



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 - March 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

March	5-7th	Phillip Island Classic.....	0458 882 304
March	7th	Rob Roy Interclub Challenge Rd 1.....	0412 339 934
April	17-18th	Mallala.....	08 8271 5689
April	27th	MGM.....	0458 882 304
May	2nd	Historic Rob Roy.....	0412 339 934
May	21st-23rd	Historic Winton.....	0419 504 233
May	23rd	Rob Roy Interclub Challenge Rd 2.....	0412 339 934
June	22nd	MGM.....	0458 882 304
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
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

Committee Meetings 2021

January 18th	April 19th	July 19th	October 18th
February 15th	May 17th	August 23rd	November 15th
March tbc	June 21st	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 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

Hi all

We have received this information from the AOMC regarding proposed changes to vehicle standards operated under the Club Permit Scheme. We would appreciate all members who have a car on the CPS to have a look and make any comments to Chris Nelson at club.plates@vhrr.com as soon as possible. Chris needs to get our club response to VicRoads by March 5 2021.

Cheers, Leanne Newson

Hi fellow VHRR members.

These were the days of Paul Topping and myself taking the tram into the city from Balwyn, and then catching the Tramways bus down Lorimer St. to the track, we would wait at the gate to hitch a ride on someone's trailer to the pits, something that's probably not allowed today.

Here's some old Box Brownie "happy snaps" taken by me at Fishermans Bend in the late 50's



1. VHRR club member Paul Topping looking over Doug Whiteford's 300S Maserati. (Paul was my neighbour)

2. The Mk3 version of the Maybach.

3. The Ted Grey Tornado.

4. Len Lukey Cooper Climax.

Ron Simmonds

Vehicle Standards Information (VSIs) sheets for review and feedback

All vehicles in Victoria need to comply with specific standards to ensure that drivers and passengers are provided with a minimum level of safety. A modified vehicle must not be used on a road or road related area unless the modification has been approved by VicRoads or carried out in accordance with guidelines published by VicRoads. The Vehicle Standards Information (VSI) sheets provide this guidance by outlining vehicle standards and modification requirements for light vehicles.

The Department of Transport (DoT) has made updates to several VSIs. The updates directly support.

VSI 33 Guidelines for Modifications to Vehicles Operated Under Victoria's Club Permit Scheme.

Please send back via return email by COB Friday 5 March 2021.

Please note that the attached VSI is draft only and may change as a result of stakeholder feedback. All feedback received as part of the consultation process will be considered in the development of the final VSIs.

The AOMC is seeking input from member clubs and club members on VSI33

See also <https://www.vicroads.vic.gov.au/safety-and-road-rules/vehicle-safety/vehicle-standards-information>

Phillip Island Classic 2021 – Preview

The opportunity to live one's dream is something of a rarity. Since the get go for me, it's always been about cars. Spending hours upon hours in front of the TV watching Bathurst, going to racetracks, and watching in awe all day long hoping that one day, just one day, maybe my name would be on the side of one of those race cars. You get the picture. The past couple of years have seen us step by step, get ever so close to that dream, and I'm very pleased to be able to say that next weekend, that dream becomes a reality. Before I delve into too much detail about just how keen I am to get back to one of, if not the, most incredible stretches of tarmac, I think it's important I acknowledge each and every single individual who has contributed to getting me to this point. I can't name names, because there are simply too many people to fit into this article that have helped, but you know who you are, you're all absolute legends. The amount of support people are willing to throw behind a kid with a dare to dream is beyond the point of overwhelming, I can't thank you all enough.

So, Phillip Island, last year cemented what I'd always been told, once you drive around that track, there's no turning back. The cooldown lap in the last session for the weekend, I was covered from head to toe in goosebumps as I looked out to see Bass Straight, and the track itself is unlike anything else I've ever experienced. The smoothness, the speed, the elevation changes, and the Cape Barren geese are all big factors as to why Phillip Island is such an amazing place, well, minus the geese.

In all honesty, it's a pretty daunting place to get to line up for your first ever race, but frankly I couldn't be any more excited if I tried. With somewhere in the vicinity of 15 Formula Vees entered, I have no doubt the racing will be fantastic all weekend, and I can't wait to get back behind the wheel of Conor Ryan's mighty little Daveric.

