



# 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 - October 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

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 ..... <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**      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**



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## IMPORTANT NOTICES

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**Editor's note:** Many thanks for all these contributions. It's certainly most heartening to see all this support, especially considering there's not much motorsport going on!

**Firstly, I trust you are handling the Covid-19** situation and adjusting to the various restrictions, and you are all fit and well to go to racing in 2021.

Over the last weeks we have lost 3 members.

**John Coffin** was a passionate member with a strong interest in air cooled cars & with his passion we always had strong air cooled entries at Rob Roy, his presentation of the Robbins was of the highest standard.

He always looked forward to meeting his mates each Wednesday.

John and Elaine over a number of years worked hard in the merchandise marquee at Phillip Island.

John was a member of the Penrite Race Team, always assisting the drivers and Ken.

Over the last number of years, Elaine would drop John off at work to have morning tea with Anthony and myself every Friday.

I will miss you mate.

Ian Tate

### **Alex Reid - Life Member No 1**

President 1977 to 1979

Alex was our first President. At the first meeting in November 1977 we had 36 members.

By the end of 1973 we had 87 members and \$2262 in the bank.

In those early days of setting up the club, we had a strong leader in Alex.

At the AGM in 1979 Alex was elected Treasurer which he held for the next 10 years. In April 1988 we had \$17,630.00 in the bank.

I put to the Committee my idea of a club championship in 1986. Alex said 'great idea, but who is paying for the trophies'. The Club was not in a position to fund them. I contacted a friend at Castrol, and for the next number of years, Castrol sponsored those trophies.

Alex restored the Mac Healey to a very high standard with Graeme Marks as driver.

Alex was one of the hardest workers on the Committee for the first 15 years.

Rest in Peace.

Ian Tate

### **George Spanos - Life Member No 157**

George started racing in the early 1950's racing a number of Riley's, 1.5 and 2.5 litre, Hillman sedan, Morris Major. George also ran in rallies and was highly competitive.

Gary Cooper then built George the Elfin GTS using the engine out of the major.

After moving into our club rooms, George started up our library and also the Wednesday lunch group for members.

He organised lunches for the ladies, end of year lunch & inviting the CEO of Cams and his staff and sponsors.

He contributed to our newsletters on race meetings, hill climbs and Trophy - Xmas function.

He assisted at our merchandise marquee at Phillip Island for a number of years.

He was a hard working member of our club. Rest in peace.

Ian Tate

### **To The Members of the VHRR**

Like you people, I was saddened to read that another member had passed away in George Spanos recently. Just like George, you members and myself will miss him along with Brian Devlin, Peter Larnar, John Coffin and Alex Reid plus all the other members who have passed away these past years. For me, I valued their friendship and each time I saw them I was well greeted and to be able to speak with to them. So, to all members, like me please keep well and I look forward to next year to seeing you and to be able to video tape the Historic meetings whether it's at Phillip Island, Winton and Sandown.

Yours Truly,

Robin Hutton

### **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

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do it in any way which 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

0459 490 108

conor-ryan7@live.com.au

Or

Ross McLaughlan

rossmclaughlan96@gmail.com

0467 161 257

### **Report from the Secretary**

Hello to all members

I have applied for an extension to hold our AGM later and it is likely to now be held on Tuesday February 23 2021. We will comply with any restrictions in place at the time and will choose a venue with room for appropriate social distancing if needed. Unfortunately we will have to cancel our annual Christmas Celebration and Presentation Night.

It is with regret that I write of the loss of club members and motor racing enthusiasts this year: long time members Graeme Lowe, Jim McConville, John Coffin and Brian Devlin; Life Members Alex Reid and George Spanos; Honorary Member Neal Charge and respected motor sport elders Ron Tauranac and Peter Lerner. And our sympathies to Bob Morrow on the death of his wife Susan Regan.

As always I have forwarded cards to the families expressing our condolences. Notices were placed in the paper, indicating the respect in which the club holds those who have passed. In normal times many of us would have attended the funerals of our friends to show our respect, but this was not to be in 2020.

