



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 - January 2017

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	28th	MGM.....	03 9877 2317
March	17-18-19th	Phillip Island Classic.....	03 9877 2317
March	23rd-26th	Australian Grand Prix.....	03 9787 3640
April	8th-9th	Wakefield Park.....	02 4822 2811
April	22nd-23rd	Mallala.....	08 8276 7744
May	6th-7th	Morgan Park.....	0437 471 433
May	27th-28th	Historic Winton.....	03 5428 2689
July	1st-2nd	Historic Queensland - Morgan Park.....	0437 471 433
August	5th-6th	Winton Festival of Speed.....	0412 264 997
November		Historic Sandown.....	0402 224 133

MGMs etc will be in the next issue

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.

The VHRR gratefully acknowledges the support of our major sponsors



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IMPORTANT NOTICES

Phillip Island Date confirmed: 17-18-19 March 2017

Vale Brique Reed Brique was a hugely popular person and was an active member of the VHRR, handling the publicity for Historic Sandown right up to the present. Only recently handing in his CAMS licence, Brique competed for more than 50 years in his Elfin Clubman, but had drives in Alan Hamilton's 904 Porsche,



Ecurie Australie Wreath at Brique's funeral Pic courtesy Ron Simmonds

Valiant Charger at Bathurst, raced at Spa-Francorchamps and all over Australia. He was a member of the original 'Ecurie Australie' Team with Lex Davison, Rocky Tresize and others of that era. He was the 'Official' Historic commentator at the AGP for many years up to the present. The VHRR extends its sincere sympathies to his family



Brique receiving his 'Certificate of Appreciation from CAMS

Hello Mike

My congrats on another enjoyable awards function. Great too, the event was so enthusiastically supported by the club members. We especially enjoyed the company on our table as always, and it was nice to have Les Walmsley with us.

I thought your idea of young Grant sharing the MC duties with Don was well received, and the

table by us full of young faces augers well for the future. Please pass on my appreciation to Ian and Dorothy, as he tells me he will not be going "on line". Cheers for now. Loel and Bryan Thomson

UK invasion in HFF for the PI Classic

The interest in historic Formula Ford continues to grow, not only within Australia, but also from overseas. At the 2017 Classic, there will be five UK and Irish based drivers on the grid, along with English FF team owner Brian Soule and three of his team mechanics.

Irish lady driver Jennifer Mullan, and her partner Paul Grogan, will return again to drive Chris Davison's FF84 Reynard, and she will be joined in 2017 in team Ecurie Australie by Englishman James Harvey in the very rare FF86 Quest. Also making the trip to Phillip Island will be the Northern England pre 1990 champion Jamie Jardine in the Ellery Motorsport RF86 Van Dieman, and fellow Englishman Chris Hodgen in the Souley Motorsport Van Dieman RF88.

The youngest member of the UK invasion is Matthew Cowley, who will drive Andy Nethercote's FF88 Reynard, which was so competitive in the hands of FF legend Rick Morris at the 2016 Classic. The final English driver will be Don Boyack, Don raced the Jon Miles FF82 Reynard at PI in 2016, but in 2017, he will drive his own Van Dieman RF89. Don lived in WA for nearly 20 years, and loves his "Aussie FF connections".

According to UK FF team owner Brian Soule of Souley Motorsport....."There is strong interest within the UK FF community in the potential of racing at an iconic circuit like Phillip Island. We have built up a strong friendship with Chris Davison over the past few years, and we are delighted to be returning to Phillip Island in 2017, not only with a strong group of UK based drivers, but also with a good cross section of my team mechanics, whom I believe will really enjoy the Phillip Island experience"

"We are so enthusiastic about the historic FF scene in Australia that we are importing one of our own Souley Motorsport Van Dieman RF88's to live permanently in Australia, and will be making this car available to overseas drivers throughout the year".

After a very dismal performance at

Sandown last November I thought a word of explanation might be appropriate.

