



# 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 2018

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

<b>March</b>	<b>9-10-11th</b>	<b>Phillip Island Classic CCE .....</b>	<b>03 9877 2317</b>
March	18th	Rob Roy Interclub Round 1 .....	0417 398 606
March	22-25th	Australian Grand Prix	
March	25th	Kalorama Rally - Paul Edgar .....	0419 369 542
April	8th	Myrning Sprints .....	03 9827 8124(ah)
April	14-15th	A trip to see the Spannerman .....	0418 999 576
April	23rd	MGM .....	03 9877 2317
May	6th	VHRR Rob Roy Trident Cup Round 1 .....	0417 398 606
May	5-6th	HRCC Autumn Historic Warwick .....	0424 321 072
May	20th	Rob Roy Interclub Round 2 .....	0417 398 606
May	25-27th	Historic Winton .....	03 5428 2689
June	9-10th	HRCC Noosa Hillclimb .....	0424 321 072
June	26th	MGM .....	03 9877 2317
July	14-15th	Historic Queensland .....	0424 321 072
August	4-5th	Winton Festival of Speed CCE .....	0412 264 997
August	19th	Rob Roy VSCC Historic & Classic .....	0417 398 606
September	18th	MGM (note change of date from August) .....	03 9877 2317
October	14th	Rob Roy Interclub Round 3 .....	0417 398 606
October	23rd	MGM .....	03 9877 2317
November	10-11th	Historic Sandown CCE .....	0402 224 133
November	18th	Rob Roy MGCC Historic & Classic .....	0417 398 606
December	8th	VHRR Presentation & Awards Dinner	

### Committee Meetings

January 15th	April 16th	July 16th	October 15th
February 19th	May 21st	August 20th	November 19th
March 19th (between PI and AGP)	June 18th	September 17th	December 17th

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

CLUB LIBRARY HOURS Wednesday 11.30 - 2.00 Club Nights 6.30 - 7.30

### Club Permit Scheme

(Red Plate)

Gordon Hellsten .....03 9878 5272

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**



## IMPORTANT NOTICES

### Phillip Island Classic

Volunteers wanted for the VHRR Apparell/ Merchandise Stand. Fun job! Contact Jan Kelly 87744154 or the4kellys@dodo.com.au The more we have to help the less time everyone has to contribute.

### A trip to see the Spannerman

Sat 14th, Sun 15th April. Sat meet 10.00 am outboard at BP Hume highway past Wallan to travel to Shepparton car Museum for lunch. Then on to Echuca for Dinner Cruise on The Murray River. Bed and full breakfast Echuca. Leave Echuca 9.00am for Boort to visit "The Spannerman" Lunch Boort Hotel.

Details ring Ron 0418 999 576 or 5988 4846

### Vale Shane Hughes. 1958 - 2018

VHRR MEMBER.

Professional Musician, Educator, Historic Racing Enthusiast

On February 4, 2018, SHANE HUGHES, a Professional Musician and Educator, whose passion and knowledge of Historic Racing is legendary, finally lost his three and a half year contest with Brain Cancer, and will be sorely missed by his colleagues and friends in the music and historic racing worlds. He was 59. Shane forged a successful career as a lauded trumpeter and music educator, performing in many shows and with international artists including Harry Connick Jnr, Shirley Bassey, B.B King, Dionne Warwick, Burt Bacharach, Joan Rivers, Michael Crawford, Thelma Houston, Warren Mitchell and many others. But from childhood, he was always obsessed with preserving historic cars, although his earliest hands-on racing experience was in powerboats during the 1990s, specifically a Childsplay hull called 'Wild Child'.



After becoming a widower in 2010, Shane returned to his passion for racing and wanted an open-wheeler historic car. In 2011, with the encouragement of his new partner, he acquired a yellow 1972 Elfin 600 Formula Ford, which he restored and raced successfully. In 2012 he was part of a spectacular incident at Phillip Island, in which the 3 drivers miraculously survived, now on YouTube: <https://www.youtube.com/watch?v=GWPELSUfb8>

Shane got a new lease of life with like-minded friends, and heroes of bygone years, like Peter Larnar, who owned Shane's car in the 1970s. With his driver son Jamie, their engine business worked on Shane's car and an enduring friendship ensued.

