



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**Foundation Patron: Sir Jack Brabham AO OBE 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 - February 2015

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

February	7th	VHCC Rd 2 Bryant Park.....	johnandcarolbryant@yahoo.com.au
February	24th	MGM.....	03 9877 2317
March	1st	VHCC Rd 3 Rob Roy .....	0418 311 040
March	5-8th	Phillip Island Classic - <b>CCE</b> .....	03 9877 2317
March	12th-15th	Australian Grand Prix.....	03 9787 3640
March	21st	VHCC Rd 4 Mt Leura - Trident Cup Rd 1 .....	03 9744 7309
April	12th	Myrniong Sprints .....	03 9827 8124
April	25-26th	Mallala Historics .....	08 8271 5689
April	26th	Rob Roy - Trident Cup Rd 2 - <b>CCE</b> .....	03 9744 7309
April	28th	MGM.....	03 9877 2317
May	2nd-3rd	Autumn Historic Warwick .....	0424 321 072
May	24th	VHCC Rd 5 DECA SDCC .....	home@hepworthandco.com.au
May	30-31st	Historic Winton - A7 Club - <b>CCE</b> .....	03 5428 2869
June	23rd	MGM.....	03 9877 2317
July	4th-5th	Historic Queensland.....	0424 321 072
August	8-9th	Winton Festival of Speed - <b>CCE</b> .....	0412 351 403
September	19th-20th	Wings & Wheels Maryborough - Trident Cup Rd 3 .....	03 9744 7309
October	4th	Vintage Collingrove .....	08 8271 5689
October	17th-18th (tbc)	Adelaide Motorsport Festival.....	08 8373 4899
October	27th	MGM.....	03 9877 2317
November	6-7th	Historic Sandown - <b>CCE</b> .....	0402 224 133
November	28th-29th	Geelong Revival Motoring Festival.....	geelongrevival.com.au
December	11th	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

(Red Plate)

Gordon Hellsten ..... 03 9878 5272

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

**Important information** on 1698 Helmets and Hans devices: See files attached to this Newsletter and this link to the CAMS website: <http://docs.cams.com.au/Manual/GeneralRequirements/GQ05-Schedule-D-2015-1.pdf>

### **Important notice to AOMC clubs.**

The changes to the Club Permit Scheme, which have been the subject of a lengthy period of discussion and development between VicRoads and the AOMC and other peak bodies, are now being formally implemented by VicRoads.

Letters from VicRoads are now being sent to clubs on the permit scheme advising that the changes will come into effect on 31 January 2015.

The changes can be summarised as follows; RWC will be mandatory for all new permits (not renewals) for vehicles built after 1948 (club safety inspection remains an option for vehicles built before 1949)

Clubs will be required to hold dated photographs of all vehicles applying for a new permit

For modified vehicles new guidelines (VSI 33) will describe permitted modifications not requiring engineer certification for three pre-1969 age categories. Otherwise

VSI 8 describes permitted modifications. Vehicles modified beyond VSI 33 and/or VSI 8 will require inspection by VicRoads certified engineers

Vehicles modified beyond VSI 33 and/or VSI 8 will be issued with a new club permit plate type with numerals followed by "M" (as distinct from the "H" suffix)

Details are also available from the VicRoads website at:

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>

Clubs will need to monitor the address they have registered with VicRoads for the arrival of the information in the next week. Clubs will then need to quickly familiarise themselves with the new regulations and adapt their procedures accordingly. They will need to ensure that they communicate the new requirements to their members as soon as possible and that the new CPS application form is used from the 31st January.

These changes have been introduced by VicRoads in response to a marked increase in numbers of modified vehicles onto the CPS in recent times. AOMC has worked strenuously to reduce the potential for the new rules to be

unduly harsh for older vehicles and the new VSI 33 is a result of those efforts. VicRoads have signalled that further work will be undertaken to review other aspects of the Club Permit Scheme, particularly with regard to clubs authorised to operate on the scheme.

One matter we would like to draw to the attention of clubs is that in the documentation and forms VicRoads have chosen wording that appears to suggest that clubs are required to attest to the "safety for use on the road" of a vehicle applying for the scheme.

Whilst this is true in the case of pre-1949 vehicles for those clubs that choose to conduct their own internal safety inspection, for the majority of clubs that require their members applying for the scheme to obtain a RWC that document is the means by which safety-for-use is demonstrated.

