



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 - August 2021

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

August	6-7-8th	Winton Festival of Speed - Postponed - see below	0412 264 997
August	15th	Vintage Rob Roy.....	0412 339 934
August	24th	MGM.....	0458 882 304
September	4th	VHRR 50th Anniversary Dinner - Manningham	03 8774 4154
September	11th-12th	All Historic - Pheasant Wood Circuit	jscl.2996@gmail.com
September	17th-19th	Winton Festival of Speed	0412 264 997
October	3rd	Rob Roy Interclub Challenge Rd 3.....	0412 339 934
October	26th	MGM.....	0458 882 304
October	31st	30th Historic & Classic Rob Roy	0412 339 934
November	5-7th	Historic Sandown	0402 224 133
November	26th-28th	Geelong Revival	03 5215 1181

Committee Meetings 2021

January 18th	April 19th	July 19th	October 18th
February 15th	May 17th	August 16th	November 15th
March tbc	June 2nd	September 20th	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 Nelson0439 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

Update from the Secretary

Club Membership renewal

Membership for the 2021-22 year is due now and this is a reminder for members who have not yet renewed. Your individual membership is important particularly if you enter events, as you need to be a member of a club. And for those who have cars registered on the CPS, you must be a financial member of the club for your registration to be current. This is vital. We know that the current Covid restrictions have played havoc with our race meeting, General Meeting and social event schedules. We can only hope that this improves over time.

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. If you do not renew shortly, you may not receive the club emails, our newsletters and the Oily Rag. To renew please go the webpage, go to the Membership section and you can renew on line (go to bottom of page). You can also print a paper copy and forward it to John D'Asques our Membership Secretary. Any issues please email membership@vhrr.com

Dates for the Dairy

50th Anniversary dinner – new date: Saturday 4th September. All details as previously advised. This special event is open to all VHRR members and partners and everyone is welcome. If you have a query, want to make a booking or if you have booked and can't make this date, please contact Geoff Kelly on 03 8774 4154 or the4kellys@dodo.com.au

AGM is scheduled for Tuesday October 26.

We would hope to hold it at the clubrooms but social distancing may require us to use the church again as we did on 2020. Venue will be determined shortly.

Winton Festival of Speed:

August date postponed and rescheduled for September 17-19.

Management of Sponsorship Arrangements

This motion was confirmed at the last General Committee meeting and is a clarification of the current arrangements:

All Sponsors of the VHRR will have exclusive rights to promote any and all of their Products at any of the VHRR Events. No Competitor of any Sponsor's product will be permitted advertising or trade stand presence at any VHRR Event without the express approval of the relevant Sponsor. All communication with VHRR

Sponsors is to be conducted by the President of the VHRR or a nominated VHRR Committee member.

Cheers and take care

Leanne Newson

Chris Logue's Mk 7 Exploits continued...

Apart from the brakes, the one complaint I had about the car was the over-sensitive power steering, so my friend welded in a steering pump by-pass controlled by a solenoid valve. I could then switch off the power assistance when on the track, transforming the feel of the car in corners.

The second and last event was a Jaguar Pre'68 race at Castle Combe. Practice went well and the marshals clapped enthusiastically as I came back to the paddock. Despite the bog-standard spec of the car, I wasn't last on the grid for the race.

In those days, before they put in the chicane on the approach to it, Old Paddock corner was very fast. Halfway through the race, as I was turning into the corner, one of the second-hand front tyres deflated. The car smacked into the banking and seemed to stand on its nose before crashing back down again. I bashed my knees on the bottom of the dash and was somewhat winded but otherwise okay. I crawled up the banking to be greeted by a retired doctor who stared intently at my face then asked me to spell my name, then spell it backwards plus some other tricky ones. The reason eventually dawned on me. I am blind in one eye, which has a bit of an outward squint, and he thought it was a brain injury from the accident!

He was reassured by my explanation but insisted I go in the ambulance to the medical centre for a check-up. I told them about my sore knees so they started hauling up my trouser legs for a look but stopped as soon as they saw my rather puffy ankles, another pre-existing condition caused by the many sprains to which I was prone as a child. They were convinced I'd broken them but couldn't feel the pain because of the adrenaline rush. Disappointed, they dabbed some antiseptic on my knees and dismissed me.

Dick Bradley bought the wreck for breaking.

My next foray into Jaguar racing was a couple of years later when a racing Mk8 came up for sale. The owner, George Lawrence, was a friend so I sold the Wolseley and bought the Jag.

My first race in the Mk8 was at Brands, and George, who had rebuilt the car for racing, came to watch. During practice the back end was sliding all over the place. Eventually I noticed a trail of oil all round the track, then my oil light came on - I was sliding on my own oil, of which not much was left in the sump. Other cars were sliding around too. Back in the paddock the mortified George, who had kindly done an oil change before selling me the car, got underneath and reseated the oil filter cup on its seal. I hid from the other drivers.

