



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 2020

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	19th	Myrning Sprints - Cancelled	0412 137 564
April	28th	MGM - Cancelled	03 9877 2317
May	3rd	VHRR Historic RR Triple Cup - Cancelled	0407 825 545
May	29-31st	Historic Winton - Cancelled.....	03 5428 2689
May	24th	Rob Roy InterClub Challenge round 2 - Cancelled.....	0407 825 545
June	23rd	MGM.....	03 9877 2317
August	1st-2nd	Winton Festival of Speed CCE - Cancelled.....	0412 264 997
August	16th	VSCC Hillclimb Triple Cup Round 2	0407 825 545
August	25th	AGM.....	03 9877 2317
October	4th	Rob Roy InterClub Ch Round 3 (CCE, hillclimb).....	0417 398 606
October	27th	MGM.....	03 9877 2317
November	1st	MGCC 29th Historic & Classic Hillclimb TC Round 3.....	0407 825 545
November	6-8th	Historic Sandown CCE.....	0402 224 133
TBC		VHRR Annual Presentation & Awards Dinner.....	0407 825 545

Please note* At present, many things are being cancelled/postponed so please check before you go.

Committee Meetings 2020

January 20th	April 20th	July 20th	October 19th
February 17th	May 18th	August 17th	November 16th
March 16th	June 15th	September 21st	December 14th

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 Chris Nelson0439 955 562

(Red Plate) 2/1 Rushdale Street, Knoxfield 3180 BH only please.

*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

A sensational weekend - volunteering at its best.

The VHRR's Classic Festival of Motorsport on 5-8 March was an unforgettable experience for every Male Bag Foundation volunteer. For a bunch of amateur postie bike riders, the event was a first close-up motorsport experience and we were blown away!

We left with memories of the generosity of people like Neville, Sally, Rocket, Paddy, Gary, Richard, Greg and so many more who stepped forward to embrace our team.

We can't forget Laurie and Nick Bennett who we press-ganged into riding with us only because they had postie bikes outside their garage!

Through this generosity over \$8,500 was raised towards our \$120,000 pledge to facilitate transperineal biopsy machines for South Australia's Riverland/Mallee and Limestone Coast Health Care Networks.

Like the VHRR we are volunteer-driven. We are focused on reducing the impact of prostate cancer in the bush. With no employees and over \$1.5m raised, we now find ourselves the largest facilitator of advanced biopsy machines in regional Australia. Likewise, the VHRR can be proud in the knowledge that every dollar from the weekend will go to supporting blokes in the bush and the people who love them.

Our next Big Postie Bike Ride (Adelaide to Melbourne) is set for October and VHRR riders are very welcome to join us.

Expressions of interest to Cath, email cath@themalebagfoundation.org.au

As the commentary went while the postie bikes sped at glacial speed down Phillip Island's racetrack, please ensure VHRR male members get a prostate check this year and enjoy many more Classic Festivals of Motorsports.

David Parkin OAM, Patron

Web: www.malebagfoundation.org.au

Twitter: @male_bag

Facebook: TheMaleBagFoundation

Vale: Ray Gibbs. A real 'Club Luminary' for many years. Ray passed away 26th March 2020. The club extends its sincere sympathies to Beverley and his extended family. An extended story will follow shortly.

Due to Myxomatosis, the Pox, the Plague and Corona virus, the 'Over the top tour' is cancelled. Monies paid will be refunded.

As the ground work is done, the tour will run at a later date. Ron Townley

2020 Phillip Island Classic Review

Words can't explain how amazing the 2020 instalment of the Phillip Island Classic was for me. The dream for me has always been to drive race cars, and there's always been one track in particular that has been at the top my bucket list- that track is Phillip Island. Thanks to the generosity of Conor Ryan, that bucket list item can be ticked, and it didn't fail to impress, let's put it that way. The track was mega, adding to the experience mighty Daveric Formula Vee was on rails all weekend. The fella holding onto the steering wheel learnt heaps over the course of the weekend too, which is always something to be happy about! Huge thank you as always to Conor Ryan for the opportunity to drive his car, many congratulations must go to Conor for a great weekend aboard the Elgaram Jaguar. Finishing in first place is quite an achievement in a car with not much in the way of brakes! Massive thanks also to Derek Smith for all hard work, help and support throughout the meeting and the weeks leading up to it, it's hugely appreciated! Last but not least, a huge thank you to all who helped to get out on track, the VHRR, officials, marshals, you're all legends and the weekend wouldn't be possible without your help! Overall, the 2020 Phillip Island Classic was one to remember.

