



# 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 - November 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

November	1st	MGCC 29th Historic & Classic Hillclimb TC Round 3 ....	0407 825 545
November	6-8th	Historic Sandown ..... <b>Cancelled</b> .....	0402 224 133
November	20th	All Historic Track Day Winton (note date change).....	0413 702 558
TBC		VHRR Annual Presentation & Awards <b>Cancelled</b> .....	0407 825 545
December	12th	VHRR Informal Christmas BBQ.....	0459 490 108

**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

(Red Plate)

Chris Nelson ..... 0439 955 562

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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### Report from the Secretary

Just a reminder that the AGM is likely to be held on Tuesday February 23 2021. Unfortunately we will not be holding our annual Christmas Celebration and Presentation Night this year.

In early October a reminder was forwarded to members who had not yet paid their membership for the current year. Many thanks to those of you who have since renewed. A special reminder to those who have cars on the CPS – it is imperative your membership remains current.

Hoping to see you at the club BBQ – see details provided by Conor Ryan in this newsletter. Numbers may be restricted so please, let Conor know if you are coming, asap.

Leanne Newson, Secretary

### VHRR Informal Christmas BBQ

Due to the lack of events and Social events this year due to "Myximatosis, The Pox and the Plague" (to Quote the infamous Hugh Jarse) it has been decided to hold an informal BBQ for club members.

The details are as follows:

Location: Yarra Bend Park

Date & Time: 12th of December 2020 - 2pm

What do I need to bring?

A salad/dessert to share, chairs, cutlery, crockery & anything of preference.

Also dust the cobwebs off any old cars and drive them there!

The club will supply the necessities for a BBQ, such as Sausages, Bread, Burgers, Plonk and perhaps even a special visitor who for some reason still wears masses of fur in the Australian summer.

Due to the current situation, we cannot confirm that this even will go on, however we will try to do it in any way we can, however this does mean we may have to limit the amount of members that are allowed to go. **FIRST IN, FIRST SERVED.**

If you are keen to attend, please Email or Text:

Conor Ryan

0459490108

conor-ryan7@live.com.au

Or

Ross McLaughlan

rossmclaughlan96@gmail.com

0467161257

27/10/20 Update

Currently we have approximately 40 members who have registered their interest with either

Ross or Conor. If you intend to come please contact either of us if you have not already. With the current trends of rules, come December we should be able to run this. Remember, it is a first in, first served situation, so those who are not on our lists will be told not to attend.

**The inaugural meeting** of what was initially called the HISTORIC RACING REGISTER was held at the Light Car Club of Australia premises on 21 April 1971. As the fiftieth anniversary is approaching, it is a good opportunity to review historic racing in Australia and to suggest that the VHRR celebrate its foundation in 2021.

It is my belief that there was never a moment when Historic Racing commenced; it was a more-or-less seamless transition from old cars racing against what were then modern cars to old cars having their own events. In the forties and early fifties, a good old-un could be raced successfully against more modern cars, which, in Australia, were mostly specials. However, in the mid-fifties all this changed with the importation of more modern machinery for racing, commencing with the likes of 5 years old Talbot Lagos and moving on to even younger Cooper Bristols, Ferraris and Maseratis. At the same time the mid-engined Cooper revolution was taking place with relatively inexpensive new cars being imported. No longer could the pre-war car keep pace with these imports.



None-the-less a few pre-war cars remained competitive, usually in 'B' Grade races – I still recall a furious battle for first place in a B grade race at Fishermans Bend in the fifties between a Bugatti Holden and Les Murphy's Q Type MG. When the old cars were finally outclassed, some 'Vintage' races were held at modern meetings at Fishermans Bend under the auspices of the

LCCA and probably at the instigation of the Leech brothers. These were mostly contested by pre-war drivers in their old cars, e.g. Cec Warren in the Talbot Darracq, Bill and Jim Leech in Bugattis and notably Les Murphy and Otto Stone in their supercharged MG's.

