



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 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

October	3rd	Rob Roy Interclub Challenge Rd 3.....	0412 339 934
October	31st	30th Historic & Classic Rob Roy	0412 339 934
November	5-7th	Historic Sandown	0402 224 133
November	28th	Rob Roy.....	0412 339 934
November	26th-28th	Geelong Revival - Postponed.....	03 5215 1181
December	17th	VHRR 50th Anniversary/Xmas Dinner - Manningham	03 8774 4154
2022			
February	22nd	AGM.....	0458 882 304
March	11th-13th	Phillip Island Classic.....	0458 882 304
August	6th-7th	Winton Festival of Speed.....	0412 264 997

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

Historic Sandown 5-7th November.

To All interested parties:

It has come to our attention that there is quite a bit of confusion/ misinformation circulating regarding the "Covid Vaccination" status for this event. Therefore please note that All persons seeking to attend the Sandown venue for this event must be double vaccinated, and will need to produce satisfactory evidence of such to gain entry. This is not optional, and there are no exceptions.

The above is a Direction of the Victorian State Government

VHRR Sandown Race Committee
25 September 2021

Unfortunately, no spectators will be permitted to this event. Competitors, Crew and Officials only.

Special Note Membership Secretary John d'Asques reports that somebody has made an anonymous payment into the VHRR bank account of \$222.00 which would be for a Full membership & Associate membership. If you are that person could you 'fess up to John so he can set the record straight:

vhrmemsec@netspace.net.au or 0448 147 427

Zoom MGM Tuesday Sept 28th

Good feedback from members and Tatey handled the show as if he'd never been away. Well done!...

"I thought last nights ZOOM club meeting went very well. The guest speaker, Jack Perkins was very interesting with his history of his Grandfather. I would like to see these continue and believe that even when we get back to the clubrooms we should look at live streaming of the meetings for members who are unable to attend in person. I have been involved in ZOOM club nights with a couple of other clubs and have even done trivia nights and a wine tasting on ZOOM. For more information on these sorts of activities, Michael Herlihy and Nev Butler should be able to help. David Bellenger"

"Excellent thank you. Cheers, Gordon (Hellston)"

"The Zoom meeting was enjoyable but no substitute for meeting in person. Regards, Shane Bowden"

"Really enjoyed it. This was the first VHRR meeting that I have "attended" since I joined the club many years ago. Being in the country does

limit attending meetings in person, so to be able to do it via Zoom was great. I thought Jack spoke well and his recall on the technical specs of the Perkins Commodores was outstanding. Cheers, Ken Price"

"I couldn't stay for long last night but I think the idea is great. I've never been to a vhr meeting because travelling to Melbourne is never practical. Online makes more members able to participate, particularly those of us in the bush. Well done. Regards Ritchie (Redpath)"

"I joined VHRR when I moved to Victoria at the end of 2019 and we have been mostly locked up since, so last night was my first chance to attend a meeting. Personally I think it is something that works and could be used in combination with club room meetings in the future. Jack did a great job to give an insight into his family with regard racing. I think even when we can attend in person to have a Zoom set-up for folks who don't live within a convenient distance to Melbourne would allow greater participation. This could be a way to involve more club members. For me, it was great. Thanks David (Whitehouse)"

"I'm a bit of a klutz when it comes to zoom meetings etc. and I do appreciate the amount of work the committee does for the rank and file members. Having said that, could I suggest that perhaps an interview type format with guest speakers be considered for future zoom meetings? Under normal conditions a speaker can see the audience and judge their response. It must be difficult for the speaker when this element is missing. In my humble opinion, this may be worthy of discussion. Thanks to all involved. Ray Lewis"

"My first zoom meeting & it's certainly better than no meeting at all. But it's no substitute for a real live stand around meeting with talking & socialising. Well done to whoever the moderator was though. Regards, Brian"

It was my first experience of Zoom and I thought it was very good, far better and easier than I anticipated. Jack Perkins presentation was very interesting and the meeting agenda went well so well done to everyone. Zoom has been very beneficial for the times but I look to our next meeting at the clubrooms and the social contact. Cheers Ian (Edgar).

