



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**Foundation Patron: Sir Jack Brabham AO OBE World Champion 1959, 1960 & 1966**  
PO Box 3485 MELBOURNE VIC 3001 Website: www.vhrr.com Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - March 2017

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

### COMING EVENTS

March	17-18-19th	Phillip Island Classic.....	03 9877 2317
March	23rd-26th	Australian Grand Prix.....	03 9787 3640
April	8th-9th	Wakefield Park.....	02 4822 2811
April	22nd-23rd	Mallala Anzac W/E Historics.....	08 8276 7744
May	2nd	MGM (rescheduled due to Anzac day) .....	03 9877 2317
May	7th	VHRR Historic Rob Roy (CCE) - Triple Cup round 1 .....	0407 825 545
May	6th-7th	Morgan Park .....	0437 471 433
May	21st	Interclub Challenge round 2.....	0407 825 545
May	27th-28th	Historic Winton .....	03 5428 2689
June	27th	MGM.....	03 9877 2317
July	1st-2nd	Historic Queensland - Morgan Park .....	0437 471 433
August	5th-6th	Winton Festival of Speed.....	0412 264 997
August	13th	VSCC Pre-War Rob Roy - Triple Cup round 2 .....	0407 825 545
August	22nd	MGM.....	03 9877 2317
October	1st	Oct 1st Interclub Challenge round 3 (CCE) .....	0407 825 545
October	24th	MGM.....	03 9877 2317
November	10th-12th	Historic Sandown .....	0402 224 133
November	19th	Historic and Classic Rob Roy - Triple Cup round 3 .....	0407 825 545
December	9th	VHRR Christmas Dinner/Awards night.....	0439 719 619

### 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

\*CCE = Club Championship Event

**Disclaimer:** The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.

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

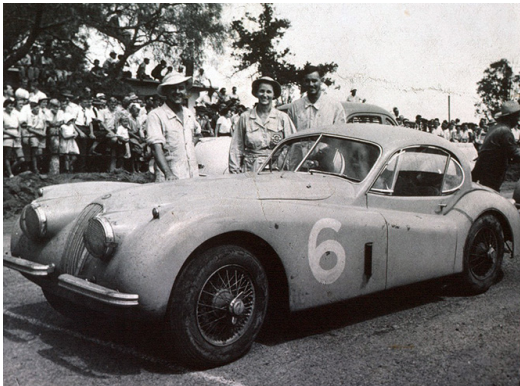


SHARE THE PASSION

## IMPORTANT NOTICES

**Important notice** We are always looking for items and articles for the newsletter and the Oily Rag. These publications rely on member input. If you are interested in writing for the Victorian section of the Oily Rag, here are the due dates for copy: 13 January, 17 March, 5 May 7 July, 8 Sept, 10 Nov. Contact the editor Patrick Quinn on oilyrag@hsrca.org.au or 0417 673 065. Leanne Newson Secretary 0417 128 332

**Vale Bill Pitt** William (Bill) Pitt, Australian racing driver and motor racing official. For most of his racing career Bill was associated with Jaguars, competing with XK120 and D-Type sports cars, a Mark VIII rally car and a Mark 1 touring car with the assistance of Queensland's Jaguar agents Cyril and Geordie Anderson of Westco Motors.



*Bill was co-winner of the first 24 Hours race held in Australia (1954) driving one of the first XK120 FHCs built, defeating Peter Whitehead and Tony Gaze in an ex-works C-Type.  
Pic courtesy JaguarMagazine.com*

Bill first became involved in racing as an official at the 1948 Australian Grand Prix, but gradually moved into competing himself. By the mid 1950s he was a front running sports car driver. Bill co-drove a Jaguar XK120 to a four lap victory in what for 48 years was Australia's only 24-hour motor race, the 1954 Mount Druitt 24 Hours Road Race, driving with Geordie Anderson and Charles Swinburne.

In 1956 Anderson purchased a Jaguar D-Type in which Bill placed fourth behind two factory-entered Maseratis and a Ferrari in the Australian Tourist Trophy at Albert Park in November of that

year. The car was badly damaged the following weekend, but was rebuilt and, with Bill driving, became the dominant feature of Australian sports car racing. Frequently, because of his domination of sports car racing, Bill raced the D-Type against Grand Prix type machinery in search of competition, finishing third in the 1957 Queensland Road Racing Championship, a race which counted towards the 1957 Australian Drivers' Championship.