In about 1960 a younger group of old racing car enthusiasts began to go interstate to compete in races for historic cars, still held under the umbrella of a modern race meeting. These early meetings attracted a band of travellers to Mallala for the Easter meeting, to Warwick Farm and later to Hume Weir during the Christmas break; this was when 'Historic Racing' in the modern sense, began. Sandown Park opened for cars in 1962 and initially they held 'Historic Demonstrations' for the old cars, rather than races. The Vintage Sports Car Club (Vic) had been an active promoter of speed events for predominantly pre-war cars, notably at Rob Roy, Fishermans Bend, Lakelands, Geelong, Mount Tarrengower, as well 'lap dashes' at Calder, Winton and Phillip Island. The growing number of these events eventually exceeded the capacity of that club to organise them; it was time for a new, dedicated, organisation to promote Historic Motor racing. (The LCCA, which had promoted the early vintage races, had bigger fish to fry; this eventually led to their undoing).

The meeting that established the Historic Racing Register was held at the club-rooms of the LCCA in Queens Road, with support from the then President of the club, John Ould; it was chaired by Graeme Steinfort. There was much discussion as to what the organization should be called. While 'Historic Racing Drivers' Association' was initially supported, I felt the emphasis should be on the cars and suggested 'Historic Racing Register'; a natural choice for me as I had already been involved in establishing, in order, the 'Australian Lancia Register', the 'Australian Bugatti Register' and the 'Australian Ferrari Register'.

Although there was some resistance to having the new organization affiliated with C.A.M.S., it was eventually agreed that the Register adopt their regulations regarding Vintage, Thoroughbred and Historic Cars. Further discussion related to the date of acceptance of a car as historic. It was agreed that the cut-off point should be the date of the last Albert Park race meeting in 1958. The minutes of this meeting are available on the VHRR web-site –

the list of those attending and their racing cars make interesting reading. It was not until 1977 that the HRR was renamed 'Victorian Historic Racing Register'.

As more and more old racing cars were resurrected, there were eventually enough cars to support an 'All Historic' meeting. Rob Rowe had attempted a relatively short lived news-letter for like-minded enthusiasts, but it was not until the interstate competitors got together in Emilio's Restaurant in Albury in late 1974 following a Hume Weir meeting, that an alcohol fuelled plot was hatched to have an all Historic meeting which was to be publicized via an interstate newsletter. This led to the memorable first 'All Historic Races' at Amaroo Park in Sydney in January 1976, organized by Rob Rowe, John Medley, John Cummins and Peter Jones. In June 1977 the Austin 7 Club held their first Historic Winton; an event that remains a feature of the historic scene. This was followed in March 1978 by the fabulous celebration of Fifty Years of the Australian Grand Prix in at Phillip Island; an event that arose out of my attendance at the 50-year commemoration of the celebrated 1914 Grand Prix de l'ACF at Lyon, in 1974. The rest is history.

It would be appropriate for the fiftieth anniversary of the HRR to be celebrated at Phillip Island's Historic races in 2021.

Bob King 20/10/2020 With thanks to Lloyd Shaw and John Medley for their assistance.

## Harry Who ? Part 1

Peter Brock was only 12 when his 83 year old "great uncle" Henry (HARRY) Barton James died.

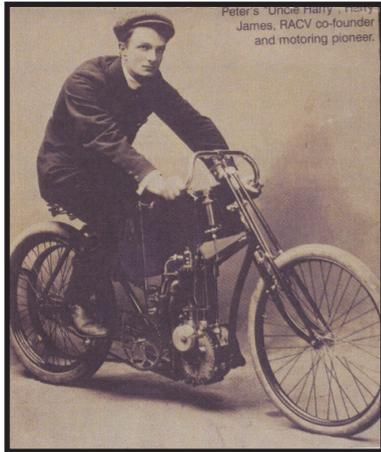
Regretably, most people currently involved in motor sport know very little about Harry's involvement in early motoring and associated competitions. He is accepted and referred to as the father of Australian



motor sport by those who have read his history. Amongst his many achievements he was to become a champion on anything that had pneumatic tyres. In 1893 he set the world record

by riding a pushbike 53 miles in one hour. He followed that up in 1902 by riding his locally made motorcycle 460 miles in 24 hours. That was on public dirt roads in the Western District of Victoria. He averaged 19mph on the rough dirt roads and with only Carbide lighting at night. You will read later how he tried to do it again in/ on a motorcar.