Towards the end of the race I overdid it going into Paddock Bend and ended up in the gravel trap. All the way home we dispensed gravel that was sitting on top of the chassis rails.

When I bought the car there was a mouse living above the headlining. I could smell it, as well as hearing it when it moved about. Brands must have been too much for its nerves as there was no more evidence of it afterwards.

My second race was at Silverstone and again George came along to watch. On the grid I put it in reverse instead of first, shooting backwards at 4,000rpm and causing chaos. After a few laps a bad vibration started at the rear end so I pulled into the paddock to investigate. The weld on one back wheel had started to fail and the rim was detaching itself. It was too much for George's nerves - he didn't come to any more races.

The half-shafts are relatively weak on these cars because of their length. One of mine broke going round Redgate corner at Donnington whereupon the back wheel fell off attached to the hub and a bit of half-shaft. I phoned the RAC and told them to send a recovery truck, not a man in a van. Needless to say, the latter did turn up! He then sent for a truck which on arrival turned out to be too small. The truck went away and returned towing a trailer on to which the Mk8 was winched. All this took about 4 hrs by which time I was pretty miffed.

My penultimate race in the Mk8 was at Lydden Hill, which is a short little circuit. It was like driving an automatic - leave it in third gear all the way round. Going into the last corner of the last lap, a bloke in a Morris Minor tried to overtake me round the outside. He spun off, hit the tyre wall and ricocheted back in front of me. I T-boned him, sending him across the line to win the race sideways!

In another incident at Lydden a little A35 tried to pass me at Devil's Elbow. He got it wrong,

bounced off my rear wing then rolled over and over down the infield. My rear wing had a tiny dent. The next time this driver appeared he was driving a big Camaro in another series!

I had a very enjoyable battle with an Alfa at Cadwell Park. The Mk8 sported a JDC steering wheel badge on a stalk atop the radiator. The Alfa driver said that when he looked in his mirror it was like being chased by Ripon Cathedral.

After a couple of years I sold the car to Tony Lake who raced it only once before selling it on. I came across it by chance many years later. It was in a dreadful state, sitting outside on a farm whose owner dealt in old cars and junk. I knew nothing more of it until just recently when one Anthony Lumley, who had just bought the derelict car, contacted me to ask about its history. He is restoring it back to racing condition - a heroic task as it was missing the doors, bonnet, boot lid and dash when he got it. I was able to tell him chapter and verse on the mechanical spec as I knew the builder.

In 2000 I was invited to give some advice to the fledgling Racing Green Cars who wanted to build a racing Mk7. I did so, and when the car was finished I raced it a few times to shake it down.

It was then raced by the owner and a co-driver in the 45-min HRDC events as well as appearing at the Goodwood Revival several times.

In 2010 the co-driver couldn't turn out any more so I was offered his seat. I raced with the owner for the next five years before his son took my place. It was a new and welcome experience not having to do anything to the car except just drive it. We even had a mechanic in attendance. He also owned a racing XK150 which I got to drive occasionally.

In 2016 we emigrated to Australia to join our two kids near Melbourne. For the first year we did house-sits, so acquiring a classic car was out of the question - or so I told myself. At our first house-sit, the next door neighbour owned a Jaguar specialist garage, and the old bloke across the road had two old Jags - a Mk1 and a Mk8 - under his house! He offered them to me for nothing but I couldn't take them as I had no garage of my own to work on them. I did succumb to temptation however when the Spiteris offered me a usable Mk7 at a good price. I garaged it at my son's house nearby. I was surprised to find that the Spiteris also own a racing Mk7.

We took on a 6-month house-sit near Brisbane and took the Mk7 up there. While there I drove it to a classic car show and parked beside two other Mk7's, one of which was a racer. The owner wanted to sell it and, before I could stop myself, I bought it. I then had two Mk7's and still no house.

I drove my original Mk7 to Morgan Park to watch some classic racing and was offered a place in the lunch time track parade. I had always wanted to try a bog-standard Mk7 on a race track so I made sure I was the last car in the procession. I hung back for half a lap then floored it, overtaking car after car for three fast laps with the cross-plies shrieking non-stop until I came up to the tight bunch behind the pace car. The spectators loved it and the officials didn't seem to mind, which would not have been the case in the UK!

in the racer. It went well enough but consumed gallons of oil and water, leaving an embarrassing vapor trail behind it and generating complaints from my fellow competitors as well as the race officials. The water use was stopped completely by adding some Oz equivalent of Bars Leaks but I was stuck with the oil burning so, after a few more events, I retired the car to await the completion of the 3.8 engine I am building for it. I will then put it up for sale and will modify the other Mk7 just enough to do track days with it - brakes and suspension mainly.

