



# VICTORIAN HISTORIC RACING REGISTER

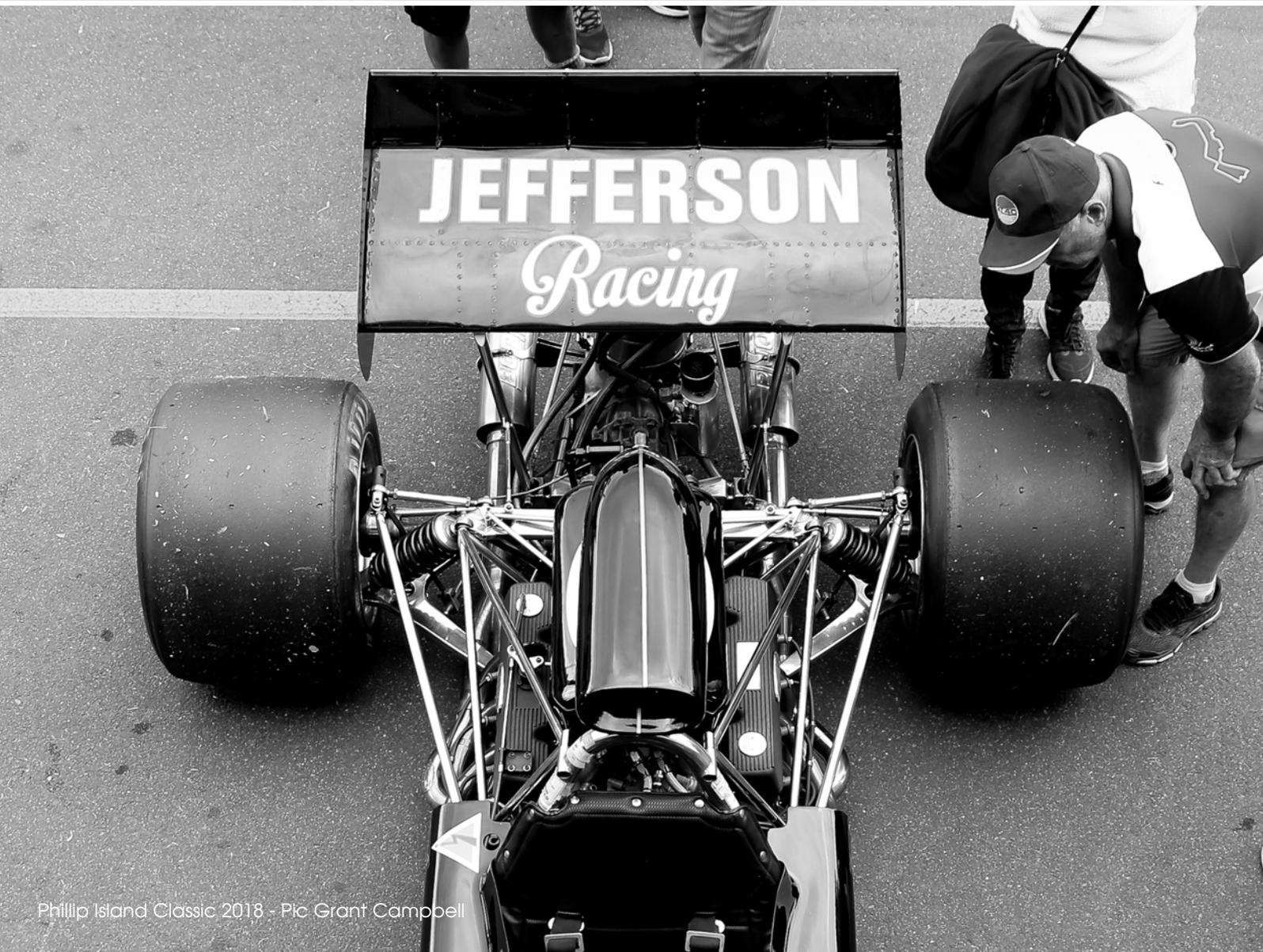
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VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

**NEWSLETTER - June 2018**



# Coming Events

June	9-10th	HRCC Noosa Hillclimb	0424 321 072
June	26th	MGM	03 9877 2317
July	14-15th	Historic Queensland	0424 321 072
August	4-5th	Winton Festival of Speed CCE	0412 264 997
August	19th	Rob Roy VSCC Historic & Classic	0417 398 606
September	18th	MGM (note change of date from August)	03 9877 2317
October	14th	Rob Roy Interclub Round 3	0417 398 606
October	23rd	MGM	03 9877 2317
November	10-11th	Historic Sandown CCE	0402 224 133
November	18th	Rob Roy MGCC Historic & Classic	0417 398 606
December	8th	VHRR Presentation & Awards Dinner	

We meet Bi-Monthly - on the Fourth Tuesday of the Month 8pm at the VHRR Club rooms 30-32 Lexton Rd Box Hill.

**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

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The Editor reserves the right to edit contributions



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# Phillip Island Classic 2018

Group O Competitors posing for publicity shot: L to R - Laurie Bennett, Max Pearson, Ray Stubber, Wayne Wilson, Peter Strauss



'YAMS Rides' participants Grace Kelly (Left) (Jan & Geoff's daughter) and Ian & Dorothy Tate's granddaughter, Emily (Right) happily paid the \$100.00 each for a ride in Frazer Ross's McLaren



Moffat & Bond tucking in at the well patronised VIP lounge

Pics Grant Campbell

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**Y**AMS Foundation was founded in memory of **Kahlilla Donahoo** who was diagnosed with neuroblastoma when she was only 2 years old.

Despite almost 3 years of treatment which included intensive, high risk chemotherapy, 6 hours of surgery to remove the tumour, a bone marrow transplant, radiotherapy and nuclear medicine, she died with her little body riddled with cancer in August 2008. Sadly, Kahlilla's story is not an isolated one. Statistically, only 50% of children diagnosed with advanced disease will die despite treatment, and statistically, 75% of children will have advanced disease at diagnosis. It is the most common solid tumour in children outside the brain and affects about 80 Australian children every year. It affects infants and very young children.

YAMS Foundation's goal was to raise \$1M for dedicated neuroblastoma research. It costs approximately \$150,000 per year and 2018 marks the 10th year since we started fundraising.

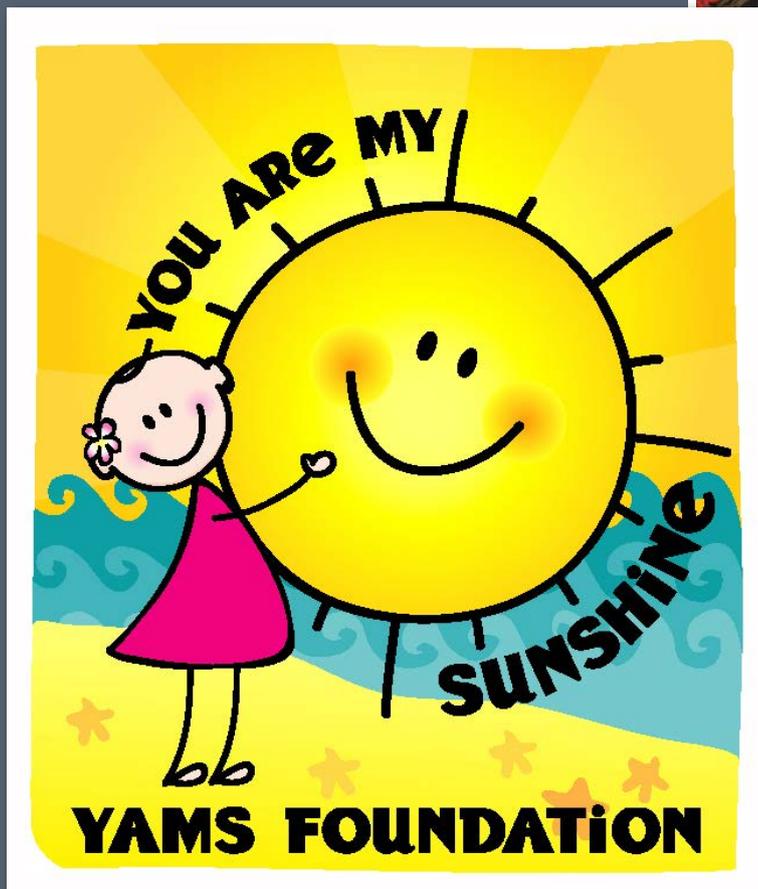
Research is slow and methodical but this is the way it must be.