Harry James had joined the Dunlop Pneumatic Tyre Company in 1893 and was possibly partly responsible for their 1900 decision to



purchase the little 3.0. hp de Dion- Bouton three wheeler. Harry was immediately addicted. That addiction and Dunlop's tolerance allowed Harry to seek improvements for the motoring public both literally and politically. He became an event organizer. An early example was the first Warrnambool bike race in 1901. During the planning stage Harry endeavoured to drive from Warrnambool to Geelong in the de Dion-Bouton and beat the trains normal time. Poor roads permitted the train to win. Undaunted, as was his usual practice, he claimed the suitability of Dunlop tyres for that type of activity. That cycle event still exists in 2020.

On another occasion Harry and his boss W.J.Proctor were approaching Flemington Racecourse in the de Dion when a frightened horse broke a leg by colliding with the car. Unfortunately the horse had to be destroyed and the matter went to court where due to the prevailing regulations Dunlop were found to be responsible and penalised 250 pounds. The Magistrate, Sir John Madden suggested the vehicle regulations needed to be changed.

Eventually some changes were made but still restrictive in Harry's opinion. With the growth of motor vehicles in Victoria social gatherings increase. During one such outing in late September 1903 Harry and two of his close friends invited a number of enthusiast motorcyclists on a run to Tooradin. Weeks later another run to Mordialloc followed with nearly a dozen cars and 30 motorcycles making the journey. The attendees on these runs together with a little help from Harry and his close friends suggested the possible creation of a motorists club.

On December 9th. 1903 and following a notice in the Australian Cyclist magazine a meeting was held at the Port Phillip Club Hotel in Flinders Street with 55 attendees and resulted in the establishment of the Automobile Club of Victoria (Now RACV). Sir John Madden, the Victorian Chief Justice was elected the ACV's first President. The provisional committee members included Harry J.J. Madden, the United States Deputy Consul in Australia as Chairman. Mr A.P. Merrill drew up the constitution preventing any industry executive from holding committee positions but agreed to Harry James acting as provisional secretary for the first year. Harry immediately went on the attack and pushed through a motion that the club form a Sports Committee to organize reliability tests, hill climbs, speed and reliability tests and day runs.

A new year, 1904, saw the start of club organized motoring and growth in club membership together with Harry's limited respect for police and politicians who had determined that motoring competitions could not be held on public roads. Harry started his search for suitable private properties.

To be continued.

Lloyd Shaw

## **A Pleasant Summer Evening**

It is rather hot and dusty in the hay paddock in the summer of 1958, it's Saturday so early knock off, go home, jump in the tub, clean up. Now put on the safety gear, black long sleeve shirt, white long pants, and take the new Bell helmet, which covers the back of the neck and the ears. Much better than the old Pudding basin.

Off to Koo Wee Rup to Tommy Burton's General Motors dealership, pick up the Midget and trailer, Harry Burton and Geoff Light. (these two could fix any thing with a screwdriver, shifting spanner, pliers and large hammer), call in at Dandenong to pick up Tommy, who had a

Midget which Australian Grand Prix winner drove at Olympic Park before WW2. Arthur Wylie built his first race car at Tommy's workshop.

Leave for Fred Tracey,s Maribyrnong Speedway, unload, don't park under the light at the corner of the grandstand, Jack O'Dea parks there, comes at the last minute and he's bigger than us.

Solos, all 500cc J.A.P. engines, sidecars, 1100 J.A.P. and H.R.D.998cc engines, along the track side fence, Midgets at the back fence, Hot

**MARIBYRNONG SPEEDWAY AUSTRALIA**  
MELBOURNE

OFFICIAL PROGRAMME 1/-

The late Max Pearee, who was killed while riding in England recently.

No. 1

S. Telfer: Managing Director

**SATURDAY, 2nd October, 1948**

OFFICIALS OF THE MEETING

A.C.U. Steward	Mr. W. S. GARDINER
Speedcar Steward	Mr. D. EDWARDS
Clerk of Course	Mr. R. BENNETT
Announcer	Mr. DES TELFER
Judge-Timekeeper	Mr. R. PAYNE
Lap Scorer	Mr. K. MCKAY
Pit Manager	Mr. A. WILSON
Machine Examiner of Cycles	Mr. F. TRACEY
Machine Examiner of Cprs	Mr. D. EDWARDS

A.C.U. Track Licence No. 52      A.C.U. Permit No. 353

Track measurement 1/4 Mile from inner edge, 478 yards.