The D-Type was sold in 1959 and Bill and Anderson next invested in a Jaguar Mark 1 Saloon to race in the growing touring car category. After finishing second behind David McKay in the 1960 Australian Touring Car Championship, Bill became the first Queensland to win the title, achieving the victory at his home circuit, Lowood, in 1961.

Pitt retired from racing in 1963 but continued in his role as a Queensland representative of the National Control Council of the Confederation of Australian Motor Sport until 1964. Wikipedia

**Bill was a friend of my Dad's.** They shared a Morris Oxford with their mutual friend Charlie Swinburne in the last of the Redex trials. Naturally, Bill was older than me and, unlike Lionel Ayres, Glynn Scott, Max Volkens and John French, I can't say he shared his racing time with both generations of the Anderson family.

His wife Sherrie and my Mother were good friends and, he was always pleasant to be with.  
Stuart Anderson

**VHRR member Professor Mac Hulbert**



was the guest speaker at the VHRR March 2nd general meeting. A large group of members heard Mac speak of his early days of motor

racing, which was spurred on by his father's interest in motor cars, particularly the Alvis marque. Mac somehow found time during his marketing lecturing tours all over the world, to fit in a huge amount of motor racing at some of the most iconic motor racing circuits, in the USA, Europe and the UK, and not forgetting here in Australia. Mac is also very well known for his forceful and skillful driving of one of the most famous ERA's the R4D. (2001-2015). Mac holds many lap records in R4D in circuit racing and Hill Climbs particularly Shelsley Walsh and Prescott. During his time racing, he has had the fortune of driving some wonderful makes of cars including, Aston Martin, Alvis, MG, Bentley, Chev Corvette, Lotus, Riley, Maserati, Sunbeam, HWM, and many others. Mac's interest in all things VHRR came about through his friendship of the late Roger James (ex VHRR President), Mac and Roger had a love of cars and also fishing and along with fellow VHRR member Ron Townley, they were often spotted fishing in Port Phillip Bay and surrounds.

Mac and his wife Madge have been wonderful hosts to many VHRR members who have ventured over to the UK to stay at their lovely property Aldsworth Manor in Gloucestershire. Ian Tate thanks Mac and Madge for their time putting a wonderful presentation together. Mac also had time to sign some of his ERA books for members, seen here with Simmo. Cheers Simmo.

**Construction has started** on the new Motor sport complex at Tailern Bend Sth. Australia, the 20 million dollar contract has been awarded to Ronaldi constructions. The centre point is a 4 level 300 metre long pit building with 4 star Hotel accommodation over looking the circuit. It will create 160 construction jobs during the 12 month build period. A total of 7.7 Kilometres of race track which can be utilised in several different lengths is expected to be completed by January next year. Executive director Dr. Sam Shahin said the Park was designed to become an iconic internationally recognised destination for motorsport, unique to Australia, & one of only a few in the world.

Fred Greeneklee

### **Retrospeed Wilby Park Sprints**

1st April 2017

Set amongst bushland just south of Yarrawonga, Wilby Park Raceway offers freshly laid asphalt and the perfect rural setting for a celebration

of retro motorsport. The Retrospeed event will be strictly period-style cars only, manufactured before 1978 (full criteria on the website). All modern vehicles will remain parked in a separate areas, not mixed with entrants' or spectators' period cars, to preserve the feeling of truly stepping back in time when trackside. The Saturday (April 1st) track sprints will be one car at a time and passengers will be welcomed, with camping at the track both Friday and Saturday nights. Ideal for cars and drivers of all levels - you won't need a race prepared car or an existing race license. Bring your pride and joy to join us on what promises to be a highlight of the 2017 motoring calendar.

Full details are available at [www.retrospeed.com.au](http://www.retrospeed.com.au) and entries are now open!

If you have any questions please don't hesitate to email us at [info@retrospeed.com.au](mailto:info@retrospeed.com.au) or call Stewart Perry by phone 0434 677 434

**A Celebration** of the Life for Trevor Cole Please join us to tell a yarn and have a beer in honour of Trevor.

When: Saturday 29th April 2017

Where: The Austin 7 Clubrooms  
Unit 8, 19 Kylie Place  
Cheltenham North

Time: 1.00pm - 5.00pm

Light snacks/beer/wine/soft drink provided.

