



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 - June 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

June	25th	MGM.....	03 9877 2317
August	3-4th	Winton Festival of Speed.....	0412 264 997
August	18th	Rob Roy Triple Cup VSCC.....	0417 002 892
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	10th	Rob Roy Triple Cup MGCC	0417 398 606
November	16-17th	25th Anniversary Wakefield Park	02 4822 2811
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 (Red Plate)	Gordon Hellsten03 9878 5272 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

Support for the Cooma Hospital

The Sandown Committee kindly donated a free entry to Regularity in 2018, to the Porsche Car Club, which was won by Stewart Webster. Great news - over \$4000 was raised for the Cooma Hospital. We have received a Certificate of Appreciation from the Porsche Club in appreciation. Thanks Noel and the team!
Cheers, Leanne Newson

Club Membership renewal

We want to let you know that there will be a very small increase in some membership fees for the 2019-2020 year. Full membership and non-racing over 65 memberships will increase by \$2, to \$160 and \$114 respectively, inclusive of GST. There will be no increase for associate and junior memberships. You will see this is a very modest increase to fees which have remained steady for the last few years.

Your membership is important as it helps makes the VHRR a viable and responsive club, enabling us to support, encourage and protect historic motor sport and its history

- through our race meetings and other events
- our membership of, and proactive work on, key stakeholder organisations like CAMS State Council, the Australian Historic Motor Sport Commission and the Australian Association of Motoring Clubs

By being a member for the VHRR you back a great club and your membership benefits include:

- Receiving each year
- four issues of the Oily Rag
- up to twelve monthly newsletters and other .. updates
- Up to two glossary magazines
- Access to the updated library and its collection
- Access to the Club Permit Scheme
- One complimentary entry ticket to the Phillip Island and Sandown race meetings (just show your membership card as you enter)
- Access to outstanding speakers at our bi- monthly General Meetings
- Access to the clubrooms
- Joining friends and enjoying our social events
- Camaraderie of the Wednesday Group

Your support enables us to encourage junior members in historic motor sport and maintain the support of our ambassadors who promote the club and history.

Where we have your email address, Debbie Collins, our Membership Secretary, will forward you an email with the membership renewal form and details shortly. If you require a paper copy please email joinvhrr.com or call me on 0417 128 332. Debbie will also have paper renewal forms at the next General Meeting on June 25 2019.

Cheers, Leanne Newson, Secretary

We need your help!

Gordon Hellsten has indicated he is stepping down as administrator of the Club Permit Scheme by the end of the year. The club needs someone to take on this vital role and Gordon indicated he is happy to work with the new person for as long as needed and has provided a job description. Again, many thanks Gordon for all your work. If you want to find out more about this role please contact Gordon on 0408 575 091 or ghellstn.@bigpond.net.au or myself. A position description is available and an early change over would be appreciated.

Mike Barker has said this will definitely be his last year in organising our great Christmas function. So we need someone to step up. Please contact me for more information. So two important roles within the club which need new members to take on. Please consider whether you are able to help out.
Cheers, Leanne Newson, Secretary
0417 128 332

A big welcome to new members for the past few months including:

- Wayne Groeger - Regularity
- Andrew Hollis - Formula Ford
- Michael King - Group Sa
- Glenn Radford - Regularity
- Bruce Williams
- Phil Hagan

Geoffrey McInnes

Dear Geoff and members,

It gives me great pleasure to be able to write once again and thank the Victorian Historic Racing Register Members sincerely for their recent donation of \$5365.00.

We are very grateful indeed that you chose to support our little charity yet again in 2019. We regret not being able to be there to assist but we hear from those we know who attended, that it was a fantastic meeting.

Each time I seem to communicate I am

apologising for the delay, so here I go again. Unfortunately, Kevin and I recently had a very serious accident in our new Triton and we are now just starting to feel human again. Our poor Triton is not and has gone to salvage, But we are here to tell the story!! .

Our researchers have now recruited a number of children into the phase 2, using our research and we are very hopeful for positive results for these little kids. I know I've said it before, but please be assured that 100% of the funds raised on the day will go to our research. What a thrill it would be to say that we are able to cure them. Once again, many thanks for thinking of our little neuroblastoma children.

