



# 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](http://www.vhrr.com) Reg. No. 57/001

VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

**NEWSLETTER - May 2019**



# Coming Events

May	5th	VHRR Rob Roy Hillclimb CCE	0407 825 545
May	17-19th	Historic Winton	03 5428 2689
May	26th	Tour d' Yarra Valley	0427 031 737
June	25th	MGM	03 9877 2317
August	3-4th	Winton Festival of Speed	0412 264 997
August	27th	AGM	03 9877 2317
September	28-29th	HSRCA Wakefield Park	02 9988 4743
October	6th	Rob Roy Interclub Round 3 CCE	0417 398 606
October	22nd	MGM	03 9877 2317
October	25-27th	Historic Sandown	0402 224 133
November	30th	VHRR Annual Presentation & Awards Dinner	0407 825 545

(to avoid clashing with Adelaide's Motorsport Festival)

We meet Bi-Monthly - on the Fourth Tuesday of the Month 8pm at the VHRR Club rooms 30-32 Lexton Rd Box Hill.

**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**      Gordon Hellsten ..... 03 9878 5272

(Red Plate)      5 Handel Crt Blackburn Vic. 3130

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Pic Courtesy Chris Carter

# Phillip Island Classic 2019

**What a Classic!** The place for motorsport fans to be over the March long weekend was at the Phillip Island Classic, and they were there in droves, celebrating the VHRR's 30th anniversary of the Festival of Motorsport. Heralded as Australia's largest historic event and internationally recognised as one of the world's top ten historic motor race events, there is always something to excite the fans and 2019 did not disappoint.

Over 500 fabulous cars were entered in 53 events, and the hundreds of desirable cars from all over the world were enough to satisfy the large and enthusiastic crowd. An outstanding display of nearly 70 magnificent original and restored Bolwells were on show, competing and carrying out parade laps to celebrate the 50th anniversary of the Nagari. Meanwhile, Patron of the event, Dick Johnson, headed up the cavalcade of Aussie Bathurst winners and legends - Kevin Bartlett, John Bowe, John French, Fred Gibson, John Harvey, Bob Holden, Allan Moffatt, Bob Morris, Larry Perkins, Dave Reynolds, Jim Richards and Murray Carter who were all on hand to meet the crowd and sign posters and memorabilia. To celebrate the

50th anniversary of the Holden Dealer Team, an impressive assembly of HDT cars were on display and the drivers and mechanics that made this team so successful, entered into the festivities by taking to the track on Sunday. The crowd went wild as the Morris/Fitzpatrick L34 Torana entered the straight side by side with the Bond/Harvey machine for the first time since the 1976 Bathurst.

Regularity always throws up some interesting cars. This year showcased the immaculate ex Ian Pope Lolita Mk 1 being proudly escorted around the track by new owner and former Repco engineer Nigel Tait. Built in 1964 by Henry Neyrybecki, it was reported at the time as "requiring an infinitely gentle touch in all facets of driving to get the best out of it..." and we are sure that Tait will be able to provide this. It was great to see 1966 Bathurst winner and Lolita's former driver Bob Holden catching up with both car and owner, and perhaps passing on a few tips. One of the guest drivers in this event was Rhea Sautter from Germany, the 2018 winner of the six hour race at Spa-Francorchamps in Belgium. Unfortunately Rhea's lightweight 3.8 E-Type Jaguar suffered mechanical problems but that didn't stop her from taking to the track in

the Palliser borrowed from teammate Andy Newall.

The Phillip Island Classic delivered a fitting farewell to long time campaigner and ex speedway driver Ron Townley, who glided his 1939 BWA Special around the circuit for the final time, taking out the win on Friday afternoon, gaining the most points in Regularity 1 and retiring with grace. In Regularity 2, a special acknowledgement must go to the 11 car teams from Western Australian who made the trek across the Nallabor to support the race and test their mettle. We appreciate your endeavour! Stuart Dearden in his 1989 Falcon EA was the most reliable driver, providing us with consistent performances over all three days.

There was a strong entry of Group C and A cars at Phillip Island with some of the fastest cars in Australia in the Group A category entering the 50km rolling start race on Sunday. A commanding performance by the Ford Sierra's of James Vernon (1990 Sierra Cosworth RS500), Bryan Sala (1988 Sierra RS5), in the car he originally raced at just 17, and Terry Lawlor (1991 Sierra RS5) dominated the three days, with Vernon clinching win as well as the Heritage Touring

Cars lap record of 1:39.3 previously held by Mark Skaife. In addition to breaking the Group A lap record at the Sandown Historic Race meeting in late 2018, Vernon has just been signed by Garry Rogers Motorsport to drive the Alpha TCR. Tony Karanfilovski who has spent the last few years competing in the Pro-Am division of the Australian Touring Car Masters, was driving the 1988 Peter Jackson car, and he also added to the strength of the Sierras. In one of the tightest contests of the Sunday, Bill Cutler (1987 BMW M3) just pipped Garry Kirwin (1999 Holden Commodore VL SS) on the line by the slimmest of margins while Milton Seferis, driving Peter Janson's last Group C Bathurst challenger, the 1984 Commodore VH and Aaron Cameron in his 1977 Holden Torana A9X enjoyed mixing it with the Group A cars and came away consistent performances across the weekend. It was brilliant to watch with cars all around the track and one spectator

was overheard to say "It took me right back to 1989, with the circuit full of Sierras being chased by BMW's, and the VLs down the back..."

One of the featured cars at this meeting was the imposing rear-engined V8 sports racing car in which Roy Salvadori drove the last full season of his renowned professional career. The fabulous 5 litre Maserati Cooper Monaco, built in 1963 by 'Tommy' Atkins and long time mechanic Harry Pearce, is best known as the car in which Salvadori chased Bruce McLaren to the chequered flag at Silverstone in May 1964. Following 26 years in a German museum and a 15 month engine rebuild, it has recently returned to the track and now regularly features in the Witsun Trophy at Goodwood. Driving in the Groups J, K and Lb races, UK owner and driver Michael O'Shea thrilled the crowds, but couldn't match the speed and agility of Ron Reid (1959 Faux Pas) and Nick McDonald (1957

Repco Holden Monoposto) who waged their own war to take line honours. Reid who won three out of the five races, the final battle by inches, also finished the meeting with a new lap record of 1:50.4069. John Bowe in the 1952 ex-Carrol Shelby Allard J2X, and Les Wright steering his 1958 Dalro Jaguar Formula Libre were also in fine form.

The Formula Vee racing was typically close with plenty of battles across the weekend. Christopher Jackson (1984 Avanti) and Conor Ryan (1985 Daveric) had a close dice out in front with places changing almost every lap. Jackson finished ahead in all races except the last; when Ryan took a handy lead at the start, dropped off the pace mid race, before getting back into the swing of things to take the final chequered flag.

There was great support for the meeting from the Group S Production Sports Cars with 47 shiny examples

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taking to the track. Corvettes won all of the races with Paul Blackie (1971 Corvette Stingray) out in front in Races One and Two before being forced to retire early in Race 3. New South Wales' Dimetrious Constantinidis (1971 Chevrolet Corvette), then took up the challenge by winning the final three. Wayne Seabrook (1976 Porsche Carrera) continued the chase against his more powerful opponents and was always on hand to pounce on any mistake. With so many cars on track so there were great battles everywhere you looked.

In the Q and R Sports events, Tom Tweedie annihilated the field from start to finish in the 1974 Elfin MS7 previously driven by father Rob. Tweedie predictably powered away from the line, put in a concerted effort before settling into a dominating pace as he overtook the back markers. It was not unusual for him to be back in the pits before the last car had crossed the finish line. With George Nakas (1987 Porsche 962T Group C), Russell Kempnich (1986 Porsche 956C), Daniel Nolan (1975 Nola Chev) and Bill Porter (Prospert 3000 SC91) all sharing the minor placings at one point in the proceedings, most of the spectator interest was directed towards the contests between the Sports 2000's. Robert Lange (1983 March), Bruce Taylor (Tiga SC81), Bob Cracknell (Tiga SC80), Peter Brennan (Tiga SC84), Graeme Hughes (1984 Royale RP37), Rob Whitwell (Tiga SC85) and Norris Miles (Tiga SC82) all delighted the crowd, driving nose to tail, and changing positions from lap to lap. The contests within the race were riveting! Robert Lange scored the early class wins before bowing out and leaving the title to Bruce Taylor.

An oil spill curtailed the adventures of several cars in Groups M and O but Perry Spiridis (1969 Lola T70 Coupe) led the charge early, followed by Laurie Bennett (1969 Elfin 600) and Andrew Robson coming to grips with father Noel's latest acquisition, the 1969 Brabham BT30. In a depleted field on Sunday afternoon, Robson took a commanding lead and only had to finish the race to win, but a minor mechanical problem saw him leave the track after one lap, handing it to South Australia's Tim Kuchel (1971 Brabham BT35) and Craig Van Dieman (1966 Brabham BT18) to fight for line honours. The ever youthful 82 year old Herb Neal

(1968 Neal Ford Mk 2) was also in fine form and waved in delight as he took the final podium position. However the man with the widest smile was Mark Goldsmith, returning his Elfin 400 Cobra to the race track for the first time in 47 years. The ex-Noel Hurd weapon has recently undergone an extensive 'nuts and bolts' restoration back to its original 1966 guise and Goldsmith was more than happy just to shake off the cobwebs. Isn't it great to see these cars back where they belong!