His association with the Davisons (Lex's family) also resulted in friendship, especially during the final years, with Bathurst winner, Wil Davison driving Shane's Elfin 600 for the Geelong Sprints in 2014.



Shane often mentioned another local hero, driver John Smith, who raced against internationals like Keke Rosberg. And he'd talk about Mr Juicy, (an orange juice company) which was the 1980s sponsor of Smith's winning car. He dreamed of the car being taken back to that historic livery, instead of colours of later sponsors. He then learnt John Smith had an accident,

resulting in him becoming paraplegic, and shortly afterwards, in August 2014, Shane was diagnosed with stage 4 brain cancer. After undergoing treatment and getting more obsessed with the notion, Shane decided to acquire and restore John Smith's RALT RT1 to its former glory. This was his 'bucket-list' goal, to keep his mind off his illness. Again the Larners assisted Shane in all aspects of rebuilding and restoring the 'Mr Juicy' car with him overseeing the fine details.

Afterwards Jamie raced it for Shane, picking up some trophies along the way. But the highlight of the project was that 'Smithy' went to Eastern Creek Raceway in June 2015, to see the restored car and meet Shane. He brought members from his original racing team with him, and when he was lifted into the car, he looked as pleased as Shane was. The following year, Shane met Ron Tauranac who designed



the car, prior to working with Jack Brabham. Years earlier, Shane had acquired a 1966 Mustang, which needed much work and in mid-2017 decided to restore it, but with his failing health he needed help. Keith Sutton took on the job, which would usually take a year, and he prioritised and completed it within four months. VicRoads had recalled Shane's licence on health grounds, so he never drove the restored Mustang, although he wanted to every day. Friends took him out for drives and his pleasure was palpable, tempered only by his hankering to get behind the wheel himself. Shane's condition declined quickly in late January and he moved into a hospice near the end, where he died five days later. He will be sadly missed by his partner Paula, his mother and brother and his many colleagues, students and friends.

RIP Shane Alan Hughes. 9/11/1958 -4/2/2018

## Dunlop predicts 'bright future' for

historic motorsport

Dunlop says it puts its 'go faster' instincts on hold for the historic racing market and produces tyres with the correct period performance. Dunlop says it puts its 'go faster' instincts on hold for the historic racing market and produces tyres with the correct period performance. Dunlop is optimistic about the future of historic motorsport. This was the message given at the Historic Motorsport International (HMI) show last Friday, a London-based event that sees a wide range of companies involved in the classic car and historic motorsport markets meet to prepare for the coming season.

A major supporter of historic racing, Dunlop recently confirmed its commitment to the continued supply of authentic 1950s and 1960s racing tyres. This commitment means that cars racing at iconic events such as the Le

Mans Classic and Goodwood Festival of Speed can continue to use the original specification of tyre. By doing so, handling characteristics remain true to the experience when the car was new, something that wouldn't be possible if the cars used Dunlop's modern tyre range. Together with long-time service partner, HP Tyres, Dunlop services more than 30 historic racing events a year. Speaking on the HMI conference stage on behalf of Dunlop and HP Tyres, James Bailey outlined the importance of authenticity: "Historic racing is booming, as circuits

realise that nostalgia can draw more spectators than some modern races and seasoned racers choose the investment potential, and driving rewards, of a historic, classic or vintage car. There is a genuine feel-good interest in nostalgia, and event promoters are capitalising on this," he stated. "Innovative event promotion is key to the continued success of historic racing. This year is the 20th Goodwood Revival, and the fastidious attention to detail of such events means that authenticity matters. That's why Dunlop believe in the FIA's Appendix K regulations, which insist on authentic period tyres. We could easily develop a tyre that makes these cars considerably faster, but we put our 'go faster' instincts on hold for this market and produce tyres with the correct period performance. That matters, as the tyre is the last balance of performance factor in historic racing. The level of car development may be higher than in period, leading to more power, but

if all the cars have the same contact patch and same compound then the authenticity of racing is preserved.”