AOMC is making representations to VicRoads to get better clarity in the wording of documents. In the meantime, clubs should be confident that in completing the declaration in the Vehicle Eligibility and Standards Declaration form the provision of the relevant RWC (and, if required, any VASS approval certificate) is sufficient evidence that the vehicle is safe-for-use. The club officer is not making any further statement or incurring any further liability as to safety in signing and is, in effect, simply confirming that the appropriate VicRoads documents are accompanying the application.

For those clubs undertaking club safety inspection, a separate declaration by the club safety officer is required to accompany the declaration form.

Rod Amos Vice-president

**George Spanos' Elfin GTS** is for sale. Serious offers invited.

**Vale Lauren Cutler.** The Committee and members of the VHRR wish to express their most sincere condolences to Bill, Sue and Julie Cutler on the passing of their daughter Lauren.

And from Bill:

**Sue and I would be most grateful** if you could pass on our sincere thanks to our VHRR friends for their kind thoughts, condolences, understanding, respect, and support.

In particular we were greatly comforted by the presence of those individual members who took time out of their lives to attend Lauren's funeral. I would have liked to speak to all of them on the day, but as you could see the size of the crowd was a bit overwhelming.

We look forward to catching up with people at

Phillip Island if not before. Again our heartfelt thanks. Bill, Sue, and Julia Cutler

**Dear Ian, We are delighted** that The Victorian Historic Racing Register has been busy fundraising in honour of the late Sir Jack Brabham and thank you for supporting Kidney Health Australia in this way. Congratulations and thanks for your effort and we hope that you had fun on the day. Please pass on our thanks to John Raeburn and all who assisted and contributed in raising \$940.00.

The funds received are greatly appreciated as they go towards our targeted programs. Your support enables us to save lives and reduce the need for dialysis and continue our mission to promote good kidney health through education, advocacy, research and support. Should you require additional information or an update on our work, please contact us and if you seek more general updates, we invite you to view our website at [www.kidney.org.au](http://www.kidney.org.au) and register for our monthly email newsletter "The Kidney Community".

Yours sincerely, Annette Smith  
Community Relations Manager

### **Celebration of The Life of Ivan Tighe**

A significant contributor to motorsport, at competitor, engineer, and committee levels.

The date is February 10 at a venue to be announced in the Dandenong area. We envisage sandwiches and liquid refreshment, commencing at mid-day or so. People interested in attending should contact me on 9592 6640 or 0418 386 238 Bob Minogue

**Having completed compiling** the VHRR's 30 Year History in October I was approached by Jon Davison, to use the club's library, to assist Richard Hough in Ipswich with data on Lex Davison's Australian Grand Prix winning HWM Jaguar that is now owned by Richard's father, Ralph Hough.

Information found in the library revealed that the car was driven by Stirling Moss in the early 1950's before being owned by Tony Gaze, who

having destroyed it's engine sold it to Lex. Lex brought the car to Australia and fitted the XK 120 Jaguar engine before commencing competition everywhere, including winning the 1954 AGP at Southport. After selling the car in 1956 it passed through a number of owners including Arthur Griffith, Arnold Glass, Werner Greive and Reg Mulligan who apparently did substantial damage after loosing a wheel and hitting a tree at Bathurst in 1959. In 1962 John Hough, brother of the



current owner drove the car for Rawsthornes Garage until early 1963.

The next owner was Denis Geary who fitted a GT body using Centur moulded panels and competed in the Australian GT Championships and included a new outright record for the Grafton Sprints. The car was then purchased by Ralph Hough and raced with the roof removed had some shared successes when driven by Keith Moran at sprints and hill climbs.

The car went into storage around 1989 and only reappeared last year. It is currently undergoing a limited restoration. The original Jaguar engine has been overhauled and is ready for fitting, the body apparently only needs minor restoration before recommencing competition. My discussions with Richard indicated that Phillip Island, Sandown and Winton events will be considered. Richard has also indicated that the extensive details found in the VHRR library may lead to a more detailed book on the whole life story of their HWM.

It will be interesting. Lloyd Shaw

## **“For a Sprig of Laurel!”**

“For a Sprig of Laurel” The statement says it all!! In our classes we would be happy to race for this, or nothing, the reward is the same. We race for the camaraderie, for the pitting of skill and ingenuity against our peers and for the luck that might come our way, nothing more. First prize is the same as third or twenty second!! How do some promoters, clubs and venues get it right, and so right, and others miss the mark, some by a smidgen and some by a mile?? I will happily go anywhere to race, given the right ambience, organisation and hospitality, but will equally choose to include myself “out” if one, or all of these things aren’t present. As witness, to date, I have competed at, spannered at, or team managed at, over 60 venues world wide from lowly sprints to the heights of Nurburgring, Spa, Laguna Seca et al. All I need is an HISTORIC meeting with HISTORIC cars in HISTORIC classes and I don’t care if I am prepping an ERA, a 6CM, a Yardley BRM or if I am driving a “Buddy Palumbo Special”, its all the same to me. Just a few things that get it right; Volunteers. The biggest single thing in having a good meeting, bar none!!

