



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 - April 2018

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

April	8th	Myrning Sprints	03 9827 8124(ah)
April	14-15th	A trip to see the Spannerman	0418 999 576
May	1st	MGM *Note change (not to clash with Anzac day)	03 9877 2317
May	6th	VHRR Rob Roy Trident Cup Round 1 CCE	0417 398 606
May	5-6th	HRCC Autumn Historic Warwick	0424 321 072
May	20th	Rob Roy Interclub Round 2	0417 398 606
May	25-27th	Historic Ninton	03 5428 2689
June	9-10th	HRCC Noosa Hillclimb	0424 321 072
June	26th	MGM	03 9877 2317
July	14-15th	Historic Queensland	0424 321 072
August	4-5th	Winton Festival of Speed CCE	0412 264 997
August	19th	Rob Roy VSCC Historic & Classic	0417 398 606
September	18th	MGM (note change of date from August)	03 9877 2317
October	14th	Rob Roy Interclub Round 3	0417 398 606
October	23rd	MGM	03 9877 2317
November	10-11th	Historic Sandown CCE	0402 224 133
November	18th	Rob Roy MGCC Historic & Classic	0417 398 606
December	8th	VHRR Presentation & Awards Dinner	

Committee Meetings

January 15th	April 16th	July 16th	October 15th
February 19th	May 21st	August 20th	November 19th
March 19th (between PI and AGP)	June 18th	September 17th	December 17th

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

MGM - May 1st

Note change so as not to clash with Anzac day & Mallala

Vale Peter Nelson Very sad, once again to report the passing of Peter Nelson, whom many members would have known as the 'father of Phillip Island' and the Phillip Island Auto Racing Club (PIARC). Everyone who enjoys driving on this great circuit should spend a moment to silently thank him for his tireless work in bringing this opportunity to us all. The VHRR extends their sincere sympathies to his family.

Really sad he couldn't make it to just one more GP. Peter passed away last Tuesday night and the following is an excerpt written by his long time friend and co-worker at PIARC, Geoff Bull. "Peter was a friend, confidant and mentor to many in all walks of life but particularly in motorsport where not only was he for a member, committee man, Club Captain, Secretary and President etc. of PIARC over many years, but also variously a CAMS State Councillor, National Councillor / Director and member of the numerous CAMS Committees, but was undoubtedly the Father of the Australian Formula 1 Grand Prix from 1985 onwards." Please go to the PIARC website ([click here](#)) for the full tribute. Thanks to the HTCAV for the above, but from a personal point of view Brenda & I knew Peter for many years in his various roles with State Council and in particular for his work at the Grand Prix. Most notably he helped us rewrite the Regs for the Historic Demos, getting them down from 35 pages to about 6! RIP Peter.

A trip to see the Spannerman

Sat 14th, Sun 15th April. Sat meet 10.00 am outbound at BP Hume highway past Wallan to travel to Shepparton car Museum for lunch. Then on to Echuca for Dinner Cruise on The Murray River. Bed and full breakfast Echuca. Leave Echuca 9.00am for Boort to visit "The Spannerman" Lunch Boort Hotel.

Details ring Ron 0418 999 576 or 5988 4846

In praise of Vern Schuppan and the Talbot-Lago T26

By Richard Batchelor Phillip Island's turn twelve, at the start of the main straight, looks benign with a wide entry and helpful camber but tightens after the apex and can spit the unwary into the gravel at high speed – or worse, into the concrete wall on the inside of the track. It certainly makes great viewing for spectators.

At the Phillip Island historicss it was a joy to watch one of Australia's greatest international

aces, Vern Schuppan, four-wheel drifting his 1948 Talbot-Lago 4.5 litre grand prix car though turn twelve in the J, K, Lb and Invited races. Interviewed after one of the races, Schuppan said he was having problems with the pre-selector gearbox and future outings would mainly be demonstrations and regularity, but he had made an exception to race the valuable (\$1m plus) car at Phillip Island, which he described as one of the best tracks in the world. By the final race on Sunday he had overcome the gearbox issues to finish in second place, only shaded by the much newer 2.5 litre T50 Cooper-Climax driven by Adam Berryman. Born in Boolaroo, South Australia on 19 March 1943, Vern Schuppan has a secure place in the roll call of great Australian race drivers who have achieved significant success while based overseas, a group which includes Jack Brabham, Paul Hawkins, Tim Schenken, Alan Jones, Geoff Brabham, David Brabham, Marcos Ambrose, Will Power, Mark Webber and Daniel Ricciardo.