Obviously there's one or two who could use a

few tips on getting the best from Zoom meetings and the best advice I could offer is to check out some of those multiple YouTube Videos on this. For example https://www.youtube.com/watch?v=9w3Y_9FLgc4

The Wednesday lunch group are currently meeting via ZOOM until we get freedoms back .

We will continue to do this at the moment and the get together is open to all members.

The format basically take the form of a talk about items of interest, we are planning to do a tell us about yourself segment and we can show any photos or videos for people to talk about.

I send a new ZOOM link out each Monday so if anyone would like to join the discussions, they can get in touch with me at david@bellenger.id.au and I will add them to the list.

Best regards, David Bellenger

VHRR Zoom MGM

There are many phrases I never expected to hear at a VHRR Meeting.... ever. But Tuesday at 8pm sharp, all those expectations were thrown forcefully out the window. The points of general business were constantly interrupted by 'you're on mute!', a saying I'm sure many of us have become used to over the past 18 months, however one I never thought I'd hear at a Monthly General Meeting.

However, I digress, the MGM was held in the fashion we've all become accustomed to recently, via a Zoom meeting, and I was glad to see around 50 member's faces, albeit through the screen on my computer, sitting in their lounge rooms, studies, kitchens, or bedrooms.

The settings differed, but I can safely say the similarity between near all attendees was a glass of red wine close by, and a keen ear to listen to the updates on the club's progress through what has been a very tough and trying time for all. We were very lucky to be greeted by special guest Jack Perkins, current Erebus Motorsport co driver and host of '7th Gear', an all things racing program aired on Channel 73, and of course son of 6-time Bathurst winner and Motorsport icon, Larry. Jack has enjoyed large amounts of success throughout his career thus far, including Supercars race wins, Bathurst podiums and plenty of success in junior categories, too. Jack spoke about his family's racing endeavours, from generations back there has always been racing in the Perkins family, to the book he, Larry

and the team at V8 Sleuth are releasing on all things Perkins Engineering, including previously unseen drawings, relics, and information from the Perkins Engineering catalogue.

Jack also covered the crucial driver fitness element in modern day Supercar racing, to some interesting back stories on Grandfather Eddie's racing career, and of course a subtle '7th Gear' plug!

After Jack finished his chat to the group, and the members had the opportunity to ask questions, several topics such as Sandown, the finances, general business points and membership were covered, including a couple of minor technical difficulties along the way, but for me at least, it was fantastic to hear some positive news in relation to the upcoming Historic Sandown meeting, which fingers crossed, is shaping up to be a terrific return to a trackside setting, so please folks, get your entries in and mark the 5-7th of November in your diaries! Overall, considering the circumstances, the Zoom MGM was a great substitute and fantastic opportunity to see many of the friendly faces from the Victorian Historic Racing Register! A huge thank you to all involved in organizing the meeting, and a big thanks also to Jack Perkins for his time. I hope everyone is continuing to stay safe and well through the restrictions and lockdowns we're currently faced with, I'm greatly looking forward to catching up with you all trackside in the near future!

Josh Lowing

9.45am 19.4.2022 meet at the Tea Rooms with the red roof on the right as you enter Yarragon. Street parking, or at the rear via Loch street.

After morning tea leave for lunch at Community Sports Club hotel 122-126 Little Johnson St Maffra. After lunch proceed to Gippsland Vehicle Collection, 1 Maffra-Sale Road.

Leave Maffra, proceed to Bairnsdale, stop at the Catholic church (high spire on the left) to view the stained glass & the ceiling painted by an Italian man in the 1930s.

Proceed to RSL Motel 221 Esplanade, Lakes Entrance for 6.30pm Dinner, Bed & Breakfast, 8.30am.

20.4.2022, leave the motel, turn left, then we will drive in & out of Lake Tyers for a quick look, and we will visit a working lime quarry at Nowa Nowa, then on to Bruthen pub for lunch.

After lunch take the Omeo Highway to Ensay. We will visit David & Jenny Coy's Winery & Vineyard on the right before you cross the Little River bridge.

Proceed to Swift Creek, turn left to Cassilis, go on to the T intersection turn right to Omeo, entering the town, turn right into the car park at the Golden Age Hotel

Dinner 6.30 pm bed, breakfast 8.30am.

