



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 2020

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	1st	Rob Roy InterClub Challenge round 1	0407 825 545
March	5-8th	Phillip Island Classic CCE	03 9877 2317
March	22nd	Kalorama Rally	0409 027 392
April	19th	Myrningong Sprints	0412 137 564
April	28th	MGM	03 9877 2317
May	3rd	VHRR Historic RR Triple Cup Rd 1 (CCE, hillclimb)	0407 825 545
May	29-31st	Historic Winton	03 5428 2689
May	24th	Rob Roy InterClub Challenge round 2	0407 825 545
June	23rd	MGM	03 9877 2317
August	1st-2nd	Winton Festival of Speed CCE	0412 264 997
August	16th	VSCC Hillclimb Triple Cup Round 2	0407 825 545
August	25th	AGM	03 9877 2317
October	4th	Rob Roy InterClub Ch Round 3 (CCE, hillclimb)	0417 398 606
October	27th	MGM	03 9877 2317
November	1st	MGCC 29th Historic & Classic Hillclimb TC Round 3	0407 825 545
November	6-8th	Historic Sandown CCE	0402 224 133
TBC		VHRR Annual Presentation & Awards Dinner	0407 825 545

Committee Meetings 2020

January 20th	April 20th	July 20th	October 19th
February 17th	May 18th	August 17th	November 16th
March 16th	June 15th	September 21st	December 14th

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 Chris Nelson 0439 955 562

(Red Plate)

2/1 Rushdale Street, Knoxfield 3180 BH only please.

*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 Notices: Club Membership and free entry to race meetings

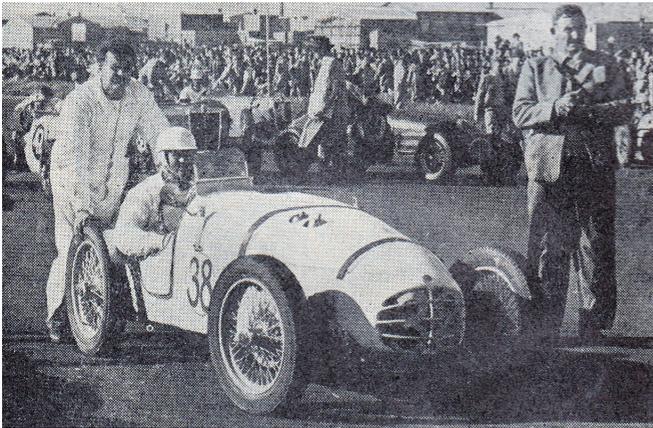
Members are reminded that you get one complimentary entry to the Phillip Island Classic, Winton Festival of Speed and Historic Sandown race meetings as part of your membership.

You must have your current membership card with you; just show it at the entry gate.

Leanne Newson

Secretary

Vale: Neal Charge. Neal passed away recently aged just under 102. The Committee and Members express their sincere condolences to Chris and family. A life well lived. A Memorial service for Neal will be held at the Heritage Funeral Home 733 Boronia Road Wantirna on Friday, March 6th 2020 at 10am.



Neil Charge, assisted by his brother and father, moves on to the starting grid in his special M.G. TC.

Page 26 AUSTRALIAN MOTOR SPORTS, October, 1952

Thanks to Bob Watson for this pic...

The Over The Top Tour

May 1st meet at Yarragon for morning tea, then stop in Bairnsdale to see the ceiling of the Catholic church.

Travel on to Bruthen for lunch, then travel to Ensay, see the remains of Ensay Station established in 1839 by Angus McMillan. Back to David Coys Ensay winery, then on to the Golden Age hotel-motel for our overnight

accommodation. Saturday morning off to a Cassillis winery, then over Mount Hotham to the autumn leaves at Bright. Saturday night accommodation will be in this area.

Mid February I will be visiting the area to tie up the rest of the trip which will end at Sunday lunch around Milawa. 15 rooms are booked, and Gippsland needs tourists after the recent fires. Costs for Friday and Saturday nights with more details will be in the next newsletter.

Book early only 15 rooms.
Ron Townley 0418 999 576

Unleaded Race Fuels

Now we have all switched over to some sort of unleaded race fuel, there are a few things to consider.

FUEL FOAM: There are a lot of different types of foam out there, but only one is compatible with

Hydrocarbon Unleaded Race fuels, they are the ones designed for E85, generally yellow in colour but I have also seen black/grey. So keep a sharp eye on your fuel filter for signs of old foam breaking down.

FUEL LINES: Rubber, 100, 120, 115, series braided fuel lines are not recommended for hydrocarbon unleaded race fuels as it is known to allow the permeation of fuel smell through the layers. It is recommended a 200 Teflon series or equivalent Teflon be used. These are still early days with these

new type of unleaded race fuels, so time will tell what other parts will be affected ie; fuel pumps, fuel filters, carburettors, etc.

