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

NEWSLETTER - January 2023

COMING EVENTS

February	28th	MGM	0458 882 304
March	9-12th	Phillip Island Classic	0458 882 304
May	1st	MGM	0458 882 304
May	27-28th	Historic Winton	0419 504 233
June	27th	MGM	0458 882 304
August	5-6th	Winton Festival of Speed	0412 264 997
August	22nd	MGM	0458 882 304
October	24th	AGM	0458 882 304
November	10-11-12th	Historic Sandown	0402 224 133

Committee Meetings 2022

January 16th	April 17th	July 17th	October 16th
February 20th	May 15th	August 21st	November 20th
March 20th	June 19th	September 18th	December 12th

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

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IMPORTANT NOTICES

Some sad news.

Marlene the wife of VHRR member Brian Smith, passed away peacefully last night at the Olivia Newton Hospital in Heidelberg, surrounded by her family.

Brian has asked me to pass on this news to you all. A funeral service will be notified at a later date. Cheers Simmo

More sad news. Ian Fletcher, long time supporter of the Phillip Island Classic was killed in a car accident at Phillip Island, close to his home on Christmas Day. The VHRR President, Committee & Members extend their sincere sympathies to his family.

Sir Jack Brabham's Reefer Jacket

Since I can remember, I've always been that kid, happily sat down in the corner of my room, school library, wherever it may be, reading and researching on the sport I'm so grateful to now be a part of. Back then, racing or just being around in the world of motorsport on weekends was simply a pipe dream, but this never halted my fascination. Having read many a book or article, more than I can bear to imagine in fact, it was a case of the more I read, the more I idolised one name in particular. Any time that anything appeared with the name Sir Jack Brabham in it, I was sat back in my corner reading it. Very quickly, I had set the RAAF flight mechanic, who went on to, very successfully, race midget speedway cars, then followed to have a career on tarmac that made the Brabham name synonymous not just with Australian motorsport, but motorsport globally, as my hero.

So, I'm sure you can imagine my reaction upon walking into the Box Hill club rooms for the first time to see the Sir Jack Brabham Annex, it really did cement that the VHRR was where I wanted to be, despite it being decided much before, it was the cherry on top of the cake to be toured around it by our President Ian Tate, a man whom my respect for endlessly grows, with thanks to such a forward focussed, generous and supportive attitude towards everyone, something I've been lucky enough to experience first hand.

Fast forward near four years later, to the 2022 VHRR Christmas Dinner at the Manningham, where I was sat down listening to Ian Tate, the same man who had introduced me to the club and what it's all about those years ago, who began talking about Sir Jack Brabham's VHRR reefer jacket that, upon much consideration and input from Lady Margaret Brabham, was now to be passed on.

I looked around the room to see all the faces who have contributed so much over time to the club, and the sport, as we know it, thinking about who it could possibly be, but knowing all to be deserving of such an honour.

It took me a moment, and the realisation that there was a room of people staring at me, to understand that the name Ian called was mine, and, to be brutally honest, it was one of those moments where it doesn't feel or seem real.

Having Lady Margaret in attendance on the night, and to have her put the jacket on me for the first time was a moment where I'll openly

admit I was fighting back tears, happy ones of course, and even now, it really hasn't sunk in yet, though I doubt it will for quite some time.

It was such a special moment to talk with Lady Margaret afterwards and hear her reminisce on her fond memories, as well as having the opportunity to assure her that I will wear the jacket with the respect, honour and privilege it deserves to be worn with.

This club is the one I will forever be a member, and do everything I can to repay for the incredible support that has been directed my way.

The jacket is something I will forever wear

with pride, honour, and drive to continue an incredible legacy of an even more incredible man.

To the VHRR, my family, friends, and supporters, I thank you to no end, without you, none of this would be in any way possible. I'm beyond grateful for each and every person who has contributed to this amazing journey thus far.

It's hard to believe that this lifelong dream of mine is rapidly becoming a reality, I'm truly honoured and so appreciative of the abundant support that has been so generously directed my way.

I hope everyone had a fantastic Christmas, I wish you all the very best for 2023, and look forward to catching you trackside in the New Year!