The research carried out by Dr Paul Wood and his team at Peter Mac has culminated in the awarding of further funding of \$950,000 from the National Health and Medical Research Council, such is the quality of the research. This funding will be used for a phase 2 trial over the next 5 years.

This trial is known as The NORTH Trial: A Phase II Study of Panobinostat in Paediatric, Adolescent and Young Adult Patients with Solid Tumours Including Neuroblastoma, Osteosarcoma and Malignant Rhabdoid Tumour/Atypical Teratoid Rhabdoid Tumours.

A quick update on the progress of the NORTH trial. We have received ethics approval for our paediatric sites and are waiting on ethics approval from the adult sites that will also be part of this study. We are working hard to finalise the consent and data monitoring forms as well as the other essential documentation required to run and monitor the study.

Using current projections we are pleased to say we expect the study to open to patients as of the 1st July 2018. We are excited by



the prospect of testing this new approach to cancer treatment and truly hoping that this will make a difference in the outcomes of these cancers that carry such a poor prognosis.

This is a fantastic achievement that would not have been possible without the support of YAMS. We must never give up the fight to find a cure for this insidious disease. Our little children deserve nothing less.

**Jude Donahoo**  
You Are My Sunshine Foundation



*Kahlilla*



*Rylea*



*Rafael*



*Kahlilla*



*Kahlilla*



*Bailon*



*Max - a survivor*



*Dr Paul Wood*



*Katie*



*Bodie - a survivor*

Pics of Kahlilla, Rafael, Rylie and Katie, all who died from neuroblastoma. Kahlilla fought for 3 years, Rafael was diagnosed at 4 and fought for 7 years, Katie was only 2 and fought for 1 year and Rylie was 5 having fought for 2 years.

Researcher Dr Paul Wood. Paul is a paediatric oncologist fellow at Monash Kids and RCH. He has dedicated 1 day a week to neuroblastoma research.

The VHRR is enormously proud to be associated with YAMS and the 'YAMS Rides' at Phillip Island this year generated over \$5000.00. This, coupled with the \$5000.00 + donated by patrons of the meeting have made a worthwhile contribution to the fund.

# News

From The Library

'Women for Wheels' was established in the late 60's by a group of motor racing wives to provide fire fighting equipment and rescue services for motorsport events in Victoria. Their inaugural meeting was held at the Light Car Club rooms in Queen's Rd and was soon followed by a number of well patronized social events – woolshed dances, buffet dinners, barbeques, theatre nights and dinner dances all designed to raise much needed funds. The exploits of this group was well publicized by the media at the time and Founding President, the late Pam Elam preserved the journey through the creation of a Women for Wheels scrap book

with both press cuttings and memorabilia.

In late 2017, a reunion of Women for Wheels members was planned and the hunt was on to track down this vital piece of history. Many phone calls later, combined with the efforts of Jean and David Bellenger, a copy of this book has been produced and presented to the VHRR Library for inclusion in their archive section.

This truly fascinating depiction of the effort of a determined band of women, is available to be viewed at the Library on Wednesdays (10 – 3) and club meeting nights (6 - 8).



**Another interesting addition** to the archive section of the Library was received recently from Margot Kinsey, wife of VHRR stalwart, the late Don Kinsey. Don had meticulously organised all the correspondence received by himself on behalf of the VHRR.

One section relates to significant awards received by VHRR members Sir Jack Brabham, Tony Gaze, Graham Hoinville and Don for their efforts to motor racing.

Of further interest is the correspondence between Don and racing identities around the world – Sir Stirling Moss, Sir Jackie Stewart, The Earl of March, Murray Walker, and Tony Brooks to name but a few – prior to 'An Evening with Tony Gaze' which the VHRR hosted in 2009.

The final section includes correspondence between the VHRR and significant racing

enthusiasts, both in Australia and overseas. (I was particularly interested to note the invitation sent to Paul Newman to attend the 2007 Classic at Phillip Island!)

Once again, this folder, like all our archival material and magazines, is available to be viewed at the Library on Wednesdays (10 – 3) and club meeting nights (6 - 8). Borrowing of books in the general section can also be made at this time so why not pop in and have a browse.

Many thanks to members who have generously contributed to the Library through their donations of books, magazines, dvd's, videos and memorabilia. It is greatly appreciated.

**Cheryl Reid**

# Boosting

Historic entries and crowds

by Richard Batchelor

## Boosting historic entries and crowds

Previously in these pages concern has been expressed about the rising costs of conducting historic race meetings and declining revenue from entry fees. I suggest the reason might be that when the current historic groups were devised the cars were only a few years old. They were mostly the cars we loved in our youth (in my case Healeys, Triumphs and Porsches, not that I could afford to buy one!). Now a new generation of enthusiasts is attracted to the cars of the eighties, nineties and noughties, as a visit to any track day or drifting event will show, but they are not being catered for in our historic meetings.

The Phillip Island program listed 18 categories (plus Regularity) taking part at the meeting and the following cut-off ages of the cars in the various groups:

Ja and Jb (1930); Ka and Kb (1940); Sa and Lb (1960); Nb (1964); M (1965); Sb and O (1969); Nc (1972); Sc and Q (1977); F5000 (1978); F.Vee (1985); F.Ford (1989); Group R (mid '80s); Groups A & C (1984-92).

As noted, cars in most categories are well over 40 years old with the most 'modern' category (Groups A & C) a mere 26 years old! Obviously there has been a huge amount of motor sport these last 40 years and lots of cars exist (and some are still being raced) which are genuinely "historic" but not catered for at historic meetings. I believe adding some newer categories would boost entries and the spectator 'gate'.

Some examples are listed below.

Cars from race series popular in their period:

- Formula Holden/Brabham – "slicks n' wings" Holden V6 powered open wheelers raced in the eighties and nineties; helped launch the careers of Mark Skaife and Mark Webber.
- Nations Cup – GT series from 2000-04. V10 Vipers, Corvettes, Ferraris etc. (what's not to like?)
- Australian Porsche Cup – held 1987-95 for all Porsche models, including turbos.

Then there are the current race series for older cars:

- Touring Car Masters – big budgets and transporters, more mods, like Group N on steroids.
- BMW E30s – low-cost racing for late eighties/early nineties cars, conducted since 2000.
- Porsche 944 Challenge – since mid-nineties, cost effective racing using 2.5 litre non-turbo cars.
- IROC Porsches – professionally run series based on fast early seventies RSR clones.

- HQ Holdens – long running race series, relatively inexpensive.

Existing historic categories could be expanded to include more recent cars, for example:

- Production Touring Cars – Group Nc has a 1972 cut-off. Is there scope for a new Class Nd?
- Production Sports Cars – How about a post 1977 Class Sd or are the fields big enough now?

The obvious problem of too many races per meeting could be overcome by each category having only one (longer) race per day, e.g. one race of, say, 12 to 15 laps takes up far less time than two six lappers. There might be also be scope for combining some of the traditional categories and some of the suggested new categories, where cars have similar performance.

We all love our old cars but we also need to engage younger enthusiasts for historic racing to be relevant and flourish.

