



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 - September 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

September	11th-12th	All Historic - Pheasant Wood Circuitjscl.2996@gmail.com
September	17th-19th	Winton Festival of Speed - Cancelled0412 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 Roy0412 339 934
November	5-7th	Historic Sandown0402 224 133
November	26th-28th	Geelong Revival03 5215 1181
December	17th	VHRR 50th Anniversary/Xmas Dinner - Manningham03 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 16th	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

Notes from the Secretary

Club Membership extension and event dates for 2022 - important information

Membership for the 2021-22 year is due now. Your individual membership is important particularly if you enter events or have a car registered on the CPS. We understand that this year, like 2020, our club social events, meetings and racing activities have been very much curtailed.

In recognition of these difficult times, the committee have decided to extend all current 2021-22 memberships for an additional year. That is, if you renew this year, you will get two years of membership for the price of one. All current members will receive a 2021-22 membership card; and next year in July a new card for 2022-23.

Thanks to all members who have renewed. 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. By being a member of the VHRR you back a great club.

If you have not yet renewed, 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, on membership@vhrr.com

Dates for the Diary`

- Historic Sandown - November 5-7 2021
- Anniversary dinner/Christmas celebration - Friday December 17 2021
- AGM - Tuesday February 22 2022
- Phillip Island Classic - March 11-13 2022
- Winton Festival of Speed - August 6-7 2022

We hope to hold a Zoom General Meeting shortly - keep a lookout for details. Please note the Club Championship will be held over until 2022.

Cheers and take care
Leanne Newson
Secretary

Please be aware that in order to maintain the Red Plate scheme for members, this Club has various legal obligations to VicRoads under the current 2017 rules.

Those obligations, amongst others, include a requirement (of the Club) to Notify VicRoads within 7 days of becoming aware of any Club

member who has ceased to be a financial member of the Club (VHRR).

Member's, please be aware that the 7 days commences now and non-compliance by yourself may result in cancellation of your permit by VicRoads.

Club member Greg Marriner would like to draw your attention to a fundraising campaign He is involved in for the Peter McCallum Cancer Institute (see <https://unitetofightcancer.org.au>) The walking event takes place 14th to 23rd October. You may join the campaign yourself or sponsor Greg in his efforts If you wish to get in touch with Greg his email is greg.marriner@gmail.com

(See also attached info)

Rob Roy Events Update

In these very uncertain times communication is more important than ever.

Consequently, as the Club is the promoter of events at Rob Roy Historic Hillclimb, competitors and supporters need to be advised that it is currently our intention to conduct the following two scheduled events.

If as a competitor, you enter either event and circumstances change such that they cannot proceed full refunds will be made.

Supplementary Regulations for both events will be published in due course. Entry will be by the Motorsport Australia Entry System. Refer robroyhillclimb.com.au

Similarly, it is uncertain whether spectators will be allowed but we will follow instructions and keep you advised.

Interclub Challenge Round 3, on 3rd October. Now also round 7 of Vic hillclimb championship.

At a specially convened meeting of the Motorsport Australia Hillclimb Panel, on Thursday 26th August it was agreed that the previously cancelled Round 7 of the Victorian hillclimb championship will now be conducted at Rob Roy in conjunction with the Interclub event. This should make for a very exciting meeting.

This combined event is open to everyone one in the motorsport community but only log booked cars will be eligible to accrue Championship points.

30Th Anniversary Rob Roy Historic Hillclimb. 31st October.

Unfortunately, because of COVID restrictions, the

Vintage Sports Car Club was unable to proceed with their annual event on the 15th August. For years this has been a premier event for the more classic pre WW2 vehicles. As a consequence, it has been agreed that their event will now be incorporated into this event on the 31st .

It is hoped they will be able to conduct their famous Billy Cart Derby for juniors during the lunch break.

It is also planned that Ms Danielle Green MP, Secretary for sport representing Minister Ros Spence MP, will be a special guest to make a symbolic hand over of funding relevant to the recent government grant.

Although it is twenty nine years since the first Return to Rob Roy event in 1993, this is the thirtieth because two versions of the event were held in 1996. One in February which was the venue's traditional date for the meeting and another in November.

Thirty of these large events is a milestone for Rob Roy, the club and the numerous competitors, officials and spectators from the wider community that have supported the venue over these years.

It is worth noting our club has been conducting events at Rob Roy longer than the Light Car Club of Australia that founded the venue.

At these events we have always had special display vehicles like the famous Maybach, a selection of Peking to Paris vehicles, Type 35 Bugatti, Kleinig Hudson to name a few.