Josh Lowing

Andrew Robson - Brabham BT30 - Pic Chris Carter

The Sun Shines On Historic Sandown

There should have been champagne at Sandown this year, because both the racing and the weather gave fans something to celebrate on the 30 th anniversary of this great event. Organisers were delighted to welcome back the fans, who, after three years of setbacks and several weeks of heavy rain, reveled in the delightful Melbourne sunshine. The cars purred and in many cases growled, as they ate up the track, and spectators beamed with pleasure at the cars both on and off the track. There were the sleek Jaguar E–types to drool over, ever popular MGB's and the Ford Capris, all celebrating a significant birthday, along with many other classics to satisfy ardent enthusiasts. Amongst the great crowd, it was also wonderful to notice Murray Carter, Jim Richards and Kevin Bartlett enjoying the sights and sounds. The Historic Touring cars were out in force, much to the delight of fans, with two impressive fields and a load of enthusiasm. No surprises in Group 1 that the determined David Brown (Datsun 1600) took Qualifying with a convincing win, and then proceeded to dominate the weekend. Robert Van Stockrom (BMW 2002) pushed hard, as did the threatening Queenslander Claude Ciccotelli (Holden EH) whilst further back in the field, Richard Hill (Morris Cooper S) and Peter Van Summeren (Ford Lotus Cortina) had to contend with two class wins apiece. In Group 2, motor racing legend and VHRR Ambassador John Bowe led the charge around the track in the distinctive Ford Mustang, but was denied a clean sweep of all three races due to mechanical issues on the Sunday afternoon. Bowe had earlier thrilled fans with precision handling of the 1969 Mustang and tight wins over Andrew Lane (Mustang Fastback) and Brock Green (Torana GTR XU). Lane was the eventual Race 3 winner, with Ben Wilkinson (Ford Mustang) and Martin White (Ford Falcon Rallye Sprint) taking the minor placings. White's 1964 Sprint was his first proper foray into historic racing. "I fooled around with a 1967 Mustang Fastback for years both at the drags and on the track. It was a lot of fun. I wanted to build something that could be a winner ….. " (Although the Sprints were and still are still hugely popular on the European Historic Racing scene, CAMS had restricted the numbers that raced in Australia.) Not content with his blistering laps in Qualifying, newcomer to the Sandown circuit, Brett Osborn, continued to add excitement to the track with his wins in

Daniel Nolan - Nola Chev - Pic Chris Carter

Races 1 and 3 of the eagerly anticipated HQ event and a formidable battle with John Baxter and Ray Raatjes ensued over the two days. The HQ's turned out en masse with representatives from all Australian states and the thirty nine drivers entertained the crowd with their searing pace, bumper to bumper racing, determined battles and breathless finishes at the line. John Baxter took the chequeured flag in Race 2 whilst Sunday afternoon saw Osborn, side by side with Raatjes, their cars in matching livery, to claim a desperate 0.07 secs win. The appreciative

Jason Humble Mazda RX2 - Pic Chris Carter

crowd were on their feet, as they witnessed car after car slide through the corners and storm down the straight in unison, reminiscent of the tight finishes witnessed at Sandown in days gone the past. It was 'door handle to door handle' racing all weekend, with wafer thin finishes enjoyed by John Wise and Ray Jardine (0.26 in Race 1), Glen McDonald and David Allan (0.25 in Race 2), Darren Jenkins and Ray Jardine (0.23 in Race 2) and Andrew Magilton and James Flett (0.08 in Race 30). Great driving, great viewing and great memories…. we can't wait to see it all again! Regularity always throws up an eclectic mix of cars and 2022 proved no different, however it was disappointing to note that competitor numbers were significantly down this year. Gary Ball (Shelby Daytona Coupe) was the most consistent performer during the event, with Stewart Webster (Porsche 356), Peter Lubrano (Alfa Romeo Alfasud Ti) taking out the wins in the first two races. Notably Steve Wingett, Race 3 winner, came to grips with his newly purchased March 729 by Sunday afternoon and showed that he will be a force to contend with in the future. He was pretty chuffed with the win, but more importantly with the performance of his new toy. Congratulations Steve!

