



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 - October 2017

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

October	1st	Interclub Challenge round 3 (CCE)	0407 825 545
October	1st	Euroa Show & Shine	
October	14th-15th	Mt Tarrengower Hillclimb	0414 795 103
October	24th	MGM	03 9877 2317
November	10th-12th	Historic Sandown	0402 224 133
November	11th-12th	Noosa Hillclimb	hrcc.org.au
November	19th	Historic and Classic Rob Roy - Triple Cup round 3	0407 825 545
December	9th	VHRR Christmas Dinner/Awards night	0439 719 619

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 Hellsten03 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.

The VHRR gratefully acknowledges the support of our major sponsors



IMPORTANT NOTICES

Important notice

We are always looking for items and articles for the newsletter and the Oily Rag. These publications rely on member input. If you are interested in writing for the Victorian section of the Oily Rag, here are the due dates for copy: 13 January, 17 March, 5 May 7, July, 8 Sept, 10 Nov. Contact the editor Patrick Quinn on oilyrag@hsrca.org.au or 0417 673 065.

Leanne Newson Secretary 0417 128 332

Vale: Val Sully Val lost her long battle with cancer last week. The committee and members of the VHRR wish to express their sincere sympathies to Terry and family.

Lotus 23, Lotus 27 and a Brabham.

Funny how one thought/memory leads to another and so on. Here's an example. When reading an article in a previous Newsletter, I saw an erroneous reference to Glyn Scott's Lotus 27. The article indicated that this was a FJ. Clearly it wasn't, and so I concluded that the writer probably meant Glyn's Lotus 20 which was a FJ.

However, the mention of the 27 reminded me that I've long been puzzled as to how this car still exists. There is a description of it in John Blandon's book. My reason for questioning this is because, a couple of years after I'd sold my 1100cc Lotus 23 to Dick Heales, I visited his workshop somewhere in Malvern Rd. (I think). There he showed me my old car complete with the 1600 twin cam, Hewland gear box, and wheels and suspension that Dick had taken from the wreck of the ex Scott 27. I know Glyn said that after a prang in Tasmania (Baskerville, I think) the monocoque was damaged beyond repair. That, to me suggests that there was very little left of the original car and so I wondered about the car that is listed as the ex Scott 27. Thinking about Dick Heales then reminded me that, just after I'd sold him the 23, I was looking for an open wheeler to replace it. Dick took me to a place very near his then premises in (once again, I think) Elsterwick. There he showed me a very early Brabham of the type that Jack first bought to Australia and Stillwell had also raced. At the time it had obviously seen better days and was fitted with a Falcon 6cyl. (might have been a Zephyr, but it was a Ford). Needless to say I didn't buy it although the openwheeler I did buy wasn't much better as it threw a rod on the first lap off practice for its first and last meeting. But that's another story.

At the time, I wondered which Brabham that

might have been. I recall seeing a similar one with a Climax still in it in the pits at Surfers Paradise around 67-68. It would have been there for either a Gold Star meeting or one of the Tasman rounds and, if my memory is correct, it was entered under the name of Alan Grice. I can see no mention of Grice owning any of the many Brabhams listed in Blandon's book. I wonder if the Ford engined car I saw was the one that that, apparently, Gricey never owned?

Having shared my memories and questions, I wonder if anyone can pass on some answers or suggestions.

Stuart Anderson - stuandjanine@bigpond.com

The VHRR is looking for someone to take over organising the annual Christmas/Awards night dinner from next year. Mike Barker is retiring from organising the dinner.

Important Note

If paying for the annual dinner via Paypal the email address is vhrh@optusnet.com.au please include name and annual dinner in the message/note field.

Ever since CAMS in their infinite wisdom decided to give my car an Elfin Streamliner a CoD for Group M and not what it should be Group Lb I've slowly lost interest, the car now sits in it's garage with only the occasional outing. I decided that I really should support the Rob Roy Interclub Hill climb next Sunday, I'm a member of both the VHRR and the MGCC and have been for years.