Limited parking available at the venue.

Any questions can be directed to  
A7 Club President Graeme Logan 03 5989 7344  
or Kimberley van Leeuwen 0417 538 539

N.B An open mike will be available for anyone who would like to share a story or memory.



## Missing Poster

For some years a small poster resided in the Clubrooms. Showing an illustration of a Maserati 250F, the poster was signed by Sir Jack Brabham, Roy Salvadori and Juan Manuel Fangio. The poster disappeared some time ago and unfortunately has not returned. Any clues as to it's whereabouts would be greatly appreciated. Call Ian on 03 9877 2317, or if you have it, just drop it back to the clubrooms, or the Cooldrive office.

**If anyone would like to show** and display any race or interesting road car at the Shepparton car museum please call Graeme on 0439 435 719

## Don't let this one get away

By Cath Davison

I often hear my fellow motor heads moaning and muttering about cars leaving the country. And, many of them will continue to leave the country if we don't protect what we have remaining here. So, I thought I would just let you all know that an opportunity awaits to preserve an historically significant prototype because the HRG Bristol is finally on the market with Mossgreen Auctions where I happen to work as a Specialist. And a discerning Aussie has the chance to make sure it stays in Australia.

The story of this car as I have researched it is that this rare Bristol powered HRG was an experimental prototype chassis apparently built in 1948/49 specifically for the 2-litre engine. It has the 3.75:1 axle ratio of HRG's Le Mans contenders. HRG believed they had a winning design but despite recognising the potential of the engine, decided not to complete the Bristol engined car. And so, this very same experimental chassis WB50 eventually founds its way to a farm shed in NSW where it rested for 40 years.

Comprehensive records show that WB50 (W for wide and B for experimental) was one of 2 chassis, the other being for a Maserati engine. During its development, a motor was borrowed from Bristol and installed to enable photographs to be taken but the decision was made not to proceed with the car as there were so many Bristol powered cars being developed successfully at the time. The chassis and axles, springs, brakes and some front suspension parts were subsequently sold to Australian grazier Allen Gray in about the mid 1950's as the factory ceased production in 1955. Lewis Luxton bought the chassis and suspension spares, in November, 1998.

The engine was bought from Graham Lowe and built by Colin Young. The body was fabricated by Bill Peach and is described as transitional, a combination of the square rigger of the 1930's and the all-enveloping bodies typical in the 1950's. According to Greg Laming, who had been a body builder at Head Bros of Melbourne, this body is remarkably similar to the Woodside HRG racing car bodies built by Head Bros for some of the HRG chassis imported by Brown and Dureau around 1949, including the car of my dearly missed adopted dad and second greatest hero, Tony Gaze.

Anyway, the HRG Association are unclear as to this car's date of inception or exactly when the factory started building it and apparently only 2 photographs of the rolling chassis remain as evidence. Responsible for the general engineering and assembly of the car Rod Warriner chose 1948 as the year of registration to avoid technical problems with headlight heights etc. The car was completed in 1995. It's got all the quality parts and fittings, tonneau cover and features its original Alfin 11" brake drums. The process of obtaining a CAMS logbook was not pursued as far as I know, but it is road registered and ready to go.

This is a collectable Bristol powered HRG and a unique prototype chassis being only 1 of 2 produced by the factory together with a fascinating Australian provenance. The car and its ownership history is thoroughly recorded with the Bristol Owners Club of Australia which includes the synopsis from the Bristol archives. I hope my fellow VHRM members will come and view the car at our galley showroom at 935 High Street 27-30 April. You are all very welcome. Robbie Richards and I would love to see and have a catch up.

See you at the Island.

## Classifieds

**1967 Group 'O' Eagle Imp** open wheel race car, CAMS Log book & C.O.D. Unused since 2001 & now requiring a light restoration. All Log Books & documentation back to 1984 including engine Specs. & set up data. Comes with specialised engine tooling & a large assortment of engines, gearboxes & Rims etc. Call Brian on 0419 091 499 for more information & a detailed inventory via e-mail.