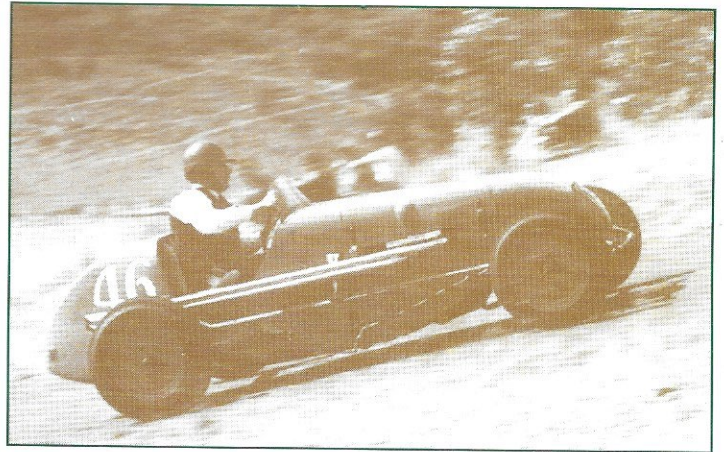
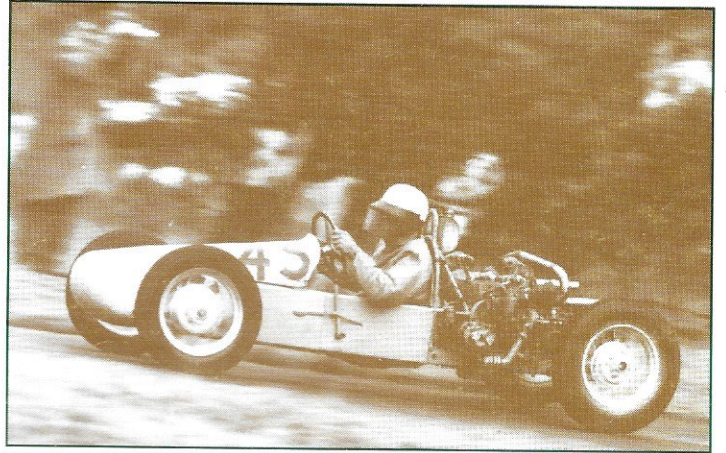
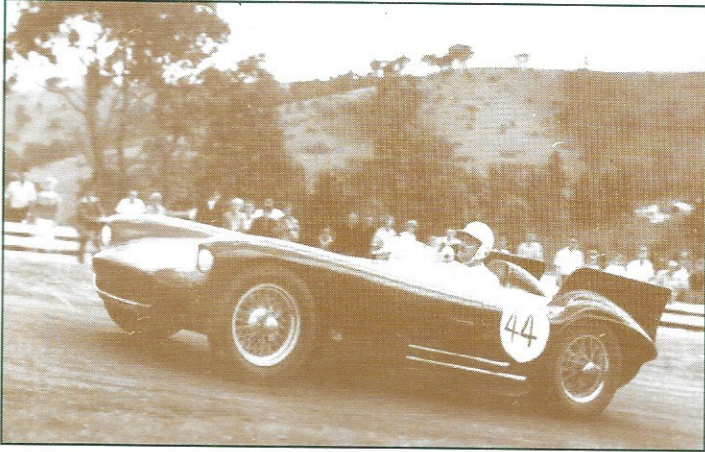


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HILL CLIMB



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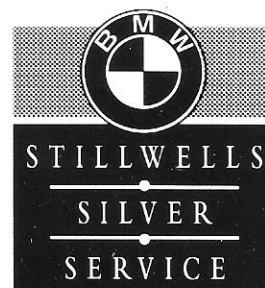
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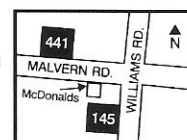
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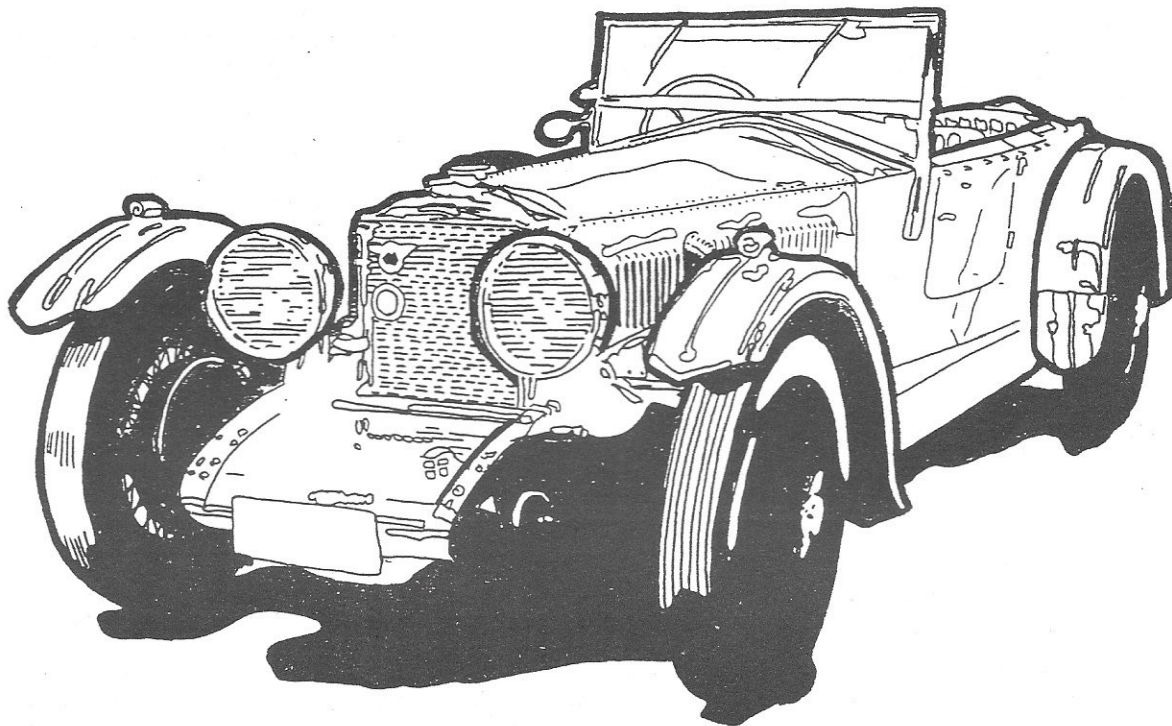


