



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 - April 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

April	17-18th	Mallala	08 8271 5689
April	27th	MGM.....	0458 882 304
May	2nd	Historic Rob Roy.....	0412 339 934
May	21st-23rd	Historic Winton	0419 504 233
May	23rd	Rob Roy Interclub Challenge Rd 2.....	0412 339 934
June	22nd	MGM.....	0458 882 304
August	6-7-8th	Winton Festival of Speed.....	0412 264 997
August	15th	Vintage Rob Roy.....	0412 339 934
August	24th	MGM.....	0458 882 304
October	3rd	Rob Roy Interclub Challenge Rd 3.....	0412 339 934
October	26th	MGM.....	0458 882 304
October	31st	30th Historic & Classic Rob Roy	0412 339 934
November	5-7th	Historic Sandown	0402 224 133

Committee Meetings 2021

January 18th	April 19th	July 19th	October 18th
February 15th	May 17th	August 16th	November 15th
March 16th	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 Nelson.....0439 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

Secretary's Report

We finally held a General Meeting and our AGM on February 23, 2021. It was so good for us all to be able to meet face to face, though with masks and social distancing.... thanks to all members who attended.

Our President Ian Tate welcomed all to the meeting, noting how difficult a year 2020 had been. He made mention of the members and friends who passed away last year: Graeme Lowe, Jim McConville, Ron Tauranac, John Coffin, Alex Reid, George Spanos and Sue Byrne. We express our sympathies and support to these families.

Normal business was conducted at the meeting and the President, in his report, said it was a privilege to serve the VHRR. Ian thanked those on the General Committee and chairs, members and all involved in our race committees. He thanked many people for the ongoing work and contribution they make to the club and its events, in making them so successful. He particularly thanked our major sponsors: CoolDrive, Penrite, Bursons and Shannons.

The following appointments for 2020-21 were confirmed:

Executive:

Ian Tate	President
Rohan Carrig	Vice President
Ian McLennan	Treasurer
Leanne Newson	Secretary

General Committee:

Peter Donald, Bob Morrow, Anthony Mann
Craig Bowring, Bob Harborow, Geoff Kelly,
Ken Bedggood, Noel Robson (Immediate past Vice President)

Group representatives:

J&K, Lb	Greg Smith
Q&R sports	Derek McDougall
PQR	Rohan Carrig
F5000	Bob Harborow
M&O racing	Laurie Bennett
M&O sports	Tim Wright
FFord	Anthony Mann
FJunior after the meeting)	Kim Shearn (appointed)
Group C	Rod Hatfield
Group A	Craig Bowring
FVee	Conor Ryan
Regularity	David Bellenger

The Returning officer confirmed the appointment of the auditor, Russell Alexander, for another twelve months.

The President thanked Debbie Collins who stepped down as Membership Secretary and welcomed the new committee including one new member, Anthony Mann. John D'Asques was welcomed as our new Membership Secretary and he and Kevin Kosa will be co-opted committee members.

At the Committee Meeting on March 22, the following appointments were made to, and thanks noted:

Library Officer	Cheryl Reid
Property Officers	Peter Angus and Richard Williams

Calendar

The dates for the committee meetings (usually third Monday) for the rest of the year are April 19, May 17, June 2, July 19, August 16, September 20, October 18, November 15 and Tuesday December 14.

The dates for our General meetings are April 27, June 22, August 24 - AGM and October 26. It is hoped that we be able to hold our General Meetings at the clubrooms from now on but this is tbc.

Leanne Newson, Secretary

CLUB PERMIT (RED PLATE) SCHEME

A reminder that Chris Nelson is our CPS Officer and his contact details are:

Ph: 0439 955 562

Email: club.plates@vhrr.com

Business address: 2/1 Rushdale Street, Knoxfield 3180. He will be available during business hours only.

Remember, it is important you keep abreast of when your registration is due and contact VicRoads if your paper work does not come through.

YOUR CLUB NEEDS YOU as a COMPETITOR or SPECTATOR.

After too long an absence from hillclimbing motorsport it's time to dust off the covid cobwebs and participate in the Rob Roy Triple Cup Challenge Round 1 on Sunday 2nd of May which your club (VHRR) is responsible for promoting.

