



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**CLUB PATRON: Sir Jack Brabham OBE AO**

PO Box 3485 MELBOURNE VIC 3001 Website: [www.vhrr.com](http://www.vhrr.com) Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - August 2014

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

August	9th-10th	Winton Festival of Speed (CCE).....	0412 351 403
August	17th	Rd 2 Triple Cup Rob Roy.....	0417 002 892
August	26th	MGM - VHRR Clubrooms Guest Speaker Carl Gibson..	03 9877 2317
August	31st	Interclub Challenge Rob Roy .....	0418 311 040
September	13th-14th	Wings & Wheels Maryborough (Rd 2 Trident Cup).....	0419 091 499
October	5th	Vintage Collingrove .....	08 8271 5689
October	28th	AGM - note date change.....	03 9877 2317
November	2nd	Interclub Challenge Rob Roy .....	0418 311 040
November	8th-9th	Historic Sandown (CCE) .....	0402 224 133
November	23rd	MGCC Historic & Vintage Hillclimb - Rob Roy.....	0418 311 040
November	29th-30th	Geelong Revival Motoring Festival.....	<a href="http://geelongrevival.com.au">geelongrevival.com.au</a>
December	12th	VHRR Xmas Presentation & Awards Evening .....	0407 825 545

### 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**

Gordon Hellsten .....03 9878 5272

(Red Plate)

5 Handel Crt Blackburn Vic. 3130

\*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.



"Share the Passion"

**The VHRR gratefully acknowledges the support of our major sponsors**

## IMPORTANT NOTICES

**We remind members** that the AGM this year will be held with the General Meeting on October 28 instead of the usual August meeting date  
**REMINDER, MEMBERSHIP RENEWALS NOW OVERDUE**

**August MGM** Guest Speaker **Carl Gibson**  
Don't miss this one! Carl's extensive experience in sports cars, F1 etc are sure to be of great interest. Carl started racing go-karts at age 12, was Australia's youngest sports car race driver at 16 and moved to the UK four years later to join the Benetton F1 team in 1989.

**An important date** to add to your Calendars/diaries - The 2014 VHRR Awards Night and Christmas Party. Friday 12th December at 7 pm in the Grand Ballroom at the Manningham. Look forward to seeing you all there!

**The Tour'd'Yarra Valley** will be held on Sunday 21st of September starting at the Healesville station (Melways 270 A12) leaving at approx. 9.30 am for a leisurely run though the Valley finishing at the Black Spur Inn for lunch. There will be no questions or answers on the drive, only some easy instructions to guide you to the finish. A stop in Marysville will be included for you to see the remarkable change in the town since our last visit back in 2010.

Lunch will be a choice of two courses for \$35.00 including coffee, if you have any diet requirements please let me know.

Looking forward to your inquiry on 0427 031 737, or 03 5962 2331 Cheers, Ron Simmonds

**Congratulations Bill Prowse** on your 90th Birthday. The Wednesday Group celebrated Bill's 90th in style a couple of weeks ago.

**I noted the comment** in the list of Grey motor specials that Glyn Scott's first Holden Special might have morphed into the Repco motored copy of Tom Hawkes car. This is not the case. The Repco was quite separate, but was the recipient of the Repco motor that Glyn had installed in his previous special not long before.

He sold the first special to Max Volkens who ran it with an iron headed Holden for a few meetings before reverting to sedans. I think Trevor Chappel got it next and, after that I don't know what happened to it.

However, about 4 yrs ago I visited Bevan Batham and John Devitt in Warwick to see the Centaur GT and Doug Partington's Centaur Clubman only to also see Glyn's old special still intact. They were planning to install a Repco motor. Given that they have done terrific work on the cars they have restored, I have no doubt that they will have done an equally good job on this old single seater.

As for the copy of Hawkes car, I guess everyone knows that story. I saw it being built in secret under the house of one of Glyn's employees not far from his garage in Rosalie. Normie Mellor did most of the work. The brake drums and backing plates were sourced from the same Commonwealth Aircraft employee who provided similar equipment for my Dad's Lotus Holden [now being prepared by Greg Smith].

