimental engineering to squeeze the most I could out of race-cars.

If I could I would, I would gather my comrades of racing that would include Brooks, Moss, Surtees, Hulme, McLaren, Clark, and Gurney... and many more if I could.

If I could I would, I would visit again the race tracks that I loved dearly such as Monza, Riverside, Reims, Zandvoort, Indy and Zeltweg Airfield... and I would swoop down to the Grand Hotel Hairpin at Monaco one last time.

If I could I would, I would sit in one of the many race- cars that thrilled me such as the Maserati 250 F, Cooper T 51, and of course the Repco Brabham BT 19 with a special sound that was like a symphony to my ears.

If I could I would, I would thank all of those at "stage left" like Ron, Phil, Roy, Tim, Nick along with Dan and Denny for they all made the seemingly impossible achievements happen for me in winning the Drivers and Constructors Championships.

If I could I would, I would get into the beautiful Repco BT 19 and we were both "true blue Aussies" ...and take to the track to salute and thank all of the Corner Workers, Flaggers, and Marshals from around the world for they spent much of their time to make sure that I was always safe on the tracks that I raced on... I have been grateful indeed.

If I could I would, I would thank all of the great racing fans for they always made me "bigger than life" it always seemed and more than I could have expected or deserved I felt over all these years, but I felt that we were all together, members of a great and global Motorsport Club.

If I could I would, I would attend one last VHRR weekly meeting at the "Clubhouse," as regardless of my AO and OBE honors, it was being titled "Patron" of the VHRR that meant the most to me, as it was recognition from my peers.

If I could I would, I would race hard for the checkered flag one last time, for Geoff, Gary, and David, as I was so proud of their achievements... and little did I realize that the large unfurled

checkered flag in the sky would touch the face of God, and he was "flagging me home" as well *Today, Sir Jack, on your journey home, may the gentle winds from the Tasman Sea touch your face kindly and may the grace of God embrace you and protect you on your journey home. God Speed and thank you for making all of our lives in Motorsports and the Community at Large richer and more meaningful, as you will be in our hearts forever.*

Ernie Nagamatsu

Dan Gurney statement on the passing of Sir Jack Brabham :

It is with great sadness that I received the news that my former Formula boss and team mate, the 3 time F 1 World Champion Sir Jack Brabham, passed away in Australia over the weekend. A motor racing giant has left our planet whose combined achievements of F 1 World Championship driver and car constructor in all likelihood will never be equaled. Dark haired "Black Jack" was a fierce competitor, an outstanding engineer, a tiger of a driver, an excellent politician and a hands-on creator and visionary, he opened the rear-engine door at Indianapolis and raced there, he was a doer, a true Aussie pioneer!

Jack and I go far back in history together. We raced "against each other on the F 1 circuit since 1959 driving Coopers, Ferraris, BRMs and Porsches. In 1963 he hired me as his team mate for his newly established Brabham F 1 team and during the next three years we really got to know each other. We discovered we shared similar traits. We were not only interested in driving racing cars but in building them, improving them, searching for every tiny bit of technical advantage we could find. I see both of us sitting in garages all over the world bent over engines, talking to each other and to our team: Ron Tauranac, Phil Kerr, Roy Billington, Tim Wall, Nick Gooze and Denis Hulme.

We shared the camaraderie of a closely knit team pursuing a common purpose, the racing tragedies and the glory days of the 1960s bonded us for life.

Since we retired from driving, both in the fall of 1970, we have stayed in touch. I last spoke to Jack a few months ago on the phone, we were looking forward to the golden anniversary of the first World Championship F 1 victory for the Brabham marque: The French Grand Prix at Rouen, June 28th, 1964, which I won for the team 50 years ago this summer.

In 1966 we both went our separate ways , I followed the trail he had blazed by trying to build, race and win with my own F1 cars. I have been told that only three men in the history of autoracing have managed to do that, Bruce McLaren and I won races but Sir Jack Brabham won World Championships, he will be forever in a class all by himself.

I will miss you Jack! You showed the way!

With gratitude and admiration.

Dan Gurney Chairman All American Racers, Inc.

I forwarded Ernie's wonderful tribute

to a few people and by a roundabout route, this came back...I thought you would like to add it to the collection. Mac Hulbert

----- Original Message -----

From: Mike Knight

To: Ted Williams

Sent: Thursday, May 22, 2014 10:51 AM

Subject: Re: Tribute to Sir Jack Brabham... from Ernie and Elaine Nagamatsu...