During the lockdown the President, Committee and others have continued to address any urgent club matters and our Treasurer Ian McLennan is producing our monthly financial reports as required. Ian has advised the committee that the Statutory Annual Audit for the 2019/2020 financial year has been completed and all is in readiness for presentation to the membership at the AGM. Debbie Collins is taking membership renewals and dealing with any membership issues, Chris Nelson managing the CPS and Bob Harborow liaising with Motorsport Australia. And many thanks to Grant Campbell, for his efforts in producing our monthly newsletters and keeping the website updated.

We can only look forward to a time when our

general meetings, social events and of course our race meetings are back on the calendar. Information about the status of the Phillip Island Classic will be forwarded as soon as possible. Again we look forward to a time when things return to a version of "normal."

Take care and keep well.

Leanne Newson

Secretary

**As you may well know**, motor racing legend Ron Tauranac passed away in July aged 95. A memorial service was held last Wednesday and the link is attached for anyone who would like to watch the video.

It will be available for 6 months.

[https://www.funeralvideo.com.au/RonTauranac?fbclid=IwAR2NKz8j1PX\\_kELbMPPv8-W2jpx0JWM8FyX3dsE3GVx5SEKeyvA9wACibc](https://www.funeralvideo.com.au/RonTauranac?fbclid=IwAR2NKz8j1PX_kELbMPPv8-W2jpx0JWM8FyX3dsE3GVx5SEKeyvA9wACibc)

Rob Rowe

**It saddens me to tell you** of the passing of Bruce Reinecke, a personal friend of mine for over 40 years. Bruce passed away recently in



the nursing home he had been in for some time from pneumonia. He had been suffering from dementia and other issues for some time. Bruce had been a member of the VHRR and the LCCA over the years, and was always a popular figure at the VHRR Wednesday lunches. His interest in cars stemmed from his father owning a number of service stations both here in Victoria and Mt Gambier.

I remember him hurling his Austin A40 around with gay abandon in the early days of the Junior Light Car Club of Australia, from memory I think he only ever competed at Lake Land Hill Climb in his Mini Deluxe the once. He was always the first to put his hand up to volunteer for doing track marshalling work at race circuits around Victoria, especially at Peters Corner at Sandown,

which he did for many years. He was a great help to Paul Schilling during the time Paul owned the Falkenberg Jinx, (much pushing and shoving) and the Buchanan Cobra. RIP Bruce Reinecke. Cheers Simmo

### **I regret that I advise that Alex Reid**

passed away recently following a number of strokes and other complications from heart surgery.

Alex was a Life Member of the Victorian Historic Racing Register having served on the committee in a number of roles in the early years.

Alex was also a very keen Austin Healey owner/enthusiast and former President of the Austin Healey Owner's Club of Victoria. Apart from owning a number of other Healey's he owned a significant Austin Healey 100S being the Jeff Brotherton car registered 'GKE 008' and was later responsible for the rebuilding of the 'MacHealey' in the 1990's and for its return to the track in 1998.

Alex had a varied career starting life as an apprentice with the SEC at Newport Power Station. He then ventured into car sales with John Jones Motors for whom he worked on a number of occasions. In the late 60's he ran a fibreglass business which produced hardtops for various sports cars as well as fibreglass furniture. He bought a Service Station known as Coopey's Garage at 458 New Street Brighton which he ran for a number of years before selling it to Paul Trevethan. He was always the consummate wheeler dealer, an opportunity rarely missed. Other business ventures included steel fabrication and also a motor wrecking business in Frankston. During all these times there were various motor racing enterprises starting with a Healey 100/4 (Rubber Ducky) built for the early days of the 6 Hour Relay Races and then later very successfully raced in Historic Racing in the 70's. This was followed with others such as the ex Doug Whiteford Datsun 2000 ProdSports car, Lotus Elite, Ford Anglia, Tarquin Sports (Group Lb), a Turner Ford 1500 Sports as well as the ex Peter Woodward Lotus 47 both of which were campaigned in the Australian Sports Car Championship. In all of these motorsport enterprises, Alex was never the driver, more satisfied with being the owner/sponsor.