Event Presented by  
**The Austin South CLUB**  
and  
**MARYBOROUGH AERODROME**

# WINGS & WHEELS

## HISTORIC CAR SPRINT

13th & 14th September 2014  
MARYBOROUGH AERODROME

- Saturday 13 September
  - Vintage Aircraft
  - Air Museum Tours & Displays
  - Classic Car Rally

**Sunday 14 September**  
Historic Maryborough Car Sprint 10-4  
Historic Racing Sports & Touring Cars  
Vintage Aircraft  
Classic Car Display  
Entry \$10 - Children free

[www.wingsandwheels.net.au](http://www.wingsandwheels.net.au)

Maryborough Rotary & Lions  
Catering available  
Enquiries: David Lowe  
Race Secretary  
03 9827 8124 AH

CENTRAL GOVERNMENTS  
SHIRE COUNCILS

**September 14th** will be Round 2 of the VHRR Trident cup at the A7 Maryborough sprint meeting. Any queries to Brian Simpson Ph. 9744 7309 or 0419 091 499 The final round will be at Bryant Park later in the year.

I also noted the comment that the WA Comic book special was the first true Holden Special. I guess it's a moot point as whether it was or my Dad's Anderson Special was the first. They could only be months apart.

Hope this is of interest.

Regards, Stuart Anderson

### **A couple of oddities**

I have just been Googling Bruce Walton, and found the following on a Collingrove page: The Conoulty 500 seems to have had just one race before disappearing some time after the 1948 Easter Bathurst meeting, where it completed practice and two laps of the Bathurst 100. As such it was probably the first 500 – either imported or locally-built - to actually race in Australia, as distinct from appearances of 500s in hillclimbs. Bill Conoulty competed on motorcycles from 1917 with considerable success, and started racing on four wheels in 1929. In the 1930s he ran a garage and car sales business in Oxford St, Paddington, and gained a giant-killer reputation with modified Austin 7s, for which he also built two twin overhead-camshaft heads.

After spectacularly crashing a Seven at Bathurst in 1947 he was reported as having decided to retire from race driving. Nonetheless, • Forty years after it last raced, the remains of a very simple air-cooled racing car survive near Dunedoo in north-western NSW. Des Kelly, who lives in the area and who used to race a locally-built Ford V8 special in historic events, told Loose Fillings the air-cooled car had been built by Fred Nicholls and raced by him on the local dirt circuit at Pound Hill, which operated in the late 1950s. The car is essentially complete, but minus engine and gearbox. The car used a Triumph Speed Twin engine and gearbox in a largely unchanged Austin 7 Meteor chassis. The chassis retained the Meteor radiator cowl and the Austin suspension, mechanical brakes and steering adapted to a central driving position.

The car used a live rear axle, but avoided some of the problems of other live-axle 500s by mounting the engine/gearbox assembly on a swing-arm which was tied into the rear axle, but pivoted on a rubber bush at its forward end. While this meant the engine moved with every movement of the rear suspension, chain alignment and tension – the perennial bugbear for chain drive to a live rear axle - remained constant.

The continuation of the Loose Fillings article some pages on has more about the car, and a photo.

Brian Fleming (1953-?)

### **Ecurie Australie to be revived in historic racing by the Davison family**

Ecurie one of the most team names in motorsport being revived of the Davison Ecurie Australie established by in the early 1950's,



Australie, significant Australian history, is by members family.

was first established by Lex Davison

and was the team name under which all Lex's racing cars ran prior to his death at Sandown in 1965. A number of other significant cars were entered under the Ecurie Australie banner in its early days, including the Stan Jones Maybach.

The team continued to grow, and Lex had



*Ecurie Australie December 1964*

significant plans to expand the influence of Ecurie Australie after his retirement from racing. He had a 'youth development plan' to assist

young drivers into the sport, with young sports car driver Rocky Tresize being invited to join the team in 1963 to drive the ex McLaren Tasman Cooper alongside Lex in the Tasman Brabham. Other young drivers selected by Lex to become part of the Ecurie Australie team for the future were Tim Schenken and Brique Reed.

But tragedy struck on the 20th February, 1965, when Lex was killed whilst driving the Brabham in practice at Sandown, and unbelievably Rocky Tresize was also killed at the wheel of the Cooper two weeks later at Longford in an accident that also killed a trackside photographer. Within two tragic weeks, both drivers were dead, both cars were destroyed, and Ecurie Australie was no more.

