



## IMPORTANT NOTICES

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### Phillip Island Date Confirmed - 7th, 8th, 9th & 10th March 2013

Feature events will be big sports cars. Looks like camping at the circuit will now be permitted & efforts are being made to hire Caravans & Camper Vans - more info soon.

**Mr Eugene Arocca, the new CEO of CAMS, has kindly accepted our invitation to attend the first General Meeting next year, to be held on February 26 2013 at 8pm. He is very much looking forward to meeting with, and talking to, our members. Please put this date in your diary now.**

**The Annual VHRR Christmas and Awards Party** is fast approaching so it is time to give some thought to making your booking and, of course, payment.

When: Friday the 14th of December 2012

Where: The Grand Ballroom at The Manningham, 1 Thompsons Road, Bulleen

Commencing: 7:00pm How much: \$60.00 per head including wine and beer

Mike Barker 03 9840 6155/0407 825 545 1 Cason Street, Doncaster 3108

mbar6415@bigpond.net.au

### 21st Historic Sandown, November 9-11, 2012 (Return of the thunder)

In fine spring weather over 300 cars took part in the 21st Historic Sandown. This Sandown meeting also formed part of the 50th anniversary of the circuit, which was reopened in March 1962.

The patron of the meeting was John French. John was accompanied by Fred Gibson; what a duo! The veteran of the meeting was Murray Carter, who at 81, was driving his Ford Falcon in Group A & C races.

A most pleasing aspect of this meeting was the number of family entries. Those noted included: Michael and James Holloway, Morris Cooper S; Graeme Raper, Monoskate; Louise Raper, George Reed Spec So-Cal; Louis Raper, Healey Silverstone; Paul Chaley, Alfa Romeo Giulietta Spider; and Dominique Chaley, Alfa Romeo Giulia Sprint. We were delighted to welcome Rod and Diane Jolley back to Australia. Rod has brought out his awesome, Ecurie Ecosse, Lister Jaguar (Monzapolis). More later.

We also welcomed back Samantha Dymond (Lola Mk1) after her maternity leave.

There were 55 events over the weekend which included: Regularity; a speed comparison; a Formula 1 demonstration; and a 15 lap race with a "pit stop" for group A & C (Bathurst cars); Formula Ford; F5000; MG; and a full range of touring and sports cars.

Sunday was the 11th of November (Remembrance Day). A ceremony commenced at 11.00 am with a Piper playing the lament. Bill Prowse read the ode, which was followed by the bugler. All Officials, support crews, competitors and spectators joined in. The transporting of the official party was supported by the Military Vehicle Corps.

There were many memorable moments from this meeting.

One could not go past the exciting racing between Michael Russo in the Carter Corvette and Rod Jolley in the Lister Jaguar. In one event, Rod started from last on the grid and Michael from pit lane. The race finished with Rod first and Michael second.

In that same field, we had an outstanding performance from Dick O'Keefe in the 998cc Photon and the duelling Type 35 Bugattis of George Hetrel and Bob King.

Each day there was a demonstration run for Formula 1 cars. We were fortunate to have the Williams



FW/07 (Alan Jones championship car) owned by Paul Falkiner; The Arrows A1B-06 (Riccardo Patrese car) owned by Peter Brennan; and the Lago Talbot T26C owned by Ron Townley. Circulating with the F1 cars was Geoff Brown's B16 Chevron.

The 15 lap race for Group A & C cars could best be described as "chaos on wheels".

The race included a pit stop where a crew member attached a sticker confirming the stop. In the confusion of the stop, five fine performances were offset with a 32-second penalty for speeding in pit lane. David Holc in a Holden VL Walkinshaw won the event.

There were some outstanding drives during the weekend.

Rusty French in his DeTomaso Pantera won three races from three starts.

Spencer Rice in his Alfa Romeo 2000GTV won three races from three starts.