Jordan Caruso (Audi A4) put in a flawless final round of the 2022 Sports Sedans National Championship with a clean sweep of the races and the title to boot! He and nemesis 2018 Champion Steve Tamasi, have been the two clear standouts over the course of the season, however Tamasi was frustratingly forced out of the event with mechanical issues following Friday's practice. Caruso's blistering pace on Saturday afternoon's left the delighted driver with his maiden title, a lap record of 1:07:5061 after smashing Tony Ricciardello's previous benchmark by 0.4 secs., and a resounding win over the rest of the field. "I think my dad was more happy with the lap record to be honest, rather than the championship…." With Caruso in a league of his own, it fell to the rest of the field to add further spice to the event. Tasmanian Liam Hooper (Nissan Skyline) and Queenslander Ashley Jarvis (Holden Monaro) battled furiously for the minor placings; and the safety car put in one of its few appearances of the meeting during Race 2 when Ian Ross (Ford Falcon XD) tangled with Ranald Maclurkin. The latter was forced to carefully extricate himself from his Aston Martin Vantage after a nosedive into the Armco. In the meantime 17 year old Mason Kelly, driving father Todd's Nissan Ultima Supercar, continued to develop his own fan club with a determined attitude and some adept manouevres. He provided a thrilling dash across the line in Race 3 in fifth position, crossing 0:12 secs behind Michael Robinson (Holden Monaro) and giving us all a glimpse into the future. Always an attraction at Sandown, the F500's, made the ground rumble and our hearts flutter as they roared back into action once again. These 'highly strung' beasts usually have an equally high contrition rate, but not so this year. Paul Zazryn set the pace in qualifying and his Lola T332 continued to lead the pack for the remainder of the weekend, leaving Frank Harris (Chevron B24) and Darcy Russell (Lola T330) to fight out the minor placings. Well done to all who entered and stayed viable. Fresh from his successful season overseas, Jonathan Miles stepped back into the winning circle, with a dominating performance in his trusty Van Dieman RF89, valiantly pursued by Andrew Reid (Van Dieman RF89). Fittingly this is the same Van Dieman that Reid Snr raced 32 years ago…. so why change a successful combination! Andrew McInnes (Van Dieman

RF89), a skilled dicer from way back, fought in vain to improve his standing from third position. In true Formula Ford fashion we anticipated laps of slick manouevres and skillful slipstreaming - a trademark of these nimble machines - and we were not disappointed. Race 2 was a ripper! In addition, Declan Foo (Lola T342) showed great perseverance following a scare in Qualifying which saw him flying over the kerb near turn 1, putting the Penrite Lola into the outfield. He later went on to dominate the Fa class with three successive wins, as did Ian Edgar (Lola T642a) in the Fb class. Don't be fooled by the happy smiling face of Graeme Raper (George Reid Ford Special). He loves a good scrap; and that's exactly what he got when he took on Nick McDonald and his Repco Holden Monoposto in Race 3 of the Groups J,K,Lb and Formula Vee event. Nick follows in father Ian's footsteps, and races this car with great precision. He had earlier led David Reid in the immaculate Faux Pas to successive wins, so he was more than happy to satisfy Raper's challenge. The two battled it out, lap by lap, with McDonald holding the trophy at the end. Raper too, was still smiling, but I sense a more determined battle to come at their next meeting. As for the Formula Vees, it was three thrilling events between young and old. 'Junior' competitor Josh Lowing (Daveric FV Mk1V) was successful in Races 1 and 3, whilst 'experienced' mentor Donald Greiveson (Spectre FV) showed everyone he still has what it takes, by taking out Race 2.

