



# 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 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

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 Nelson .....0439 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**



## IMPORTANT NOTICES

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### Membership fees 2020-21

Given the hardship we are all facing in these turbulent times, the Committee have reviewed the membership renewal fees for the club. The renewal forms go out in May/June for the 2020-2021 membership year, and will arrive at a time of real economic difficulty for many.

Thus the committee have agreed that fees for the coming year will be reduced to 30% (rounding up or down) of the current fees. This means the fees for the next renewal year will be:

Full membership	\$48
Associate membership	\$19
Non-racing membership	\$34

This is recognition of the difficult circumstances we all face and gives certainty for members who have cars on the club permit scheme. We feel this is the right thing to do at this time, for our members and the club. While understanding that historic motor sport and our general meetings and other social events are very much curtailed at present, we hope this is temporary. We look forward to a time when things return to a version of "normal."

We would encourage you all to renew your membership this year when the form arrives to keep the club viable and vibrant.

It is likely that the AGM due to be held in August may be rescheduled; more on that later.

Take care and keep well.

Leanne Newson

Secretary

**Val:** Jim McConville Sad to report I received the following SMS from Steve last week. I'm copying it in full as it says it all.

"Hello Grant,

Appreciate if you could let the VHRR fraternity know that Jim McConville passed away this evening after a short illness (Prostate Cancer) Jim had a big affection for the Austin Healey Marque and raced his 100/4 and 100/S continuously from 1970, and then moved on to race an F2 Cooper Alfa and Brabham BT29 hanging up his gloves about 3 years ago.

A Metallurgist by profession, he ran a successful heat treatment business, and always had helpful advice for fellow racers with broken engine parts. Jim was 82 years.

His children Kylie Stewart and Robert can be contacted at

PO Box 525, Bacchus Marsh 3340

My best Mate for over 50 Years, RIP JIM

Thanks, Steve Pike

The President, Committee and Members of the VHRR extend their sincere condolences to Jim's family.

### Open Letter

To - VHRR Committee & VHRR Members.

Wednesday April 21st

Thirty enthusiasts met to discuss the clubs future. Several topics were to receive serious consideration, including the club's name and the cost of membership. The attendees even elected an administrative committee of seven. *It was a very productive meeting.*

Interesting ~ that meeting was held in the Light Car Club's 46 Queens Road premises at 8 pm on Wednesday April 21st 1971 and established the Historic Racing Register that became the Victorian Historic Racing Register on November 29th 1977.

Resulting from that meeting and on or about Wednesday April 21th, 2021 (only 10 months away) a suitable 50th anniversary celebration should happen. But will someone volunteer to make it happen?

There are original attendees still around who should be the VHRR's guests at any function that could possibly have the original 1971 meeting's chairman as it's MC.

From Lloyd Shaw - the VHRR's Retired "Doer"  
lloyd@cooldrive.com.au

PS - The minutes covering that 1971 meeting are available on the VHRR website - General Articles

### Monaco HS-6

During this isolation period I, like many others, have had quite large amounts of spare time. During this time, I've been researching about some race cars that aren't necessarily well known to many people, and when I began my research, there was one obvious choice for me to write about. Having been around racing for the large majority of my life, I've heard some pretty cool stories about some pretty cool cars, and most of these stories have come from my grandpa, Derek Smith, who has been racing on and off since the 1960's. Derek has raced countless cars over the years, but there's one that he has always had a soft spot for, a little open wheeler dubbed the 'Monaco HS-6'. Derek, along with help from colleague and mate Richard Hillyear, built this car from the ground up, on the workshop floor of Monaco Autos, a Melbourne based Peugeot Dealership, where the two worked all those years ago. When the building of the car finished in 1965, the group of

boys from Monaco Autos had created a Duck Egg Blue open wheel racing car, which was powered by a 1496cc Peugeot 403 engine, and a close-ratio VW was the gearbox of choice. The car made its debut at Calder Park in May of 1965, and from then onwards the little Monaco proved to be quite a successful little car, with strong results in its class up until it was eventually retired in 1969. Over the 4-year period from 1965-69, the car underwent some changes, mostly cosmetic, going from the original Duck Egg Blue to a bright Orange, and finally to British Racing Green, which to my knowledge is still the colour of the car to this day. The original 'Monaco' name was dumped during this time also, as Derek and Richard came to the decision to start a business, called Derrard Motors. After the business kicked into gear, the car was known as the 'Derrard HS-6'. After the car was retired in late 1969, it was put into storage at Richard Hilyear's, and it would stay there for 33 years, until Derek got the HS-6 back and rebuilt it, ready for the 2001 Historic Racing season. Once again, the car was back to its successful ways, with consistent 2nd's and 3rd's in class and every now and then the dynamic duo that was Derek and the mighty Monaco notched up a class win. July 2009 saw a change in ownership, the car was sold to Tony and Judith Dorrell, and Derek recalls delivering the car to Canberra, whilst on the way to the final Oran Park meeting, where he would pilot Kelvin Prior's Lynx Formula Junior. The car was then run by Tony in all the NSW Historic meetings, until a sizeable shunt at T1 Eastern Creek, which to my understanding left Tony very battered and bruised, where the little Monaco was put into the wall backwards at a reasonable rate of knots. After the crash, the car was in dire need of a repair. From then onwards, the car has gone under the radar, so any information on the cars whereabouts now would be greatly appreciated, if so, please feel free to contact me via email - jlowing28@icloud.com

Josh Lowing

### **Family Business Profile - CoolDrive Auto Parts**

8th May 20 (Abridged version)  
FBA speaks to family business - CoolDrive Auto Parts on their history and how COVID-19 is impacting their family business.