In the first Formula Ford race on Saturday, the first four cars broke the existing lap record. The first two races for Tim Blanchard, driving his father's Van Dieman, were a disaster. However, in the last event, Tim started from the back of the grid, and won and established a new lap record of 1:20.6595.

In the last F5000 race, Andrew Robson, who had had a mediocre weekend, not only won the race but established a new lap record of 1:07.8625. The previous record was set by Roger Williams on 9/11/03. The meeting concluded with Richard Williams being declared "Official of the Meeting".

In writing this report, I would like to acknowledge the assistance of Don Kinsey. Gordon Hellsten



**This year the Sandown meeting fell on remembrance day 11-11-2012.** A moving service was held in pit lane to remember our fallen soldiers. Members of the Waverley RSL Sub Branch Mr Geoff Dare, and Mr Jack Walker were driven to the rostrum in Jeeps by members of the Victorian Military Vehicle Corp, also taking part was Mr Benjamin Casey playing the pipes, and Mr Andrew Batterham, on the bugle.

Don Kinsey was the MC and VHRR club member Mr Bill Prowse ex RAAF read the ode. All of the service vehicles and crews, flaggies, and other officials lined up on the track to take part in the service, this made for a very impressive site. You could have heard a pin drop it was so quiet. Cheers Simmo.

**As first time Group Sb racer,** I thought the event was fun & well organised. A few notes to self, include:

- When gridded at the back of the pack, around the corner & unable to see the lights, try to pick a car as a marker that doesn't stall. You'll probably get a move on sooner.
- If you time it well enough, you can actually make the most of being lapped by Rusty French - seize the moment, embrace the blue flag and catch a ride in the slip stream. If only for 2 seconds.
- And when a fellow racer warns you about a fox crossing your path on the back straight, don't laugh in his face, it's not a myth. Sorry Fox.

Dominique Chalyer

**So far we've received over 1000 pics of Sandown.** For a change it's nice to see a few officials get in on the act. See the Photos page on the VHRR website - Ed.

**The MGCC ran its 75th anniversary** Historic & Classic Hillclimb at Rob Roy on 25th November. This was also the 20th anniversary of the first event of the "modern era" since the MGCC rescued the venue following the disastrous 1960's bushfires. There was a huge entry of 115 cars, and the largest crowd of spectators ever seen at Rob Roy. FTF was taken by Darren Visser in the Bates Cyclo with a 22.48. VHRR members were thick on the ground, with Paul Schilling winning the coveted Conducteurs Ancient.

**The Culture Victoria website** has just published a story about the Rob Roy Hillclimb in Christmas Hills. The Rob Roy Hillclimb is a course for light cars to race uphill against the clock and first opened in 1937. It has a special place in Australia's motoring history, with eight record holders going on to become Australian Grand Prix winners. The story includes some beautiful footage and stills from 1930s races and current and past hillclimb drivers speaking about Rob Roy. The story can be viewed here: <http://www.cv.vic.gov.au/stories/speed-style-spirit-the-rob-roy-hillclimb>

### **Lynx Register Prepared By Kelvin Prior As At November 2012**

Ralt Cars built and sold By Lynx

1. 1960 air-cooled car built by Taurenac & Wilkins with 500 & 1000 cc Vincent engines.  
Original owner Alan Hindes. Current owner Todd Hamilton, NSW.
2. Air-cooled 998 cc Vincent car. Original owner George Jennings.  
Whereabouts unknown
3. Jack Myers car using twin Triumph thunderbird motorcycle engines.  
Whereabouts unknown
4. Brian Beasy Vic. Vincent engine car never completed, resold to  
Graham Gilbert who subsequently tipped the parts.