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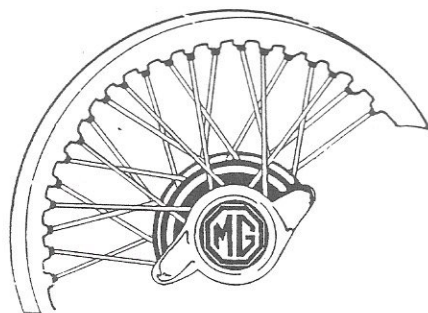
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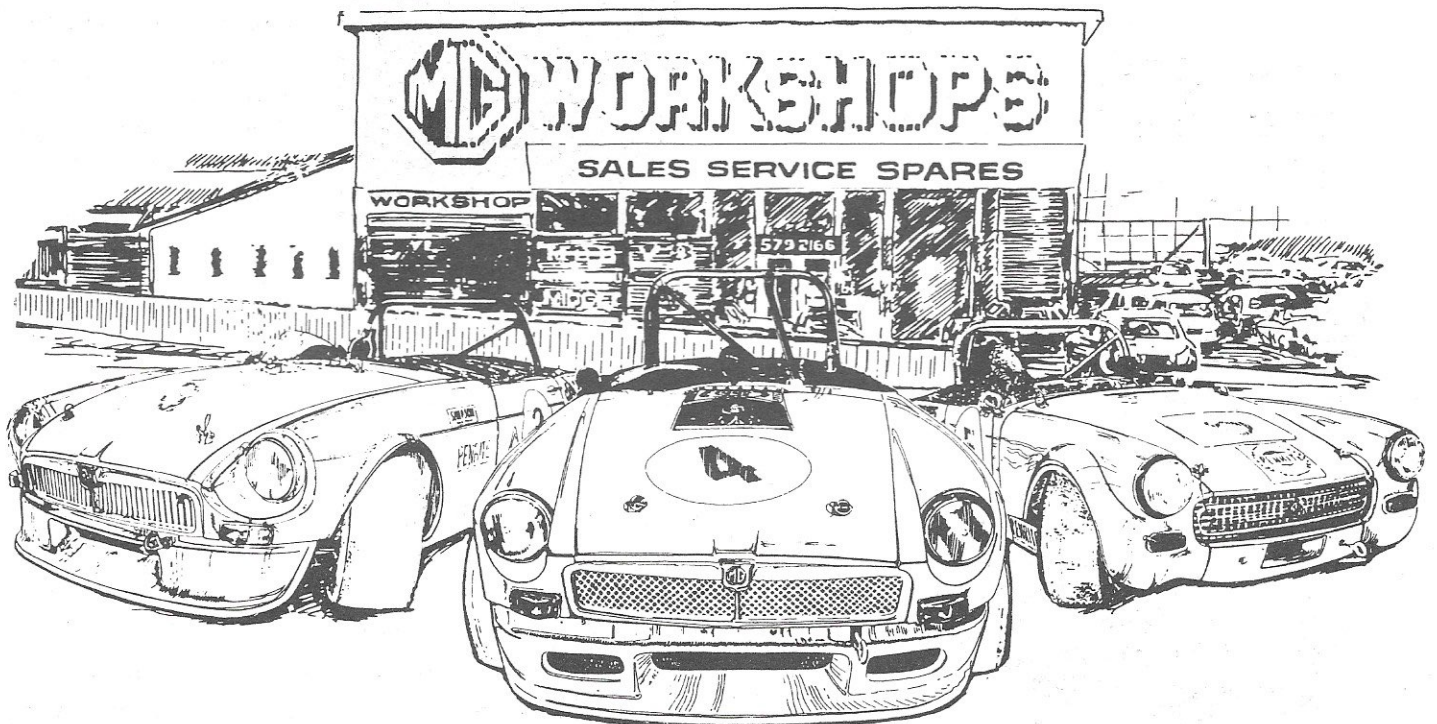
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HISTORY OF ROB ROY HILLCLIMB OUTRIGHT RECORDS



Today's Return to Rob Roy Meeting commemorates the first open (Historic in this case) meeting since the LCCA relinquished its control of Rob Roy in late 1961 early 1962.

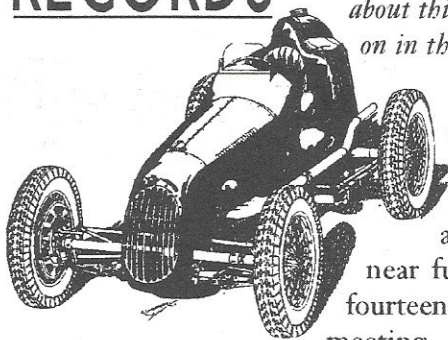
Thirty one years later this MG Car Club promoted two day event brings many of the cars and drivers of the day back to Rob Roy.

The Rob Roy Hillclimb came into being after negotiations between the LCCA and Mr. Clinton of Clinton's Pleasure Grounds at Christmas Hills.

These negotiations began in 1935 and work began to get the track into order for the first event held on the 1st of February 1937.

The "Car" Magazine, 15th October 1935 gave the first indication of the LCCA's negotiations with the following short notice-

"We have at last discovered a venue for a hillclimb par excellence. I cannot tell you about it in this issue, but promise to let you know all about this very interesting proposition later on in the year."



Later on in the year it was confirmed that the site at Christmas Hills was officially obtained as a Hillclimb venue and would be prepared in the near future. In fact it took a further fourteen months before that first official meeting.

Jack Day in the Day Special achieved FTD in 37.39 secs.

It is interesting to note that from that first event, four of the competitors are with us today.

Bill Leech, Jim Leech, Keith Laity and still competing Derry George.

In the second meeting Jack Day lowered his time (35.42) in an invitation attempt at the Hill record established on the previous event.

In 1938 the record was again lowered at what was advertised as the Australian and Victorian Hillclimbing Championships on the Kings Birthday, June 13.

In what could be considered an international event Peter Whitehead (ERA) and Alan Sinclair (Alta) from the UK came to show the local boys how it was done.

Whitehead after winning the 1938 AGP at Bathurst took his ERA s/c up Rob Roy in the smart time of 31.46 secs. almost 4 secs. faster than Jack Day's previous record.

To confirm his win the then RACV president Mr. Austin Paterson decorated Whitehead with the Champion's Sash.

Whitehead's record was to last seven months before Frank Kleinig brought his special down from Sydney to reduce the record to 29.72 secs. and break the magic 30 second barrier.

Kleinig's car was based on an MG Chassis with a Hudson engine. Not considered a pretty car but it certainly looked purposeful.

Just as war was closing in and many young Australian men left our shores a young speed car enthusiast tackled the Hill to scrape a few tenths of a second off Kleinig's record.

Arthur Wylie reduced the record to 29.47 secs. in what possibly was the last Rob Roy event before the war (23/6/40)

After the war the LCCA held their first meeting at Rob Roy in conjunction with the Harley Motor Cycle Club who were actually running the event (8/4/46)

Those entered in this first Post-war event included Jack Day, Jim Gullan, Doug Whiteford, Ern Seeliger and Derry George amongst the twelve starters.

Bill Leech organised the LCCA entries for the day and a young Fred Tracey of the Harley Club took the Cycle entries. Fred Tracey was later to promote dirt events at Tracey's Speedway Maribynong.

It was not for 19 months and with a new wider surface that Wylie's pre-war record was to be broken and that was by Arthur himself closely followed by his arch-rival Kleinig.

Arthur had heard that Kleinig was coming for the record and with only three weeks

"It was not for 19 months and with a new wider surface that Wylie's pre-war record was to be broken..."

before the event the car was built but ran without a body. AMS wrote *"but Arthur prefers motoring quickly without a body as he can see better and has more elbow room."*

Arthur's time (29.18 secs.) was 1.38 secs. faster than Kleinig's.

The record was to fall after only four months when F.A.O. (Tony) Gaze in the Alta brought the record down to 28.88 secs.

At the next meeting Gaze established the name of the Gully to the right of the spillway by losing control of the Alta after the axle developed a split. The Alta finished the run upside down in what is still known on Rob Roy maps as Gaze's Gully.

