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 - September 2016

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

September	4th	A Trip to Kyneton (Sunday) ..... Ron Townley ~	03 5988 4846
September	17th-18th	Lakeside	0419 778 007
September	24th	Visit to Terry Dowel's..... Lloyd Shaw ~	0415 351 164
September	25th	Rob Roy Come & Try Day.....	0407 825 545
September	24th-25th	Wakefield Park Historics.....	02 9988 4743
October	1st-2nd	Baskerville	0447 315 114
October	1st-2nd	Vintage Collingrove	08 8271 5689
October	2nd	Rob Roy Interclub Round 3 CCE.....	0407 825 545
October	16th	French Car Festival Williamstown	0418 178 788
October	21st-22nd	Motorclassica	03 9321 6760
October	25th	MGM.....	03 9877 2317
November	4th-6th	25th Annual Historic Sandown	0438 438 093
November	20th	25th Historic & Classic Rob Roy Rd 3 Triple Cup	0407 825 545
November	25th-27th	Geelong Revival	0431 183 176
December	10th	Annual Dinner & Awards Night.....	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 Hellsten 03 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.

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IMPORTANT NOTICES

Notice to all members

Previously all current financial members received a complimentary entry ticket for the Phillip Island and Sandown meetings with their newsletter. Please note that from now on, these tickets will not be posted out. A member can now show their current membership card at the gate at these events and receive a free admission.

Not to be missed!

How would you like to take your Significant Other out for a warm social night in a great setting with good food, good company, plenty of free parking and drinks provided and all for only $60/head?

You would? Well here's your chance - Highlight Saturday 10th December in your calendar. This is the day and date for this year's Annual VHRR Christmas Dinner and Awards Night.

4th September, a trip to Kyneton

arriving 10.00 am sharp at the Smith families Auto etc. Museum. Morning tea on arrival, cost, a note to a charity.

The top floor dining room at the Albion hotel is booked for 12.30 pm for lunch. It is Kyneton Daffodil & Arts Festival time. Details & must book with Ron Townley 03 5988 4846 or in the unlikely event the mobile is on 0418 999 576.

September 24th - Visit to Terry Dowel's Museum

Saturday September 24th - 10.30am to 2.30 pm.

Terry's museum is located in the Guys Hill area of Beaconsfield. Terry competes in hillclimbs and sprints, including Geelong. His company regularly sponsors the Victorian Hillclimb Championship and assists the VHRR with product sponsorship at Phillip Island.

The museum is not open to the public and our 'His & Her' numbers are limited to about 100. Referred to previously as Terry's shed was incorrect. Sheds don't usually have lifts, nor do they have replica 1950's style cafes with seating for maybe 50 people. The adjoining pre-war grocer's shop is large and filled with appropriate product memorabilia, and the library even has copies of old Girls Own Annuals, pre and post-war newspapers & a couple of lounge areas. Other upstairs features are time consuming. Items of possible interest for "Her" include Bette Davis' 1966 Cadillac or Dame Nellie Melba's 1890 Phantom chariot conveniently parked under a very nice multi point chandelier.Bookings essential:

Terry opens the museum to support charities, a $10.00 donation per person would be appropriate.

Lloyd Shaw ~ 0415 351 164.

Winton Festival Of Speed 2017

The dates for this event are confirmed as Saturday August 5 and Sunday August 6 2017.

The August issue of the UK

Thoroughbred & Classic Cars is on the news stands now and thanks to Stewart Perry has a write up of three of us who competed at the Winton Historics last May. Angelo Di Donato Aljon Special, Kevyn Brown - Model T Speedster and myself in my 1960 Elfin Streamliner.

Quite a thrill to have a write up and a pic in such an international UK magazine!

Regards, Bill Atherton

Hi Richard, a shot from the Saturday.
A happy Ford family with a cuppa. Sitting next to their Falcon hardtop, watching their favourite race car on track. What could be better!
Cheers, Paul.

Peter, Just arrived back after a fantastic weekend at Winton. Hats off to you and your team for organising such a great event.
It was also good to meet both you and Gavan during the weekend.
Hope the vees were received well by everyone and we certainly had fun, and the separate races gave us the opportunity to have some really close racing.
Look forward to the next time whenever that may be, and thanks again on behalf of the HFVAA club committee copied here.
Regards, Kevan Peters, HFVAA

The VHRR Wednesday Group have many who have a story to tell, so a potted history talk has seen members talk of the lives from early childhood through to the current day.
It is most interesting to hear their stories from the past, as most people know the person, but

often not much more of the interesting lives that they have held.
The talks are only given every few weeks or so.
In this photo you can see Paul Schilling talking of his early days as a lad growing up before then joining the Army and then moving on to the Victorian Police Force before retiring. Another of Paul's jobs was as a Private Detective, which was also an interesting story in itself.
Paul also spoke of his racing Austin 7's and other cars over the years.
Paul is now enjoying life at Healesville in his new Town House, with his wife Beth.
Gordon Hellsten has also given a talk of his days with the Caterpillar Company, with trips to the Antartica to test their equipment in the ice and snow, it made fascinating listening to hear his adventures in such a remote place.
We are looking forward to hearing more life story's from other members.
Cheers Simmo.