21.4.2022, after breakfast turn right, travel to the Blue Duck Inn. En route we will park on the side of the road to view Omeo Valley. Leave the Blue Duck, return to Omeo, pass The Golden Age & head for The General Mount Hotham opposite the police station for lunch.

Leave Mount Hotham, head for Bright. Before Bright turn right to Tawonga South, turn left at the T intersection, turn left John Stanley's green roof house is 1st on right, park in the side road.

John Stanley is an Aussie marathon runner who has a fantastic International career. His Stoewer museum has interesting cars including Stoewer. In the 1800s Stoewer made typewriters & sewing machines, which are on display. A donation would be appreciated. Back over the Tawonga Gap to Bright . Proceed to Riverside Motel 69 Gavan Street. Bed & breakfast.

Dinner yet to be arranged. Friday enjoy Bright & the autumn leaves. The tour is finished, hope you enjoyed it

Be aware of the fuel gauge & maybe have 2 anti virus shots.

- RSL Lakes B&B \$133.00 double
- Golden Age B&B \$135.00 double
- Riverside B&B \$140.00 double

All cooked breakfasts. Book early, Accommodation is limited.

Pay as you go.

Ron Townley 0418 999 576

Old Cooper Stuff October 2020

Early days of "Thommo", and Australian motorsport of the period. By Stephen Dalton & the Mini Cooper Register.

Thanks to Bryan for this article. continued from last month....

This decision was also helped by the fact that the Monza had helped Thommo secure a

driver's contract from BP helping ease some of the sport's expenses upon his own pocket. There was also a slight precedent for Thommo in that he had been pondering a change to an open wheeler before any consideration of a Stillwell Cooper crossed his thought pattern. And for the best part of 60 years Bryan thought it was his secret! I simply asked one question (of ultimately many) preparing this feature... "In the September 1961 Warwick Farm race programme, Mike Kable references you as buying a Lotus 18 off the Geoghegans. Is that correct please?" And got this response... "Crikey!! Are there are no secrets left in this world? Mike Kable obviously had his ear to the



ground, as this episode has never surfaced before. I expect that he was very familiar with the Geoghegans, as they were the cream of the sport at the time.

I did in fact agree to buy Leo's 18 at the end of the 61 season and paid a holding deposit. I wanted to move up from the Monza and Formula Junior was entry level into Formula cars.

At the time I was contracted to BP, and received enough success payments/travelling allowance/fuel & oil product to allow me to race at state level. In discussions with BP's John Pryce, we decided that by purchasing Leo's Lotus 18, which was the current champion, I could move up to national level meetings, which attracted more sponsorship. Leo had told me that Lotus wanted him to campaign the Lotus 23 for 1962

and with the 18, I could be a winner!!

On the appointed Sat. in Dec, I was to pick up the car in Sydney and Adrian Ryan and I set off very early on the Fri. morning, arriving in Liverpool mid-afternoon. We walked, unannounced into the Geoghegan workshop to find a brand new Lotus 20 beside the 18! I was stunned, as with Leo in the works 20, I could no longer be a winner. This blew my budget out the window of course, so we had a long discussion and Leo explained that Lotus had proposed that he campaign both the 20 and the 23. As Lotus distributors, he said he could not refuse. However, considering that Lotus had changed the rules, he would return my deposit.

I drove on home, still dismayed that my plans were shattered and subsequently bought the T51.

Not all was lost tho'. Because I raced the T51 anywhere and everywhere, I was 2nd only to Bib with BP sponsorship earnings that year. Probably as good as I could have achieved with the Lotus."

So Lotus' loss was Cooper's gain, as Bryan explained that meant a trip back to the inner Melbourne suburb of Kew to buy Bib's 'other spare' T51 known by its chassis number F2 14 59. That one had been built by Aussie ex HWM/ David McKay Aston Martin race mechanic, Jim Roberts at Cooper's in Surbiton while being funded by Victa Consolidated Industries - the Aussie lawn mower people for racing driver & motoring journalist, David McKay. It was one of the classic 'there's the tube rack, build your own car' that helped many racers jump the queue. However the Victa/McKay relationship was a rather short one seeing the car purchased by Stillwell soon after it had been widely advertised by Victa in the likes of Feb 60 AMS & April 60 Modern Motor magazines. It was partly all in the timing as Bib bent his Cooper at Easter 1960 Bathurst meeting. So it was quicker to buy the Victa car while his other got fixed.