There was a great crowd trackside to watch (and hear) Guido Belgiorno-Nettis put his ex-Michele Alboreto Ferrari 156/85 through it's paces in the Groups Q and R Racing event. "I bought the car thinking I would just demonstrate it but one thing led to another and I got involved with racing." After dominating the event, the car was forced to pit on the second last lap of the final race on Sunday leaving David Hardman (1981 Hardman JH-1) to cross the line in first position. Simon Gardiner (1978 Chevron B42) suffered a similar fate, but Andrew McInness in his debut drive in the 1987 Ralt TR21 was obviously enjoying the pace, scoring ahead of Andrew McCarthy (1983 Ralt RT4) after an epic battle in the remaining laps. One newcomer to the track was Malcolm Boyd's Elfin 792. Having just spent six years rebuilding all three 792's in existence, this was Boyd's first outing with the car since it was written off in practice at Sandown in 1985, and original owner John Bowe was on hand to admire his handiwork. What a great way to celebrate Elfin's 60th anniversary!

Bill Attard (1972 Mazda RX2) dominated all races in the under 3 litre Historic Touring Car races across the weekend, before being overtaken by a determined Western Australian Tony Gilfuis (1971 Ford Capri GTV6) in Sunday's 30km final. Quentin Bland (1971 Ford Capri) and Wayne Rogerson (1970 Mazda RX2 Coupe) made valiant attempts at the lead in various races with South Australia's Joshua Ashford (1972 Ford Escort RS1600) and Gabriel Digenis (1971 BMW 2002) also in the mix.

You might have been forgiven if you thought you were at a Drifting Contest as the over 3 Litre Touring Car leaders made controlled sideways drifts onto the straight towards the completion of their 45km finale, and screams of delight were heard all along pit lane.





Racing had been fast and furious in the earlier races, but on Sunday the Chev Camaros powered away leaving the spirited battles between David Tessari (1971 Holden HQ Monaro) and Ben Wilkinson (1968 Ford Mustang), Andrew Williams (1972 Holden Torana GTR XU-1) and Chris O'Brien (1971 Ford Falcon). Paul Stubber (1969 Chevrolet Camaro) won two of the four races, including a commanding performance in the final, with fellow Camaro drivers Dean Neville and Aldo Di Paoli also taking home some silverware. As always, the Torana XU-1s thrilled the fans with their nimble dives around the corners.

An outstanding field of 54 cars, featuring close driving and spirited manoeuvres all around the scenic Phillip Island track, proved why Formula Ford racing has been so popular for 50 years in Australia. The only Australian siblings to win the Australian Formula Ford title were Larry Perkins, in 1971 at the wheel of one of Garrie Cooper's Elfin 600's and brother Terry, three years later, in an Elfin 620. Fittingly The Perkins Cup was awarded at the conclusion of the meeting. UK driver Oliver White (Reynard FF89) and Supercar driver and current lap record holder Tim Blanchard (Van Diemen RF88) set the scene early on, driving 'hammer and tong' and swapping pole positions across all three days of racing. Sunday's nine lap finale, was dramatically taken by Blanchard on the line, with barely 0.0007 seconds separating them; whilst Jonathan Miles (Van Diemen RF89), Richard Davison (Van Diemen RF89) and Neil Richardson (Van Diemen RF89) were right on their heels. Further back, Todd

Willing (Reynard FF82) won bragging rights over brother Steven (Swift FB89) and was a consistent winner of the Fb class, and Phil Oakes (1970 Elfin 600) who has previously been very successful in the Fa class, this time found himself chasing UK regular Andy Newall (1970 Palliser - Winkelmann) and Nick Bennett who had worked his way from the back of the field in father Laurie's 1971 Elfin 600. With so many entrants the potential for drama was high, and at one point on Friday, Lyndon Arnel (1977 Lola T440) became partially airborne, following a braking incident at Southern Loop. Thankfully no one was hurt, and all in all it was a great weekend of celebration for the Formula Fords.

This year's Driver of the Meeting was Samantha Dymond. Sam's positive attitude towards competition and consistent performance in her Lola Mk 1 against many more powerful cars impressed both spectators and fellow drivers alike. Her inspiring results in all aspects of motorsport have made her a stand out role model for all drivers. Well done Sam!

Thank you to all those who efforts – on and off the track – made this such a memorable meeting. I look forward to the next action at the Winton Festival of Speed, August 3 - 4. See you there!

**CHERYL REID**

**Pics Courtesy Chris Carter**



# News

## 2019 AAAA Hall of Fame Inductees

### John Blanchard Snr

By the time John was 11 years old he could already fully service a vehicle himself. This technical knowledge of motor vehicles has given John an advantage throughout his career, often giving customers and suppliers' advice that has helped set his business apart from the rest. John was the first person to import aftermarket air conditioning systems to Australia in the late 1970's under the Cooldrive banner. A well respected leader within his business and the entire industry, John has always taken a keen interest in every aspect of the day to day running of his company. John is well known for his meticulous attention to detail and incredibly high level of organisation. You will often see John, at 85 years of age, spending time with Cooldrive staff passing on his wealth of technical knowledge so they can better assist their customers wherever possible.

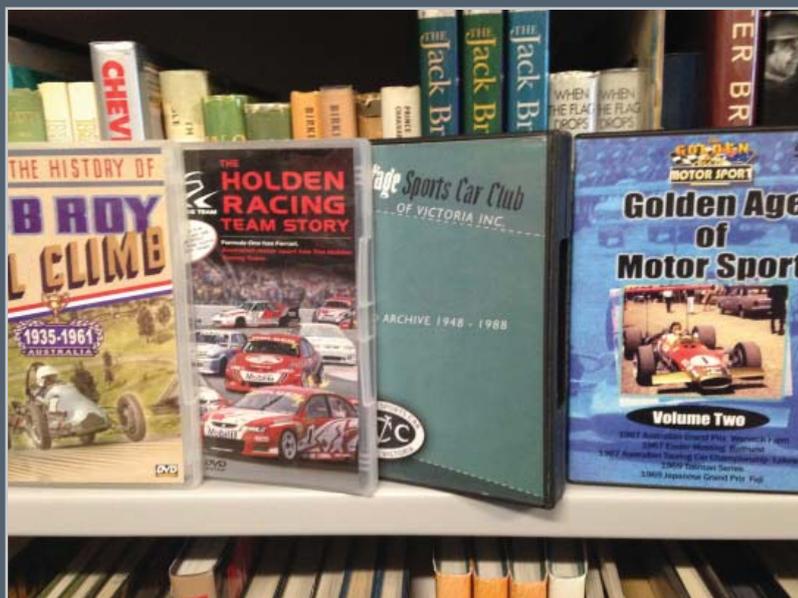


### WHAT'S NEW IN THE LIBRARY....

Thanks to the efforts of VHRR member Peter Rowston, all the videos that had been donated to the Library over previous years, have been transferred to DVD format and are now available for borrowing. Why not pop in and check out the collection. It includes both local and international footage, as well as documentaries about well known drivers and several marques.

On the other hand, if you still have any videos or DVDs cluttering up the place, we are always happy to add them to our collection.

Cheryl Reid



## OBE - Over Bloody Eighty!

It's been a busy month with presentations of OBE medallions. Its becoming a bit of a tradition in the VHRR to receive one as you turn 80.

The latest people to receive their OBE are, President Ian Tate, Graeme Ankers and John Coffin.

Well done on entering the ancient order of the OBE club.

Cheers, Simmo



**Aaron Cameron (19), Kyle Gurton (19) and Cooper Murray (18)** entered the Hi Tech Oils Bathurst 6 Hour against 44 other competitors held over the Easter weekend.

The teenage trio took on the mountain with confidence and delivered a faultless Class D win a full lap ahead of their nearest competitor.

Team owner, Aaron Cameron said "the months of preparation and great teamwork combined with a super reliable Toyota 86 which was light on it's brakes, tyres and fuel created an almost perfect 6 hour race.

The team would like to thank all it's supporters, Leigh (Head Strategist), Garry (Head Mechanic), MARC Cars Aust for providing refuelling personnel and the combined efforts of the boys families.

## Hi Tech Oils Bathurst 6 Hour

### POSITION VACANT

**The position of CPS (Club Plate System) Officer is vacant.**

I have tendered my resignation to the VHRR Committee. I am prepared to continue in the role until 31/12/2019.

This position requires processing and recording of Club Plate (Red Plates) renewals and new applications. You will require access to a computer. It will also be necessary to communicate from-time-to-time to VicRoads and AOMC.

A position description is available and an early change over would be appreciated.

**Gordon Hellsten**

# News

## General Meeting

### Report from the General Meeting held on April 23 2019.

Our President Ian Tate gave a warm welcome to the members at the meeting, noting the sad passing of Peter Giddings.

He introduced our guest speaker, Russell Stuckey, known as the "tyre man of Australia." Russell has been a member of the VHRR and President of the VACC. He is hands on, always helpful, passes on information and provides great service at the track. Russell gave a short presentation and happily answered questions from the audience for the next hour. Many thanks Russell.

Ian McLennan gave his Treasurer's Report, noting that the club is in a positive financial position, with Sandown and WFOS making good surpluses, PI still being determined. Ian went through the income and expenses statement, and bank reconciliation. Each year the ATO asks for a self-assessment on income tax exemption. The forms were completed, tabled at the last committee meeting and he noted we continue our tax exempt status. Many thanks as always Ian, for all your work.

Rohan Carrig made his Vice President's report on committee matters noting particularly that we need to support Grant Campbell in all our communication outlets - newsletters, magazines, Oily Rag and the website. Grant needs input! Rohan will be contacting group reps and asking them to write one article (at least) each year. It can be a race reports but also have a human interest focus such as talking about a particular car being restored, issues relating to the category, other developments and interesting stories.