I started to fill out the entry on the CAMS online entry only to find stated in red that "The class of the car selected does not match any of the classes invited to this event (see Event Details). You can proceed with this entry, but you must confirm with the event organizer that your car is suitable for entry"

Well that's it, I'm done, enthusiasm gone, a genuine Historic Sports racing car and I have to make phone calls to people who probably have better things to do to get an entry in on the easy to use, new improved, streamlined online entry system all I presume because my car has been classified Group M and not Group Lb as it should be.

According to the Historic Eligibility Commission stated back in 1992 "All Elfin Streamliners are to be included as Lb with two exceptions this is providing they meet the usual original specifications" I'd look up the paragraph number and date but I can't be bothered. There are many run-on cars running around now

including a couple of Elfin Streamliner that were built and delivered and first raced outside 1960 that have Group Lb CoD's and my car doesn't match any of the classes invited, devastation. I almost forgot, when CoD's were introduced twenty years ago it was to make our cars more precious, more exclusive because we'd proved that specific car was the real deal and paid CAMS lots of money for the privilege, what a load of crap..... Colin Sullivan

Bad Goodwood 8-10 Sept 2017

Just How Bad would Goodwood Get For Bill Hemming?

After a brilliant 3 meeting run in the Good Ol' US of A, where the little Tojeiro and it's Fiat Transporter Pod didn't put a foot wrong, a late invite to the Goodwood Revival could not be ignored. (That's a GOOD)

A rush booking on a ship to arrive in Southampton by the 25th August would allow a quick nut and bolt check before presenting at the worlds" premier Historic Motoring event. (Don't take my word for it, just ask the 300,000 people who have been paying hundreds of dollars to attend every year for 20 years.) (also GOOD)

The girls and guys who picked up the Pod from the docks on the 29th August pointed out the Fiats' clutch was totally clutchless, the automatic entry door would not shut automatically, and that the interior looked like it had been ransacked. (BAD, BAD and BAD)

On arriving in the UK, young Bill rushed over to check the Pod at the clutch repair workshop to find "ransacked" to be an understatement. (very BAD)

A quick inventory check found nearly \$10,000 of BAD. Missing tools, TV, Satnav, Generator, bed linen, kitchen gear – even the salt and pepper shakers! The poor misunderstood petty thieves (they were probably molested and gender confused as children and therefore need forgiveness and understanding by us privileged white old folk) even had to stand on the aluminium Tojeiro to reach some items, leaving dents front and rear. (F.....g BAD)

Oh well, after a few gins and tonic, the Toj was loaded in the Pod and motored down to Goodwood on a beautiful sunny Thursday. Tojeiro unloaded in the paddock, scrutineered and paperworked, and a pleasant afternoon spent at the drivers cricket match sipping Pimms and watching the Spitfire fly-over after parking the Pod in the vast camping area. (all GOOD)

Thursday night it started to rain and rain and rain. The camping ground became a giant mud-wrestling ring...and the showers were cold. (not so GOOD)

Friday am and it continued to rain and rain and rain for the Formula Junior practice/qualifying session – the first of the day. Tip toeing around, the little Tojeiro stayed on the track to come in a respectable mid field 19th and within a second of the next 5 cars. (so far, so GOOD)

Meanwhile Bills' mud bath campsite was joined by ex Tojeiro owner, Anthony Goddard (and wonderful wife Alix) and Adam Ealand, son of ex Roger Ealand who came to lend support and offer wine. (very GOOD)

Saturday morning, the sun came out enough to turn the car park mud into brown silastic. But it did offer a dry race for Formula Junior which was again the first event of the day. On the dummy grid, the lovely Sarah herded all the FJ drivers for obligatory group photo. It all started so well!(showed GOOD potential)