Dunlop supplies tyres in the same designs as used in the 1950 and 1960s Le Mans and Touring Car events, meaning ‘fan favourite’ cars ranging from Jaguar D-Types to Lotus Cortinas and Alfa Romeo GTAs can race in a truly authentic style.

In addition to the 1950s and 1960s ranges, Dunlop introduced a new tyre for 1970s and 1980s cars last year. The new Sport Classic has a different philosophy to Dunlop’s classic race tyres. Designed for road use, combines a classic look and feel with modern handling and braking performance – important for road car drivers using their cherished classics on public roads.

### **The VHRR club rooms were packed,**

with standing room only to hear our guest speaker Bill Hemming give a talk on his very varied life. Bill had the room really rocking with his funny stories of his time as a teenager and his time working and I use that term “working loosely” with BMC in the advertising department



in the UK and Australia.

Bill spoke of the many and varied ways as to how they would try to attract customers to buy BMC products, one which seemed to keep cropping up, was to use “dolly birds” spread over the cars in all sorts of poses of which Bill was only too pleased to give a hand. On returning to Australia, Bill continued on with BMC - Leyland for a while. When in the UK he had a liking for Jaguar, so he bought himself a XK150 as his road car before turning it into a full blown racer. He had quite good results with this car for some years. His interest turned to the Elfin brand, and he purchased the Elfin company after the untimely death of Gary Cooper. A

few ups and downs with trying to promote the Elfin brand which was a very costly time for the company, although with GMH on board they managed to have the Elfin Streamliner sports car up and running with our own VHRR ambassador Bryan Thomson being the first to have one



of the new cars. Tom Walkinshaw became interested and is now the owner of Elfin Cars. Bill has raced many cars, from F5000, sports cars, and his favorite the F/Junior category of which

he has raced at many tracks around the world. Bills interest with all things Elfin continues on with his Elfin Heritage Center.

A most interesting night was had by all. VHRR president Ian Tate presented Bill with some gifts in appreciation of his time.

Cheers, Simmo.

### **Targa Florio Australian Tribute 2017...**

and a Healey which surprised the field.

For the first time in its 101-year history the Targa Florio has featured outside its Sicilian roots. The inaugural Targa Florio Australian Tribute 2017 which ran from 29 November to 3 December and took competitors through some of Victoria’s most beautiful countryside and along its wonderful south western coastline.

The Targa Florio is the world’s longest-running significant road racing event. Vincenzo Florio staged the initial race in 1906 on a circuit consisting of the most challenging Sicilian mountain and coastal roads. A further 100 editions of this famous race have attracted the cream of the world’s sports/racing cars and drivers. When the Targa Florio organisers decided to license an overseas organisation to conduct a complementary event, a Victorian-based group of Italian motoring and business interests put together an extremely well researched proposal. They secured formal backing from the Victorian Government and the locally based Italian Consulate General - both these parties well recognised the potential for this event to strengthen the already strong ties between the two countries. Against strong competition from historic motoring interests in the United States, the Victorian group secured the right to stage the event.

Using the same format as the famous event in Sicily, the Australian Tribute ran two consecutive

regulatory events with gold, silver and bronze awards for classic cars from 1907 to 1976, and the Ferrari Trophy open to Ferraris from 1977 to current models. A total of 84 touring cars participating in the Targa Florio Australia Tribute (TFAT) arrived at Docklands on Sunday for the four-day event's official closing ceremony. In the same manner as the famous Sicilian tour, the event was based on the classic European Rally format of time & distance with outright speed not a winning option.

In order to sort the relative skills of participants and to ensure they followed the correct roads, a number of competitive elements were

included in each route. These consisted of Time Trials, Regularity Tests and average speed tests, similar to the tests now applied in events such as the Mille Miglia. We were provided with a rally device, which greatly assisted these challenges.