Members encouraged going to the CAMS website to see the lists of approved additives for when leaded fuel is no longer to be used.

The VHRR currently has 501 members.

Club Permit Scheme: Gordon Hellsten reported that we have 227 vehicles on the register; he has informed the committee that is stepping down from this role by the end of the year. The club needs someone to take on this role and Gordon indicated he is happy to work with the new person for as long as needed and has provided a job description. Many thank Gordon for all your work. If you want to find out more about this role please contact Gordon or myself.

Library update: Cheryl Reid reported that there will be an article in the next newsletter on the DVD collection, transferred from old videos; will try to put on line eventually and we have a written list; Any members who have old videos at home please pass on to Cheryl.

Social events: Ron Simmonds encouraged us to join Tour d'Yarra Valley run on May 26, meeting at Coombe Estate for a tour of the garden and Dame Nellie Melba's music room; then on to Toolangi for lunch. Bring your special car if you can, if not, come in your road car. Ron needs to know numbers by May 17. Cost is \$63.00. Grant sent an email on April 15 with all the details but you can contact Ron on 0427 031 737.

The date for our Christmas function this year is November 30. Mike Barker noted this will definitely be his last year in organising this event so we need someone to step up.

You are reminded about the next hill climb at Rob Roy on May 5. Please come along to support the club as a spectator or competitor. This is round 1 of the "Triple Cup" and is also round 1 of the VHRR Club Championship Event (CCE, Hillclimb). Catering is available on the day. Enter through CAMS Event Entry. Paper entry is available; contact John Kelso on 0417398 606. Laurie Bennett's car will be on display.

Entries for Winton Festival of Speed will be out shortly

Good news from Sandown. Noel reported that our medium term racing future is assured with the MRC committing to spend significant funds on track refurbishment; great news for the future of historic racing. Note the date - October 25-27 2019.

Ian Tate reported on the great meeting at Phillip Island where over \$5000 was raised for YAMS through the charity rides; many thanks to all drivers and for the donation of fuel for these rides. He gave a detailed race report noting improved driving standards this year and that costs for this event increase constantly. He also informed us that Goodwood have assessed the driving standards at their Revival meeting and all entrants have received a letter from Lord March naming drivers who have been reprimanded and some "banned" for some time.

Leanne Newson reported on the great news about our Club Philanthropist John Blanchard senior's induction into the Australian Automotive Aftermarket Association (AAAA) Hall of Fame for Services to Industry. Well done John.

All club members are encouraged to support our sponsors on whose generosity we rely to make our meetings successful.

The next general meeting will be held on June 25 2019 at 8pm.

**Cheers**  
**Leanne Newson**  
**Secretary**

# Formula Holden



1. Lucio Cesario – Ralt RT21
2. Luke Doidge – Cheetah Mk9
3. Peter Doulman – Shrike 002
4. Rohan Carrig – Hocking 901, Ben Tebbutt – SPA 003 and Andrew McInnes Ralt RT21

**Following on from a piece titled** "Boosting Historic Entries and Crowds" written by Richard Batchelor in the June 2018 VHRR Newsletter Magazine, where in part it was written; "Now a new generation of enthusiasts is attracted to the cars of the eighties, nineties and noughties, as a visit to any track day or drifting event will show, but they are not being catered for in our historic meetings" and

"Cars from race series popular in their period, Formula Holden/Brabham - slicks n' wings" Holden V6 powered open wheelers raced in the eighties and nineties; helped launch the careers of Mark Skaife and Mark Webber."

I thought I'd write a little about Group R Racing Cars and in particular the inclusion of Formula Holden cars in 2010.

Formula Holden became Australia's premier open wheeler category in 1989 competing for the CAMS Gold Star - Australian Drivers' Championship. The rules at the time dictated that cars be constructed of an aluminium monocoque and use the 3800cc Holden V6. These vehicles were built by local manufacturers such as Cheetah, Elfin, Hocking, Liston, SPA and Shrike as well as the imported Ralt chassis. The rules changed for 1992 to allow full carbon fibre tubs to be used such as Reynard, Ralt and Lola.

that competed in Formula Holden were; Scott Dixon, Will Power, Mark Webber, Mark Skaife, Mark Larkham, Neil Crompton, Paul Morris, Greg Murphy, Jason Bright, Craig Lowndes, Jason Bargwanna, Simon Wills, Todd and Rick Kelly, Paul Dumbrell, Rohan Onslow, Simon Kane, Paul Stokell, Mark McLaughlin and Mark Poole to name a few.

At present there are nineteen of the original twenty three aluminium tubbed cars still in Australia. Six of these have CAMS Certificate of Description Log Books and compete in Historic Group R, they are a Cheetah Mk9, two Ralt RT21s, a Shrike, a Hocking 901 and a SPA 003.

At the Phillip Island Classic this year we welcomed the inclusion of Andrew McInnes in the ex Dave Mawer owned, Elwyn Bickley, John Smith, Rohan Onslow, Keith Carling driven Ralt RT21 as well as Ben Tebbutt in the ex Gibson Motorsport Mark Skaife SPA 003. These two cars along with my Hocking 901 generated a lot of interest and discussion about Formula Holden and Group R Racing cars.

Our next outing is the HSRCA's Sydney Classic at Sydney Motorsport Park where we will welcome the addition of Peter Doulman in his recently acquired Shrike. Peter was the original driver of this car in 1989.

**Rohan Carrig**



# Winton Festival of Speed

## Winton Festival of Speed Set To Be Even Bigger In 2019

Join us for 24 categories of racing, over 500 display cars, and celebrating 40 years of Torana, 50 years of Bolwell Nagari, HDT racing and the Ford Capri.

Entries open on May 6th for this year's exciting Winton Festival of Speed.

Set across two days (August 3-4), WFOS is putting on its biggest program of events since inception. New categories have been added to the program, including HQ Racing and Historic Sports Sedans, and this year also sees the return of Formula 5000 - a category not seen since the days of the Rose City Trophy celebrating James Hunt's victory in 1978. Currently there are 20 Group U historic sports car intended entries.

A significant feature of this year's festival will be the hotly anticipated debut of the new affordable stepping stone in racing: Hyundai Excels. There will be a 15 lap enduro race to conclude the race day program on Saturday evening, with over 25 cars expected for this event.

Come Sunday there will be another two big enduro races: the Just Cars Touring Car Cup of 50 kilometres at 1.20pm, followed by the Formula Ford 50th anniversary feature race of 15 laps.

Both days the Shannons Show and Shine parade will play host to a truly spectacular display of over 500 cars. Plus, all the regular Winton categories will be present including the Classic Sports Cars of Group S, MG Racing, J&K, Lb Racing, M&O Sports & Racing, PQ&R Sports & Racing, as well as regularity cars including beautifully prepared Group C tribute cars, of which 14 entries are expected.

Entries open May 6th at [www.vhrr.com](http://www.vhrr.com) and it is recommend to enter early, as garages sell out quickly at WFOS.

Practice day is August 2nd and places can be booked directly with Winton Raceway (via their website).

**Enquiries: Ian Ross: 0412 351 403  
Peter Donald: 0412 264 997**

Pics Courtesy Chris Carter



# Carbontech Redback Spyder

**N**othing to do with Historics really, more from a special builders interest, but came across this on Ultimatecarpage.com and we had the car and Nick, it's creator, at the Grand Prix a couple of times. Good to see cars like this being built from time to time, and Nick was a nice guy anyway. Ed.

Although a completed car had been shown to potential customers for a few months, the Carbontech Redback Spyder made its official debut at the 2006 Melbourne Motorshow. Ran by Nick Tomkinson, the Australian company's first venture into the automotive industry was the construction of Lamborghini Countach replicas. They clearly felt the Countach was not extreme enough and set out to design a very spartan supercar.

Similar in proportion to the British Stealth B6 or Ultima GTR, the Redback Spyder features some unique design cues. In the initial drawings the car did not feature a full windscreen even though the rear bulkhead was high enough to support a roof structure. A windscreen was added in the development process, but the end product is still far from conventional. Mounted above the two radiator intakes, the small round headlights are the most striking design element.

Of course for a car of this type, the performance figures are what counts; with a curb weight of around 900 kg and a 450 bhp supercharged version of GM's popular LS1 V8 performance should be exhilarating. Tomkinson initially planned to install a

Turbocharged Lexus V8, but the complicated engine is shelved for the time being. The low weight is achieved by using vast amounts of exotic materials like carbon fibre and kevlar. The fully adjustable suspension will enable owners to completely tailor the Redback Spyder to their tastes.

For now the Carbontech Redback Spyder is not road legal, but there are plans to apply for compliance in the future. There is a particularly big interest in the car from the United States and the first car has already been sold to North America. The striking road racer can be yours for a cool \$250,000 AUD or \$190,000 USD

Story & Pics courtesy  
Ultimatecarpage.com



# VHRR Presentation Dinner 2018



**H**aving never been to a VHRR Presentation Night, my mind had no way of thinking what it was going to be like, but if it was anything like usual VHRR standards, I thought it was going to be an awesome night. I wasn't wrong. For those that haven't been to one before, first of all, it's a night to celebrate the year of racing, by presenting the awards for classes based on the Club Championship, but also, it's also a great opportunity to catch up with people who you either haven't seen in a while or to meet new people that have the same passion that brings all of us car lovers together.

The night started off with drinks and talking to the other members, at the Manningham Hotel in Bulleen. This was also a time to admire the stunning piece of machinery on display, the Brabham BT17 owned by Nigel Tait. I was lucky enough to talk to Nigel about his immaculate car, his amazing BT17 is incredibly rare, it was barely raced in its day, and it is still incredibly well presented and well looked after. My big question for Nigel was not as big as you may expect however, but I really wanted to know how he got the car in the hotel! It was then kindly pointed out by Nigel that there was a large door at the side of the room, which the car came through, thanks for the note Nigel!