Until the engine overheated on the formation lap. With the steel trapped mind of a finely honed engineer, Bill put this down to the slow pace of the formation lap an thought a bit of speed would improve the cooling. After a good launch which picked up a couple of places, by the first corner the temperature was off the dial and power dropped off. By lap 2, on a good stretch. The engine managed to jump up to 3 cylinders and the Toj limped into retirement. (all of this was not GOOD)

The only benefit to retirement was that we could witness the FJ race on the big screen. Again, the FJ's put on a brilliant display and the dice for the lead was breathtaking. The car control of the winner, Stuart Roach, as he was forced off the track onto the wet grass was sublime! (GOOD to see!)

After the race, the FJers were free for the rest of the weekend. Sarah was thrilled to watch her daughter have fun in the Austin A40 pedal car event, and we all went off to dribble on some of the Ferraris, Maseratis, Jaguars, ERA's, Bugattis, etc etc (ran into Bob King who was fettling a friend's Bugatti, and Mike and Dot Devine who came to tell Bill how pathetic was his effort). We also had time to prepare for the famous Goodwood Saturday night theme ball. (GOODY)

This year the theme was to dress for Salsa. Most wore Cuban outfits, but Bill mistook things and thought calypso dress was the go. In the

absence of Bill's (if it's got tyres or testicles – keep away from it) wife, Adam offered to be Bill's Bitch for the night and dressed up with calypso frills. They looked like an advert for the "yes" vote in the upcoming same sex marriage ballot. Worse, in a room full of Castro and Che costumes, they were as conspicuous as a Cuban cigar in the hands of Monica Lewinsky. Nevertheless, a great night, and Bill and Adam walked back to the campsite (and I do mean camp) hand in hand to retire tired but happy. (GOOD for some)



Despite a sensational day of race watching, the best entertainment on Sunday was watching a couple of hundred camper vans slithering totally out of control and getting towed to dry land by 3 huge tractors. Goodwood in the rain is (BAD). But, even with rain and engine failures, the event visuals, spitfires, cars, racing and friends, GOODWOOD is definitely very, very GOOD. Bill Hemming.

The VHRR Great Mystery Tour of the Western District.

Twenty like minded souls turned up at the Historic Winchelsea Shire Office building which is now Tea Rooms. After much chatter and morning tea, we headed to Terang to the Model Barn, to view a huge collection of model cars, planes and trains, a lot of people were like kids in a toy shop, with many buying something for the grandchildren, so they say. The Allansford Cheese factory was the lunch time stop, which included a tour of their museum. The VHRR group were most fortunate to have

Dean open up the car collection he is putting together in the old Fletcher Jones Factory, this will be really something when he opens up later next year.

The overnight stay was in Warrnambool at the Mid City Motel. The dinner that had been arranged by the tour director Ron Townley included a general quiz and a Calcutta on the up and coming Bathurst 1000. Much fun was had by all.

Sunday morning we gathered at the Maritime Museum at Flagstaff Hill for a guided tour, with some of us also taking in the whale watching at Logan's Beach, where we were treated to seeing 6 whales not far from shore.

Leaving Warrnambool we headed to Port Fairy for lunch at the Caledonian Hotel, which is one of the oldest hotels in Victoria. (1844). Part of the group went their different ways from here, Ron and Marg Simmonds heading to the Great Ocean Road and David Fogg and Julia to Dunkeld. The next part of the tour was to Hamilton to view the Ansett Museum which held some of the late Reg Ansett's cars, buses and a replica plane similar to the one he started out with many years ago. The group then moved on to see the Campe's motor collection, which was most interesting. Dinner was held at a local Chinese Restaurant in Hamilton before retiring to the Comfort Inn Motel.

The next morning saw everyone moving off in different direction for home.



Ron Townley, K11, "Stumpy" Russell and Bob Morrow looking on with interest at the Allansford Cheese Museum.

Thanks to Ron and Lorraine Townley for organizing a very successful tour. Cheers Simmo.