Thankyou. I would like to thank all the owners of CPS vehicles for their prompt payment of their VHRR subscriptions.
At this stage last year we had many delinquent members. Today we have just one.
The Club is required by VicRoads to advise them of non-financial members. I now have only one letter to prepare.Regards, Gordon Hellsten
CPS Officer

Historic Formula Vee's at the 2016
Winton Festival of Speed
The VHRR's 2016 Winton Festival of Speed event has been run and won. Overall it was a fantastic race meeting and one that was something of a milestone for Historic Formula Vee, being the first Historic Vee only race ever to be run in Victoria. 21 Historic Vee's arrived on Friday morning from all along the East coast of the country, and 21 drivers grinning from ear to ear left on Sunday afternoon with all cars looking and going the same way they rolled off their trailers some 2 days prior, which in anyone's books should be labelled a great success.

As our category is still very much growing in terms of numbers, at many of our events we have new drivers making their first appearances in the category and this weekend was no exception with Tony Brook having his first ever race after having obtained his license in his well proven and stunning Elfin NG and eighteen year old Dean Mclaughlan also driving in his first ever race meeting in the recently acquired and historically significant, family owned Predator. The interstate attendance was nothing short of exceptional, with 14 making the trip across the border to join in, from as far as Queensland! Alongside this, to have 7 locally entered cars was a big step forward for Historic Formula Vee in Victoria, as we endeavour to catch up to the thriving NSW numbers.

The organisers can only be praised as they managed to turn on the weather spectacularly all weekend. The Vee's hit the track on Friday morning in mild and dry albeit slightly overcast conditions. We were combined with Formula Ford for these sessions which can prove challenging, but everyone seemed to go about their own thing with minimal stoppages as a large number of the Vee contingency set about learning the track, as others were just getting their grip of the new smooth as silk surface. Whilst untimed, there were no stop watches needed to gauge the wild ride Matt Scott had leaving the track at speed on the entry to turn one and rapidly approaching the barrier backwards, out of luck (and I'm told incredible driver skill!) Matt avoided any contact but did amass a reasonable amount of ballast in the form of mud in the team Scott Elfin. By the afternoon all the Vee's were tucked up ready for official proceedings the following morning.

Saturday Morning dawned cold yet clear, and by the time the Vee's hit the track for their qualifying session the other categories and bright morning sun had begun to warm the bitumen up all around the circuit. The stopwatches confirmed the expected with Tony Paynter in the extremely successful and well-travelled Stag posting the fastest time to claim pole with a 1:42.2, some 3 seconds faster than the previous lap record set by Tony himself on the old surface some years ago. In usual fashion, the top 5 cars were separated by little more than a second, with the top 8 comprising of a large amount of experienced Vee racers. Personally I found the new surface so smooth and grippy that amongst masses of tyre squeal I really had spelt the end of my poor old Dunlop's! But an overly grippy circuit is always a very nice problem to have!

Race 1 for the Vees came around mid-afternoon and for the first lap most cars could not be separated by more than a hairs width, the three largely straight sections on the circuit bared witness to three abreast action lap after lap, with position changes all through the field for the entire 10 laps. Tony Paynter had set the new official lap record with a 1:42.0, narrowly getting across the line less than a second clear of Daniel Bando in the very pretty Elfin, followed

by Nigel Jones in the fabulous looking 'Action Slacks' Rennmax followed by a pair of very experienced Vee campaigners in Nigel Hook in the recently restored Mk1 Ranger and Bill Roberts again racing Noel Bull's Elfin 500, one of the two oldest cars in the race. Paul Faulkner had a great drive in just his second time in the Elfin 500, noting the vast difference in driving and racing style from his late model Formula Ford he was also racing over the weekend, a busy boy indeed! From my perspective somewhat further back, the racing was just as heated as it was at the front, as I tried my best to hold off an angry looking group of cars behind me until I ran wide into the first of the 'esses' late in the race and did my bit for the groundskeeper in the form of some lawn mowing. Another notable drive was from Tony Brook, who managed to make up a few places and set a personal best lap time in his first ever race.