Tony was to continue competing at Rob Roy in HRGs and the Alta S/C and sports.

Kleinig came back at the Cup Day meeting that year to break Gaze's eight month old record. Kleinig's time of 28.72 secs. was to last only two months before Arthur Wylie again lowered the record for the last time in the Ford A Special to 28.34 secs.

To really confirm his title of "King of Rob Roy" Arthur was to smash his record by just under 2 secs. (26.55) in a car that was to introduce a new era to hillclimbing at Rob Roy. Arthur drove one of the new John

Cooper Cars, a Cooper 1000 imported by Keith Martin.

This record was to stand for an incredible four years before Stan Jones was to reduce it to 25.86.

Coopers and their derivatives were to outclass all other entrants at Rob Roy and Hillclimbs throughout Australia.

At the Cup Day meeting in 1956 Lex Davison was to put his name on the Rob Roy outright record honour role (25.77) Davison had also won an AGP two years earlier.

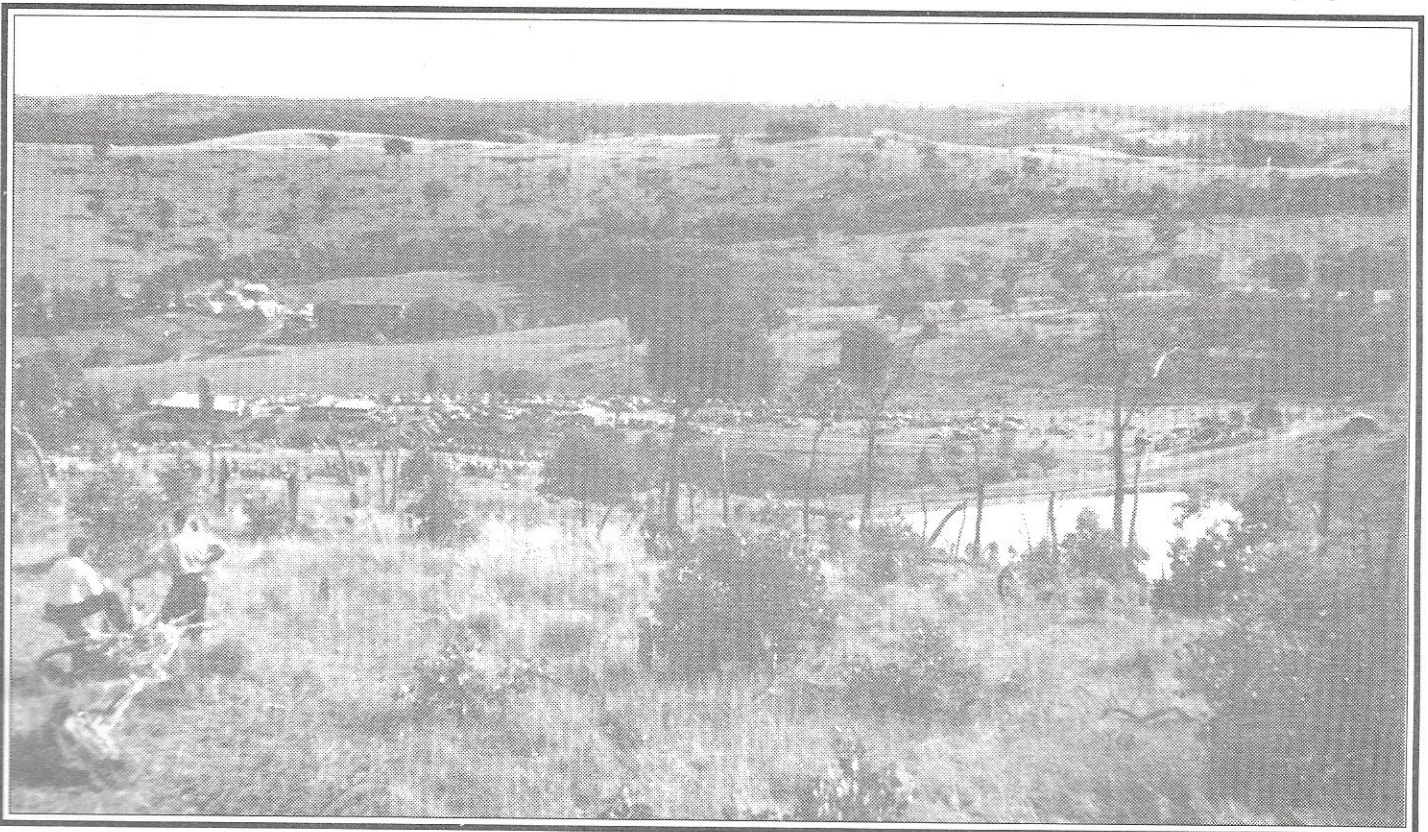
The record was to alternate between Lex and Bruce Walton over the next two years with Bruce taking the record 3 times and reducing it to 24.15 secs. in his Walton Special S/C (1/6/58).

The finale was left to Bill Patterson at the Cup day meeting November 1st, 1960 when he was to break Bruce Walton's two and a half year old record.

Patterson, driving a Formula One Cooper Climax lowered the record to 23.89 secs. Bruce was never able to regain the record before the LCCA relinquished their control over Rob Roy in late 1961.

Either the conditions or his car were not to match his driving ability.

BELOW:- A panorama of Rob Roy in its heyday.



How the times were lowered was quite amazing because the surface was in the worst condition since early post-war with large holes and loose gravel along most of the 750 yard track.

The bushfires of early 1962 made access to the track difficult and investment in re-establishing Rob Roy was unwarranted.

Lakeland was to become the LCCA's new hillclimb.

The MG Car Club Victoria began negotiations with Melbourne Water and the Eltham Shire Council to resurrect Rob Roy Hillclimb - In early 1992 reconstruction began to where the club's first meeting was held on October 18, followed by an interclub British Sports Car Club Challenge Hillclimb

on the 29th November 1992. Bill Patterson's 28 year old record was broken on this day.

Paul Trevethan in his MGB GT V8 was able to shave almost half a sec. off the record - The record now stands at 23.54 secs.

The superb new track will offer further opportunities for successful attacks on the Rob Roy record.

