



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 - March 2019

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

March	8-9-10th	Phillip Island Classic.....	03 9877 2317
March	30-31st	HSRCA Wakefield Park.....	02 9988 4743
April	14th	Myrning Sprints	03 9827 8124 AH
April	23rd	MGM.....	03 9877 2317
May	5th	VHRR Rob Roy Hillclimb	0407 825 545
May	17-19th	Historic Winton	03 5428 2689
June	25th	MGM.....	03 9877 2317
August	3-4th	Winton Festival of Speed.....	0412 264 997
August	27th	AGM.....	03 9877 2317
September	28-29th	HSRCA Wakefield Park.....	02 9988 4743
October	22nd	MGM.....	03 9877 2317
October	25-27th	Historic Sandown	0402 224 133
November	30th	VHRR Annual Presentation & Awards Dinner.....	0407 825 545

(to avoid clashing with Adelaide's Motorsport Festival)

Committee Meetings 2019

January 21st	April 15th	July 15th	October 21st
February 18th	May 20th	August 19th	November 18th
March 18th	June 17th	September 16th	December 16th

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

To: VHRR Members & 2019 Phillip Island Classic "Festival of Motorsport" entrants

Re: VHRR and Group S Racing – GULF OIL Sponsorship for 2019 – a factual explanation

As you may be aware, the Group S Racing Association (GSRA) reached an agreement in 2018 with Gulf Oil for National Sponsorship of the Association, which in part, required the affixing of Gulf Oil sponsor signage/decals on competing vehicles. The affixing of Sponsor signage/decals on vehicles competing in Historic events is subject to the agreement of the Event Organiser, (VHRR for PI Classic, WFOS & Sandown) and the subsequent approval by CAMS under strict conditions as set out in the CAMS Manual.

In 2018, the VHRR agreed to the GSRA request for signage/decals as determined by CAMS, for all 2018 events promoted by VHRR, with the stipulation that no other external Gulf Oil advertising would be permitted at our events, other than inside Garages and/or Marquees.

It should be noted that the Gulf Oil sponsorship was for the sole benefit of the GSRA, and there has been no financial benefit to VHRR.

In January 2019, the GSRA lodged with VHRR a similar request for Gulf Oil sponsor signage/decals for our 2019 events.

You will also be aware that PENRITE has been a longstanding supporter and sponsor of the VHRR and the terms of the Sponsorship agreement with the VHRR for 2019 specifically preclude any other competing Oil Company sponsorship at our Events. In those circumstances, the VHRR has advised the GSRA that it is unable to agree to their request.

Unfortunately, the GSRA have advised that in response, it is withdrawing support for the 2019 VHRR Winton Festival of Speed and that support for 2019 VHRR Sandown Historics remains in doubt.

Participation at the Phillip Island Classic in a few weeks time will require all Grp S competitors to remove and/or completely cover all Gulf Oil decals in their entirety that are affixed to competing cars. Grp S cars will be observed at the pre grid marshaling area, and any cars found that still have visible Gulf signage will not be permitted onto the circuit. We are confident that we will get total cooperation from competitors in this regard.

It is extremely disappointing that we have reached this impasse, but it should be noted that competing sponsorships can never easily co exist and the VHRR is committed to the

PENRITE relationship which has existed for 30 years. Whilst we will continue to invite and we actively encourage Group S competitors to participate in our Events, we trust that the GSRA may source an alternative suitable sponsor which avoids this issue in the future.

Yours truly, VHRR 14 February 2019

Vale: Bill Prowse

Bill was born in Ballarat 94+ years ago, and he never wasted 1 of those years. He joined the Air Force late in World War 2 as an engineer, and never lost interest in aircraft and flying them. After the war he had a car dealership in Mordialloc, he was a bank manager in Ballarat, where he met Lois his wife. He worked for the late Bib Stillwell, then managed Civil Flying Service, and was involved with Bib's Lear Jet business. He was sales manager for Commonwealth Aircraft Corporation's Nomad project which involved travelling all over the world. He was president of the Ferrari club. Bill loved a joke, and on one of the Melbourne to Adelaide Grand Prix rallies woke one morning to find Bob Minogue had placed a huge Chevrolet sticker across the back of the Ferrari. So Bill and his mates got to work and cut out dozens of swastikas, for Bob to find his Porsche covered next morning in swastikas.

