



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 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

June	22nd	MGM.....	0458 882 304
July	17th	VHRR 50th Anniversary Dinner - Manningham	03 8774 4154
August	6-7-8th	Winton Festival of Speed.....	0412 264 997
August	15th	Vintage Rob Roy.....	0412 339 934
August	24th	MGM.....	0458 882 304
September	11th-12th	All Historic - Pheasant Wood Circuit	jscl.2996@gmail.com
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

Notice to all Members

As some of you may be aware the rules regarding QR codes are changing, with the changeover date being 28 May 2021. From that date forward it will be compulsory for clubs such as ours to register with the Victorian State Govt and be allocated an exclusive QR Code.

That registration has now taken place, and the next time you attend at the Box Hill clubrooms you will be required to register via the QR Code which will be prominently displayed within the premises.

To comply with the Govt rules, a committee member will act as a Covid Marshall at General meetings to ensure compliance in registering your attendance.

In the event that you do not have a phone capable of reading a QR Code, you will be required to sign in via a prescribed "Visitor and Patron Contacts Log" manually upon entry.

CHECK-IN NOW

Victorian Historic Racing...



Unable to scan? Download the Service Victoria app and use code:

EHX 6YG

Learn more at service.vic.gov.au/check-in

Victoria is a proud member of the Victorian Government's Digital Transformation Strategy. We are committed to providing a seamless digital experience for our citizens and businesses. This QR code is a key element of our digital transformation strategy. For more information, please contact the Victorian Government's Digital Transformation Strategy Unit.



A sample of the VHRH QR Code for your information. Thank you in anticipation of your co-operation.

Royce windscreen.

Was made in 1934 from the spare parts listed above, 4 cylinders. Engine capacity is 1496cc.

Cameron MacMillan and Rob Rowe were given the Roadmaster midget speedcar in 1976 by a beaut bloke named Tony Toohey, from Joadja in the southern highlands.

The Roadmaster is the oldest midget speedcar in Australia and was built for Bill Allen, the man that introduced midget speedcar racing to the southern hemisphere.

The first Midget speedcar season started at Olympic Park in Melbourne on 15th December 1934: Bill Allen and the Roadmaster were there."



The Mighty Roadmaster, built in 1934, made its first appearance for a while at this year's Austin 7 Club annual Historic Winton. It was driven by Repco employee and VHRH member Abby Wingett and I've included below her description of the car and a little of its history. As you'll see most of the components date back over 100 years though it was constructed and first used in 1934.

Abby's description of the Roadmaster follows:-

"The Mighty Roadmaster - 1909 Model T Ford chassis that has been cut down. It runs a 1923 Alvis engine, with direct drive and no gearbox, the body is all hand built and is running a Rolls

What an interesting car, and how fabulous it was to see it again at Winton! And consider this; the first time 20 year old Abby had seen the car, let alone sat in it was at Winton, a track she had driven around only briefly in a Mini. What Abby failed to mention in her description was that apart from having only one gear it has only rear brakes actuated by an external lever. The clutch also by an external lever, and the only "pedal" is the accelerator. And, though not entirely exceptional in early historic cars, the fuel has to be pumped to get pressure via a hand pump on

the left. Also for easy access the steering wheel is removable! (As per current F1!).

Yet Abby not only managed all of this in practice and in the 3 regularity events but passed a few of the slower cars in the process!

What an amazing example to set and an inspiration for the VHRR and other state historic racing clubs to encourage more young competitors into the sport.

Abby's uncle, Jason Wingett, races the Repco Holden JR1 and is a member of the HSRCA.

Nigel Tait

Historic Winton 2021 - Realising My Dream

In Motorsport, you're always lead to feel that hunger for better results. In Historics especially, it's widely known that results aren't everything, but still, you'd be lying if you said a good result here and there to mark your progress wasn't satisfying! After this year's instalment of the Phillip Island Classic, my first race weekend, I came away with that same hunger, knowing I could push myself more, which is a huge positive for me, because personally, I thrive off trying to push to that level that I know myself and the car are capable of.