We invite the Historic Motor Sport movement to join the MG Car Club in making the future of Rob Roy Hillclimb an exciting part of Hillclimbing for many years to come

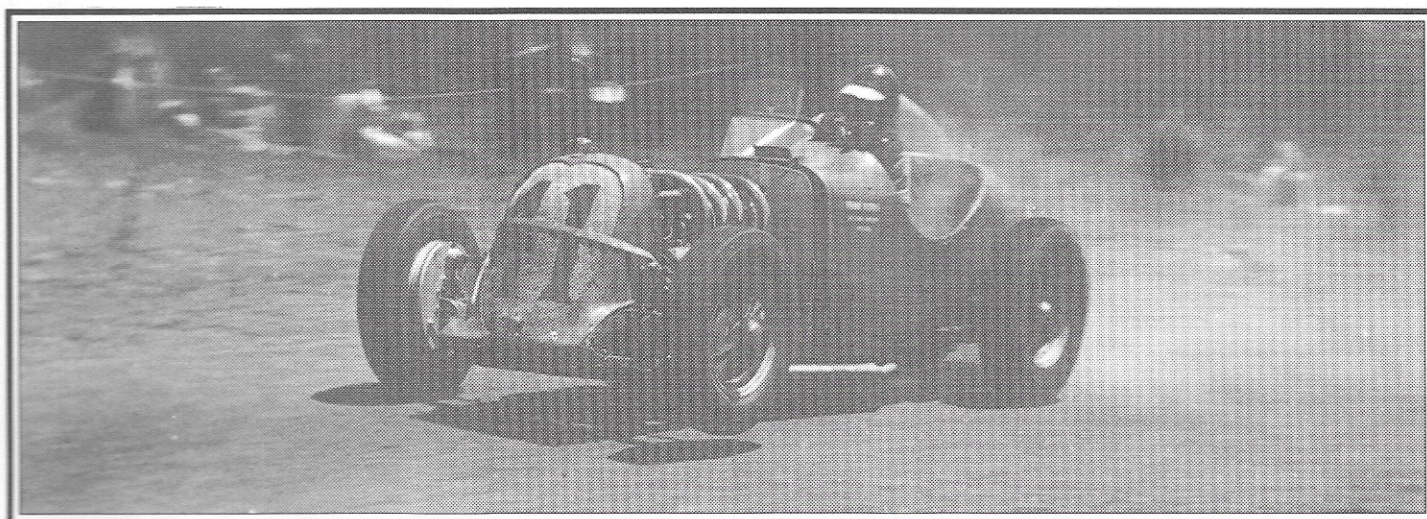
Researched by Leon Sims

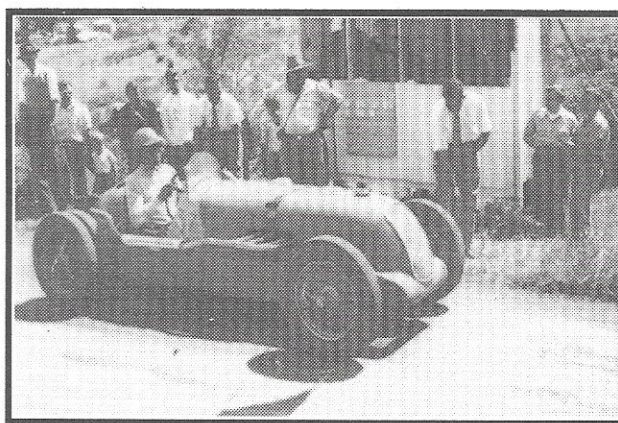
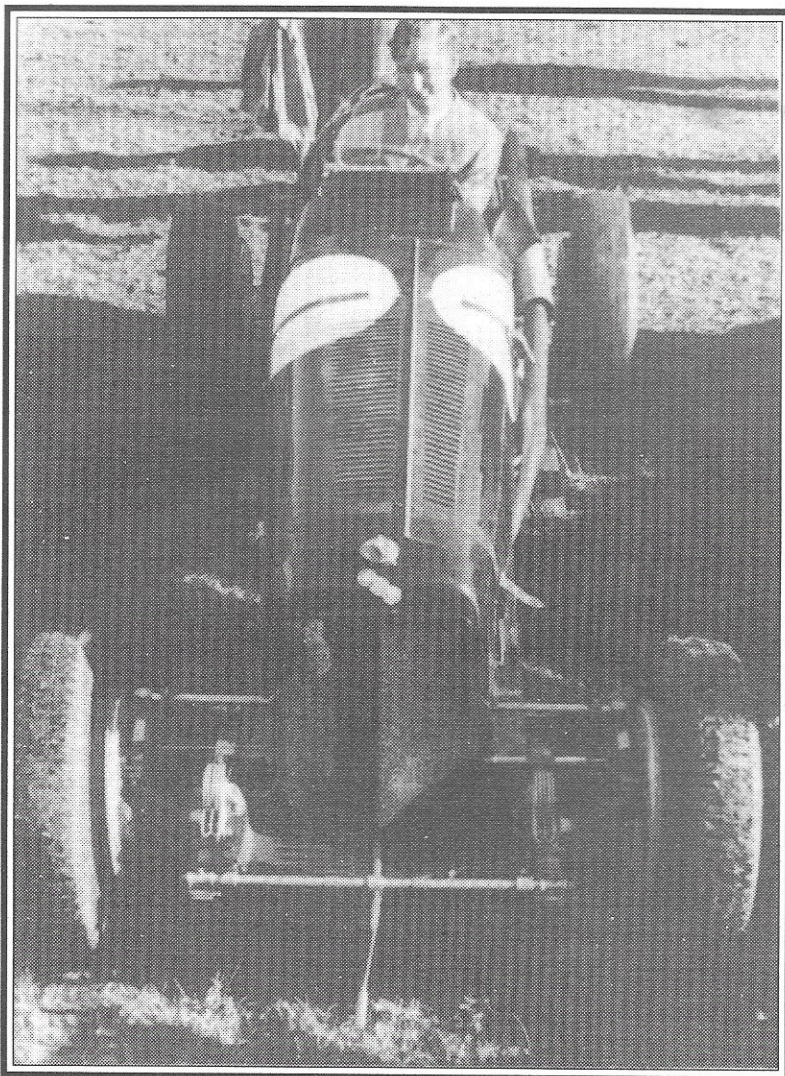
Sourced from Australian Motor Sports and The Car magazines.

LIGHT CAR CLUB OF AUSTRALIA ROB ROY HILLCLIMB OUTRIGHT RECORDS

DATE	DRIVER	CAR	TIME
29/3/37	J.A. Day	Day Special	35.42
13/6/38	F.N. Whitehead	ERA	31.46
30/1/39	F. Kleinig	Kleinig Special	29.72
23/6/40	A.J. Wylie	Wylie Special	29.47
2/11/47	A.J. Wylie	Wylie Special	29.18
14/3/48	FOA Gaze	Alta	28.88
2/1/48	F. Kleinig	Kleinig Special	28.72
31/1/49	A.J. Wylie	Wylie Special	28.32
13/3/50	A.J. Wylie	Cooper 1000	26.55
28/2/54	S.J. Jones	Cooper 1100	25.86
6/11/56	A.N. Davidson	Cooper Vincent	25.77
5/5/57	B.A. Walton	Walton Special S/C	25.23
9/6/57	A.N. Davidson	Cooper Irving	24.85
5/11/57	B.A. Walton	Walton Special S/C	24.40
1/6/58	B.A. Walton	Walton Special S/C	24.15
1/11/60	G.W. Patterson	Cooper Climax	23.89
28/11/92	P. Trevethan	MGB GT V8	23.45

