



# VICTORIAN HISTORIC RACING REGISTER

ABN: 97 521 303 874

INCORPORATED IN VICTORIA

ASSOCIATION NUMBER: A 000 7117 C

**CLUB PATRON:** *Sir Jack Brabham* O.B.E. F1 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 - November 2008

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

### COMING EVENTS

November	2nd	Haunted Hills Multi-club .....	0439 741 473
November	7th - 9th	<b>Historic Sandown (CCE)</b> .....	0402 224 133
November	25th	<b>Social Meeting - VHRR Clubrooms</b>	
November	28th - 30th	Tasman Revival .....	02 9522 6845
November	30th	Rob Roy Historic & Classic .....	03 9850 4795
December	6th	<b>Xmas Presentation Evening</b> .....	03 9877 2758
March	13th - 15th	<b>Phillip Island Classic (CCE)</b> .....	03 9877 2758
May	3rd	VHRR Rob Roy .....	0413 744 337
August	16th	Heathcote .....	0413 744 337

### Wednesday Lunch Group - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS	Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30
Club Permit Scheme	Lloyd Shaw .....0415 351 164
(Red Plate)	PO Box 828 Glen Waverley 3150
	*CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities

**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.



"Share the Passion"

**The VHRR gratefully acknowledges the support of our major sponsors**

## IMPORTANT NOTICES

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### Return of the Thunder November 7th 8th & 9th

- **Reminder** - Sandown Gold pass - tell your friends!
- **Ladies Morning Tea** - Garages 34/35 at 10.30am
- **Barbeques** - In garages 34/35 Friday & Saturday Night - All Welcome
- **Summary of Sandown Entries as at 28th October**

JK Lb & Sa	35	Hist Touring Cars - Up to 3000 cc	31
M & O	20	Group A & C Touring Cars	25
Q & R	16	MG	36
Formula 5000	23	Sports Sedans	18
Formula Ford	20	Regularity - Group 1	39
Group Sb & Sc	41	Regularity - Group 2	36
Hist Touring Cars - Over 3000 cc	27	<b>TOTAL</b>	<b>367</b>

- **Reminder – Saturday December 6th** is the Annual Presentation Night at the Manningham Resort. You should have received your formal invitations by post. Mark this date in your diary now. Call David Palstra for Bookings - **Note new number - 9877 2758**
- **Phillip Island Classic date confirmed** - March 13th - 15th. Look forward to Celebrations for the 100th year of Morgan, 50th year of the Mini, 50th year of Elfin & 40th year of F.Ford! OS cars confirmed include John Bladon's M1B McLaren, the ex-Lex Davison single seater GP Aston Martin, plus a DB3 Sportscar. Simon Taylor will be back, this time with the ex-Moss HWM as raced in the 'RACER' film. See history next page "The Stovebolt Special....."
- **Celebrate with Elfin**

The 50th anniversary celebrations of Australia's Elfin cars is currently in full swing, with a major display and on-track tribute planned at the Phillip Island Classic race meeting from March 13-15, 2009. Up to 50 of the unique and charismatic race and road going models originally created by the late Garrie Cooper in his minimalistic workshop in suburban Adelaide will be at the meeting. Meanwhile some of the household racing names who achieved success in his cars will be seen at the wheel of a range of open wheeler and sports car Elfins.

However enthusiasts of all makes and models can join in the festivities ahead of time by visiting the new Elfin Heritage Centre museum in Moorabbin, Melbourne for a nostalgic appreciation of the marque – either individually, or with a car club or a group of friends.

- **Roger James Life membership.**

Roger, a Pharmacist, was one of our original members in the 1970's. Prior to joining the VHRR Roger had spent time as President of the Porsche Club. On joining the VHRR Roger was soon involved on committees and was elected President in 1990. He held this position until 1999.

Roger has owned a number of Historic cars over the years most notable was Garry Coopers Original sports car, an EX works Sunbeam Tiger Coupe that ran at Le Mans and the ex Glynn Scott Cooper Climax. Recently Roger completed the restoration of the first NSU RO80 registered in Australia. Roger was the first owner. The car still has the teeth marks left in the dash pad by Roger and Jans eldest son. Rogers current restoration project is a Sunbeam Alpine Sports car.

**Groups Rep Reports** Thanks to Nick & Troy for these reports. It will be nice to see other Group Reps reports in the next issue.

### Formula Ford Forty Year Celebrations

Next year sees the 40th anniversary of Formula Ford in Australia and a special one-off trophy series will be run to celebrate the occasion. Although plans are still being formulated, it's looking like a 6 race points score championship with competitors able to take their best 4 race meeting results. Phillip Island, Mallala, Oran Park, Wakefield Park, Morgan Park and Sandown look likely to host the series which will culminate at Sandown on virtually the same weekend as when it all began. Big fields and fierce racing will doubtless be the norm, with some new faces competing including former touring car ace, John Smith from Sydney.