Ken Bedgood - Team Penrite

Motorsport Australia Service Awards

Victoria's Motorsport Australia State Awards, presented by Burson Auto Parts took place on Friday February 7, with the state's 2019 champions being celebrated. At the dinner both



Ian McLennan and Noel Robson were presented with a CAMS Service Award in recognition of their long and distinguished support of historic motor sport. Their membership, positions of authority, and involvement in car clubs, and most particularly the VHRR, was acknowledged. Ian's work as Treasurer of the VHRR was highlighted, as was Noel's chairing of the Historic Sandown Race Committee. Both Ian and Noel have made a significant contribution to historic motor racing and it was a pleasure to be able to join them, along with other general committee members and family, as this contribution was recognised. Congratulations Ian and Noel – your awards are very much deserved.

Leanne Newson

**Richard Seaman remembered
Mercedes Grand Prix ace raced
“Hawksburn” Bugatti**



The March 2019 VHRR Newsletter had a short article titled “Grand Prix car in Hawksburn” about a 1927 Type 37A Bugatti grand prix car which I spotted parked in that suburb (photo below). In the article I gave some details about one of the car's previous owners, the NZ-born skier and race driver T.P.C. Tapper. The car is now on display in a small Malvern Road showroom along with an information board, but don't even think about doing a ram raid – the Prahran police station and courthouse are next door!

For the record, the Bugatti is chassis number

37332 with a 1.5 litre four-cylinder engine producing 90hp and weighs 750kg. Previous owners are listed, and the board states it is now “part of the Australian Yacht Squadron Art and Automobile Collection.” In the car's race history two names stand out, Leslie Ballamy and Richard Seaman.

Leslie Ballamy (1903-1991) was a well-known engineer and suspension designer. In 1937 he drove the Bugatti at the Prescott hill climb. By far the Bugatti's most famous driver, however, was Richard Seaman, who drove it in the 1938 Whitsun meeting at Brooklands. Seaman was THE British superstar race driver of the 1930s. Born in privileged circumstances in 1913 he was educated at Rugby and Trinity College, Cambridge, where he met the young American millionaire Whitney Straight, with whom he teamed up to race cars and fly aeroplanes. Seaman wrote off a new Bugatti against a bus at Victoria Coach station and his mother then bought him a country estate for his 20th birthday, as she thought country life would be good for him. It wasn't.

Seaman joined Straight's new racing team along with their friend Hugh Hamilton. In August 1934 Seaman won his first major event, the Prix de Berne at Bremgarten, then watched Hamilton contesting the Swiss Grand Prix on that circuit. Sadly, Hamilton drove his Maserati 8CM into a tree and was killed.

After that Whitney Straight focused on aviation, becoming a naturalised British citizen and earning the Military Cross in the RAF during WW2. Post-war he became MD of BOAC (now British Airways).

Meanwhile Seaman's mother did her best to persuade her son to give up racing, even buying him a plane to divert his attention. Instead Seaman bought an ERA and won three European races in the car. After further wins in a Delage and a Maserati 8CM, Seaman was invited for trials with Mercedes-Benz at Monza. By now a seriously quick and experienced race driver, Seaman was duly signed by the team, despite having hit a tree at high speed, badly damaging the car and injuring his knee.

In the 1937 German Grand Prix at the Nürburgring, Von Delius's Auto-Union crashed into Seaman's car at 170mph. Von Delius lost his life but Seaman survived after being thrown from his car, suffering burns, a broken nose, thumb, wrist and arm.

Seaman (centre) with Mercedes team mates Von Brauchitsch and Caracciola



On 15 June 1938 Seaman met and fell in love with the beautiful Erica Popp, daughter of the head of BMW (Seaman spoke fluent German). Nine days later he powered his V12 Mercedes 154 to victory in the German GP and gave the Nazi salute on the Nürburgring victory podium, in front of the 300,000 crowd. Erica Popp and Seaman were married in London in December that year and spent their honeymoon skiing in the Bavarian and Austrian alps.

Seaman's luck ran out at Spa on 25 June 1939 when he crashed in heavy rain while leading the Belgian Grand Prix. The car caught fire and he suffered terrible burns. On his deathbed he told Rudi Uhlenhaut of Mercedes, "I was going too fast for the conditions – it was entirely my own fault – I am sorry." He was 26. Seaman's funeral was held in London on 30 June and Hitler sent an enormous wreath. Two months later he

invaded Poland. Seaman must have been facing an awful dilemma in 1939. War was inevitable and, as a qualified pilot, he would have been under pressure to join the Luftwaffe. The prospect of waging war against Great Britain would have devastated him. Joining the RAF and bombing Germany would be equally unacceptable. Perhaps this explains his fatal lapse of concentration in Belgium.

