



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 - November 2021

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

November	5-7th	Historic Sandown	0402 224 133
November	28th	Rob Roy.....	0412 339 934
November	26th-28th	Geelong Revival - Postponed.....	03 5215 1181
December	17th	VHRR 50th Anniversary/Xmas Dinner - Manningham	03 8774 4154
2022			
February	20th	RACV British and European Motoring Show.....	0473 832 277
February	22nd	AGM.....	0458 882 304
March	11th-13th	Phillip Island Classic.....	0458 882 304
April	19th...	Ron's Tour.....	Ron Townley 0418 999 576
August	6th-7th	Winton Festival of Speed.....	0412 264 997

Committee Meetings 2021

January 18th	April 19th	July 19th	October 18th
February 15th	May 17th	August 16th	November 15th
March tbc	June 2nd	September 20th	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

(Red Plate)

Chris Nelson0439 955 562
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

Report from the Secretary Motorsport Australia State Council

Motorsport Australia delegates the responsibility for ensuring the efficient administration of motorsport in each state/territory to the six State Councils in Australia. State Councils meet quarterly or monthly and report to the Board of Motorsport Australia. The Councils consist of delegates elected by the affiliated clubs and their committees in that state/territory and are led by an elected Chairperson.

The Victorian State Council meets quarterly. Ken Innes-Irons (K11) supports the club in so many ways and for many years one of these roles has been as the VHRR representative on the Victorian State Council. He is stepping down from this position and we take this opportunity to thank him for his ongoing and professional work in this capacity. Many thanks K11!

I will be stepping up to this position, with the support of Ken and General Committee, when technical and other advice is needed. I participated in the Zoom State Council meeting held on October 5 where elections were held and the successful office bearers are

Elected Director: Norm Gowers

State Council Chair: Petrina Astbury

Deputy Chair: Graeme Williams

Executive Members: Bruce Astbury, Karyn Hamer (two positions were vacant)

General Meeting: 24 September 2021

As reported in the last newsletter, we held a very successful meeting by Zoom. Many thanks to Neville Butler. Our guest speaker, Jack Perkins, was excellent and engaging. Have a look at the TV show he co-hosts called "Seventh Gear" on 7 Mate on Mondays at 4.30pm. It's great.

The usual matters of business were then addressed. Ian McLennan reported that our annual reports are with the auditors and will be tabled at the AGM on February 22, 2022. The club is in a good financial position. John d'Asques reported we have 428 members and those who have not renewed are being contacted. Remember that renewing this year gives members two years membership, until 30/6/23. We welcomed Stuart Allen, our new Historic Steward, as a new member.

Geoff Kelly reported that our annual Christmas and Anniversary Dinner is scheduled for December 17 at the Manningham dependent on

Covid density limits. Ron Townley has arranged for a club run in April 2022 – have a look at the newsletters for more information. Ron Simmonds gave us an update on Marg's condition after her serious health issues. We wish them both all the best. Simmo let me know today (27/10) that Marg is now back at home and coming along nicely. She is nearly her normal self and with more rehabilitation should make a good recovery. Great news.

Bob Harborow reported in HCC matters. Reports on Sandown were also given and it looks like all is well with that event, which is further good news.

Cheers, Leanne Newson, Secretary

Historic Sandown 5-7th November.

To All interested parties:

It has come to our attention that there is quite a bit of confusion/ misinformation circulating regarding the "Covid Vaccination" status for this event. Therefore please note that All persons seeking to attend the Sandown venue for this event *must be double vaccinated, and will need to produce satisfactory evidence of such to gain entry.* This is not optional, and there are no exceptions.

The above is a Direction of the Victorian State Government

VHRR Sandown Race Committee
25 September 2021

Update see attached document - Spectators allowed at 'Red Hill only'.

Zoom Meeting Wed. October 27th

A shout out to George Coad, Laurie Bennett & Mike Gibson for a most entertaining Zoom meeting. As an enthusiast I urge everyone to see if they can watch a replay of the meeting on Zoom you won't regret it. Both George and Laurie have eye watering array of cars and motorcycles and Laurie talking about the European race meetings is not to be missed. I'd sleep in Laurie's showroom /garage. Don't miss the next VHRR Zoom meeting in four weeks, very well done all involved.