For enquiries contact Laurie Bennett 0409 162 160 or Nick McDonald 0414 569 506.

### Group C & A Report

Group C/A entries are down a little on what we would like to see but the Oran park event in December with the supercars has not helped, some of the guys are saving their budgets for that event which is a

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shame but I believe that if they do get a run it will be also good for the category. The cars that we have will no doubt put on a show that the spectators will love I am very disappointed that I am not running as I love the Sandown event and this year is shaping up to be the biggest yet. Lets go racing! Troy Kelly

### **The Stovebolt Special HWM Chevrolet “The car with five lives”**

**Life One: The Works Formula 2 Car.** One of three one-and a-half-seater Alta powered cars built in 1950 by John Heath and Alf Francis at the HWM factory (Hersham & Wolton Motors) in Walton-on-Thames, Surrey, for HWM's first season as a British team racing in Europe. HWM hired the young Stirling Moss, just out of his teens, as their No 1 driver. It was the first works drive he ever had, and the first proper front-engined car he ever raced. In the Bari Grand Prix in Italy, this actual car gave him his first Formula 1 race: driving a F2 car in this F1 event, Moss really put his name on the map by finishing an astonishing third behind the World Championship - winning Alfa Romeos of Farina and Fangio and ahead of all the other FI cars. This race was later described as “the day Stirling came of age”. Moss also finished a hard charging third at Reims to Ascari's Ferrari and Simon's Gordini, and was leading the Naples Grand Prix when he crashed into the trees after being pushed off by a back-marker.

This car also scored HWM's first European victory when it won the Grand Prix des Frontieres at Chimay, Belgium, driven by Johnny Claes. This was the first post-war victory by a British car in any race classed as a Grand Prix. And, driven by Rudi Fischer, it was sixth in the Swiss Grand Prix F2 race at Berne ahead of the other works HWMs.

**Life Two: The Hollywood Film Star.** In early 1951 HWM converted it into a wild cycle-winged Sports-racing car and sold it to the Swiss aristocrat, Count Jacques de Wurtemberg. He raced and hill-climbed it until 1954, when Twentieth Century Fox asked Baron de Graffenreid to source some cars in Europe for a major Hollywood movie about Grand Prix racing, *The Racers*.

The opening sequence of the film was shot on location on the Monte Carlo Circuit. The plot called for the hero, played by Kirk Douglas, to crash the HWM into the Casino avoiding the heroine's escaped poodle. Stand-in driver was American sports car racer and late Mercedes-Benz works driver John Fitch. Then it was flown back to Los Angeles for the studio shots, with Kirk Douglas driving the car in several sequences.

**Life Three: The Pioneering Chevy sports-racer.** It was bought from the film studios by prominent USA entrant Tom Carstens. He rebuilt the car over the winter of 1955 into a Ferrari-beating sports-racer, with 5-litre Chevrolet V8 engine and disc brakes for Bill Pollack to drive, painted in his colours of gloss black with white wheels. Dubbed “The Stove bolt Special” by an American sports car magazine, it represented the first use anywhere in the world of a Chevrolet V8 in a circuit racing car. In its first race, the final meeting on the old Pebble Beach road circuit in April 1956, it took pole position ahead the Ferraris of Phil Hill and Carroll Shelby, and led the race until handling problems dropped it to sixth. Ralph Frisbee ran it in the 1958 United States Grand Prix at Riverside, against the likes of Dan Gurney, Richie Ginther, Roy Salvadori, Jean Behra and Jo Bonnier. It continued to race successfully up and down the USA West Coast in the hands of Ormsbee, Orvel Larsen, Roy Rairdon and Bob Clark. throughout the late 1950s and early 1960s

**Life Four: The Historic Racing Car.** After being rediscovered in the 1970s in a Washington used car lot it began a new American racing career as a competitive historic racer in the hands of “Bot” Masterson and then Murray Smith.

**Life Five: Return to its birthplace.** In 1999, after half a century away, it was brought back to England by its new owner, motor racing journalist, TV commentator and car historian Simon Taylor. He commissioned British race car specialist Peter Denty to restore the car totally, from the bare chassis frame. After much painstaking research, and using contemporary photographs and notes from original owners, it was returned in every detail back to its 1956 Stovebolt Special specification. Taylor now uses it in historic racing and as a heart-in-mouth road car. It has won its class in several historic hillclimb events, holds the Shelsley Walsh Classic Sports-racing class record and has twice broken the Prescott Historic Sports Car record.