**Richard Batchelor**



New for  
old and  
old for  
new

# OPINION



## New for old and old for new

In recent times attention has been drawn to the seemingly inconsistent and declining in numbers grids of the M-R sports and racing categories. Everyone seems to have their own two cents worth as to why. Having spent time closely observing the growth of the Historic Formula Vee category from its beginnings and more recently having spent some time participating in Group Q&R events I am going to throw my two cents in as well.

There are a vast array of explanations in regards to the issues with recent grid numbers, but the same point seems to underlie them all, point being that car owners feel as though their car is less relevant and less fitting to participate in the particular races that its logbook classification restricts it to. The breadth of cars that are permitted to race in these categories (M,O,P,Q & R Sports and Racing) is enormous, and this is a fantastic drawcard to Historic events, not only for spectators to see cars ranging from Formula Juniors to 1980's Turbo Powered Formula One cars. However, too many of the cars that have previously been involved in Historic Racing and cars that have not seen the light of day since the 70's and 80's sit in sheds covered in dust.

Our arbitrary cut off dates that initially gave these cars a place to race post their modern lives is now inadvertently serving as a deterrent to further participation and category growth. To explain this issue in example, the

appeal of entering your Historic Australian Formula 3 car (1300cc) in a grid that includes several Historic Formula One cars and Indy cars is obviously non-existent as is being highlighted by the fact that there is now only 1 regular competing Australian Formula 3 car (I'm sure there were more than one of these racing in period).

The solution to this issue is simple, we have to remove the lettering label of our Historic categories (O, Q, R etc.) and return to classifying these cars correctly. The ethos of Historic Racing 'As it was, so it shall be' has been totally ignored in this regard. An Australian Formula 2 car raced in period with a logbook classification of an 'Australian Formula 2', not 'Group R Racing Under 1600cc'.

The advantages of returning to the Historical reality of these cars are vast, keen spectators will finally be able to distinguish cars racing in these grids based on what that car Historically represents and is entered as, not just where it is placing in the race. Finally more car owners will feel as though their car is more welcome and embraced in our sport, rather than being overshadowed by an outright placing. We will also have the freedom to reorganise our grid structure at our race meetings, and be able to run the sub categories together based on speed and race compatibility, rather than just an era. Rather than a 130bhp AF3 car being gridded together with a 900bhp Turbo Formula One car, we could (for example) have



a 'Clubman Sports, Sports 2000, ANF3, ANF2, Twin cam Formula 2' race to compliment the 'Formula Atlantic/ Pacific, Le mans Sports, Group A Sports, Formula One, Indy Car' race.

These new gridding configurations have the potential to free up an entire race slot at every race meeting (meaning longer races) whilst offering far more competitive and exciting racing and enticing more cars onto our circuits. It would also encourage small groups of like car owners to form more of an 'association' approach with more class specific newsletters, and group pit arrangements all whilst reducing circuit closing speeds and thus increasing safety. A new way of thinking to improve appeal on the competitor front, but also in the eye of the spectators, who will see closer racing and a more dynamic mix of different cars, from different eras, all racing at similar speeds.

A new way of thinking to elevate Historic Motorsport?

**Grant Kelly.**

# Rob Roy



## VHRR Historic Rob Roy – 6th May 2018

Words Mike Barker Photos Gary Hill

Sunday 6th May, 2018, turned out to be a beautiful day for the Annual VHRR Historic Rob Roy Hillclimb.

The early morning drive to the event proved to be very invigorating in an open sports car – particularly one without a windscreen – you could feel the temperature changes as you dropped into and out of the dips.

Entry numbers were down but the 46 who did compete had value for money with 7 runs available to them.

The Ryan family had a very busy day. Patrick Ryan entered 3 cars - The Vauxhall (Patrick entered the D Type GP but drove the 30/98), MG TC and the Elgaram. Patrick and son Conor shared the drive of both the Vauxhall and Elgaram. The TC was driven by Daniel Zampatti. These 3 cars were also driven to the venue and home again.

The Elgaram is named after Maragle Avenue, Brighton - spelt backward.

The Flat Head V8's can usually be relied on to put on a good show for the spectators. Watching them wrestle the monsters through Tin Shed corner is something to see. Today it was Stumpy Russell, Graeme Raper and Ray Sprague flying the Flat Head flag (Phil Gray's car has a broken axle). Graeme set a personal best time of 23.70 (very impressive) for FTD Historic.

Bill Redpath turned 60 years young on the day. Bill drives the Redpath Special. This car was built by Ron Redpath in the early '50's and campaigned by Ron in hillclimbs. The Redpath Special uses Lancia Lambda front suspension, an Oldsmobile Rocket engine (first of the post-war OHV V8 engines produced by GM) and Jaguar gear box.

It was good to see a couple of young (teenage) drivers competing, and successfully. Daniel Leitner drove a Subaru WRX to a class win in Invited Touring Cars Over 2000cc and Ashley Hunter, who shared a drive in dad's MG ZR, took out the Fastest Lady Driver award.

Ron Simmonds, as well as competing in his MX5 (Phil Gray also competed in an MX5), added his voice to the commentary team.

## The Historic Class winners were:

Group J – Patrick Ryan, Vauxhall (33.79 seconds)

Group K – Graeme Raper, Monoskate (23.70 – a personal best time)

Group L – Dick O'Keefe, Photon - a Lotus 11 replica, (24.81)

Group M – Conor Ryan, (25.06)

Group Sc – Ross Jackson, De Tomaso Pantera (24.76)

Group Nb – Russ Mead, Anglia Super (26.00)

Fastest Lady Driver – Ashley Hunter (32.22)

Fastest Time of Day Historic – Graeme Raper, Monoskate (23.70 seconds)

Fastest Time of Day Non-Historic – Mike Barker Elfin Clubman Type 3 (22.79 seconds)

For full results see the VHRR web site.

This event was also:

- Round 1 of the "Triple Cup" (a competition between the 3 main clubs supporting Rob Roy – VHRR, VSCC and the MGCC), and

- Round 1 of the VHRR CCE (Club Championship Event) - Hillclimb

2018 Triple Cup Points following Rd 1:

VHRR 121 points

VSCC 44 points

MGCC 39 points

## Next Rob Roy meetings:

Victorian Hillclimb Championship round 6 – 20th May

VSCC Pre War Hillclimb – 19th August

Inter Club Hillclimb Round 3 – 14th October (VHRR CCE - hillclimb)

MGCC 27th Historic and Classic – 18th November

It would be good to see more members supporting this, and other, hillclimb events either as competitors or spectators.