BELOW:- Frank Kleinig competing at Rob Roy in his MG Hudson Special



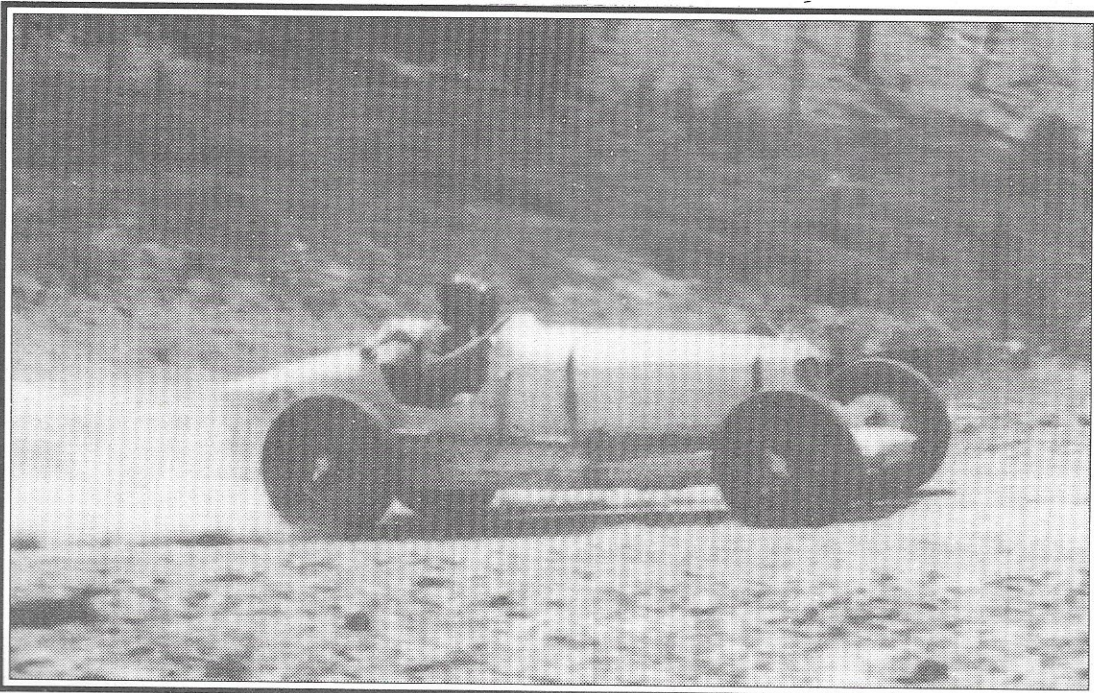


*ABOVE:- F.O.A. (Tony)
Gaze at the start line in
his Alta 2 litre s/c*

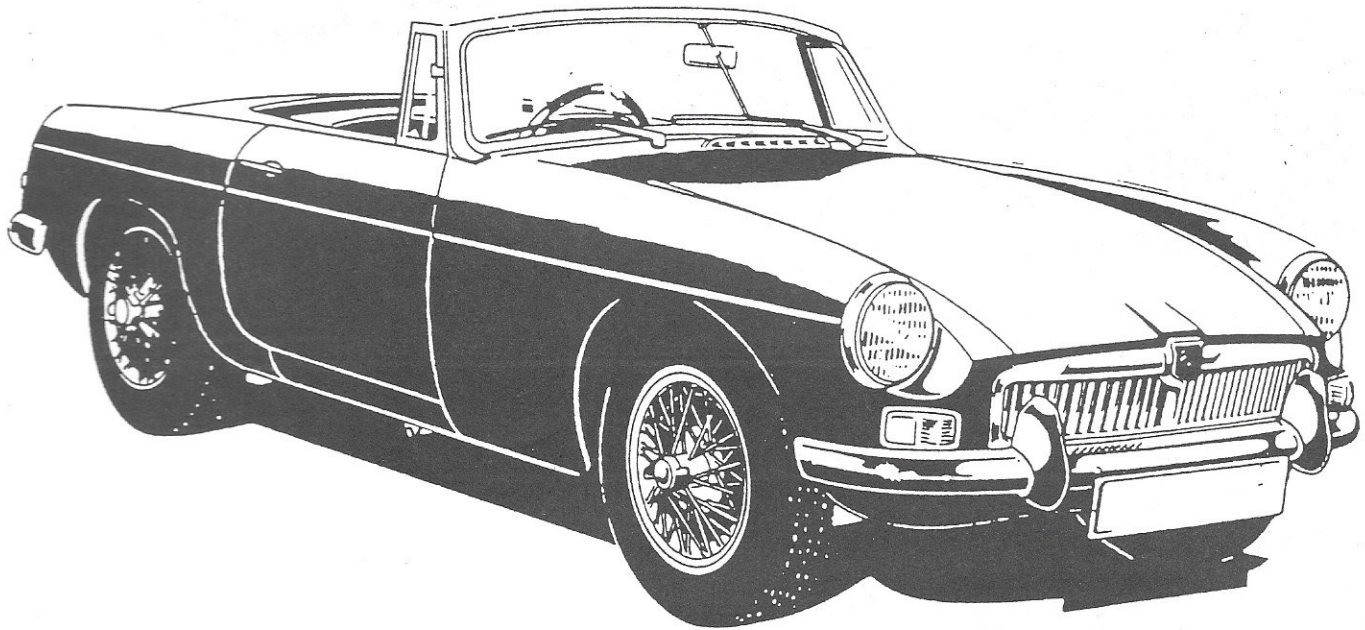
*LEFT:- Peter Whitehead
in his ERA at Rob Roy in
1938*

*BELOW:- Jack Day in
the Day Special on June
13, 1938.*

*RIGHT:-
Lex Davison*



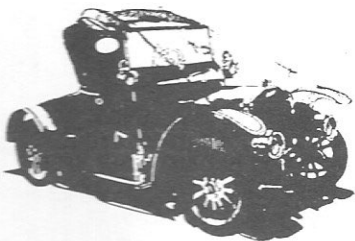
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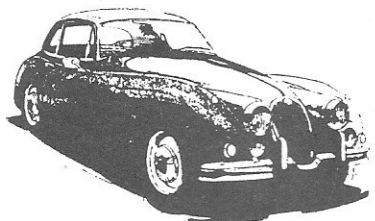
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As the entries for the meeting flowed in one significant entry stood out amongst the rest for many reasons. It's famous driver Stan Jones and its wins in motor racing at many venues throughout Australia among them.

This weekend, however is a home coming for Maybach 1 at Rob Roy for many of its initial competition feats were at the hands of its creator Charlie Dean at the Hill.

Its first time at Rob Roy was in chassis form with Dean driving and Jack Joyce as a passenger.

On Cup Day November 2, 1947 the LCCA ran the Australian Hillclimb championship and Dean had entered the Maybach, the opposition included Arthur Wylie in his 3 week old Ford A Special (FTD & Championship), John Barraclough, (MGNE) Arthur Rizzo (Riley) Harry Hawker (Chamberlain S/C) Lyndon Duckett (Anzani Bugatti) Frank Kleinig and many other greats.

Dean's time for the day was 31.19 which was not good enough to win the class this time however Australian Motor Sports reported the following-

"Probably the most outstanding car from a technical point of view being Charlie Dean's Maybach Special - this was a disposals (army) Maybach engine in a beautifully made tubular chassis with independent front suspension and semi-elliptic rear springs and although very fast, held on the road perfectly all the way up, where other cars were bounding with no little abandon."

"It was not until a Rob Roy 19, the King's Birthday meeting June 13, 1949 before Charlie was to take FTD..."

Dean was to return with the Maybach at Rob Roy 16, May 2, 1948 and reduced his time to 30.43 secs. giving 2nd FTD behind Doug Whiteford in the Kaye special.