Really nice; I have my own memories of him, and I wonder if today's youngsters will have similarly memorable moments of their heroes. First was at Barcelona F3 1967 - car delivered just in time for us to make the event; could not make it work at one hairpin especially; chronic understeer in - the absolute opposite on the way out. JB was there for the F2 race and I told him what was going on. 'Not possible' was his reply. I said it was! 'I'll come and have a look'. A bit later he did and looked at the car saying nothing for fully five minutes. 'Go to my truck and ask the lads for a measuring gauge' so off I trotted and did as I was told. He measured front and rear springs said 'fronts are on the back, back's on the front'. Helped me finish 3rd! Next was watching him after practise stand in his car, in the paddock, having set pole I think, instructing his guys to alter the ride height - half a turn you - one turn you etc. Must have been a complete act! Last was after I'd bought the BT17 CanAm car - a stretched BT8 with the 4.2 litre Repco lump. I was testing it at Silverstone and saw him wondering up towards me. Must be pleased to see the car I thought - it had been missing from the scene for a while. 'If you need any spares for that lot I might be able to help!' I should have known! When I called Tauranac to tell him what I'd bought he said CanAm car? Never made one!

What a pair of stars.....

John Blanchard received an OBE (over bloody eighty) at a glittering ceremony at the VHRR Wednesday Group lunch on the 14th

of May. John was celebrating his 80th birthday with many of his fellow VHRR members and was joined by his son John Jnr and his Grandson Tim.

Lloyd Shaw made a presentation of a wall clock to John for his birthday, as well as in appreciation of his kind generosity to the VHRR.

Cheers Simmo



Rob Roy Club Challenge - Round 1.

Two Challenges are underway at Rob Roy 2014: 1 Triple Cup. This is a 3 club, 3 round challenge between VHRR, VSCC and the MGCC Round 1 has been run and won. Held on 27 April - Points following round 1 are:

VHRR 208 POINTS

MGCC 55 POINTS

VSCC 34 POINTS

Round 2 will be on 17 August and will be hosted by the Vintage Sports Car Club (VSCCV)

Round 3 will be the MGCC's Historic and Classic Rob Roy on 23 November.

2, The second challenge is the regular Club Challenge - usually 3 rounds.

Round 1 has been run and won. Held on 4 May and we did not do well at all - see report below

Round 2 is scheduled for 31 August

Round 3 is scheduled for 2 November

Report on Round 1 of the Club Challenge

This will be a short report as we had 1 competitor - me!

Sunday 4th May was a very wet day and Rob Roy was as slippery as it has ever been. This was 1 week after the VHRR Triple Cup Round and a marked contrast in weather and conditions.

VHRR have won this challenge for the last 3 years in a row. As our sole entrant for round 1 this year I managed a class win (which put us on 10 points for this challenge) and FTD (26.76). We were all down considerably from our previous best times. At the end of round 1 of the Club Challenge the top 5 clubs, with their points tally, are:

1st MGCC ON 86

2nd GCC ON 24

3rd RCC ON 19

4th PCV ON 16

5th MGCC Geelong on 13

We could do with a bit of support for the remaining rounds to give the MGCC a run for their money!
Mike Barker

Please inform your members that the 911 Porsche Carrera 2.7 Specification sheet has been updated with a component substitution of the crank case material (Magnesium to Aluminium) and a clarification of the modes allowed.

Regards Keith Simpson Motor Sport Co-ordinator (Historics) CAMS

July CPS Renewals

Please be advised that if you have a Club Plate vehicle due for renewal during JULY, get it to me at the earliest date. I will be away from the 4th of July returning very late in July.

There are no alternative arrangements; so be proactive and get in early. Gordon Hellsten

History of Mt Tarrangower Hill Climb

Hill climbing was a very popular pursuit in the 1920s and 30s as a variation to other speed events. Mt Tarrangower Hill Climb was started by the RACV in 1928. However the earliest results I have been able to find were of the 1929 event held on 3 June of that year. The fastest time of day was recorded by A Barber driving a Lancia. His time was 58.4 seconds. The fastest time of day for the first 4 years were recorded by factory cars – Lancias and Bugattis. From then on various Specials were featured in the results, mainly Ford V8 Specials. Charlie Dean driving the Maybach Special took out the trophy in 1949. He recorded a time of

47 seconds.

Mt Tarrangower Hill Climb was promoted as the longest hill climb in Australia, being over a mile long and rising to 600 feet from start to finish in the old Imperial measurement.

The track was unsealed, very rough and had no armco safety barriers. It was very dangerous with large boulders either side, dropping away to steep gullies.