Josh Lowing

To minimise contact by staff and public Vic Roads Service Centres will no longer accept Club Permit Scheme payments. Until further notice, club permit renewals can only be accepted by post to:

VicRoads, GPO Box 1644

MELBOURNE VIC 3001

Iain Ross, President AOMC

Following the recent increased

restrictions around the Coronavirus (COVID-19) we have decided to postpone the VHRR Historic Rob Roy, originally scheduled for May the 3rd. Please, look after yourselves and stay safe.

Regards, Mike Barker

I thought members needing a break

from their garage projects might be interested in the new Netflix Fangio biography.

Titled 'A life of Speed - The Juan Manuel Fangio Story', the 1 hour 32 minute story features wonderful archival footage as well as past and present driver interviews of the great man.

To all, take care and keep well,
Paul Beranger

Phillip Island dawned cold and miserable with the rain slanting into the hootchies far enough for the chairs and card tables to be consigned to the utes. The hardy lined up for a grid of 32 J,K, and L's and a supplementary 9 Formula Vees and

the wall, the Dalro about two feet shorter, Les unscathed, but a red flag again! Because of an early 'non result' Saturday's first race was still off quality times with Nick McDonald, David Reid and John Bowe in the Allard all showing willing!



Phillip Island Pit Walk Pics: Ian Smith

qualifying was on!

It lasted one, maybe two laps before a major off with the Mac Healey caused a red flag. The car not happy and Graeme off to Dandenong Hospital for observation. The start, therefore, was skewed to a front row of those who had got settled early and made a fist of a good first lap! Underway with now a hole in P2 (apologies for the

Shane Bowden still with slipping clutch, Max Pegram with front end shudder from rooted Rose joints and Ryan locked in top gear, this left things open for the Coad Vauxhall and other worthies! Gale in the ex-Stillwell Cooper also steadily improving on a lovely car gentlemanly driven!

Gosbell, Rundell and Mc Knight in close company and happily circulating.

More of the same on Saturday afternoon with tales of woe, 'jumping out of gear' Mc Knight, 'Slipping clutch', Bowden, 'traction', Electric Dick, and 'Traffic', Willis, but a fine effort

from Ryan for a 5th from the back of a 32 car grid in the well under-developed Elgaram which still runs an engine bought by Patrick from the wreckers!



Phillip Island Pit Walk Pics: Ian Smith

Americanism) with Ryan having found a split fuel tank after qualifying, those who had been usurped by the red flag were trying to cut through the field. One on the hunt was Leslie Wright in the Dalro and a dusted down oil spill led to his demise. It hadn't quite soaked up and with full power on coming onto the straight an errant line across the spill had Les solidly into

event - bureaucracy gone mad and a case of 'Modern' people not knowing, or appreciating Historic Racing. Regularity is not a 'Speed Event' but a time trial.

Trying to apply 'Supercar' rules as these people were doing is ridiculous.

We are 'Historic Racing' not 'Modern Racing', but for old cars.

As an aside, Friday was marred by a new scrutineering team insisting that regularity cars have roll bars! The cars knocked back clearly displaying their scrutineering stickers from last year

If the F.I.A does not require seat belts, roll bars, HANS devices rain lights and bar to coachwork helmet clearances for the cars we race, why are these 'modern' scrutineers trying to disrupt our sport at the behest of CAMS/MA ??

Fast forward, lovely weather for Sunday and John Bowe was away early but interest was back at about 18th with Eddie Woods and John Gillett hard at it!

Ryan and Aitkin were having a ding dong with places changing per lap! Dymond and McKnight were only separated by 3/10's with the race won by Reid with Bowe in the Big Allard second and first sports car home and Ryan making up the podium. The final event saw some non -starters, notably McDonald and Bowe, but after a long hard weekend it also saw some attrition with head gaskets and gearbox problems.

All our boys went hammer and tongs, the result being Ryan in the old nail taking it out for the first ever win for Patrick and Kath's Elgaram!

The Patrick Ryan Trophy went to a well deserved John Gale in the ex-Stillwell Cooper, fabulously presented and safely and soberly driven in the true spirit of Historic racing!



Phillip Island Pit Walk Pics: Ian Smith

As a tribute to 'times past', The Bolwell Brothers and Bob Minogue, the Elgaram (so called because it was built at Bob's mothers house in Maragle Lane, Brighton) was driven to the event, with all the camping gear on board, raced, had a win, and was driven home! Bravo, bravissimo, very well done !

