



# 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 - January 2016

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

January	17th	RACV Great Australian Rally Mornington .....	03 9563 3293
February	27th-28th	Wakefield Park Historics .....	02 9988 4743
February	23rd	MGM .....	03 9877 2317
March	10th-13th	Phillip Island Classic - CCE .....	03 9877 2317
March	17th-20th	Australian Grand Prix.....	03 9787 3640
April	26th	MGM .....	03 9877 2317
April	10th	Myrning Historic Sprints .....	03 9827 8124
April	23rd-24th	Mallala Historics .....	08 8271 5689
April	30th-1st May	Morgan Park .....	0419 778 007
May	28th-29th	Historic Winton - A7 Club - CCE .....	03 5428 2869
June	28th	MGM .....	03 9877 2317
June	11th-12th	Sydney Motorsport Park.....	02 9988 4743
July	9th-10th	Morgan Park .....	0424 321 072
August	6th-7th	Winton Festival of Speed - CCE .....	0412 351 403
August	23rd	AGM & MGM .....	03 9877 2317
September	17th-18th	Lakeside .....	0419 778 007
September	24th-25th	Wakefield Park Historics.....	02 9988 4743
October	1st-2nd	Baskerville .....	0447 315 114
October	1st-2nd	Vintage Collingrove .....	08 8271 5689
October	25th	MGM.....	03 9877 2317

### 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

**Sandra Caffin** would like some help at Phillip Island selling apparel. Rewarding job if there's enough helpers, and in fact an essential part of Phillip Island. Give Sandra a call if you'd like to assist: 03 9744 1807

### **Vale John Best**

The VHRR Committee and members extend their sincere sympathies to Roy and Family. John was an original member and keen supporter of the VHRR. David Fogg sent us the following letter from John and I think it sums up the man nicely...  
Dear Foggy,

Thanks for writing those kind words on the inside cover of your book which I bought at Sandown. When I got home I read the first chapter and looked at the photos. However this weekend I decided to read the whole book from cover to cover and could not put it down until I had read the whole thing. I found it all very interesting and most informative about all your various activities during your life time, some I knew, but a lot I did not. You certainly packed an awful lot in over the years. When I was the Rep for Standard Motor Products and had the North East of Victoria as my territory which stretched from Seymour up to Holbrook with dealers also at Mansfield Euroa Benalla Wangaratta Albury and Corowa. I first met when you were with Chrysler dealer in Benalla at the time , but at the car races at Tarrawingie, I think it was 1957. Our dealer in Albury wanted to retire, and until we were able to find another one the company decided to rent the property from him and put me in as the Manager, this arrangement continued for 2 years 1957 and 1958. During this time the company secured the Mercedes Benz agency for the whole of Australia and had to change the name to Australian Motor Industries as the were no longer selling Standard products only.

Whilst I was manager of Albury Cars and Tractors, our Used Car Manager, Phil Jones who was involved with the formation of the new Hume Weir racing circuit asked me if the Company would be able to contribute financially to this new venture. The answer was NO, but I helped unbeknown to the Company by taking out a Ferguson Tractor a Post Hole Digger and I dug all the holes for all the posts that were required around the track and parking area etc. that was my contribution, and Phil Jones was very pleased.

I started my motor racing at Longford Tasmania in 1952 with an Austin A40 convertible, I

don't think they imported many to Australia as I don't recall seeing any others, it was great Fun, I was only able to make midfield. Most of the races were won by Tom Hawks in his Allard.

One of the saddest moments for me was at Winton when I was passed coming out of the Esses towards the start finishing by this formula 5000, who went a bit wide towards the left hand side into the dirt and all I saw was a cloud of dust and poor old David Crowder flying up in the air. it was dreadful. I had to attend the Coroners Court and testify as a witness, I will never forget this.

The other occasion was the incident you mentioned in your book was that terrible day at Calder the rain was pouring down, I was 8th on the grid and you must have been 6th or 7th I don't really remember, all I know was that I could not see a thing after the start coming down the straight for all the spray of water and thinking this is madness hoping that I was able to see the right-hand corner at the end of the straight. You said before the race started that if we played our cards right that we had every chance of coming 1st and 2nd knowing that the faster cars would have great difficulty in getting traction, and I think we probably would have, except for me flying down the back straight and tangling with you at the corner at the end of the straight, it was all my fault. I am very sorry and quoting Mark Webber (I just ran out of skill) I will never forget that as long as I live.

I hope you are keeping reasonably good health, I have my days with a crook ticker but the best part is we are both 6 foot above the ground, which is much better than the alternative once again your book was a wonderful read, Congratulations.

Thanks for your friendship over all those years.  
Kindest Regards John.