If the cobwebs are too thick on your competition vehicle, they are probably not the same on your daily drive so there should be no reason not to

support the event as a spectator. Remember it is a picturesque drive and the venue is looking great.

If you drive a classic vehicle a dedicated parking area is available for you adjacent to the Marshalling area.

It is important to support your club to ensure that the event is financially viable and also ensure we put up a good representation to ensure that the VHRR wins the Triple Cup.

The Triple Cup is a friendly competition between the three similar minded clubs that support Rob Roy with each club hoisting it's own round of the series. Points are awarded for placings in each class and 1 point for each non placed competitor.

The 3 rounds of the Triple Cup Challenge are:

1 - VHRR Rob Roy Historic hillclimb, 2nd May

2 - VSCCV Vintage Rob Roy, 15th August

3 - MGCC Historic & Classic Rob Roy, 31st October

For the first time this year it is envisaged spectators will be welcomed back and catering will be available for this event (COVID permitting).

Be aware that under COVID requirements everyone entering the venue will have to be registered at the point of entry. Please be patient with this formality.

The only method of entry is via the MOTORSPORT AUSTRALIA Event Entry – Members Portal, which is available at: www.motorsport.org.au

If for any reason, you are unable to enter via the MOTORSPORT AUSTRALIA Event Entry System, please contact Kaye Thatcher on 0405-620-145 or John Kelso on 0417-398-606 for assistance and or advice.

VHRR WIN BY A POINT!

Following the running of round 1 of the Rob Roy Interclub Challenge series, the VHRR (46 points) Lead the series by 1 point from the MGCCV (45). Representing VHRR were:

Alan Green - Chimaera

Warren Green - Ausca Verde

John Moir - Jaguar XF

Mike Barker - Hayward 06

Mark Atkinson - Falkenberg Jinx

Keith Charman - Ellerton BMC

Don't forget 2 May is the VHRR Rob Roy Historic hillclimb, round 1 of the Triple Cup.

Mike Barker

Formula Vee Phillip Island report

Finally, after much trepidation, we were all let out and allowed to get in the slipstream down at Phillip Island. Historic Formula Vees had one of their largest grids of mostly Victorian competitors at the island with a few new faces joining our ranks. The Vee "tent city" was erected early in the weekend with rows of Gazebos lining up either side on the grass, filled with different models including Elfin's, Spectre's, Rennmax's, Malmark's and the odd KPS and Daveric too, with a few vee hangers on from other categories. One of these who was constantly coming back to the city was Matt Scott, who chose to run the magnet car, but still coming back to his roots of Vees and hang out with the vee boys. Following



Pic Courtesy SD Pics

completing their OLTs at Sandown a few weeks earlier, Chris Curran and Josh Lowing had their first full competitive race meetings and some still new faces aswell joined us, such as period racer Peter George in Noel Bull's 500 and Dean Briggs brother, Glynn, with the Briggs Boys debuting their extremely well executed 2 Vee trailer. Friday practice was taken up by most, as a way to get back in good stead for Qually. As always, little fun dices came up in qualifying, it always does. Setting the track on fire in Qualifying was Max Bonney with a 2:04, a very quick time indeed, which was enough to be 8th quickest overall in the JKL Category. Everyone's favourite Pancake Chef, Ross McLaughlan was busy fixing the front brakes on the ex Ian Edgar Malmark before qualifying, brakes aren't used much in a vee, but when they are used they are used Hard! In Race 1 on Saturday afternoon, the 20 second delayed start was tried following a few different delays in previous years in order to separate the different vehicle speeds of the different catagories in the same event. This worked extremely well with the vees being in a good area between being lapped by the front running JKL cars and being in front of the

slower JKL cars. Max Bonney was first home with everyone's favourite South Australian, Don Greiveson coming in second. Following a 3 year hiatus from racing due to various reasons, Damian Sykes had a class win, being the first VA car home, followed by Blake Kolar (in only his second event). Tent city was in full swing on the Saturday night following competition, with some thinking, tinkering and drinking happening. It's good to be surrounded by your mates, having a chat, telling lies about how fast you could have been, making racing driver excuses and all the rest of it, who would have thought that this could have happened following last year's events.