This year's Historic Winton was a party mix of feelings that no matter how hard you try, you'll never be able to explain. After a very, very early wake on the Friday morning, we made the three hour trek to Winton Motor Raceway for the beginning of what would be a mega weekend. Having entered for Friday Practice, I came into the day with an incentive to learn a layout of Winton that I'd never driven on previously, dust off the cobwebs, and get a rough gauge as to where I was in terms of confidence and pace, and how hard I could push the mighty Daveric Formula Vee in Qualifying come Saturday morning. As far as I was concerned, all boxes were ticked at the completion of the day. I love the short circuit layout of Winton, it's one of those tracks where there's always something to keep you busy, be it a gear change, an apex to hunt, or a car to try and pass, you are never left bored or without a challenge. Momentum and keeping the car flowing is absolutely vital, which is the essence of Formula Vees, hence why, and I believe I speak on behalf of many in the category, our class just loves coming back year on year. The track was in fantastic condition on the Friday, the car was on rails, so I was confident coming into the official proceedings that there was a huge opportunity to throw

everything at piecing together a fast lap.

Come Saturday morning, the track was gripped up for Qualifying, and from the outset I knew that confidence that had rolled over from the Friday was still there, so as soon as there was a clear gap in traffic, I threw absolutely everything at trying to get the Vee as far up the grid as possible. My fast lap, other than a rather hairy moment on the exit of Turn 2, was as clean as I could've hoped, and at the end of the session I couldn't wait to jump onto Natsoft and check how we'd fared out of the 15 or so Vees that took part in Qualifying. Scrolling through the list, I focused on the roundabout area we were at the Island, and after scanning and not finding my name anywhere on the bottom half of the list, my eyes were drawn closer and closer to the top, and this was one of those 'surely not' moments, where you look next to P2 in class and see your name. I couldn't contain the excitement, and probably ran a cross country length to get rid of all that adrenaline that hadn't worn off, and that wouldn't for quite some time! Just a quick note, to complete a grid at this meeting, Vees were classed together with Group M & O, which of course were light years ahead at the front off the field, so to be P9 overall was very encouraging, but the main focus wasn't outright for us, it was for class results.

The first race of the weekend was by far and away the most hyped up I've been on adrenaline in my life. Starting P2, there was a lot of pressure to stay there, but if we could get a gap on the Vees early on, I knew we were capable of contending for that elusive first podium. After a great start off the line, Max Bonney, who would go on in fantastic fashion to claim P1 all weekend, and I got ahead of the field by the end of Lap 1, but as Max started to run away, I realised all I needed to do was put a string of consistent laps together, which is where having experience in Regularity comes into handy! After getting into a rhythm, seeing that checkered flag drop knowing that the moment you'd dreamt of ever since starting out had arrived, all the emotions that had built up during the day were simply let out, and I'm not sure, but I reckon you'd have been able to see the smile through my helmet!

After having a night to sleep on that incredible day, I came into the final day of proceedings with a mindset that the weight was off my shoulders, but that didn't mean for a second that I wouldn't fight as hard as we did the day before to snatch

another podium or two. In all honesty, Sunday was the day where my race-craft was put more to the test than I've ever experienced before, so the results we got, P4 and P3 in Races 2 and 3 respectively, seemed so hard fought for, therefore I feel like although not as good result wise as the P2, felt just as satisfying. Race 2 saw me lose momentum early on, a small mistake that costs big, and although walking away with P4, I knew there was a possibility that if I hadn't have got caught up early that it most definitely could've been bettered. However, going 3 wide through the sweeper was something that cemented the respect other drivers in Vees have for those looking for a good race, which gained a new form of confidence coming into the final race. The final race for me was the highlight of the weekend. We walked away with P3 but to be entirely honest, I couldn't have cared if we were battling for last place, because the race I had with Dean Briggs in the Spectre especially was something that demonstrated why we go racing. Trading places all race long and crossing the line less than half a second behind was something that felt like my biggest achievement for the whole weekend, so a huge thank you to Dean for the truly mega battle all race long, I look forward to much the same racing come two months time at the Festival of Speed!

As always, a huge thank you to everyone involved, family and friends for the continued support, Conor Ryan for the continuation of such an incredible gesture, and of course the officials, who without we wouldn't get to go and do what we love the most, Historic Racing!

Josh Lowing

VHRR members motor racing author/ journalist David Hassall and property consultant/ memorabilia seller Stephen Stockdale competed in the Hi Tec Oils 6 hour Production car race at Bathurst last month.

Originally entered in last years race the event was postponed twice due to Covid and finally went ahead.

Racing a Toyota 86 GTS with fellow competitor Sydney based Graeme Heath the car qualified 50th on a 62 car grid. Just like the "old" Bathurst 500/1000 races,

The car had a remarkably smooth run and finished without a scratch after 6 hours of close racing.

Finishing position was 27th and 4th in class D.