Should there be a postponement before Event No. 6, tickets will be issued for next corresponding meeting. Under no instances will admittance money be returned.

Pics courtesy - [www.speedwayandroadracehistory.com](http://www.speedwayandroadracehistory.com) - not specific to this story

Rods in the street. Eddie Thomas is machine examiner, all clear, Midgets onto the arena for judging smartest car and crew.

This is often won by Eddie Barker and his 2 children Barry and Wayne, in their Mini Midgets painted the same as dads.

Wayne owns the 3 cars, they are still immaculate, now back to the pits. The running order is solos, sidecars, Midgets, then hot rods.

The track is graded during interval, then on with the organised chaos again. The Saturday night crowds were huge, 2 small grandstands full, a crowd on 'Boozers Hill', and 10 deep on the

banking around the 1/4 mile track.

Reg Bennet the president of the Autocycle Union was clerk of course, when Reg said open the gates the in & out gates were opened, when he said shut the gates he meant it. Didn't matter if you were Ken McKinlay world solo champ out from England, or Jimmy Davies, American Midget or champ Leroy Warriner, if you were not there, the gate was shut, and you were a spectator. Now into the Midget, no roll bar, lap belt helmet, gas goggles - 6 pence each from Hughes army disposals, put on 4 pair, space the elastic headbands, back goggle strap to the bottom, front goggle strap to the top, so when the dirt covers the goggles, pull the top strap, hey presto next goggles are clean. We have been under the grand stand to draw the marbles for our heats, say you have number 9, starting in rows of 3, you are 3rd row outside,

Rolling start, flashing red lights, stay bunched up, clap the pace on approaching the top end, green lights, go. Now the sorting out at Raleigh Road end gets interesting, could be a score or 2 to settle here. Back to the pits, lift the bonnet check all O.k.

Phil Irving looks at our 215 Holden engine,the man of few words look on his face says this bloody thing shouldn't work.

**TRACEY'S SPEEDWAY**  
RALEIGH ROAD, MARIBYRNONG

TONIGHT AT 8 P.M.  
**THE ALF BEASLEY TROPHY RACE**

**30 LAPS**  
15 SELECTED DRIVERS  
See this thrill-packed race

**SOLOS, SIDECARS, HOT-RODS**

Take tram 57 from Elizabeth Street or tram 82 from Moonee Ponds and Footscray.  
Tracey's Speedway is just one mile past showgrounds

Bill Dutton & Bill Dudley had blocked the 3 side inlet ports in the head,machined through the top of the head,fitted a tube between the inlet valves. Burtons installed 3 vertical S.U., as fitted to 1948 Wolsleys, converted them to methanol.

I don't think Phil ever worked out why it went so well, neither could we!

Load the car onto the trailer whole or in pieces depending on the skill or lack of on my part or some one else.

Back to Koo wee rup get ready for next Saturday night.

A rather pleasant evening covered in dirt (doesn't happen at the lead!), back into the tub, bed. Ron Townley

## Preview - The Return to Racing

2020, what a whirlwind of a year! Seeing as most racing enthusiasts have been on the sidelines for 6 months, it was certainly a welcomed announcement that we would all be returning to the track from as early as November. For me, the lockdown period has presented the challenge of finding new ways to keep my skills in check whilst waiting to return to the track. During the time spent at home, I've spent countless hours racing on my simulator, practicing the techniques that are ever so important to have ready for when we're trackside again, such as heel and toe, trail braking and maintaining consistent lap times. Although simulators won't ever match the real thing, it's been a terrific substitute and one I'm very grateful to have had access to.

But now, we focus on returning to the track, and frankly I couldn't be more excited! After learning so much at both Wakefield and Phillip Island in the early stages of this year, I'm really looking forward to further building on the progress and momentum, not only in my driving but in terms of my preparation too. The first drive back for us will be the all Historic Test Day at Winton on November 20, which will be a great opportunity for me to get reacquainted with the mighty Daveric Formula Vee, and continue to get more valuable seat time before the end of the year! The following Sunday, we'll make the trek up to Rob Roy for the Historic and Classic Hillclimb, which I'm looking forward to immensely, as every meeting at Rob Roy never fails to impress, and is always huge fun

To finish, I hope everyone is continuing to stay safe and well, and also, a big thank you must go to the organisers of the upcoming events for giving all the racing fanatics something to look forward to before the year is out, I'm beyond keen to get back amongst it very soon!