Regards Colin (Sullivan)

A very interesting VHRR meeting via ZOOM with 3 guest speakers, Mike Gibson, George Coad and Laurie Bennett. Mike showed us around the Joe Calleja collection and told of the Gibson family connection with motor

sport over the years. Next garage we arrived at George and Mary Coad's with a huge collection of cars and motor bikes each still in running order. Off to the Yarra Valley property of Laurie Bennett and Jan Taylor for the next tour. Laurie showed his collection of Elfin's, McLaren and E Type Jaguar cars with a most interesting story to tell of their overseas adventures at various circuits around the UK and Europe. A great idea to have these informal meetings via ZOOM, thanks to Neville Butler for putting it all together. Cheers Simmo.

I enjoyed the meeting last night. It was a pleasure to see the faces and hear the voices of the members. Young Mike Gibson reminded me of a very recent podcast that I listened to of "Grant Gibson" on the Sports 2000 UK website and I thought the members may find it interesting to listen to.

There are other interesting individuals on the list including the Sports 2000 UK Club president Derek Bell. Mike Gibson is no 10 on the list. <https://sports2000.co.uk/podcasts/> I am in contact with a couple of other members of that club, and I am "encouraging them!" SMILE, to travel to Australia with a view to compete in the Phillip Island Classic. I remain hopeful that at least one of them will manage it some day.

Kind regards, Phil Memery

The Wednesday lunch group are currently meeting via ZOOM until we get freedoms back .

We will continue to do this at the moment and the get together is open to all members.

The format basically take the form of a talk about items of interest, we are planning to do a tell us about yourself segment and we can show any photos or videos for people to talk about.

I send a new ZOOM link out each Monday so if anyone would like to join the discussions, they can get in touch with me at david@bellenger.id.au and I will add them to the list.

Best regards, David Bellenger

Mark your diary now

Sunday 20th February 2022 RACV British and European Motoring Show Incorporating the annual MG Concours Open to all vehicles and motorbikes manufactured in Britain and Europe. Yarra Glen Racecourse Entry conditions as per COVID restrictions at the time Watch our website for up to date details For club display bookings

e mail to secretary@aomc.asn.au .



Trade site bookings and general enquiries to lain on 0473 832 277

9.45am 19.4.2022 meet at the Tea Rooms with the red roof on the right as you enter Yarragon. Street parking, or at the rear via Loch street.

After morning tea leave for lunch at Community Sports Club hotel 122-126 Little Johnson St Maffra. After lunch proceed to Gippsland Vehicle Collection, 1 Maffra-Sale Road.

Leave Maffra, proceed to Bairnsdale, stop at the Catholic church (high spire on the left) to view the stained glass & the ceiling painted by an Italian man in the 1930s.

Proceed to RSL Motel 221 Esplanade, Lakes Entrance for 6.30pm Dinner, Bed & Breakfast, 8.30am.

20.4.2022, leave the motel, turn left, then we will drive in & out of Lake Tyers for a quick look, and we will visit a working lime quarry at Nowa Nowa, then on to Bruthen pub for lunch.

After lunch take the Omeo Highway to Ensay. We will visit David & Jenny Coy's Winery & Vineyard on the right before you cross the Little River bridge.

Proceed to Swift Creek, turn left to Cassilis, go on to the T intersection turn right to Omeo, entering the town, turn right into the car park at the Golden Age Hotel

Dinner 6.30 pm bed, breakfast 8.30am.

21.4.2022, after breakfast turn right, travel to the Blue Duck Inn. En route we will park on the side of the road to view Omeo Valley. Leave the Blue Duck, return to Omeo, pass The Golden Age & head for The General Mount Hotham opposite the police station for lunch.

Leave Mount Hotham, head for Bright. Before

Bright turn right to Tawonga South, turn left at the T intersection, turn left John Stanley's green roof house is 1st on right, park in the side road.

John Stanley is an Aussie marathon runner who has a fantastic International career. His Stoewer museum has interesting cars including Stoewer. In the 1800s Stoewer made typewriters & sewing machines, which are on display. A donation would be appreciated. Back over the Tawonga Gap to Bright . Proceed to Riverside Motel 69 Gavan Street. Bed & breakfast.

Dinner yet to be arranged. Friday enjoy Bright & the autumn leaves. The tour is finished, hope you enjoyed it

Be aware of the fuel gauge & maybe have 2 anti virus shots.

- RSL Lakes B&B \$133.00 double
- Golden Age B&B \$135.00 double
- Riverside B&B \$140.00 double

All cooked breakfasts. Book early, Accommodation is limited.

Pay as you go.

Ron Townley 0418 999 576

A Race Weekend - My Perspective

Put in perspective, a race weekend is all the things one would tend to dread. Early starts, high pressure, non stop environments, and on occasions, absolutely hectic situations. But for us, it's what we thrive off.