The awards started at a reasonable hour, and I was very impressed by the smoothness of the way the awards were presented, so congratulations to those who presented the awards! I was also very impressed by the set up of the room that held the event. To all the volunteers who helped set up the room, I'd like to say a huge thank you, everything looked incredible! Also, to think that the volunteers took time out of their day to set up a room as big as the one we were in, that held about 150 people, shows how great the people in our club are! The night was a good one for our Formula Ford team, Eric (our driver), with a trophy for 2nd in class for what was a great year for us.

Also, I was incredibly privileged to receive the Don Kinsey Encouragement Award, and I'd heard amazing things about Don and what he contributed to the club, particularly for the Junior Members and how he really pushed the idea of having younger members involved in the club. I'd like to also add a mention to our great Club President, Ian Tate, for the truly kind words said about me when presenting this, those words will stick with me for a lifetime!

So over all, my first VHRR Presentation Night was great, I enjoyed it immensely. Once again, a massive thank you to the volunteers who took time out of their day to set up our room for the night, and congratulations to the VHRR for pulling off yet another great event!

**Josh Lowing**

**Lady Margaret Brabham presents Trophies to:**

1. **Dick O'Keefe**
2. **Mike Barker**
3. **Ken Bedggood & Claire Greig**
4. **Conor Ryan**
5. **Geoff McInnes**

Pics courtesy Jenny Sykes

## The VHRR Women Drivers.

Role models come in all shapes and sizes, these are some of our best ....

There have always been Australian women involved in motorsport. Drivers like Joan Richmond, Helene Bittner, Rochelle Splatt, Kaye Whiteford, Dianne Leighton, Christine Cole and Joy Rainey to name but a few. Although outnumbered by their male counterparts, they are united by a love of racing, the fierce determination to do their best on any given day with just a tad of 'I'll show everyone what I can do...'

The VHRR boasts a number of women whose passion for speed, and the desire to work as one with their machines, matches that of their male opposition. Here are their stories....

Cars have always been part of Louise Raper's life. She grew up in a petrol station, and both her father and brothers were mechanics, but the thought of motor racing was just a fleeting idea. She met husband Graeme in 2007, and with his support and encouragement started racing at Historic Sandown in 2012, aged 43. Since then she has raced the famous 'So-Cal' in Regularity events around the country. "Every time I race is a highlight. I get to drive a piece of history and it's always special sharing it with Graeme." (The George Reed Ford Special So-Cal is the last Australian built car, powered by a flathead engine, that raced in an Australian Grand Prix. It was driven by Frank Walters at the Mt Panorama Circuit, Bathurst in 1958 but retired after 10 laps.)

Husband Graeme was her initial motorsport inspiration. "I find the way he drives his car amazing", but lately her tastes are changing. "The more I delve into motorsport other inspirations have appeared, Joan Richmond\* and Alice Anderson are two that spring to mind. I have just bought 'A Spanner in the Works'\*\*\* and can't wait to read it."

Louise has also recently discovered the joy of go-karting. "It's absolutely fabulous. I have even introduced my 13 year old son to it." She laughingly admits to approaching motorsport backwards, but reflects that go-karting has given her more confidence and understanding about how the sport works and feels she is a better driver for it. As someone with a second Dan black belt in Taekwondo, where the emphasis is on staying focussed and finishing what you start, Louise Raper's motorsport career is bound to continue for a long time to come.

# The VHRR Women Drivers



As a 15 year old, Joanne Coad vividly remembers THE moment! She was sitting in the passageway of her Toolamba home, when her father (George Coad) walked in the door and said "How would like to race the car?" She said "OK..." And that was the start.

With a strong family connection with motor racing, Jo was familiar with the highs and lows of motorsport. Her grandfather - George Snr - was a mechanic with extraordinary skills. Instrumental in the construction of a number of successful racing cars, in 1955 he built, then rebuilt the very successful Vauxhall Special, before taking it on all over again when presented with its badly damaged remains in 1975. The final restoration was finished only two months before his death in 1980.

Meanwhile, Uncle Frank (Coad), had created history by being one of the first outright winners in the 1960 Armstrong 500 at the Phillip Island Grand Prix Circuit in a Vauxhall PA Cresta. He also successfully raced the Vauxhall Special, as well as Len Lukey's Cooper Bristol, Derek Jolly's Decca Special, Lotus Seven and Lotus 15.

George Jnr had also bitten the bug and by 2000 was enjoying racing the Vauxhall Special -Type 2.

Growing up as a child who was too scared to go on the Ferris wheel, Joanne was none the less used to the rough and tumble of farm life and driving 'paddock bashers' and riding motor bikes. Once the decision to race was made, she started practising her

competition skills (standing starts and double clutching) in the driveway, and developing her car control (possibly illegally) on the local back roads around the area, before finally taking the wheel of "The Special" at Eddington Sprints.

In continuing the family motorsport tradition, Jo feels a connection to the grandfather she never met, and loves the fact that " .... it's something that Dad and I do together." While both father and Uncle Frank were

inspirations for her, she is now learning new skills from Phil Aitken (who drives the Vauxhall Special in Group Lb races). "He has a different perspective than Dad, both in expectations and set up of the car. He pushes me more too. He's always saying, Come on Jo, you can go harder." Despite being badly injured in a bus crash a few years ago and being a mum to twin boys, Joanne has no plans to leave motorsport, or the adrenaline blast it delivers. "You can't get that sort of rush from netball or tennis." The people in motorsport are important too. "I've grown up with them .... I love hanging out with Dad, and if my two boys want to become involved later on, then their grandfather will have to build two cars. Or perhaps they'll become involved in rallying together....."

If you think Jo's mother Mary missed out on all the excitement, think again. It was Mary who shared her initial fears, Mary who shared all the scary rides with her and Mary who has footed the bill for her motor racing daughter. "Thanks to Mum for being my sponsor, I couldn't afford to do this on my own. That was my condition on entering the sport." All in all, a real family affair!

Samantha Dymond always tries to challenge herself. "Each time I race I try to go faster, try to get the most out of the car." Her interest in the sport evolved from an early age until finally in her late 20's, while watching her eldest brother race at Winton, she turned to father (John) and said "I think I want to race." He said "Sure..." and promptly took her to New Zealand to a couple of motorsport driving schools.

19 years on, Sam has driven a number of the Team Penrite collection. (John had a keen eye for classic cars and knew a good car when he saw it. The collection can be traced back to John's early adulthood days in England where he would visit Formula 1 and Hill Climbing circuits in the 1950's. He also believed race and sports cars should be enjoyed and used as they were intended.) At this stage the 1961 AC Ace Ruddspeed Sports 2600cc, 1963 Elfin Sports Clubman, 1983 MK 8 Cheetah Formula Atlantic 1600cc and 1960 MK1 Lola Sports 1220cc are all cars on Sam's resume, however the latter is the one to which she feels a real connection, as did her late brother Mark, "If you're ever lucky enough to drive it, you'll know why I love it so much."

Her connection to her brother is palpable. They were born exactly 15 years apart and she admired him greatly. "He drove a lot of cars and all around the world." Racing cars keeps the connection to Mark, and her late father alive. She also loves the people and the sportsmanship, especially with her 'girl buddies' with whom she can share the highs and lows of the sport. "Because I have been racing so long, I try to support them through the pitfalls. But at the end of the day, we all do it for love."

Samantha is very conscious of being a good role model for her six year old daughter, and her own mother Margaret is very supportive of Sam, especially at Winton. "I love the different tracks but Winton short track is my favourite. It suits my car. They (the more powerful cars) can't get away from me. I feel it's a Driver's track." The family has a trophy named after Mark Dymond at Winton and Samantha is very determined to win it one day. With all that determination and skill I'm sure she will!

Of course, women drivers are not the only contributors to motorsport. The involvement of Peggy Stonehouse, Pam Elam, Jean Pascoe, Judith D'Abbs and Diana Davison all helped to shape the Australian racing scene in their own unique ways. Today countless female officials, flaggies, support crews, and partners round out the motorsport family, all making their invaluable contribution to the sport we love.

We salute you all!

**CHERYL REID**

(Many thanks to Louise, Jo, and Samantha for their contribution. Unfortunately fellow driver Jessieca Penn was unable to be contacted but we hope to write about her in other edition.)

\* Joan Richmond: From Melbourne to Monte Carlo and beyond – is available to borrow from the library. Copies are also for sale - \$5.

\*\* A Spanner in the Works – the extraordinary story of Alice Anderson and Australia's first all-girl garage. Written by Loretta Smith, this book was only recently released and is available in many bookshops.



Pics courtesy Neil Hammond

## **D**ivestment of Melbourne Water land, currently leased by MG Car Club Victoria as Rob Roy – Christmas Hills .

Many people in the wider motor sport community have become aware that the property known as Rob Roy, in Christmas Hills, along with many others, is being divested by Melbourne Water.

It is gratifying to the MG Car Club, that has put so much effort into the property, along with support from two particularly like minded clubs namely the Victorian Historic Racing Register and Vintage Sports Car Club, that other motoring groups and enthusiasts are also interested in Rob Roy's future.

Since May 2016 Melbourne Water has been investigating the land use capability for its land at Christmas Hills. In March 2018 things really took off.