We all take our hats off to the VHRR for pressing ahead and having one of the best events yet. While the rest of us were in the tent city, our resident Blue Sideways Cowboy, DJ Chris "Jacko" Jackson went back to Melbourne for a gig before somehow rushing back to Melbourne the next morning to put the Avanti on precariously large slip angles. The results of Sundays events were much the same as Saturday, with a rare bit of attrition going on, a few cars having to drop out due to other issues, such as engine issues for Dean Briggs and low oil pressure for Ross McLaughlan. Brother Dean McLaughlan had the opposite problem, with all the oil in the gearbox falling out of it from the right hand side plate, with copious amounts of silicon and hope and dreams willing the oil to stay inside the 'box.

All in all, at the end of the weekend, we all put the cars on the trailers, had no major incidents, some close racing and smiles all around, isn't that what Historic Racing is all about? Historic Formula Vee in Victoria is going from strength to strength, with 14 out of the 15 entrants being Victorian, there is also a few cars being restored and recommissioned into life to come out and join the fun, such as VHRR Junior Member, Brock Hand and dad Greg, who are both currently working on a Kingfisher Vee, which we all look forward to seeing and having compete with us.

Vees are the perfect Entry point into Historic Racing for junior members, as they are safe, cheap, financially viable and good fun, with 6 of the vee entrants at Phillip Island being Junior or Younger members of the VHRR. Yet again we thank the hard work of the VHRR, Organising Committee and all the officials, without them we would have not been able to have so much fun down at the Island. Conor Ryan

2021 Phillip Island Classic - Regularity

The Regularity competition at the 2021 Phillip Island event was a little different in that we only conducted one group. This led to a greater difference in speeds than normal, but the event ran smoothly with no issues.

We started the event with 42 competitors and as would be expected lost a few during the weekend due to mechanical faults.

Again, this year we used the card system for grid positions in the marshalling area and this system is starting to be accepted by the competitors with very few cards needing to be chased up between sessions.

The driving standards during the event were very good with very minimal on track issues or infringements being handed out. Frank Bradley



Pic Courtesy SD Pics

and I would like to thank all the Regularity competitors for entering the event and being so easy to work with. We look forward to seeing you all again at Winton in August, Sandown in November and Phillip Island in 2022.

Best regards

David Bellenger

VHRR Regularity Category Manager.

Event Report for Groups J, K and L

Phillip Island for Groups J,K and L was a very mixed bag punctuated by weather, reliability and emotion.

Thursday's volunteering early for Covid sign in duty was freezing and wet but seemingly went without a hitch apart from the usual few who were too important to read the instructions and wanted it done the old way. Nuff said .

Friday was an improvement with only wind to contend with and a large group got out to practice stretching their own and their cars legs after such a long hiatus.

Some did have problems revealed and the beautifully restored Nalla Holden was on the trailer with overheating.

Saturday was a bolter of a day and nearly perfect for our type of event so qualifying was seamless with some stout performances.

There was, however, a gremlin revealed !! Six competitors had found a pocket handkerchief of grass in the vast gravelled area down South and had set up camp in the very pleasant surroundings. They may re-think this position for next year as they were clearly driving pegs in to a sacred site of some sort and the Gods were not happy.

Of the six, all had dramas.

The Wright's Mallala only had 4 of its 5 all weekend, their Regah MG had a slipping clutch from practice on, the big Prad Clubman had a recurring flat battery, the Toron Sports suffered an electric glitch whereby every time the master switch was turned off the fans and pumps were reset to not come on till 200 degrees. McKnight had an ongoing fight with steam in the cylinder head and going out to qualifying all belted and braced the Laydown Special exploded its starter pinion into the bellhousing locking everything solid.



Pic Courtesy SD Pics

Not a yard of track time, but no refunds unfortunately, so Saturday night's was a very expensive drink!