After a successful karting career Schuppan travelled to Great Britain to contest the 1971 British Formula Atlantic championship, which he won. He secured a test driving job with BRM and qualified for the 1972 Belgian Grand Prix but another team driver commandeered his car. He drove for back-of-grid Formula One teams for another few years, with a career best F1 placing of seventh in the 1977 German GP.

During the 1970s Schuppan also competed in 32 Indy Car races, including three Indianapolis 500s, winning Rookie of the Year in 1976. In an amazing result in the 1981 Indy 500 he brought an old and tired McLaren-Ford to the finish line in third place. Other international open-wheeler successes included wins in the 1973 Singapore GP and the 1974 and 1976 Macau GP races. Schuppan also won the 1976 Rothmans International Formula 5000 Series in Australia and placed second in the Australian GP that year, only half a second behind winner John Goss. Schuppan displayed his versatility when driving an XB Falcon coupe in the 1976 Bathurst 1000 with Allan Moffat. Their car had a good lead before retiring after a fan belt pulley broke, over-heating the engine.

Schuppan's greatest fame was to come in sports cars, particularly at the Le Mans 24 Hours. In 1975 he finished third in a factory Mirage-Cosworth (with J-P Jaussard). In 1977 he was second in a Mirage-Renault turbo (with

J-P Jarier). A contract to drive for the fabled Porsche team was then signed. Driving with Jochen Mass in the 1982 race, Schuppan took second place in a Porsche 956. The following year he stood on top of the podium with co-drivers Hurley Haywood and Al Holbert, the trio having nursed their ailing Porsche 956 to a victory by only 17 seconds over defending winners Jacky Ickx and Derek Bell in another 956. This made Schuppan only the second Aussie to win Le Mans, the first being Bernard Rubini in 1928 in a Bentley with Woolf Barnato. During the eighties Schuppan also played an important part in securing the Australian Grand Prix for Adelaide, due to his personal association with Bernie Ecclestone. Prior to accepting Schuppan's invitation to visit Adelaide, Ecclestone is understood to have favoured Sydney as the venue.

My love affair with the Talbot-Lago T26 goes back a long way. In February 1955 I read about a newly-imported grand prix car which was to be raced at Fisherman's Bend (it was Reg Hunt's Maserati A6GCM) and I persuaded my father to take me there. That day I caught the motor sport 'disease'. The amazing cars and drivers there included Doug Whiteford in his Talbot-Lago T26, to give the car its correct title, although in Oz to be different it is often called a Lago-Talbot, or even a 'large tablet'!

The Talbot-Lago marque originated from the Darracq company which started making cars in 1896, the company being renamed Talbot in 1922. With the onset of the Great Depression in 1932 an outstanding Italo-British engineer, Antonio (Tony) Lago, was appointed MD but he was unable to stave off the company going into receivership two years later. In 1936 Lago acquired the Talbot company from the receiver and undertook a major reorganization, including resuming motor sport.

(Vern Schuppan warms up the Talbot-Lago at the 2017 Phillip Island classic. He has since repainted it to the original shade of French blue found on some internal panels. (Pic: R. Batchelor)



VHRR Historic Rob Roy Hillclimb

6th of May is round 1 of the Rob Roy Triple Cup. This is a challenge between the 3 main supporting clubs of Rob Roy (VHRR, Vintage Sports Car Club and the MGCC). So come along to support the VHRR in it's endeavour to win the Triple Cup for 2018 - as a competitor, or as a spectator if you are unable to compete. Mike Barker

Phillip Island Classic Formula Ford

With 48 cars entered the event was going to be a spectacular sight for all involved, with competitors from all states except Tasmania represented, 5 from NZ and with Chris Davison's contacts we had 2 from the UK with one being Rick Morris a long time legend of FF over there. As a 4-day event Thursday's practice was optional but very well supported as many of the drivers had never driven the track before the three sessions went without any real incidents although we did lose a few from mechanical issues but manage to fit in plenty of laps.

Qualifying ran for the full time with the introduction of the pre-grid positions provided by the Group Rep and no passing for the first lap allowed everyone to settle in and warm up with out the pressure of being passed. The usual front runners, pole Jon Miles, Andrew Mc Innes, Richard Davison, a welcome return from Nick Bennett who has taken a few years off with family commitments & came in a very respectable 4th on the new Avon A29 tyres, should be great when all cars are on the same tyre in July. It was terrific to Anthony back on the track after a 2 year absence while repairing his car, the car look even better than before and would be arguably the best presented car of the meeting.