Entrants competing in the outright category had to compete in pre - 1976 vehicles. Most of the entrants drove 60-70s Italian cars: Alfa Romeos, Lancias and Ferraris. Porsches were predominantly variations of the classic 356s - appropriate given the marque's repeated success with competition variants of these cars in the Targa Florio in the 60s and 70s. British sporting cars included a 4.5 L Bentley (which would have been a handful), Jaguar 120s and E type, MGs and a Healey, which surprised the field. The unique Tucker and a Mustang represented the USA.

Overall, the field closely matched manufacturers participating in the 1930-76 Targa Florio series. A significant proportion of the entrants came from Italy. Of those most were supported by the Sicilian Targa Florio organization or sports motoring-related firms including Zagato, who sponsored Giordano, Mozzi and wife Stefania Biacca (the event outright winners). Worthy of note Mozzi had won the Mille Miglia Retro in 2014 in an Alfa Romeo 6C 1500 SS, and three years later in 2017 in a Lancia Lambda. Other significant participants included the very lively 'cowboy' Arturo Merzario, in a 2 litre Alfa Sports, who won the 1972 & 75 Targa Florio's and Ms Savina Confaloni in a 356 Porsche and acted as



a very animated MC at several of the evening social functions.

Luca Bottallo, John Caniglia and John Westover of the ISTEEM Group deserved all the thanks and praise, which was heaped on them. Having committed to stage the event at the same weekend in 2018, we the competitors should encourage our motoring enthusiast mates

to enter. All of this year's competitors have decided to re-enter.

The Final Results: Outright Well-known Italian historic regularity driver Giordano Mozzi and his navigator Stefania Biacca in a 1964 Porsche 356 took the coveted gold award.

The silver award went to the 1958 Porsche 356 crew of Brent Morrison/Kris Kerr.

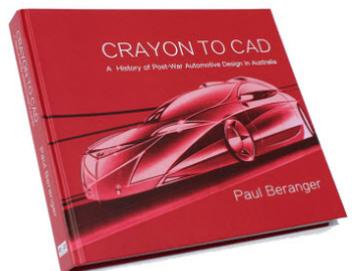
And finally an Australian team & VHRR members in Third placed, to the surprise of quite a few, receiving the bronze award, were Peter and Anne Williams in their 1959 Austin Healey Sebring 3000 Mk I.

### **Australian automotive design.**

Club member Paul Beranger, a retired automotive designer, and manager of Nissan's motorsport activities during the Group A Skyline era, has written and self-published a book on the history of post-war automotive design in Australia.

Entitled Crayon to CAD, the 336 page hard cover book covers not only the people who worked for manufacturers such as Ford, Holden, Chrysler/ Mitsubishi, Nissan, Toyota and BMC/ Leyland, but also where and how they conducted their highly confidential creative and technical activities.

In addition to sourcing the names of over 700 past and present design staff, the book features extended biographies of over 20 automotive designers, engineers and entrepreneurs, and delves into the work of low volume car manufacturers Bill Buckle, Campbell Bolwell and Paul Halstead.



During his research Paul was given access to both corporate and private archives, resulting in many of the stories and the majority of pictures in Crayon to CAD being published for the first time. He has recently gifted one of his books to the expanding VHRR library and encourages club members to go to [www.c2cpublishing.com.au](http://www.c2cpublishing.com.au) to learn more about this little understood, but fascinating subject.

### **Classifieds**

**Heavy duty steel triaxle trailer** with electric brakes, lockable wheel rack, lockable tool box cage, aluminium ramps, 4 x jerry can holders. Near new electric winch with remote. Adjustable wheel stops. External dimensions 7.5m (L) x 2.44m (W) overall Internal dimensions - car area 4.8m (L) x 1.94m (between arches) Caged tool box area 0.8m x 2.4m Its a heavy trailer (950kg tare) designed for larger sedans, but tows really well with a landcruiser.