10 TENTHS



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# Trident Cup

## Progressive Scores

No	Name	Model	Club	Best Time	Class Place	Points	
<b>Class 1 Group J (a &amp; b)</b>							
2	77	Patrick Ryan	Vauxhall D Type GP	VSCC	33.79	1	10
3	771	Conor Ryan	Vauxhall D Type GP	VSCC	34.21	2	8
<b>Class 2 Group K (a &amp; b)</b>							
6	16	Graeme Raper	Monoskate	VHRR	23.70	1	10
7	1	Walter Russell	Ford Racer	VHRR	24.93	2	8
8	32	Raymond Sprague	Ford Roadster	VHRR	26.08	3	6
9	52	Lindon Davey-Milne	Danae Special	VSCC	29.81	4	5
10	7	Peter Davey	Morris Minor Special	VSCC	32.97	5	1
11	100	Ivan Stephens	Jaguar SS100	VSCC	33.57	6	1
<b>Class 3 Group L (Sports &amp; Racing)</b>							
14	99	Dick O'Keefe	Photon Lotus 11 Rep	VHRR	24.81	1	10
15	62	William Redpath	Redpath Special	VHRR	25.70	2	8
16	172	Ryan Thompson	MG T Blanden Spec	MGCCG	27.27	3	6
17	85	Stuart Andrews	MG TC	MGCC	29.78	4	5
18	12	Barry Brickland	MG TC	MGCC	31.98	5	1
19	11	Daniel Zampatti	MG TC	VSCC	32.61	6	1
<b>Class 4 Group M (Sports &amp; Racing)</b>							
22	71	Conor Ryan	Elgaram Jaguar	VSCC	25.06	1	10
23	711	Patrick Ryan	Elgaram Jaguar	VSCC	25.72	2	8
24	412	Alan Green	Chimaera	VHRR	27.95	3	6
25	65	Warren Green	Ausca	VHRR	29.12	4	5
<b>Class 9 Group Sc</b>							
28	72	Ross Jackson	De Tomaso Pantera	VHRR	24.91	1	10
29	60	Michael Byrne	Lotus Super 7	VHRR	25.53	2	8
30	9	Nigel Schofield	MGB GTV8	MGCC	27.50	3	6
<b>Class 14 Invited Sports Cars - 1501cc and over</b>							
39	3	Michael Barker	Elfin Type 3 Clubman	VHRR	22.79	1	10
41	68	Victor Spiteri	Jaguar Coupe	VHRR	27.03	3	6
42	57	Richard Collett	MGA Coupe	MGCC	28.42	4	5
43	2	Ritchie Redpath	MGA	MGCC	29.44	5	1
45	42	Ernst Luthi	Suzuki Cappuccino	MGCC	32.40	7	1
47	421	Sonia Fuehl Luthi	Suzuki Cappuccino	MGCC	36.50	9	1
<b>Class 15 Invited Touring Cars - up to 2000cc</b>							
51	232	Adrian Hunter	MG ZR	MGCC	29.19	2	8
52	18	Phillip Bottomley	MG Y	MGCC	30.47	3	6
53	223	Ashley Hunter	MG ZR	MGCC	32.22	4	5
<b>Class 18 Invited Racing Cars - 1501cc and over</b>							
59	64	Leo Bates	Lobito Tom Cat	VHRR	25.83	1	10
<b>Class 19 Austin 7 Racing</b>							
65	70	Phillip Hallo	Austin 7 Racing	A7	32.86	1	10
67	73	Ian Motley	Austin 7 Racing	A7	34.60	2	8
<b>Class 22 Post 1977 Modern Sports Cars</b>							
73	5	John Elliott	Renault Alpine	VHRR	27.08	1	10
75	98	Phillip Gray	Mazda MX5	VHRR	27.56	2	8
77	111	Ron Simmonds	Mazda MX5	VHRR	29.69	3	6

**When a young Colin Marston went to his first ever race at Fisherman's Bend in 1952, motor sport was very different to what we know today.**

Now, 67 years later and the longest serving scrutineer in Australia, Colin can sit back and reminisce about the impact he has made to his beloved sport.

From attending the first ever Sandown and Calder Park Motorsport Complex events to attending the first Historic-Touring meeting at Phillip Island, Colin has seen it all, including the formation of the Confederation of Australian Motor Sport (CAMS).

"I was there at the first ever CAMS meeting, just before the 1956 Melbourne Olympic Games," Colin said.

"It was interesting. Donald Thomson and Maurie Monk, the founders of CAMS, had their first official meeting at a RACV office just around from Luna Park.

"Since then, I have been invited to each CAMS office ever opened. It started in St Kilda, then the corner of Toorak Rd and Bourke Rd and then the final one here in Malvern."

Colin moved his way up the ranks through his passion for cars, smart thinking and hard work, despite working during the week and competing on Saturdays.

However when the time came in the 1960s for this humble servant of the sport to be rewarded with a senior position on the first ever scrutineering panel, Colin decided to be selfless and decline the role.

"As a scrutineer, I've dabbled in a lot in activities but never held a position of chairperson in a scrutineering team or panel," Colin explained.

"I was asked when the first panel was put together in the 1960s, but because I had lots of work and was driving on Saturdays, I had to turn it down and nominated my friend instead.

"I couldn't become the chairperson because I was unable to put in the amount of time and devotion that someone else could have."

While he may not have taken the chairperson role, for a man with as much experience as Colin, his services were utilised elsewhere when we was invited to join the off road panel.



*From left: Ted Hudson, Lloyd Shaw, Colin Marston, Wally Prout, Angus Black and Norm Clark. All have received CAMS service awards.*

*Pic from a 1986 Castrol 500 Race Programme*

He couldn't turn down the role due to the opportunity to travel around Australia checking cars and after some time on the panel, he was offered another newly created position, an Eligibility Officer, which to this day still exists.

Despite some challenges in the position, Colin persevered and excelled in this role for which he was once again rewarded, this time with one of the highest honours, the CAMS Service award, presented by former CAMS president John Large.

But for a simple car enthusiast like Colin, who lives and breathes motor sport, the accolades and memories to come from all these years as an official is something he will never take for granted.

"The times I have had in this sport have been wonderful," Colin said.

"In my time as a scrutineer or my time of being involved in this sport, I have had many wonderful memories and I have been to places that I would have never gone otherwise, especially in the middle of Australia like Lake Tyrell.

"That's why, I greatly appreciate whoever it was that offered me the opportunity to be a scrutineer for CAMS."

While Colin's time as an official draws to an end, after making the decision to take care of his wife, one can only imagine the things this man has seen during his remarkable time in motor sport. CAMS is extremely fortunate and forever grateful to have been able to rely on the passionate and loyal service of people like Colin.

**Thanks to CAMS for this report on Col. Col has undertaken to write a full account of his time in motorsport which will be published in the next newsletter. Ed.**

**One Hundred years** old or One hundred years young, Neal Charge certainly falls into the latter. Neal competed in the 1953 Australian Grand Prix held at Albert Park in 1953 making him the oldest surviving AGP driver.

Neal with his son Chris were the guest speakers at the VHRR May MGM. Speaking to a packed club rooms we heard of the early days of the Charge Brothers motor racing days which took in Altona, Albert Park, Ballarat, Sandown, and the many hill climbs of the day - Rob Roy, Templestowe and others.

Both brothers Neal and Stuart were early movers and shakers of the Victorian Sporting Car Club, particularly Templestowe as they designed the track layout with a big bulldozer, the first events being held on a gravel circuit, many competitors not being able to make it up the 1 in 2 gradient of "The Wall".

Neal also built the Altona circuit around a lake, being on swampy land the track did not last long due to flooding.

Their early days in MG Specials built by themselves with that good old Aussie know how, were the guys to beat, taking it up to the many 'factory' cars of the day.

The last car they had a lot of success with was the Ausca bodied supercharged Hillman engined sports car.

Both Neal and his son Chris also ran in many Targa Tasmania events, the first one when Neal was aged 84, they won their class many times in the Alfa Montreal, Chris driving and Neal navigating, a great effort.

A cake was presented to Neal with Simmo leading the members in a rousing happy birthday song.

**Cheers Simmo**



**In late 1950, Neal Charge and his brother Stuart, commenced building an MG racing car** from a new TC that had been imported to Australia in a knocked down kit, (less body). They shortened the chassis and Neal built a complete aluminium body after learning to weld in this new medium. The engine was blueprinted, flywheel lightened etc, but was still fairly standard.

Later, (when the crankshaft broke) they rebuilt the engine and sleeved the block, enlarging the capacity to about 1480cc with other modifications.

The finished car was painted white, and had a distinctive front aluminium grille which was said to resemble a gridiron helmet. They made quick change cycle guards so both brothers could compete at the same meeting in both sports car and racing car classes.

Their first outing was in November 1951 at the Ballarat Airstrip (this is recorded in David McKay's book "Behind the Wheel", published in 1960.) They soon became involved in all the local events on offer, including the various road Trials, which were a popular sport in this era.

Around this time, early 1950, the Victorian Sporting Car Club, which had been in existence from around 1925, but was now nearly moribund, had negotiated an agreement with the owner of a property in Templestowe to build a new Hillclimb track and associated amenities. The then committee blazed a track through the scrub, which was later bulldozed then graded.