Sunday came and with it a reasonably warm and sunny morning, and one of the highlight races for the Vee's over the weekend. In the first few laps the front 4 cars were inseparable, until midway through the race Tony Paynter managed to edge away from the rest and again lower his lap record to a 1:41.4, as Nigel Hook, Nigel Jones and Daniel Bando set about disputing 2nd place, for the entire 8 laps, they exchanged positions and raced wheel to wheel and finished with just 0.3 seconds covering the three of them with Hook leading home Jones and Bando. Just behind, I found myself having made up 10 positions up to 5th thanks to Tony Brooks loaned set of spare tyres (Thanks again Tony!) and having to work extremely hard to hang on to any of the ground I had managed to gain. Around the sweeper Chris Raper made the move on Andrew and myself and took the lead of our pack, and tried out his new wide rallycross inspired line out of the last of the 'esses' which by the way made for spectacular viewing. Not needing an invitation past I tried hard and began to pull out a slight gap and with a common enemy to catch, local driver Andrew Grevis-James and the pretty Avanti of James Nagel worked to slipstream closer to me until I demonstrated the most effective way to give up positions in a Formula Vee by running the tight defensive line around the 'esses' on the last lap and was swallowed up by Andrew and then James on the second last corner. Lesson learnt, we were all grinning like kids after the race and as the engines ticked cool, everyone demonstrated their true skill of telling lies about what we'd just done! Just behind us, Geoff Stone and Kevin Peters (who had had a small coming together on the first lap) had a very close race with the Elfin of Bill Roberts who had come unstuck in a very impressive fashion exiting the sweeper on lap 1, with the 3 finishing less than 0.3 seconds apart at the line, a true testament to the competitiveness of Formula Vee racing regardless of grid position. Further behind, newcomers Tony Brook and Dean Mclaughlan had a good dice with Peter Mohacsi's Spectre, with all improving their times with every extra lap driven, well done.

The final race for the Vee's on Sunday afternoon took place as the sun began to sink and the glare found its way into the eyes of the drivers. The 6 lap race was much the same story as the previous 2, with the setting sun not diming the racing one bit. The order of the top 4 remained as per the last race and a very close dice ensued between myself, and 7 other cars, midway through the race, Andrew Grevis-James' had a moment into turn one in front of me and I very nearly followed suit, I managed to squeeze past Andrew following this but never managed to catch James' Avanti yet was able to hold off Chris's Stag in the mirrors to the finish line.

Overall this was a fantastic weekend from a Historic Formula Vee perspective, the weather for all days was good, the racing amongst the group was fantastic and clean, with all drivers in the field keen to keep the preservation of these Historic cars as their number one priority whilst maintaining the wheel to wheel close style that Formula Vee is so well known for. The racing and presentation of the cars generated considerable interest from fans and prospective competitors alike. The organisation of the meeting was fantastic and on behalf of the Historic Formula Vee community I'd like to thank the VHRR and the Winton Festival of Speed committee for catering for our group, the organisation of this event for both parties started many months before and the result was fantastic. See you all at the next one! **Grant Kelly**

If you'd like to know more about Historic Formula Vee and how to get involved, please visit http://www.historicveeaustralia.com/ and speak to your local group representative.

Entry to the 2016 Geelong Revival
Motoring Festival is now open! We invite you to apply for entry to the Classic Sprints along Geelong's seafront. The unique and historical event is held on the 25th - 27th November and sees 800 local and international vehicles participate in a festival that celebrates motoring culture with a vintage theme.
Come and help us celebrate the festival's 60th anniversary along Geelong's picturesque waterfront.
Due to the overwhelming number of entries we have received in previous years, we have put a cap on the number of entries for the 2016 event. The reason for introducing capped entries is so that everyone can complete the full four runs. Registration in this year's event is $295 which includes your race entry, an event program and four complimentary pit passes.
We encourage you to get in early to ensure that you don't miss out!
HOW TO ENTER
This year the 'CAMS Event Entry' is our primary method of entry. If you have entered the Geelong Revival Motoring Festival in the past or used the 'CAMS Event Entry' before, you will have an account already set up.
If you require a paper entry form or are experiencing difficulties, please contact Competitor Liaison (Mr Chris Sager)
0431 183 176 or
competition@geelongrevival.com.au