Other notable results were Sean Whelan in a Fb Reynard qualifying in 11th and Phil Oaks in his Fa Elfin 600 a very strong 17th.

Unfortunately, the first 2 races Friday afternoon and Saturday morning were cut short due to incidents and resulted in a driver briefing with the clerk of the course.

The following races for the weekend ran from flag to flag and provided arguably the best racing of the weekend with packs of cars dicing hard up and down the field. Jon Miles was unbeatable in all races and very closely followed by Andrew and Richard, Phil Oakes in Fa finishing a very creditable 14th in each race and Sean Whelan being by far the stand out in Fb over the weekend.

The dinner at the RSL arranged by Alice Piccolo

& Anthony Mann was very well supported with 98 people attending with a great review from Todd Willing's adventures at the Walter Hayes Trophy last year, everyone should try it once, in the UK followed by a few kind words from our NZ friends who thanked Anthony Mann for all his hard work with a book about the Tasman Series & Alice a nice bottle of red.

We were very spoilt with the perfect weather which made the racing and BBQ lunches on Friday and Sunday a great time to catch up with fellow drivers, thanks to the team at Ellery Motorsport.

Many thanks to the VHRR, Anthony Mann for all great work that makes such a friendly racing environment and one that is envied by many other categories.

Planning now begins to make the 2019 event even bigger for our 50th anniversary celebrations.

Keep on Formula Fording! Phil Marrinon

Grand Prix Historic Display

Fittingly, Bob Harborow's 1946 Maybach 1, the first of three versions, featured prominently in the printed program. In Stan Jones's skilled hands the Maybach was blitzing the field in the first AGP to be held at Albert Park (in 1953) until mechanical problems caused its retirement. Jones then scored a famous victory in the New Zealand GP in 1954, beating Ken Wharton's factory V16 BRM and other aces including Jack Brabham. The fifty-plus cars on display at Albert Park were an impressive cross section of Australia's historic race cars. The prospect of heavy rain on Saturday (it bucketed down on cue) resulted in a few withdrawn entries but it was still an excellent display. Although the cars were parked in the open for several days numerous large umbrellas provided shade for their owners. Crowd favourites included American Ernie Nagamatsu's Old Yeller from 1959 and John Lawson's glorious 1938 Alfa Romeo Mille Miglia, in authentic non-glossy dark red. Another rarely seen car was the innovative supercharged Zephyr Special, which Eldred Norman constructed in only a few weeks before the 1955 AGP and then drove to an eighth-place finish. Among the big bangers from the sixties was Laurie Bennett's Can-Am McLaren-Chev. Laurie said it showed nearly 600hp on the dyno, but had been detuned slightly for more torque – it certainly looked a fearsome sight in my mirrors! The two laps of the track on Sunday morning were popular with the crowds, several people saying they were hoping for more.

Grant Campbell and team did a fine job to ensure the event's success and I greatly appreciated the opportunity to take part (Richard Batchelor).



Years before Lotus did so, the 1955 Zephyr Special employed its engine as a stressed chassis member (Owner: Graeme Snape)

For the Phillip Island Classic I was fortunate to have two of our visiting New Zealand F5000 guys David Abbott and Michael Clark along with our own Bob Morrow help during commentary when the F5000 cars were racing. Their knowledge on all things F5000 was second to none, and they kept us entertained during all the F5000 races over the three days of racing. Thanks again guys.

A lot of people ask how do we keep track of the cars during a race, well we have some high tech help in the form of a TV monitor and track position screen. Its a little different to the days of having our wives or friends doing a lap chart for us. Cheers Simmo

I would like to thank the volunteers who helped sort and pack our goods and Club equipment at Lexton Rd for the Phillip Island Meeting. Also those who assisted at the Island. Special thanks to Llyod for his guidance and valuable experience and Mark for his efforts despite a bad back on return on the Tuesday Peter Angus

Hi Richard, On behalf of the Falcon GT Club of Victoria, I thank you for our tickets for this years Phillip Island Event and confirm we will be attending again in 2019.

Regards, Andrew Tootell

Classifieds

Ford 1600cc Twin Cam L Block. Complete with Sump, Pump, DCOE 45's, Ignition, Clutch and Flywheel. Built by Larner Engines. Never raced. \$ 20,000 laurie@virtual.net .au 0409 162 160