The first event was short then of Andrew Makin, myself, and Ray Sprague who had fallen foul of a scrutineer insisting he must have FIA belts when Groups J,K and L do not have to have them at all !! (CAMS and Motorsport Australia regulations) Very disappointing for such a long time supporter .

At the "off" it was hectic and huge fun to watch from Honda McDonald and Ryan going at it hammer and tongs with handling, brakes and experience just outweighing brute power, slippery reaction times and youthful exuberance. Somewhere about here John Bowe exited stage left with expensive noises coming from a reportedly very expensive new engine so all the usual subjects lined up in nearly expected order, but with a few highlights. Phillip Aitkin in George's Vauxhall really getting stuck in to it and John Rundell in the Ausca going similarly well.

Round one went to Nick with fastest lap to Conor.

Rounds 2 and 3 were reversed with two wins to Ryan and two fastest laps to McDonald.

Shane Bowden, ever consistent, had lonely drives but won all the Sporties got a third outright and a PB of under 2 minutes (pays to have no traffic !!)

Geoff McInnes was rewarded with a third in the big racing cars and the Sulman Singer made up the rear but got the Gold in the K(a) stakes.

Being, without a doubt, the most entertaining races all weekend, Driver of the Meeting was awarded by the Flaggies to Conor Ryan and the Patrick Ryan Memorial Trophy was won by his nemesis Nick McDonald.

See you all at Winton,

Cheers Greg - J,K,L

Group Rep Report Formula Ford - Phillip Island Classic

A solid field of 40 Formula Fords entered this fantastic event which was a good result considering the potential threat of border closures etc. Special mention to Grant Walker running his original Titan Mk6 that has had been fully rebuilt and looks absolutely fantastic. Grant won the NZ championship in this car in the 70s and brought it out to Australia in the day finishing 2nd to John Smith in the 1977 championship. Unfortunately his weekend ended early after a collision damaging suspension. Also James Hagan for coming all the way from Ireland running in his first ever FF race at Phillip Island, had to swap cars due to engine dramas but believe he had a good weekend. The outstanding star of the weekend though was Jonathon Miles with Pole Position and 4 race wins. The final race being the Perkins Cup Feature Race was an absolute cracker with Jonathon, Richard Davison & Andrew McInness trading places most laps with Jonathon managing to pull off the win. Nick



Bennett punched way above his weight beating much more modern cars in the family one owner

Elfin 600, taking a clean sweep in Fa. Being an unfortunate spectator myself can report the racing through-out the field was fantastic with great weather and most reporting they had a great weekend and looking forward to 2022.

Results - Perkins Cup Feature Race

Fa: 1st Nick Bennet 2nd Paul Faulkner 3rd Nick Mansell

Fb: 1st Ian Edgar 2nd Eric Bellamy 3rd Ewan Geals

Fc: 1st Jonathon Miles 2nd Richard Davison 3rd Andrew McInness

Anthony Mann

The F5000 category numbers were disappointingly low this year and with just three cars competing they were included in with the Q & R, Indy & F1 cars. The Chevron B24 of Dean Camm experienced engine failure early in the meeting leaving just Bill Hemming in the Elfin MR8 and Paul Zazryn in the Lola 332. Bill ran consistently mid field whereas Paul managed a valiant second behind the Guido Belgiono Nettis Ferrari F1 and clearly demonstrated F5000 capability.

Bob Harborow

Formula Juniors at Phillip Island 2021

Six Formula Juniors attended Phillip Island this year, five of them racing with M&O and the sixth with Group L. For those of you not familiar with FJs, the Formula is basically 1100cc with L section CR65 tyres, and they come in 3 flavours, front engined, rear engined drum brakes and rear engined disc brakes. This basically represents the development of the Formula over the lifetime, which was from 1958 to 1964. Since



Pic Courtesy Chris Carter

the front engined variety are all pre-60 cars, they slot nicely into Group L racing, and Max Pegram, the driver of the Gemini Mark 2 FJ in Group L, did very well, leading his class all weekend and mixing it with some much more powerful cars.