Winton Festival Of Speed

Shannons Wrap:

Although it appeared to be a disappointing meeting from a weather point of view, together as a team we all made a difference to at least one man's life on the weekend of the Winton Festival Of Speed.

Long term friend of Shannons and Benalla local lan, has been battling brain tumours & ongoing health challenges for a very long time. lan has even survived a 10hr Heart Attack!

Over the last couple of years where possible Shannons has been supplying lan with passes to the Winton events just to help him out a little and give him something to take his mind off things.

Being a passionate motorsport fan for a long time such a small gesture has a big impact. This time when lan & I touched based in regards to the Festival of Speed, it came to light that lan was unfortunately off again in for surgery soon after the event due to a tumour on his brain stem, not to mention the surgery he needs on his broken arm & broken collar bone due to a fall earlier this year, let alone his heart.

As usual lan was very up beat about it & describing it as just part of the process. This is a guy who describes himself as the luckiest man on earth!

After getting off the phone to lan, I thought; what can we do for this guy? There has to be something. After a few days of it playing on my mind, my usual light bulb moment, enter Mr. Richard Williams!

I called RW & told him lan's story (the long version!) & what I thought we could do for him and as usual Richard says: "Absolutely, we can make it happen!" Obviously Richard who seems to be able to walk on water at times let alone talk under it.....!, jumped on the phone & made a few calls, within a short period of time comes back to me. "DONE!"

The next part of the plan is lan's long time hero, John Bowe. So I Call JB & give him the lowdown, of course the answer is yes. lan arrives at the circuit on Saturday & has strict instructions to head to the Shannons marquee before he does anything as he has no idea what we have planned.

The Shannons Team all gather around lan (in case we need to catch him!) and break the news to him that his motorsport hero, John Bowe will be taking him around the circuit for a leisurely tour! Well lan had no response, he just looked at us, we looked at him! It's the first time we'd ever

encountered lan blank faced with no words. I said: "Are you ok?" He responded with almost a tear in his eye: "I don't know what to say". He almost appeared laboured by the opportunity, I look back & still find the moment hard to describe.

With a few calls & conversations, time confirmations, a quick chat with Darryl McHugh on Saturday we take lan down to the pits earlier than required to make sure we had everything in place.

While waiting behind JB's pit for our time to come lan is telling me how long he saved so he could go to the V8 Supercars meeting in May as we were unable to get him tickets this year. I reminded him that David Reynolds was at the circuit for the weekend & that silent moment came around again! Next thing in absolute perfect timing, Jarrod from Penrite pulls up. I leave lan's side for a minute to have a quick chat to Jarrod & low & behold, guess who is in the transporter right next to us! Mr David Reynolds. I called out to lan to come over for a minute as Jarrod gets David, suddenly lan comes to life, the man's knees are almost trembling, lan & David hit it off & no one can get a word in. Jarrod goes to his car, grabs a Penrite/Erebus shirt & gives it to lan, who right now is the happiest man alive!

12pm comes around its time to move lan to the front of the pit ready for his leisurely tour of the Winton Circuit with pilot Mr John Bowe.

They climb aboard the chariot ready to be unleashed on to the circuit & off they go. From the minute that car heads up the straight past the old start line its on! Around every corner the trusty performance shopping trolley is screeching tires & trying to corner like its on rails! After half a lap suddenly for the punters its not cold anymore, they are at the fence, with big grins on their faces wondering what maniac is piloting this car. For 3 laps suddenly lan hasn't got a problem in the world, (other than JB forgetting the guy had a broken collar bone & upper arm!) But not once did lan notice any pain. For 3 laps lan was the centre of Winton's attention. At no time did the intensity back off, the car was full of laughter it was like a good old fashion time when you may have taken dads car for a spin while he was away & there were no unfortunate circumstances. Some good old fashioned fun.