Josh Lowing

## Classifieds

**Purchased from the grandchildren** of the original owner, off a family farm in Dural and given a full frame off restoration by Rick Bennet. I have owned this car for more than 5 years and



had a 12 volt conversion completed so that the car now has halogen head lights and fitted an electronic ignition system so the car starts and runs every time. Originally a 3sp floor change, I have fitted a rebuilt 5 speed Tremec gearbox which makes the car very easy to drive and also allows it to cruise a little faster whilst still looking original inside. Rick had rebuilt this engine with new rings / bearings and I have driven this car to work 1 x day per week in part because it fun, but also because it is so nice to drive. Oldsmobile's were a rare, an expensive car in the day, this car was an import from GM Canada as an export engine gearbox chassis etc with the body built by Holden. My car is currently insured by Shannons for \$31,000.00 and as it is on club reg will be sold unregistered and without a RWC. However I have had a roadworthy check completed before 'lock down' in Jan / Feb and believe this will not be difficult to secure. I have many spares/parts that can form part of the negotiation. Please feel free to call me on 0490 124 426 - Peter Rowlston

**For Sale** Group A/Group O Open Sports Car Foretti Mk 111

Restoration nearly complete. 179 Holden, Moss gearbox Holden LSD rear end. Spitfire front end components. Original alloy body was damaged beyond repair so fibreglass body to original pattern made. Many spares. Offers.

Raymond McAuliffe

**For Sale MG Q** Type Spl on MG TC chassis, Rebuilt XPAW engine, race head, excellent gearbox too much to list call for details, Offers Raymond McAuliffe  
rlmmotorsport520@gmail.com

**Bullet Roadster spaceframe chassis,** as used for the Gold Coast produced MX5 based kit cars. Chassis in good order, never been used in a car. Strong space frame design that would be a good base for a variety of projects. Text Alan on 0414 470 460 if you'd like photos. \$1,500 ono. Have a complete Rover V8 3.5 to go with it for \$750 ono, or make an offer for both.

**WANTED**

Girling Brake Calipers circa 1969  
 Front 18/4, Rear 16/4. Aluminium motorsport Caliper, 4 pot, Suit Lola T70 Mk3b, GT40. Lola T192, T142, T160, T190  
 Sorry I don't have a serial number for them. Any condition, even cracked or damaged. Re casting is an option I have. Roscoe Porter PH 0422 028 969 trackman.ltd@gmail.com

**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

**I am having a clear out** and some race parts will go. Two Lucas fuel bombs, two Smiths Chronometric Rev counters (been reco'ed and



**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

**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

not used since). I thought I would open the gate a fraction prices are open to negotiation. Not give away ones though. Kevin Bartlett kevinbartlett@protonmail.com

**Morgan 4/4 Late 2015** Sports Ivory Engine Sigma Duratec 1600 Gearbox Mazda 4 speed & overdrive Wheels SS 15 " Interia Leather Honey Hood Mohair & Side Curtains Price \$95,000.00 Contact Bill Coombs 0407 432 426



# 29th ROB ROY Historic & Classic Hillclimb

Venue of the first Victorian and Australian Hillclimb Championship 1938  
Clintons Road, Christmas Hills Melway ref 265 A9



# 29 NOV 2020

SUBJECT TO APPLICABLE GOVERNMENT COVID-19 GUIDELINES  
IN THE EVENT OF CANCELLATION ALL ENTRY FEES WILL BE REFUNDED IN FULL

INCORPORATING THE

# TRIPLE CUP

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

**ENTRIES ARE AVAILABLE  
FOR ALL USUAL CLASSES**

*Due to COVID restrictions*

- **ENTRIES** will only be accepted via the **MOTORSPORT AUSTRALIA** Event Entry which is available at [motorsport.org.au](http://motorsport.org.au)
- **NO CATERING** will be available on the day.

**ENTRIES**

Full \$100 / Junior \$50

**OPEN**

13 October

**CLOSE**

22 NOVEMBER



[robroyhillclimb.com.au](http://robroyhillclimb.com.au)