This year the intention is to have a time line of MGs through the ages. From an administrative perspective this is more manageable than liaising with outside entities should things not be able to proceed.

Members from other clubs attending as spectators are encouraged to attend in their classic vehicles and park in the reserved display area.

Keep in mind that the local Panton Hill CFA are responsible for the full catering and receive all profits from this. For event enquiries refer Wayne Rushton 0412 339 934

Old Cooper Stuff October 2020

Early days of "Thommo", and Australian motorsport of the period. By Steven Dalton.

Thanks to Bryan for this article.

In the week's following Stirling Moss's passing there was quite an outpouring of memories from interested online motor sport enthusiasts.

In the process Sydney-based enthusiast, John Ellacott sent me a photo he'd taken relating to the 1962 Sandown International with all the drivers gathered together as they were being introduced before the main race. As it turned out in John's group photo there was just one driver still with us after the mere 58 years - Bryan Thomson being that driver. Thommo was somewhat surprised when I brought the photo to his attention.



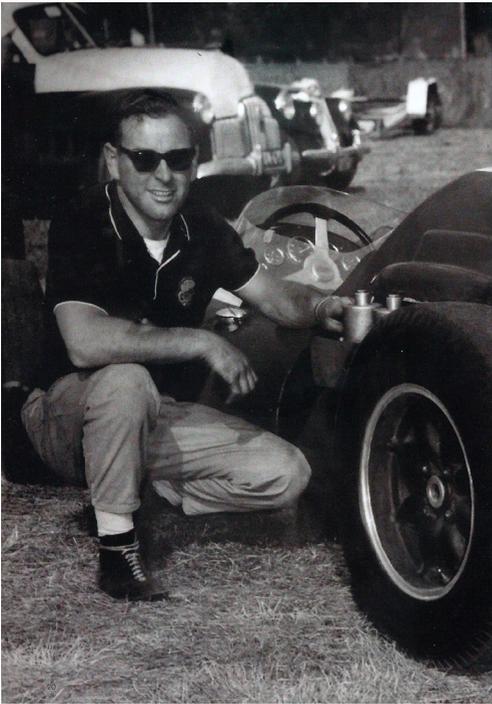
Now Bryan's name may not come to memory as quickly as other Aussie racing drivers like Brabham, Gardner and Hawkins to a British audience. But he did venture to England with his then new bride, Loel. Problem was the honeymooning included the ex Norm Beechey Ford Mustang to compete in more than 30 race meetings on British soil during 1967 - some of them including British Saloon Car Championship events. Afterwards the car was sent back to Australia and Bryan cracked on back home with what became his very successful truck sales business.

However there's an interesting back story to his life and career well before the Mustang, Camaro and a series of famous ground shaking V8 Aussie Sports Sedans he and engineer mate, Peter Fowler constructed over the 20 or so years after that 1967 UK trip.

Victoria's Goulburn Valley fruit growing and tinned fruit region was where Bryan started out with motorcycles as a teenager that grew into a passion he still enjoys today. That early interest became the catalyst of a plan for Bryan and good mates (one a fellow Vincent owner) to visit the Isle of Man in early June 1957. As Bryan put it "Our schedule was made a bit tight, as I had to make up the 3 months we were in National Service, for completion of my apprenticeship and we sailed on the old "Orient Line" Orion

in late April. The fare was (then Aus currency) £130 - about 10 weeks' wages. I sold my treasured Vincent Rapide to pay the fare.

A special friend sharing this adventure was Frank Ibbott from Tatura and later another electrician workmate, Roy Carnie joined us. Later again, on the "Orion" we met up with another lad, Ron Hiam from Sunshine. Ron was on an altogether different mission, as he was sent off to England for speech therapy, as he was born with a chronic stutter. Ron never did get to therapy, but 18 months with us mates seem to improve him no end!!



Then comes the drama, on arrival in Fremantle we were all informed that war had broken out in the Suez, and the ship would now be re-routed around the Cape adding 2 weeks to our arrival. This meant too late for the Isle of Man, so we elected to disembark in Cape Town and catch the next Orient Line steamer a month later. More drama... the steamer, "Largs Bay" broke down in the Indian Ocean and we were transferred to the "Arcadia" - arriving Tilbury, the D Types were winning Le Mans!! (22-23 June 1957)."

Now while the Suez Crisis had interrupted the

Aussie lads journey, it was of course the reason The BMC had Alec Issigonis and his gifted crew working on ADO15 - the Mini project. Now this was of no consequence to Bryan but he did make a visit to another part of 'our' history. "I visited the Cooper works in Surbiton. We were shown thru' the workshop and met Jack Brabham and a couple of mechanics who were wheel aligning a Cooper with the usual strings. We then purchased a Ford Thames Van and toured Europe for 3 months (4 of us). Most memorable was cheering on S Moss in the Vanwall to win at Monza and the Jaguars in sports cars. It was the VERY best years to be a Commonwealth citizen and we were very proud."