Lynx Cars - Current owners

- 101 John Devitt - 281 Warner Rd., Warwick Qld 4370
- 102 Alan Toussaint, 1 Halifax Crt. Doncaster East Vic. 3109
- 103 Dick Willis, P.O. 280, Coffs Harbour NSW 2450
- 104 MRM U3 Fairlawn Enterprise Park, Bonehurst Rd. Salfords, Redhill, Surrey RH15GH UK
- 105 Herb Neal, 205 East Kurrajong Rd, Kurrajong NSW 2758
- 106 Rodney Gibbs, Superior Automotive, 79 Bassett St., Monavale NSW 2103
- 107 MRM Unit 3, Fairlawn Enterprise Park, Bonehurst Rd. Salfords, Redhill, Surrey. RH15GH UK
- 108 " "
- 109 " "
- 110 Peter Ulbricht, 17 Mansfield Rd., Galston NSW 2159
- 111 Geoff Findlay Belmay 1 Kent Close Halls Head WA 6210
- 112 Ian Bailey, 23 Shepherd Rd., Artarmon NSW 2064
- 113 Andrew Wilkinson The Coach House Rectory Lane Charlston Musgrove Somerset BA98ES UK
- 114 Ray Dingle, 19 Redgum Pl. Byron Bay NSW 2481
- 115 Wayne Rogers, 18 Puriri Rd. Pukekohe 2120 NZ
- 116 Ted Witherdin 18 Barford St., Speers Point, NSW 2284
- 117 Ian Thorn 107 Quarry Rd. Ryde, NSW 2112

#### ONGOING RESEARCH OF LYNX REGISTER

The enclosed November 2012 list of cars is my 11th attempt over recent years to sort and update the information you and others have provided, and I thank you for your interest. Should you have any further information concerning these and any other Lynx cars not listed, please advise, also any information on the following.

Mr. I Wyatt, 11 Nelson Street, Yennora NSW advertised an 1100 cc Lynx Ford in Aust. Auto Sport 6/70. Which car is this?

You will also note that four further cars have been shipped to England this Month where they will be entered by the new owners in European FJ events.

My contact details are: Kelvin Prior, 13 Inglis Road, Berwick Vic. 3806  
Phone (03) 9707 1652, email - [afja@jprimus.com.au](mailto:afja@jprimus.com.au).

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## **2012 Australian Hillclimb Championship (AHC) - Mountain Straight Bathurst**

Bathurst is, of course, one of Australia's great tracks. Some of you will have competed on this track, and probably in some serious cars. Most of us don't get the opportunity. On the week ending 2nd to 4th of November I had my chance when I competed in the 2012 Australian Hillclimb Championship in the Type 3 Elfin Clubman.

The weather was just about perfect. This hillclimb runs for 1.71 Kms in the same direction as the V8 Super Cars. It starts at the hump part way up Mountain Straight and the first corner, Griffin Bend, is taken in fourth (in the Elfin) without lifting off the accelerator. Fourth is held until the cutting where you brake lightly and down to third, carrying as much speed as possible through the cutting. Into fourth again just before the top, then fifth over the top of the hill at Reid Park - keeping fifth, without lifting, all the way to the finish at Sulman Park - after Reid you drop into Frog Hollow. The left hander after Frog Hollow is Sulman Park and you definitely don't want to get this corner wrong! Try for as straight a line as possible, slightly late apex, keep it smooth through the corner exiting against the wall on the outside at the finish line - hopefully not literally - though, unfortunately, a couple of cars did (one very badly damaged with the driver in hospital) and a couple of others also crossed the finish backwards!! How did the Elfin finish up? 1st in class with a time of 54.73 secs - or, by my calculation, 113 kph average. To put that into perspective Tim Edmondson's time of 36.83 in the Gould is (again by my calculation) 167 kph, or just over 100 mph in the old measurements!! At that rate my mind would still be in the cutting when the car was crossing the finishing line!

By the way the battle for the AHC proved to be very exciting. Tim Edmondson, the current record holder, having set a blistering time during Friday's practice session of 37.54, then proceeded to have problems all weekend with the Gould. He completing just one run on Saturday for 40.19, the first run on Sunday for 39.85, missed the second run on Sunday then on the last run of the day - and the last car of the day - he pulled out a 36.83 to take the championship!! Nail biting stuff.