Reasonable entry fees. We know that we have moved from being the providers of the entertainment that promoters can sell to spectators to being the payers for our own entertainment (no more start money, towing money, lap money or prize money like in the old days) but fees need to be kept realistic.

Track time. A reasonable amount of time, whether in events or practice, to justify long tows, accommodation, and time off work.

Private practice. At no charge, or a “peppercorn rent” (like at Baskerville) goes a long way to easing the pain.

Targetted scrutiny. A fantastic initiative to present a car once every five meetings for an official check, but prepare it under your own recognisance for the intervening four. Daily scrutineering and pushing cars up hills to get there or burning clutches in queues should be a thing of the past (as an aside, in Europe the cars are checked in their garages and I can’t recall seeing F5000’s in a scrutineering queue in this country for years and this should be good for all!!)

Succinct Drivers Briefings. Sure, introduce the officials, give an overview and bring up any relevant changes, then given that most entrants have been racing for years call new competitors at that venue, and “P” plate drivers to a separate meeting and give them the full briefing (as they

do at Winton) and let the others get on with it. Early entry. There are some, not all, who like to be organised and set up in plenty of time.

Camping. Not my forte, but there are those who get a lot of pleasure from being self contained and doing the rounds from track to track.

Historic cars. For me an Historic meeting loses the point if the cars that are running don’t have history. That is what we are, competitors in Historic racing and I do not subscribe to “Modern Racing, but for old cars” The “Built last Tuesday” mob should not be part of Historic Racing, they didn’t start it, they didn’t go through its birth pains, they didn’t search, research or restore, they built from a shell, claimed an era and have been overtaken by subterfuge to the point where genuine cars with history in their supposed era are not accepted to run because of their very History!!

We go to Winton because it is the best track for our era cars, both the long and the short and because it feels like home. We went to Amaroo because of the cauldron like atmosphere and the no holds barred competition. We go to Wakefield because we get looked after in more ways than one (reasonable entry, targetted scrutiny, cross entry at no cost, marquee, barbeque etc). We went to Lakeside to “flat” the kink and to conquer “Hungry” We go to Baskerville for similar reasons and the Tassie people crave to see the real cars. Oran Park had its own dramas for us but will always remain memorable as will Silverdale and Templestowe, Lakeland and Tarravongee. Phillip Island is just iconic. Morgan Park is a road trip and an adventure and the CWA have the best roast beef rolls in the country. Mallala will and Barbagello might, be included next year Would we heartily support Eastern Creek if we were invited? With the positives mentioned above included in their agenda, I have no doubt we would. They know their demons, they should know their shortfalls, it will take a lot of work to get the meeting back on track and for some it is already “a bridge too far” As I would like to say to all clubs and promoters, the successful and the not so, “a sprig of laurel” Forget trophies, lower the entry fees, Forget paid and ignorant security guards, its not a rock concert, and rely on your volunteers. Cater for REAL historic cars, not taxis with numbers and “last tuesdays” Go back to “No advertising on Historic cars” full stop!! If you have a successful meeting, stick with it. If you don’t, get a template from a successful one, or just plain plagiarise it. “If you build it they will come ”

My two bobs worth, Cheers Greg Smith

## Classifieds

**Competition steering wheel,** 350mm diameter, nice thick leather rim and squared off at bottom to suit taller drivers, plus steering boss, flanges, horn buttons etc. The wheel is branded 'Autotecnica' and came off a club racing Porsche and I think the boss suits the BMW steering column spline pattern but cannot be sure. \$50 the lot. Richard 0417 370 671



**Lotus 11 replica by Westfield.** Warm BMC A series 1340cc with Sierra 5 speed. Spridget running gear. Professionally built with aircraft hardware and detailed build record. Guaranteed to bring a smile to any driver! Other projects for sale. \$36000 0455 735 535 Rob Whiting

### **1977 Porsche 3.0 Litre Carrera.**

Exceptionally good car that has had plenty spent on it to bring it to its current standard. These cars were only built between 1976 and 77 with a total of only around 3600 produced. The car is painted Oak Green, has the largest Fuchs wheel package available at the time, along with Koni adjustable shocks, good quality strut brace and braided brake lines. The car is totally reliable and would be great for club runs etc. or be the basis for a competitive SC car. This car will suit anyone looking for a relatively rare appreciating vehicle. Current owner for the last 16 years and on Club Permit Reg. Happy to negotiate back to full Reg if required.