Frank Harris - Chevron B24 - Pic Chris Carter

The Group S races were dominated by the fast and furious Chevrolet Corvettes. Joseph Di Bartolo narrowly claimed the initial prize before Ray Narkiewicz cranked up the engine to power through to the chequered flag for the next two wins. Of course, all drivers left nothing to chance and there were battles galore around the track. Alex Webster (Porsche 911) was unlucky to be beaten for third place by Joe Calleja (Chevrolet Corvette) in Race 3, and David Baker (Chevrolet Corvette) was pipped by 0.5 secs by Di Bartolo in Race 2 in a spirited challenge for second place. Race 2 also produced a great tussle between Rohan Hodges (Lotus Elan S4) and Christopher Ralph (MG B). In the end it was Hodges by 0.5 secs. The relatively small field in Groups M, O Sports and Racing and Invited found Andrew Robson (Brabham BT30) comfortably winning all three races despite the best efforts of Sean Whelan (Brabham BT30) who pressed him on Saturday, before mechanical issues caught up with him and he failed to finish the Sunday runs. It was left to Paul Faulkner (Brabham BT29) to attempt this task, but Robson had far too much speed.

In 1988, the 20 th Australian Sports Car Championship was contested over a four round series and was won (at Sandown) by Alan Nolan driving a Nola Chevrolet. This was the final Australian Sports Car Championship contested. Fast forward to 2022 where the car and Alan returned to Sandown. This time Alan was the mentor, with son Daniel behind the wheel. Following serious structural problems at Phillip Island, the car had undergone major repairs and the Sandown event was an important step forward for the whole team. Daniel was unfamiliar with the circuit, and so it was a steep learning curve and a testing time for both car and driver. Despite overheating issues, Nolan finished third in the first two races, before leading from start to finish on Sunday afternoon. The distinctive green livery was rather impressive as Daniel put the pedal down and took out the lap record for Group Q Sports. I'm not sure who was prouder …. father or son. Congratulations also to Grant Doulman (Shrike NB89H) and David Hardman (Hardman JH-1) who both had impressive runs early in the weekend before a spin in Race 3 by Doulman, resulted in damage to Hardman's wing and his subsequent retirement.

The 30th anniversary of Historic Sandown was widely anticipated, and at the end of the event, regardless of the result, drivers came away with a smile. See you in 2023. **Cheryl Reid**

The circuit of Sandown Park, in the State of Victoria in southern Australia was built around the outside of a horseracing track and is still shared with the horse racing fraternity. Though it has become an island located in

a sea of suburbia, it has somehow survived. It once hosted the Australian Grand Prix and welcomed FI drivers in the glorious years of the Tasman Series. In early November this year it hosted 30 Years of Thunder, a historic meeting run by the Victorian Historic Racing Register with close to three hundred entrants filling a wide range of categories including single-seaters, production sports cars, sports racing, touring cars and the wilder sports sedans. The biggest field comprised forty HQ Hoidens, not strictly historic race cars but these early 1970s cars are quintessentially Australian and delight with their door handle-to-door handle racing.

There's always something special tucked away in the far reaches of the paddock, and one that caught the eye this year was a 1951 Cooper MkV that has resided and been exercised in Australia since new. When delivered it was

powered by a V-Twin JAP 1100cc engine and it competed in this form at the '52 Australian Grand Prix. Ford and Coventry Climax units have filled the engine bay over the years and the nose section has been replaced to accommodate a radiator. Rather than race wheel-to-wheel, owner Alan Tidbury ran the car in the regularity event.

Thanks to Peter Hill & Historic Racing News (UK)

Even a future F1 Champion has to start somewhere, here's Alan Jones in his Mini 850 at Templestowe hill climb around 1964/5 .

I started at the Riverside Raceway at Fishermans Bend in a 1953 side valve Morris Minor, not very fast, but we all had to start somewhere. Great days. Best wishes to all, and lets hope for a better 2023.

Cheers from Ron and Marg Simmonds.

Classifieds

I'm looking for at least 3 x MGA twin Cam 15" wheels if anyone has any they could sell? Thanks, Matt Scott 0413 749 004

I have 4 Bridgestone Adrenaline RE 003 , 205/45R17 88W tyres for sale which came off my 2005 MX5. About 80% tread left, in good condition and no damage.. $400.00 for the four . Contact Ron on 0427 031 737...Cheers Simmo

Holden Grey Motor race sump.