In the old days they used the return road, that ran down to the main street past the Kangaroo Hotel, where the drivers would pull over and gulp down a couple of pints and continue back to the Start in time for their next run.

The organisers became more serious when someone was killed. Now the cars once completing the circuit, are held at the top of the hill and sent down in groups at intervals throughout the day.

Timing in the early days was by means of a car breaking a piece of cotton across the track which, operated a relay which in turn operated a solenoid which triggered a conventional stopwatch mounted in a wooden box. The cotton had to be replaced after each run, but it worked. The Hill Climb ran from 1928 until 1954 when it was closed as a result of a local driver called Ivor Blackman who was killed racing a V8 Special.

It was reopened by the VSCC (the Vintage Sports Car Club of Victoria) in 1975. That was when I first competed at the Hill Climb. Together with my daughter Andrea I have competed every year since. This will be our 39th year, which I believe is a record. Since the Lady's class was established in the 1990's, my daughter Andrea, driving my MGC GT, holds the Lady's Record for the Hill Climb at 53.77 seconds.



I used to drive up from Melbourne in the early 70s in my MG Twin Cam which, of course was unregistered at the time. It had no hood and no conventional windscreen but only had a very low plastic windscreen. When it rained I arrived home ringing wet. The best I could do was drive fast enough, so some of the water was deflected by the racing screen.

The current record holder is a local driver – Liam Sales at 43.2 seconds, driving a Valiant Charger. Although the late Peter Candy recorded a 40.6 seconds in 1985, driving an Elfin Catalina, a long way short of Werner Rodkin's Fastest Time Ever Set at 37.39 seconds in 1977 driving a Brabham BMW. He was killed in the 1980's, trying to beat his record.

The Hill Climb is still very popular today with over 100 entries each year that it runs.

I have raced 5 different cars over the years including: MG TC, MGA Twin Cam, a Lotus 7, a Bowell Mark 4 and my current car – an MGC GT. The accompanying photo was taken in 1948 outside what is now Robert Cox Motors in High Street, Maldon.

John Lawton

Hidden Treasures by Mark R. Brinker

American Vintage Racecar

1963 "Toron"

The year 1963 gave us the Lava Lamp, touchtone phones, instant coffee, and Johnny Depp. That same year Jim Clark captured his first Formula

One championship, Ferrari won Le Mans for the seventh time, and Parnelli Jones chugged the milk at Indy. Down under, Australian-born John Dickenson gave the world the first modern hang glider, and Kerry Luckins birthed the Toron.

What's a Toron?

Brunswick in '63 was home to Kerry Luckins, an aspiring 23 year old racer and employee at Paul England Engineering. Luckins had a dream of building his own racing machine but had no experience. His boss, however, was Paul England who had worked at REPCO and had also built his own racecar, the Ausca, in the mid-50s. With his talented boss willing to help on weekends, Luckins decided to construct his own two-seat sports racer.

Luckins built an ultra-light space frame chassis with components sourced from a World War II recycling yard owned by his friend's father. For power he selected a supercharged Hillman 1500cc engine mounted in the rear. To stop the thing Luckins went for the best... discs all around. The body was crafted from a combination of materials; the nose was formed from fiberglass and the doors and tail section were fabricated from aluminum.

The gearbox was a split case VW unit with special handmade close-ratio gears produced by his buddy Peter Holinger. Holinger later worked on the Repco-Brabham Formula One engine project which yielded two F1 world championships for Brabham in '66 and '67. Holinger also went on to form Holinger Engineering, a pioneer in the world of sequential gearbox technology.

In addition to England and Holinger, Luckins had another gifted collaborator in the form of a very keen 14 year old brother, Garnet. When the project progressed to the point that uprights, wheel centers and caliper adapters were needed, Garnet "simply" built wooden patterns in his school's workshop... and apparently to an incredibly high standard. Yet another friend working at a government aircraft factory stepped forward to cast these components in magnesium, then dichromate and machine them. A local metal spinner accustomed to manufacturing saucepans spun the rims and the earliest known three piece composite wheels built in Australia.

But what's a Toron?



Scientific discoveries were plentiful in the 1960s and twentysomething Kerry Luckins was particularly fascinated with particle theory and physics. At the time a lot of unfamiliar names were being discussed, such as photons, protons, neutrinos, and quarks. Luckins viewed his supercharged racer as a microcosm of the atomic age and struck on the name Toron. With an intriguing name, an excellent power-to-weight ratio, great handling, and rims spinning the latest Dunlop racing tires, Luckins and the Toron headed for the hills and racing circuits.