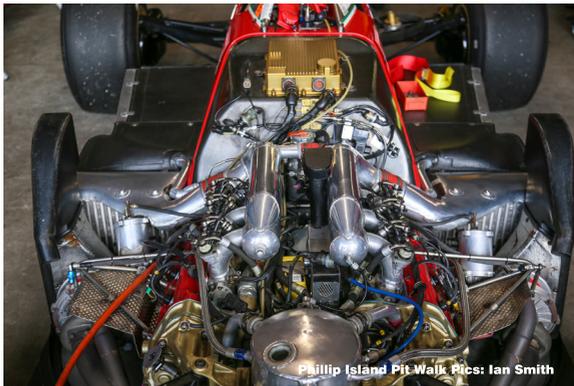
Well done all, fast, safe, and entertaining - as usual with J.K.and L

Your Group Spy G.K

More from Greg - sorry - overlooked & omitted this from the last newsletter - Ed.

Group 'L' musings, or 'More news from the spys at 'Secret Squirrel Works'

Imagine, if you will, an 'Australian Special', Front engined and with drum brakes from the



Phillip Island Pit Walk Pics: Ian Smith

late fifties. Imagine it is svelte and fast, has independent suspension all round and steering by rack and pinion. It has superb handling and upsets a lot of 'Factory' machines.

Some people, more concerned with aesthetics than handling and performance, have been unkind enough to poke jibes at its somewhat portly shape whereas mostly their view of it is of its tail!

Factory inspired, but not factory supported, it races for only two years and is then dismantled when the owner/ constructor moves on to the 'mechanical mice' with the engines in the wrong end! Are you getting close to guessing what this car in your imagination might be?

More clues, perhaps??

Capable of nearly 148 mph, this narrows down the field!

Finishes 5th in the Australian Grand Prix There, I've given it away!

To all those astute Historians who know, well done!

For those still wondering, it is, of course, the Lukey Bristol!

And it has been FOUND !

Many of us have known for years where the chassis was after it was given up by Syd Fisher when he pursued more modern mounts.

We also knew it might be for sale, but no one

asked!

Well finally someone did and a deal was done. The new purchaser was delighted when it was delivered, it's 'in period' mechanic confirming all the welding and bracketry as being unique to that car and the package including not only 'Lukey' magnesium uprights but suspension components and the original 'Lukey' upright wooden patterns and core boxes should new uprights be required. None of which was expected past just the spaceframe chassis.

The plot thickens!

Only a week after the deal was done the original Lukey BS1 Bristol racing engine (rare in any circumstances but doubly seeing it is confirmed as the actual engine from the car) is advertised on E-Bay.

Wow, there is some very fast talking and negotiating over

a couple of weeks and the original engine is reunited with the chassis.

The new owner, not having any experience with Bristols, employs a Bristol Guru as his Cyrano for the negotiations, then finds out that the guru has not one, but two factory correct close ratio gearboxes for the car and he can take his pick! Now, given the new owner already has a cache of 'Lukey' wheels,brakes and suspension parts the car needs a steering rack and some front brake backing plates and a new body shell (the original having gone to the Pat Hawthorne Lycoming Special and then subsequently being tipped by Stumpy Russell). So another one is found, rescued, and the restoration is underway!

Now imagine again a car from your youth,where might it be?

Hit the old magazines and start searching you to could discover a treasure like the 'Lukey Bristol' and it might even be under your very nose !

Good Horsepower, Good Grip, and Smooth Lines to you all
Smithy

VHRR Club Members

There is a new COD sales facility for the exclusive use VHRR club members

Elizabeth Giddings

Cooldrive 22 - 28 Lexton Road

Box Hill, VIC 3128

Tel: 03 9896 7377

Email: ElizabethGiddings@cooldrive.com.au

Hi team VHRR

Thanks again team VHRR for another great PI event, TC #26 and I really enjoyed being back on track again.



Phillip Island Pit Walk Pics: Ian Smith

Special thanks to David Bellenger and Mike Herlihy for their 'private' drivers briefings that were provided to me after I attend the memorial service for Neal Charge on Friday morning. Speaking of the late and great Neal Charge it would be good if the links to these

articles could be included in the next VHRR news letter.