Neal, particularly, soon became heavily involved in the building of this new track, and was duly appointed Secretary of the VSCC.

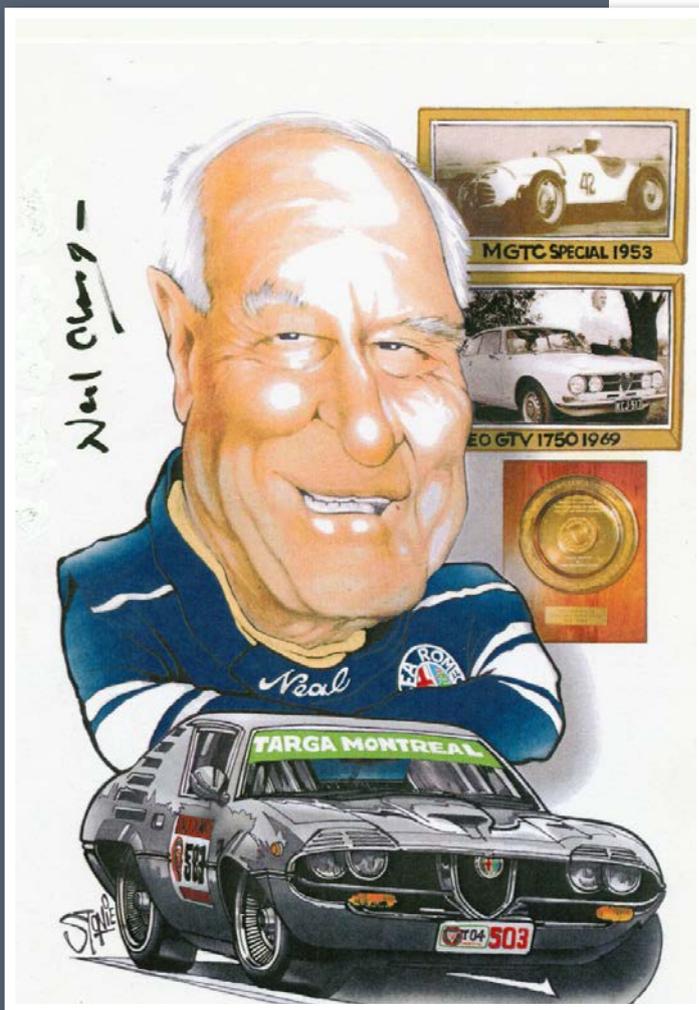
At this time, Doug Whiteford was President, and committee members included Reg Nutt, Bill Wilcox, Morrie Monk, Victor Cox, Phil Harrison, Stan Jones, Jim Hoy, and others.

Neal was instrumental in the sealing of this dusty track, going up to Templestowe during the week with his truck, and winning down the 'Wall' - buckets of hot mix bitumen to prove it could be done.

Templestowe was a serious hillclimb, about 1km long, with 12 corners, 2 hairpins, 4 straights, and the hill, or 'Wall', as it was later known. The 'Wall' was extremely steep, with a gradient of 1 in 2.5, or approximately 40 degrees. This initially proved to be an almost

For the 1953 GP, Neal and Stuart were able to purchase one of the three new Austin Healeys imported to Australia by Austin Distributors. These 3 cars were Le Mans replicas, with all alloy bodies, and had all the factory 'go fast' parts (which were required to be returned after the event).

Stuart drove the Austin Healy, and Neal the TC. 40 cars started the 53 AGP, only 18 finished the 200 mile event in extremely hot, oppressive conditions.



Stuart finished 8th and Neal 13th. They competed in all five Albert Park meetings, Neal winning the 1956 Argus Cup event in the TC Special (this was the first motor race to be televised in Australia) being the first event of the two weekend Olympic program.

Around the same time, Neal and Stuart, with their father and two others, purchased a large tract of land at Altona, just outside the Melbourne CBD, and proceeded to build a new Motor Racing Circuit. This project would be almost unimaginable today, but Neal took a whole year off the family business, to work every day at Altona, constructing the new track.

The first meeting at Altona was conducted by the Victorian Sporting Car Club on Monday March 8th 1954 and drivers included Jack Brabham, Stan Jones, Bill Patterson, Lex Davison, Reg Smith, Cec Warren, Arthur Wylie, Ted Gray, Tom Hawkes, Doug Whiteford, Bruce Walton, Harry Thompson, Kevin Neal,

Harry Firth, Graham Hoinville, Otto Stone, Jim Gullan, Les Murphy, and of course, the Charge Bros.

Jack Brabham competed in the first 3 Altona meetings. Six meetings were held at Altona as well as several Club events and Motor Cycle meetings. The last event was 29th May 1955.

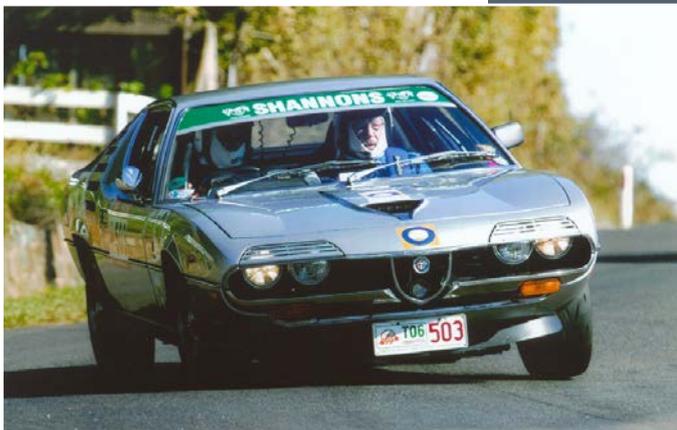
In late 1959, Neal started building a new car, using the MG chassis, with a supercharged Hillman Minx engine, and a new fiberglass Ausca body purchased from Paul England.

The Charge Bros competed in the first Sandown event in March 1962 in this car... Cont next page

insurmountable obstacle. Some thought it would be unachievable, but when sealed, was reported to be the steepest paved road in Australia.

Neal and Stuart competed in every local event of the time in the MG. Stuart was awarded a significant trophy, being the only driver to compete in every one of the first 21 hillclimbs at Templestowe.

In 1953, the AGP was to be held at the new Albert Park road circuit. Neal was friends with Senator Pat Keneally, the chairman of the Albert Park Trust, and they both understood each other.



1. Top LH - Neal at the 60th Anniversary AGP
2. Top RH The 'Charge Bros' with TC Special Stuart Charge in car
3. 2nd Racing car built c. 1959 MG Chassis, s/c Hillman engine, Ausca body
4. Chris driving, Neal navigating - Alfa Montreal - Targa Tasmania
5. Neal in the TC Special Albert Park 1956
6. Neal in the Montreal - 2005 Albert Park Historic Demonstration

NEAL CHARGE

# 100

After this the brothers retired from Motor Racing and took up flying.

Sadly, Stuart Charge died in 1995 aged only 74.