Kind regards

Jude Donahoo Chairperson

Brian Simpson reports.... Just found this on e-bay, may be worth mentioning in our Newsletter, also you could mention the Eagle Imp owned by Keith Simpson has gone to a new owner in NSW & restoration is expected to commence soon. 1959 Higgs Special Formula 2 Peugeot race car Historic Track vee <https://ebay.us/xRRVrd>

Well known Dunlop Racing Service's distributor Russell Stuckey was the guest speaker at the VHRR club rooms on April 23rd. Russell spoke of the technical side of making the modern tyre of today ,both for road tyres and racing tyres. He gave a brief talk about the history of the Stuckey family and their involvement in the retail tyre business. Russell then opened it up to the floor for question time, with many members asking some very interesting questions relating to all things tyres. President Ian Tate thanked Russell for his time, and presented Russell with a VHRR gift pack. Cheers Simmo

Following are excerpts from both Josh Lowing's and Conor Ryan's articles on their respective 'debuts' in Historic racing. We think the articles are of sufficient importance, not just for their starts in racing but the fact they have both, without prompting, sought to write up their experiences for our Newsletter. That said, the next 'special' colour edition will be in early December in which we will print both articles in full. Thanks guys!.....

Rob Roy Hillclimb - Making My Debut
Ever since I was able to talk, all I wanted to do was race cars. It was the stuff of dreams for me, and thanks to Patrick and Conor Ryan, that

dream came true. Before I get into details about the day itself, I need to thank the Ryan family for their incredibly generous gesture to let me drive their awesome little Daveric Formula Vee, that some of you may have seen Conor drive at historic meetings, quite successfully in fact! It's not every day that you get offered to drive a race car, so to the Ryan's, I will be forever grateful, thank you! Josh Lowing

Test Pilot

I was very excited when Dad told me to call up Jimmy Russell as there was a certain front engined V8 racing car that was in need of a driver for the then upcoming Historic Winton a few weeks ago. So I called Stumpy up. "G'day Son, how about you have a drive of the car at Winton for me as I am now unable to, they've looked after groups J and K for the past couple of years and we want to keep the grid big for that meeting". I, naturally, had to accept this kind offer. As a small boy at Rob Roy Hill climb I was taken up as a passenger in the "Testa Piatta" and was amazed (and scared) as we went up the hill, mostly sideways, even in a straight line, to reach the summit before watching Jim religiously for the rest of the day. Many thanks to Jim, Joyce and Ben Russell for the opportunity to drive the mega car and it was an experience I will certainly never forget. Conor Ryan

Ear Plugs

Ear plugs are not something I normally give much thought to. I have been using the soft foam ear plugs when racing my PRAD Holden that has an open exhaust, but recently decided to get some solid ear plugs moulded to my ears to provide better protection. I used them at the recent A7 Winton, and I am extremely pleased with the result. Noise is much reduced compared to the foam plugs I previously used and yet I could still hear the vital sounds of my Holden grey motor before it self-destructs and the vehicles around me. I would thoroughly recommend competitors consider using better ear protection. I used Nicole Gatto of Hearing Works at 91 Cotham Rd, Kew (9817 7738) and before you ask, I was not game enough to ask if she was related to Mick! I have no relationship with this firm other than that they are close to my office. The cost is not cheap at \$270.00, but I think the price is reasonable to protect my hearing. Shane Bowden

VHRR Historic Rob Roy Hillclimb

5th May 2019

Sunday 5th May 2019 was not a bad day (cool but dry) for the Annual VHRR Historic Rob Roy Hillclimb. This event is round 1 of the "Triple Cup" and the first Club Championship Event (CCE) for hillclimb (the second being 6th October - Rob Roy Interclub Challenge Rd 3).

FEATURED CARS ON DISPLAY:

A big thank you to Penrite and Laurie Bennett for supplying the featured display cars.

Laurie Bennett's McLaren M1B. The M1B used a space frame chassis with aluminium panels bonded and riveted to the sides and floor of the frame. The body is fibre glass. They were available with a range of engines from the Traco Olds, Chevrolet and Ford. The first 3 cars were produced in house by McLaren with the remaining cars manufactured for McLaren by Elva.

Laurie purchased chassis 30-05 in the UK 9 years ago. It is a 1966 model with a 5.7 litre Chevrolet engine producing close to 600 hp. Original owner (Bud Morley of Denver, Colorado, U.S.A.) was a regular competitor in the CAN-AM and US Sports Car Championships. The car also did a couple of years of US Historic's prior to being sold into the UK and eventually into Laurie's hands. Laurie has competed in the M1B, with some success, both here (3 years) and in the UK and Europe (6 years, including



Goodwood, Spa, Monza, Nürburgring and Barcelona).