"Out of respect for all concerned, the name Ecurie Australie was effectively retired from the motorsport scene" said Chris Davison "and even though many of our family has been active in motorsport over the years, we have always felt that this famous team name should remain dormant"

"But with the tremendous growth and success of historic racing in Australia, and the respect given to the significant cars and names from the past, combined with a number of our family now being active in the historic racing scene, then we thought that now would be a good time to revive this famous team name"

Chris Davison added that "In the past 24 months, we have lost both my mother Diana and my step father Tony Gaze, and so many memories have been revived whilst sorting through their personal effects. I think that they would both agree that now is a good time to revive Ecurie Australie"

So after discussions between the family, and also with Tim Schenken and Brique Reed, Chris and Richard Davison have decided to bring this famous team name back into historic racing, and will now enter their cars under the Ecurie Australie banner.

In recent years, Richard Davison has been campaigning his ex Theodore Racing / Alan Jones Lola T332, whilst Chris Davison has made a comeback into historic Formula Ford racing with a three car Reynard team with

his daughter Claire and son in law Johnny Grieg. All their cars and racing suits will now carry the unique Ecurie Australie badge that was designed by Lex.

**I ran at Phillip Island** 2014 in a regularity event for the first time this year. Friday practice was wet and windy, extremely windy. This was my first time to run at Phillip Island in my new open wheeler 1955 MG Nedelko Special which ran in New South Whales in 1956 and 1959 with such greats as Jack Brabham. Being used to a Formula V this car was something quite different to drive as the suspension was a lot harder and you sat a lot higher. I didn't go too badly in the wet as the car tended to slide a bit around the corners and was very quick on the straights. On Saturday the track was dry and the car was quick on the straights but was hopeless on the corners. With the help of a colleague we realigned the front wheels of the car so the camber was almost nothing. This certainly helped. I still have a lot to learn about this car but it certainly was a lot easier to drive. I will have to see if I need to change the castor a bit but it is not an easy job as I would have to put in spaces because of the suspension geometry. I had a fantastic time and was helped by a number of colleagues. The track is exciting to drive around and also a challenge. The highlight of the weekend was my third place in the last event. I will be back again next year and hope to do even better. My thanks to the organisers and to all the help I was given by my friends and colleagues. Cheers Mike Belcher

### **The Fletcher Collection**

Neil Fletcher founded Fletchers Photographics in 1975. Known in the photographic industry as "The Colourful Mr Fletcher", Fletch is a renowned



Corvette from The Fletch Collection

joke-teller and marketing guru; though his life has been no gentle ride. From an early age his love of fast motor bikes and cars was evident. The "potato-potato-potato" of a Harley Davidson or the "vroom vroom" rev of an American muscle car was the music of his life.

Born in Sydney's western suburbs to a working-class family, Fletch's passion as a teenager was photography and he commandeered the family bathroom as his darkroom. As soon as he left school he pursued a career in the photography industry, working first at Anthony Horderns, then with press photographer Ernie McQuillan and lastly at George's Camera Store.

By his early thirties, he was ready to venture out on his own and opened the first flagship store of Fletchers Photographics in August 1975 in Pitt Street, Sydney. With his mate John Laws spruiking over the microphone, staff climbed up onto the first floor awning and dropped 10,000 ping pong balls into Pitt Street. Some of the balls were marked or painted and a winner could pick up a free film or a free camera. Queues snaked down around Park Street as people lined up to collect their prizes.

As with many high-profile businessmen, Fletch's fortunes rose and fell. At one stage he owned 54 Fletchers Photographics stores, mostly in New South Wales, with a few in Queensland, Victoria and South Australia. Later he developed his own franchising system and again became a leader in the photographic industry.

Fletch and his family moved to a 200 acre property on the Wollondilly River. From there he oversaw the company stores and ventured into the new alpaca industry. For his fiftieth birthday, Fletch bought his first Corvette, a 1974 red convertible. He joined the NSW Corvette Club and attended many runs and car shows. He chose one or two of his favourites to show at the annual National Corvette Conventions, always coming home with a trophy or two.

Fletch and his wife Chrissy moved into Bowral, where he built his own shed complete with a mechanic's pit, a toilet and a pot-bellied stove. More cars came into the stable. A 1938 Ford, a 1965 Mustang and more Corvettes. Fletch was a true purist when it came to his cars. He studied to become a judge with the Australian chapter of the National Corvette Restorers' Society and submitted a few of his own cars which took out Top Flight and Second Flight Awards.