Considering that Historic Sandown is less than a week away, the nerves, anticipation and excitement has started to well and truly kick in after another long break from the sport we love. So I thought, being in that mindset, I'd provide those who perhaps aren't familiar with how a race weekend takes place, with a bit of perspective.

As mentioned previously, for me the weekend actually starts the week leading up to the event. The hours in a night of sleep begin to be less and less, and the mind switches away from school, and towards the track instead.

The night before is always a no go for myself when it comes to a good night's rest. The morning of Friday practice, I'm always up well before the alarm, and probably have myself ready to walk out the door by the time it sets off! Although the drive from our house to Sandown is less than a half an hour drive, it's the longest half an hour you'll spend that entire weekend. Setting up and getting ready is always a good distraction from the pressures you face leading

up to that elusive first session.

First session comes around and all the nerves vanish. The moment the engine fires, and this is the moment that all the anticipation has lead you to. Letting the clutch go, exiting pit lane, this is when the weekend starts. Many would say that it takes a couple of laps to get into the groove, but for myself, one of the sole purposes of Friday is reacquaint yourself with the car, and by the end of the day, you'd hope to be up to speed come Qualifying on Saturday morning. Friday is also used to make sure everything in working order, the car is how you want it for the official proceedings, and making sure that you are organised so that some of the stress is eased for the next day, as it is preferable to be spending Saturday morning in a good headspace, rather than stressing about the valve clearances or brake fluid that hasn't been checked over.

Coming home on the Friday, it almost feels as though a weight is off your shoulders. That build up in excitement and nerves is put to rest, and now the focus shifts to getting a good night's rest before Saturday.

Saturday morning is always an early start, get to the track when gates open, just to ensure you give yourself enough time to get comfortable and organised for Qualifying.

Qualifying is probably my most nervous pre race throughout the weekend, because deep down, you know that you won't be happy if you feel like you could've pushed harder by session's end. It's a subconscious pressure you put on yourself, and is only to be relieved when you're out on track at ten tenths, using every millimetre of road and pushing yourself and the car to the absolute limit.

The break between Qualifying and Race 1 is always difficult to navigate. You have all these ideas of what you want to do during the race, but the key is realising that everything plan out, will definitely not go to plan. There are so many variables that contribute to how the race plays out. Race 1 rolls around and it's then that you complete the formation lap, wait for the rear of the grid to line up, and put the visor down that you feel the "red mist" descend. The flag drops and for me, the first few corners are the most exhilarated you'll feel all weekend.

At the completion of Race 1, you're tired. Tired as. After the check overs have been done on the car, making sure the Sunday morning is as easy

as can be, you head home for a very early night, before bed you process the day and what you can improve come the next days proceedings, and then it's back to another early morning on Sunday.

Sunday rolls around and although the main focus is racing, for us a large chunk of the day is spent packing up what you can to make things easier for yourself come the end of the day. For me, it's always a challenge to try and get yourself out of the thought process that it is the last day of racing, so the key is always to think of how you can make the most of those last couple of races. Sunday for me is a day to use all I've learnt over the course of the weekend, and put all that knowledge and practice into a couple of races, and fingers crossed, string together a really solid result.

Crossing the line after the final race of the weekend is always a whirlwind of emotions. At one end of the scale, you are so happy that you've hopefully made it safely to the end of the event, but at the same time you dread the wait to the next event of course!

With less than a week until we're finally back trackside, it's certainly been cool to run back over these feelings that I experience throughout a race weekend reiterates to me why we do it!

Looking forward to seeing many of you at the track this coming weekend.

Josh Lowing

CLASSIFIEDS

Robbins special for sale.

Ex John Coffin car c/w enclosed trailer, Complete history, CAMS logbook, also Racing suit, Helmet, Gloves etc. \$25,000.00 - all offers considered.

call Elaine on 0419 548 054 or janinec23@gmail.com

Also partly restored 1926 14/40 Vauxhall 4 door \$15,000.00 ono

1968 AMC AMX 390: Imported at Great Expense, and Now to You! This exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, was imported from New Jersey in late 2012 and has been comprehensively re-engineered and equipped with MSA Historic Group S(b) racing in mind. Such eligibility work included replacement of after-market rear disk brakes with a reversion to rear drums. Improvements include a major engine performance investment, revamped driveline, floating rear hubs, race tuned suspension and Yokohama race rubber, full flow exhaust, specialized instrumentation, full safety



array with lightweight Speed Technology race seating plus ERG 5-point harness and hydraulic handbrake.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

To date the AMX has only competed in regularity events at Morgan Park and Phillip Island (2015 and 2018) GEAR Days at Qld Raceway and Lakeside plus two Leyburn meets. However, in March 2018, the AMX came a very close second to an 8 litre Dodge Viper in the Sprints at the Wodonga DECA test track, this being a competitive session, during the massive annual Chryslers on the Murray at Albury.