Mercedes-Benz 540K Cabriolet B. is powered by a 5,401cc straight 8, supercharged engine. It is fed by twin pressurized updraft carburetors



developing 115 hp. In addition, it is fitted with a Roots supercharger which can be engaged manually or automatically by pressing the accelerator to the floor - with the supercharger it produces 180 hp.

In October 1936 the car was delivered new to Dr Ernst Heinkel, the German aircraft designer and manufacturer. Post war it travelled to America where it remained until 1984. Since then it has had a number of owners in the UK and Australia, including confectionary manufacturer George Hetrel. It is now a part of a family collection.

THE COMPETITION

Entry numbers were down - on the Monday before there were only 11 entries - but the 37 who did compete on the day had value for money with 7 runs available to them.

After rain the day before and overnight, the track was slippery for the first run. Run two was an improvement and the remaining runs were quite good.

Junior Drivers

This year we had 3 junior drivers competing with some success. Declan Foo (17) and Josh Lowing (14 - having his first competitive drive) shared Conor Ryan's Daveric Vee for 1st (Declan) and 2nd in class. Ashley Hunter (16) who shared dad's MG ZR for second in class - Dad (Adrian) was first.

FTD Historic

Conor Ryan took out the Fastest Time of Day (FTD) Historic in his Jaguar Elgaram, which he shared with Matt Scott. Not quite so good with displaying the relevant number - Matt was initially awarded the FTD Historic time of 24.44! Conor also had a class win in Jimmy Russell's Ford Special, very quick for a first drive of this car.



Pics courtesy Robin Page:

Josh Lowing in Declan Foo's Daveric F Vee

Conor Ryan in Stumpy's Ford

Chris Logue Jag Mk 7

Derek McLaughlan Miller Ford replica

Laurie Bennett's McLaren M1B

Competing Cars of Interest

There were a number of competing cars of interest but, in particular, the Jag Mk7 of Chris Logue and Derek McLaughlan's Ford Miller Special (replica).

The Jag because it is a large car and not one you would normally associate with hillclimbing. Chris did a respectable time of 29.38.

Derek competed in his Ford Miller Special replica for the first time. This car was created in 1998 in Perth WA and runs 274ci Flathead V8 and, for practical reasons, rear wheel drive (RWD). The builder obtained the correct plans etc. from the Ford Museum in USA.

The original Ford Miller Specials were front wheel drive (FWD) and used Ford's 221ci Flathead V8. It was intended to run 10 in the 1935 Indy 500. In the event only 5 were completed in time for qualifying and of those only 4 qualified, though due to insufficient development time they failed to finish (1 did complete 144 laps to be classified in 16th place). A couple of original cars survive and are reputed to be worth more than \$5m.

For full results see the MGCC Rob Roy web page.

The Historic Class winners were:

Group J - Daniel Zampati, Vauxhall 30/98 (35.70 seconds)

Group K - Conor Ryan, Ford Special (25.48)

Group L - Dick O'Keefe, Photon (25.42)

Group M - Conor Ryan, Elgaram - (24.44)

Group P&Q - Peter Rowston, Ashdown Clubman (29.62)

Group Nb - Russ Mead, Anglia Super (26.62)

Austin 7 Racing - Ian Motley, A7 Special (32.42)

Fastest Time of Day Historic - Conor Ryan, Jaguar Elgaram (24.44 seconds)

Fastest Lady Driver - Ashley Hunter (30.42)

Fastest Junior Driver - Declan Foo, Daveric Vee (28.56 seconds)

VHRR Encouragement Award - Josh Lowing, Daveric Vee (33.72)

Triple Cup Points following round 1 are:

VHRR 133 points

VSCC 21 points

MGCC 43 points

Mike Barker

Winton Festival Of Speed

Set To Be Even Bigger In 2019

Join us for 24 categories of racing, over 500 display cars, and celebrating 50 years of Torana, Bolwell Nagari, HDT racing and the Ford Capri.

Entries open on May 6th for this year's exciting Winton Festival of Speed.

Set across two days (August 3-4), WFOS is putting on its biggest program of events since inception. New categories have been added to the program, including HQ Racing and Historic Sports Sedans, and this year also sees the return of Formula 5000 - a category not seen since the days of the Rose City Trophy celebrating James Hunt's victory in 1978. Currently there are 20 Group U historic sports car intended entries.

A significant feature of this year's festival will be the hotly anticipated debut of the new affordable stepping stone in racing: Hyundai Excels. There will be a 15 lap enduro race to conclude the race day program on Saturday evening, with over 25 cars expected for this event.