Paul 0418 319 908

**Rebuilt Celica Gear Box for sale** asking \$850 incl t/shaft rebuilt at Vic Diffs Mitcham naturally it has all new bearings throughout. Cast iron housing type which was in the the 2 litre engines. Denis Robertshaw AA Bearings 0407 533 342

**Caterham Super Seven 1985.** Built in England by CCs, exported new to Australian client's order. Ford X Flow motor in Caterham Sprint Spec of approx. 110 bhp. Road use only, full wet weather gear, tools etc. Aging passenger now finding difficulty in inserting/extracting from cockpit and it's no fun driving it by yourself. Been Vic and ACT road reg in past and documentation right back to day one available goes with car. \$36000.00

Noel McLaughlin 03 5776 2257 or 0408 102 412

**Ford 1600cc Twin Cam L Block.** Complete with Sump, Pump, DCOE 45's, Ignition, Clutch and Flywheel. Built by Larner Engines. Never raced. \$ 20,000 [laurieb@virtual.net .au](mailto:laurieb@virtual.net.au) 0409 162 160

**I am looking for 2** of 15 x 6 Superlight rims to suit Chev/Jag. In the 10 spoke style.

David Baker 0418 332 131 or (03) 9729 8053

### **1960 MGA 'Le Mans'**

Replica Roadster – EX182

(Single family ownership for past 40 years)

This historic racing car was built by Gary Grant as a replica of the experimental Works MG EX182 Le Mans car.

During the 1970s and 1980s it was actively campaigned by Murray Richards at Victorian hillclimbs & race meetings running in the Historic

Group L class.

In later years it has had limited track outings



with usage mainly reserved for Sunday club runs. The car is sold unregistered, with its CAMS Historic Vehicle Logbook and is eligible to compete in Group Sa class.

For more information please contact

Rob 0419 393 932.

**Kombi race transporter** 1976 bay window with disc brakes – Extended by 1.3 metres to carry open wheeler up to Formula Pacific length. Vicroads approved. Upgraded 2.2 litre engine on Webers. Cruises at 100kph. Cap 1.1 tonnes. Excellent condition. RWC. Airbag rear suspension and elec.pump for easy loading. Powerful winch. Removable alloy weather proof canopy incorporating under roof tyre racks. Two huge underbody lockers. Comes complete with easy to use loading ramps, trestles, tie downs and tyre inflation kit. Also represents great concours transport for Porsche356 or 911 size show car. Offers Invited.

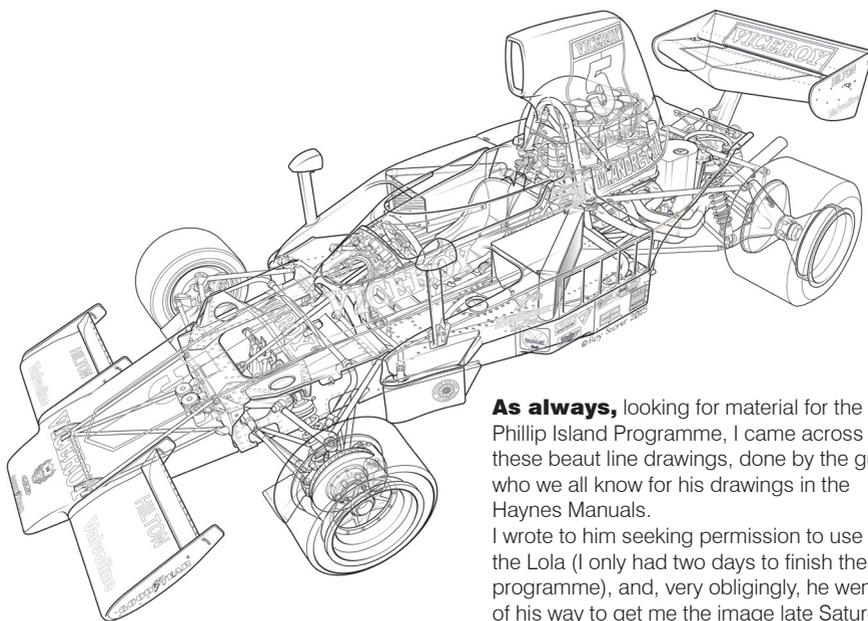
Please phone Don Hume 0438 308 788 anytime

### **Race Car Trailer.**

Ideal for a single seater formula car, this lightweight, streamlined, enclosed trailer has rigid sides and brand new tarpaulin style top (not pictured, it's being made).