Under State Government land policies, Melbourne Water is required to dispose of approximately 1000 hectares of land at Christmas Hills previously earmarked for the Watsons Creek Storage Reservoir which was to be situated immediately over the Rob Roy site as a duplicate dam to Sugarloaf. The land comprising 112 existing titles, has been declared surplus to requirements and makes up a large portion of the Green Wedge conservation zone.

As soon as the Club became aware of the divestment an extra ordinary Board of Management meeting was called the outcome being "that in principle we would like to retain the usage of Rob Roy by purchase, lease or other means if it is viable".

Letters were sent to the Minister of Water, Lisa Neville (to which we have still not yet received a formal response), the Mayor, local Ward Councillor, CEO of Shire all pointing out the significance of Rob Roy ,both historically and currently to hopefully gain support.

In support of all this correspondence, on site meetings were held with Shire Officers, and local councillors to reinforce the importance of Rob Roy and highlight all the work that has gone into bringing it to its current parkland state.

It must be said, that over the 28 years the Club has been involved with Rob Roy all Mayors and local councillors have always been supportive of the historical significance of Rob Roy and the benefits the property brings to both the local and wider community.

From March 2018 there have been numerous community meetings and workshops, at which the Club has been represented, hosted by a consultancy group engaged by Melbourne Water

Development Report. On receipt of this report Council had reservations and responded with an Assessment Report highlighting concerns with the lack of evidence to demonstrate how Melbourne Water has considered and is seeking to implement key State green wedge policies and objectives.

Before this Assessment Report was created further public meetings were called including an opportunity for the Club to address a "Future Nillumbik" meeting at the Council offices. We were only able to speak for three minutes and received a very favourable response that resulted in another fifteen minutes of dialogue. The longest hearing given to any speaker on the night.

In October 2018 there was a Press Release from the Government which in part announced that the Government will work with the local community in the Christmas Hills to preserve around 280 hectares of native land in the area. (This is only part of the overall 1000 hectares being sold off.) Minister for Water Lisa Neville announced "that it was the Labour Government's intention to return the land owned by Melbourne Water, back to the Crown".

The Release went on to say the return of this land would mean the historic Rob Roy Hill Climb and the amenities that support the Christmas Hills Community Hall would be preserved - guaranteeing these important assets continue to be used for community benefit, under separate committees of management.

There has been no further development and/or discussion as to the composition or workings of these committees of management. However the feeling is this is a positive outcome that we look forward to being an integral part of.

As recently as January 2019 we were advised by Council that Melbourne Water is still progressing (incredibly slowly) the Committee of Management idea within State Government for Rob Roy but appear to remain committed to it as an outcome.

Treasury will also have to be involved. The Council expects the planning process to gain some momentum with the Government Land planning Service from March onwards IF Melbourne Water finalise their master plan and submit this to Government.

Hopefully this will start further engagement and consultation work that the Government Land Planning Service will co-ordinate instead of Melbourne Water.

So, the project is far from over. We hope that Rob Roy, as an iconic piece of Australian Motor Sport history, and we believe to be the second oldest permanent hillclimb in the world after Shelsley Walsh in the UK, will continue into the future and be given the support it deserves by the wider motoring community.

**Wayne Rushton**

# Rob Roy





◀ **KEN BEDGGOOD**  
1983 Cheetah MK8  
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# Tour d' Yarra Valley

**M**ay the 26th, 2019 is the date to put in your diaries for the Tour d' Yarra Valley.

This will be a tour with an operatic and poetic theme. Starting with a morning tea and a special Coombe Estate garden tour hosted by Dan Johnston the Coombe Estate manager.

Coombe is the estate of the late Dame Nellie Melba and there are many artefacts and memorabilia to see through out the property.

Coombe is situated in Coldstream, Melways Ref 281 B6.

After the morning tea and tour, we will be heading off for a pleasant drive through the Yarra Valley as we make our way to "Arden" The Singing Gardens at Toolangi, which is the property of the late C. J. Dennis who is well known for his book "The Sentimental Bloke" among many others.

Here we will be sitting down to a good old fashioned Sunday roast lunch and sweets ( apple and rhubarb pie) yummy, and includes tea and coffee. This is a set lunch, however arrangements can be made for those with special dietary requirements if you let me know at the time of booking.

Jan, the current owner will explain all about history of the property and will also recite some poetry from C.J. Dennis.

The gardens are quite large, so I recommend a nice stroll around after your mains and come back for sweets/tea and coffee. .

Cost of the lunch is \$45.00 per head. Drinks BYO.

Morning tea at Coombe will be \$18.00 per head with the garden tour at no cost thanks to Dan's generosity. Morning tea will be served at 10.00 followed by the tour, so I suggest you arrive at 9.45am.

If you wish to be part of the Tour d' Yarra Valley please forward your cheque for \$63.00 per head payable to Ron Simmonds by the 17th May. .

The mailing address is "Peppercorn Rise" 1/6 Grandview Crescent Healesville 3777

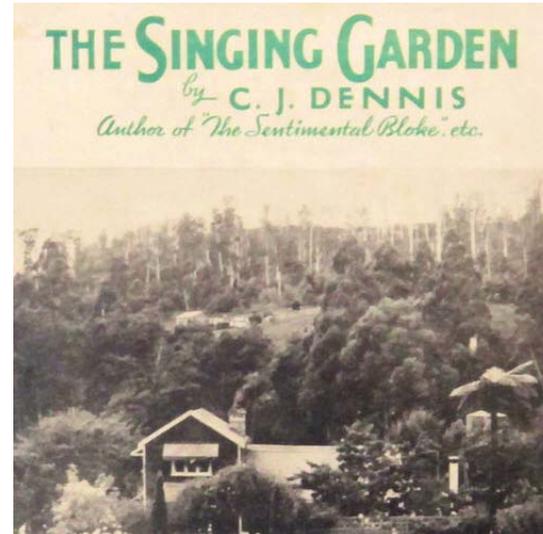
Coombe Yarra Valley is situated on the corner of the Melba Hwy and Maroondah Hwy, Coldstream, Melways Ref 281 B6, entry will be via the Gate Keepers Cottage right on the corner, someone should be there to direct you in, look for the VHRR banner.

I will have a map for everyone with the directions for the rest of the tour.

Feel free to come in your 'Special Car'

Looking forward to seeing you all, Cheers Simmo.

Please contact Ron on 0427 031 737 for further information.



## The Brabham-Repco BT17

**T**he only Group 7 Sports Car made by Brabham. The unique BT17 Brabham-Repco arrived in Australia just in time to be trucked straight from the container to Motorclassica last October.

Here are some notes about the car, its specifications, its competition history, ownership, and my 11 year pursuit to bring it here.

During the 60's and 70's Brabham was the world's largest manufacturer of racing cars producing around 700 covering numerous categories. Of these very few were sports cars. There were two BT5s, 12 BT8As and a single BT17. Ron Tauranac was not keen on sports cars. He was a purist designer where every element of the car had to have purpose in achieving maximum performance, minimum weight and ultimate simplicity. Full bodies, lights, passenger seats etc were against Ron's principles!

The BT17 was proposed around late 1964/5 I believe and was to provide Jack Brabham an opening into the emerging sports car events such as CanAm, the local Tourist Trophy races around England and numerous European events. But the initial build of this car was intended only as a prototype being considered as a halfway house between the BT8A and the eventual BT17. It was coined the "BT12 1/2" but since it became the only one it ended up formally as the "BT17"!

In 1966 Brabham was realising the potential of the Repco Brabham V8 in his Formula 1 car, the BT19, and he considered that a larger capacity version in a sports car based on the BT8A would be competitive.

So began the life of the BT17 that is now in my hands here in Australia.

It was initially constructed with a 4.4 litre 620 series Repco Brabham engine, the block having been derived from the F85 Oldsmobile as per the original engines for the BT19.

Actually it is a coincidence that in my early days at Repco, when as a cadet engineer and working as an assistant to our head engine builder Mike Gasking, Repco had a request from Brabham for urgent manufacture and delivery of a 4.4 litre engine, a capacity not envisaged in the original plans to make Tasman 2.5 and F1 3 litre engines. An already built up 3 litre engine was rebuilt to 4.4 litres, against the protests of engine designer Phil Irving but at the

insistence of our manager Frank Hallam. At the time I thought this was for Bob Jane but evidently his engine, for the Elfin 400, came later.

So the engine we hurriedly made was actually for the BT17 and powered it for its first race at Oulton Park in April 1966!

Little did I know that the engine we'd made and tested on some very late nights ended up as the first engine in the car I'd buy some 52 years later!

Actually that engine was probably rebuilt by Brabham for F1 and the engine that went with the BT17 when he sold it was a later version, a 5 litre 740 series with the exhausts out the middle of the vee.

The gearbox is a 5 speed ZF, the suspension is by wishbones and struts and there is an onboard fire system. The chassis number is SC-2-66.

Reverting to Brabham's use of the car in England, really it was quite limited. He took it to Oulton Park in April 1966, qualified second, and due to an oil leak didn't finish. It was entered for Silverstone in July but didn't appear, and entered for Brands Hatch in September but did not start.

Of course by this time things were looking pretty good for Jack as he had secured his third world F1 championship in the BT19 and still had Mexico to go. I guess that's where the effort was going!

The car was sold, we think around 1967 or 1968, together with the 5 litre 740 Repco engine (not fitted) to George Tatham, a trout farmer and hillclimb specialist. George ran it with a Chev engine from his Lister Jaguar and was evidently very successful. He is survived by his son David who has been of immense help to me in digging out photos and records of its time with George. Actually George went on to hillclimb in a McLaren 12C, achieving incredible times even at age 78, despite having had cancer at age 70.

George sold it to circuit racer Mike Knight in February 1985. Prior to selling it he had the 5 litre Repco engine refitted in place of his Chev engine but didn't run it in this form.

