



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 - April 2019

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

April	14th	Myrniong Sprints	03 9827 8124 AH
April	23rd	MGM.....	03 9877 2317
May	5th	VHRR Rob Roy Hillclimb CCE	0407 825 545
May	17-19th	Historic Winton	03 5428 2689
June	25th	MGM.....	03 9877 2317
August	3-4th	Winton Festival of Speed.....	0412 264 997
August	27th	AGM.....	03 9877 2317
September	28-29th	HSRCA Wakefield Park.....	02 9988 4743
October	6th	Rob Roy Interclub Round 3 CCE.....	0417 398 606
October	22nd	MGM.....	03 9877 2317
October	25-27th	Historic Sandown	0402 224 133
November	30th	VHRR Annual Presentation & Awards Dinner.....	0407 825 545

(to avoid clashing with Adelaide's Motorsport Festival)

Committee Meetings 2019

January 21st	April 15th	July 15th	October 21st
February 18th	May 20th	August 19th	November 18th
March 18th	June 17th	September 16th	December 16th

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



SHARE THE PASSION

IMPORTANT NOTICES

Report from General Meeting

February 26 2019

This is a short report on some of the items shared at the meeting:

The President of the MGCC Alan Fabry was presented with a cheque in recognition of all the work they do for our Sandown meeting. This club has been a part of this event in track management almost from the start. It is a fantastic relationship which we value and we are proud of this association. Special thanks to members Mike Herlihy, David Vernall and Simon Rogers.

Rob Roy Hillclimb has been saved. The land has been passed back to Crown Land and will be managed by the Shire, who will negotiate with MGCC. It is pleasing to know there is strong support from the Shire for the hillclimb to remain. Many congratulations to Debbie Collins, our Membership Secretary, on receiving the VHRR Clubman Award. This is to recognise the work she does for the club in her membership role and at our Phillip Island and Sandown meetings. Your commitment and support Deb is much appreciated and valued.

Many congratulations to Vince Ciccarello who was named 2018 Castrol Australian Motor Official of the Year. He was presented with his award by the CAMS President Andrew Papadopoulos at the CAMS dinner. In accepting the award Vince said he was thrilled and felt a mixture of emotions. He said "I am happy, I am anxious, I am over the moon and I am truly humbled about the experience. I worried about accepting the award at the start because I didn't think deserved it as there are thousands of talented officials worthy of the award. But now being here, at the dinner, with this award, I am really appreciative." Vince is an amazing support to our club at our events, working alongside Richard Williams and taking on a multitude of tasks. Thanks as always Vince and many congratulations from the VHRR on receiving this much deserved award.

We acknowledge the 30 year sponsorship relationship with Penrite and Shannons at Phillip Island and celebrate this special affiliation. It is much valued by the club.

Ken Innes-Irons reported that

- Danny Jonas is retiring from his role as OHS controller. It is a demanding role and we are looking for someone to take it on. Many thanks Danny for all your work over the years.
- Ken reminded us about leaded fuel ban from end of June and all entrants and drivers should check the CAMS website for the approved

additives list.

- He clarified an issue with CAMS track insurance for drivers – in the event of an accident requiring an ambulance, the insurance will cover you from track to hospital and then on to a second hospital. But the VHRR strongly advises that racing members should have their own private ambulance cover.

Concern was expressed that the club is sick of hearing aggrieved comments about issues at our race meetings, often for the first time, on social media, which is not in the spirit of historic racing. Any person with an issue must speak with the relevant officials at the meeting at the time.

Championship trophies were presented, or collected, for those who could not attend Christmas function.

Congratulations to our junior members: Ross McLaughlan has qualified as teacher and Grant Kelly graduated from the Victoria Police academy.

We look forward to seeing you at the next meeting on April 23 at 8pm.