It isn't braked, which makes it very quiet and even lighter. I towed my FF with a BMW 3 series for years and it was always a breeze.

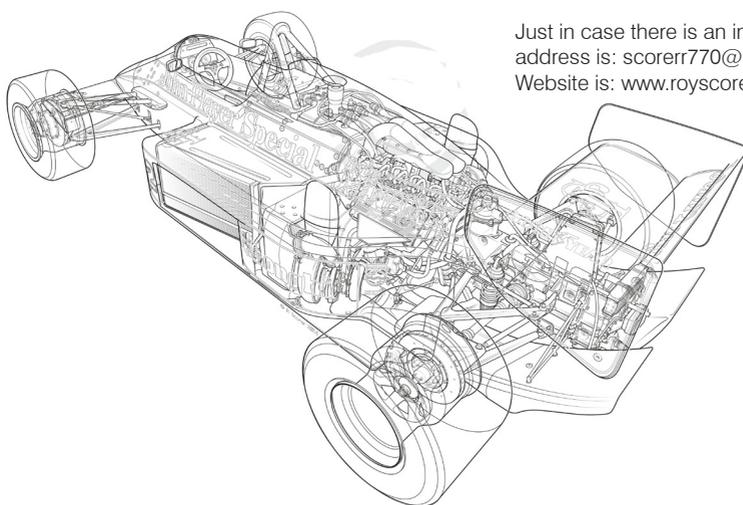
Forward doors to access tie-down mounts, rear turnbuckles, aluminium ramps and hinged front section. It is the most efficient and best towing trailer I've ever used, shame the current machine doesn't fit! For JKL cars it's 5'10" wide inside, for later groups 176cm. Call Nick McDonald 0414 569 506 or email [nick@a3recruitment.com.au](mailto:nick@a3recruitment.com.au) for full measurements and more pics. Located in Highett. \$4,500



Images Courtesy Roy Scorer

**As always,** looking for material for the Phillip Island Programme, I came across these beautiful line drawings, done by the guy who we all know for his drawings in the Haynes Manuals.

I wrote to him seeking permission to use the Lola (I only had two days to finish the programme), and, very obligingly, he went out of his way to get me the image late Saturday night, just trusting I would pay. Anyway, he said later, too late for the programme itself: "You are more than welcome to print off a couple of posters for your office and club house/bar if you wish." and "If any of your racers would like their car illustrated I can give a nice discount. Might have to add the price of a flight to come and take the photos myself..."



Just in case there is an interest, his email address is: [scorerr770@hotmail.com](mailto:scorerr770@hotmail.com) and his Website is: [www.royscorer.co.uk](http://www.royscorer.co.uk)

Mary Hoates / Jamie Hoates



Sincere thanks for your support!  
Love Mary  
Jamie

With thanks  
Richard Hoates

Warm thanks  
Emma Pollard

with thanks  
Phil Do you

VHR  
thanks for your support Andy Connor

Mary Hoates  
Jamie Hoates

Dear Jan,

Dear

Just a card to wish you & the team Merry Christmas. Thank you very much for your help during the year with the annual Ambulance Drive.

Warm regards

Richard Connor

HELLO LEANNE

THANKYOU FOR YOUR KIND THOUGHTS AND COMMENTS THEY ARE VERY MUCH APPRECIATED.

THE PRESENTATION OF MY AWARD WAS TOTALLY UNEXPECTED. I FEEL EXTREMELY HONOURED AND HUMBLD.

THE TRIP TO PARIS AND THE VENUE FOR THE AWARDS CEREMONY WAS UNFORGETTABLE SOMETHING MY WIFE AND I WILL REMEMBER FOR A VERY LONG TIME.

IT STILL SEEMS LIKE A BIT OF A DREAM

KIND REGARDS

ROGER CHIRNSIDE