Doug Barry driving the ex Gary West, ex Alan Hamilton Lola set the pace on Saturday and Sunday with a new record of 38.82 (previous record, held by Edmondson was 39.34), lowering it to 38.8 then finally 38.28. Finishing second outright, having led the whole weekend until Edmondson's last run.

Brett Hayward, in a car he built himself, also got under the old record with a time of 38.89 on the Sunday to win his class with a new class record and third outright. Three of Brett's Hayward cars were competing at this meeting.

Mike Barker

**Hi all, A brief note to let you know that our fledgling historic Formula Ford** racing team has just doubled in size, with the purchase of the white #4 Reynard FF82 from Keith Morling. This car joins our purchase of the beautiful black #77 Reynard FF84 from Peter Brennan.

Keith imported this car into Australia from the US, and it has been beautifully restored from the ground up by Peter and Jamie Larnar, who have produced one of the best and most complete restoration jobs you would ever see.

Our 'team' consists of my daughter and son in law, Johnny and Claire Greig, and yours truly, 'the old bastard'. The Greigs will first drive the cars in the Geelong Revival on the 1st & 2nd December.

Our plans are to make the historic racing a real family affair, and we are looking to share the driving at the 2013 Historic Phillip Island, Mallala, Winton and Sandown meetings, and maybe even a run up the Rob Roy hillclimb for old times' sake.

It's about time we stopped talking about it, and got down to some racing, so we will look forward to meeting you around the traps in 2013. Regards, Chris Davison 0448 492 370

**Australian motor sport superstar Craig Lowndes** has farewelled the 1951 Holden he will drive in next year's Monte Carlo Historic Rally. Lowndes and co-drivers Richard Davison and Gary Poole will re-enact the very first international motor sport activity by an Australian car and team, in 1953, when they contest the event in early 2013.

Davison, son of original driver Lex Davison, will share duties behind the wheel of the accurate recreation of his father's original Holden 48-215, with multiple Bathurst winner Lowndes and project leader, Gary Poole. Hon Terry Mulder, Victorian Transport Minister and trio farewelled the car, together with Gibson Freight's Bill Gibson, along with the project's Holden Commodore SV Sportswagon support vehicle, provided Callaghan Motors of Warrnambool. Mr Mulder, as the local member for Polwarth, has kept a close eye on the anniversary project.

"It is a fantastic effort to replicate the 1953 car, with most of the work completed in our local Corangamite

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Shire," Victorian Transport Minister Terry Mulder said. Both cars are being shipped by Gibson freight to Southampton in the UK, after which they'll be driven to the official start of the event in Glasgow, Scotland. The Australian trio will join 300 other classic cars and drivers heading over the snow capped French Alps into Monte Carlo.

"Seeing the cars off today make the event very real now, after months of talking about it and planning," an excited Craig Lowndes said. "You can't underestimate what an amazing effort it was for Lex Davison, Stan Jones and Tony Gaze to take the first produced Australian car to Monte Carlo in 1953, and run competitively. "I am delighted to be able to honour their achievement and mark the 60th anniversary." Tony Gaze, the only surviving member of the original crew, is patron of the 2013 re-enactment, while official support also comes from the Member for Wannon, Dan Tehan, the Australian Embassy in Paris and Australia's Ambassador from Monaco, Catherine Fautrier. The 2013 Monte Carlo Historic Rally will run from 25 January to 1 February 2013

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## Classifieds

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**Historic & Vintage Restorations** are looking to employ an Apprentice Motor Mechanic.