Come Sunday there will be another two big enduro races: the Just Cars Touring Car Cup of 50 kilometres at 1.20pm, followed by the Formula Ford 50th anniversary feature race of 15 laps.

Both days the Shannons Show and Shine parade will play host to a truly spectacular display of over 500 cars. Plus, all the regular Winton categories will be present including the Classic Sports Cars of Group S, MG Racing, J&K, Lb Racing, M&O Sports & Racing, PQ&R Sports & Racing, as well as regularity cars including beautifully prepared Group C tribute cars, of which 14 entries are expected.

Entries open May 6th at www.vhrr.com and it is recommend to enter early, as garages sell out quickly at WFOS.

Practice day is August 2nd and places can be booked directly with Winton Raceway (via their website).

Enquiries: Ian Ross: 0412 351 403

Peter Donald: 0412 264 997

Would you believe that it was 25 years ago when Wakefield Park opened? The big celebrations are happening on 16-17 November when that first event will be commemorated with a two day race meeting that will include as many of the original competitors, officials and cars that can attend. There will be a special dinner in Goulburn on the Friday evening when all the reminiscing and lie telling will begin - and extend over the weekend.

Lots of things are planned for the event and if you know anybody that was involved in the meeting, let them know of this special occasion. There is an entry form where you can register

your interest as a competitor, official or visitor at: <https://www.wakefieldpark.com.au/entry-forms/entry-form-eoi-25th-anniversary-meeting-nov-16-17-2019/> I would do it soon and secure some accommodation - the place is going to be very busy.

Cheers, Brian Caldersmith

Donington Auctions are currently consigning for 'The Historic Racing Car & Motorcycles Auction' - an online auction from the 21st-28th July 2019 featuring world renowned cars and motorcycles including iconic brands such as Brabham, Honda, Jaguar, Lotus, Kawasaki and Chevrolet.

A highlight of this auction is the Brabham BT16 Climax which was originally sold to John Coombes Racing and raced in Formula Two by Graham Hill on his quest to become Formula One World Champion. The car also has significance closer to home with it being campaigned by Frank Gardiner in the Tasman Series where he finished equal second in the 1967 championship with Jack Brabham and Jackie Stewart, as well as coming home in 3rd place at the 1967 Australian Grand Prix. The car is currently in its Tasman Series spec, featuring a 2.5-liter Coventry Climax engine. This car underwent a full restoration which was completed in 2009 with no expense spared.

Also featured is a 1964 Jaguar 3.8 MKII Group N Historic Touring Car. This well-known MKII Jaguar was meticulously built by Graeme Lord in 2003 and has been in continual development since. This car was the winner of the 2010 Ian 'Pete' Geoghegan trophy for Nb Touring Cars and is sold with a CAMS Historic Group Nb Logbook.

If you'd prefer to go historic production sports cars racing, the romping genuine 7 Litre 427 cubic inch 1969 Chevrolet Corvette roadster will get you up and going. This competitive Group Sb car is sold with a CAMS Historic Logbook.

Another highlight of the auction is the wonderfully Australian 'BWA Special', most recently campaigned by Ron Townley. It has been commonly imagined that the BWA stood for 'B...y work of art', however this is not so. It is an acronym from the 3 friends who constructed it in 1938 being Gib Barrett, John White and Alan Ashton. With Gib Barrett at the wheel at Bathurst in 1946 it recorded fastest race time while later at the historic Rob Roy hillclimb it

took the class record. It also raced at the 1953 Australian Grand Prix at Albert Park. Fitted with a 1.5 litre Lea Francis engine with General Motors supercharger.

On the two wheel front the racing theme continues with two striking racing motorcycles including a 1962 Honda CB72 350cc and a 1972 Kawasaki S2 350cc.

The auction also consists of a large collection of racing memorabilia from several vendors including books, programmes and original racing posters from the 1960's and 1970's together with a rare Harley-Davidson trophy race cup from 1927.

More exciting consignments will be announced shortly, Robbie Richards 0419 393 932.

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

I am trying to find out if any of the VHRR 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.



Photos courtesy Peter Ellenbogen.

WINTON FESTIVAL OF **SPEED** AUGUST 3-4, 2019

HISTORIC LONG TRACK RACING, CLASSIC CAR SHOW & PARADE

Over 500 cars racing and on show over 2 days, featuring 50kms Historic Touring Car race, 50th Anniversary Formula Ford feature race, Sports Cars, MGs, HQ racing and much more!

Entries from May 2019. For more information & entry, visit www.vhrr.com