In more recent years he was a member of the Riley Car Club and also the Peninsula Boys. A good mate for over 50 years, he will be missed. RIP Alex.

Regards,

Graeme Marks

### **Geelong Revival Motoring Festival**

2020 Cancellation.

After careful consideration, in consultation with stakeholders and the City of Greater Geelong, the Geelong Revival team have made the difficult decision to cancel the Geelong Revival Motoring Festival 2020, due to the ongoing COVID-19 situation.

Event Director Nicholas Heath said of the cancellation "It is clear that the ongoing COVID-19 crisis prevents large scale events like ours from occurring. We are extremely disappointed to be making this announcement but unfortunately there are far greater issues facing our community at this time. We look forward to presenting the Geelong Revival Motoring Festival in 2021. We are sure that the community will be ready to get out and enjoy the event and Geelong's spectacular waterfront when conditions permit."

Since 2012, the event has been held annually on the last weekend of November, quickly securing its place as one of regional Victoria's largest events, as well as a household favourite amongst the Geelong community. In 2017, The Geelong Revival Motoring Festival won the CAMS (Confederation of Australian Motorsports) Victorian Event of the Year followed by a Bronze award in the RACV Tourism Awards the following year.

Geelong Revival are greatly appreciative of the unwavering support the event has received across the last eight years and will continue to provide updates on the 2021 event as they are available. Keep up to date via <https://geelongrevival.com.au/> or our Facebook page <https://www.facebook.com/geelongrevival/>

### **Monaco 4WD Car**

With yet more spare time due to the circumstances of late, I've had a perfect opportunity to do some continued research about some hidden gems of the Australian motor racing scene, that potentially aren't known to many motorsport enthusiasts. 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 built, developed and raced pretty much anything that was available, on and off since the 1960's. So, another massive thank you must go to



Ferguson P99 - Flickr - andrewbasterfield (1).jpg

Derek for providing more terrific stories and memories for this month's focus!

In 1964, a four-wheel drive racing car was practically unheard of. In fact, the only car from memory was the Ferguson P99, a groundbreaking piece of machinery, and the only ever four-wheel drive car to win a Formula 1 Grand Prix. But this was Formula 1, and the concept was considered rocket science at the time, so a car with four driven wheels surely couldn't be built at club level, right? Well, two overly ambitious young fellows from South Melbourne thought it was worth a try. Bill Lord-Milnes and Richard Hilyear of Monaco Autos, a Melbourne based Peugeot Dealership, took on the task of building a four-wheel drive race car by the scruff of the neck. At this stage, long time Monaco Autos employee Derek, was hard at work building the Monaco HS6 and had little involvement in this project, but was present to observe the colossal task that was building a four-wheel drive racing car. As was common at the time, the availability of funding was scarce at best. This meant that most of parts that were found were sourced at the wreckers, however, this is where a lot of motor racing enthusiasts running at club level found spare parts back then! Seeing as a choice of parts wasn't an option, the car was built using quite the Party Mix selection of components. For example, the engine was a 1642cc with Twin SU's, taken from a Peugeot 403 that would be mounted at the front of the racing car, the front driveshaft was from a Mini, as were the 10 inch wheels, and the rear driveshaft was from a Triumph Herald. Derek recalls that absolutely none of these parts were suited to the design of the car, but it was what was available, and back then, you used what you could find, and tried your very best to make it work! The four-wheel drive aspect was provided by two driveshafts, that ran down

the middle of the chassis, driving the front and rear axles. A chain drive linked both the front and rear driveshafts to the gearbox. As far as bodywork went, there was very little cover for the space frame chassis, except for a handmade engine cover. Due to the driveline running straight down the middle of the chassis, the driver sat adjacent to the centre.