From Mike's notes to me recently:

*"I bought car off George in February 1985... on April 23rd tested it at Snetterton, notes as follows: dry blustery day, car ran well mechanically, fuel system no bother-did about 40 laps and used*

*about 1 gallon of water and then threw out oil- possibly overfill, did 1.12.4 for basis .....*

- 1. Seat uncomfortable*
- 2. Hopeless understeer - no grip rear springs too soft for sure, check dampers*
- 3. Tyres hopelessly old (so why was I testing on them I wonder now!!!!).*
- 4. Could not select 1st gear, must be mechanical issue, linkage looks alright.*

*Snetterton test May 16th 1985- dry and calm: Car still rolls quite a bit- stiffer rear springs needed yet I think, overheating and oil tank possibly needs repositioning gear selection difficult unless cock on lever movement braking OK but I'm braking too early everywhere into long 1.7s against Rich's time of .....*

*My first race in the car at Pau on May 27th 1985. I recall it was wet and I did not have wet tyres (blimey!) but noted it was fun and going quite well at the end.*

*Invited to race the car at Elkhart Lake in July 20-21st 1985 - car flown there and back. Water rad not the reason using water head gasket more likely; third in class behind a 917 and Steve Cohen in a Tipo 33 despite slow puncture. Car way better than this result.*

*Did not race it again until we got the engine running properly in time for a race in Sweden on May 10th 1966. Noted car running well just jumping out of 2nd in practice. Qualified 2nd, led off the line - gear change sorted .....spun (again!) chasing back but race stopped after massive cloudburst... but classified 8th.*

*I can't locate the records of when I sold it to Art, but probably 1987. The Matra was coming on stream then.....*

*Mike "*

*Mike sold the car to USA based collector Art Valdez around 1987 having owned and raced it for two years. Anyway he'd already committed to race his Matra.*

*It's noteworthy that Mike has mentioned that of all the cars he's owned the BT17 is the one he'd most like back.*

*I don't have knowledge of any running by Art Valdez in the 30 or so years of his ownership but it's likely that it was kept as a collectors for most of the time, though he did have a foam seat poured.*

# Brabham-Repco BT17



1. *The BT17 at its first race at Oulton Park on April 30th 1966. The prototype rear body shell had been constructed in aluminium and was 4" wider than the BT8A. Image courtesy Alamy*
2. *George Tatham hillclimbing in the BT17 fitted with a Chev engine from his Lister Jaguar. George was a keen and successful hillclimber and ran the car this way at many hillclimbs over England.*
3. *Ready for the start in the 1966 TT at Oulton Park. Coundley's McLaren - Elva Mk1A Oldsmobile splits the Lola T70 Chev of Denny Hulme & Jack Brabham's Brabham BT17 Repco*
4. *Current version*

I've been fortunate to have received from Glenn Coad some really important early photos and documentation ex Art Valdez regarding the H.S.C.C. certification of the car in England and this will assist enormously in the process of obtaining a COD and documenting the car's history.

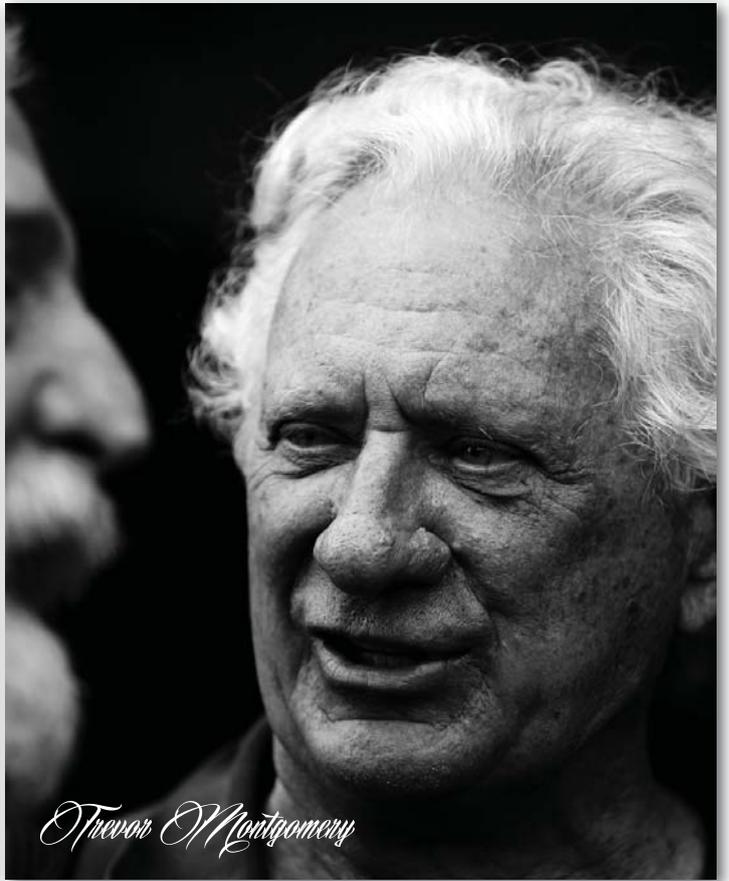
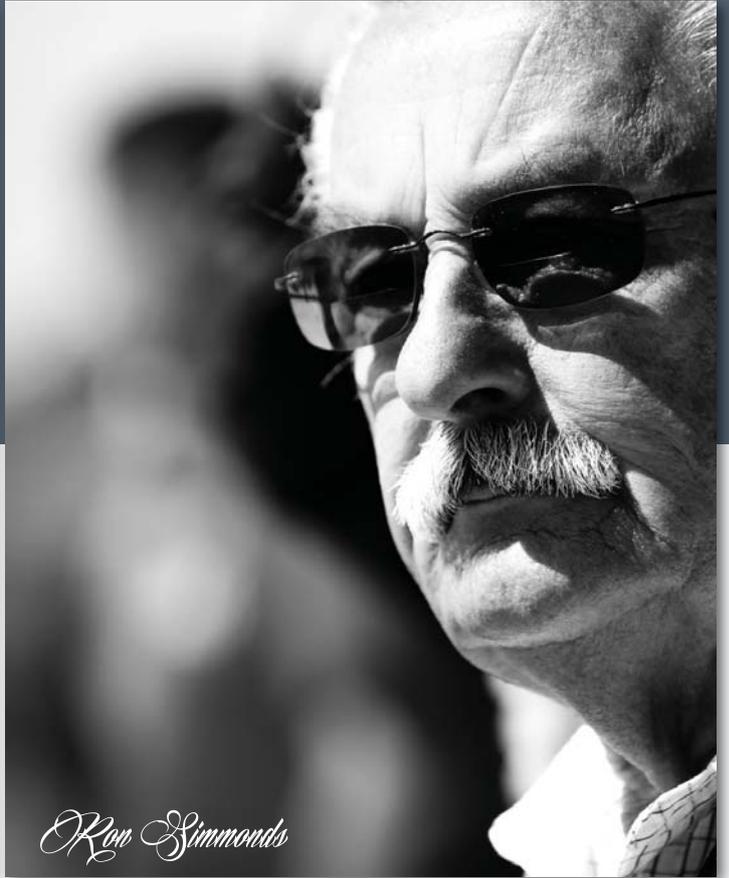
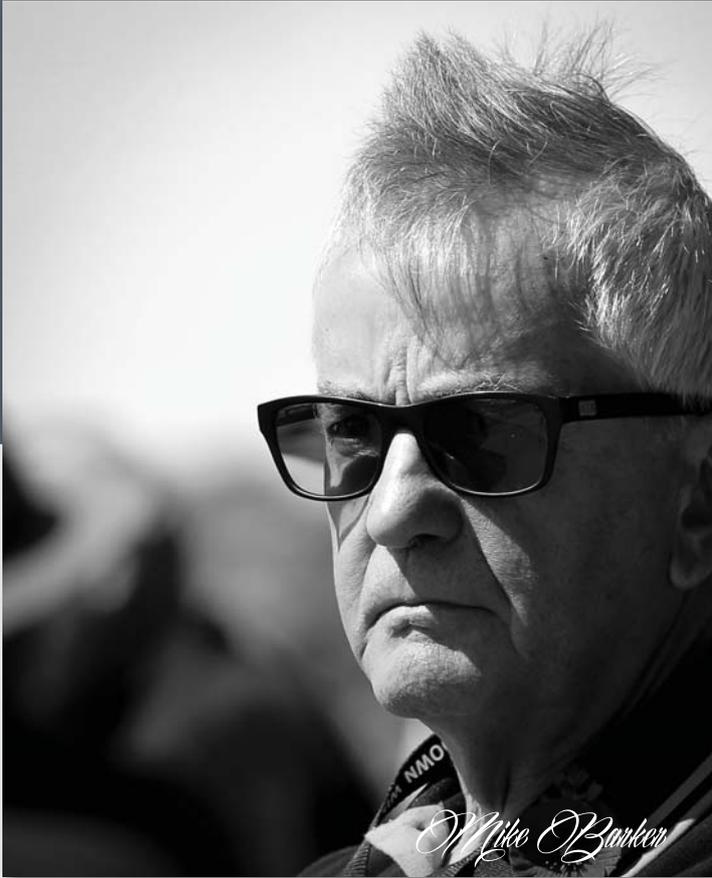
Aaron Lewis first drew my attention to the BT17 being in the USA some 11 years ago based on photos he'd received of the car. I took interest in it but it was probably only in the last 5 or so years that I made attempts to locate and buy it. Eventually it was sent to England to Rare Metal along with some or all of the other cars in Art's collection for the handling of their sale. Aaron bought the stunning BT23E at the same time and both came out in the same container. Both cars had work done on them for us by Hawker Racing prior to shipping, this included, where necessary, checking for asbestos and securing the important certification. I had the ancient bladder

tank removed and a new aluminium one made.

