



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 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

May	3rd	VHRR Historic RR Triple Cup - Cancelled.....	0407 825 545
May	29-31st	Historic Winton - Cancelled.....	03 5428 2689
May	24th	Rob Roy InterClub Challenge round 2 - Cancelled.....	0407 825 545
June	23rd	MGM.....	03 9877 2317
August	1st-2nd	Winton Festival of Speed CCE - Cancelled.....	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

Please note* At present, many things are being cancelled/postponed so please check before you go.

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 Nelson0439 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

Membership fees 2020-21

Given the hardship we are all facing in these turbulent times, the Committee have reviewed the membership renewal fees for the club. The renewal forms go out in May/June for the 2020-2021 membership year, and will arrive at a time of real economic difficulty for many.

Thus the committee have agreed that fees for the coming year will be reduced to 30% (rounding up or down) of the current fees. This means the fees for the next renewal year will be:

Full membership	\$48
Associate membership	\$19
Non-racing membership	\$34

This is recognition of the difficult circumstances we all face and gives certainty for members who have cars on the club permit scheme.

We feel this is the right thing to do at this time, for our members and the club. While understanding that historic motor sport and our general meetings and other social events are very much curtailed at present, we hope this is temporary. We look forward to a time when things return to a version of "normal."

We would encourage you all to renew your membership this year when the form arrives to keep the club viable and vibrant.

It is likely that the AGM due to be held in August may be rescheduled; more on that later.

Take care and keep well.

Leanne Newson

Secretary

'Thankyou' from Marcos and Mini Jem Owners of Australia.



A Marcos gathering we decided was required. But where to have it?, the owners enquired. After last year at PI and seeing the Bolwell club. I asked R.W, could the Marcos do the same and what was the rub?

Happy to help came R.W's reply
And he was true to his word no hint of a lie
So I sent out emails and a date was set
Let's see how many Marcos to PI we can get !

It took some work with nobody from Marcos taking up the slack
But we were in too deep there was no going back
Cars wouldn't run and guys wouldn't commit
Thank god we missed this Covid-19 and loo roll s**t !!

We had enough cars, though some en-route broke down
So we were short on numbers for Fridays display in the centre of town
On Saturday we got one more, an 1800 project taking our number to seven
But double figures we were chasing to make it Marcos heaven

Finally, on Sunday we increased the car numbers to ten
Without those breakdowns what might it have looked like then ?!
Through it all R.W's help to us never wavered
Which was a big relief and something to be savoured

We got our track laps, a photoshoot, and access to the pits
And didn't those shots from SD turn out some great pics!
So the guys left very happy on Sunday night
We all agreed the venue had been just right

So from Marcos owners across the land, both wide and far
We'd just like to say R.W "You're a star!"
To you and the VHRP, you're an organising Master
Best wishes, stay safe and hope you're quarantined now with lots of bog roll and pasta!

With an Extra Thankyou from me personally and hope to see you at future events.
Regards,

Phil Smethurst and the Marcos and Mini Jem owners of Australia.

A special thank you to Ian Tate and the VHRR for the welcome they showed to our international drivers and crew at this year's Phillip Island Classic. They sure return to the UK and Europe with glowing tales of their time at Phillip Island

I was a great honour for us to have Adrian Reynard as part of our team, he loved the whole experience, especially the track and the welcoming and friendly atmosphere. He also enjoyed "reconnecting" with one of his early designs when he drove my FF84 Reynard.

Chris Davison



Making My Debut - A Year Later

This time last year, I was gearing up for what was almost definitely the best day of my life, the 2019 VHRR Rob Roy Hillclimb. It's incredible how quickly the past year has absolutely flown by, and how much I've learnt over that period of time.

I vividly remember receiving the news that I'd be driving Conor Ryan's Daveric Formula Vee up the Rob Roy hill, and clearly recall not getting a wink of sleep for the next few nights

because I was so excited, as my life-long dream of driving a race car was becoming a reality. I also remember spending hour after hour behind the wheel of my grandpa Derek Smith's Mitsubishi Outlander wagon, learning how to drive a manual and making sure I knew what to do on the day. I still can't thank Derek enough for being a fantastic teacher and showing mega amounts of patience every-time I stalled whilst practicing my starts!

The event rolled around so quickly, and I remember being so nervous, but yet so keen to have my first run up the hill. We got to the track early and walked the track to see what I was up against, as I'd never seen past Skyline. The only part I knew well was the run up to the first corner, as I'd taken part in a billy-cart competition there a few years prior.

Driving up to scrutineering was my first ever time in the car, and those few minutes I spent getting used to my surroundings really paid off and proved to be beneficial later in the day.