You can find period photos of the 'Victa' Cooper being built on Brian Darby's website... <http://aussieroadracing.homestead.com/VictaCooper.html>

Bryan made his debut in the Cooper at the second open race meeting to be run at Melbourne's new Calder circuit in February 1962 after he had sourced a suitable Coventry-Climax engine for

the rolling chassis as purchased from Bib. Two weeks after Calder he was taking part in the International meeting at the opening Sandown and getting quite intimate with the ex Aussie Miller 2.4 Climax PPF he had acquired (Miller had a Chevrolet V8 fitted to his Cooper for a record attempt). The PPF engine having been increased to 2.4litres, by Miller and John Youl Cooper engineer, Geoff Smedley in Australia's island state of Tasmania.

In Bryan's own words he described that Sandown to me as...

"This was a 'watershed' event in my career, to be in the same event as such luminaries was soul stirring. It was my second event in the ex Victa/Stillwell Type 51 Cooper (1st was 25/2/62 Calder, 3rd in Vic Trophy to Stillwell / Davo) Sandown was not an auspicious event in my "open wheeler" period, as the ex Aussie Miller Climax had a baffling problem all weekend with oil pressure. Strangely, the higher the revs, the lower the pressure!! Not the usual situation at all. We suspected cavitation in the oil system, and spent most of the lead up to the race with the Cooper in pieces instead of out learning about my new mount." The problem was later found to be a cracked main bearing web and those luminaries were of course drivers like Brabham, Moss, Salvadori, McLaren, Flockhart, Clark and the more established local drivers.

I made mention to Bryan that he had a mishap that day near the Dunlop Bridge that crossed the Sandown circuit as the cars entered the very fast front straight and although it could have been a sore point, this was his response...

"Your recollection of my issue at Dunlop Bridge is spot on. As I was lapped in the race by Stillwell / Salvadori / Davo, they flew past me



entering the causeway, and I thought "try harder Thommo". Sadly the Type 51 wasn't a Type 53 and I understeered badly and clipped the wall. I limped the Cooper under the Dunlop Bridge to a safe spot (I thought) only to have John Youl repeat my effort. Only he missed the wall and launched OVER the bridge to land 10 yards behind me!! John was thrown out of the car, and landed, looking up, straddling the wire fence. We all feared that his back would be broken at least. Thankfully, not so. Only compensation is that I was joined in retirement



by Aussie Miller, Ron Flockhart, Roy Salvadori and Bib Stillwell."

The Cooper T51 was quickly fixed up after the Sandown mishap and the Climax fault entrusted to Aviation Welding at Moorabbin airport and Shepparton engineer, Joe Carmody who devised a bearing cradle to help keep it together. The racing continued throughout 1962 with events at the local to home circuits of Winton, Hume Weir and even venturing further afield to Lowood for a Gold Star meeting in Queensland or a little closer, in events like Silverdale Hillclimb in NSW for a run at the 1962 Australian Hillclimb Championship meeting or Sydney's Warwick Farm.

In the down time between busy events schedule, Bryan had Bib Stillwell's mechanic, Gerry Barnard-Brown do some under seat chassis bracing and with some experience learnt on the supercharged Monza, Thommo had previously been running, a decision was made to fit a supercharger system to liven up the Coventry-

Climax FPF to make it more competitive against other competitors running 2.5 and 2.7 litre Climax FPF at the major meetings. In going the S/C path it made for a rather unique set up, in not just Australian Cooper folklore, but across the globe.

As Bryan wrote... "Having just graduated from the Molina Monza, which was supercharged, I was aware of the potential. After all, two of the best motorsport brains in Australia, Phil Irving and Charlie Dean had chosen this route to produce the most powerful "Grey" Holden (engine) of the era.

