



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 - May 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

May	2nd	MGM Guest Speakers David Rapley & Nigel Tait	03 9877 2317
May	7th	VHRR Historic Rob Roy (CCE) - Triple Cup round 1	0407 825 545
May	6th-7th	Morgan Park	0437 471 433
May	21st	Interclub Challenge round 2	0407 825 545
May	27th-28th	Historic Winton - A7CV	03 5428 2689
June	27th	MGM	03 9877 2317
July	1st-2nd	Historic Queensland - Morgan Park	0437 471 433
August	5th-6th	Winton Festival of Speed	0412 264 997
August	13th	VSCC Pre-War Rob Roy - Triple Cup round 2	0407 825 545
August	22nd	MGM	03 9877 2317
October	1st	Oct 1st Interclub Challenge round 3 (CCE)	0407 825 545
October	24th	MGM	03 9877 2317
November	10th-12th	Historic Sandown	0402 224 133
November	19th	Historic and Classic Rob Roy - Triple Cup round 3	0407 825 545
December	9th	VHRR Christmas Dinner/Awards night	0439 719 619

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



IMPORTANT NOTICES

Important notice

Members are reminded that the date of the next General Meeting will be Tuesday May 2. Our usual scheduled date falls on ANZAC Day. Looking forward to seeing you then. We are always looking for items and articles for the newsletter and the Oily Rag. These publications rely on member input. If you are interested in writing for the Victorian section of the Oily Rag, here are the due dates for copy: 13 January, 17 March, 5 May 7 July, 8 Sept, 10 Nov. Contact the editor Patrick Quinn on oilyrag@hsrca.org.au or 0417 673 065. Leanne Newson Secretary 0417 128 332

The Way It Used To Be

Wilby, a country town of little more than 200 people in Northern Victoria plays host to a country motorsport venue off the road between Benalla and Yarrawonga.

They have an eighth of a mile drag strip and a one kilometre kidney shaped bitumen circuit. Not one Armco ledge to be seen, which was lucky for two of us who bit off a little bit more than we could chew!

Junior members Grant Kelly, Chris Jackson, Ross and Dean McLaughlan went on Saturday the 1st of April to 'Retrospeed' for a day's motorsport comprised of 'lap-dash sprints'. The vehicles shared around were two of Derek McLaughlan's Volkswagen engined machines:

the poor Malmark was put to the test 21 times between 4 contentious juniors.

Derek McLaughlan set the pace early in the Puma consistently at around 42 seconds per lap. It wasn't until the last run of the day when Dean McLaughlan knocked his old man off by two hundredths of a second!

Ross McLaughlan, Grant Kelly and Chris Jackson were inseparable in the Formula Vee all getting down to 44 seconds.

Being in such a remote part of the world saw us travel only a few hundred metres from the track to a campground where the majority of competitors, spectators and officials set up camp.

At the campground, a hired catering team provided a variety of nutritious lunches to keep us going and at the end of the day cooked a roast feast for all patrons to enjoy.

After not-so great a night's sleep, we woke to another round of food, bacon and egg rolls for breakfast.

The first 'retrospeed' at Wilby exceeded all expectations and was a great value-for-money event. Being a relaxed atmosphere saw us engaging with other drivers and officials both at the track and after the event over a few beers, which to us is what motorsport is all about.

Looking forward to what next year holds for the 'Retrospeed' next year.

VHRR Juniors

The story of Brock Hand

& his Go Kart, from Rohan Carrig

In the middle of the night on Saturday/Sunday the 7-8th of January this year, thieves stole 9 year old Brock Hand's Go Kart Trailer containing his Kart and all of his racing equipment from outside his parents home address in Mildura. Brock and his dad Greg were getting up early Sunday morning to go testing at their local track. When they went outside in the morning they found the trailer gone; it had been hitched up to the family car and locked up. Four days later it was found by police in Dareton NSW, some 25 km away, burnt out and everything destroyed.

I heard of the story on 3AW and spoke to the VHRR committee to see if we could help in some way. The committee unanimously agreed to donate \$1000 to Brock to help get him back on the track. He and his father Greg were also invited to be special guests at the Phillip Island Classic. Greg Hand was blown away by the



the Puma GT and Malmark Formula Vee, which were shared amongst the team.

With only 20 entrants, competition commenced at 9.45am and concluded after 4:00pm with enough time to spare for a lunch break.

The Puma had 17 runs between 3 drivers, while

support from the VHRR and others and young Brock is well on the way to recommencing his racing with all new equipment purchased and being signed up as a Tony Kart Factory Driver.