After scrutineering, I got the chance to do a 'familiarization run' up the hill, and followed Conor, who was struggling to stay in a straight line in Jimmy Russell's 'Testa Piatta' Ford Special, up the hill for what was my first time driving up the Rob Roy Hillclimb.

It was set to be a busy day, with Conor running a fair few cars, with a fair few people driving them. Declan Foo and I shared the Vee, Matt Scott drove the Elgaram Jaguar with Conor, Daniel Zampatti was driving the Vauxhall, and as mentioned Conor also drove the 'Testa Piatta' as a warm-up for Historic Winton which took place a few weeks later

The day flew by after that, and at the end of the day I was very pleased with my progress, an 11 second turnaround in my timed runs from a 44 second run up the hill to my best time of the day, which was a 33 second run. I managed to get faster every time also, which was a very pleasing effort from my point of view.

To this day, I can't thank Conor enough for the opportunity, and the other opportunities that I've been presented with since then. I'm a very lucky boy!

Josh Lowing

Norman Wilson, "Mr. Konig snow chains" passed away last week (17.04.2020)

Norm was a good friend, an industry colleague, and was always interested to have chat about my race car. Norm was well known within the ski industry and the Hotham ski community. Condolences to Liz. Richard Townley

This personal message from Nigel Tait highlights Norm's talent as an engineer.

"To our Repco Brabham friends I'm sorry to be the bearer of sad news. I've just heard that Norman Wilson passed away today. I don't know much more other than he'd been ill for quite some time. Norman was an exceptionally talented engineer and though his specialty was in racing car engine design that is only a fraction of the extent of his talents and achievements. Notably Norman designed the cylinder block of the 700 series Repco Brabham engines once it became apparent that the ones sourced from GM in the USA were no longer available. But his design talents in respect to Repco Brabham engines went way further. Prior to all this Norman had been a research engineer at Repco Research and in his later years apart from actively being a highly respected consultant design engineer he combined his talent and love for snow skiing by operating a snow chain business. I know that this involved Norman in close collaboration and visits to a major European wheel chain manufacturer. On a personal note I have to thank Norman for his advice that the snow skiing in the lovely Italian resort of Cervinia was as good as it gets. It is. Norman was a wonderful person and it's a real shame that his passing should come at a time when large gatherings are not permitted since his many many friends would surely have wished to be in person for his farewell. Our love to Liz. RIP Norman"

During this lock down, I have caught up on a bit of reading. These three books are worth a read.

The Alice Anderson one is about the only all female garage situated in Kew, hence the name

Kew Garage. Part of the story is situated in and around Healesville, the Black Spur and Narbethong, a sad ending unfortunately. John Smailes has written two interesting books also worth a read, his research into these two books is really amazing. He was in the best possible place to report on the London to Sydney book, as he was a young newspaper reporter travelling with the event in 1968. The Mt Panorama book again shows John's detail to his research, some unknown history about the early days of the circuit is really amazing.

I hope all are safe and well, I personally can't wait for the return of some motor racing events, and a return of the VHRR Wednesday lunches. Best wishes in these trying times, Cheers Simmo.

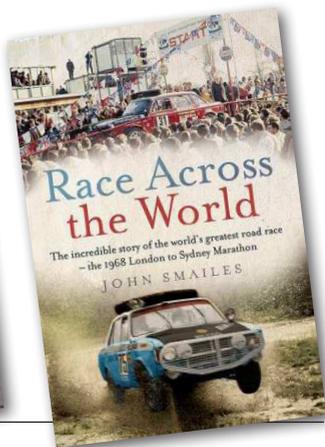
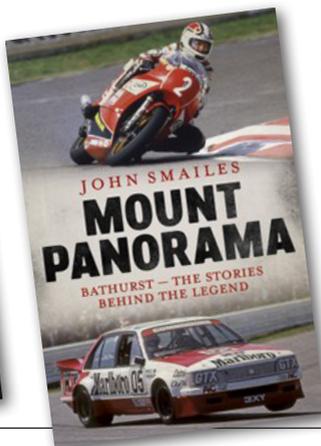
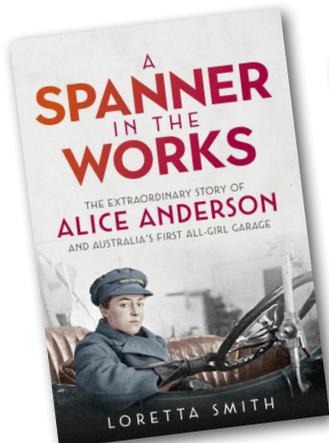
I wish to thank VHRR for allowing me to collect donations for the RSL Anzac Appeal, on behalf of the Cheltenham/Moorabbin RSL. I managed to collect a sum of \$1,300,00 plus over the 4 days.

Which has been one of the only sums that the Cheltenham/Moorabbin Club has received, due to shut down of all direct public contact.