As they return to the pits with smiles from ear to ear a great memory was shared together, we take a few photo's for lan's photo album & have

a bit of a chat. We all gave Ian one of the best experiences a motorsport fan could wish for, one in which he will never forget. If we the motorsport community achieved anything at the Winton Festival of Speed it was making a guy's dream come true.

Ian reports in a couple of days later that it is the first time in a long time that he recalls being out of pain for at least 2 days!

Many people made this happen & without everyone working together it would never have made it off the ground.

A massive thank you to

- Mr Richard Williams - Jack of all Trades
- Mr Peter Donald - Race Director
- Mr Daryl Mc Hugh - Clerk of Course
- David Reynolds - Erebus
- Jarrod Harding & Penrite Walkinshaw
- VHRR Winton Festival of Speed Committee
- Chad Parrish - For taking the time to chat with Ian & shouting him a coffee after his ride, it topped off an awesome day.

And last but not least Mr John Bowe. JB never knocking back an opportunity to make a genuine difference to someone's life especially those who are less fortunate than himself. JB was quoted as saying: "I wanted to give a worthy bloke a bit of a thrill..... I will remember his smile forever..."

From Ian's family & all the team at Shannons we say thank you. Belinda Douglas

The Wakefield Park circuit promoted a 2 day car & Motorcycle meeting for pre 1961 machines on the 23rd & 24th of September. Motorcycles were run in the usual categories & the cars gridded on their previous known times by the event organisers Johns Medley & Lackey into 3 Groups, A, B & C. Rob Rowe looked after the Motorcyclists. Both Johns & Rob were on the original organising committee of Australia's first all Historic meeting at Amaroo in 1976. Private practice as usual on the Friday at \$95.00 for a half day with Garages \$110.00. Saturday morning practice as normal followed by 2 races of everyone Saturday afternoon & 3 races Sunday, excellent value for all competitors. Saturday evening the circuit provided a great spread of food & drinks for everyone plus a Jazz band. We were lucky with 3 fine days of sunshine & excellent mixing of car & Motorcycle competitors, all in all a fabulous weekend which will hopefully become an annual fixture on the calendar. Brian Simpson

Always be very careful when attaching your trailer onto the Tow ball, I recently heard

of a competitor who failed to notice the spring loaded safety clip had not been seated home over it's safety tab. First hard braking had the trailer coupling slide up & off the ball & if said competitor had not crossed the 2 safety chains so that the coupling was caught before it dug into the road disaster would have ensued. This is especially important when loading in the dark. Anonymous

Andrew Cannon's 1000k trip

(The VHRR committee agreed to donate \$1000.00 to the Cathy Freeman Foundation in support of the Foundation and of course Andrew Cannon)

Coober Pedy

As challenging as it is driving through the Australian Outback in a vintage car, it has been an incredible experience and so far I have covered over 2000km and met some wonderful people along the way.

Over the last week, I have visited Peterborough, Port Augusta and have just bid farewell to beautiful Coober Pedy - there is really no other town like it in the world. It was a thrill to play night golf at the Opal Fields Golf Club, which remarkably is the only golf club in the world with reciprocal playing rights with the 'home of golf', St. Andrews in Scotland. True Story!

Other highlights include chatting with Umeewurra 89.1FM Indigenous Radio station and speaking with local Councillors about the important work of the Cathy Freeman Foundation and the significance of my 10,000km Outback adventure.

The car is holding up incredibly well and the stop in Coober Pedy was a good opportunity to have the car serviced. Today I am in Marla and over the next few days will travel north to Alice Springs for the Henley on Todd Regatta on Saturday.

Alice Springs

It has been two weeks since I took off in a 1924 Vauxhall from Melbourne on this wonderful Australian Outback adventure, all in the name of raising funds and awareness for the Cathy Freeman Foundation.

Last Saturday in Alice Springs was touch and go with a few loose bolts and issues with the carburetor and starter motor. Thankfully, the car is as good as gold now and I am on my way to Darwin.

