



# 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 - February 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

|           |          |                               |                 |
|-----------|----------|-------------------------------|-----------------|
| February  | 26th     | MGM.....                      | 03 9877 2317    |
| March     | 8-9-10th | Phillip Island Classic.....   | 03 9877 2317    |
| March     | 30-31st  | HSRCA Wakefield Park.....     | 02 9988 4743    |
| April     | 14th     | Myrning Sprints .....         | 03 9827 8124 AH |
| April     | 23rd     | MGM.....                      | 03 9877 2317    |
| 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   | 22nd     | MGM.....                      | 03 9877 2317    |
| October   | 25-27th  | Historic Sandown .....        | 0402 224 133    |

### 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   |
| <b>Club Permit Scheme</b><br>(Red Plate) | Gordon Hellsten .....03 9878 5272<br>5 Handel Crt Blackburn Vic. 3130<br>*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

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**Trophies to be collected** at our February General meeting. If not collected they will be recycled. If you can't be there, please arrange for someone else to collect them on your behalf.

|                |                 |
|----------------|-----------------|
| Nick McDonald  | Phil Oakes      |
| Joe Di Bartolo | Michael Byrne   |
| Rohan Hodges   | Ray Narkiewicz  |
| Paul Blackie   | Michael Byrne   |
| Max Pegram     | John Gillett    |
| Russell Budge  | Kevin Kosa      |
| Wayne Sayers   | Andrew McCarthy |
| Adrian Allisey | Peter Statton   |

### Phillip Island Classic Preview

The one meeting that I think all historic motor racers look forward is the Phillip Island Classic. This meeting attracts racers, fans or just spectators from a very grand scale of the world. Drivers come from places such as England and America to race their pride and joy on an immaculate track situated in the South end of Victoria. The turnout is always massive, and the smoothness of the way the weekend is run is always a big credit to the Officials and of course the VHRR. Phillip Island, for our little Formula Ford team, has always been one that we look forward to, as it is the first race of the year, and also situated, in my opinion, in one of the best spots in Australia. This year also marks the 50th anniversary of Formula Ford, so we're looking forward to a very large and diverse grid of Formula Fords! The access at the Phillip Island Historic is always great, as everyone can come and have a look at the magnificent machinery that's on display and also that's being raced. So with all this said, if you have a spare couple of hours to fill in your day, come down and have a look! I can't wait to be amongst the friendly atmosphere at this world class meeting. It's a meeting that I love, and I'm sure everyone else does too! Race fans, get ready to kick off the 2019 historic racing season in style at Phillip Island!

Josh Lowing

### Vale Peter Giddings:

Last week we received the following email from Judy Giddings:

"Hello Grant, It is with deep sadness that I have to advise you that Peter passed peacefully and painlessly one week ago.

Back in October 2015, Peter was given six months to live, but fought the good fight, and due to sheer determination, he raced in Florida in January 2018, went to Brazil on business in March, worked on Clear-Com's booth at the National Association of Broadcasters

Convention in Vegas in April ... and obtained a podium finish at his last race, Mont Tremblant, Canada, in July 2018.

Peter loved his racing in Australia, and made many friends there.

Have a great event ... and thanks for all of your support.

Judy Giddings"

If ever there was an International Ambassador for historic racing it was Peter. Peter was the epitome of charm, knowledge and competitiveness.

Not sure how many cars he had at any one time, obviously quite a few, but he willingly brought many of them to Australia and although we often paid the freight (talking Historic Winton here) (can't attest to what any other race promoters arrangements were) we never had to worry about accommodation, 'appearance fees' or 'starting money'. We had a great arrangement with John Dymond of Penrite and all we needed to do was discuss with Peter what car he might bring for the next year and he could most likely accommodate us.



*Brenda & Peter with the Whitney Straight Maserati 3011 ~ Historic Winton 1992*

Simply, the idea was to showcase whatever we could to not only encourage spectator participation, but competitor participation as well. In reality all this had a great bearing on the success of Historic Winton.

This all started in around 1990 when we saw

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Peter in his Lago Talbot at the Geelong Sprints. I casually walked up to him, asked 'What would it take to have cars like this at Historic Winton?' he gave me a figure, very reasonable we thought, put that idea to John Dymond and that was that. The Lago Talbot was left at Penrite until Historic Winton, driven that year by Mark Dymond, but then driven the next year by Peter himself. Then followed the fabulous black 'Whitney Straight' Maserati 3011, the 250F Maserati and such was the appeal of that car we literally doubled the gate takings that year! Then followed his Alfa Monza, the Ferrari Barchetta, the huge Tipo C Alfa 8C and the Type 59 Bugatti. Mostly he liked to race his Lago Talbot in Australia but we saw the all above cars on several occasions, the criteria really being what cars we wouldn't be likely to see in Australia. He had Bugattis, a Ferrari Berlinetta, an Osca, Ferrari 250 MM Vignale Spydors, Stanguellini Formula Junior and a few other Alfas, among others. A good read is his website <http://petergiddings.com> He will be sadly missed. RIP Peter.