In 2003 the HWM returned to the Monterey Peninsula, where it had made its V8 powered debut 47 years before. It was raced successfully in the Laguna Seca Historics meeting, and was a trophy winner in the prestigious Pebble Beach concours d'elegance. It has twice competed at the Goodwood Festival of

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Speed and in the inaugural Cholmondeley Pageant of Power, and was selected to represent 50 Years of the Chevy V8 in the Cartier Style et Luxe. In 2008 it returned to Reims - driven there and back on the road, of course - to take part in the Automobile Excellence weekend on the track where Stirling Moss had campaigned it 58 years before.

## **Classifieds**

**Vintage Speed Car Parts** \* Nose, bonnet and tail - fibre glass. 60's style. Tail ex Barry Watt Q4. Suit Austin A7 or similar special. \$350.00 \*Sprintcar tail. Tognot style. \$350.00 Offenhauser 110 Mock up, full size display model. Steel, wood and aluminium. Complete with dog box. Looks as real. Same as engine in Birdwood museum. Great display or base for glass top coffee table. \$5,000.00

For all enquiries please contact: Bert Bajema 03 9439 4856 bajema@bigpond.com.au

**Wren FF Group R** logbook and C of D. Third car of the second series built by Bill Reynolds.

Good condition. Little raced and a huge bargain at \$18,500 plus \$1,500.00 (note revised price!) for the four wheeled enclosed trailer if required. Easy to look after and fast enough to be exciting this is the ideal way to go historic racing

Call Ray DaCosta on 03 5940 1647 or email dacosta@net2000.com.au

**For Sale Porsche 2.7 Carrera Coupe**, 1975. Genuine mint condition matching numbers car with the correct "Euro spec" mechanically injected motor. This LHD vehicle was purchased from a Private Collection in Japan, and it's superb presentation gives legitimacy to the 6000kms showing on the odometer. Peru Red with gold wheels and matching Carrera script, factory air-conditioning and new SSI exhaust system. Extremely rare and desirable; only 25 imported to Australia from a world production of 1590. \$97,000. Rex Broadbent 03 9252 6024

**Dorien timers for rent for Sandown and Phillip island.**

Contact me at paulschilling@bigpond.com Hire for race meeting is \$25.00, pick up and return timer at race venue. Thanks 1/-

**Race suit RPM Race Gear Double layer**, Current FIA Standard, Black with Yellow Bars Excellent nick Size L. \$160 Jon Bate 0439 311 212 Emerald Vic

**Wanted:** Good little 4 cylinder small car for daughter no.2 Big B double sent her car to God as she waited at a give way sign. It needs to replace a 100k 22 year old only driven by a LOL to visit her grandchildren. However it does need to be of Mexican extraction with birds. i.e. Manuel and Radio. Minimal budget but tempt us please. Pat Ryan 9335-4666 Bh or pat@ryansbus.com.au

**For Sale - Orion Brabham Replica Group Q Single Seat Racing Car** - Full CAMS Certificate of Description and Log Book. One of two cars built by Sydney aeronautical engineer, Gordon Glynn, in the period 1969 to 1973, this car is a replica of a Brabham BT 31 of the late 1960's. The car has been gradually refurbished in the period of my ownership but ill-health now forces me to offer the car for sale. Suspension has been rebuilt all around with new springs and shockers by Baker Bros and it has a fresh 1400cc Renault engine which has done only a few running-in laps at Calder. The body has fibre glass panels moulded off a genuine Brabham and the sale includes the "Master" mould which will enable additional panels to be produced. Tyres are brand new slicks which have never been used and the car has been re-wired. Carburettors are two twin choke Webers and gearbox/transaxle is 4 speed Renault. The car has vivid acceleration and would make a stunning hill climb car and is also ideally suited to circuits such as Winton or Calder. There is minor accident damage to one rear chassis rail which, although not critical should, be rectified in the future. Photos available on request. Asking price \$29,000 Contact Graeme Tutt on 03 9894 8109 or gltutt@bigpond.com

**Wanted Australian Motor Sport 1946** - January, February, March, May to make up full set. Or will purchase full set. Ian Tate 03 9877 2317

**For sale: marque, motoring and motor sport books and magazines**, incl bound copies of Racing Car News and Road & Track. Downsizing. Email for 12-page list. Graham Howard, grimes@ix.net.au

**Monaco HS6:** Powered by a carefully developed Peugeot 403 engine using forged pistons, high capacity oil pump and driving through a close ratio VW transmission this is a very competitive and reliable car, heaps of torque make it easy to drive. Reluctantly this significant Australian special is now for sale complete with group "M" C of D and Log Book. Derek Smith 0403 830 390 \$29,000.00

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