The stop in Alice was full of action with the Henley-on-Todd Regatta. I was also lucky enough to catch up with the iconic Melbourne Cup, which I took for a very slow and steady ride

in the Vauxhall.

The car is receiving a lot of attention and some very generous locals have been donating along the way, including 500 Euro from the Motel Manager at Barrow Creek.

When I am not driving, I have been busy meeting with community stakeholders to discuss the significance of the Cathy Freeman Foundation's work. It was wonderful to chat with Alice Spring's Mayor Damien Ryan and to media such as radio ABC Alice Springs, local Indigenous station CAAMA and an interview on Triple M's Hot Breakfast radio program with Eddie McGuire, Mick Molloy and Luke Darcy. On Monday I bid farewell to Alice and continued the journey through to Barrow Creek, Tenant Creek and now Katherine. Thankfully, I have had some great company along the way with founding Treasurer of the Cathy Freeman Foundation, Richard Thomas, and the Foundation's long-time friend and supporter, Mick Molloy, keeping me entertained as I make the stunning drive north to Darwin.

Darwin Horizons and Beyond

After a well-needed rest for the car and myself in Darwin, I am back on the road again and will be driving from Tennant Creek to the next major stop, Mt Isa.

While in Darwin, I was thrilled to spend time with students from the Foundation's partner communities in the NT - Galiwin'ku and Woorabinda. It was wonderful to see how much the program has grown from its early beginnings.

The Darwin camp is tailored specifically for junior students in Years 5/6 from the Foundation's NT partner communities in Galiwinku and Wurrumiyanga. The camp is filled

with educational and cultural activities designed to increase self esteem and help them set goals for the future.

We had a great deal of media interest in Darwin, which saw myself and the Horizon kids being interviewed by Channel 9 News, Radio 104.9 and the local paper, NT News.

Another incredible experience over the weekend, I had the opportunity to make the trip across to Tiwi Islands and spend some time meeting with locals from our partner community, Wurrumiyanga.

Palm Island

I am thrilled to say I am now in sunny Queensland, Julia Creek to be precise. I have so far covered a distance of over 5,500km since departing from Melbourne on 7 August 2017. Over the next few days I will make my way to Hughenden, where I will be joined by my very good friend, Cathy Freeman. I am thrilled to have the Co-Founder of the Cathy Freeman Foundation join me on this very significant part of the journey, where together we will make our way to Palm Island. Without a doubt, Palm Island is at the heart of this 10,000km drive and the reason we are celebrating 10 years of the Cathy Freeman Foundation.

Ten years ago, Cathy and I visited Palm Island and made a commitment to help increase positive outcomes in Palm Island schools by providing educational opportunities. As a result, the Cathy Freeman Foundation was established with a vision of an Australia where Indigenous and non-Indigenous children have the same education standards and opportunities in life. Today, the partnership with Palm Island is one of the Foundation's greatest success stories.

In fact, last year was the first time in Palm Island history that 100% of senior students graduated from Year 12 with a QCE.

Thank you for supporting this wonderful organisation and helping Indigenous students succeed in school.

Formula Junior North American Tour - Sector Two.

OR, Not the same without Bill!
Whilst it was bitter sweet having to miss out on Laguna Seca, I was pleased to be at home for the arrival of my new grandson that weekend in Melbourne. Soon after, I headed to the Good 'OI US of A to partake in the last 3 North American rounds of the Formula Junior World Tour.