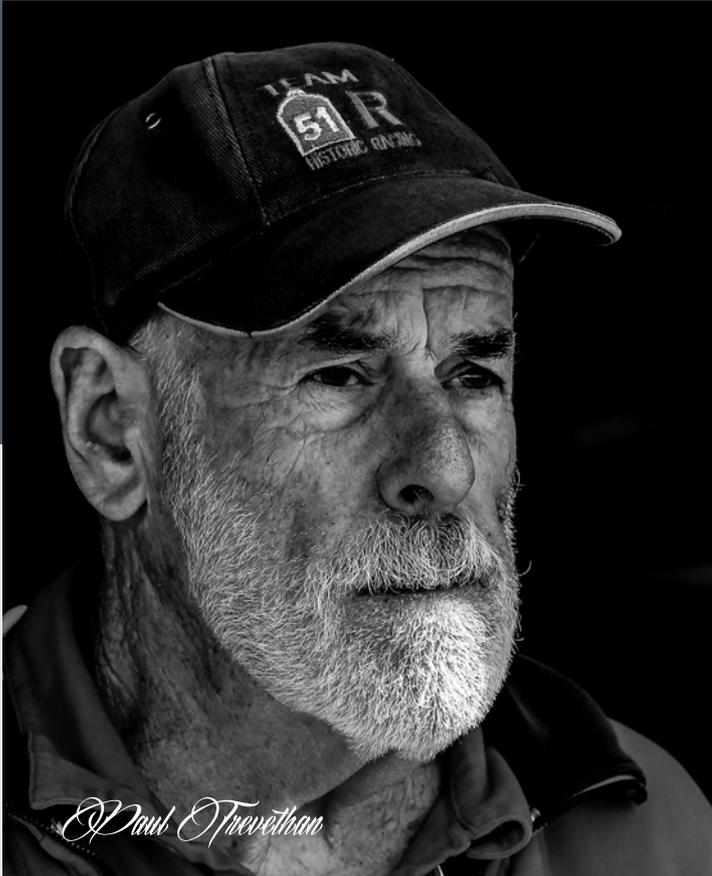
In 2003 at age 85, Neal commenced competing in Targa Tasmania, as navigator for son Chris, in Neal's 1974 Alfa Romeo Montreal, which he has owned since new. This started a new Motor Racing career, and when he retired again in 2009 at age 91, he had completed seven Targa Tasmanias (earning Gold and Platinum awards), Three Classic Adelaides, and the Mt Buller Sprint.

In 2013 at age 95, Neal was invited by the Grand Prix Corporation, to participate in the celebrations for the 60th anniversary of the AGP at Albert Park where he first competed in the MG in 1953.

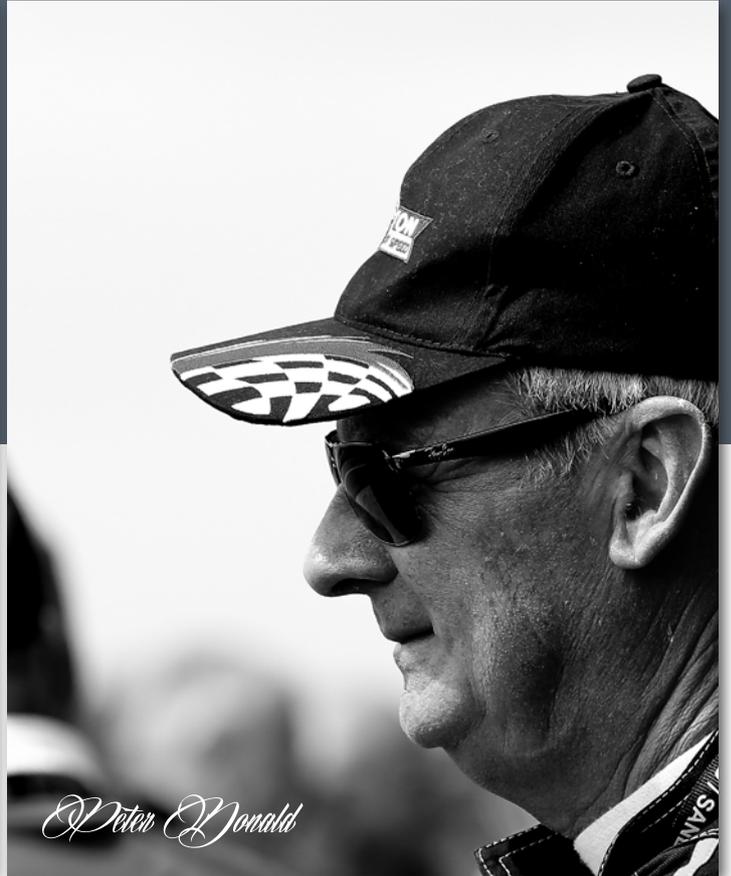
An interview with Neal can be seen on the website - Charge Bros - Australian Road Racing - Homestead.

Neal Charge turned 100 years old on 24th April 20

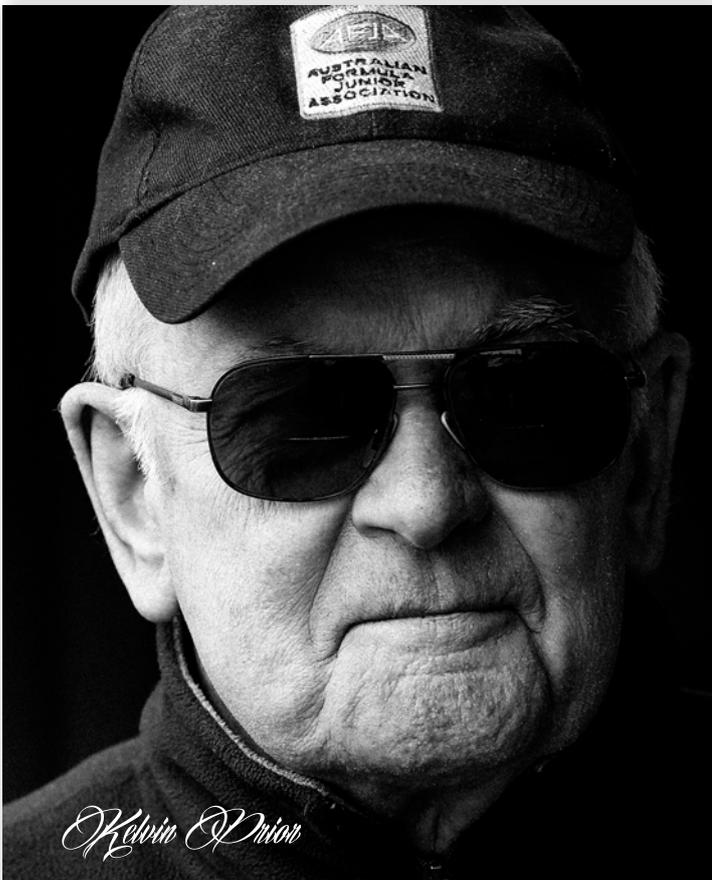
*Article courtesy Chris Charge*



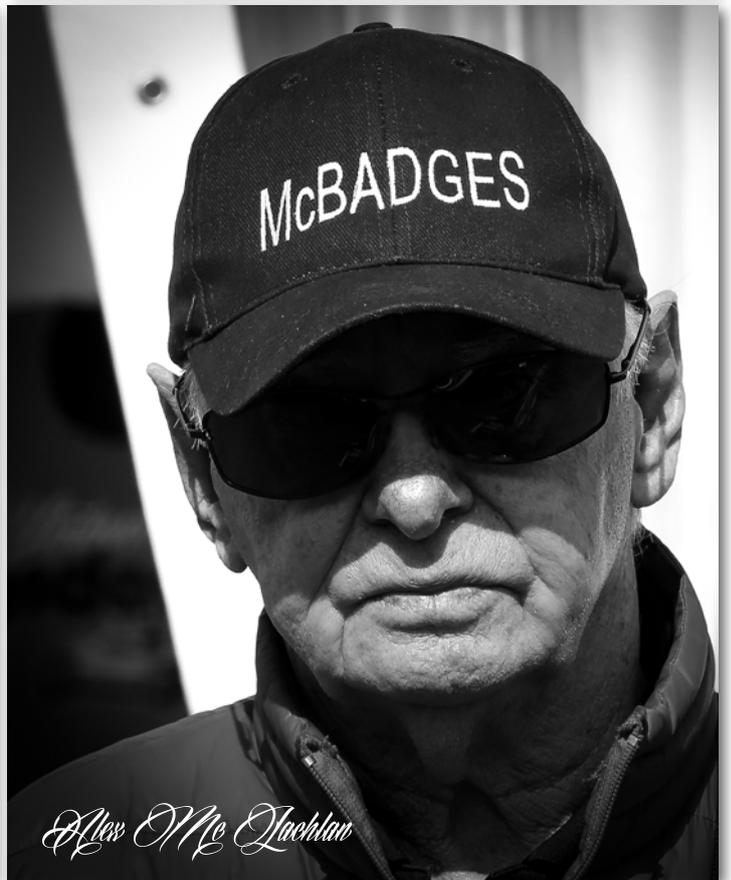
*Paul Treveathan*



*Peter Donald*



*Kelvin Dixon*



*Alex McEachlan*

# FACES ~ SANDOWN

Pics ~ Grant Campbell



**O**n 14th April we met at B.P. Hume Highway en route to Shepparton, in not the best weather. This day was also the historic commercial vehicles annual run from the Ford factory to Wodonga on the old Hume Highway, so we saw the occasional old truck where our paths crossed.

