



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 - December 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



December 2018	9th	VHRR Christmas Dinner/Awards night.....	0407 825 545
February	27th	MGM.....	03 9877 2317
March	9-10-11th	Phillip Island Classic Festival of Motorsport.....	03 9877 2317
April	23rd	MGM.....	03 9877 2317
June	26th	MGM.....	03 9877 2317
August	4-5th	Winton Festival of Speed.....	0412 264 997
September	18th	MGM (note change of date from August).....	03 9877 2317
October	23rd	MGM.....	03 9877 2317
November	10-11th	Historic Sandown	0402 224 133

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)	Gordon Hellsten03 9878 5272 5 Handel Crt Blackburn Vic. 3130 *CCE = Club Championship Event

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The VHRR gratefully acknowledges the support of our major sponsors



SHARE THE PASSION

IMPORTANT NOTICES

Vale: Daryl Duff:

It is with great sadness I have to report the death today, Friday 24 November of Daryl Duff, well known and long time member of the VHRR and ex-president of this club.

Daryl successfully raced many different cars over the years, Healey 100-4, Datsun 240Z, a Match SR4, a Chevrolet Camaro.

Daryl raced as recently as April this year, entering 2 cars in the Myrning Hill Climb - a Datsun 240Z and the Camaro. He won both classes as well as recording Fastest Time of the Day in the Camaro. A great achievement for any 75 year old driver.

Daryl was popular and a friend to many.

RIP Daryl

John Lawton

The funeral service for Eddie Thomas

was attended by many people from the motor racing and hot rod fraternity, who came to remember Eddie "Big Daddy" Thomas.

Eddie's son, Ken Thomas told us of the early days of Eddie's life and his love of all things to do with cars and motors. Eddie had a very inventive mind and was always looking to make and better something, like his making of his own camshaft grinder and many other wonderful things to help him manufacture something to better his by now thriving engineering business which became the well known Eddie Thomas Speed Shop.

His interest in striving to be the best lead him to making cars go faster, his dragsters were the benchmark in hot rod and drag racing with Eddie having the first of the "rail" type dragster setting very fast times over the 1/4 mile at Fishermens Bend (Riverside Dragway) and the early drags at Calder Raceway.

Jack (" Fizzball") Collins entertained the

also a gentleman to boot, plus he was always ready to help his fellow competitors.

Dave ("Dyno") Bennett also had some great tales of his time running against Eddie at the



Some of the Rods at Eddie's Funeral - Ron Simmonds Pic

drag meetings.

A wonderful audiovisual presentation was played, which showed many facets of Eddie's life as both a family man, engineer, inventor, racer and just a good all round bloke.

In recent times Eddie had been coming to the VHRR Wednesday lunches thanks to Ron Townley, who had been picking Eddie up on the way to the VHRR.

Eddie was always interested in what was going on, and he liked keeping up with the latest mechanical news, specially on his visits to Ian Tate's workshop, where over a cup of coffee he would talk all things technical about car engines. The Thomas name still carries on under the name of Speco-Thomas owned by Brian Sampson.

Eddie kept working right up to just recently in his other interest, Redline Engineering in Mordialloc, and this was in his 100th year.

It was a fitting tribute, with many lining up their Hot Rod or interesting car at the funeral.

Eddie Duignan Thomas, 10th July 1918 - 9th November 2017 RIP Ron Simmonds

Thanks Mick Webb and Ian Tate for Donating the main trophies for the display cars at Sandown Historics.

Fabulous historical racing poster

collection up for auction

Amongst our world of racing heroes, the dedication of the late Bill Ferguson, a flag marshal from the Queensland Motor Racing Officials Association, has created a spectacular collection of colourful event advertising posters.



Eddie & Ron Townley at a Back to Tracey's Day - Eddie Dobbs Pic

gathering with some very interesting memories of his time racing against Eddie when "Fizzball" was driving for the Norm Beechey Speed Shop, and remembering Eddie as a very fair racer and

Bill was passionate about car rallies and frequently participated in events in his beloved 1924 Essex. But, his life-long passion for motor racing began when he first went to the now long defunct Strathpine race circuit as a spectator with his future son-in-law.