As mentioned it made Motorclassica last October and has since been on show at Sandown, Phillip Island, Adelaide Motorsports Festival and at the VHRR Christmas function. So far I've replaced the clutch, had the 35 year old Avon slicks replaced with new Dunlops, rebuilt the brakes and run the engine which seems good. I've had a seat made too. But as a precaution the engine will now be removed and completely checked and rebuilt as necessary. Then I'll need to apply for a COD, make some small changes to satisfy scrutineering and then the fun will begin! Let's hope I have a little less excitement than Mike Knight in his early runs!

In summary it's a privilege to be the custodian of this unique and beautiful car and I'll do my best to do it justice.

**Nigel Tait**



# FACES ~ SANDOWN

Pics ~ Grant Campbell



# Peter Whitehead remembered

By Richard Batchelor

## Bathurst champ was a Formula 1 pioneer

It is 18 April 1938, the Australian Grand Prix, and 39 cars face the starter at the new Bathurst circuit. The field features Australia's top drivers, along with two Englishmen. The Mount Panorama track is unpaved and a large crowd is present, most of their attention focused on the sleek 1.5 litre supercharged ERA, fielded by 23-year-old Yorkshireman Peter Whitehead. The race will be run on handicap, as in previous years, and over 40 laps (241.35kms).

The main European grand prix races in 1938 were for 4.5 litre non-supercharged, or 3.0 litre supercharged, cars – the famous "Silver Arrows" Mercedes and Auto Unions being the dominant marques. Many lesser grands prix were run under the "Voiturette" formula, for which Whitehead's ERA had been built. In these events they were very

successful (ERAs are still front-runners in historic racing today).

Ron Uffindell's Austin 7 Special was the first car to be flagged away, followed by many famous names including Les Murphy, John Crouch and Alf Barrett. The local ace Frank Kleinig in his Hudson Special had to wait for 30 minutes to be released, the last car being Whitehead's ERA, four minutes behind Kleinig.

Despite his 34-minute handicap it soon became clear that Whitehead would win the event. His car was much faster than any of the other entrants and he was revelling in the gravel surface, treating the crowd to some hair-raising slides. Whitehead drove bare-headed, his only protection from flying stones being a pair of goggles, and he greeted the chequered flag ahead of Les Burrowes (Terraplane), Alan Crago (MG) and eleven other finishers. He then enjoyed a glass of beer.

Whitehead and the other competitors must have been very brave men. The configuration of the Mount Panorama circuit has barely changed in the past 81 years, judging by photos, except there are now gravel traps and Armco to prevent drivers from crashing through barb-wire fences and into trees. According to accounts of the race, the track surface broke up as the race proceeded and numerous potholes appeared. Imagine driving a potent grand prix

car at Bathurst when the road was unpaved! Helmets were in use in the 1930s but Whitehead chose to drive bare-headed as he said he wanted to hear his engine properly.

Peter Whitehead was Cambridge educated and personified the wealthy English gentleman. The same could not be said for his fellow countryman, Alan Sinclair, who was unable to drive his Alta in the race as he was recovering from a night in the cells on drunk and disorderly charges. At the prizegiving after the race Mr Sinclair is reported to have pelted the Mayor of Bathurst with a cauliflower and other vegetables. There is also mention of damage to a police vehicle. Perhaps Mr Sinclair thought such behaviour was acceptable in the colonies.

During World War Two, Peter Whitehead served as a major with the Royal Armoured Corps, seeing action in Italy and the Middle East. After the war he resumed racing in his ERA. In 1948, he negotiated with the Ferrari factory to buy a new Ferrari 125 grand prix car. This was the first time Enzo Ferrari had sold a Ferrari grand prix car, a testament to Whitehead's reputation.

When preparing to fly to Milan to collect the Ferrari he was seriously injured in a plane crash. He made a full recovery and gave the car its debut in 1949, winning the Czech GP and leading the French GP until gearbox problems dropped him to third.





That year he won the British Racing Drivers Club's prestigious Gold Star, awarded to the best performed British driver in international races.

He entered three rounds of the new Formula One World Championship in 1950 and finished third in the French GP. The following year, teamed with his great friend Peter Walker, he won Jaguar's first victory in the Le Mans 24 Hours, driving the new C-Type model for the factory. He won the 1953 Rheims 12 Hours in a C-Type, teamed with Stirling Moss, and in 1954 raced the new Jaguar D-Type for the factory, winning the

Rheims 12 Hours with Ken Wharton. Four years later he finished a remarkable second at Le Mans, driving an obsolete Aston Martin DB3S with his half-brother Graham.

Peter Whitehead returned to Australia in 1956 and contested the AGP at Albert Park in a 3.4 litre Ferrari Super Squalo. He qualified third fastest behind Stirling Moss and Jean Behra in their works Maseratis, and finished the 402km event in third place, a lap behind winner Moss.

In September 1958, Peter Whitehead was killed while

navigating Graham Whitehead's Jaguar in the Tour de France tarmac rally, when their car plunged ten metres into a ravine. His half-brother was injured but survived.

Peter Whitehead was 43. Great Britain had lost one of its finest drivers.

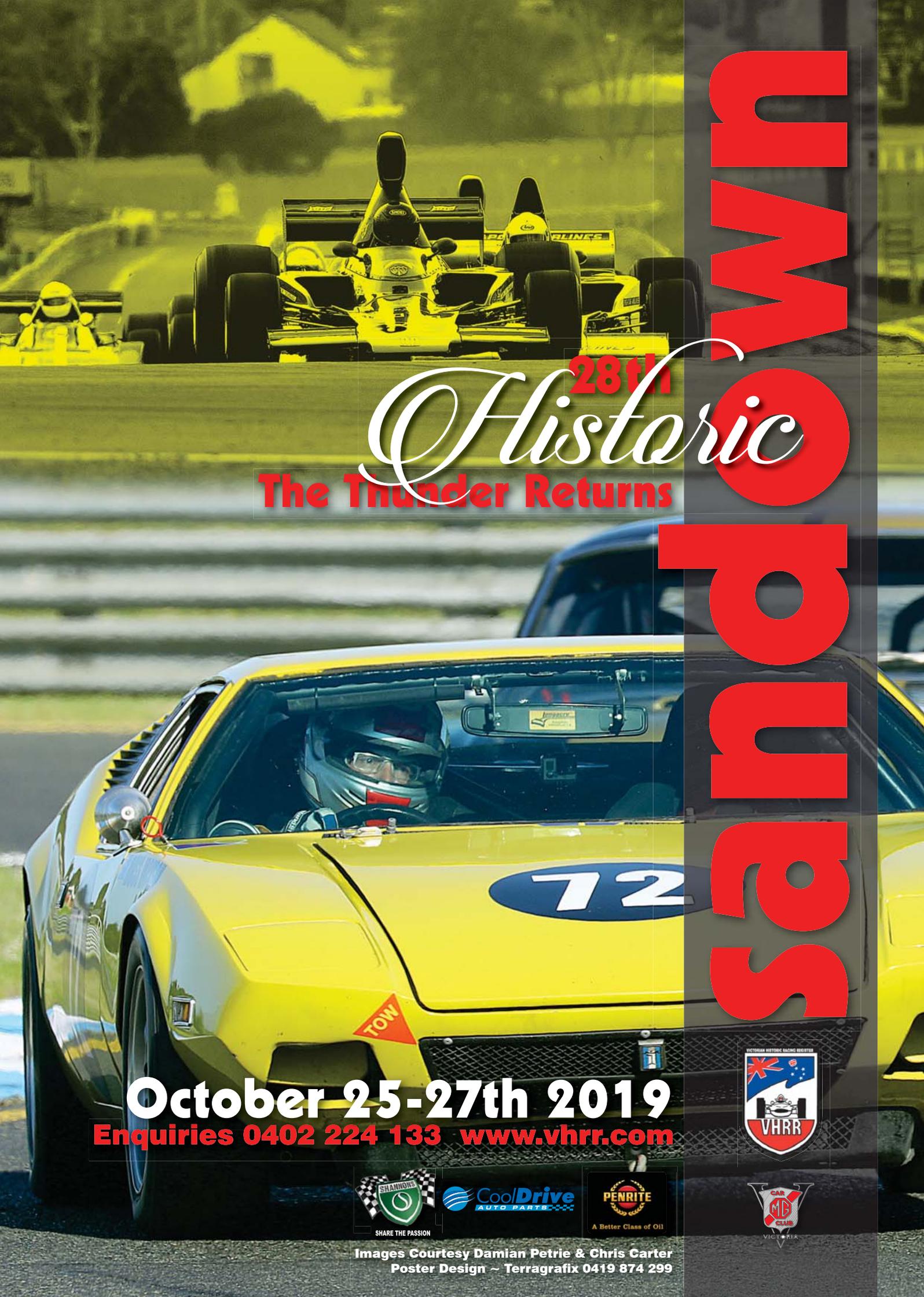
#### **Richard Batchelor**

Pics Courtesy Mark Bissett ~ Primotipo

Top: Peter in R10B

Bottom: Bathurst start





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Images Courtesy Damian Petrie & Chris Carter  
Poster Design ~ Terragrafix 0419 874 299