Bill had many cars including; 30/98 Vauxhall J3 MG, Alta, Lotus, Ricciardi which he sold to Daniel's father Joe Ricciardi, and many more cars.

He won the Conducteurs Anciens in Jim Russell's Ford Special at Rob Roy hill climb as well as many other victories in motor sport. He is survived by Lois, daughters Vicky, Joanne, son Tony and their families of grand children and great grand children. Ron Townley

Vince Ciccarello, VHRR Member, has been awarded the Castrol Australian Official of the Year after contributing to for more than 30 years. During his time as an official, Vince has held a variety of positions including Event Secretary, Clerk of Course and Race Director on an international level all the way down to grassroots. Well done Vince!



We are happy to continue with our usual sponsorship as per in past events.

Maybe of interest, we had a couple of guests join us last year. Peter McKay who owns Field AIR in Ballarat. Peter is responsible for the rapid response firebombing in Victoria .

He brought along Ray Horton who is Canadian pilot. Ray flies the RJ85 firebomber you will have seen him at work over the past weeks on the Gippsland fires dropping fire retardant They were both blown away with the calibre of the event. Ray has a Mustang so there was plenty there for him to see.

Anyway just thought I would pass on how we all enjoyed the weekend Well Done !

Cheers Nisbet (Callanish Restorations)

Historic Racing: In My Opinion

As far as racing goes, in my opinion, historic racing has to be one of the best out there. The atmosphere is like nothing else, the number of spectators that attend is mind-blowing. Spectator support is one of the most important factors in racing and it's amazing in historic racing as there isn't any television coverage of the historic racing events, it gives race fans an incentive to get out into the fresh air and come and have a look! The racing is always great at a historic level, with classes of so many different varieties of cars racing around so many different varieties of tracks. The cars being raced/displayed are the real attractions at these events, countless enthusiasts bring along their pride and joy for a weekend watching stunning pieces of machinery blast by them! As a younger boy, the cars were the things that made me desperately want to go to the historic races, I used to look (and still do!) at the cars being raced or being exhibited and think 'I'll have one of those one day', and the dream hasn't changed since. It's little things like that draw people to these meetings. Another reason I love historic racing is that everywhere you look you have friendly fellow car lovers around you. Some are so friendly that sometimes our little Formula Ford team have gone looking for advice on how to drive a track that we are new to, and fellow drivers have given tips that really work! It's such a great thing to be involved in, and with the Phillip Island Classic very close indeed, come down for a day and see why so many people love it!

Grand Prix car in Hawksburn!

Cruising through Hawksburn the other day I spotted this gorgeous 1920s Bugatti angle parked near a Volvo distributor. The photo from inside my car hardly does it justice but I noticed two names painted on the side of the car, one being "T. Tapper," which rang a bell. For more than 50 years I have owned a great

book titled Amateur Racing Driver by a Thomas P. Cholmondeley Tapper (Amazon has copies of the book).



Tapper was from Christchurch, New Zealand. He was born in 1910 and travelled with his family to Great Britain in 1926, passing the entrance exam to Cambridge aged 16. He was a gun snow skier (representing Great Britain at the 1937 world championships) and was also keen to start a motor racing career. He wrote to Ettore Bugatti offering his services as a works driver, admitting he had no track experience but had done some ski racing. Unsurprisingly Bugatti did not reply so Tapper bought a five-year-old Type 37 Bugatti grand prix car, which he initially also used as his road car, fitted with windscreen and mudguards. Tapper achieved some good results at Brooklands and Donington Park with the non-supercharged car against drivers of more powerful machinery. This whetted his appetite for the great Continental road circuits.

In August 1934, he towed the Bugatti to Switzerland with a fixed bar behind his elderly Lancia road car. He had entered for the Prix de Berne, a support race for the Swiss GP. He finished an encouraging 8th out of 22 starters, which included some very big names. For 1935 he supercharged the Bugatti, increasing its performance but at the expense of horrendous oil consumption. By now he owned a trailer and an old Type 40 Bugatti tow car and the team took part in several Continental grands prix but was plagued by unreliability. Fortunately, Ettore Bugatti had been following Tapper's career and had the Type 37 rebuilt free of charge.