In M&O we had four Lotus 18s, Kim Shearn, Grant Walker, Paul Faulkner and Steve Moody, all local lads, whilst I (Noel Bryen) drove the

Rennmax FJ and hail from Sydney. The four Lotus 18s are very fine examples of rear engined drum brake cars from 1960/61 versus the disc brake configuration of the Rennmax, which is a 1963 model and represents the latest development of the FJ before the Formula was supplanted by Formula Ford in 1965.

3 of the 4 Lotus 18s at Phillip Island – Kim Shearn (8), Steve Moody (18) and Grant Walker. Whilst the engines are identical, (3 bearing main Ford – aka Ford Anglia) fitted with twin webbers, the added benefits of a 5 speed hewland gearbox (multiple ratios), disc brakes and 13 inch wheels on the Rennmax, versus the 4 speed Renault gearbox (fixed ratios) and 15 inch wheels of the Lotus show up clearly in the lap times, with the Rennmax being 7 seconds a



Pic Courtesy SD Pics

lap quicker as a result. It is probably fair to say that the Rennmax also has a few more fast bits inside, as it spins happily to 10,000 rpm all day, mainly limited by points bounce.

Nevertheless, the main aim of the game is to have fun, and that I certainly did, mixing it with some much bigger cars and I was pleased to finish ahead of the odd Brabham or two over the course of the weekend! The Lotus 18s had an absolute ball, and were very close all weekend and must have looked a great sight on the track. Not only did we all have a great deal of fun, our cars went back on their respective trailers in one piece and mine is now ready for Mallala. It can't get much better than that.

Some of you may have noticed Jim Richards around the pits over the weekend, the main reason being that he owns the Lotus driven by Grant Walker and his enthusiasm in seeing it running is great to see. Kevin Bartlett, the DSO for the VHRP, also cut his teeth on FJs in the early part of his career and I have taken lots of advice from KB on the setup of the Rennmax over recent years.

A special thanks has to go to Jean Bellenger and the entire team of organisers and officials for putting the meeting on in such trying

circumstances. Well done to the VHRR and congratulations for a wonderful event, even without the crowds. See you next year!

Noel Bryen

After all the chaos of last year it was a real joy to return to racing at Phillip Island in 2021. Despite early reservations by lots of competitors the meeting from a participants position was very successful. Full credit must go to the VHRR team for conducting a splendid event, while operating under very difficult restrictive conditions.

Saturday morning Qualifying saw Andrew Robson take pole ahead of Nick Bennett followed Sean Whelan and Laurie B. Race one on Saturday, it was Andrew who made the best break and while Laurie managed to jump into second it wasn't long before Sean was able to recover his place. Nick retired with mechanical issues, which left Andrew, Sean and Laurie to take out the first three spots followed by Phill Randal and Kevin Kosa.

Race two on Sunday morning got off to a good start, but was soon interrupted by a safety car following an incident at Honda which eliminated three competitors for the rest of the day. The safety car finish was led by Andrew, Sean and Laurie with Nick coming from rear of grid to fourth in the first lap. Race three provided interesting battles between Andrew, Nick and Sean.

Nick eventually got the better of Andrew and came home first, while Laurie managed to convince Sean to make a small mistake which gifted him third.

Laurie Bennett

March 25, 2021

Day with Jay: We were scheduled for March 2020 to film/interview a segment for the "Jay Leno's Garage" Series. Due to the pandemic, Jay has for one year, been doing "solo" programs at his Burbank Collection. As filming

just opened up, we were scheduled in for March 25th and with the including of an interview and taking of our 1959 Old Yeller II Buick Special.

Missing PI hugely... stay safe, Ernie and Elaine

2021 Phillip Island Classic – Weekend in Review

Every now and then, a moment presents itself where you have to stand back and wonder how on Earth you got there. The 2021 edition of the Phillip Island Classic presented many such moments for me.

It's hard to believe that just like that, my first ever race weekend is done and dusted, and to be honest, I couldn't have asked for a better start to my racing journey.

Before delving into too much detail, I need to acknowledge and thank each and every individual who has contributed to getting me to this point, the amount of support and backing people are willing to throw behind a kid chasing his dream is overwhelming, and I hope in this next chapter I can do you all proud!