As some of the members know, our M10B is not the only car in our stable and a huge amount of effort has been going into two of our other racers. The Penske PC16 has been undergoing a total rebuild including the purchase of a new rebuilt Ilmor Chev engine the same as it ran in 1977. Some vital parts were missing from the two transmission housings we got with the car. The transmission was unique to the PC16 and despite a number of requests to the Penske organisation, no responses have been forthcoming.

We have made progress though due to the skills of the people who help with the cars as well as Ken Horner Engineering who's workmanship is superb. We are hoping to have the Indy car on display at the Island in March. At the same time, we have been rebuilding one of the Tiga Formula Mondial cars driven by Alfie in 1985. The car went to the ownership of South Australian Roger Harrison who immediately replaced the BDA engine with a 4.8 litre twin cam Repco Brabham engine, subsequently winning 2 Australian Hillclimb Championships. We are expecting to have the car at Sandown towards the end of 2017.

Sadly, these projects deflected our attention from the M10B and we went to the last Sandown meeting poorly prepared which contributed to our demise in qualifying. Although the fault was entirely the workshop's responsibility, Alfie, unfairly, copped some of the blame and caused some people to reflect that perhaps Alfie should consider retirement. Underestimate his remarkable skills at your peril.

In the meantime I purchased a little land speed record car that still holds some world records. It only has 60hp but we propose to build a 450hp replica to attack the Salt Lake Racers at Lake Gairdner in 2018. We all look forward to 2017.

Alan Hamilton



Tribute table at John Raeburn's funeral Pic courtesy Rin Simmonds

Australian Sports Sedans making Historic Revival

John McCormack trophy announced.

For over 40 years, Australian Sports Sedans has been a race category that has its roots in heavily modified but production based sedans. In effect, a silhouette class representing closed production sedan bodywork but with free construction underneath. Cars produced were loud, fast and always entertaining. Besides the Australian Championship it spawned many lucrative race series which in turn attracted many of the now legendary racing stars as well as large spectator numbers. One such legend was John McCormack who took his vast open wheel racing experience to the category, first producing a Valiant Charger and then a V12 Jag. He also was instrumental in the making of other sports sedans such as the recently restored Bruce Gowan's Celica.

The Historic Racing Car Club of Queensland is actively promoting a resurgence in Historic Sports Sedan Racing and has announced the inaugural John McCormack Trophy for 2017. It is a two race meeting series open to log booked Group U and invited log booked Group 2 or 3 cars. The races will be held during the club's Autumn Historics (May 6th and 7th) and Historic Queensland (July 1stand 2nd) events at Morgan Park Raceway, Queensland. These are national events and interstate competitors will be made most welcome to take part in Group U racing.

The club aims to encourage Historic Sports Sedan owners to get their cars out of sheds and onto the race track again.

Australian motor racing is rich in sports sedan racing history and the club has aims of re-creating the atmosphere and excitement of the sports sedan era.

For more information about the series, including entry, contact Benn benn@arrowsoftware.com.au or phone Benn Gregory on 0418 746673



If anyone would like to show and display any race or interesting road car at the Shepparton car museum please call Graeme on 0439 435 719

Classifieds

Mac Hulbert's book on ERA R4D is the fastest-selling book in the Great Cars series, and is being reprinted shortly. Signed copies can be ordered directly from porterpress.co.uk.

ELVA Courier 1960 100/5/R

The factory road test car - John Bolster, Autosport etc. Extensive racing history in the UK. Restored and fully sorted. A winning car in Lb and qualifies for Sa. Laps: Pl. 1.55, Sandown 1.29, All the right bits and spares including full body mold. Serious offers. Ian McDonald P: 0418502335. E: ihmcd@bigpond.net.au

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A recent publication

that illustrates 114 local Formula Junior cars in a 44 page A4 size publication that the Australian Formula Junior Association are keen to offer for sale at \$10 and can be purchased via Kelvin Prior at 03 9796 1893 or email butch36@bigpond.com
Regards, Kelvin Prior

For Sale
Only \$10 per copy

42 page historical publication illustrating 114 local cars celebrating worldwide diamond jubilee.