VHRR June 2018 Newsletter -

[https://vhrr.com/newsletters/2018-June-Newsletter\(R\).pdf](https://vhrr.com/newsletters/2018-June-Newsletter(R).pdf)

AUSSIE ROAD RACING -

<https://aussieroadracing.homestead.com/Charge-Bros.html>

Thanks again, Cheers

Richard (Townley)



Phillip Island Pit Walk Pics: Ian Smith

AOMC Delegates Meeting

Monday February 24th 2020

There were 107 delegates in attendance representing 79 clubs



Phillip Island Pit Walk Pics: Ian Smith

President Iain Ross welcomed delegates and guests to the first meeting for 2020, and indeed the first for the new decade.

Guest Speakers: Todd Owen, ACCC. *Topic:* Staying Safe – DIY Vehicle Maintenance. Todd started by pointing out the alarming statistic that 5 people are killed each year in Australia whilst carrying out do it yourself (DIY) maintenance, whilst hundreds more suffer serious injuries. Most affected are the 40 to 50 age group, followed by the 50 to 60 age group. Most deaths result from incorrect use of lifting equipment, or using unsafe alternatives such as bricks or wood blocks. Mandatory standards introduced in 1985 for trolley jacks, stands and ramps. Never get under a car that is only supported by a jack. Never exceed weight capacity of jack/stand or ramps. Never use a tyre jack for anything other than changing a tyre. Never allow another person or pet to remain in a vehicle while it is being lifted. Do use a trolley jack to lift vehicle before lowering onto stands. Do use a hard level surface, Do always 'chock' the unlifted wheels, Todd asked delegates to share this information with their clubs. A video on DIY safety and more information can be found by simply googling DIY Vehicle Safety

Robinette Emonson. Robinette spoke of the loss of her husband Robert to a home garage accident. Bob owned a fully restored 1967 MGB which was kept in a garage and where

he occasionally did those 'little jobs' which need doing on an older car. At the time of the accident I was not at home, so what I have to tell you comes from the brief police and Coroner's report. The car had been driven onto ramps and a hydraulic jack raised the vehicle in three points. The trolley jack was then knocked and fell to the side, the car falling down and crushing Bob below, causing asphyxiation. Robinette's main point of her talk was to consider all the people that are left behind, and the consequences and what they have to go through when something like this happens.

Questions from the floor: Q Any statistics available on whether incidents due to equipment failure or poor judgement.

A: Nil equipment failure. Most due to human error. Also, it is usually a family member who finds the deceased or injured.

Presidents Report: Iain Ross announced that the February was the last fully published issue of the AOMC newsletter. In future

there will be only 1 hard copy per club mailed out. A full electronic version will be emailed to all delegates and clubs. This can then be forwarded onto club membership. Main reason for the change is that costs are increasing whilst revenues are falling. Motoring Shows are not as profitable as they have been in the past, so there is a need to review the shows AOMC is running. Yesterday's B & E day was successful, but numbers were still down on last year. Long term delegate and former AOMC President Bob Clarke has formally resigned as a delegate due to health situation.

AOMC committee needs refurbishment, it is currently skewed towards British Clubs and more representation is needed from American clubs. Delegates are urged to go back to their clubs and see if anyone is interested and capable of taking the movement forward and nominating for committee positions.

Treasurers Report: Angelo D'Ambrosio reported that current cash position is \$181,000. Revenue is down from the car shows. Expenses have been trimmed but still need to look at expanding the revenue base. Angelo thanked all for helping at B & E day yesterday, especially Iain & Maureen Ross.

VicRoads Report: The area we deal with is still VicRoads, even though they have merged into large Dept of Transport. VicRoads are looking at doing away with windscreen labels on CPS vehicles. Iain asked delegates to go back to

clubs and get opinion of club and membership on windscreen labels and report back to AOMC. Need to have general view of overall membership when dealing with VicRoads. Electronic logbooks is another looming issue, again, go back to your club and seek an opinion.

NMHD: AOMC supporting an event at Trentham Railway Museum on Sunday May 17th hosted by the local club. Town centre is opening all shops on the day and a map is on the AOMC website with directions.

Current Issues: Asbestos. There is a small industry forming around asbestos in imported cars.

Luxury Car Tax. A very detailed submission was made to Department of Treasury. It was overlooked. Graham Keys (Wolseley CC) noted that there has been a lot of uninformed discussion on radio on this issue.

AOMC Seminars: As well as the usual winter restoration seminar, AOMC are looking at running a seminar on Automotive History in conjunction with Automotive Historians Australia. Forums: Motorcycles. AOMC are holding a meeting for motorcycle clubs with VicRoads and a VASS engineer on Thursday Feb 27th.