**It is with regret** that we are advised of John Best's recent demise, as both John and his son Roy were very involved in Historic racing, and in particular with the MRD Brabham BT1 Formula Junior that Roy raced for his Dad with considerable success. I personally had an enjoyable relationship with John over the years, and will miss him in the future.

Regards, Kelvin Prior  
VHRR Formula Junior Group Rep.

### **Vale David Palstra**

The Committee and members extend their condolences to David's family and partner Loreen on his passing. David was an enthusiastic



David Palstra & Ian McLennan - Presentation Dinner 2011

member, loved the Wednesday lunches, and his assistance with the Presentation nights, both at Bulleen and Phillip Island was greatly appreciated.

### **A Milestone For Wednesday Lunch Group...**

Back in 1990, a small group of motor sport enthusiasts met on Wednesdays for lunch at a pub in Port Melbourne. The group consisted of George Spanos, Jim 'Stumpy' Russell, Ray Sprague and the late Claude Morton and Murray Batson. Some time later Ron Townley added further life to the party.



There were a few changes of venue until the VHRR had its own clubrooms in Box Hill, thanks to the generosity of owner of the property, John Blanchard. From 1995 the Wednesday lunch group now had a permanent meeting place. Around 30 attendees take advantage of this convivial weekly gathering, some travelling considerable distances and from country areas.

Some of the Wednesday self-provided lunches may have shortcomings – (chaps are not so good at organizing their own eats) - but there is usually a bottle of red and lots of happy conversation to make up for any culinary deficiencies. Not so on December 16 when 56 attendees celebrated the group's 25th anniversary in fine style. Always one for a party, it was George Spanos who came up with the idea, but he had to handball the project due to recent health issues. In his absence the organization was left to a long-time friend John Reaburn, ably assisted by VHRR stalwart Lloyd Shaw. Not surprising, preparations were meticulous and a fully catered for meal and drinks were provided.

Special guests included VHRR President Ian Tate, CAMS Chief Executive Officer Eugene Arocca, and the General Manager of CAMS Michael Smith. Arocca praised the role of the VHRR in its fostering of Historic motor sport, and announced that the long-track Winton meeting has returned to the fold under the CAMS banner. It was also

pleasing to learn that his contract as CEO has been extended thus providing important stability in the management of our sport.

The 25th anniversary was a memorable occasion, and may the Wednesday lunch group continue to flourish in the years ahead.

Cheers! 'Brique'

**Whilst searching through** the club's programs and magazines for a Sydney based journalist I discovered that there are about 300 issues of Australian Motor Sports and a set owned by the club is missing 22 copies. Those needed to complete the set are as follows:

1948 - March, April, September & November.  
1949 - January, March, April & June.  
1951 - November.  
1952 - April & October.  
1953 - October.  
1957 - August.  
1958 - January.  
1959 - Jan, March, April, May, August & October.  
1969 - March & November.

Amongst the clubs collection there are a number of duplicate copies that are available to assist members complete their incomplete collections. If members want access to the duplicates contact Lloyd Shaw on 0415 351 154



VHRR Presentation Dinner December 2015 - Pic Courtesy Ron Simmonds

**“Power Without Glory – Racing the Big-Twin Cooper” by Terry Wright.**

Published by Loose Fillings Sydney, 1 Annabelle Place, Pymble, New South Wales, Australia 2073. Hardback with dust jacket. 8¼ x 10¼ ins. 352 pages. Over 300 illustrations in colour and block and white.

ISBN: 978-0-9943661-0-8

Printed and distributed in Britain by Lavenham Press.

Price: £55 plus post and packing from [www.loosefillings.com](http://www.loosefillings.com).

This is a marvellous book. You should buy it. It is filled with fascinating detail, a clear story line, broad and deep in its history and humanity, astonishing in its memorabilia and automobiliana, the author's research and footnoting a model for other writers, the author's hands-on experience in the field impeccably unmatched – not least in that somewhat tilted world inhabited by the usually unusual people who race cars with motorcycle engines. The book is well produced, thoughtfully designed, and too heavy to read in bed. UK motor racing historian Doug Nye wrote November 2015 (“The Nostalgia Forum”) “ I have just received my copy of Terry Wright's “Power without Glory”. It is much, much more than just the story of the big-twin air-cooled Coopers.

“ I must confess that I was expecting a pretty basic agricultural old banger **of a** marque-enthusiast's book – instead here's a beautifully-designed, very well-produced, highly detailed and sophisticated piece of engineering and

sporting history—really well worth the money. Respect!