On returning home late 1958 Bryan soon graduated to an Austin Healey that was daily transport during the week and numbered up for racing at weekends.

Based in Shepparton, Bryan and his 4 wheeled mates like Adrian Ryan, Tom Wilson and Graeme North all became an integral part of the local GV Car Club scene that had its own track at Undera. Plus they'd venture to other small North-East Victorian country circuits at Barjarg, Tarrawingee, Winton and Hume Weir when all circuits were operational (Winton is the only one still going), under their 'Ecurie Shepparton' banner. Or as their wings spread, venture south to Phillip Island, across Bass Strait to Longford or northwards to Bathurst and Warwick Farm. Often Adrian's Holden company car from his family's Ryan Equipment business was called into tow car duties. Plus, even now enthusiasts can be grateful that with Adrian at so many events, he would write race reports to be published in period Australian motoring magazines afterwards that also included race commentary when he was at the venues.

By early 1960 the fun and adrenalin of motor racing had well and truly captured their enthusiasm and was taking up more of their spare time even though they were also trying to establish new business interests with Bryan and Adrian venturing into truck sales together. All while things started getting a little serious on the racing side! Thommo made a special trip from Shepp to Melbourne in an attempt to buy Terry Valmorbidia's (even then) rare Austin Healey 100S. Terry had previously let a young Paul Hawkins race the 100S, however Terry wasn't selling. But he did tip Bryan off that Lou Molina

was prepared to sell his one-off supercharged Monza Holden special. As Bryan put it "Off I went to Beaconsfield Parade, and Lou took me for a blast around St Kilda. A week later I drove the Monza to Shepparton!!" Meanwhile his good mate, Northy acquired the ex-Lex Davison / John Marston Cooper Mk5 based 'Cooper-Irving' - the Phil Irving fettled, Vincent HRD supercharged rocket that Lex mainly used for Hillclimbs including to win the 1957 Australian Hillclimb Championship far across the Nullabor at Albany, Western Australia.

By late 1961 Graeme was happy having won the GVCC championship and on-sold the Cooper-Irving to Nathalia-based cereal crop farmer, Tom Wilson. But that wasn't the only Cooper racing car to come into the region.

Soon after the 'Irving' purchase things started getting really serious when Tom and Bryan made a visit to Bib Stillwell's Kew, Melbourne car dealership in late 1961. Bib raced multiple Cooper racing cars during his career and usually had more than one to race. So he often had some excess stock as this prolific Cooper buyer updated to his next car. No doubt a huge juggling act given Australia's financial 'Credit Squeeze' crisis of the early 60's and difficulties it brought to the motor trade. Tom chose one of Bib's spare Cooper T51 'F2 18 59' - the one Lex Davison had leased for the October 1961 Australian GP at Mallala. As it would turn out a race that gave Lex his 4th and final AGP race victory. Tom took his 'new' Cooper to Hume Weir for the 1961 Boxing Day meeting and in Bryan's own words...

"When he expressed an interest in purchasing a T51 from Bib, I accompanied him to Cotham Road out of interest. After the purchase and at his first meeting with the T51 at Hume Weir he allowed me a guest drive in practice. Five laps later I was convinced, "I've got to have one of these." Continued next month...."

Looking Back and Forward on Season 2021

Lockdowns, masks, and social distancing aside, 2021 has been a pretty cool year. Racing wise, a year of firsts for myself, ticking off first ever races, first podiums and so many learning curves off the list, I'd be lying if I said I hadn't enjoyed it thus far. Of course, the right decisions had to be made during trying

times, and unfortunately this year's instalment of the Winton Festival of Speed had no other option but to be cancelled, however, there is still plenty to look forward to. Looking back on the year we've had so far is one of those things that constantly leaves you pinching yourself, not knowing how on Earth you've had the opportunity to live out a lifelong dream. Starting at Phillip Island in March, it was a weekend I'd anticipated for a long time, and one I'd been training for the past couple of years.



Even after a handful of seasons worth of experience in Regularity trials in Conor Ryan's Daveric Formula Vee, that elusive first weekend threw me well into the deep end, because nothing can prepare you for the reaction times needed, the awareness needed, and the race craft needed in order to be a competitive driver in F/Vee. Although I started off the weekend relatively tentative, I was really stoked with our progress throughout the weekend, and left the track with hunger for more come Historic Winton in May. In between, and only a couple of weeks prior to Winton, we made the trek up to the Rob Roy Hillclimb for what would be another weekend of firsts, and another huge step in the name of progress. My first event where I'd have double duties, driving two completely different cars, alongside that was the fact that it was to be my first event in a tin top racing car.