Having surrendered my entry to Goodwood in favour of Bill Hemming who had a more suitable car available, I was desperately hoping for good things in the States.....I wasn't disappointed. In New York and prior to leaving for Lime Rock, I was keen to visit a couple of the Smithsonian museums - what a complex of buildings, displays, information and amazing exhibits. The Space Museum is something to behold. I drove a Lancer (rubbish!) going down to Washington from New York, but soon swapped it out for a Camaro - wicked! Speed limit... what? No wife in tow (at home goeing and gahring) so I was able to wander and drive at leisure and soak it all up. The first race was at Lime Rock in New York State. What a picturesque circuit - situated among rolling hills, huge pits, flowers everywhere and a warm welcome by the organisers. We were afforded plenty of track time on this short, but fast and flowing circuit with 2 feature races. The West Australian contingent was out in force along with a few from NZ, Denmark, Canada, South Africa and of course, the UK. Classes were split into 3 groups according to the Formula's development phases - Front Engine, Rear engine with drum brakes and Rear engine with disc brakes. Generally the weather was terrific and the racing, as usual, was close. Neil McCrudden had a wild moment when his steering column broke and that resulted in a lurid spin finishing in the fence at the end of the main straight. Car - very sad, Neil, just as sad, but not hurt thankfully. Marty Bullock was the Aussie star in his Lotus 27. I was driving the ex Roger Ealand Lotus 18 for the first time in 2 years since my outing at Sonoma that resulted in some front end damage. The car was repaired expertly and on time by Norman Thersby in California (Thanks Norm!)and was a treat to drive. Starting and finishing mid field was a good result for me and I was well pleased. The David's - Kent, Watkins and Innes from the UK in the Ex Peter Boel Lola all performed excellently with good placings in a highly competitive field. Don Thallon also went well and was right up with the leading group thus ensuring the Aussies were very well represented on the rostrum among the yanks. Race two was similar but this time, Strauss beat me so between us, we were One all. Kim Shearn

(To be continued next month)

Classifieds

I am in the final stages of writing Graham Hoinville's biography, titled Graham Hoinville - My life in motor sport. Retail price will be \$25,

and I am hoping stocks will be available by the Sandown Historic meeting in November. I will also have stocks of the Austin 7 Club book - Going Strong. Bob Watson

For sale MGB all synchro 4 speed gearbox in good condition as removed from 1979 Roadster. Call Brian on 0419 091 499

Mossgreen is delighted to announce that the highest-value car ever to go to public auction in Australia will cross the block at the annual Motorclassica Auction this year, on Sat 14 October.

One of the most iconic and coveted cars in the collector car world, the 1955 Jaguar D-type has an estimate of \$7 million to \$8 million and is the only genuine D-Type Jaguar in Australia. The last Jaguar D-Type sold at public auction was the 1956 Le Mans winning Ecurie Ecosse car, XKD 501, which achieved US\$21,780,000 in August 2016. At the time this was a world record for any British car at auction.

Owned in Europe by the renowned former Le Mans 24 Hour winner Duncan Hamilton, chassis XKD510 enjoyed many successes in the UK and French West Africa before going to Singapore, and eventually Australia in the late '60s.

Noted Jaguar collector Ian Cummins owned it for a time here before Australian motor racing legend and former President of Lear Jet, Bib Stillwell bought the car at auction for a then World record price. Stillwell took it to the USA, where he successfully campaigned it across America on the historic racing scene. Of recent times the car has featured on display at the famed Donington Museum in the UK, before returning to Australia again.

Enquiries Robert Richards 0419 393 932

Cath Davison 0419 800 123

or motoring@mossgreen.com.au

A car set of Porsche Carrera black brake calipers w/o pads, \$2,000 ono. 2 new (in boxes) American Racing alloy wheels - 15"x 10", PCD 5 x 4 3/4", Offset 1 11/16" (suit Chev/HQ etc.). \$250 ea. Phone John Sheppard, (03) 9379 7898 or 0419 398270

1967 Group 'O' Eagle Imp open wheel race car, CAMS Log book & C.O.D. Unused since 2001 & now requiring a light restoration. All Log Books & documentation back to 1984 including engine Specs. & set up data. Comes with specialised engine tooling & a large assortment of engines, gearboxes & rims etc. \$25K Neg. Call Brian on 0419 091 499 for more information & a detailed inventory via e-mail.