“He has spread his remit to cover the entire background story of small capacity competition cars after much diligent research, and deals with the nativity of the 500cc movement itself in really interesting depth. I rate it as an important, hefty, and good looking addition to any real motor sport enthusiast's book shelf”

I venture to suggest that only Terry Wright could have written this book. An architect from Ireland, son of a World War 2 fighter pilot, he jumped the ditch to Liverpool in the Beatles era to marry Ray, then moved to Australia in the 1970s, had his first Australian event at Winton 1977 as passenger in the three wheeler Morgan of Don Horsey who he had never met and who picked him up at Benalla Station – because splendidly unaware Terry had travelled by train from Sydney (!!), later passengered on current HSRCA chief scrutineer Todd Hamilton's Vincent race outfit (and almost upset the outfit but never



Sam Dymond wins the Diana Davison Ladies Award  
Presented by Alfie Constanzo & Cath Davison - Pic Courtesy Ron Simmonds

advocating that this club purchase a compact but extendable hillclimb course is probably now forgotten but typical of this man. Typically too the important Graham Howard Collection now stays in the care of Garry Simkin and Terry Wright, rightfully and appropriately in my opinion. There is much more to the Terry and Ray and daughters story.

ever-smiling Todd when he forgot to change sides over Oran Park's Dogleg because he was dreamily lost in admiration and ogling the Morgan Three wheeler they as the scratchmarker had just blasted past), wrote a great history of Morgan trikes racing in Australia, got interested in hillclimbing so bought/rebuilt/raced the period Australian championship winning Walton Special, then the even fatter Walton Cooper which he competed in Australia and the UK, with the estimable Garry Simkin housemothered the almost unhousemotherable Graham Howard as they three produced the wonderfully titled "Loose Fillings" an occasional newsletter for motorcycle engined cars (containing some of the best writing in Oz motor sport), bought (because he could ) a 4-wheel drive prewar Skirrow midget of the sort that former Brooklands racer/ postwar Australian speedway and road race driver/ early Historic Amaroo motorcycle racer Bill Reynolds had beaten most if not all immediately prewar on Australian speedways ( Bill famously prewar drove his newly-purchased Alta Ford V8 lightless and unregistered from Melbourne to Bathurst)- Terry's understanding wife and children are undoubtedly pleased that he has not raced the Skirrow, yet ( all did, however, have a hand in this great book). In a club not noted for its succession training/ planning nor for its policy continuity, Terry's

He/they have produced something quite special. The book begins with background, the prehistory of post WW2 Coopers, if you like: the pre WW1 cyclecars of Europe, the British motorcycle industry , importantly John A Prestwich of Tottenham and his endeavours, the slightly mad "Shelsley Specials"( most of all the startling Freikaiserwagen), USA speedway racing of midgets and predecessors all the way back to pre WW1 "Boy racing" , the WW2 ideal of "racing for the impecunious", then fruition: the 500 cc movement which gave rise to John and Charles Cooper, young Stirling Moss and young Peter Collins, then the big-twin Coopers, and so the line developed, improbably even in hind sight to the World Champions of 1959 and 1960. The research is diligent, assiduous, detailed, even extraordinary: how could a reader expect to see an early Peter Collins entry form in his own 17 years of age handwriting? Multitudes of programmes and programme covers, in colour? Proper detailed engineering drawings of all sorts of J.A.P engines, with sales brochures, as well as erudite comment from an author who can not only write but clearly had his mind and his hands inside those engines? The stuff on motorcycle land speed record breaking on 1920s/30s is alone worth the money (brave, brave boys!). And

then there is young Bill Meagher in his "Seattle Bug" 1914, Page 77 (I will never complain about racing discomfort again!). And the continental racing and hillclimbing by Harry and Philip Schell and more. Ron Tauranac as a thinking engineer doing his research at Sydney's public library appears, as does that man who made his Cooper HRD uncommonly reliable, Jack Brabham (although I was a little surprised to not see more stuff on the two Brabham speedway cars, at least one motor cycle engined. Perhaps by that time Terry was absolutely focussed on the Big Twin Coopers).

I won't delay you with more from me. Rest assured that your best decision is to stop reading this book review and this "Oily Rag". Go and buy this book. You will not regret it. It will be money splendidly spent, and you will keep coming back for more.