Dean's Maybach next appeared in September and again achieved 2nd FTD, this time against the Wylie Car which was the only one to break the magic 30 seconds.

It wasn't until Rob Roy 19, the King's Birthday meeting June 13, 1949 before Charlie was to take FTD in the slow time of 31.16 secs.

On this day the track was water logged from

previous heavy rain and at the starting line there was a film of mud which did not do a great deal for fast starts.

At the Australian Hillclimb Championship November 1, 1949, Charlie finally broke 30 secs. (29.84) giving him the class win, however the Championship was not his - it went to "Back off" Barraclough who drove Lex Davison's ex-Bira MG K3.

Labour Day March 13, 1950 was a day for record breaking at Rob Roy.

Arthur Wylie gained his fourth outright record in Keith Martin's Cooper (26.55) and Dean brought the

Maybach's time down to 28.24 secs. for a class record and second FTD.

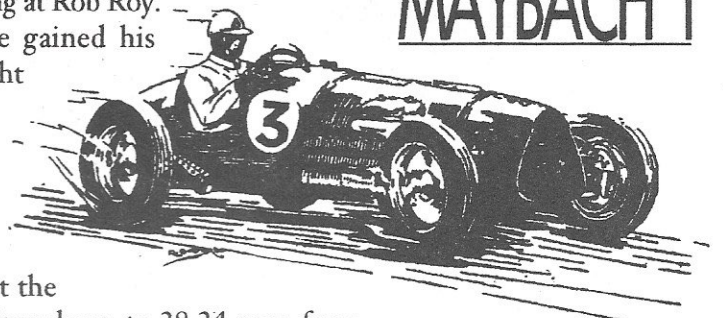
On the Sunday before, which was a practice session, Charlie was to methodically improve his time to under 29 secs. - he had reduced the Maybach's rear track by 4 inches which he said improved handling.

AMS was to report the Maybach's performance on the competition day in glowing terms-

"Next on the line was Charlie Dean with the Maybach, to which he had fitted a new set of timing gears overnight, also buying new tyres at Eltham on the way home from practice, the Maybach chewed the old set up while idling.

He made four runs which were pretty to watch, taking Tin Shed corner in a 30 degree four wheel drift and sweeping into Skyline on a line which raised a momentary cloud of dust from its outside back off wheel, the limited slip differential did its stuff manfully. The Maybach has such acceleration that is one of the few cars that can afford to back off nearly all the way up the 3 in 1 section and make up for this on the upper stretches."

MAYBACH 1



RETURNS TO ROB ROY

The Maybach with Dean at the wheel had started, but not finished two AGP's to this date.

At the 1950 Australian Hill Climb Championships at Rob Roy November 7, Stan Jones competed in his Allard J2 snaking around tin shed corner with alarming tyre distortion getting to the top in 31.79 achieving 5th FTD, two places behind the Maybach. Dean gained FTD in the 1951 Australia Day Rob Roy No. 24 before swapping seats with Stan Jones for Rob Roy No.25 (9/5/51). Dean in the Allard beat

Jones in the Maybach by just under one second and again taking another FTD.

In June 1951 Dean sold the Maybach to Jones, but continued to maintain and develop it, while also driving it occasionally at Rob Roy.

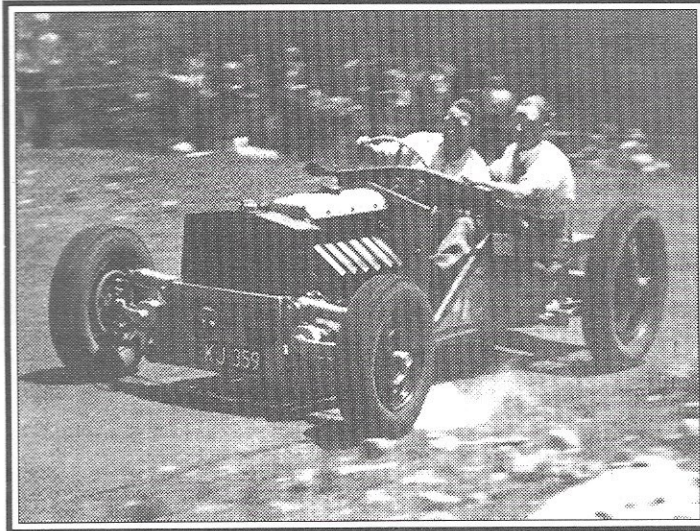
Jones took the Maybach to second place in the 1952 AGP at Bathurst.

It was at the Australian Hillclimb Championships at Rob Roy in 1952 that Charlie Dean was to drive the Maybach in its last run up the hill.

Far from being embarrassed Dean achieved 4th FTD behind the Coopers of John Crouch, Stan Jones and Bib Stillwell.

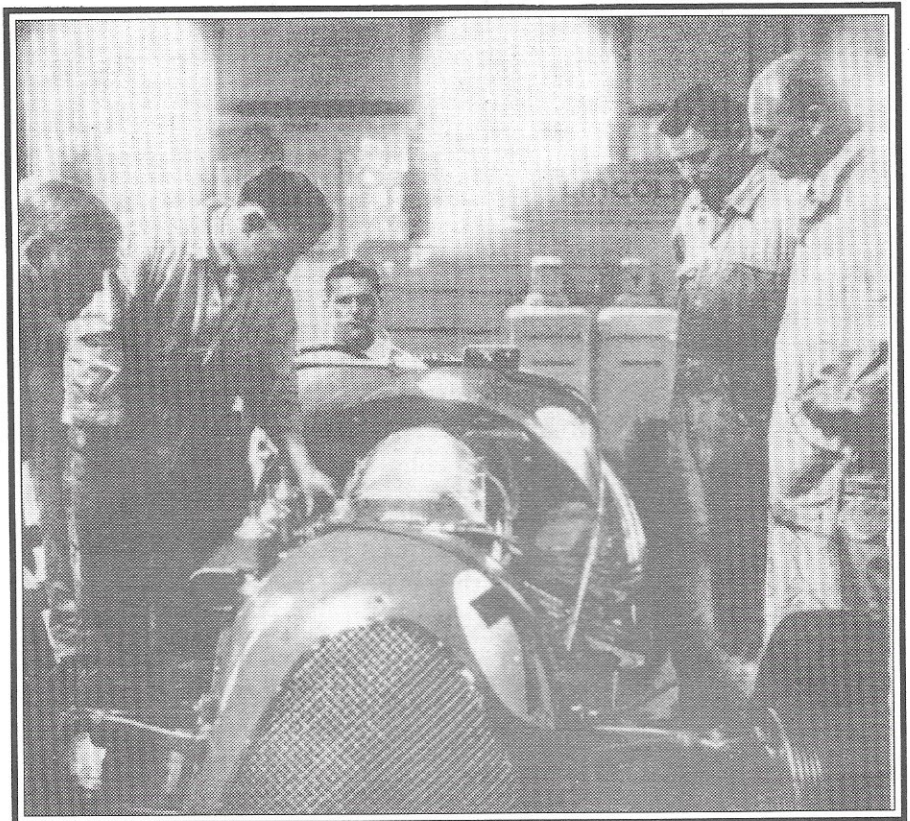
Hill climbing had now become the era of Coopers and most subsequent open Rob Roy meetings were won by these mechanical mice. The Maybach had become outclassed in what had become a specialized form of motor sport with cars built for the purpose.