Ken Williams 03 9366 4438  
AH or 0403 244 261.

## **For Sale 2010 Mercedes Benz Coupe**

2010 Mercedes Benz CLC 200 Kompressor Auto, 2 door sports coupe, 4 seats, 44,100 KI, Silver with black interior, Panoramic sliding sunroof, 4 cylinders, Parking sensors with front and rear display, cruise control and speed limiter, Bluetooth, rain sensor, comfort and sport mode. Always garaged, as new condition, regularly serviced. This car has been a dream, very economical, very safe car, low Ks and realistically priced \$28,900.00 Mornington 3931  
Chrissy Becker 0418 515 140

**After more than twenty years** I have decided to call it a day. The ever increasing costs of airfreight and Australia Post charges make it no longer viable to import motoring books and magazines. This will be my last delivery.

In the near future I still plan to be open on Saturday afternoons, but suggest a telephone call first please.

A closing sale of the bookshop is planned for March 2015 to coincide with the Grand Prix and Phillip Island motoring events.

I would like to take this opportunity to thank you for your loyal support over the years.

Kind Regards Tony Johns

**If you're looking** for an inexpensive open wheel racing car, call me on (03) 93797898 or Denis on (03) 9331 0560 to arrange an inspection of an Elfin 600E or an Elfin 630E. Both of which are complete and in good condition. The 600E has a Twin cam Ford and a Mk 9 Hewland and is the ex Milton car and looks as good as ever. There are also some body panels, moulds and four spare wheels (for wets).

The 630 is the ex Clive Millis car and is fitted with a BDD Cosworth and an FT 200 Hewland (with spare ratios). It also has spare wheels for wets.

We are open to silly offers, which we may not



accept but they are both excellent value at the prices we will accept. Please call John Sheppard or Denis Lupton or email me:- john.shp@bigpond.com

**1969 Wayne Ford Special**

**WJ6.** Black flag with orange disc has cut short my racing career. To assist my forced retirement, I offer for sale my pride & joy. Ready to race now. Fitted with 221 Falcon engine, head & exhaust by Jack Mayes, Hewland HD5 with new diff housing & 10/31 crown wheel & pinion, triple 45 webers. This would be a very competitive car in the hands of a competent & brave person. Achieved 11.67 seconds & Heathcote sprints with 132 mph using 2nd & 3rd only. Wins club championship (VHRR) every year for Group O Racing over 1600cc. Serious offers only. Barry Murphy (03) 9751 1179



**Wanted to buy** and see if anyone has a odd caliper like this one, or a pair for sale. The inept owner lost one. Me. David Crabtree 0419 520 732



**A group of pensioners** were discussing their medical problems at the Day Centre coffee morning. 'Do you realise,' said one, 'My arm is so weak I can hardly hold this coffee cup.' 'Yes, I know,' replied the second, 'My cataracts are so bad I can't see to pour the coffee.' 'I can't turn my head,' rejoined the third, 'because of the arthritis in my neck.' 'My blood pressure pills make my dizzy,' commented the fourth, adding, 'I guess that's the price we pay for getting old.' 'Well, it's not all bad,' piped up the first, 'We should be thankful that we can still drive.'

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 Event Enquiries Paul Schilling 0409 862 949  
 Entry Enquiries Ken Price 0410 311 040

**Round 2** 16th August  
 promoted by the  
**VINTAGE SPORTS CAR CLUB OF VICTORIA**  
 Entry Forms [vintagepartscarclub.org.au](http://vintagepartscarclub.org.au)  
 Event Enquiries John Cox 0400 036 767  
 Entry Enquiries Mark Burns 0417 002 892

**Round 3** 22nd November  
 promoted by the  
**M.G. CAR CLUB OF VICTORIA**  
 Entry Forms [mccg.viclims.com.au](http://mccg.viclims.com.au)  
 Event Enquiries Wayne Buckton 0412 239 934  
 Entry Enquiries Ken Price 0410 311 040

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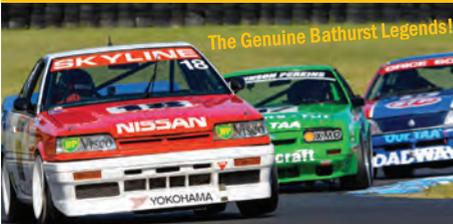


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