After a lifetime of involvement with Motorsport David was determined to race at Bathurst to fulfill a long held dream and for Stephen his last Bathurst start was in the 1979 Hardie Ferodo 1000, a race famously won by Peter Brock with Jim Richards.

The 42 year gap intrigued the telecasters so much Channel 7 interviewed Stephen during the telecast and asked him about the differences in the track and the event between now and then.

Stephen Stockdale



The Norman Wilson Special

Winton just past saw the renaissance of the Norman Wilson Holden Special, also known as the "Laydown Special" after a hiatus of nearly exactly 60 years.



This was an innovative racing car conceived and built in Melbourne as the first "student engineer" project of a designer destined to be an heroic figure in Formula One engine design.

So understated was his ethos that he remained mostly unknown and certainly unsung until his brilliance was revealed during the restoration of

this car.

The car was built in a domestic garage with hand tools and an oxy/acetylene kit, nothing more, and was loosely based on the 1955 Mercedes GP and a combination of the Quirn Epperly Offenhauser car from the Indy 500.

It used the ubiquitous 138 Cu in Grey Holden engine, the Australian/Canadian copy of the



1938 German GM Opel Super Six but laid over to be 30 degrees from horizontal and with a special baffled sump weighing 26 pounds.

A close ratio "C" type Jaguar gearbox, an offset Holden rear end, Weber carburetors imported for the Maybach Special by Charlie Dean and large Italian drum brakes completed its specification.

Built between 1956 and 1958 its first event was at Fisherman's Bend in 1959.

It's design pre dated the Ralph Sach Nota Din

(1960) and the Allan Lowe Nalla Holden (1963) by years and its "A" frame and trailing arms rear control, the Lotus Cortina also by years.

Norman smacked the car in 1960 severely injuring himself and the subsequent reconstructive surgery of his face kept him away from competition for some time.

The car was repaired, albeit with a shorter nose and Norman had a couple more forays into competition before deciding he was better off at the drawing board than the steering wheel.

Through dealer Murray Richards the car was sold to Wayne Ford (the engine and carbs being returned to their owners, Repco Research) who had Brian Sampson build him an SU carbure engine.

Wayne removed the Italian drum brakes and wire wheels adding four wheel discs and 8" wide rims and a supercharger of his own design and manufacture, thus ending the pure, early, life of the car.

The subsequent re-build by Graeme Brown and Greg Smith is a saga for another day but suffice to say the "Laydown" is back and ready to be sorted for campaigning in Historic Racing!

Greg Smith

Two new trophies have recently come into the VHRR collection

The Gordon-Cope Williams Regularity Trophy which Gordon donated to the VHRR back in 2019 before his passing on the 6.8.2019.



Gordon was a wonderful supporter of the VHRR over many years, as well as supplying wines for our numerous functions. Gordon was a real motoring enthusiast, owner of some impressive cars over the years. One of his favourite cars was his Austin Healey which he sold to club member Shane O'Brien, it was fitting that Shane was the worthy winner of Gordon's Regularity trophy in 2020 driving the Austin Healey, just as a side note, Ian Tate drove the Healey to pass his CAMS licence evaluation some years ago.

Gordon very kindly invited the VHRR members to his winery in Romsey for a weekend of great fun, as Gordon was ever the wonderful host. The property which is situated at 160 Glenfern Road Romsey boasts a Royal Tennis Court, only one of 3 in the state, an English cricket field complete with a club pavilion and score board, some very nice luxurious accommodation and a well-stocked bar and dining facilities.

The winner of this trophy in 2021 is Andrew Stuchbery, a VHRR stalwart, driving the late Kay Whiteford MGB.



The second trophy is the Patrick Ryan Trophy for Group JK&L cars... A very interesting story is attached and written by Patrick's good friend Greg Smith. Thanks to Conor Ryan and family for the Patrick Ryan Trophy.

Best wishes to all, Cheers Simmo.

The Symbolism embedded in the "Patrick Ryan Trophy"

The base is made from Australian timbers for Patrick's love of this country.

They are Australian Blackwood and King Billy pine. They are re-cycled, the Blackwood from a wardrobe and King Billy from a linen press, Patrick never threw any thing out!

The colours are brown and cream, the MG factory racing colours and the base is an Octagon, the badge symbol of MG.

The timber is laminated, or layered if you will, to represen our trips to the Eiffel Tower Bakery where Patrick loved Tiramisu.