Original sump highly modified, baffling, swing plates, deeper, much bigger capacity. Won't win a concourse, but has won dozens of races! Get in touch for photos. $150 Nick McDonald 0414 569 506

Holden Grey Motor 257B camshaft, suit racing applications. Ground by Clive Cams, used but in very serviceable condition, little wear. Can supply complete specs and photos. $250 Nick McDonald 0414 569 506

I am reluctantly selling my 2011 BMW 1M, the best all round road car I have ever owned. It is for sale through VHRR good guys the Sabines at Brooklands. These were a limited edition factory hot rod, and essentially comprised M3 running gear in a modified 1 series body. 6 speed manual gearbox and twin turbo inline 3 litre 6 cylinder engine. 335bhp. Highly desirable and only 300 in Australia of 6000 worldwide. Meticulously cared for. Was first registered to BMW Australia. Often regarded as an even better driver's car than its M2 successor.

Contact Cameron or Paul Sabine at Brooklands Classic Cars for more details.

$79500 EGC Ross Jackson

On offer Ralt RT4
Approx 28 meeting old.Second last one built Push rod model. Too many cars. Some have to go. Some spares. Motor fresh.
David Crabtree 0419 520 732

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 $130k. Barrie Read Park Orchards 0400 054 358 readworks@bigpond.com

For Sale: Mildren Cooper Climax. Never previously offered for sale but after almost 40 years of ownership, imminent retirement from racing forces it's sale. Type 51 Cooper with 4 wheel disc brakes, 4 coil suspension, two litre short stroke Mark 2 Climax FPF motor make this a very competitive package.

It holds Lb lap records at Winton, Eastern Creek, Wakefield Park, Amaroo, Oran Park plus Grafton and Mt Cotton Hillclimbs with geriatric driver so there is plenty of potential there for a more enthusiastic operator.

Naturally it has a MSA Certificate of Description which certifies it's provenance. At $150,000 it is far less than similar cars being offered overseas. Further details from Dick Willis, 0427 400158 or willisrg@smartchat.net.au.

Alvis Mercury V8 Special

Originally 1928 Alvis Silver Eagle (or 14.75) 2.2 litres 6 cylinders, Chassis Number 7222 Engine Number 7817 (engine now in UK, with Allan Griffin). 9 feet 4 1/2 inch wheelbase, with 4 seat touring body.Left Alvis factory 15th November 1928, with two similar, all bound for Australia. Allegedly the first three Silver Eagles off the production line.

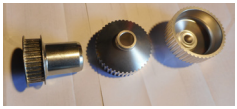
In 1929, twenty first birthday present for Jim Gosse, of Adelaide's wealthy and well known family. Jim Gosse toured eastern Australia, to the snowfields, to Melbourne, to Canberra, and to Sydney even before the Sydney Harbour Bridge was completed (his photo album survives, in the hands of the Shearer family).

In 1936, chassis inverted, shortened (to 8 feet 6 inches), and Frazer Nash style tubular front axle on semi elliptic springs added, by two brothers from Glenelg, surname Sauers (or Sawers). Hillman gearbox used behind Alvis engine until engine destroyed and car dismantled immediately post war.

Owners:
1929 Jim Gosse
1936 Sauers(Sawers) brothers
1945?-1965 Glen Jamieson, Roly Poland, Kevin Shearer; "boxes of rusty bits"
1968 John Hebron
1969 Bill Potts/Doug Potts: concern re poor engineering of front axle (replaced with proper chrome molybdenum by John Medley 2004)
1970 Neville Webb (all above in South Australia)
1977 Allan Griffin, Sydney
1982 Robert Alcock: inserted Ford V8 engine, after Allan Griffin took the Alvis engine to UK
1996 John Medley. Rebuild completed 1999, first race 2000 (ran again for the first time in 50+ years)
Raced by John Medley and others 2000 - 2012 at Eastern Creek, Catalina Park,Oran Park, Winton, Phillip Island, Cootamundra Sprint. $30,000. John Medley 0401 739 594