As far as the cars competition history went, there were no record breaking results, except for impressive times at both Hume Weir and Templestowe Hillclimb. The car only ran for a period of roughly twelve months, the end of the road came about due to the lack of funding and equipment to further develop the car. Although Monaco Autos' attempt at a four wheel drive car certainly didn't achieve the success that the Ferguson P99 did, it was a terrific project, done in the fashion that so many racing cars were built way back when, with the company of your mates, constantly asking why you'd even think of undertaking such a task!

Josh Lowing

### **The 1912 Victorian Motor Show**

The Automobile Club of Victoria (Now RACV) promoted in 1912 the first Victorian Motor Show between August 31st & September 7th, during which 36,000 spectators paid one shilling to attend and permit the Club to announce its financial success. The Club's colours, white, gold and blue were prescribed for the entire show with only red flowers allowed. Kellow Motors surrounded Mr Sol Green' 40/50 horsepower Rolls Royce with red chrysanthemums. An article in The Argus read *"Silent under the echoing wooden galleries, and in full light of the high glass windows of the Exhibition building polished in many colours, gleaming with brass and nickel, stand 160,000 pounds worth of motor cars. The number is not yet accurately known, but the estimate runs between 250 and 300...And all this speed and power and mechanical perfection arose from nothing in a short space of about twelve years. Twelve years ago, there was not a motor car in Melbourne, except the steam-car built by Mr Thompson ... In twelve years we have a difference about as pronounced as between Noah's Arc and a sailing clipper, certainly as great as that between Fuller's first steam boat and the Titanic"* Some exhibitors failed to arrive due to a London dock strike. Popular among the exhibitors were clothing manufacturers offering motoring outfits for men, women and children and of course chauffeurs. Liquor licensing

bylaws required the exhibition to be a sporting event. Several tyre companies created a track around the French fountain to permit an eight lap motor race between Horrie Harrison's 1.5 de Doin motor cycle and W.H.Lammonde on a 2 horsepower FN, Lammonde won. Participants tended to indicate that sales were better when shows were associated with outdoor agricultural shows. The Great War intervened in 1914 and there was no show until 1923.

Thanks to Lloyd Shaw for the above.

**I have included photographs** of the



new aluminium Ford Kent Crossflow heads that I have brought in from the USA, where they are manufactured. The heads are cast in high grade aluminium and supplied fully machined, complete with bronze guides and valve seats, that are suitable for unleaded fuel. All that remains to be carried out is final porting and assembly.

The newest of the original cast iron Kent heads would be around 40 years old and they are prone to cracking and suffer from the effects of corrosion, caused by years of operation without

suitable corrosion inhibitors. Another major issue is that a significant number of the iron heads have been previously repaired, in many cases quite poorly, which excludes their use. I find that approximately, less than one in five of the original cast iron heads is suitable for use in any motorsport engine.

The aluminium heads don't suffer from the core shift problems, that manifest the original cast iron heads, plus the aluminium is much easier to work when porting the head. As the aluminium head is a copy of the cast iron head, a perceivable like for like performance gain would be unlikely. There is a difference in weight, with the aluminium head, in that it is approximately half that of the cast iron head.

The aluminium Kent heads have been used for a decade or more in Formula Ford in the USA and are also used in New Zealand. Where shortages initiated the use of a substitute.

If used in a class where car weights are an issue, then the mass of the vehicle would need to be adjusted accordingly. The cost of the aluminium head landed is around AUD\$1600.00, which when compared to the cost of restorative work to bring an old cast iron head up to scratch, the price is comparable, plus you have a brand new head, not a 40 plus year old corroded lump.

Regards,

Wayne Groeger

**VHRR members** Bill Prowse and Roger Griffin, would organise the Wings and Wheels weekend at the Moorabbin Air Museum. A



number of VHRR members would loan their cars for the show, here we see the late Nerio Dizane Brabham collection, David Fogg's Austin A90 BMC Rally Team replica, Ron Simmonds's 1964 Mini Cooper, Ron Townley's BWA and the two Ronnie's cars amongst the vintage aircraft.



This was just one of the many open days that Bill Prowse and Roger Griffin invited members to

display their cars. Sadly, Bill passed away a little while back.  
Great days, Cheers Simmo

**Dear Jan & Laurie,**

Hope you are well and that Covid is not high-impact in your lives.