The Seymour Railway Heritage Railway invites you to a special vintage diesel haul heritage railway tour to Geelong, with the option to travel on to Queenscliff by Coach.
Whilst in Queenscliff enjoy the beautiful parks, beaches and local shopping precinct or how about one of these fantastic optional tours?
Day out with Thomas - The whole family will enjoy unlimited rides with Thomas the Tank Engine.
Queenscliff Fort - Enjoy the opportunity to tour a 19th Century Coastal Artillery For, (operating as an Australian Army Base), with over 150 years of Australia's heritage on display. This Fort is one of Victoria's most important heritage sites and one of the largest and best preserved forts in the country.
South Bay Discovery Tour - Explore the pristine Marine National Parks of southern Port Phillip Bay. Visit areas only accessible by boat, on an up close nature-based adventure highlighting the unique history, wildlife and coastal landscape. View Bottlenose Dolphins cruising over the shallow sand bars. Visit Australian Fur Seals at Chinaman's Hat and see the Australasian Gannet at their breeding colony on Popes Eye. Bring your camera for some great wildlife shots.
Queenscliff Maritime Museum - Escape into Queenscliff's fascinating past. The shipwrecks, the rescues, the lifeboat, and the Pilots who continue to bring ships safely through the Rip and into Port.
Your Heritage Train will be hauled by Blue and Gold heritage locomotives and passengers will travel in the comfortable former Spirit of Progress "S" class carriages, complete with compartment seating.
Passengers will also have the option to travel in First Class comfort in our recently refurbished VAM former Sleeping Carriage. These compartments will come with complimentary wine and cheese platter upon arrival.
Your train will travel from Seymour at 7.15am stopping to pick up travellers at Broadford, Kilmore East, Wallan, Broadmeadows, and Sunshine before arriving at Geelong Railway Station. From here a coach awaits to take passengers to the beautiful town of Queensliff.
To book your seats:
www.srhc.org.au and download booking forms

We were saddened to hear of the recent passing of Chris Amon. He was 73. The New Zealander was unquestionably one of the fastest and most naturally gifted drivers of his generation. Although his F1 results may not show it, Amon's status as one of NZ's greatest racing exports alongside Bruce McLaren and Denny Hulme has never been questioned.

His greatest career victory was winning the 1966 Le Mans 24 Hour in a Ford GT40 shared with his compatriot Bruce McLaren. Amon also competed in 96 F1 GPs resulting in five pole positions, 19 front row starts and 11 podiums – but he never won.

It's become a cliché to describe Amon as the best F1 driver never to win a world championship Grand Prix. But then again, its recurrence is understandable, driven by the sheer frustration felt by historians that a driver of such immeasurable talent could have been denied the GP wins he so richly deserved.

On numerous occasions Amon was in a commanding lead only to suffer a mechanical failure or some other misfortune. He was as complete a F1 driver as any team owner could ask for; cool-headed, accident-free and blindingly fast. He had everything required to be a multiple GP winner and world champion – except the crucial element of luck.

Born and raised in a sheep-farming family, Amon's prodigious driving talent was obvious from a young age as evidenced by his testing of a Maserati 250F when only 17. After a strong showing in the 1962-63 Tasman Series driving a Cooper-Climax, Amon was signed by Reg Parnell to race in Europe and made his F1 debut in the 1963 Belgian GP at 19 years of age.

After his world-famous 1966 Le Mans win for Ford, Amon's boyhood dream came true when he met Enzo Ferrari and signed to drive for the legendary Italian team in 1967. Amon immediately impressed with sports car victories in the Daytona 24 Hour and Monza 1000km, earning him a prized seat in the Ferrari F1 team alongside Lorenzo Bandini. However, when the Italian was tragically killed in the Monaco GP (Amon's first outing with the team) the Kiwi was promoted to lead driver.

It was during his three years with Ferrari that Amon would display both his peerless skills and unimaginable bad luck in Grand Prix racing. He claimed numerous pole positions and on several occasions was dominating races only for the cruel hand of fate to rob him. He could have won the '67 US GP if not for fading oil pressure. He was running away with the '68 Spanish GP until his fuel pump failed. A radiator holed by a stone took him out of the lead in Belgium. And on it went.

His GP career seemed almost cursed, because he did win two non-championship F1 races and continued to enjoy success in other classes notably in the Tasman Series. In 1968 driving the Ferrari 246T he won two races and pressured series winner Jim Clark all the way in his Lotus 49. Amon returned the following summer to win the series, downing no less than future F1 world champion Jochen Rindt in another Lotus 49.

Amon's dismal luck in F1 applied not only to mechanical gremlins but also in choosing the wrong team at the wrong time. After leaving Ferrari in 1970, he drove for various teams until 1976 without success and even tried to build and race his own F1 car which also proved fruitless.

After announcing his retirement in 1977, Amon returned to the family farm in New Zealand but maintained strong connections with the sport over the following decades, despite battling cancer in his later years to which he recently succumbed.

Chris Amon will always be remembered as one of the greatest racing drivers of his generation.

Thanks to the **Shannons Club** for this article.

Sandown
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