It is quite appropriate that the Maybach should "Return to Rob Roy" as it is a part of the Hill's history. It deserves to be appreciated by many who are here today and who saw it's early climbs at Rob Roy.

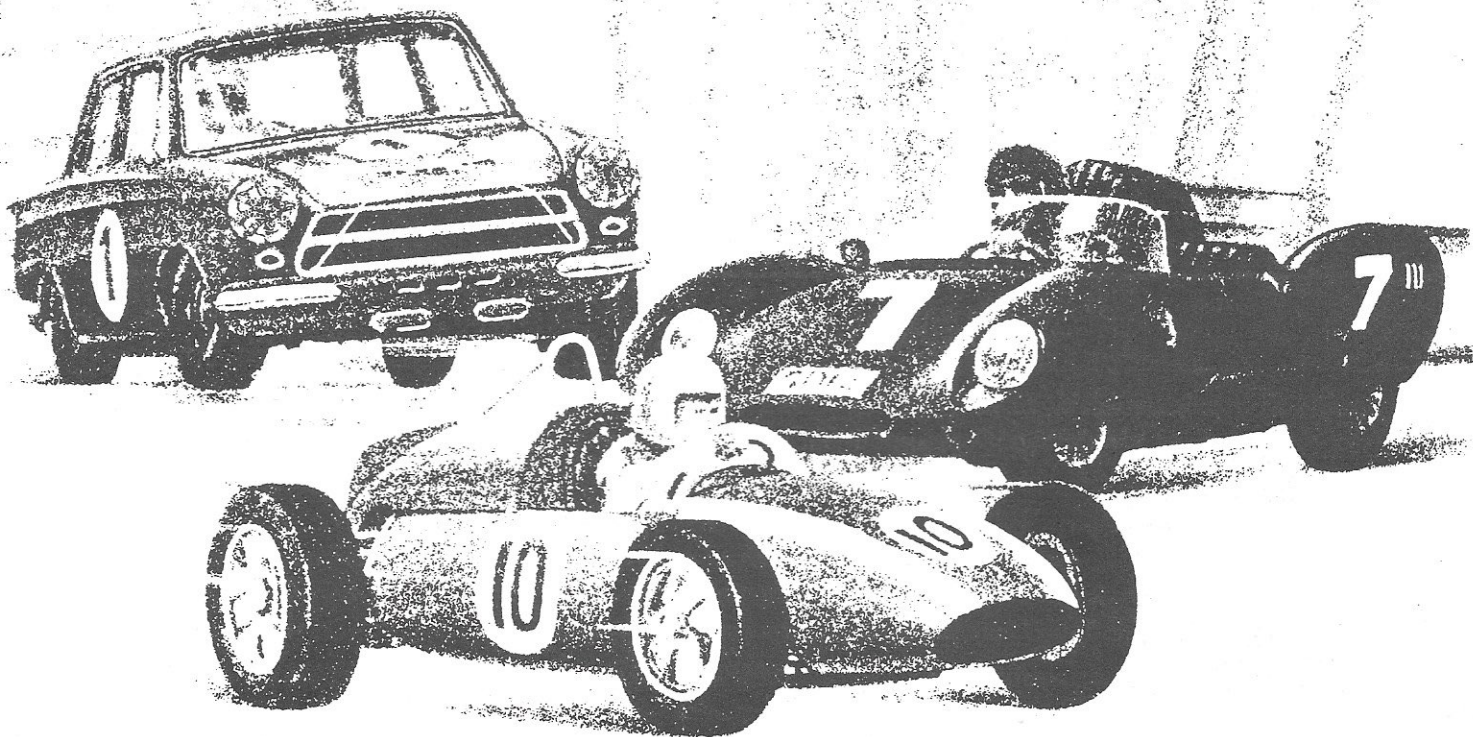


ABOVE:- Maybach one in chassis form.

RIGHT:- Maybach 1 with Stan Jones, Charlie Dean, Jack Joyce and Otto Stone in 1954.



HISTORIC MOTOR RACING



Phillip Island

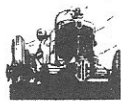


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It would be remiss of the MGCC not to invite guests of honour to this "Return to Rob Roy" meeting. The difficulty was to choose from the many who achieved success at this premier hillclimb venue between 1937 to 1961.

Unfortunately some of the great names of the past are no longer with us including Stan Jones and Lex Davison.

There were however four names that came to mind for two different reasons.

Firstly two outright record holders - Arthur Wylie and Bruce Walton. Between them they held seven outright records at Rob Roy.

The other guests we honour because of their enthusiastic patronage of Friends of Rob Roy. Due to their support they offered credibility to the project and ultimately success in reaching the goal of 500 foundation members - Thank you to Lou Molina and Harry Firth.

The following is a very short resume of their involvement with Rob Roy.

OUR SPECIAL GUESTS OF HONOUR

BRUCE WALTON

In researching the history of Rob Roy two names were constantly mentioned as being synonymous with the hill.

Those were Arthur Wylie and Bruce Walton, both who achieved success through the design and manufacture of their own specials.

I searched the phone book for both gentlemen of the hill and finally was able to make contact with a very surprised Bruce Walton.

Bruce and I spoke on the phone for what seemed to be a very long time as he reminisced about his days at Rob Roy. During the conversation he drove me from the start, round Tin shed Corner, over the spillway to hit the steepest part, the wall before hanging the rear wheels in the dirt as he screamed up skyline without any visual perception of what lay ahead before finding himself crossing the finish in some of the fastest times ever driven at Rob Roy.

Bruce started his motor racing career after completing a special based on the Cooper Jap theme.

The story goes that he rebuilt the motor and gearbox at night in the bedroom of his boarding house and during the day went to work as a physicist at the Gas and Fuel.

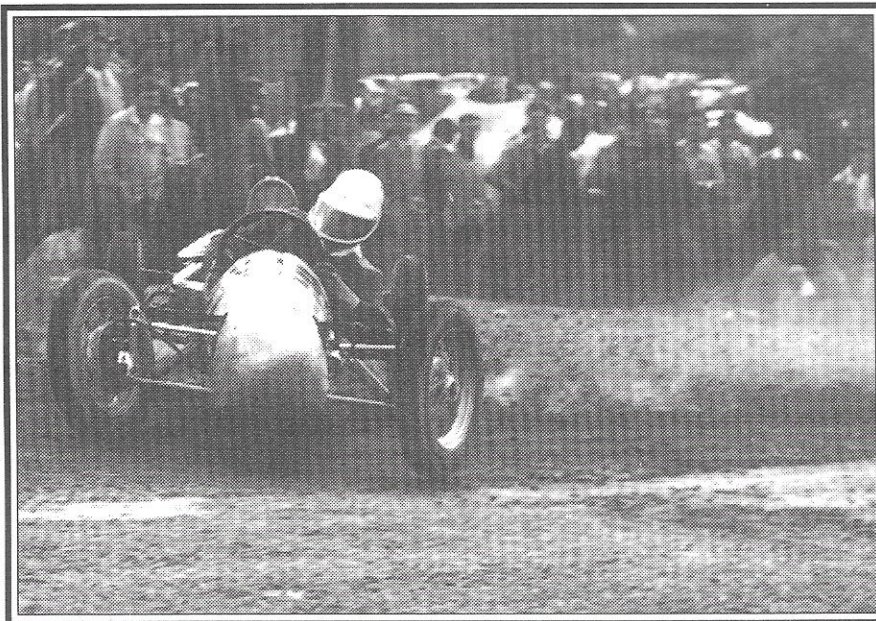
His job enabled him to drip feed finance the building of his car. It wasn't long before Bruce entered the top competitors group at hillclimbs and by December 1955 he had collected every 500cc and 850cc hillclimb record in Victoria and South Australia.