Leanne Newson

Secretary

Phillip Island Classic Review

This year round, the Phillip Island Classic celebrated 30 years of historic racing around the magnificent Phillip Island Grand Prix Circuit, and what a way to celebrate! The meeting as always was very well run, which is always a bonus for the spectators and also for the drivers. Phillip Island also put on some great weather for us, with consistent 25 degree days, mostly sunny to add on to that. For our little Formula Ford team however, it wasn't the most successful weekend we've had. However, this year marks 50 years of Formula Ford, and the grid of about 55 cars showed how popular the category is. Eric, our ace driver, didn't get a clean lap in qualifying, putting us 46th for the start of the first race. The first lap was one that was the only one that Eric claims to remember, passing 17 cars over a lap of the 4.4 kilometer track. He finished 36th, which was a great effort and a good way to start the weekend. The next race was a DNF, as Eric was spun around, and wasn't able to get the car back out to complete the duration of the race. The car came back to the pits, and no damage was on the car but a minor scuff mark on the tyre! Over the rest of the weekend, Eric got back up to 36th after starting the 3rd race from the rear of the grid, he also knocked off 5 seconds from his best time from the start of the weekend! Over all, the Phillip Island Classic was another brilliant meeting, and as always a massive thank

you to the officials for all their great work to make these race weekends possible!

Josh Lowing

Many thanks to the volunteers who assisted in getting our property to Phillip Island and the loading and unloading of the truck. Special thanks to members Ron Simmonds, Lloyd Shaw, Mike Barker, David Baker and Dick O'Keefe for their weekday time. Also Mathew and Sonny of Cooldrive.



**Driver of the Meeting
Sam Diamond**

Hi Grant,

I wanted to take the opportunity to thank yourself and the VHRR for giving us the opportunity to have our MINI display at the recent Phillip Island Classic.

We were blown away by the positive response from the attendees of the event, and as a result are interested in developing our relationship with the VHRR for future events.

Thanks again

Mit freundlichen Grüßen / Kind Regards,

BMW Group Australia

Tony Court

The JMW story *continued from February*

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Iain Ross alerted me to this story in 'Survivor Car Australia' magazine. A bit of research found a whole website dedicated to John. The following is an extract from that site, the Author of which I cannot find, but thanks to them anyway. All the photos can be found at <http://members.optusnet.com.au/~pwstone/jmw/jwstory/jmwstory.htm>

John affectionately tells a tell of a time when he entered in an International race meeting at the Ballarat airfield in about 1960. Because of his vehicles small size, John was asked, politely, to start at the back of the field (to which John took some offence). It was only

within a few laps that John had fought through the pack and was up with the leaders, to the surprise of the organisers.

The JMWs of the 80s were primarily Sports 1300 style vehicles. Usually powered by modified Datsun 1200 engines that would spin through to 11,000 rpm and attain speeds of 230 kph.

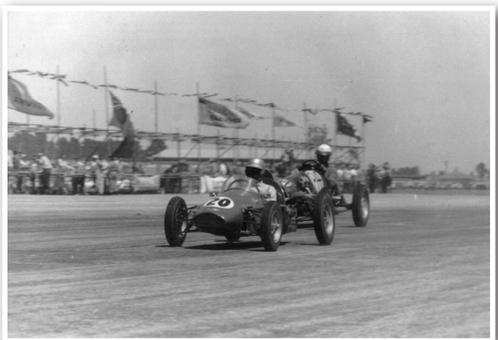
The last JMW included features such as a simple mechanical paddle shift gear mechanism and all wheel hand brake assembly to aide in rapid starts at hill climb events. This car weighs in at about 350kgs and is powered by the potent 170bhp, Suzuki Hayabusa motorcycle engine. The car was also once fitted with a supercharged Kawasaki 1100 engine.

As well as building his own race cars, John has worked for automotive coach/body building operations and during the early 70s worked for the Ford motor company at Geelong. With his racing background, John clawed his way into Ford, initially as a test driver and then later being selected to work on the then secret development of Ford's GT race Falcons. John was primarily responsible for the construction of the successful Bathurst winning Falcons of Alan Moffat and Pete Geoghan during the early 70s.

John's credits during his time at Ford included the construction of the awesome fuel injected Super Falcons for Australia Touring Car Championship events along with a number of developments that were used in the production GTHOs. He had a hand in the work that resulted in the 4 wheel disc brake assemblies that we all take for granted on modern Fords.