Due to business expansion HVR is looking for an apprentice who wants to be involved with Historic Sports and Racing Cars - multi-skilled and challenging work guaranteed. Contact Dominique Chaleyser - [info@historicvintagerestorations.com](mailto:info@historicvintagerestorations.com) & visit [www.historicvintagerestorations.com](http://www.historicvintagerestorations.com)

**Wanted back copies of 'Octane' for the Club Library.** Contact Lloyd Shaw 0415351164 or just bring them along.

**Wanted - any memorabilia that you would like to have on display** at the 2013 F1 event could you let Kaine Leonard know - 03 9258 7100 or email [Kaine.Leonard@grandprix.com.au](mailto:Kaine.Leonard@grandprix.com.au)

**If you are back from church in time on Sunday 16th December** at 6pm, tune into Channel 2 (ABC) for "Auction House" where the team traces the history of the Elfin 300 which was offered (thankfully unsuccessfully) at the recent Motorclassica Auction.

**1985 Jaguar Series 3 XJ6 Sovereign.** Previous concours winner, immaculate condition. New engine and transmission. All options. It doesn't even leak oil!! It is very hard to find a good example of this model. You will be hard pressed to find better. On club plates \$15,500 Geoff Kelly  
Ph 87744154 [the4kellys@dodo.com.au](mailto:the4kellys@dodo.com.au)

### **Hewland FT-200 parts FOR SALE!**

- 1 x clutch / Quillshaft 10 X 1/8" (clutch end) spline / 20 spline gearbox end. Overall length 12 5/8" Brand new! Never used. Hewland Part # FT239/3. \$495.00.
- 1 x 14 – 32 1st gear. Brand new! Never used. \$120.00.
- 1 x Laygear to suit above. Used condition. \$350.00.
- 1 x 13 – 35 gear only. Hardly used – as new. \$70.00
- 3 x Dog Rings. Require refurbishing. \$30 the lot or \$10 each.

### **Sundries FOR SALE!**

- 1 x 14" dia. "Speco" 3 spoke alloy and leather-rimmed steering wheel. Brand new! Never used. \$80.00.
- 3 x Lotus / Lotus Cortina Twin Cam Escort, Capri etc. "Girling" genuine brake boosters. These are no longer made so to keep your classic pride and joy original, these are what you want! Complete with original mounting brackets. \$300.00 each or 3 for \$750.00

Also large stock of Lotus parts to suit most models. From the 60's to the 90's to the 2000's. For Elan, Europa, Elite, Eclat, Excel and M-100 Elan, Esprit All Models including V8. All at give-away prices - even some FREEBIES!! Let me know your request and I will endeavour to reply ASAP either on email: [colliver@myone.com.au](mailto:colliver@myone.com.au) or phone Rex on: 0400 173 365.

I am very keen to sell these brand new, reco, and used parts and open to sensible offers.

**Part of my Alpine/Renaultsport collection has to go** to provide funds to buy much needed and long overdue parts for my dormont Renault 5 Turbo Tour de Corse Group B ex works rally car restoration. These parts such as dry sump kit are "rocking horse manure" and I have been offered everything I need to complete this project so the time is upon me.

For sale: 2003 Renault Clio V6 Phase 2 Reg Vic: VRS255 Personal import. 1 of 4 cars in Australia and 1 of 400 RHD cars produced out of a total production of 1300 cars between 2003 & 2006 Illiad

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Blue. Mid mount 3 litre 24v V6, 6 Speed manual, 18" wheels, 40000km, cambelt and tensioner bearings changed. Registered and RWC in Victoria. A unique opportunity to own a truly unique vehicle and a rare chance to find a car for sale here. \$58000.

1987 Alpine GTA Turbo RHD eligible for Club registration. Red with black leather and rare factory airconditioning. Estimates are that less than 100 of these cars still exist. Fibreglass body with rear mounted 2.5 litre V6 Turbo. This car has been here since 1993 so has not been subjected to 20 plus years of salted roads which has claimed most of these RHD cars. Engine capacity has been increased to 3 litres, ball bearing turbo, Motec, larger intercooler, 17" Azev wheels, close ratio diff fitted. Needs a repaint and engine wiring tidied up. \$22000.