Well done, Terry, Ray, and daughters  
John Medley

### Classifieds

**Lost - Camera Sandown** Anyone who may have found a camera at Sandown should check with 0425 707 113. Thanks

**Coad sports car** Lotus 23B replica built by Ian Adams and Trevor Cohan. Extensive racing history in both NZ (Timaru, Ruapuna) and Australia (Amaroo, Winton) Lotus twin cam motor. Hewland 5 speed gearbox-Reconditioned

Fully adjustable suspension. New shocks and disc brakes all around. Has COD and Log book

\$40,000 or best offer

Ring Bob on 0412 215 732 for more information

### FOR SALE: 2 off Lola Halibrand

Magnesium rear wheels, five stud, 14" wide, 15" diameter, race car, hot rod, road car with tubbed rear end, man cave coffee table pedestals, or what have you? Iconic seventies real Mag wheels, \$1200 ONO. Greg Smith 0407 857 351

**Now seeking consigning** for the 2016 Collectors' Cars, Motorcycles and Automobilia auction at Mossgreen. Please contact

Robert Richards 0419 393 932

**1988 Group A VL Walkinshaw.** Raced at Bathurst 1988 - 1993. Motorsport race shell and all the best Harrop and Perkins components. 2 owners from new. Original CAMS logbook

+ new CAMS COD completed. Very original, but mechanically restored by one of the best. Less than 30 VL Motorsport shells were built by Holden. Get in and RACE in the exclusive Heritage Touring Cars series or just enjoy owning a Genuine Group A Touring car. For more information please visit: <http://ecuriebowden.com/1988-group-vl-commodore> or contact: Chris Bowden (03) 9717 3633 Email: [chris@bowdensown.com.au](mailto:chris@bowdensown.com.au)

### For Sale Buick V8 engine (disassembled)

New pistons & rings lots of extra bits also

3 1/2 litre Rover V8 engine S/H

Contact Leo Bates (03) 9717 3633

### Magnesium Wheels:

2 x 70's Elfin Mag Wheels . Good Condition.

13" x 6" 4 Spoke:

3 1/4 " Offset / 4" PCD , Suit 7/16" Studs.

\$375.00 each. ONO. Located in Perth WA

Can arrange interstate freight at buyers cost.

2 x Mag Wheels thought to suit Brabham BT40.

Fair condition, but repairable corrosion around bead retainers.

13" x 10.5" : 7" Offset / 4" PCD , Suit 7/16" Studs.

\$150.00 each. ONO . Located in Perth W.A

Can arrange interstate freight at buyers cost.

Contact Allan Ould at [allan@trxauto.com.au](mailto:allan@trxauto.com.au) or 0423 192 373

### We've come a long way since 1972



**Stuckey Tyre Service** now has the two biggest names in Historic Race tyres: Dunlop and now newly appointed distributor for Avon  
Tel: 03 93865331 [www.stuckey.com.au](http://www.stuckey.com.au)

## 2015 CHAMPIONSHIP RESULTS

### Formula Junior

NAME	STATE	Phillip Island	Mallala	Morgan Pk	Winton Short	Morgan Pk	Wakefield Pk	Barbagello	Eastern Ck	TOTAL
		R1	R2	R3	R4	R5	R6	R7	R8	
NORMAN, Bill	NSW	30	12	40	19	40	36			215
GOSBELL, Mike	NSW	30		40	24	40	36			189
SHEARN, Kim	VIC	50	30		30		23			133
THALLON, Don	QLD	46				28	26		26	126
MEDLEY, John	NSW	29			11		28		34	102
BUCKLEY, Robert	QLD			21		30			40	91
PEGRAM, Max	VIC	22			26				38	86
BRYEN, Noel	NSW					26	23		23	72
SIMMONS, Tony	NSW				20	15	12		22	69
HEMMING, Bill	VIC		34		24					58
FALKNER, Norman	VIC		30		16					46
FRY, Geoff	NSW				18	26				44
PRICE, Melinda	VIC	15			28					43
LITTLER, Paul	QLD					40				40
EALAND, Roger	NSW	5	28							33
BARCLAY, Peter	ACT						30			30
EDGAR, Bruce	WA							30		30
HERBERT, Geoff	WA	24								24
REID, David	QLD									20
WILLIS, Dick	NSW					13	7			19
RABAGLIATI, Duncan	UK			19					17	17
TELFER, Alan	QLD			14						14
BOEL, Peter	QLD								11	11
GOODFELLOW, Mike	QLD			8						8
BAILEY, Ian	NSW	5								5
CRAFT, Grant	QLD									0
BULLOCK, Marty	WA									0
STRAUSS, Peter	VIC									0
MCCRUIDEN, Neil	WA									0
SHEARER, Michael	SA									0
SHERRINGHAM, Jim	NSW									0
BRYDEN, Murray	VIC									0
BARCLAY, Peter	ACT					40				70
LITTLER, Paul	QLD						30			40

11th - 13th March 2016

# Phillip Island

*Classic*

# Festival of Motor Sport



[www.vhrr.com](http://www.vhrr.com)  
Enq: 61 3 9877 2317

Images Courtesy Neil Hammond - Poster Design Terragratix 0419 874 299