At one time John owned the legendary Bathurst winning Moffat, GT Falcon. He was also fortunate enough to be able to drive this vehicle again in an historic race meeting at Lakeside raceway, QLD just prior to its closure in 2001.

It appears that John is never content to sit idle.



John in early JMW at Ballarat International meeting circa 1960. JMW in front.

Even now in retirement, he still shows a keen interest in following motor sport, although his competition days have past due to failing health and past race injuries. He still actively builds radio controlled model aircraft. Another hobby that he has pursued for some years. John's planes are as interesting as his cars. There was a time when he even built and sold



John driving Sports 1300 race car circa 1995 (second in class). This car is now owned by Ash Lowe (QLD) and actively raced.

model aero engines. His engines ranged from single cylinder to flat four configurations and were recognisable by the letters "JW" cast into the tiny crankcases. Only recently was one of John's aero engines located in Philadelphia, USA.

Thankfully, of the 80 plus vehicles built, there still remain a small number of JMWs in active use throughout Australia. Who knows how many more are buried in sheds and garages just awaiting a little tender loving care to bring them back to life.

Classifieds

Wanted: Pre war engine and gearbox 4 or 6 cyl. Also pre war rolling chassis, or unfinished project. Anything considered. Contact Frank Cuttell frankcuttell@yahoo.com 0412 347 127

The B.W.A. Group K, well known Australian Special, with Grand Prix history, and race ready is for sale.

The MGA twin cam ex Vern Schuppan, which has had a body off restoration, painted original factory colour Glacier Blue is also for sale. Robert Richards, and Cameron Sabine, of Donington auctions are selling the cars in an on line auction closing on 28.4.2019. 03 9882 1433

I feel it is time I grew up. Ron Townley **I am trying to find out if any** of the VHRM members may know of the existence of a racing car that I owned in the late 1960s.

The car, which I believe was built in Australia, as a copy of a Lotus 22, was purchased from Derry George (a friend of my father) in about August 1968, and driven by myself at club meetings (Australian Motor Sports Club) at Calder, Warnambool Sprints, and at Calder Drag Races up until late 1969. It was known as the LOMAX FORD, and had a Ford 116E based engine, VW gearbox, Cooper front and Lotus rear wheels. It had a CAMS Logbook. It was sold in late 1969, but I don't have any more details.

I have been attending (spectating) at historic race meetings since 2007, and have been to most of the Sandown and Phillip Island races, and a few of the Winton races, but I have not seen the Lomax Ford at any of them.

If it is still around, and in Victoria, it would be fantastic to see it, and speak with the current owner.

I have put photos of the car on Facebook in Old Motor Racing Photographs (Aust), but no luck so far. Hopefully one of your members may know something.

Kind Regards, Richard Lock.



ROB ROY
Winner of the first Victorian and Australian HillClimb Championship 1988
 (Eltham Road, Christmas 1986, Henty and 2000-08)

TRIPLE CUP

**A CHALLENGE SERIES FEATURING
 CLASSIC & HISTORIC CARS**

2019





Round 1 5th May

promoted by the
VICTORIAN HISTORIC RACING REGISTER

Entry Forms vhrr.com.au
 Event Enquiries Mike Barker 0407 825 545
 Entry Enquiries John Kelso 0417 398 606

Round 2 18th August

promoted by the
VINTAGE SPORTS CAR CLUB OF VICTORIA

Entry Forms vintageportscarclub.org.au
 Event Enquiries Daniel Zampatti BH 9335 4666
 Entry Enquiries Mark Burns 0417 002 892

Round 3 10th November

promoted by the
M.G. CAR CLUB OF VICTORIA

Entry Forms robroyhillclimb.com.au
 Event Enquiries Wayne Rushton 0412 339 934
 Entry Enquiries John Kelso 0417 398 606

OFFICIAL TIMED RING CHALLENGE 500M
 FULL CATERING IS PROVIDED ON SITE AT ALL EVENTS

robroyhillclimb.com.au