For more than the next decade the two men made the critically important voluntary contribution of waving flags at the precarious corners at racetracks including Lakeside, Surfers Paradise and Lowood. While marshalling, they witnessed the heroics of the legends of Australian motor racing as well as many of the international Grand Prix stars who came down under to compete here against our best. Bill's cherished motor racing memorabilia eventually found its way in to the possession of one of his grandsons who vividly remembers seeing his dad and grandfather heading off early on race weekends dressed in their white Official's overalls emblazoned with sewn on clothe patches.

This unique collection of historically significant posters is a rarity to see in its entirety and particularly in such pristine condition, and covers many different championships and challenges throughout the 1960s and 1970s. Mossgreen Collectors' Cars is most proud to present the Ferguson Collection to auction on 10 December in Melbourne and hopes that these wonderful historical pieces find their way in to the garages and man caves of VHRR members.

Cath Davison

Well done to Noel Robson

25 years as Race Director Historic Sandown



BEEN HERE, DONE THAT

My involvement with cars really started about 70 years ago when I became the PMG's first apprentice panel beater/welder and progressed further when in October 1957 when I joined the VADC's flag marshalling team and went to Fishermans Bend. Then to Phillip Island and Siberia Corner in September 1958.

Whilst there I witnessed happenings including Bob Jane being thrown from his Humpy Holden and John Raeburn's high speed reversing to help Bob. I was at Siberia during the first Armstrong and was having a break when the Youll's Mercedes rolled. During my Siberia years my friendship with John Roxbrough started. I

worked on his two Coopers and assembled his Lotus 23 and eventually left the PMG in 1963 to manage one of John's businesses.

I continued flagging whenever possible and that included Sandown and Calder during their early years.

I was at Roxbrough's Brighton workshop/Lotus dealership at around 2-30am on Sunday March 12th 1962. The weekend of Sandown's first International meeting, when Jim Clark took his Formula 1 Lotus for a test drive down the Nepean Highway. I will always remember the noise as Jim worked the repaired transmission. During that week a number of the international drivers visited us there.

My involvement deepened in 1966 when I was invited to join Smith's Industry (Smiths Instruments) to establish their car air conditioning business. Having left John I decided to try to get into scrutineering, a closed shop mentality existed, but persistence prevailed and by 1972 I was to become Chairman of the Scrutineering Panel and commenced to create opportunities for other interested volunteers. We soon established a pool of over 40 trainee assistants. Some are still actively involved. During that same period I started to become very involved with the vehicle manufacturers, their design engineers, prototypes and several



instances of prototype testing. I was also involved in training in Indonesia, Japan and New Zealand. All these activities assisted in my scrutineering participation that covered circuits from Amaroo to Wanneroo and many venues in between.

Whilst Chief Scrutineer at Sandown numerous instances are remembered including the failure of the XU1 Torana's front suspensions during practice for their very first competition. My temporary fix later became the GMH service bulletin fix. There was also the exclusion of cars with modified cylinder heads after a Sandown 500. That had ongoing consequences. There was also the time Geoghegan's Lotus had the left hand rear brake pads in metal to metal. When you are under bonnets week days and again at weekends you tend to notice things. The ongoing consequences mentioned earlier resulted in my inability to continue scrutineering touring cars whilst employed by Smiths. That led to a period of management of Sandown's circuits original paddock and eventually the current locations layout. I had taken early retirement from industry. In 1990 I accepted Jon Davison's offer to site manage the Sandown circuit. That lasted until OH&S became fashionable in 2004.

During that same period my involvement in events, without touring cars, increased particularly at hill climbs and sprints. They now total well over 400 attendances.

Prior to my 1990 retirement and my early days with Davo I was very involved in the theoretical "Hole in the ozone layer" and related car industry problems and was appointed, by the Victorian EPA, Chairman of the Automotive Air Conditioning Registration Board (AACRB) and a registered advisor to the Federal Government. From 2004 and retired again except for weekends with the early morning travel to scrutineer at various events in all sorts of working conditions and climatic situations. I stopped being Chief Scrutineer at events in 2013 when I turned 80, now as I approach 85 and having been a motor sport volunteer for 60 years and a scrutineer for 51 it's time to quit. Do I regret the involvement? No way. Will I suffer withdrawal symptoms? Very definitely YES. Within the car industry I have witnessed and been involved in changes, some good some questionable. In motor sport the changes that followed are numerous and in the area where I have been most recently involved, the Formula Libra hill climb cars and the abilities of their

creators are very noticeable.