The title plate for the trophy takes up one facet of the octagon, the other seven supporting shields for the winners. The seven shields represent Patrick's original racing number before giving it up for Stirling Moss and the fact that he was founding member number 7 of the Victorian Historic Racing Register.

The supporting TC conrod indicates Patrick's trials and tribulations in trying to keep these components inside his engines.

The sectioned supercharger represents Patrick's life long love of forced induction and the extra slug represents a struggle against foreign bodies being injested into them.

This carries my toolmakers stamp of an elephant to show my input Into his trophy but also represents his most recalcitrant bus, the "White Elephant" The rotors and slug within the housing make the sign of the cross for Patrick's faith and the figure 8 shape of the two rotors and the housing represent the infinity and endurance or the Holy Trinity.

For Patrick, a truly remarkable man,
Smithy

Penrite are in the process of moving the car collection of John and Margaret Dymond to a new home

The new location has been fully repurposed to accommodate the vehicles and will open to car clubs and invited guests in the coming months.

As this collection will showcase John and Margaret's passion for historic cars and motor racing, it will be separated from Penrite slightly and as such we are just wondering if anyone has any items that are too large or not relevant to their own collections that would like to donate to the new museum .

We seem to have a lot of historical Penrite pieces, however it is our intention to celebrate the vehicle and greater car community so we are chasing some pieces that highlight different car manufacturers and local tracks across Australia

If you have anything you think might be of interest please contact

Jarrold Harding - jharding@penriteoil.com.au
or 0417 469 077

Classifieds

Donington Auctions is proud to announce the 'Collectors' Motorcycles, Cars & Horse Drawn Carriages Auction featuring the Private Museum of Racing Driver Bryan Thomson'. The simulcast online-live auction will take place Sunday, 20th June 2021.

Bryan Thomson or 'Thommo' as he would become better known as, first started his career in motorsport on two-wheels in 1953 at the grass track race at Lemnos near Shepparton. His 4-wheeled racing exploits officially started in 1959 when he drove an Austin Healey 100-4 at the bygone dirt circuit at Barjarg. Bryan was also a founder of the Benalla Auto Club (BAC). In 1959 BAC needed to raise 30,000 pounds to seal the original 1-mile circuit and the club Secretary Bruce Watt asked for ten people to go as 3,000 pound (cost of two new Holdens) guarantors for the bank loan, and Bryan agreed to be one.

Bryan's motor racing career has spanned an amazing five decades from 1953 to 2007. Bryan has ridden and driven at speed anything worth racing. Between 1964 and 1990 Bryan competed in no less than nine Bathurst 500/1000 races. Bryan's racing stable has include the Molina Monza, Cooper-Climax T51, Elfin Mallala, Mini Cooper S, Jaguar E-Type, Ford Mustang, Camaro Trans Am, Alfa Romeo GTV, Torana Chev sports sedan, VW Chev, Torana L34, Mercedes 450 SLC Turbo, Supra Chev, Supra Turbo, Ford Sierra and a Chev Nova and Elfin MR8 F5000 in historic.

As fate would have it, in the style of the Australian movie classic 'The Castle', the

Thomson property and those of their neighbours has been earmarked for demolition under compulsory acquisition making way for the new North East Link in Bulleen. This has resulted in Bryan and his wife Loel's private museum closing and being deaccessioned. Loel was approached by the Shepparton Museum about donating her exceptional collection of vintage textiles and couture. The Museum, in turn built a new wing to house it so it would remain on permanent display. The display will open in August 2021.

Cars, motorcycles and motorsport memorabilia from Bryan's collection can be view at www.doningtonauctions.com.au

We're having a clean out - would any VHRR members would be interested in these videos

Goodwood Festival of Speed 1996

Goodwood Festival of Speed 2000

Motor Racing '60's style

Historic Sandown 1995

Cheers, Bill Cutler 0407 337 600

I have for sale a Ford 100E engine

equipped with a Willmet OHV head, an inlet manifold that could take a small twin choke sidedraft carb, an Aquaplane exhaust manifold and an external oil pump driven by a toothed belt. It is fitted up to a 100E gearbox and Laycock overdrive unit. It could be of use to an historic racer using a 100E engine.

Gordon Cowley, 0427 481 948

The Mighty Roadmaster Historic Winton 2012
Pic Neil Hammond (looks like Rob Rowe driving)



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
17th July 2021
\$60.00 per head. Numbers strictly limited.

Special Guest Appearance
Australia's Favourite Tenor - Roy Best

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