And, with the current COVID-19 rules being eased, it'll be awesome to have some spectators on the sidelines too. Overall, I'm really looking forward to this year's instalment of the Island Classic as I'm sure all Historic racing fanatics are too. Keen to see you all there!

Josh Lowing

HARRY WHO? Part 5

Harry continued his involvement for a further 30 years. What follows in this final episode is a resume of some of his various activities. Not necessarily in date order. Harry had set world records on push bikes and motorcycles. He had also attempted to establish a world 24 hour car record in 1901 when he was setting up his other Warnambool activities. Using the Dunlop De-Dion and partnering W.J.Proctor the attempt failed when, after 9 hours and in a heavy and misty fog they crashed into a redgum post. Success followed in 1907, when Harry and H.L.Stevens drove a Darracq 777 miles (1243km) around the Western District of Victoria in 24 hours.

There were other unsuccessful attempts. On one Friday morning shortly after leaving Geelong "things" went wrong and the attempt cancelled. The next morning, With "things" sorted the attempt started again with Harry, C.B.Kellow and a "The Argus" rep on board. A puncture 5 miles out cost 25 minutes. The Argus reps report is very detailed and about driving, lights out in moonlight and about a spark plug failure, the excellent on board catering, radiator overheating, due to high speed and stong tail winds, the 45 minute repairs in Camperdown. Another puncture causing another 25 minutes delay, after that Harry decided they couldn't cover required miles in 105 minutes. Attempt over with only 536 miles covered.

It became fashionable to quickly drive between the two capitals, Melbourne and Sydney. The original record was granted to Captain Watt (The NSW Governor's Aide) in September 1907. He took 2 days 17 hours & 26 minutes to drive his little single cylinder de Dion- Bouton to Melbourne. The first to beat Captain Watt's time was Harry James and C.B.Kellow in a Talbot 15/26. They had planned to complete the journey in under 24 hours but took 25 hours & 40 minutes with temperatures hovering around 106 & 115 degrees F. During the night they lost over 90 minutes when they came across 8 locked railway gates that required, finding and waking the operators to open them.

Melbourne's first motor show in 1912 was another ACV event with Harry involved in the organizing. They wanted it "Licensed" and that legally required races. Two races with two starters around the Exhibition Buildings fountain were programmed. It happened.

Sydney born Mr. S.F. Edge went to England and in 1901 he drove a 50hp Napier in the Bennett Cup race from Paris to Bordeaux. In 1907 he set a 24 hour record at Brooklands, again in



Our first international and Australian-born racing driver S. F. Edge at the wheel of a 50 horsepower 1901 model Napier. He drove it in the Bennett Cup race of that year, from Paris to Bordeaux. It was the only British car in the event and did not finish. And most likely it was the first time an Australian competed in a top international race

a Napier. Mr. Edge's car was brought to Australia by Mr. Kellow who allowed Harry to use it. The order of happenings is not recorded but during some quick drives around Harry's Western District he had maintained

60mph over distances. He also tried for 70mph between Kilmore and the Pretty Sally hill. On that occasion he had a journalist passenger who was to monitor the oil level in the dashboard sight tubes and was also told "Don't fall out". Practice runs were made to locate the dirt road's hazards. Eventually they achieved 66mph between pot holes and puddles before returning to it's Hay Market garage. The car was only driven in top gear and returned 10mpg over the 80 miles travelled. The report by the journalist passenger makes interesting reading.

Harry's admin involvement is shown on the following old RACV (Became RACV after WWII) programs. - Greensbrough, Saturday October 6". 1923, - Malpas Hill-Mt. Ridley, Saturday October 4tr.1924, - Heidelberg, Saturday August 15'. 1925, - Terry's Hill, Belgrave, Saturday December 4th. 1926, - and on May 4th & 5th. 1928 a 24 hour 500 mile trial.

On another occasion Harry attempted to drive to Mount Kosciusko in the record holding Talbot loaned by Mr. Kellow. Harry had three female passengers "bit of a tight squeeze, one had her feet on the outside step". The situations, reported in great detail by Harry, experienced during this unofficial journey gives a good insight into early motoring, and includes them being swamped in a flooded river, the girls long wet walk for help, bogged requiring a bullock teams extraction, impassable snow and Hotel accommodation for the crew.