We arrived at the Shepparton auto museum to be met by Graham the manager, who told us the history of the establishment of the museum, and funding of future plans to increase the size of the museum to incorporate a truck section. For years Shepparton has been home to a huge trucking industry, so country people tend to be hoarders, some interesting vehicles will reappear. Our Brian Thompson was a Kenworth dealer, over many years he separated many people from their money to get them into a Kenworth in Shepparton.

The number of exhibits is so vast when you retrace your steps, you see things you missed the first time, needless to say cars are the main attraction, sedans, sports cars, racing cars, pedal cars, many on loan. The exhibits are changed on a 3 monthly cycle, the mezzanine has an amazing array of every type of cycle from the 1800s on, even a steam powered bicycle.

An annexe houses a more than interesting exhibition of Furphy products, machinery and tools

from the 1800s when Furphys were established in Shepparton, including a lathe with a swing as long as Tiger Wood's golf swing, and a bed so long you need a cut lunch to walk the length of it.

Continue on to see tractor display, now time to go, but you keep looking at things you missed on your way to the exit.

Now off to Echuca, hitting a deluge between Mooroopna and Echuca, cars were aquaplaning, where was Moses when we needed him to part the waters?

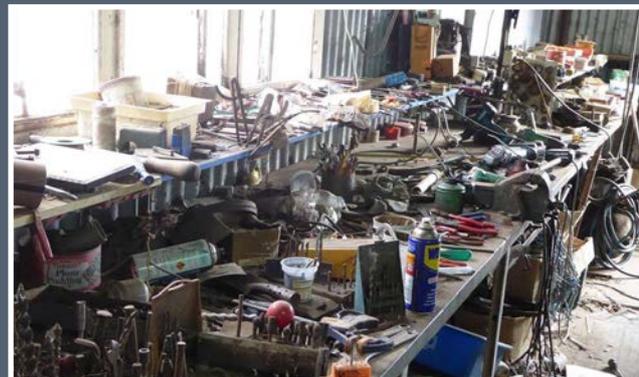
Julie Sprague in her Chrysler Crossfire, Joyce Russell in the E-Type, had passengers Ray and Stumpy white knuckled and gobs shut, because the ladies could not see further than them.

We checked into Port Of Echuca motel for our bed and breakfast, Norm and Marg Beechy turned up, so we all had a chat before happy hour.

The bus picked us up for our dinner cruise on the river boat 'Mary Anne', which has been restored and refurbished by the Moama R.S.L. club.

During an excellent dinner Gordon Hellsten was welcomed into the O.B.E. club and managed to blow out 1 candle on a cheap cupcake supplied by some miserable ba/);rd.

Sunday morning full breakfast, all used their remarkable capacity to consume food to sustain themselves for the trip to Boort to visit John Piccoli the Spannerman.





Pics John Blanchard

The driveway has complete but unrestored farm machinery dating from the 1800s each with a descriptive board on each side of the long driveway.

Johns grandfather settled on the uncleared Mallee scrub block and lived in a tent for 10 years while clearing the block, his father built the current house in which he and his wife Sonia now live. John contracted Polio at 8 years of age and spent 3 years in hospital, wheelchair bound, he has made the most of his remarkable talents. He has large flights for his collection of pheasants, macaws, and other exotic birds. He has deer, llamas and interesting things every where, the place is a haven with exotic trees, jacaranda, palms, conifers etc.

He has the use of 1 arm so shuts his eyes to weld his sculptures consisting of only spanners, he uses no drawings or plans, and has the ability (which he can't explain) to visualise his subject in 3 dimensions, he then starts his project.

His sculptures range from a marlin hooked from a boat with a twist in the body set on 3 tons of concrete, 6 metres high in perfect proportion, a Clydesdale with 4 wheel wagon 8 metres long and dozens more all in perfect scale.

To finish our trip we had an excellent lunch prepared under difficult circumstances due to a power outage at the Railway Hotel Boort.

**Ya shooda bene thear.  
Regards, Hugh Jarse**



**T**he annual VHRR Phillip Island Dinner was again held at the magnificent Silverwater Resort. It being a nice barmy evening pre dinner drinks and chat time were held outside on the lawns over looking Western Port Bay. Members, competitors, and sponsors enjoyed a great night with MC Todd Martin entertaining all with a slightly different presentation. VHRR President Ian Tate thanked the many sponsors for their continuing support for our event over the many years the Phillip Island Classic has been running.

Todd asked Marg Simmonds and Robyn Bond to hand out the thank you plaques to the overseas drivers and the main sponsors, Marg along with help from Dorothy Tate

were responsible for putting the night together, a very big job, well done ladies. As part of the evening Todd then did some in depth interviews with Kevin Bartlett, Colin Bond and Vern Schuppan, with a slide show depicting these great Australian drivers history in Australian and overseas motor sport.

As a tribute to the late Don Kinsey, Ron Simmonds was asked to sign off with one of Don's sayings, "Please be careful as you drive home because the car you might run into could be mine".

I am sure everyone enjoyed the the night, thanks to the Silverwater Resort management for their help in organizing the venue.

**Cheers Simmo**

# Historic Feel the Thunder

# 3 D O U B L E S

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<b>1st Outright</b>	Jim Russell
<b>2nd</b>	Dick O'Keefe
<b>3rd</b>	Mike Byrne
<b>Diana Davison Award</b>	Samantha Dymond
<b>Lou Molina Award</b>	Dick O'Keefe
<b>Junior Award</b>	Conor Ryan
<b>Tony Gaze Award</b>	Geoff McInnes
<b>Don Kinsey Encouragement Award</b>	Jessica Penn Chris Jackson

### Club Championship Overall Points Scores

			Points
<b>Junior</b>	Will Faulkner		19
	Grant Kelly		29 2nd
	Ross McLaughlan		15
	Dean McLaughlan		10
	James Pepper		13
	Conor Ryan		40 1st
	Harrison Blanchard		19
	Ben Robson		9
	Jessica Penn		16
	Chris Jackson		13
Aaron Cameron		9	
<b>Ladies</b>	Samantha Dymond	Lola Mk 1	25 1st
	Jessica Penn	Lotus 7 - Martini Super V	20 Equal 2nd
	Claire Greig	Reynard FF84	20
<b>Pre 1960 Regularity</b>	Ron Townley	BWA	18 1st
<b>Post 1960 Regularity</b>	Colin Stark		-
	Vic Spiteri	Jaguar E-Type	9 Equal 1st
	Peter ffrench	Elfin	9 Equal 1st
<b>Hill Climb</b>	Leo Bates		4
	Ron Simmonds		6 2nd
	Mike Barker		8 1st