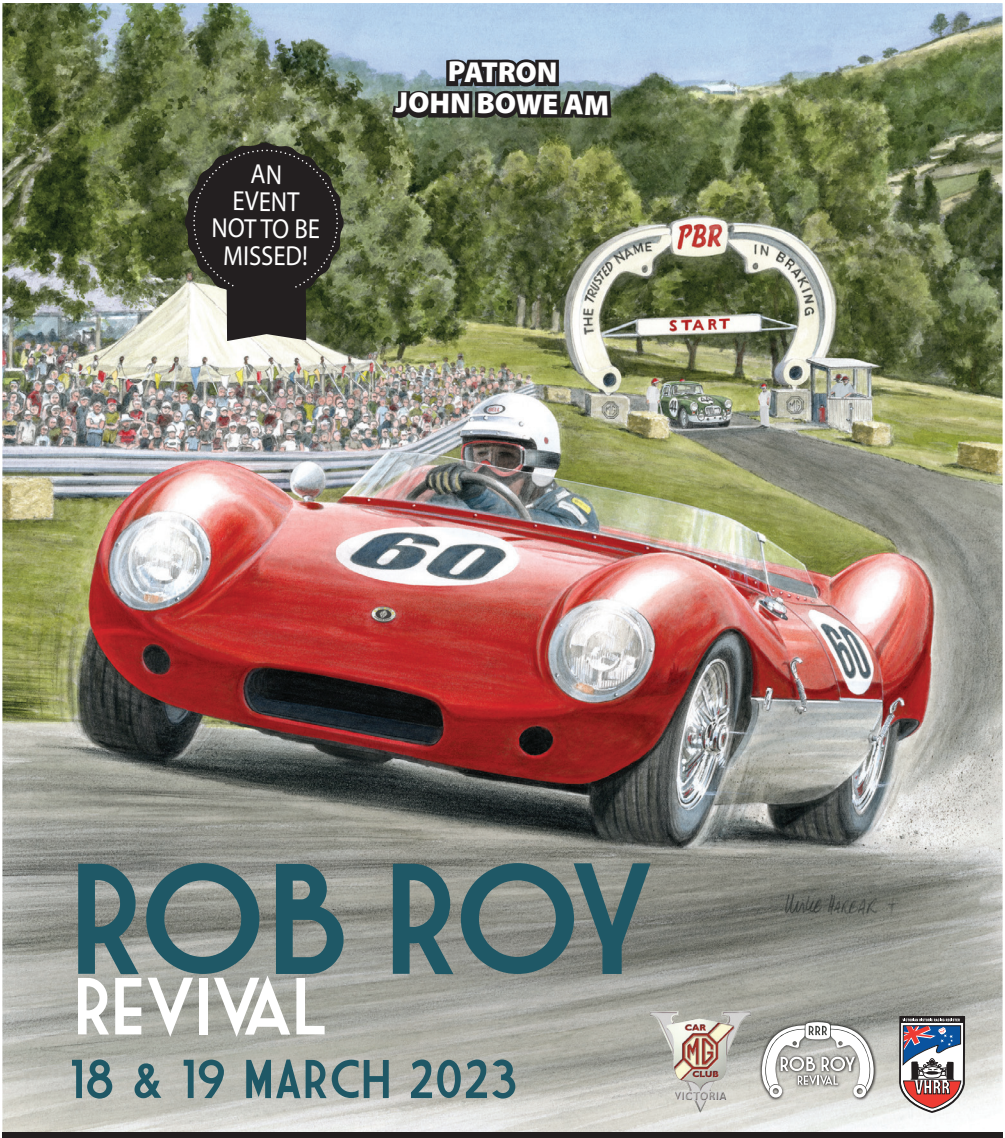
For Sale 1965 Elfin Catalina Chassis 626 1100cc Downdraught Howard Head 40DCM2 Webers Group M John Medley 0401 739 594

For sale: Water pump drive pulleys for Ford Kent and Lotus Twin Cam engines. The crankshaft pulleys are 30 Tooth and CNC machined steel and plated for corrosion protection. The water pump pulleys are 44 Tooth and CNC machined from 7075 T6, with either



a 5/8" or ½" bore. A lead in taper have been machined into the bore to allow for easy starting during the press fitment. Prices:- Water pump pulleys $90.00, crankshaft pulleys $175.00, 180XL x ½" drive belts $13.00. Wayne Groeger 0419 545 339

For sale: Triumph TR7 Crown Wheel & Pinion 3.9:1 Sensible Offers
Lloyd Shaw 0415 351 164



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