Richard Batchelor

Wakefield Park- A Weekend In Review

The long drive to Wakefield Park Raceway was certainly worth it. After driving 750 kilometres to get to the track on the Thursday, Conor Ryan and I were keen to get back behind the wheel of the mighty Daveric Formula Vee when proceedings started on Friday. The meeting itself was a normal Wakefield race weekend but included in the schedule was a feature for Formula Vee, which this year celebrates

its 55th Anniversary of racing in Australia, with categories for Formula Vee 1200, 1600 and Regularity being run over the course of the weekend. Conor would be racing in the 1200 class, and I was entered for Regularity. The weekend started with a practice day on the Friday, and that proved beneficial for both Conor and I, as this was Conor's first time back in the Vee for quite some time, it was also my first meeting for the year 2020 and my first time driving at the Wakefield Park circuit. After a very beneficial day of practicing, we prepared for the official proceedings to begin on Saturday. Saturday went well for us, Conor was 7th in both Qualifying and Race 1, which was a fantastic effort, considering we were down on power and the field contained 20 or more cars. In my Regularity runs on Saturday, I found lots of gains in my race craft and I was happy with my PB



lap time, so it was a productive day for all! Sunday was an up and down day for myself and Conor, as my first run was frustrating after not getting a clean lap in without traffic

but the car felt good, and Conor had a solid run in Race 2, despite losing the nose cone off the Vee, which was returned by the marshals after the race. The nose was then duct taped and cable tied back on, and Conor, with the



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 ■ Touring cars to 1970
 ■ Clubman Cars
 ■ Reproduction Sports Cars &
 ■ Specials to 1975 Period

Spectator Entry:
 \$10 Adults
 Children Free

KOROBET ROAD MYRNIONG
Sunday 19th April 2020

Organised by the
 Austin 7 Club Inc &
 Myrniong Hall Committee
 More info:
 Entries Secretary: Phillip Fitton ph: 0412 137 564
 OR
 competitionsecretary@austin7club.org

The Albert Heaney Oval Committee would like to thank your club for supporting our event, Swanpool Motor Festival for 2020. This year our Committee raised over \$3000 profit, with an additional \$1900 gate takings shared between the three local CFA Brigades, (Swanpool, Lima South and Samaria). The Swanpool Primary School also raised funds from drink sales. This is what this Festival is all about, raising much needed funds for local organisations and maintaining a meeting place for all locals within the Swanpool and districts area. Despite power and communication outages, the local community gathered together and the festival went ahead with the locals overcoming all problems.

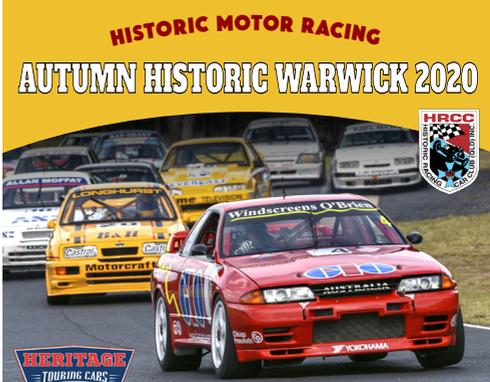
The concept of a Festival was once again a huge success with record numbers (182 vehicles and over 1400 members of the public) filling the Swanpool Football Oval. Feedback has been very positive and with exposure on WIN TV (Shepparton) once again covering our event and showing it on Monday night. Both the Benalla Ensign and Mansfield Courier Newspapers covered the festival with reports and images.

classic 'she'll be right' attitude, gave me the all clear to go for my final run of the weekend. My last run started really well, after getting onto the back of a modern Vee and using the slipstream to my advantage, I lowered my PB by a further 2 seconds, which put me well up the order on the Historic Vee timesheet. I must mention, this was only a couple of seconds off Conor's best time for the weekend, which was quite encouraging. But, two corners after setting the PB, I was forced to park the mighty Daveric on the side of the track after a fuel/acceleration issue caused havoc within the little 1200cc motor. This meant our day was done, and despite our greatest efforts, Conor had to watch Race 3 for the 1200's from the sidelines. Other than the issue with the car, our weekend was one to be proud of, with a lot of positives to walk away with. As always, a huge thank you to Conor for the opportunity to drive his car, and to everyone who made the weekend possible, thank you, you're all legends!

