



# 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 - August 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

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	8th	Goodwood Night VHRR Clubrooms .....	0427 031 737
<b>September</b>	<b>18th</b>	<b>AGM (note change of date from August), 03 9877 2317</b>	
October	14th	Rob Roy Interclub Round 3.....	0417 398 606
October	20-21st	Mt Tarrngower Hill Climb Maldon - Ritchie Redpath ...	0459 982 749
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
<b>Club Permit Scheme</b> (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.

**The VHRR gratefully acknowledges the support of our major sponsors**



SHARE THE PASSION

## IMPORTANT NOTICES

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### Notice Of Annual General Meeting 2018

Notice is hereby given that the Annual General Meeting of the VHRR will be held on Tuesday September 18 2018 at 8pm at the clubrooms in Lexton Road, Box Hill.

Nominations are called for the Executive positions of President, Vice President, Treasurer and Secretary and six positions on the General Committee. Nomination forms will be circulated with the August newsletter. Please consider putting your name forward.

Leanne Newson

Honorary Secretary

### Goodwood Night



VHRR Clubrooms 8th September with the buffet being served at 7.30 pm.

I would expect people will want to arrive around 6.30 pm for getting together, and chatting. It's a get in the mood type of night, with period clothing, i.e., the guys with Houndstooth jackets, flat hats, overalls etc, the ladies in 50's style of dress, flowing skirts, furs and big hats etc. Op shops always have a good selection of these items, its just a fun night, with my special raffle, at no charge for the tickets, for some nice goodies.

The VHRR will supply Red and White wines, and some soft drinks, so no need to bring drinks, unless you are drinking beer etc. Coffee and tea will be supplied by the club.

The evening is being fully catered for at \$33.00 per head payable to Ron Simmonds by cheque, do not make it out to the VHRR.

As it is actually the Goodwood weekend in the UK, I am going to try and live stream onto the big screen at the club.

I will need to know numbers by Friday the 31st of August for catering purposes.

Payments to be sent to:

Ron Simmonds

"Peppercorn Rise"

1/6 Grandview Crescent  
Healesville 3777

Enquiries: 0427 031 737 or 5962 2331

### Racing: A Passion

By Josh Lowing

My passion of racing and everything to do with it started at a young age, being exposed to the sport with my family being around it for a long

period of time. For example, my grandpa, Derek Smith, has raced and built his own cars for many years, which I have benefited from immensely as he shares lots of his knowledge with myself and others around him. Also, my uncle, Eric Bellamy, who competes in my grandpa's 1980 Wren Formula Ford, has led me into many great things to do with motorsport, to give an example, taking me to race meetings to support his nephew, Jack Le Brocq, who currently is competing in his maiden season in Supercars. I am very grateful to be involved in such a great sport such as motorsport. The involvement even as a spectator's point of view is amazing, to have a weekend of being metres away from race cars really gets your heart rate up! Also, it really helps for spectators when a weekend is run to schedule so there are no really long breaks in between races, and well-run weekend are made possible by the officials/marshals. Lots of bad talk has been said about the officials, but one thing needs to be remembered, they are human too, and we all know that no one is perfect, and mistakes are made. Also race meeting wouldn't be run if it wasn't for them! And especially after the very well-run Historic Winton in May of this year, I would like to thank them for doing what they do!

### VHRR members are invited to a

Rare Spares Car Club exclusive event at Shop 3A/195 Somerton Road, Rodborough Park on Thursday August 30, between 6-8.00pm. Special guest will be John Bowe. Great prizes on offer and store discounts. RSVP noting you are a VHRR member to [marketing@rarespares.net.au](mailto:marketing@rarespares.net.au) or 9305 3520

### BIG KAHUNAS AT KAUNAS – LITHUANIA

There really is a race circuit in the middle of Lithuania which the Russians forgot to demolish when they left about 20 years ago. Mind you, someone looks like they tried to demolish the Nemuno Ziedas Circuit, boy was it ROUGH. Great undulating layout, but boy was it ROUGH. The European Union has been splashing money from the rich members like Britain and Germany into the poorer countries like Lithuania and Latvia to try and build the economies and have a more level trading field (which is political speak for "let's go to the lowest common denominator"). One of their brilliant grants was to give the local car club 3 Million Euros to resurface this circuit. Surprise, surprise... the Club treasurer pocketed the money and buggered off to South America to leave the

crumbling circuit "as found".

We were given a wonderful and descriptive Driver's Briefing and driven/shown around the track.

"Here is where you will probably crash" we were told at one uphill, blind crown that was designed to throw you into the bank.

Well after qualifying a terrific 4th, David Kent probably crashed at THE spot in race 1 when his throttle jammed. And Neil McCrudden probably also crashed in race 2 at THE spot. Both cars were seriously damaged. David stripped the Lynx and will fly the chassis back to OZ to put on his jig, make a couple of new uprights and fly it all back to England to reassemble for his Goodwood Revival gig in a couple of months. Neil took up an offer from a local bunch of enthusiasts who reckoned they could straighten his car and body to try to make it the Latvia the following week.

Meanwhile, the rest of us bounced around the bumpy bitumen and in the final race on Sunday, Marty finished an excellent 4th, Peter Strauss 6th, Lance 8th, Bill 10th and Kim "I always make a great start" 11th after stuffing up the start. David's Elfin ceased to proceed after half a lap. Importantly, there was an all Australian podium in the Drum Braked class with Marty, Bill and John Rowe....Aussie, Aussie, Aussie...Oui, Oui, Oui!

Despite the ROUGH surface, it was a wonderful weekend and all the foreigners were treated like royalty. Lots of TV coverage and displays of our cars in the city square.