Brutal in a straight line, the AMX runs with its standard power steering and laps Phillip Island in 2 mins 07 seconds with development potential upside. Bodywork is totally rust free and superbly finished in metallic Rally Green with gold stripes. Factory AMX build #05705, plate located on dashboard. Chassis # A8M397X337862, Engine # GR4428, Queensland Concessional Road Registration # 68-AMX. For inspection, please contact John Carson on 0408 735 358 \$79,375.00



1974 ALFA ROMEO GTV 2000:

The Poor Man's Ferrari

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member Paul Ross and has a known history. This Alfa GTV features the genuine and exceedingly rare 6x14 Cromodra wheels and runs a 4.5 rear diff ratio, this sought-after ratio being available on the US sold 105 Series Alfa Romeo GTV Spider. Recent work includes a fresh engine, plus gearbox and clutch replacement with new A050 Yokohama tyres having done only one event.



Southern tracks where the car has acquitted itself well include Winton, Baskerville, Phillip Island, Sandown, Wakefield Park, Mount Panorama (FoSC 2009, 2010 and the Group S Liqui Moly support race of 2018) plus Oran Park and SMSP at Eastern Creek. Lap times for all tracks are available on request.

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging. The car's existing colour is a Jaguar BRG but having been a race car for over a decade and a half and receiving an occasional minor 'love tap' it could do with a tidy up and refinish. Chassis # AR 2413687, Queensland Concessional Registration # S17118. For inspection, please contact Carson on 0408 735 358. \$38,350.00

1970 TRIUMPH TR6: A Mechanically Standard Historic Noddy Car. This 1970 Australian private import, 150 bhp car, was first purchased by the present owner in June 1971 and has now had five owners. In 1971/2 the car participated in private practice days at Lakeside Raceway and Surfers Paradise International Race Circuit. In 1973/4 it was competed in Victorian TSOA events, including Calder Sprints and the Camperdown Hill Climb. In the late 1970s an engine overhaul was performed and the car was sold in 1980.

However, in 1990 it was found again in North Queensland and repurchased. The engine was completely overhauled, again, and the underbody running gear brought back to spec. Additionally, the car was fitted with a Laycock de Normanville overdrive (as per factory) plus a genuine steel hardtop and then competed in concourse shows plus regularity and sprint events at tracks such as Lakeside, Leyburn and Noosa Hill Climb. In 1999 the car was MSA Historic log booked, Group S(b). In July of that year, this car and driver had their first (individually and combined) circuit race at that year's HRCC July National Histories on the then, brand new, Q.R. full 'National' circuit.

In subsequent years it has competed in Group S and sports car races at Mallala, Phillip Island, Mount Panorama (FoSC 2008) Wakefield Park, Oran Park, SMSP Eastern Creek, Morgan Park, plus street sprints including Gatton, Oakey, Speed on Tweed, Lowdown and The Cootha Classic. In 2007 it ran superbly in Queensland's first tarmac rally, The Sun Coast Classic. In October 2019, this ol' campaigner was faultless, in three events in three weeks in W.A., including Collie Motorplex and Barbagallo.

This Group S TR6 is a rare item having never had its mechanical or suspension specification altered from factory original (it still even runs lever arm rear shock absorbers!) with the



only non-standard body work addition being a MSA registered 'bolt-in' roll hoop by Norm Singleton. Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford. Ask Greg about his passenger ride at Wakefield Park during a TSOA Nationals event. Body # 50802CP, Engine # CP 51494HE, Compliance Plate CP 51527, Queensland Concessional Registration # PTQ-818. Please contact John Carson on 0408 735 358 \$29,975.00

I have two original Lucas fuel bombs as used in the Sixties by many racing marques including the Formula One Repco engined cars of Sir Jack Brabham. Both are complete though

haven't been used for many years. Electric motors test ok . One needs more attention than the other. They were also standard equipment on some early Maserati and Ferrari's ; Asking \$2750 for the pair + freight Kevin Bartlett 0429 440 447. Email :



kevinbartlett@protonmail.com

Subaru based Clubman race car package, complete with dual axel 3T trailer, trailer has NSW rego, spare long and short motors (both EA81 engine type), spare gearbox, two sets of 15" rims with tyres, a set of 16" rims and tyres, plus 4x Toyo Proxie 15" tyres.