Another committee member of interest was Mr. Henry Sutton, (A Melbourne Music Seller) who had on 7th December 1898 lodged a 35 page patent application, number 15777 for a motor engine. It is believed that he did make at least two engines.

PS - *Lloyds best Sydney/Melbourne trip in a



CB Kellow fording a creek in a 7hp Talbot during the 1905 Dunlop Reliability contest from Sydney to Melbourne

GMH prototype. Left Smith's South Granville HO at 3.00pm, picked up hitch hiking soldier in Liverpool. Pit Stop at Wodonga. Next stop Victoria St Brunswick, happy soldier departed, and on to the Light Car Club by Midnight. Nine hours on the old highways NO Freeways.

Info sources — State library, National Archives Canberra, CLUBS —

VHRR, LCCA, RACY, VACC, CAMS & Motorlife (NSW) & BOOKS By - Bryan Hanrahan, Pedr Davis, Jim Sheppard & Bill Turkey.

Lloyd Shaw

TEMPLESTOWE Historic Trivia

The original Victorian Sporting Car Club's 1936 - 1952 minute book is being minded by the VHRR's library. Research has revealed that, 70 years ago, on the Labour Day Monday in 1951 the first hill climb on that grass surfaced venue was scheduled. Class winners would receive

tankards and the FTD an additional 5 guineas (10 dollars 50 cents) The VSCC members were advised, on May 16th 1950, that the club proposed to lease the Templestowe site from Mr Andrews for 5 years at 200 pounds per annum. Mr Andrews acceptance was announced on May 20th. A 500 pound budget was provided for the initial bulldozing works and on July 25th Mr Andrews was paid 163 pounds for work already completed. A further 800 pounds was to be paid at the completion of works with a further 150 pounds to be available after the first meeting. On September 5th a Mr Cox was appointed to finish the works using a man with horse drawn equipment at between 4 and 7 pounds per day. Construction expenses were supported by 7 club members who each loaned the club 50 pounds. Further 10 pound debentures became available.

Exactly one year after the first event and some further grading work a quote from Shell to seal the circuit was presented.

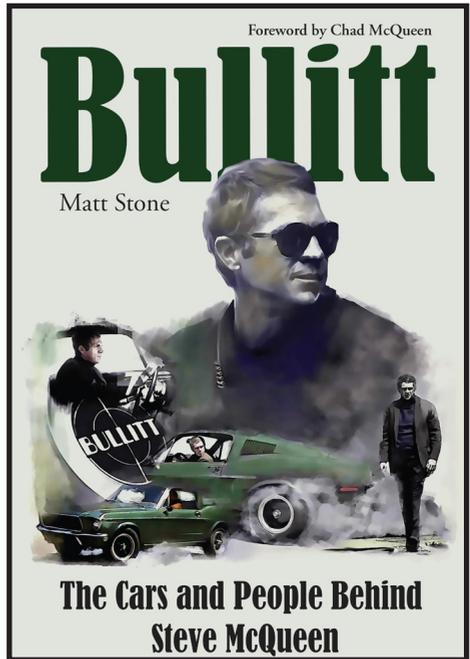
Seventy years ago in just 48 weeks land was leased and the circuit established and the first event competed. Could that happen in 2021? Lloyd Shaw

2021 "Bullitt" Book Review and Bullitt Movie backstories

Bullitt, The Cars and People Behind Steve McQueen

A great book can take readers on a journey. This newly released book, "Bullitt," can take you for a grand reunion, filled with special memories. Motorsports Journalist, Matt Stone, is the author of this unique book. Writer Stone was faced with the incredible task of sleuthing through past bits of fact vs. fiction, regarding the filming of the movie Bullitt. Matt had great support from the McQueen family, Estate, as well as Warner Bros. Inc.. Why the mysterious green VW in multiple scenes, which movie Mustang had a missing driver's side mirror, Mustang 559, and which was the "Hero/Beauty" car? This book goes far beyond special discovered facts and provides readers intricate filming details of the iconic "Bullitt" movie, still close to our hearts. Uniqueness of this book is that it adds sections presenting "other cars," surviving movie cars, Ford's Tribute Bullitt Edition cars and celebrating the legacy of Bullitt movie. Value added is the incredible "blow by blow," opps, "street by street" maps and intricate detailed coverage of the most legendary car chase scene in movies. Enlightening element is the comprehensive