Brock sent this thank you letter to the club:

To Ian Tate

Thank you for the invitation to the Festival of Speed hosted by the VHRR. When my go-kart and trailer were stolen I was upset. It meant so much to me,

racing is something I have wanted to do for as long as I can remember and it's all I ever want to do. When that was taken away from me it was unbearable. When I got the invitation to go to Phillip Island I was very excited and happy because I would get to see some famous race cars and watch them race. When we went up to watch the races everybody was really nice and friendly and the races were great and looked like a lot of fun. Rohan was very nice and showed us around, as well as letting me sit in his Formula Holden. He showed me lots of stuff and introduced me to you. I really like how you lived next to Harry Firth's factory and how you worked on Peter Brock's engines. Debbie showed me the timing room and organized for me to have a ride in Peter Brock's 1993 Commodore. I enjoyed it a lot and loved looking around and seeing all the cool vintage cars. One day I hope to race one of those cars.

From Brock Hand.

The VHRR are very proud to now have on display in the Sir Jack Brabham Annex the Holinger Repco hill climb car that Peter Holinger designed ,built and hill climbed with great success. Peter had been an engineer with Repco for some years, before starting out on his own to design and manufacture his most successful gear box business, with his gear



boxes being used by many race teams here and around the world. Cheers Simmo.

Phillip Island Classic

Probably 75% of the time I need to source good photos for the Race Programmes from people other than

the owners. Most drivers don't seem to possess decent images - they're shots of the car on the trailer or in the driveway, or fuzzy etc, basically unsuitable, so from time to time I seek them out on the net and if I can't get them for free I'm happy to buy them. Such was the case with one in particular for John Clark's (Scotland) Cooper Climax. I wrote to the photographer in France asking permission to use the image and received a prompt response saying not only would there be no charge, but that it would be an honour to have a picture published in an Australian Magazine! He only asked if I could send him a copy of the programme when it was available. Here is his email:

Dear Grant,

I receive the programme yesterday, I discover it on the evening, when I was back at home. Thank you so much ! I'll love to have an event like yours in France, particularly to see F5000 singleseater.

I really appreciate your words that you add with the programme. I saw that the Club Patron is Sir Jack Brabham, my first reaction was " Waow ! What an honour ! "

Thank you very much again, hope maybe one day to meet you, I don't know where, but I'm McLaren fan since I'm kid, so maybe I'll go to New Zealand in the futur !

Have a nice week-end,

Regards, **Tony Hankin** (sic).

Classifieds

1957 Elford Prefect Special. This is a unique chassis custom built in the mid 50's and raced across QLD, NSW and VIC. Race prepared Ford 100E engine, Prefect gearbox and diff. Much of the car has been refreshed recently and it races reliably. It is best as a regularity or hillclimb car in Lb. Has full CoD, log book & Club permit for road use. It can be configured for road use with different tyres, seats and indicators.

Comprehensive history file dating to original build with many photos and lots of documentation. Ideal for a CAMS license P-plate or a regularity competitor looking for a good deal of fun without the risk of 300km/h.



Current George Coad Memorial Trophy holder (not included).

Ready to race at next event, just add fuel.

Good tyres, many reliability upgrades like rev limiter, K&N filters, new aluminium radiator and oil cooler, electric water pump and fan, little alternator, rebuilt 1 1/4 SUs, new brakes, new Smiths gauges, Ferrari paint. Looks amazing, former 'best presented at Sandown' winner (previous owner) and always turns heads. Not the quickest car, though often considered the best looking and most fun. Lots of spares,

engines, gearbox, full windscreen and soft top (never fitted), road wheels/tyres, old seat, old radiator and cooler etc. Selling to upgrade to formula car, \$28,000 Call Daniel 0410 427 244.

MG Magnette ZA 1955

1620 engine out to 1700, "O" Series head with 1.5" SU Carbs and extractor exhaust, mild cam. Lightened flywheel and modern diaphragm clutch. 5 speed Nissan gearbox fitted without modification to body.

Near new tyres, no rust in the body, but paint a bit ordinary. Original engine and gearbox go with the car along with other bits and pieces. A cheap, reliable, fun car for club outings or just cruising.

This is the car that Mac and Madge Hulbert drive when they are in Australia. \$13,000.00 Neg. Ken Williams 0403 244 261

For sale Mk 8 Hewland CW&P carrier, complete with spider gears, VGC. \$875 Also Mk 8 Hewland, as new, Alloy CW&P carrier, complete with spider gears and both axles to suit Rotoflex couplings , 4.5 inches PCD. The carrier is Half the weight of the cast unit. \$1800. Denis Lupton Ph: 9331 0560 email mdl_nom@bigpond.com

1967 Group 'O' Eagle Imp open wheel race car , CAMS Log book & C.O.D. Unused since 2001 & now requiring a light restoration. All Log Books & documentation back to 1984 including engine Specs. & set up data. Comes with specialised engine tooling & a large assortment of engines, gearboxes & rims etc. Call Brian on 0419 091 499 for more information & a detailed inventory via e-mail.

The AOMC has a requirement for an Administration Support Assistant. The requirements are on the AOMC website: <http://www.aomc.asn.au/>. We welcome your interest in this position.

Kevin Churchill

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