Even in 1961, a Roots blower was an expensive item, but with my "truck mechanic" experience I was aware that the current Commer TS3 was fitted with a possible unit? Sometimes, magic happens and our local wrecker had one on the shelf. Even better, he donated it to the cause! With Phil Irving's "Tuning for Speed" open at the supercharging chapter, we calculated the drive ratios to the blower to achieve 10 lbs of boost, which would hopefully produce 300 HP. Calling up my m'cycle experience, we fitted a Norton ES2 primary chain damper to the nose of

the crank with chain drive to the blower. This allowed for various sprocket combinations to achieve the desired boost. Machining up all the components was undertaken by brilliant local engineer, Joe Carmody who had previously engineered the main bearing cradle for the FPF. Having assembled the hardware, I arranged for tuning and testing at Jack Wilson's dyno in Moorabbin. Day 1 was set up and initial power runs that were disappointing. Jack surmised that we had too much cam timing, as the dyno room was dripping with unburnt fuel. A call was made to Eddie Thomas and the cams were re profiled overnight! (try that today!!). Day 2 was rewarding tho', and at midday Jack said "there's your 300 Thommo, take it home before it's all over the floor!!" Sadly, the engine was great, but despite the best efforts from (gearbox specialist) Peter Hollinger, the "Cooper Knight" (ex Citroen) g'box wasn't up to the increased torque."

Stephen Dalton

CLASSIFIEDS

Subaru based Clubman race car package, complete with dual axel 3T trailer, trailer has NSW rego, spare long and short motors (both EA81 engine type), spare gearbox, two sets of 15" rims with tyres, a set of 16" rims and tyres, plus 4x Toyo Proxie 15" tyres. Has been fully stripped down and rebuilt since I took possession of it 3 years ago, formerly raced in Formula Libre under QLD CAMS. Roll cage with CAMS compliance tag, race belts and extinguisher included.

Upgrades we completed included:

- Extended rear roll cage
- Upgraded fuel pump
- New brake master cylinder bore
- Clean and reseal fuel tank
- Installation of a full flow (diesel style) fuel filter
- Weber 32/36 carbie
- Electronic distributor
- Adjustable front and rear anti roll bars
- Body reskin - new nose, side fenders, tail and respray
- Steering quickner



Runs and drives nicely, would need only pressure, fluid checks and a wash to be ready to hit the track. Is around a 1:15 - 1:20s car at Wakefield, which makes it competitive in the open wheeler class and as least as fast as a Formula Vee.

Selling to make room for the next project.

Contact Chris Boys 0419 206 450.

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

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



New 44T water pump drive gear made from 7075 T6 aluminium \$85.00

New steel 34T crankshaft gear \$175.00

New Ford Kent/ Lotus TC/ Cosworth BD heat treated 4340 billet steel crankshaft. Cosworth style counterweights and hollow standard width crankpin, with 12 bolt flange. \$2385.00

Lotus TC dry sump cam cover with Hart breather \$395.00

Formula Ford Weber DG 32/36 carburettor reconditioned \$275.00

New Lotus TC front cover with removable water pump \$1150.00

Wayne 0419 545 339



29th
Historic
The Thunder Returns

SHELBY G.T.350

sandown

Celebrating 60 years of the E-Type Jaguar
November 5-7th 2021
Enquiries 0402 224 133 www.vhrr.com

Postcard By Photograph: 0419 874 299 - Images Courtesy Chris Carter & Neil Hammond

Mc Car Club Venue of the First Victorian & Australian Hillclimb Championship - 1938 Clonross Road Christmas Hills

30th Anniversary

ROB ROY HISTORIC & CLASSIC HILLCLIMB
28 NOV 2021

INCORPORATING THE ANNUAL VSCC VINTAGE EVENT
SHOWCASING A VARIETY OF CLASSIC VEHICLES

Competition Commences 9.30am
Competition Entries available at Motorsport Australia Entry System or manually via robroyhillclimb.com.au

Full catering provided by Pantom Hill CFA who will receive all catering proceeds

Admission - Single Entry \$10 or \$20 Full Car
General Enquiries
Event Director - Wayne Rushion 0412 339 934
Competition - John Kelso 0417 368 036

PHILLIP ISLAND
Classic
FESTIVAL OF MOTORSPORT

March 11-13 2022

NEW DATE
Friday 17th December

50th ANNIVERSARY
VICTORIAN HISTORIC RACING REGISTER

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

Special Guest Appearance
Australia's Favourite Tenor - Roy Best

Bookings - Geoff Kelly 03 8774 4154

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