Has been fully stripped down and rebuilt since I took possession of it 3 years ago, formerly raced in Formula Libre under QLD CAMS.

Roll cage with CAMS compliance tag, race belts and extinguisher included.

Upgrades we completed included:

- Extended rear roll cage
- Upgraded fuel pump
- New brake master cylinder bore
- Clean and reseal fuel tank
- Installation of a full flow (diesel style) fuel filter
- Weber 32/36 carbie
- Electronic distributor
- Adjustable front and rear anti roll bars
- Body reskin - new nose, side fenders, tail and respray
- Steering quickner

Runs and drives nicely, would need only pressure, fluid checks and a wash to be ready to hit the track. Is around a 1:15 - 1:20s car at Wakefield, which makes it competitive in the open wheeler class and as least as fast as a Formula Vee.

Selling to make room for the next project. Contact Chris Boys 0419 206 450.

4 x 205/13 Toyo R888 R Spec tyres (new unused) \$500 Phillip Chapman 0434 666 864

Lotus Twin Cam Cylinder Head.

Prepared by John McCoy in the U.S. CNC machined ports. The valve guides have been removed to facilitate this process. New intake valve seats have been fitted to suit racing vales and McCoy high lift cams. Cam caps and studs included. No cams, valves, springs or retainers.

\$3000. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959.

Miller Ford 1935 Replica built Indianapolis Race Car. Flathead V8 stroker engine. Car was built in 1997 in Aust from dimensionally correct drawings obtained from USA. Has VSCC and AASA book. Ready to run for fun. Selling to concentrate on the Mighty Customline. We have successfully concluded the negotiations for this car and priced for you to buy @ \$19,999.99 Thanks, Derek McLaughlan

For Sale 1960 Cooper Climax F1 2.5

Lowline T53 Colotti 5spd 58mm Weber's Restored by Ray Gibbs and re-commissioned by Keith Sparkes has f/glass nose cone and engine cover FIA removable roll bar by Borland Racing \$140k. Barrie Read Park Orchards 0400 054 358 readworks@bigpond.com



New 44T water pump drive gear made from 7075 T6 aluminium \$85.00

New steel 34T crankshaft gear \$175.00

New Ford Kent/ Lotus TC/ Cosworth BD heat treated 4340 billet steel crankshaft. Cosworth style counterweights and hollow standard width crankpin, with 12 bolt flange. \$2385.00

Lotus TC dry sump cam cover with Hart breather \$395.00

Formula Ford Weber DG 32/36 carburettor



29th
Historic
The Thunder Returns

UPDATE - SOME SPECTATORS NOW ALLOWED: SEE ATTACHED DOCO

Sanam

Celebrating 60 years of the E-Type Jaguar
November 5-7th 2021
Enquiries 0402 224 133 www.vhrr.com

Poster by Telegrafika: 0419 874 299 - Images Courtesy Chris Carter & Neil Hammond

Mc Car Club Victoria venue of the First Victorian & Australian Hillclimb Championship - 1938 Clonross Road Christmas Hills

30th Anniversary

ROB ROY HISTORIC & CLASSIC HILLCLIMB
28 NOV 2021

INCORPORATING THE ANNUAL VSCC VINTAGE EVENT
SHOWCASING A VARIETY OF CLASSIC VEHICLES

Competition Commences 9.30am
Competition Entries available at Motorsport Australia Entry System or manually via robroyhillclimb.com.au

Full catering provided by Panton Hill CFA who will receive all catering proceeds

Admission - Single Entry \$10 or \$20 Full Car

General Enquiries
Event Director - Wayne Rushston 0412 339 934
Competition - John Kelso 0417 368 036

PHILLIP ISLAND

Classic
FESTIVAL OF MOTORSPORT

March 11-13 2022

NEW DATE
Friday 17th December

50th ANNIVERSARY
VICTORIAN HISTORIC RACING REGISTER

The Victorian Historic Racing Register
50th Anniversary & Christmas Dinner
The Manningham 1 Thompsons Rd 1 Thompsons Rd, Bulleen VIC 3105
6.30pm - to be seated by 7.00pm \$60.00 per head. All welcome

Special Guest Appearance
Australia's Favourite Tenor - Roy Best

Bookings - Geoff Kelly 03 8774 4154

V H R R 5 0 t h A N N I V E R S A R Y