In 1956 Bruce installed a 1000cc motor and by the end of the year a supercharger was added.

In mid 1957 an 1100cc jap engine was fitted and this allowed Bruce to hold nearly every Hillclimb outright record against his arch rival Lex Davison whom he greatly admired.

Bruce achieved three outright records at Rob Roy and is one of Rob Roy's favourite sons.

With his wife Camilla, Bruce in his most modest way said he would be proud and honoured to be here today as a guest of the MGCC and Friends of Rob Roy.



ABOVE:- Bruce Walton with a touch of oversteer

ARTHUR WYLIE

Arthur's racing career at Rob Roy is covered in "Outright Records at Rob Roy" earlier in this programme, so other than to say his four outright records give him the title of the "King of the Hill" I won't dwell on those records.

Arthur's first drive at Rob Roy was in 1940 in one of the last meetings before the war. His racing career was mainly with speedcars which took him to New Zealand to race.

Arthur was also a behind the scenes person who would assist with administration of motor racing and his venture into journalism produced one of our most keenly purchased magazines on motor racing during the 40's to the 60's. Arthur Wylie was editor and publisher of Australian Motor Sports Magazine. Later he was to publish magazines about his other love in life, fishing.

A very technically astute man, Arthur produced his own cars, those being most famous and still in existence are the Wyliecar (owned by Gary Grant) and the Wylie Javelin.

An honorary member of Friends of Rob Roy, we are proud to have Arthur Wylie here today as guest of honour.

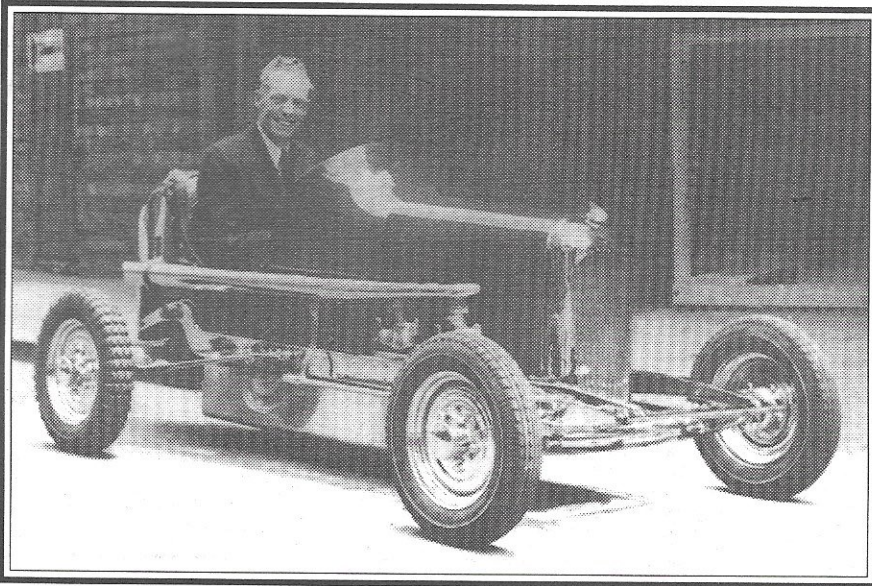
LOU MOLINA

As a patron of Friends of Rob Roy, Lou's support along with Harry Firth gave momentum to the Rob Roy Project.

Lou has many fond memories of his days at Rob Roy, beginning from his first event in 1948 driving a Ford V8 and then moving on to an HRG. It was in this open wheeler that Lou was to escape with only a torn trouser leg as he rolled the HRG twice on Skyline bend.

His more well known cars to compete at Rob Roy were the MM Special later purchased and raced by Bill and Jim Leech. The other car was the Monza, a Holden engine placed in a tubular chassis and covered with an aluminium body.

Some of the Monza's heritage came from the famous Maybach as it ran the carburettor



from it and the body was produced by Brian Burnett who was also responsible for the Maybach's Body.

ABOVE:- Arthur Wylie - note all the chromework.

Molina's Monza was to have its first outing at Rob Roy at the Winter Cup Meeting on May 5th, 1957 recording a time of 31.63 secs.

BELOW:- Lou Molina and the Monza

Lou improved the Monza's time at Rob Roy with each drive so that within six months he shaved over 3 seconds (28.18 secs.) from his original time.

In his fastest documented outing at Rob Roy, Lou took the Monza to a very quick 26.37, only .07 secs behind class winner Len Lukey in a Cooper Bristol.





ABOVE:- Harry Firth with a standard looking MGTC.

HARRY FIRTH

Also a Friends of Rob Roy patron, Harry's exploits at Rob Roy were too numerous to cover in the space available here. Suffice to say that Harry held most touring, GT and

Sports Car Class records at Rob Roy.

Harry's first appearance at Rob Roy was March 1948 in an MG P type with the very average time of 48.57 secs. being beaten by over 7 secs. for a class win by an MG J2.

Three years went by until Harry took his first Class win driving his supercharged TC. After this class win success came to him with monotonous regularity.

Quite often driving other peoples cars he took class wins in Jaguars, Holdens, Triumphs, and later Porsche's for Arthur Wylie Motors and Hamiltons.

Harry competed in the very last LCCA Rob Roy at the 1961 Cup Day Meeting, November 7 taking no less than 3 class wins in 4 entries for the day.

At an MGCC event at Rob Roy last year Harry along with Lou had the honour of again driving up Rob Roy on the newly surfaced track announcing the new surface to be very fast.

Dayton

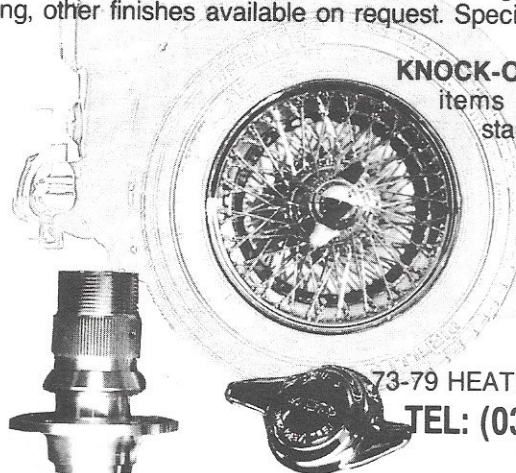
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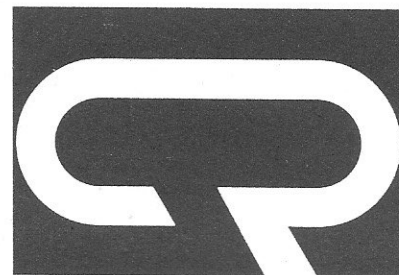
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