At my age one Mk7 is enough to look after!

A Trip Back in Time - Templestowe Hillclimb

Since becoming a part of the historic racing scene, I've heard many a story about various tracks that perhaps were 'the ones that got away'. The likes of Hume Weir, Catalina Park and Oran Park are thrown into the mix quite a bit, but there is always one that no matter what, without fail, will always become an opportunity to reminisce. Templestowe Hillclimb. I've always been envious of those that have driven it in anger, but with the same token very grateful to have heard so many stories about it from someone who knew the track like the back of his hand, and had great success over the years there. Derek Smith, my grandfather, loved that track, and would take any opportunity to drive there, in any car he could. His forte though, was fighting for every possible tenth of a second in his Monaco HS6 open wheeler.

A few weeks ago, before the COVID-19 beast let loose on us for a fifth time, Derek and I drove up to the old site for me to see what it was all about, and Derek to take a trip down memory lane and remember tales from days gone by. And boy, was that a good choice. Taking the opportunity to clock up a few hours, we threw the L plates on Derek's famed Mitsubishi Outlander, a legend in its own lunchbox, which of course was the car I learnt everything in prior to my first few drives in the Vee. About an hour and a half from my house, Derek and I settled in for a nice cruise and a journey back in time, with plenty of stories about the track we were on the way to see. The track had a lot to live up to, and to say it succeeded to live up to them would be a huge understatement. Of course, having been built into a housing estate years



Before the end of that house-sit we bought a place of our own with a double garage near Melbourne, so I had somewhere to put the two cars when they were transported back from Brisbane.

The racer wasn't running too well. The owner had recently fitted a new engine with hotter cams but hadn't managed to get it dialled in on a rolling road as he had been very busy moving house. I did one race and found the performance to be rather flat. It was also burning a lot of oil. I took the head off and discovered that the nice new bores were all scored vertically as if the rings had all broken.

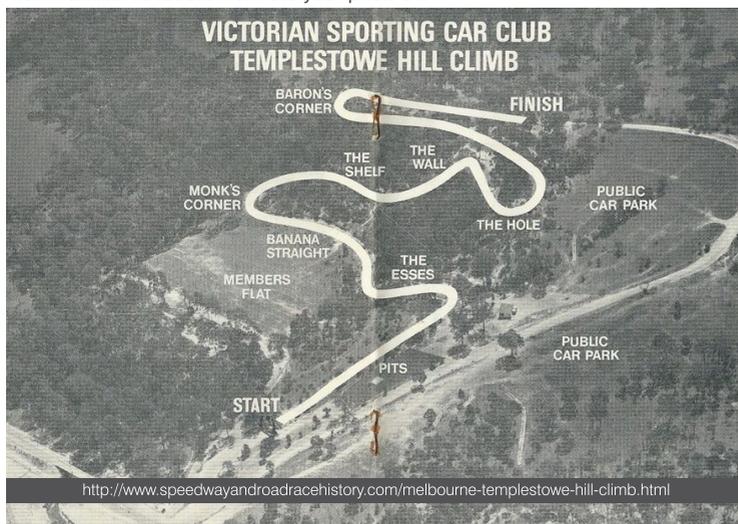
I then met the proverbial bloke in the pub who offered me a free scrap XJ6 with a supposedly good engine. The compressions seemed reasonable so I removed the engine and stuck it

ago, there's only certain parts of the track still there, but more than both Derek and myself had expected for sure. Everything before The Hole was there, however the start line straightaway was no longer, so the Esses was where we began our trek.

From the outset, I could vividly visualize what Derek had spoken so passionately about for years. I could picture the Monaco sliding it's way through Banana Straight, Derek holding his breath going hell for leather on the run up The Wall, in which the sheer incline is only to be fully understood and appreciated if you see it in the flesh, and cooling off on the drive down the return road with a grin from ear to ear, knowing that his PB was only but a second off Alan Hamilton's record from the year prior. On



BWA race car with group K log book & Certificate of Description. Grand Prix history, including 1953 Albert Park (sure to get invited to AGP 2223 historic demonstrations), being



70th anniversary of 1953 AGP. Fully restored in late 1990s maintained regardless of cost. Holder of many class records in 1950s. Plenty of spares including engine. Google BWA racing car for more information.