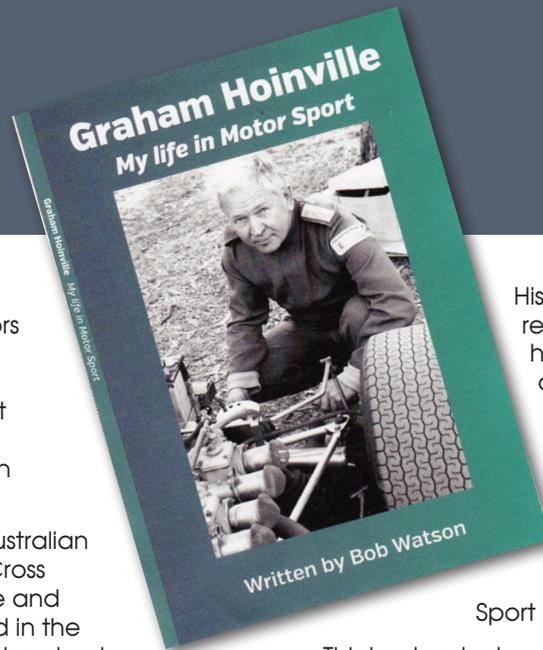
Image courtesy Chris Carter

			Points	
<b>Kb over 1501cc</b>	Jim Russell	Ford Racer	54	1st
	Peter Statton	Ford V8 Special	6	2nd
<b>Lbs up to 1500cc</b>	Ian Edgar	MG TC Special	12	2nd
	John Gillett	MG TC S/C	10	
	Graeme Noonan	Cooper Vincent	4	
	Max Pegram	Gemini Mk 11	29	1st
<b>Lbr over 1501cc</b>	Nick McDonald	Repco Holden	26	1st Equal
	Geoff McInnes	Riley Special	6	
	Ray Sprague	Solar Midget	8	
	Pat Ryan	Demmitt Fueling Speedcar	26	1st Equal
<b>Lbs up to 1500cc</b>	Samantha Dymond	Lola Mk 1	24	1st
	Peter McKnight	Aarons Lotus Mk 9	12	2nd
	Paul O'Connor	Lotus 6	4	
<b>Lbs over 1501cc</b>	Shane Bowden	Prad 5 Sports	20	1st
	Russel Budge	Zephscas Auscar	6	
	Pat Ryan	Elgaram Sports	4	
	Graeme Wright	MG Regah Special	18	2nd
<b>Lbs Invited</b>	Dick O'Keefe	Photon Special	52	1st
	Colin Sullivan	Elfin Steamliner	-	
<b>Mr up to 1500cc</b>	Kim Shearn	Lotus	20	1st
<b>Mr over 1501cc</b>	Peter Strauss	Brabham Climax BT11	25	1st

<b>Ms up to 1500cc</b>	Keith Simpson	Elfin Clubman	9	2nd
	James Pepper	Elfin Clubman	18	1st
<b>Ms over 1501cc</b>	Tony Burrage	Renmax 23B	10	1st
	Graeme Wight	Elfin Mallala	-	-
<b>Or up to 1600cc</b>	Nick Bennett	Elfin 600	13	
	Laurie Bennett	Elfin 600	25	1st
	Paul Randall	Chevron B14	8	2nd
<b>Or over 1601cc</b>	Peter Strauss	Brabham BT31	12	1st
	Geoff Kelly	Elfin 600	-	
<b>Os over 1601cc</b>	Bill Hemming	Elfin 400	-	
	Laurie Bennett	McLaren	23	1st
<b>Qr up to 1600cc</b>	Andrew Makin	March 73B	13	1st
<b>Qs up to 1600cc</b>	Rob Kilpatrick	Welsor Clubman	9	1st
<b>Rr up to 1600cc</b>	Ken Bedggood	Cheetah Mk8	13	
	Don Hume	Ralt RT4	28	1st
	David Crabtree	Ralt RT4	21	2nd
<b>Rr over 1601cc</b>	Rohan Carrig	Hocking 901	23	1st
<b>Rs up to 1600cc</b>	Geoff Kelly	Tiga Sports 2000	-	
	Grant Kelly	Tiga Sports 2000	22	1st
<b>Sb up to 2000cc</b>	Paul Chaleyer	Alfa Romeo 105	6	2nd
	Rohan Hodges	Lotus Elan	9	1st
<b>Sb over 2001cc</b>	Joseph Di Bartolo	Corvette	11	2nd
	Mark Johnson	Porsche 911T	17	1st
<b>Sc up to 2000cc</b>	Graeme Noonan	Lotus S4	7	
	Michael Byrne	Lotus Seven S4	50	1st
	Richard East	Alfa Romeo 2000 GTV	24	2nd
<b>Sc over 2001cc</b>	Paul Blackie	Corvette	25	2nd
	Ross Jackson	De Tomaso Pantera	38	1st
	Geoffrey Morgan	Porsche 911	9	
<b>Formula Junior</b>	Kim Shearn	Lotus	20	2nd
	Max Pegram	Gemini Mk11	29	1st
	Bill Hemming	Elfin	9	
<b>Formula Vee</b>	Clive Brook	Elfin NG	4	
	Chris Jackson	Avanti FV	17	2nd
	Geoff Kelly	Stag	9	
	Grant Kelly	Stag	9	
	Ross McLaughlan	Malmark Elfin	15	

	Dean McLaughlan	Predator	10
	Conor Ryan	Daveric	30 1st
	William Faulkner	Elfin FV	4
<b>Formula Ford A</b>	Kevin Kosa	Lola T340-2	28 1st
	Phil Oakes	Elfin 600	15 2nd
	Phil Randall	Hawke DL15	7
	Damian Sykes	Van Diemen FA73	-
<b>Formula Ford B</b>	Eric Bellamy	Wren	6
	Ian Edgar	Lola 642	16 2nd
	Claire Greig	Reynard FF84	12
	Scott Blake		30 1st
<b>Formula Ford C</b>	Harrison Blanchard	Van Diemen RF88	19 2nd
	Nick Bennett		-
	Will Faulkner	Van Diemen RF86	6
	Anthony Mann		-
	Andrew McInnes	Van Diemen RF89	26 1st
	Ben Robson	Van Diemen RF88	9
	Adrian Wilkinson	Van Diemen RF89	-
<b>F5000</b>	David Crabtree	March 73A	9 2nd
	Bill Hemming	Elfin MR8	13 1st
	D'arcy Russell	Lola	-
	Paul Zazryn	Lola	-
	Alfie Constanzo	McLaren	-
<b>Group C</b>	Anna Cameron	L34 Torana	4
	Neville Butler	Ford Falcon XD	7 Equal 2nd
	Rod Hatfield	L34 Torana	7 Equal 2nd
	Ian Ross	Falcon	-
	Tony Sawford	Torana A9X	11 Equal 1st
	Aaron Cameron	Torana A9X	11 Equal 1st
<b>Group A</b>	Adrian Allisey	Commodore	26 1st
	Mike Roddy	Jaguar TWR XJS	8 2nd
	Carey McMahon		-
<b>Group N</b>	Darren Fortuyn		-
	Geoff Hulbert		-
	Graeme Noonan		-
	Peter Sportelli		-
	Mark Johnson		-





**This book tells the life story** of Graham Hoinville, one of the greatest contributors to Australian motor sport ever. He competed in races and trials in an MG TC which he still owns. He made a great contribution to the development of the National Competition Rules under which motor sport is run in Australia.

As a navigator he won the inaugural Australian Rally Championship, the first Southern Cross International Rally and numerous Alpine and Experts Trials. He competed and finished in the East African Safari Rally in 1962 and the London to Sydney marathon in 1968.

He administered Historic motor racing for the Confederation of Australian Motor Sport (CAMS) for 20 years. He competed with distinction in historic racing.

His remarkable career has been recognised with the the highest honour that Australian motor sport can confer, the CAMS Award of Merit; he was awarded the Order of Australia medal in for his contribution to motor sport, and in 2008 was recognised by the Federation Internationale l'Automobile (FIA) for his service on the world Historic Motor Sport Commission.

This is a book about a man who was always popular and highly respected in his chosen sport, and who achieved recognition and results that would be the envy of any sportsman.

It is a book about a true gentleman and his remarkable life in motor sport.

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