To all VHRR members and Public who donated **THANK YOU.**

Roger Griffin.

Following the announcement, to the dismay of us all, that all racing this year would be taking a mandatory rest period (to my knowledge the first since WW2) due to that Mexican Beer Virus, many racers, Professionals and Amateurs alike have taken to their Playstations and PC's in order to fill that hole in proceedings. All major racing series now have Simracing Leagues with mainly their full time professional drivers, this includes F1, Nascar,



Jane rejoined the track first and took the chequered flag while Thomson could only re-gain fourth place behind Jim McKeown and John McCormack. After the slow down lap and during the presentations Jane received a lot of heckling and abuse from the partisan crowd but also came under the attention of a furious Bryan Thomson. Thommo got straight out of his car, gave his fans a wave and them fronted up to Jane and pulled him aside for a few words. After about five minutes things seemed to be calmed over but then Thomson explained his displeasure once more during the television presentation in no uncertain manner. Jane also tried to explain his side of the story but only met with a resounding roar with more abuses being thrown from the capacity crowd. The two drivers were later seen joking and sharing a bottle of champagne at the post-meeting barbecue thrown by Jane in his garage. Even by finishing fourth Thomson took out second place in the Marlboro Series by just one point from McCormack with Ron Harrop, who finished sixth in today's race, one point further back. By dropping from first to fourth in the race, Thomson lost \$1000 but he still took home \$1000 plus \$4000 and a motor-bike for his series placing. Jane won the \$2000 for first place to bring his tally to \$9500 for the five races plus \$8000, a Holden Monaro, Ramsay-Repco ski-boat and a round the world trip for two for overall victory. The Marlboro Final over-shadowed the rest of the day's programme which provided only average racing. Despite already being decided in favor of Bob Jane, the entry for the Marlboro SS final was possibly the best received for the five rounds with some new additions to the already strong regular contingent.

Most interesting of the additions was the Craven Mild Monaro for Pete Geoghegan, but its non-appearance was a disappointment, the car simply not being ready in time. There was a slim chance that John Sheppard could have had the car ready to start from the back of the grid on race day but that did not eventuate. One Geoghegan did make it, though. Reg Mort's recently rebuilt Porsche 911 made its long-awaited return to racing so Leo

Marlboro Country series—December 29

THOMMO IS THE HERO!

Next to Ned Kelly, Bryan Thomson would have to be the biggest Victoria!

But, unlike Ned, Bryan is still taking all the gold around the border.

So don't be fooled if the black and white terror appears out of the blue, it's a standing order for the Marlboro SS final.

At the Marlboro meeting a few weeks ago Thomson had a challenge from Jim McKeown and John McCormack.

They both Jane and Thomson went off the track and race over the first to win the race. That was the last word. What will it be for Thomson country?



● Bryan Thomson and Bob Jane frantically try to restart their own after spinning to a standstill from over 120 mph when they had their controversial collision at the end of Calder's 150 mph front straight.

Geoghegan was back at the wheel of the familiar Grace Bros. entry. Bill Brown joined his team-mate with the turbocharged Grace Bros. Porsche Carrera, appearing at Calder for the first time in its new configuration. In the first session of practice the turbocharged three litre machine was not performing as well as it should and could be seen laying huge flames out of the exhaust on its way to a best time of 50.1. The car proved to be a lot quicker in the second session with a great 46.1 but it was still playing havoc with flag marshalls who were diving for cover from the tongue flames like nothing ever seen before. People who had not seen the car run in practice could not believe Jim McKeown as he tried to describe the sight. McKeown's own unturbocharged three litre Carrera was just one tenth slower in the all important second session so the Porsches were the most competitive they have been all season at this circuit. The battle for fastest time was between the two top sports sedan competitors in Australia - Bob Jane and John McCormack. Jane's Monaro and McCormack's Charger posted equal times of 45.5 in the first session and in the second McCormack came down to 45.1. POLE: Jane answered this with a 45.0 to grab the pole position and still have time to post a 46.3 in the faithful old Torana V8 as-a back-up. Ron Harrop, amazed everyone with his speed in the Glowave Holden EH and put down his best of 45.9 in the first session. These were the only three drivers to get under 46 seconds. Brown, McKeown and Jane (Torana) were next with John Goss showing a turn of speed with the

McLeod Ford Falcon on 46.4, a time which was equalled by a flying Tom Naughton without his usual sponsorship. Peter Finch in the Winston Camaro split another Porsche race by recording 46.7 to Leo Geoghegan's 47.4. After this was an unbelievable nine cars separated by just three-tenths of a second!