By 2005, Fletch and Chrissy had sold Fletchers Photographics and retired to Queensland,

purchasing a huge shed in an industrial estate to fill with more Corvettes. His dream was to have one Corvette of each series.

Following open heart surgery, Fletch was diagnosed with Alzheimer's Disease and his driving licence was eventually cancelled. This was a double blow. A wise daughter tried to pacify his distress by explaining that he was only the caretaker of the collection and that now it must move on into other hands. And so it must. Christine Fletcher, July 2014

**ROB ROY**  
Intertrib Challenge  
2014  
ROUND 1 4TH MAY  
ROUND 2 31ST AUGUST  
ROUND 3 2ND NOVEMBER  
PLACEMENTS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points  
ATTENDANCE - 1 point per competitor  
MEMBERSHIP BY THE  
M.C. CAR CLUB OF VICTORIA  
Entry Form: www.viccarclub.com.au  
Event Enquiries: www.viccarclub.com.au  
Entry Receipts: www.viccarclub.com.au  
MEMBERSHIP SINGLE ENTRY'S COSTS \$100 PER DAY  
OPTIONAL THIRD ROUND CLEARANCE FORM  
FULL CATEGORIES PROVIDED ON SITE AT ALL EVENTS  
mccs.com.au

## Classifieds

**1977 Group Q sports car** (Coad). Built by Ian Adams & Trevor Coan.1600cc Lotus twin cam motor. Has well documented racing history in Australia & New Zealand Log book & COD \$35,000 For further information ring Bob on 0412 215 732 or bboa6044@bigpond.net.au

**"Barn find" clearance sale.** Birrana 274 rolling chassis "tub" painted and suspension re-plated. Restoration started! 80/81 Wren formula ford. Complete car in pieces. Suspension plated and engine rebuilt. Many spares, including spare chassis, body moulds etc.etc. Elfin 600E ex Chris Milton - see [www.elfinheritage.com.au](http://www.elfinheritage.com.au) website. Elfin 630 E ex Clive Millis - see [www.elfinheritage.com.au](http://www.elfinheritage.com.au) website. Black 1988 Porsche Carrera, left hand drive. All P.O.A. to Denis Lupton on (03) 9331 0560.

### Compact speedcar (Speedway)

714cc Suzuki supercharged motor All steel motor and very reliable. High horsepower (Dyno sheets available) No DNFs in the last 3 years of racing No crashes on the chassis. Great way to get into motorsport cheap to run \$12,500 Comprehensive spares package available to purchaser. For further information ring Bob on 0412 215 732 or bboa6044@bigpond.net.au

**Reluctantly** I have my well known 1981 Mazda RX7 for sale. This car has a 13B Selectmaz rotary engine, only slightly modified for reliability, Mazda LSD, plus more. Quarter mile times in the low 14 sec, Rob Roy low 25sec, a great turn key car, drive it to the shops, and drive it to your event. I have won many class awards with this car. Comes with a spare set of wheels and tires, it has a set of club racing type tires on at present, the club rego is not transferable. The signage is easily removed. Priced to sell at \$9,500.00 0427 031 737, or 03 5962 2331 Ron Simmonds

**Lou Molina's** 1948 MGTC Racing Car – asking \$65,000.00 Ready to Compete and Win. Lou Molina Jnr loumolina@bigpond.com

**Fred Gibson mentioned** that you may have someone who may be interested in buying the Westfield Clubman race car we have. The asking price is \$30,000.00 with trailer and spares. The guy is selling it as he is getting to old to drive a car like this and is now doing some Tarmac Rally events in his road car. Please give me a call if you need any further information, Kind regards Alan Heaphy, Gibson Motorsport 03 8669 0237

### The Fletch Collection

Including Classic American cars, Automobilia and other collectors items

Auction: Monday 1 September 2014 at 6pm  
Viewing: 30–31 August 10am–5pm, 1 September 10am–4pm

926–930 High Street Armadale, Victoria 3143

Enquiries: Robert Richards 03 9508 8888

robert.richards@mossgreen.com.au

www.mossgreen.com.au

Collection highlights include:

1959 Chevrolet Corvette C1, (LHD) Frost blue with manual transmission

1960 Chevrolet Corvette C1, (RHD) white with manual transmission

1966 Chevrolet Corvette Stingray C2 convertible, (RHD) Nassau blue

with manual transmission

1967 Ford Mustang fastback, (LHD) black with manual transmission

1969 Morris Mini panel van, yellow and white with

manual transmission

1969 Chevrolet Corvette Stingray C3, (RHD) yellow with manual transmission

1974 Chevrolet Corvette Stingray C3, (RHD) red with automatic transmission

1991 Chevrolet Corvette ZR1, (RHD) red with manual transmission

1998 Chevrolet Corvette C5, (RHD) blue with automatic transmission

**Wanted, 4.44:1 crownwheel** and pinion (new or good used) to suit Cortina.

Ph: John Sheppard on 03 9379 7898

or email john.shp@bigpond.com

**Wanted** I need some parts for my Mini Cooper 998 project. Engine, gearbox, seats Front disk brakes. Many thanks David Doubtfire 0409603749

**Lotus Super Seven** race car, 1963, fully race prepared, international race history, \$59k ono, call James on 0417 888 513



**ROB ROY**  
Winner of the New Zealand and Australian Hillclimb Championships 1938  
Clifton Road, Christmas Hills, Mt Stuart Rd 2013-00

# TRIPLE CUP

A CHALLENGE SERIES FEATURING  
CLASSIC & HISTORIC CARS

**Round 1 27th April**  
promoted by the  
**VICTORIAN HISTORIC RACING REGISTER**  
Entry Forms vhrv.com.au  
Event Enquiries Paul Schilling 0409 862 949  
Entry Enquiries Ken Price 0418 311 040

**Round 2 17th August**  
promoted by the  
**VINTAGE SPORTS CAR CLUB OF VICTORIA**  
Entry Forms vintagecarsclub.org.au  
Event Enquiries John Cox 0408 036 767  
Entry Enquiries Mark Burns 0417 002 892

**Round 3 23rd November**  
promoted by the  
**M.G. CAR CLUB OF VICTORIA**  
Entry Forms robroyhillclimb.com.au  
Event Enquiries Wayne Rushton 0412 339 834  
Entry Enquiries Ken Price 0418 311 040

ADMISSION: SINGLE ENTRY \$10 OR \$15 PER CAR  
OFFICIAL: TIMES RANG COMMENCE 10AM  
FULL CATERING IS PROVIDED ON SITE AT ALL EVENTS

**Lotus Elan** convertible, 1969, good condition, \$32,500 ono, call James on 0417 888 513.

**McLaren M10B F5000** rear wheel, good condition, needs polishing. From the Pat Burke/Warwick Brown car. Best offer. 0412 346838.

### RepcO Brabham Engine Parts

- Two 6 series 85mm bore Cylinder blocks and

steel stiffener plates (numbered E13A and E11B)

- 72mm stroke Laystall crank to suit above (excellent condition, crack tested OK)
- New fully machined 620 timing chest
- Re-conditioned oil pump
- Used oil pump (body only)
- Nine new ARGO con-rods to suit 800 series short block
- Assorted un-machined castings
- Lucas camshaft driven/electric fuel injection pump with clutch drive
- Bosch ZV8 twin point racing distributor with h/t leads
- One pair of steel camshaft blanks

Due to the underwhelming response, I have reduced the price to \$12K o.n.o. the lot or I will separate at prices to be negotiated.

Contact John Sheppard on 61 3 9379 7898 or john.shp@bigpond.com

**Some recently downloaded photos** from a Brier Thomas DVD. All taken at Lowood. The Glyn Scott car is very interesting on its single weber. Greg Smith

23rd  
**historic**  
**sandown**  
47 Miles  
SIR JACK BRABHAM AO OBE  
WORLD CHAMPION 1957 1958 1959

8-9th november 2014  
enquiries 0438 438 093  
www.vhrr.com

Proudly presented by the Victorian Historic Racing Register



The car (#9) the Lotus Holden is dicing with at Lowood was variously known as the HRG Holden/ Godfrey Special/Repco Holden and is described on page 36 of my book on Australian Specials titled Optimism, it is now in the UK, Regards, Dick Willis.



# WINTON Festival OF SPEED

AUGUST 9-10, 2014



Photographs courtesy of Peter Dierckx.

## Winton Long Track

Historic Touring Cars / Production Sports Cars / Early V8 Super Cars / Sports & Racing Cars / Regularity  
HQ's / Muscle Cars Sprints / F Ford / Grp C & A / Parade Laps / Trade Stands / Giant Car Show

For more information visit: [vhrr.com](http://vhrr.com)