On the way to Latvia, we all stopped off for a Gala Dinner at the Zagare Palace. Sarah The Sensational actually lives in this village and runs FJ worldwide from her home office while mothering three very busy kids. Husband Saulis is an official guide and gave us a walking tour of this historic village before we dined at the Palace. There should probably be inverted commas around the word palace, but there was nothing un-spectacular about the feast of local goodies. The night was spoilt when Bill's wife Deb got up and made a long, tedious speech where she apologised for not going to more race meetings, and told everyone how wonderful they were and she hoped to see them more often now she has seen the appeal of our trips. Perhaps Deb has finally seen the light and will yet fulfil her destiny to become a fixture as Bill's Broly Bitch and Battery Bimbo.

Next day, we drove to Riga.

PENILE 'RIGA' MORTIS – LATVIA

After Kaunas, the Bikernieki Circuit was SMOOTH but still a bit daunting and fast. This drivers briefing and track tour also included "many people crash at this corner" plus a series of bends "when you crash here, it will be a big one".

As it turned out, no one crashed. The only injuries were whiplash as we turned our heads to gaze at the magnificent derrieres on the suitably clad grid girls. Who would have thought that the term "arse about face" originated in Latvia. In Sunday's main race, Marty again showed us how to do it and came 3rd, Lance 7th, Kim 10th, Peter spun his way back to 11th, Bill 15th and Neil in his hastily repaired Lotus, 16th. The Davids (Kent and Watkins) sat it out with broken cars and engines.

This time, the Drum Brake Class podium had Marty and Bill split by an American...bloody Trump's fault. But we still got a close encounter with the grid girls. We really shouldn't go on and on about grid girls, but after the racing, they were a highlight of Riga, along with the Riga Motor Museum which was attached to the circuit. This is a world class museum that really needed a full day for a visit. Now that was Euro grants well spent.

The last night in Riga proved interesting for our South African mate, David Innes (driving the ex Peter Boel Lola) who went out on the town and, no doubt inspired by the grid girls, was harmlessly chatting to a Latvian lass in a bar, when her boyfriend belted him over the head with a bottle. The Police arrested the bottle basher and insisted on taking the bleeding (heart and head) Innes to hospital. For some strange reason, they took him to a dentist, who stitched him up while he sat in the dentist's chair. Maybe they thought he suffered from acute "foot in mouth" condition.

Then onto the overnight ferry to Sweden.

**FREEZING OUR BOLLOCKS OFF AT KARLSKOGA - SWEDEN**

After a couple of days sightseeing around Stockholm (1 day too long), we took off for 2 hours to Karlskoga, to the Gellerasen Arena, the oldest track in Sweden. The drivers briefing advised that start was to be by flag...except it was when the flag was raised, ie as soon as it left the starters leg. Interesting.

A very, very tight track that created polarising opinions, great surface and facilities, but a circuit where you do not want rain!

So on Sunday race day it rained...and it rained...and it rained. But at least it was bitterly

cold, so David Watkins who had suffered overheating problems was able to start and drove from the back of the grid to finish 7th. Peter Strauss lunched his new gearbox on Saturday and chose not to bother half fixing it, so didn't start. Kim broke his front suspension arm (courtesy of the rough Lithuanian track) and belly flopped into the sand trap on Saturday. A new (old spare) arm got him back on the Sunday ice-skating rink. Marty slid his way around with the Wren to finish a fine 4th. The rest of us gently managed to stay afloat. No mean feat after the Saturday evening "Herring and Schnapps" education session where singing was optional but embraced.

At the trophy presentation, Marty and Bill picked up 1st and 2nd in the Drum braked class and Marty won the the major trophy for the whole Baltic sector.

So that was it for the 3 race Baltic Series. An absolutely fabulous experience where the Host countries and people were happily supportive and the organisation abilities of Formula Junior Grand Poobah, Duncan Rabagliati shone.

Except for the very last day, we were blessed with great weather and even greater racing. Half the team were going back to the UK to join over 120 Formula Juniors at Silverstone, which is the last race of the FJ 60th Jubilee three year programme – a super successful and massive undertaking. !

No other class of historic race cars can compete with the worldwide FJ program/circus so we should look forward to fostering strong support and growth of the category in Australia. Just like Formula 5000, there is terrific scope to mount an annual Tasman Series with New Zealand to field grids of 40 plus.

So that's enough fun for now, it's back home to face the Bank manager. Bill Hemming

### **Classifieds**

**1 complete electronic ignition** system for MG T series motors \$1000 Never used Bob Boast 0412 215 732

### **FOR SALE; 1969 Rennmax-Palliser**

Formula 2, Historic log book group O. Full history available. Reluctant sale \$65,000.00 Neg. contact Ian Gray 0431 847 870 or ian@graeson.com.au

**John Bowe offers for sale** his Martini Mk 47 historic Group R openwheeler.



As raced by JB at Winton short circuit Historics in 2018. French Factory built in 1984, full ground effects with Fuel injected Golf engine and Mark 9 Hewland. Engine has done one meeting since being completely rebuilt by Synergy Race engines and all chassis and suspension prepared by Steve Moody .

This is one of two produced and won the 1985 USA American Super Vee series driven by Didier Theys against dozens of RALTS.

Has Cams COD and is a delight to drive and is fully set up. Great racing at not silly money . Comes with wet tires and low mileage Dunlop's . \$60 thousand dollars , Might consider trade in .

Phone John Bowe

0418130275

Or e mail johnbowe@ozemail.com.au

**Alfa 147, 2 ltr twin spark**, May 2002 build,5 speed Selespeed trans.

Unreg but drives well, straight but for front bumper, black with red leather upholstery.

Good starter or parts car \$1250

Derek Smith 0403 830 390