Josh Lowing

Swan Pool Motor Festival

VHRR Philip Island Car Classic Festival of Motorsport Attention: Richard Williams
7. February 2020



HISTORIC MOTOR RACING
AUTUMN HISTORIC WARWICK 2020



9th & 10th May
 Morgan Park Raceway, Warwick, Queensland

Entries invited for all 5th Category cars and Regularity Trials
 Interstate competitors will be made most welcome

This race meeting features
Round 2 of the Heritage Touring Cars National Championship Series
 Racing for - Lloyd Bax Trophy, John French Trophy, Glenn Seton Trophy

Visit the HRCC website for more information
www.hrcc.org.au
 email info@hrcc.org.au
www.facebook.com/Historic-Racing-Car-Club-Queensland-Inc-255941471116815/






Being our second year we have once again proved that the success of this Festival was largely due to our Committee being able to hand out gift cards provided by businesses like yours as awards in lieu of trophies. These prizes attract a large field of cars, in particular, award-winning vehicles that attracts the public. As previously stated if your business wants to exhibit at the Festival you can contact me and we can arrange your display, free of cost.

Our Committee is already in the planning stages for next year's event to be held in 2021 and we would welcome your business to continue supporting our Festival.

Once again, thank you for all your support, as without such support we could not continue.

Cheers,

Ross Coles Organising Committee Member
swainnotortestival@gmail.com 0417 351 304

Wanted:

The library is attempting to compile a collection of *Race Results* from past Australian Race meetings especially Victorian.

These results will provide us with definitive proof that a particular car competed in an event.

I am happy to *Borrow* your result sheets, scan them and promptly return them to you. This way the club can retain both a digital copy as well as print out a hard copy that can be accessed by members.

It is important that this information is not lost. Please email me at the library – Library@VHRR.com if you can help, or catch up with me on Wednesdays at the clubrooms or on meeting nights.

Thanks, Cheryl Reid

Classifieds

Elfin 620B Formula Ford from the estate of the late Don Halpin . Restored & running . For further information please contact Peter Halpin on - 0418 593 659 . Please leave a message if the phone is unattended . For additional photos e-mail Brian Simpson at - cooperjap1955@gmail.com or call him on - 0419 091 499 .
\$18,500.00

Long time racer and hill climber Don Ashton has retired from motor sport, and he would like his race gear to go to a new home. Don drove in the 1956 AGP meeting driving a Fiat 1100 in the touring car races, up until recently he was driving a Ford Cortina at hill climbs.

He has for sale these items..

1. Revolution driving suit, blue in color, measurement of waist 34" inside leg 30", would

suit a medium build person.

2. RPM black boots size 8.

3. A THH brand open face helmet in white..

4. Gloves medium.

5. Gear bag.

All items are CAMS approved.

All items are in excellent condition, with very little use.

Don would like \$190.00 for the lot, which is way under normal retail price.

Contact Ron Simmonds on 0427031737 or Don Ashton on 59624587.

Historic Amaroo posters in excellent condition 1979 to1984 suitable for framing - donation to VHRR. Phone 0407889858

For Sale/ Expressions of Interest

Still have my Group A Sports car for sale.

Open sports car originally logged booked as Group A in 1967. First time offered on the open market. Full space frame tube chassis

Extensive restoration including rebuilt 179

Holden engine (\$6000), Race spec engine

with Wade 140 cam and chevy valves, Engine

running. Rebuilt Moss gearbox. Rebuilt Holden

EH live rear axle with LSD. Triumph Spitfire

front suspension. Reconditioned Holden rims

7 and 9 inch with new AR tyres. Triple SUs and

new fuel tank. Tuned for 98 pump fuel. Original

alloy body was lost and new glassfire body

to original pattern has been made, requiring

some finishing. Price includes log books x2,

photographs, documented history, moulds and

some spares. rlmotorsport520@gmail.com

Ray McAuliffe.

Stuckey Tyre Service is pleased to

announce its appointment as Sole Australian

Distributor of the famous Blockley Tyres of UK.

Stuckeys now have stocks of all these exciting

new (and old) tyres heading our way. Importantly

these tyres are due to arrive just in time for the

Phillip Island Classic in March!

Regards, Russell Stuckey

Stuckey Tyre Service 828 Sydney Rd

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29th - 31st May 2020

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Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photographers: Andrew Day & Paul Stevenson.

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CHALLENGE SERIES FEATURING
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2020

Round 1 3rd May

promoted by the
VICTORIAN HISTORIC RACING REGISTER
Entry Forms vhrr.com.au
Event Enquiries Mike Barker 0407 825 545
Entry Enquiries John Kelso 0417 398 606

Round 2 16th August

promoted by the
VINTAGE SPORTS CAR CLUB OF VICTORIA
Entry Forms vintagesportscarclub.org.au
Event Enquiries Daniel Zampatti BH 9335 4666
Entry Enquiries Mark Burns 0417 002 892

Round 3 1st November

promoted by the
M.G. CAR CLUB OF VICTORIA
Entry Forms robroyhillclimb.com.au
Event Enquiries Wayne Rushton 0412 339 934
Entry Enquiries John Kelso 0417 398 606

OFFICIAL TIMED RUNS COMMENCE 9AM
FULL CATERING IS PROVIDED ON SITE AT ALL EVENTS

robroyhillclimb.com.au



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