"scene planning" of the April 1968, on site film shoot in San Francisco. It is hard for us, as fans of the movie, to visit San Francisco, without thinking of a downhill pass down Taylor. Author Matt presents investigative work in a manner that the reader feels the moments, vis a vis, good writing. Brought forward is



Steve's relentless focus for "real" scenes to take place, such as including real doctors for the hospital scene. Forget the popcorn...put on your turtleneck, "Persol" dark glasses and don't forget the Benrus Stainless Steel 3061, on the right hand please...ready for a good read, as Police Lieutenant Frank Bullitt. Multifaceted book provides the balance of the legendary movie and enduring legacy for worldwide fans of Steve McQueen. Photographs are introduced that have not been seen before to partner with significant new details uncovered. Author Stone captures the race car DNA threads of the Director UK Peter Yates (Club racer), Bill Hickman, Bud Ekins, Max Balchowsky, and of course Steve McQueen. Brilliant section on exactly how Steve McQueen focused on Director Yates for the movie and the underpinnings of their working together. We were hooked from the opening scenes, as the "Bullitt" movie brought forward challenging ethos, good and bad. Well

done, Matt, a book to buy. Maybe also a replay of the movie "Bullitt" with new Persol lens, after the book read.

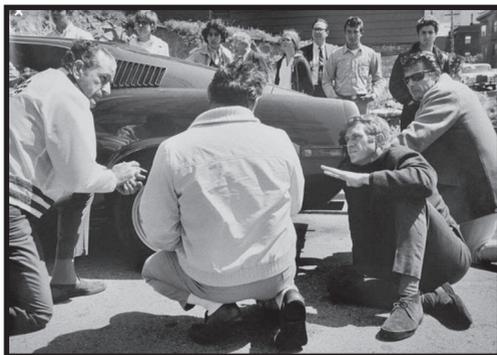
Book, "Bullitt" is now available on Amazon and at www.carttechbooks.com

Hardbound 192 pages, 306 color and B/W photographs, 7 X 10"

Backstories:

Matt Stone had asked for photographs and backstories of the filming of Bullitt. It is a pleasant surprise seeing the book being released.

I had provided a film interview for Skyplane Films, relating to the filming of the Bullitt movie. Director Ken Horstmann is doing a five-part series documentary film titled, "Little Pieces." The focus of his film is the "Bullitt Movie" and beyond. I provided backstories, photographs, and Stunt Car work information for the Bullitt movie. Max Balchowsky was a good friend and builder of the 1959 Old Yeller II Buick Special we race. His best friend was legendary Stunt Car Director, Carey Loftin. I bought a 1968 GT America green



Carey Loftin and backside of Max Balchowsky

Bizzarini from Carey as he had two Bizzarinis at one time (no, did I really sell that one?). It is noted that a green Bizzarini appears in the Bullitt movie, early Parking garage scene. Max was to be the West Coast Bizzarini Dealer and have a photograph of Carey and Max in Las Vegas for the introduction of the Iso and Bizzarini cars. Max and Carey were the most respected duo and "go to" team for any movie stunt car work. Their tandem team efforts included movies such as "Road Racers," "Redline 7000," "Fireball 500," "Mad Mad World," "Love Bug," and "Viva Las Vegas," among others. Bill Hickman (driver of Charger) and Carey Loftin worked with James Dean and they walked the precarious fine line with Steve McQueen, He wanted to do the stunts. Steve and James Dean were of similar fabric and comparisons could be made. Carey Loftin the Stunt Director for the movie, showed