The two weapons for the day were of course the Vee, but Phil Chapman very kindly lent me the keys to his terrific Datsun B210 too, so before detailing our day up there, I must again thank Phil for such a mega opportunity, I learnt so much from the seat time I had in the car,

all skills that I'm sure will put me in good stead for the future! Achieving times in the 26 second bracket in both cars was huge and a great boost in confidence, and meant that we'd knocked a further 1.5 seconds off the previous PB in the Vee! Sharing the car with Conor, it was, as always, fantastic to have notes to compare with and someone to keep me honest, especially when the times at the end of the day resulted in a 26.9 for yours truly, and a 26.0 for Mr. Ryan. I've been advised since that it's always best to let the owner take the honours with times, as if you knock theirs off you won't have a seat, but trust me when I say I still have quite a way to go before we need to start worrying about that! It was equally beneficial to share the Datsun with Phil at Rob Roy, the tips and advice are all things I'll carry with me all the way through my racing journey. Overall, it was a fantastic day and left me with plenty of confidence and eagerness for Winton a few weeks later. Winton came around like a flash, and the weekend itself, as all good weekends go, equally as quick. I couldn't have asked for a better weekend up there.

Although results aren't a vital part of going racing, it was mega to tick off the first handful of podiums off my admittedly quite large racing bucket list! In Historics especially, it's widely known that results aren't everything, but still, you wouldn't exactly be truthful if you said a good result here and there to mark your progress wasn't satisfying! Taking home a second, a third, and a fourth place from the weekends three races and a P2 qualifying result was a major step forward for myself, especially with the knowledge that all those results had to be worked for, with close, clean, and hard fought battles in each race making those results even more pleasing, because as we know, it's one thing to be able to string a decent fast lap together, but it's a whole different kettle of fish to string a whole race together and fight for position with drivers that are an absolute pleasure to race with, always respectful, give the right amount of racing room, and are more than happy to debrief and shake hands (sanitizing afterwards of course) post what was a great days' worth of racing.

Looking forward, I'm sure I speak on behalf of most when I say I'm incredibly keen for Historic Sandown, after a few month long hiatus due to the current circumstances, so fingers crossed that we're back to normal come November! For me, I'm really excited to build on the progress

and confidence from our year so far, and can't wait to share it with you all when we're back trackside soon. Hope that everyone is continuing to stay safe and well during these trying times, I'll see you all at Sandown on the 5-7th of November, if not before!

Josh Lowing

Ron's Wednesday Pics



Motorsport writer's 50th anniversary auction

VHRR member and award-winning motorsport writer and author David Hassall has accumulated an enormous library and model car collection in the 50 years since writing his first article for Racing Car News magazine in 1971, but moving house also means a need to downsize.



Donington Auctions is currently offering a selection of David's cherished items, which reflect his lifetime love of the sport both locally and internationally, along with items from a good friend's extensive collection, all in excellent

condition and waiting to be equally loved and appreciated by fellow enthusiasts.

David began writing for RCN as the 16-year-old protégé of the late Peter Wherrett and went on to become editor of Auto Action and founding editor of Australian Motor Racing and Motorsport News, all of which set high standards of reporting and presentation. He worked closely with Peter Brock for many years and has written numerous definitive historical articles for Australian Muscle Car magazine.

He has also worked in the general motoring sphere, for The Australian newspaper, the GoAuto website and Wheels and Motor magazines.

David has written or edited a number of books, including The Peter Brock Story, the Bathurst and Raceyear annuals, Elfin: The Spirit of Speed and most recently a three-volume opus titled Holden: The Final Chapter.

Now he wants to concentrate on writing more motorsport books and has two in progress, with other works planned, so retirement remains far from his active mind.

Earlier this year David achieved a lifelong ambition by competing at Bathurst for the first time, making his Mount Panorama debut at the age of 66 in the Bathurst 6 Hour alongside fellow VHRR member Stephen Stockdale.

David is the winner of two CAMS Media Awards and in 2019 his long career documenting the sport was recognised with a CAMS Service Award.

The online auction is now open and concludes on Sunday, September 12. You can register and bid at doningtonauctions.com.au

CLASSIFIEDS

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

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

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

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

Historic
The Thunder Returns

sandown

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

Postcard by Terragriffis 0419 874 259 - Images Courtesy Chris Carter & Neil Hammond

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