1979 Alpine A310 V6 converted to RHD. Engine capacity increased to 2850CC. 40IDA 3C webers cams etc. 5 speed. I used the car extensively in sprints, hillclimbs, GP rallies in the 80's. 13.8 sec 1/4 mile recorded at Geelong sprints. 7500rpm in 5th gear at Ford proving ground. Fibreglass body 960kg. Hardly driven since 1993. Currently Burgundy with grey leather trim but needs repaint and recommissioning but can be registered on club permit. 1 of 9 cars in Australia. Great for VHRR events, hillclimbs, sprints, regularity. \$22000.

I can be contacted during BH on 03 98791961, Mobile 0417395893 & AH 03 97281138 Colin Stark. If interested please email me and I can send pics of the cars. [eurocars@alpineaffaire.com.au](mailto:eurocars@alpineaffaire.com.au)

**Looking for an innovative transporter for your historic car ?** Consider this 1973 Leyland bus, converted to hold the car in the back, and with a full lounge and kitchen up front. 240v generator, A/C, huge underfloor locker space, electric winch, tyre racks, rear view camera etc. Bus has a 6V53 Detroit 2 stroke diesel, Eaton 6 speed gearbox and an Eaton 2 speed diff. Easy 100 kph cruiser. Historic reg and insurance makes for cheap ownership. Was on view at Sandown Historics but a prospective buyer couldn't raise the money, so it's still on the market. \$12,000.

Contact Ken Price 0418311040

**For Sale Austin 7 1927-1930** Parts, 3 Cylinder Blocks, 2 Heads, 2 x 19inch Wheels, 2 5.50x19 inch tyres, 1 front axle assy, 1 front axle beam, 2 crankcases, 1 sump, 1 crankshaft and rods, 1 mid 30's Engine with head & sump fitted. 2 wheel hubs. Misc other bits. Austin Seven 1929 Roadster pointed tail uncompleted project most mechanical bits there. Further Details \$4300 Realistic prices. Alex Reid 0414 462 826

**For Sale Genuine, original road going LJ GTR XU-1.** This Glacier White car was built in May 1973. It is complete, has matching numbers and is in very, very good original condition. It has done 68, 855 miles and drives like new. Being sold to pay, and make room, for a race car. \$95k Please call Daniel on 0488 294 966 or email [dbc@grapevine.com.au](mailto:dbc@grapevine.com.au)

**Mallock 20B 1979 Group R** Competitive Historic clubman sports race car. Factory made and recently serviced by Mallock Sports in UK with spec sheet. Refreshed and dynoed 1700 Ford Kent engine, brand new quaffle c/r bullet gearbox and BMC/Ford diff centre. First competition car in UK for Will Hoy (BTCC 1991) who won huge number of races along with 3 British Clubmans Championships. Car is full raceworthy with Log Book and C of D. Realistically economic and competitive factory style race car for todays historicists. (nothing is exotic or expensive).

Further details Derek McLaughlan 0403 131 304 \$ 32,000

**I have 4 Genuine Minilites** made by Tech-del in the UK, size 13 X 6. Offset is 15 (PCD 425) 4 bolt pattern \$220.00ea Yokohama A048's size 175/60 X 13 only used once \$140.00 ea

Contact Michael Ban on 0415336460 or [alpineban@gmail.com](mailto:alpineban@gmail.com)

**1974 Minda Clubman** Rolling Car build no.14 of 24 built Price \$6000 Contact Darryll Combridge for more information Phone 0419 952 098

**Lola 644 Formula Ford 1983 Fb,** I'm still here, twenty two thousand bucks, mechanicals are very new, spare wheels, gearing for Victorian tracks, I'm Log Booked including old log books and CoD'd. Pour in petrol compete at Sandown, entries are still open and you haven't lived until you drive a Formula Ford at Phillip Island ring my owner 0419 312 299



**Compliments of the Season  
to all our Members**

# Phillip Island

# Classic

Festival of Motorsport  
7th-10th March 2013



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