Marlboro Country Series - December 29
Next 'to Ned Kelly, Bryan Thomson would have to be the biggest legend to come out of Northern Victoria. But, unlike Ned, Bryan is still taking all the gold around the border. He'll be at Hume Weir next weekend, but you won't have to worry about locking up the women and children because the only gold snatching will be at the end of the Marlboro Country Sports Sedan race on the program. Bryan's faithful old steed will be the "Wonderwagon" Chev V8 (Volkswagen by any other name), the creation of his full-time Shepparton engineer, Peter Fowler. Certainly it is odds-on favorite to win at Hume Weir, despite an incredibly strong contingent of challengers. With the weight of the engine and gearbox over the rear wheels, the Volkswagen is second to none getting away from a standing start. So don't be fooled if the black and yellow terror appears out of Scrub corner a couple of hundred yards ahead of the field - he hasn't necessarily jumped the start! At the last Calder meeting a few weeks ago Thommo held off challenges from the lif; two recognised "kings" of sports sedans and winners of most races this year, Bob Jane and 40 John McCormack . . . Right up until the last lap, that is. Then both Jane and Thommo went off the track and Jane recovered first to win the race, while Thommo came back fourth. That was in Jane country. What will it be like in Thommo country ?

Pic: Bryan Thomson and Bob Jane frantically try to restart their cars after spinning to a standstill from over. 120 mph when they had their controversial collision at the end of Calder's 150 mph front straight.

Classifieds

Fuel injection system for ford twin cam. Metering unit reconditioned. Never used. \$7500 ono. Robert McConville 0407 799 645

MGA mudguards, doors and bonnets

All need repair but open to sensible offers
New MGA inner sill panels.
Ritchie Redpath
0459982749

Trailer for hire - single axle drop-deck Nevco car trailer. Includes electric winch and 4 x wheel ratchet strap tie-downs. 1800mm deck width. Can carry up to 1650kg. \$200 per weekend. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959

Porsche air cooled engine tools for hire – engine support cradle. Attaches where the bellhousing bolts on. Fits VW as well. \$50 per month. Crows foot and cam tool also available. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959

Classic and race car storage – located in Sunshine West. Various size spaces available. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959

Elfin 620B Formula Ford from the estate of the late Don Halpin . Restored & running . For further information please contact 0418 593 659 . Please leave a message if the phone is unattended. For additional photos email 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 to 1984 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 glassfibre body to original pattern has been made, requiring some finishing. Price includes log books x2, photographs, documented history, moulds and some spares. r1mmotorsport520@gmail.com Ray McAuliffe

Stop Press:

Motorsport Australia Licence Update

In light of the ongoing COVID-19 pandemic, the Motorsport Australia Board has approved changes to the expiration of certain licence types. These changes were the result of a month long consultation by Motorsport Australia with members and other stakeholders.

Motorsport Australia President Andrew Papadopoulos said with State and Federal Government restrictions still in place across the country, there was a need to ensure licence holders were supported.

"We are certainly very keen for motorsport to return, but we are currently in somewhat of a holding pattern as we wait for things to improve," Papadopoulos said.

"As such, over recent weeks, our administration has been working out the best solution for our licence holders, in consultation with State Councils and clubs, and have determined that those with national and clubman licences will automatically have their licences extended as outlined.

"We have also committed to a price freeze on all Speed and Junior licences.

"The changes to the expiration dates also allow us to move National and Clubman licences on to a more regular renewal cycle, meaning that renewals can be processed every quarter, instead of every month as is the case now. This will ensure our membership team can perform as efficiently as possible, making the annual renewal of a licence as simple as possible for members and reducing any delays."

All licence holders will also be given the opportunity to utilise a buy one, get one free Shannons Motorsport Australia Championships General Admission ticket for the round of their

choice in 2020 or 2021.

The changes approved by the Board are as follows:

All Junior and Speed licences to be subject to a price freeze until 31 December, 2021;

All National and Clubman licence holders whose licence has expired in the period from 1 January to 31 March 2020, and have yet to renew, will be extended to 30 June, 2020

- an upcoming expiry in April, May or June 2020 will have their expiry date extended to 30 September, 2020
- an upcoming expiry in July, August and September 2020 will have their expiry dates extended to 31 December, 2020
- an upcoming expiry in October, November and December 2020 will have their expiry dates extended to 31 March, 2021
- an upcoming expiry in January, February and March 2021 will have their expiry dates extended to 30 June, 2021

Speed licence holders will also receive a \$25 Motorsport Australia estore voucher valid for 12 months if they renew prior to 30 June 2020.

Papadopoulos added that "we looked at a number of options and determined that allowing members to delay their renewal and then obtain an extension was the fairest outcome".

The above changes to expiry dates will come into effect on 1 May, 2020.

Anyone with queries can contact the Motorsport Australia hotline, which is still available via phone on 1300 883 959 or via email: memberservices@motorsport.org.au.

Ernie Nagamatsu PI 2020

Neil Hammond Pic