Coming into the weekend, I'd constantly been told that in racing, you learn so much, so fast. Of course, I believed it, but didn't realise just how much of a learning curve it really is. I can safely say I learnt more in the space of one weekend in racing than I did taking part in 18 months of Regularity, and although from many aspects Regularity is a great place to start, nothing can prepare you for the sheer amount of fun and learning experiences you'll have while racing.

For us, the weekend started on the Friday, as we had the mighty Daveric Formula Vee entered for Private Practice. The day went swimmingly, having taken the opportunity to get reacquainted with the car and of course Phillip Island, which remains to be the best stretch of tarmac I've driven on. I learnt heaps, but had no doubt I was going to learn so much more come Qualifying and Race on Saturday.

The Saturday was most definitely the steepest learning curve of my Motorsport journey thus far. Qualifying proved for me that in a Formula Vee, especially around the Island, staying in a pack and having a slipstream is vital, the difference being something like 2-3 seconds in lap time. I certainly learnt that the hard way! With the outcome of that pretty self-explanatory, I'd line up for Race 1 somewhere near the back of the Formula Vee grid, but Qualifying is the place you start, not where you finish, right?

Coming into Race 1, the nerves and anticipation



were at an all-time high. Doing one final tighten of the belts before heading out on track was the most nervous and most excited I think I've ever been. This was it, this was the chance to live the dream. As is always the case though, as soon as the visor goes down, the nerves disappear. Without doing a lap by lap report, Race 1 saw me get a great start off the line, and we had a great battle pack going all race long, so we left the track on Saturday evening in high spirits, ready and raring to learn even more on Sunday! Race 2 on Sunday morning was yet another huge learning experience, having great battles up until around mid-race distance, a synchronized spin ahead left me with no option other than to back out, meaning I lost the pack, which in Vees is something no one wants to do! But consistently fast times meant I got to see the benefits of my time in Regularity, because as we all know consistent lap times is the key to success in that category!

Race 3, last race of the weekend, was the most fun I've ever had by a long shot. I knew coming into the race that this would be the perfect opportunity to put all I'd learnt over the course of the weekend to work. I'm stoked to say that I did. A solid start, three wide action all race long and achieving my PB lap time around the Phillip Island Grand Prix Circuit saw me leave the track in the best mood possible.

Overall, the 2021 Phillip Island Classic was such a great weekend for me, I can't thank everyone at the VHRR for giving us all the opportunity to get back to what we love after a tough 2020, I think I can safely say for many of us that we couldn't have asked for a better weekend.

Finally, it's impossible to overlook the incredible opportunity that Conor and the Ryan family have presented me with, there really are no words to describe just how generous they've been and continue to be towards my Motorsport journey. Having spent a lot of the weekend explaining to people how this opportunity has presented itself is a credit to the family, as many, I'd say 9 out of 10, struggled to believe the sheer generosity of the Ryan's gesture. I really couldn't be anymore grateful!

Josh Lowing

Classifieds

For Sale 1980 Ford F350 Banana Back. Perfect race car Hauler, dual fuel, 351 Cleveland, with working winch fitted and ramps. Able to be put on club registration. Runs and drives, just needs some work done to the brakes and diff needs repair. Able to tow a car behind as well. 10k. Contact Conor Ryan on 0459 490 108 or conor-ryan7@live.com.au



GIVE SUPPORT AS A COMPETITOR OR SPECTATOR

YOUR CLUB NEEDS YOU
at Rob Roy

TRIPLE CUP CHALLENGE ROUND 1
PROMOTED BY THE VHRR
CHALLENGE SERIES FEATURING MAINLY CLASSIC AND HISTORIC CARS

SUNDAY 2 MAY 2021

SPECTATORS WELCOME!

Subject to COVID requirements at the time on the understanding everyone attending the property will have to be registered on entry. Please be patient.

FULL CATERING WILL ALSO BE AVAILABLE

ENTRIES: VIA MOTORSPORT AUST ENTRY - MEMBERS PORTAL available at www.motorsport.org.au

ENTRY ENQUIRIES: JOHN KEISO 0417 398 606 / KAYE THATCHER 0405 620 145