<b>1st Outright</b>	Dick O'Keefe
<b>2nd</b>	Graeme Raper
<b>3rd</b>	Conor Ryan
<b>Diana Davison Award</b>	Louise Raper - Samantha Dymond
<b>Lou Molina Award</b>	Graeme Raper
<b>Junior Award</b>	Conor Ryan
<b>Tony Gaze Award</b>	Joyce Russell - Julie Sprague
<b>Don Kinsey Encouragement Award</b>	Josh Lowing
<b>Peter Brock Group C Trophy</b>	Phil Verwoert

### ***Club Championship Overall Points Scores***

<b>Junior Award</b>				
	1st	Conor Ryan	Deveric FV	45
	2nd	Declan Foo	Elfin Clubman	22
		Grant Kelly	Formula Vee	18
		Jessieca Penn	Formula Ford - Lotus 7	8
		Harrison Blanchard	Formula Ford	8
		Dean McLaughlan	Formula Vee	5
		Chris Jackson	Formula Vee	6
		Sam Narkiewicz	Chev Corvette	4
<b>Hill Climb</b>				
	1st	Mike Barker	Elfin Clubman	8
	2nd	Ron Simmonds	Mazda MX5	6
		Vic Spiteri	E Type Jaguar	4
		Leo Bates		2
<b>Diana Davison Ladies Award</b>				
	1st	Samantha Dymond	Lola Mk 1	16
	1st	Louise Raper	George Reid Ford Special	16
	2nd	Claire Greig	Reynard P4	12
		Jessieca Penn	Formula Ford - Lotus 7	8

# VHRR CLUB CHAMPIONSHIP



**Champion Dick O'Keefe**

Class	Place	Driver	Car	Points
<b>Ja over 1501 cc</b>	1st	Pat Ryan	Vauxhall	3
	2nd	Conor Ryan	Vauxhall	R
<b>Ka over 1501 cc</b>	1st	Graeme Raper	Monoskate	48
<b>Kb over 1501 cc</b>	1st	Jim Russell	Ford Racer	43
	2nd	Peter Statton	Ford V8 Special	12
		Ray Sprague	Ford Roadster	9
<b>Lbr up To 1500 cc</b>	1st	Max Pegram	Gemini FJ	21
	2nd	John Gillett	MGTC S/C	15
		Ian Tate	Prefect Special	10
<b>Lbr over 1501 cc</b>	1st	Vern Schuppan	Lago Talbot	13
	1st	Nick McDonald	Repco Holden	13
	2nd	Geoff McInnes	Riley Special	12
<b>Lbs up To 1500cc</b>	1st	Peter McKnight	Aarons Lotus Mk9	31
	2nd	Samantha Dymond	Lola Mk 1	16
<b>Lbs over 1501cc</b>	1st	Pat Ryan	Elgaram Jag	24
	2nd	Russel Budge	Ausca Zephsca	7
		Shane Bowden	Prad 5 Sports	6
		Conor Ryan	Elgaram Jag	4
<b>Lbs Invited</b>	1st	Dick O'Keefe	Photon Lotus 11 Rep	53
	2nd	Colin Sullivan	Elfin StreamLiner	6

Class	Place	Driver	Car	Points
Mr up To 1500cc	1st	Kim Shearn	Lotus 18 FJ	9
Mr over 1501cc	1st	Peter Strauss	Brabham BT11	11
Mr up To 1500cc	1st	Gavin Dearie	Pegasus Special	11
Ms over 1501cc	1st	Laurie Bennett	McLaren MIB	26
	2nd	Geoff Wright	Elfin Mallala	9
Or up To 1600cc	1st	Laurie Bennett	Elfin 600	26
	2nd	Keith Simpson	Brabham BT16	16
		Phil Randall	Chevron BT14	5
		Peter Williams	BT21A	4
Or over 1601	1st	Peter Strauss	Brabham BT31	11
	2nd	Wayne Sayes	Wayne For a Special	9
Qr over 1601	1st	Andrew Makin	March 73B	39
Rr up To 1600cc	1st	Andrew McCarthy	Ralt RT 4	24
	2nd	Don Hume	Ralt RT 4	16
		David Crabtree	Ralt RT 4	5
Rs up To 2000cc	1st	Geoff Kelly	TIGA SC-82	11
	2nd	Grant Kelly	TIGA SC-82	9
Rr over 2001cc	1st	Rohan Carrig	Hocking 901	35
Sb up To 2000cc	1st	Rohan Hodges	Lotus Elan	30
	2nd	Paul Chaleyey	Alfa 1750 GTV	13
Sb over 2001cc	1st	Joe Di Bartolo	Chev Corvette	25
	2nd	Ray Narkiewicz	Chev Corvette	19
		Ian Ross	Shelby GT 350	8
Sc up To 2000cc	1st	Michael Byrne	Lotus 7 54	27
	2nd	Richard East	Alfa Romeo GT2000	16
Sc over 2001cc	1st	Ross Jackson	DeTomaso Pantera	29
	2nd	Paul Blackie	Corvette Stingray	13
	2nd	Gavin Dearie	Datsun 260z	13
		Sam Narkiewicz	Corvette Stingray	8
F5000	1st	Bryan Sala	Matich A50/A51	13
	2nd	Bill Hemming	Elfin MR 8	9
		David Crabtree	March	6
Formula Vee Va	1st	Damian Sykes	Renmax MK1	20
Formula Vee Vb	1st	Conor Ryan	Daveric FV	43
	2nd	Grant Kelly	Stag FV	9

Class	Place	Driver	Car	Points
<b>Formula Vee Vb</b>		Chris Jackson	Avanti FV	6
		Dean McLaughlan	KPS	5
		Ross Jackson	Malmac	3
		Tony Brook	Elfin	2
<b>FJ</b>	1st	Kim Shearn	Lotus	9
<b>Formula Ford Fa</b>	1st	Phill Oakes	Elfin 600 FF	42
	2nd	Kevin Kosa	Lola 342	23
		Nick Bennett	Elfin 600 FF	13
		John Flint	Lola T440	9
<b>Formula Ford Fb</b>	1st	Ian Edgar	Lola T642 A	39
	2nd	Eric Bellamy	Wren	20
		Clair Greig	Reynard 84	12
<b>Formula Ford Fc</b>	1st	Andrew McInnes	Van Diemen 89	39
	2nd	John Blanchard	Van Diemen 89	15
		Anthony Mann	Van Diemen 86	9
		Harrison Blanchard	Van Diemen 88	8
<b>Group C</b>	1st	Neville Butler	Escort Mk2	11
<b>Group A</b>	1st	Adrian Allisey	Commodore	13
	2nd	Mike Roddy	Jaguar TWR X JS	9
<b>Regularity 1</b>	1st	Ron Townley	BWA	24
	2nd	Louise Raper	George Reid Ford Special	16
		Ray Lewis	Simpson Holden	12
		Peter ffrench	Morgan	6
<b>Regularity 2</b>	1st	Declan Foo	Elfin Clubman	22
	2nd	Vic Spiteri	"E" Type Jaguar	13
		Jessieca Penn	Formula Ford - Lotus 7	8



# VHRR CLUB CHAMPIONSHIP

## 2019 FORMER LIGHT CAR CLUB MEMBERS & FRIENDS REUNION LUNCH INVITATION

**Hello everyone**, this year we will also be celebrating 50 years since the club introduced FORMULA FORD to Australia.

We will begin with drinks at 12 noon for lunch at 1pm on Sunday 28th July. If you haven't already done so, please put it in your diaries now.

Like last year we will have a buffet lunch as it provides much more choice than a set menu. (Please let me know if anyone has any special dietary requirements.)

Our venue again is the Matthew Flinders Hotel, 667 Warrigal Rd, Chadstone. Free parking, close to Monash Freeway exit/access and short walk to Holmesglen Railway Station.

Our lunch is not only for former members of the club, but also for all the people and groups that supported the club in numerous ways, for example:-

- Our partners and family members
- People who competed in our sporting events – Sandown, our rallies, motorkhanas etc.
- Clubs/groups who provided flag marshalls, rally controls, spectator points, road closures, scrutineers, timing personnel, vehicle recovery, fire and rescue etc. etc.
- CAMS officials – Stewards, Race Control personnel

- Also anyone who attended the club rooms for meetings, because this was also a support to the club.

Please give thought to people you think should be added to our invitation list and let me know OR pass this e-mail to them.

For those of you who use Facebook (or have access to it) we have a group page called "Light Car Club reunion lunch"

Regards

**David Hardy**  
m 0418 319602  
e davidjhardy@inet.net.au



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**Built as one of a series of Ajax Specials**

in I believe the mid 60s.  
 Uses a BMC 1500 which I was told was done up but have no proof of that, it does have signs of extensive mods such as head work and rocker gear.  
 Engine is complete except for water pump and carbies and centre pipe of extractors  
 The gearbox is a BMC 1500 which was rebuilt by Needham in 03 and is still all sealed up from that.  
 The rear end is BMC A series  
 Motor gearbox and diff all turn over as do the breaks etc  
 The front end is Triumph Herald with an adjustable roll bar  
 The rear suspension is coil overs with trailing arms, this will need some modification to way in which the trailing arms are attached, is a little agricultural.  
 Body consists of rear panel and some side panels as well as original dash board.  
 Brakes are dual circuit and need new lines and cylinders but are all there as is the hydraulic clutch set up.  
 The cooling system is all there including radiator, header tank and pipes  
 The original instruments were US but have put 3 Smiths with it.  
 I purchased the car from Andrew McDowell in 2006 from his fathers estate but have nothing with it except push it around the shed (it rolls and steers wel)  
 I believe the car ran in numerous hillclimbs in the 60s but have been unable to confirm. I was told it ran at Templestowe and Lakeland.  
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Photos courtesy Peter Ellenbogen.

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