For the 1936 season Tapper bought a 1934 Maserati 8CM of three litres supercharged and 230bhp, contesting the German GP among other big events, amazed at the performance of the Mercedes and Auto-Union "Silver Arrows" and mingling with aces like Caracciola and Nuvolari. Tapper gave motor sport away in 1937 but continued skiing until his 80th year. He died in 2001 aged 90. Richard Batchelor

The Davison family's Ecurie Australie team continues to build relationships with UK based Formula Ford team, Souley Motorsport.

At this year's Phillip Island Classic, team principal Brian Soule returns for his fourth visit to the Island with two of his regular team drivers, Oliver White in the Ecurie Australie FF89

Reynard and Mark de Rozarieux in the Souley Motorsport RF88 Van Dieman.



Commenting on the meeting, Brian Soule said "Phillip Island is such an iconic circuit in world motorsport, and the annual PI Classic is such a great event, so being able to come to Australia during the English winter is a real bonus for our drivers. Oli may win three from three races at Bathurst last year, but is expecting plenty of competition at PI from excellent drivers like Jon Miles, Andrew McInnes, Richard Davison and Tim Blanchard"

My son's 1966 Mustang GT 350 Shelby GT clone he bought in from USA, 5 year ground up resto by himself (FIFO diesel mechanic) won Best Muscle Car in Show at 1st outing. 400 cars in show. We are going to Barbabagallo at end of February for 50th Anniversary. He has been invited by MOCWA to represent 1964/67 Mustangs. Alex McLachlan

Gippsland Vehicle Collection Swap Meet. Sunday, 28th April, 2019. Gates open for buyers and sellers at 7am.

Gippsland Vehicle Collection (GVC), 1A Sale Rd, Maffra, Victoria. Swap meet will feature car, motorbike and other vehicle parts, collectables, Garagenalia, Man Cave items and other motoring-related treasures. Cost is a \$10 site fee for sellers and \$5 entry fee to the grounds for buyers. Camping is available on the grounds on Saturday night, but must be booked. Full onsite catering on the day.

For more information and bookings call Mike on 0402 084 302.

Admission to view the Gippsland Vehicle Collection and Model World Maffra on the day is at a discounted rate of \$10, with children 15 and under admitted for free.

Classifieds

The B.W.A. Group K, well known Australian Special, with Grand Prix history, and race ready is for sale.

The MGA twin cam ex Vern Schuppan, which has had a body off restoration, painted original factory colour Glacier Blue is also for sale. Robert Richards, and Cameron Sabine, of

Donington auctions are selling the cars in an on line auction closing on 28.4.2019. 03 9882 1433 I feel it is time I grew up. Ron Townley

I am trying to find out if any of the VHRR members may know of the existence of a racing car that I owned in the late 1960s.

The car, which I believe was built in Australia, as a copy of a Lotus 22, was purchased from Derry George (a friend of my father) in about August 1968, and driven by myself at club meetings (Australian Motor Sports Club) at Calder, Warnambool Sprints, and at Calder Drag Races up until late 1969. It was known as the LOMAX FORD, and had a Ford 116E based engine, VW gearbox, Cooper front and Lotus rear wheels. It had a CAMS Logbook. It was sold in late 1969, but I don't have any more details.

I have been attending (spectating) at historic race meetings since 2007, and have been to most of the Sandown and Phillip Island races, and a few of the Winton races, but I have not seen the Lomax Ford at any of them.

If it is still around, and in Victoria, it would be fantastic to see it, and speak with the current owner.



I have put photos of the car on Facebook in Old Motor Racing Photographs (Aust), but no luck so far. Hopefully one of your members may know something.

Kind Regards, Richard Lock.

A close friend has owned for a number of years the 'Kinneer 500' a hill climb car that belonged to one of the Kinneer brothers (Kinneers Ropes).

I'm trying to find out any information or pictures of the vehicle. Any help would be greatly appreciated.

Thanks, Colin Radley colradau@yahoo.com.au