Grant & Brenda Campbell

### **Major Auction**

4 Market Drive, Bayswater, Victoria 3153

Saturday 9th and Sunday 10th February 2019  
Selling starting 8.00am (AEDT) sharp each day  
with vehicles being sold from 2.00pm (AEDT)  
Sunday

Collector Cars inc SS Hatchback Torana,  
Monaros, 1985 VK HDT Commodore Group A  
"Blue Meanie", HZ Premier V8, HRs, EH, FC  
Holdens, Windowless FJ Panel Van, VWs inc  
Kombi and Beetles, Land Rover, Jaguars, XP  
Falcons and more plus Motorbikes inc Harley,  
Douglas etc  
Petrol, Oil and Memorabilia including Enamel  
Signs, Petrol Pumps, Oil Bottles, Quality Tins,  
Globes, Boxes, etc including hard to get brands  
such as ALBA, Neptune, Kangaroo,  
Golden Fleece, Shop, Insurance and  
Household Advertising including Signs, Shop  
Displays, Counters, Advertising, Tins, Framed  
Prints, Light Boxes plus lots more.

**Brabham Automotive** is delighted to confirm the brand will return to international sports car racing and the 24 Hours of Le Mans.

The Adelaide-based automotive manufacturer, which last year launched the recording-breaking BT62 track car, is announcing its road to Le Mans. It has committed to a factory racing team and a multi-year motorsport programme with development work already under way.

The team's target is the 24 Hours of Le Mans and World Endurance Championship season in 2021/22, where it intends to enter the GTE class. Fans will be able to follow the journey as it's shared openly on social media under the

hashtag #brabhamroadtolemons.

Taking the road back to Le Mans has always been a desire of Brabham Automotive but can today be confirmed for the first time.

The entry will be run and funded in-house by Brabham Automotive and commercial partners and sponsors. It will be directly linked to the Brabham BT62 Driver Development Programme, making early owners of the modern Brabham track car part of the test team for Le Mans and providing top level Pro-Am racing opportunities to owners.

An extensive testing schedule aimed at developing the BT62 for high-performance endurance racing has been underway for a



number of months. It is being led by Brabham Automotive managing director, lead test driver and 2009 Le Mans winner David Brabham, who said:

"Returning the Brabham name to Le Mans is something I have been working on for years, so it's fantastic to make this announcement today. Brabham Automotive only launched its first car, the BT62, in May 2018 so we have a long road to travel to earn the right to return to compete at Le Mans. That work starts now with a long-term racing commitment. We look forward to developing the BT62 and future products while building a world-class competitive race team around the leading engineering and manufacturing talent we have in the business."

### **The JMW story**

*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>*

**JMW cars was started** in 1954 by John Wynne and has farther primarily to cater for John's passion to build and race cars. In the first year of operation, while holding down a full time job and attempting to build a house, John and his father managed to construct no

less than 6 cars from their facilities in Essendon, just outside Melbourne.

The early cars were primarily small, lightweight, motorcycle powered machines. A formula that John was to revisit in later years.

Despite their small size, these early cars were extremely competitive. John and his vehicles have held many class records over the years (primarily in the sub 500cc classes).

One particular car that John speaks fondly of, and he still owns today (2006), was powered by a highly tuned 250cc Adler twin cylinder motorcycle engine. Weighing just 350 lbs it could reach speeds of over 120mph.

As time moved on, the JMWs evolved from humble small open wheelers into clubman sports cars, sleek closed body sports cars and



*John Wynne in early JMW at Rob Roy hill climb, circa 1957. This vehicle is now believed to be in Melbourne somewhere.*

later back to high performance, motorcycle powered, open wheel, hill climb specials.

The JMW marque continued for many years as a low volume race car format with the last JMW being constructed in 2001. In all, over 80 JMWs were produced, essentially on a part time hobby basis.

Unfortunately John's father was only able to provide assistance during the very early years, prior to being killed in a motor racing accident in an early JMW at Fisherman's Bend.

The JMW vehicles usually sported a number of effective, simple and innovative ideas. The early vehicles of the 50's included such features as:

- tuned exhaust pipes (for which John and his father were highly acknowledged by Phil Irving, a respected motorcycle tuning expert of the time)
- lightweight spoked wheels with integral brakes and hubs
- coil over shock suspension
- space frame chassis
- lightweight fabricated suspension components
- inboard disc brakes

.....To be continued next month

## **Displays at Historic Winton**

The Austin 7 Club is seeking support for a display of pre-1975 vehicles at Historic Winton on May 17-19 2019. There are honouring the anniversary of particular vehicles and will have feature events. For more information contact Noel Wilcox on 0413 702 558 or [historicwinton@gmail.com](mailto:historicwinton@gmail.com)

## **Classifieds**

**The B. W. A. group K<sub>1</sub>**, 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

**A close friend** has owned for a number of years the 'Kinnear 500' a hill climb car that belonged to one of the Kinnear brothers (Kinnears Ropes). After extensive online searches the only reference I've found is that it used wheels from the Hartnett car.

I'm trying to find out any information or pictures of the vehicle.

Currently it lies under a couple of sheets of corrugated iron in a back garden and would need a lot of work before it could be used in anger again. The owner, of course, doesn't want to sell it! Any help would be greatly appreciated. Thanks, Colin Radley [colradau@yahoo.com.au](mailto:colradau@yahoo.com.au)

**Wanted - FT 200 gearbox** Any condition or ratios. Ken Price. 0418 311 040

**I was wondering** if you could ask club members if anyone has any photos in their archives of the Mat Pintar Bolwell Mark 7. I haven't had any luck finding much from its early days racing. Any photos anyone else has would be a great help in completing the car's restoration or even if anyone knows how to contact Mat Pintar.

Thanks Bill Tymms 0400 387 617