The people I have met in industry and motor sport have in most instances added to my enjoyment as a volunteer. There have of course been a few, fortunately very few, who I will happily avoid or forget.

Been there and done that. I was at Calder the day Norm Beechey rolled his Humpy PK 752 and at Winton when a Formula 5000 started in reverse and took out several other competitors, Also at Winton with rain bucketing down I was reprimanded for allowing cars to start with the drivers wearing saturated non compliant apparel.

There are also a number of scrutineering related matters that CAMS are apparently unable or unwilling to answer.

Been there done that, I have been a member of the VADC, PIARC, LCCA, VHRR & GSCCR. The only volunteer position I have never tried was as a Steward. My last volunteered event will be at the February 2nd twilight hill climb at Morwell's Bryant Park.

Throughout my teens I was a paying spectator. Now in retirement I will, Promoters permitting, be a non paying spectator. My one regret is that I have never kept a diary, which of course means no book to follow. It could have started with a flag marshalling incident involving John Roxbrough and our ongoing association and my eventual scrutineering and motor industry involvement.

PS - I have never been a volunteer official at any AGP. Lloyd Shaw

Don't forget the Annual Dinner/Awards Night is just around the corner! So now is the time to organise your regular table group, if you have one, and book.

Date Saturday 9th December

Cost \$60/head - drinks inc (wine/beer/soft drink)

Mike Barker mbar6415@bigpond.net.au

0407 825 545 03 9840 6155

Historic Sandown On 10th, 11th November I went with my uncle Dave to Sandown. I got to meet John Bowe and he let me sit in his car, and Sam's car! I had the best day and uncle Dave even drove me home in his pace car. Corvettes of Melbourne is the best! By Ben Lewis.

Classifieds

Race Car Trailer.

Ideal for a single seater formula car, this lightweight, streamlined, enclosed trailer has rigid sides and brand new tarpaulin style top (not pictured, it's being made).

It isn't braked, which makes it very quiet and

even lighter. I towed my FF with a BMW 3 series for years and it was always a breeze. Good condition, full timber floor, light truck tyres and the rearward axle location means you can load forward.

Forward doors to access tie-down mounts, rear turnbuckles, aluminium ramps and hinged front section. It is the most efficient and best towing trailer I've ever used, shame the current machine doesn't fit! For JKL cars it's 5'10" wide inside, for later groups 176cm. Call Nick McDonald 0414 569 506 or email nick@3recruitment.com.au for full measurements and more pics. Located in Hightett. \$4,500



1 Set of roller rockers to suit MG TC motor (Farnelli) \$1000 New never used
Complete MSD ignition system inc Coil, Distributor & Module for MG TC New still in box \$1150 total
2-Q450 camshafts (steel) new never used suit Lotus Twin Cam QED #101009 \$1100 total
Race spring pack springs, collets, retainers & platforms to suit Lotus Twin Cam (fitted length 1.250") QED #102069 \$250 New never used
Bob Boast 0412 215 732

Trailer For Sale - ENCLOSED TRAILER - single axle, tilt trailer, LED lights, electric brakes, side awning, small solar battery charger. Good Tyres. Width 5 ft.5 inch. (1650) X Length 9 ft. 10inch. (3000=3Mtr) Total enclosed Length 12ft.9 inch Approx.\$1750.00 - Call Gavan Dearie - 0409 166 557 to discuss further or arrange a viewing time at Moorabbin

I have a pair of Triumph Herald front end uprights/brake drum assemblies available free of charge to a good home. Available for collection in Carlton (Victoria) Regards, Warren Green. 0418 351 968 warrengreen@yahoo.com.au

For sale MGB all synchro 4 speed gearbox in good condition as removed from 1979 Roadster. \$250.00
Call Brian on 0419 091 499

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.

MG Magnette ZA 1955

1620 engine out to 1700, "O" Series head with 1.5" SU Carbs and extractor exhaust, mild cam. Lightened flywheel and modern diaphragm clutch. 5 speed Nissan gearbox fitted without modification to body. Near new tyres, no rust in the body, but paint a bit ordinary. Original engine and gearbox go with the car along with other bits and pieces. A cheap, reliable, fun car for club outings or just cruising.

This is the car that Mac and Madge Hulbert drive when they are in Australia. \$10,000.00 Neg. Ken Williams 0403 244 261

Graham Hoinville My life in motor sport



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historic sandown 2017

Pics Grant Campbell



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Pics Michael King



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