According to Garnet, the car was raced at Sandown Park, Tarrawingee, Winton, Templestowe, Rob Roy, and perhaps Phillip Island. The Toron also held the under 1500cc sports car record at the Lakeland hill climb. Trophies were piling up and then it happened... life got in the way. Kerry got married and the rare and valuable Marshall J 100 supercharger was sold off to raise a down payment on a house. Unblown, the Hillman engine just wasn't the same and the emasculated Toron was eventually deserted on its trailer.

Fast forward to present day. According to Australian racing historian Greg Smith, "The car was never really lost it was just kind of buried. It was still on the trailer it had been parked on at the end of its useful life with some of the front suspension 'ratted off it' for another project. The Toron had always remained at the bottom of the garden at Kerry's home which runs down to the beach on the shores of Port Phillip Bay. The thing was in a very sad state. Covered in Lantana vine, it had nearly returned to the jungle. Moss was thriving on all of the body panels and the

magnesium components were completely rotted from the elements."

With the carcass passing to Garnet's son, Soren, the car was recently dragged back to civilization and the restoration is now under way. The car retains its original chassis, engine and gearbox which are being restored and rebuilt. The original molding for the nose has been located as have the patterns for the components Soren's dad had crafted as a teenager. Best of all, a correct blower has been sourced to awaken the sleeping Hillman engine.

Soren plans to vintage race the car to honor his family's wonderful machine once the rebuild is complete. The Victorian Racing Register is an Australian vintage racing club with 1,200 members and there are regular events with up to 440 entrants. These are full-on race meetings with highly competitive wheel to wheel action.

The world has advanced from neutrinos to the Higgs boson and Johnny Depp is no longer in diapers. Change is inevitable. However, half a century later, the Toron survives largely intact.

Yes, we are still using touchtone phones, drinking instant coffee and certain hipsters even have their original Lava Lamp on their nightstand.

And mercifully racecars still ride on four tires and guzzle petrol. Article supplied by Soren Luckins from Vintage Racecar

2014 Historic Queensland will again feature a large contingent of Groups J,K,&L with group marquees and dedicated races, bbq etc. . Enqs 0424 321 072, or see www.hrcc.org.au for Supp Regs and entry links. Entries open on May 11th and CAMSeventyry is the preferred option.

It was sad to hear of the recent demise of Sir Jack Brabham who had filled his life with major accomplishments. I had the privilege of owning Brabham BT2 No FJ-6-62 which was the seventh car constructed by the Brabham organisation in England beginning 1962, and I was pleased to be responsible for the major restoration of this car before selling it back to the UK some 10 years later, after enjoying the use of it in local historic racing events.

Group FJ/F3 Report Historic Winton May 24-25

Kel Prior Group FJ Rep.

<i>Driver</i>	<i>State</i>	<i>Car</i>	<i>Class</i>	<i>R1</i>	<i>R2</i>	<i>R3</i>	<i>Total</i>
Max Pegram	Vic	Gemini	FJ1F	10	8	10	28
John Medley	NSW	Nota	FJ1F	8	10	8	26
Norm Falkiner	Vic	Stanguellini	FJ1F	6	0	6	12
Geoff Fry	NSW	Jolus	FJ1R	10	10	10	30
Tony Simmons	NSW	Brabham BT6	FJ2R	10	8	8	26
Don Thallon	Qld	MRC	FJ2R	8	10	10	28
Ian Henderson	Vic	Brabham BT6	FJ2R	6	6	6	12
Peter Larner	Vic	Cooper T76	F3	10	10	10	30
Peter Barclay	NSW	Brabham BT15	F3	8	8	8	24

Classifieds

Stolen tandem trailer. Stolen during the day from the front yard of my property in Langwarrin some 2 weeks ago, despite being fitted with a hitch lock. It was a tandem axle tilt tray trailer built by Abbott Carr. Marine blue in colour, square section steel rhs sides, steel partial top deck and fitted with 14" Holden stud pattern, black Sunraysia type steel wheels and manual front mounted winch. Reg No. F66833 Vin No. 6D9T27RTAV2EY8001.

I realise there is almost no hope of recovering the trailer as they are too easily rebirthed with a new chassis number, but always worth a try.

If anyone knows the whereabouts of it please contact me on 0418 367 743

Regards, Graeme Marks (Mac Healey)

Wanted I need some parts for my Mini Cooper 998 project. Engine, gearbox, seats Front disk brakes. Many thanks David Doubtfire 0409603749

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.

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

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 camshaft 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