Commercial Vehicles. A meeting with Historic Truck clubs, VicRoads and NHVR representatives being organised.

Delegates Reports: Rick Cove (East Gippsland) raised the fires in Gippsland and asked the AOMC to make a monetary donation to Bushfire relief. Angelo D'Ambrosio responded that

around various efforts made by individuals and clubs towards Bush Fire Relief.

Daryl Meek: with the recent demise of the Holden brand, action has been taken as the Protection of Moveable Cultural Heritage has been notified.

Robert Greene: (Macedon Ranges) New rules



Phillip Island Pit Walk Pics: Ian Smith

mean we have lost the right to bring in heavy vehicles from the USA.

Bill Sherman noted that on March 28 the last "Crawling The Hume" event for historic trucks over 25 years old will be taking place. Meeting Closed 9.45pm.

Wanted:

The library is attempting to compile a collection of *Race Results* from past Australian Race meetings especially Victorian.

These results will provide us with definitive proof that a particular car competed in an event.

I am happy to *Borrow* your result sheets, scan them and promptly return them to you.

This way the club can retain both a digital copy as well as print out a hard copy that can be accessed by members.

It is important that this information is not lost. Please email me at the library – Library@VHRR.com if you can help, or catch up with me on Wednesdays at the clubrooms or on meeting nights.

Thanks, Cheryl Reid

Classifieds

Trailer for hire - single axle drop-deck Nevco car trailer. Includes electric winch and 4 x wheel ratchet strap tie-downs. 1800mm deck width. Can carry up to 1650kg. \$200 per weekend. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959



Phillip Island Pit Walk Pics: Ian Smith

AOMC have made some donations and a collection was made at the B & E day yesterday. Committee is also looking at organising club runs to the area to help the community economically. There was some discussion

Porsche air cooled engine tools for hire – engine support cradle. Attaches where the bellhousing bolts on. Fits VW as well. \$50 per month. Crows foot and cam tool also available. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959

3. A THH brand open face helmet in white..
4. Gloves medium.
5. Gear bag.

All items are CAMS approved.

All items are in excellent condition, with very little use.



Phillip Island Pit Walk Pics: Ian Smith

Don would like \$190.00 for the lot, which is way under normal retail price. Contact Ron Simmonds on 0427031737 or Don Ashton on 59624587.

Historic Amaroo posters in excellent condition 1979 to 1984 suitable for framing – donation to VHRR. Phone 0407889858

For Sale/ Expressions of Interest

Still have my Group A Sports car for sale.

Open sports car originally logged booked as Group A in 1967.

First time offered on the open market.

Full space frame tube chassis

Extensive restoration including rebuilt 179 Holden engine (\$6000), Race spec engine with Wade 140 cam and chevy valves, Engine running. Rebuilt Moss gearbox. Rebuilt Holden EH live rear axle with LSD. Triumph Spitfire front suspension. Reconditioned Holden rims 7 and

9 inch with new AR tyres. Triple SUs and new fuel tank. Tuned for 98 pump fuel. Original alloy body was lost and new glassfibre body to original pattern has been made, requiring some finishing. Price includes log books x2, photographs, documented history, moulds and some spares. rlmotorsport520@gmail.com Ray McAuliffe

Stuckey Tyre Service is pleased to announce its appointment as Sole Australian Distributor of the famous Blockley Tyres of UK. Stuckeys now have stocks of all these exciting new (and old) tyres heading our way. Importantly these tyres are due to arrive just in time for the Phillip Island Classic in March!

Regards, Russell Stuckey
Stuckey Tyre Service 828 Sydney Rd
Brunswick 3056 (03) 93865331

Classic and race car storage –

located in Sunshine West. Various size spaces available. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959

Elfin 620B

Formula Ford from the estate of the late Don Halpin . Restored & running . For further

information please contact Peter Halpin on - 0418 593 659 . Please leave a message if the phone is unattended . For additional photos e-mail Brian Simpson at - cooperjap1955@gmail.com or call him on - 0419 091 499 .

\$18,500.00

Long time racer and hill climber

Don Ashton has retired from motor sport, and he would like his race gear to go to a new home. Don drove in the 1956 AGP meeting driving a Fiat 1100 in the touring car races, up until recently he was driving a Ford Cortina at hill climbs.

He has for sale these items..

1. Revolution driving suit, blue in color, measurement of waist 34" inside leg 30", would suit a medium build person.
2. RPM black boots size 8.



Phillip Island Pit Walk Pics: Ian Smith