*Can you give us a snapshot of your family business in 100 words?*

CoolDrive Auto Parts. Automotive Is In Our DNA. From humble beginnings, CoolDrive has grown to become one of Australasia's largest and most

well respected automotive component suppliers. We're proud of our heritage and the fact that even after four decades we're still family owned. Operating from 31 branch locations in all Australian states, and 3 in New Zealand, CoolDrive Auto Parts was established in 1977 and now employs about 550 staff in Australia and New Zealand. Our worldwide networks and reputation enables us to cover a diverse market range for our customers, with leading vehicle component manufacturers among our main suppliers.

*The COVID-19 pandemic has seen many businesses shift their business model to keep up with supply and demand. Has your business had to make changes or are you still operating as usual?*



For the most part, we are operating business as usual, as we are in the deemed 'Essential Service' category. As well as taking our external sales team off the road and bringing them in-house to perform their jobs, we have increased our deliveries to customers with a long term view in place as opposed to short term profit.

*What are some of the benefits of being a family business in your industry during COVID-19?*

As a family owned business, we see ourselves as having a competitive advantage because of our longevity, knowledge and people. We can manoeuvre a lot quicker than our multinational competitors and make decisive tough decisions at speed. We are hands-on and can adapt our business strategy and shift our focus quickly. We increased our communication to our staff and customers to both inform and keep them engaged with the business trying to add a personal touch. Most of our customers are family owned Australian workshops so we feel we have a very close connection to our customer base having a similar background.

*What advice would you give to other family businesses who are currently facing hardship or trying to find alternative solutions to keep their family business afloat?*

Have a long term view, focus on expanding market share and reap awards on the other side. Not to overreact and manage situations with long term views rather than a short term perspective. Tim Blanchard

**The ex Don Halpin 620B Formula Ford** has gone to a new owner in Mildura. After a light recommissioning he & his son hope to run it as soon as the Covid19 restrictions are lifted. Brian Simpson

### **The original 1895 copy (correct 1895)**

of The Autocar magazine states "In the present congested state of many of the streets in large towns it will be of incalculable benefit when horseless carriages become common" Got that right didn't they? Bye - Lloyd (Shaw).

Following on - 1896 advert for Daimler states *Good Motoring Starts With Daimler.*

Fifteen reasons why it is better than a horse.

1. It wants no stable.
2. It needs no daily grooming.
3. No man need be kept specially to look after it.
4. There is no manure heap to poison the air.
5. It cannot shy, kick, or run away.
6. It has no will of it's own to thwart the wishes of the driver and cause disaster.
7. It is more absolutely under control than a horse.
8. It costs nothing to keep, and cannot 'eat it's head off in the stable'
9. It consumes only when it's working, and then in exact proportion to the work done.
10. It cannot fall sick and die.
11. It will do more work than two horses, and
12. Will travel twice as far as any one.
13. It can be stopped with certainty and safely in half the distance.
14. No cruelty is inflicted by climbing a steep hill with a full load.
15. Nor can distress be caused by high speed travelling.

(In 2020 do these reasons still apply)

### **Australia's most expensive car book revealed**

One of the rarest and most expensive new automotive books has been unveiled.

Elfin: The Spirit of Speed Ultimate Edition is 704 pages long, weighs almost 20 kilograms (book and case), costs \$2750 and is available to just five lucky enthusiasts. The book features incredible production values, with a specially made matching slipcase, heavyweight stock, ribbon bookmark modelled on the famous Elfin-made magnesium wheel, and is packed with rare historical photos, and specially

commissioned photographic essays of every Elfin model produced between 1959 and 2012. Published by well-known automotive identity and one-time Elfin Sports Cars owner, Bill Hemming, and written by motoring journalist David Dowsey, Elfin: The Spirit of Speed captures the story of the South Australian marque founded by Garrie Cooper through the eyes of those who lived it. "David Dowsey took five years to write this book, interviewing over 50 people who were intimately connected with the Elfin story," said Elfin Heritage Centre founder, Bill Hemming.

"Members of Garrie Cooper's family, employees, mechanics, designers, body-builders, and drivers - including Vern Schuppan, John Bowe, Kevin Bartlett, John McCormack and Larry Perkins - tell their stories in the unforgettable tale of the tiny Adelaide company which became the second largest racing car manufacturing business in the world."

Elfin: The Spirit of Speed Ultimate Edition is packaged in a wood and aluminium presentation box complete with leather straps and a special presentation plaque cut from Vern Schuppan's Elfin MR8A-C, which he campaigned in Australia and - in Can-Am specification - North America. Housed inside their own compartments is a signed and numbered copy of the book along with a selection of genuine Elfin Sports Cars body-making tools used by Garrie Cooper and body-maker and designer John Webb from the late 1950s through to the late 1970s.

"I was lucky enough to visit Elfin employee John Webb in Adelaide one year ago and he gifted these tools to me. Later that night he had a heart attack and died. This unfortunate event has become part of the Ultimate Edition story and those lucky enough to purchase this book will have genuine tools used by Mr Webb and Garrie Cooper to build the aluminium versions of almost all the models constructed under Cooper's ownership. It's an incredible and unrepeatable story," said Mr Hemming.

Five Ultimate Edition packages have been made and only two remain available.

Elfin: The Spirit of Speed is available in Standard Edition, Limited Edition and Ultimate Edition versions and can be purchased only from the Elfin Heritage Centre & [elfinspiritofspeed.com.au](http://elfinspiritofspeed.com.au)

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