Haggling starts at \$100000.00 Ron Townley 0418 999 576

Pic above: Alf Barrett racing and sharing brother Gibs BWA, in the early laps of the

the walk up, Derek remarked that he was glad that he knew he wasn't exaggerating certain elements of the track, and I agreed, and even argued that his stories underplayed the place. Seeing the old track was something I've wanted to tick off the bucket list for years, and to experience it by the side of someone, who in my eyes, has always been someone I've aspired to be like as a racer, is something that will be sure to never be forgotten!

Josh Lowing

CLASSIFIEDS

4 x 205/13 Toyo R888 R Spec tyres (new unused) \$500 Phillip Chapman 0434 666 864

1953 Australian Grand Prix at Albert Park. The car was a fusion of MG TC Chassis, Lancia front end and steering box, Lancia wheels, brakes and 1935 Chev truck driveshafts powered by a 1.5 litre supercharged Meadows 4 cylinder engine from a Frazer Nash! (Primitipo)

Lotus Twin Cam Cylinder Head.

Prepared by John McCoy in the U.S. CNC machined ports. The valve guides have been removed to facilitate this process. New intake valve seats have been fitted to suit racing vales and McCoy high lift cams. Cam caps and studs included. No cams, valves, springs or retainers. \$3000. Please contact Richard Mann on richard.mann047@gmail.com or 0419 565 959.

Miller Ford 1935

Replica built Indianapolis Race Car. Flathead V8 stroker engine. Car was built in 1997 in Aust from dimensionally correct drawings obtained from USA. Has VSCC and AASA book. Ready to run for fun. Selling to concentrate on the Mighty Customline. We have successfully concluded the negotiations for this car and priced for you to buy @ \$ 19,999.99
Thanks, Derek McLaughlan



For Sale 1960 Cooper Climax F1 2.5

Lowline T53 Colotti 5spd 58mm Weber's Restored by Ray Gibbs and re-commissioned by Keith Sparkes has f/glass nose cone and engine cover FIA removable roll bar by Borland Racing \$140k. Barrie Read Park Orchards 0400 054 358 readworks@bigpond.com



Auto Action's Commitment To Historic Racing & The History Of Australian Motor Racing

Keep an eye on Auto Action, the publisher Bruce Williams has been a long time supporter of the VHRP and has made a bigger commitment to the coverage of the historic racing scene as well as giving historic articles a run in every issue, and a column every other issue.

In the current issue I've a feature on the Racing

Massolas (some of you will remember Silvio), the last issue was on the Cheetah Mk6, the one before that was Frank Gardner's Brabham BT11A Maserati with a Mark Fogarty piece on Spencer Martin.

Please buy it as it is the last of our regular motorsport publications and it is a fantastic read as apart from the historic material there is plenty on all current categories local and international...

Mark Bisset

29th
Historic
The Thunder Returns

November 5-7th 2021
Enquiries 0402 224 133 www.vhrr.com

sandown

Hosted by Terragriffis 0410 874 299 - Images Courtesy Chris Carter & Neil Hammond

ROB ROY
Victor of the 19th Victorian and Australian National Championship 1926
Clarendon Road, Christmas Hills, Melboree rd 265 63

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2021

Round 1 2nd May
promoted by the
VICTORIAN HISTORIC RACING REGISTER
Entry Forms vhrr.com.au
Event Enquiries Mike Barker 0407 825 545
Entry Enquiries John Kelso 0417 398 606

Round 2 15th August
promoted by the
VINTAGE SPORTS CAR CLUB OF VICTORIA
Entry Forms vintageportscarclub.org.au
Event Enquiries Daniel Zampatti BH 9335 4666
Entry Enquiries Mark Burns 0417 002 892

Round 3 31st October
promoted by the
M.G. CAR CLUB VICTORIA
Entry Forms robroyhillclimb.com.au
Event Enquiries Wayne Rushon 0412 339 934
Entry Enquiries John Kelso 0417 398 606

OFFICIAL TIMED RUNS COMMENCE 9AM
SUBJECT TO COVID RESTRICTIONS, FULL CATEGORIES MAY BE AVAILABLE AT EVENTS
Please check robroyhillclimb.com.au

V H R R 5 0 t h A N N I V E R S A R Y

NEW DATE
Sat 4th September

50th

ANNIVERSARY
VICTORIAN HISTORIC RACING REGISTER

The Victorian Historic Racing Register
50th Anniversary Dinner at
The Manningham 1 Thompsons Rd 1 Thompsons Rd, Bulleen VIC 3105
6.30pm - to be seated by 7.00pm 4th September 2021
\$60.00 per head. All welcome.

Special Guest Appearance
Australia's Favourite Tenor - Roy Best

Bookings - see enclosed booking form
or contact Geoff Kelly 03 8774 4154

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NEW DATE

WINTON FESTIVAL OF

SPEED

17-18-19 September 2021



Enquiries: Peter Donald 0412 264 997