Steve "Rushes" (raw footage) to show him a race car driver does not necessarily know how to slide a car around ordinary street corners. Steve McQueen did not do all of the stunts for the movie. Being a long time friend of Max (Stunt Prep Co-coordinator for Bullitt Movie), I had many a late night coffee times with Max. He would use Duz aircraft fasteners for his early Old Yeller Race Cars. The Old Yeller IV was a body off, motor and chassis with platforms for a front and rear camera in the "Love Bug" movie. Max build the special camera car for Bullitt movie using a stripped down Corvette, which provided the incredible "live action" film chase not to be matched. For the final scene where the Charger and Mustang "scrape paint" together going side by side... after the "quick release," the Charger was to go straight, as Max changed to camber to not wander. In spite of the effort, the Charger missed the Gas Station, but the editing room adjusted enough to pass. Max strengthened the shock towers, adjusted spring rate, torsion settings, and adjusted the leaf springs. Fortunately, Max was well known and was able to do some overnight repairs with his SFO network. The story I heard many times was how before the filming was complete... on a weekend, they took two movie cars for an SCCA race in Northern California. He always had a mischievous grin and said, "Boy, we could have caught hell, if they found out." Prior to the filming, Steve and Max went to Cotati Raceway to test out the movie cars. I once took Max Balchowsky to the Los Angeles Shelby American Automobile Club meeting to discuss the filming of the Bullitt movie, priceless. One member asked Max why the gear shifting in one sequence did not match. It was after racing the Old Yeller Race Cars that Max linked with Carey to form the most effective legendary respected team for movie car stunts. Max had to find cars for the movie shoots. For movies such as Love Bug and Viva Las Vegas, the cars are virtually Max's "customer cars," with a number put on the sides. To that effect, our Shelby Cobra CSX 2203 was in Love Bug and the Old Yeller II is in Viva Las Vegas.

It just never gets old, the "Kurosawa" touch, glances back and forth through the windshield or mirror, no dialogue...then the tight shot and the click of the seatbelt... chase on. I cherish the Max autographed Bullitt movie VHS. Thanks Max and Carey Loftin, for giving us the "ride of our lives" in the "Bullitt" movie.

Ernie Nagamatsu.

Cooldrive Team's Stunning Debut

Front row of the grid, vying for a podium and not a foot wrong all day until it all ended in tears 5 laps from the finish. Bad luck guys, but a great effort anyway, and especially Tim B's genuine kind and philosophical attitude to getting the car fixed.



Classifieds

For Sale

1980 Ford F350 Banana Back.

Perfect race car Hauler, dual fuel, 351 Cleveland, with working winch fitted and ramps. Able to be put on club registration. Runs and drives, just needs some work done to the brakes and diff needs repair. Able to tow a car behind as well. 10k. Contact Conor Ryan on 0459 490 108 or conor-ryan7@live.com.au



For Sale Lotus Twin Cam cylinder head, prepared by John McCoy of Omnitech Engineering. \$3800

Richard Mann Ph : 0419 565 959 Melbourne

1955 Ausca TR Sports Car

Constructed in 1955 with a Paul England created, Maserati styled body, this Ausca was built on a Triumph TR3 chassis and engine. This well-known historic racing car was previously owned and campaigned by founding VHRR members including;

John Lawton, Murray Richards, Roger James, Peter Cowen and John Caffin.

This versatile car has been very well maintained and can be re-registered on CH Plates (as John Caffin had) or be used as a fun and competitive historic racing car in Group Lb.

The car comes with it's CAMS logbook and CoD. A wonderfully attractive sports cars that is ready to enjoy.

Robbie Richards 0419 393 932

\$58,000



Brabham BT29 - 44 (1970)

Group O and Q logbook. Regular competitor



past 20 years in Australia. Ex USA SCCA early 70's. Fresh Lerner engine and overall decent condition but needing some attention before taking to the track. Happy to negotiate a fair price to see it continue to compete.

Robert McConville 0407 799 645

ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1938
Clintons Road, Christmas Hills Melway ref 265 49



Instigated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs.

Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship.

Classes cater for all types of vehicles from road registered to hill climb specials.

DATES MAY BE SUBJECT TO CHANGE, PLEASE CHECK ROBROYHILLCLIMB.COM.AU

ROUND 1 7 MARCH
ROUND 2 23 MAY
ROUND 3 3 OCTOBER

PLACINGS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points
ATTENDANCE - 1 point per competitor

promoted by the

M.G. CAR CLUB VICTORIA

Entry Forms robroyhillclimb.com.au

Event Enquiries Wayne Rushton 0412 339 934

Entry Enquiries John Kelso 0417 398 606

ADMISSION: SINGLE ENTRY \$10 OR \$20 PER CAR
OFFICIAL TIMED RUNS COMMENCE 9AM

SUBJECT TO COVID RESTRICTIONS,
FULL CATERING MAY BE AVAILABLE AT EVENTS
Please check robroyhillclimb.com.au



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SPEED**
6-7-8 AUGUST 2021

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ENTRIES AVAILABLE FROM MAY 2021

image courtesy Chris Carter



A Member Club of VIC

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