The arts and music world has been a no-show since March, and I am trying to sort everything out as time goes on. And that involves cars and parts too, where most of my resources now lie, apart from the house.

I have this Weber-Cobra Carburettion system which Shan imported from the US for \$7.2K AUD before he became ill. He was going to do up a Shelby, but was stopped in his tracks. He tinkered with this attaching a few hoses when he was ill, but couldn't proceed.

I contacted a US specialist in these systems and asked him what a fair price it would be to liquidate it. He said if he was selling it pre-owned, but never placed in a vehicle, he would ask at least \$5.5K AUD, so I am looking around that figure.

I've had a lot of unanticipated expenses in past 18 months and no work since March - and now is not the ideal time to sell one of the cars. So if anyone in your wide network could be interested, please let me know. Photos and description below.

Thanks and no stress either way.  
Stay Safe + Well,  
Warm wishes,  
Paula x

**For Sale 4 x 48IDA Weber carburetion**



system (Local Pick Up or Shipping preferred) on a Cobra manifold with a Cobra-lettered front water neck that is modified for the competition-style FIA fuel lines. It has a side-mounted activation bellcrank to make it suitable for a

variety of applications, and it also has the red stack covers. \$5.500 AUD.

Paula Deburgh

Mobile: 0418 318 618

Post: PO Box 1501, St Kilda South

Vic. 3182

**New, unused, in original packaging,**

Momo MOD 27 steering wheel, professionally indexed and drilled to suit a Lifeline 'Formula' Quick Release hub. \$300 ono. Chris Curran 0409 374 696

**Brand New Still In Box** Hewland Mk.8/9 - 14/36 First gear integral on layshaft. 1 inch dia. (Pic attached)...\$340.

Used Mk.8/9-- 13/37 first gear integral on layshaft. The 37 pinion is brand new.....\$250.



*Brand New* Pair of 400 lb springs O/D 3 1/8 ins. I/D 2 1/4 ins Length 7 7/8 ins.....\$190.

*Brand New* Still in boxes. Two SCA Vehicle Dolly Sets (wheel around).....\$120.

Tony Burrage: 8790 4868 or 0409 767 117

**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.

**For Sale MG Q Type Special** on MG TC chassis,

Rebuilt XPAW engine, race head, excellent gearbox too much to list call for details, Offers Raymond McAuliffe rlmotorsport520@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.

**Way back and prior to world war one**

a young English Aristocrat and racing driver was having difficulties finding spark plugs capable of handling his engines performance.

So Kenelm Lee Guinness made his own and the brand K.L.G was borne, he was using a disused inn, the Bald Faced Stag, as his racing workshop and eventually to produce plugs that others wanted "just like KLG's".

Timing could not have been better and throughout WW1 if it flew, floated or drove it used KLG's, and so the little old inn grew into a modern factory and eventually employed over 1500 people. In 1920 S.Smith & Sons took over the company and retained Kenelm Lee Guinness as a consultant. He continued racing and had established a land speed record at Brooklands and won events throughout the U.K and continent prior to his 1924 bad accident in Spain. Kenelm Lee Guinness died in 1937. The famous names of those who used KLG plugs are too numerous to record. The K.L.G. range of plugs were eventually made at the S. Smith & Sons factory in Sydney and were the only plugs totally manufactured in Australia from important raw ceramic powder and mated with locally outsourced metal bodies. The company was pro-active in Australian motor sport with driver and event sponsorship. Old readers may remember Lionel Nelson & the K.L.G. trailer. The Australian production ceased due to continuous industrial activities, customers were then supplied with imported plugs manufactured on plant that was identical that abandoned in Sydney, but quality control was regularly maintained by the U.K. head office. Kenelm Lee Guinness wanted a better plug for his own use. They became favourites in aviation from WW1 through to Concord.

PS, during my time as a Sales Manager at Smiths I did sell hundreds of thousands of K.L.G. Plugs  
Lloyd Shaw

