



# 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 - July 2022

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

August	6-7th	Winton Festival of Speed	0412 264 997
August	13th	Scenic South Gippsland Tour	Ron Townley 0418 999 576
August	14th	VSCCV Vintage Hillclimb	0407 825 545
August	23rd	MGM	0458 882 304
October	25th	MGM	0458 882 304
October	31st	31st Historic & Classic Hillclimb	0407 825 545
November	4-5-6th	Historic Sandown	0402 224 133

### Committee Meetings 2022

January 18th	April 11th	July 18th	October 17th
February 15th	May 16th	August 15th	November 21st
March 16th	June 20th	September 19th	December 13th

### 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

(Red Plate)

Chris Nelson .....0439 955 562  
2/1 Rushdale Street, Knoxfield 3180 BH only please.  
\*CCE = Club Championship Event

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



## IMPORTANT NOTICES

### Notice Of 2022 Annual General Meeting & Club Membership Cards

The Annual General Meeting of the VHRR will be held on Tuesday August 23 2022 at 8pm at the MGCC clubrooms at Unit 53/41-49 Norcal Road Nunawading. Many thanks to the MGCC for offering us this venue.

Nominations are called for the Executive positions of President, Vice President, Treasurer and Secretary and eight positions on the General Committee. Nominations forms will be posted out to all members shortly.

Please consider putting your name forward.

This mail out will also contain your current 2022-23 club membership card. Remember, no payment is required this year if you renewed in the last financial year.

Leanne Newson, Secretary

### Membership Renewal

In the coming weeks you will receive your membership card for the financial year 2022-23. You do not have to make any payment. In recognition of the difficult times we faced, I am reminding you that the committee decided in September 2021 to extend all current 2021-22 memberships for an additional year. That is, you get two years of membership for the price of one, if you are a current member now. Your next membership renewal fee will be due at the end of June 2023.

Cheers, Leanne Newson, Secretary

**After many weeks of hard work** by a small number of the VHRR Wednesday Lunch guys the old Lexton Rd clubrooms have moved to the new clubrooms in Blackburn. A big shout out to Bob Morrow, Gordon Hellsten, John Rowe, Peter Angus, Michael Ban, Ian Tate, Cheryl Reid and others for your help, now to unpack it all will be fun....Cheers Simmo.



**Stephen Grove** gave us a fascinating talk on his Porsche racing at the VHRR MGM, held at the MGCC Club rooms the other night. Talk of his racing at pretty well most of the tracks in the world, the costs involved and the engineering held us transfixed for a full two hours. Plenty of questions, very ably answered and in all, one of the very best nights we've had.



**The MGCC Clubrooms** were a revelation in themselves, beautifully and tastefully decorated, in fact would do justice to a top hotel, designed by former MGCC President Ian Prior who is in fact an architect anyway, but top marks to the club for their efforts there and many thanks to them for having us.

**Thanks to Penrite** for allowing the VHRR Wednesday Lunch guys to meet at Garage 88 the new Motor Museum housing some very collectable classic cars. We will meet here until the new VHRR clubrooms are finished being set up.. Thanks to Ken Bedgood and Jarrod Hardy for their assistance. Cheers Simmo.



### **Vale: Bill Shallard**

Bill was the Bridgestone motor sport guy in Melbourne, long before Graeme 'Mort' Browne, and worked closely with Brock and the HDT for many years through the 1970s and 80s. Aside from being very tall and having a beard (before it was common), he really stood out because he had a peg leg, but I don't know why. Never thought to ask! He was a very popular character in the pits and had a happy disposition, despite his obvious problems - which didn't stop him from working very effectively. He wasn't a big name, just one of those unsung heroes we all admire.

He passed away on Thursday after some sort of accident that resulted in numerous broken bones, though Bevo doesn't think it was a road accident. They tried to operate but had to stop because, due to other medical issues, he started to haemorrhage badly. His wife's Facebook page mentions finally being out of pain, so maybe recent years had been especially tough...

David Hassall

### **VHRR Club Championship**

Each year the club runs a championship to determine a club champion driver. For the racing driver in our club, this is a most prestigious award as it celebrates, and applauds, our most successful driver.

They may not be the fastest but through their endeavours have accrued the most points over the races in the Championship.

To think this could be you! You may think you were just plugging away in the pack, but because of your consistency you have scored enough points to be awarded club champion. Oh the bragging rights!

The Championship is open to all racing

members of the VHRR. However to run the accumulating results for Championship we need to know what car you will be using. It is therefore essential that you let the Membership Secretary know by filling out a form which advises your details.

Remember it is a point's thing. If you don't advise your car details for the championship, point's calculations can't be made.

We want the Club Championship to be exciting. Maybe we will have a leader board running through the year. You can check how you are doing.

We are now living in a "New Normal" with COVID 19. The club is holding events again. So get out there and join in. Become the next Club Champion.

Request an application form from the Membership Secretary at [vhrrmemsec@netspace.net.au](mailto:vhrrmemsec@netspace.net.au) or go to the VHRR website at [www.vhrr.com](http://www.vhrr.com) where you can download the application form.

For those members who have already entered the championship please ignore this message.

John-David d'Asques - Membership Secretary

### **Scenic South Gippsland Tour**

We have 12 rooms booked so far for our scenic South Gippsland Tour on 13.8.2022, all staying Sunday night. So on Monday 15.8.2022 for those who are staying Sunday night we will check out the trestle railway bridge between Lakes Entrance & Nowa Nowa, have a morning coffee stop, then proceed through Bruthen to Bairnsdale RSL for lunch on our way home.

Book with Ron Townley 0418 999 576

### **Preview - 2022 Winton Festival of Speed**

A little summary of Victoria in Winter.... the weather is freezing, but the racing, boy, is it hot! Early August will see us take to Winton Motor Raceway for the VHRR's first Festival of Speed in a couple of years, as apparently some virus has put a halt to pretty much all events scheduled over the past two years.

For me, this meeting is one I've been greatly looking forward to for quite some time. Despite having competed at the short track events held at Winton over the past couple of years and done a few test days on the 'new' layout, I've never competed at an official event as such on the long track, but I've watched enough

meetings there to know that the racing is nothing short of action packed, all weekend long. There's something about Winton that, after every time you leave, you immediately want to go back and cut laps. It's such a technical track, so difficult to get right, and most importantly for us Vee folk, a good balance of corners and straights, meaning, as usual, corner speed is crucial, but Winton is a track where compromising a bit of corner speed can make all the difference in finding that vital straight line edge to either break away from, or hold, the slipstream. In a relatively short lap, that's quite a bit to think about!

This event has always been well known for its not only competitor friendly atmosphere, but it also provides spectators with such a terrific opportunity to get up close and personal with some truly mega pieces of machinery, which is a huge credit to everyone behind the scenes at the VHRR for the endless amounts of effort put in behind the scenes! Even before starting my racing journey, the Festival of Speed was always one I did everything not to miss, as the atmosphere is always a hard one to beat, so make sure, if you've got a bit of spare time to come and have a look, it's a great event for all of the family to enjoy!

Having not been behind the wheel of the Vee since mid-May at the Historic Winton meeting, I'm as keen as ever to get back to it! We've got plenty of momentum to build on after a strong last time out, bringing home a bit of silverware in the process, but most importantly we learnt heaps, and took every opportunity to build and grow along the way, which remains the goal for each time we go out on track! Really looking forward to seeing what the 5-7th of August has in store for us, and equally looking forward to seeing you all there!

Josh Lowing

**FOR SALE: My Hawke DL 15** Formula Ford. Group Fa with COD papers.

The engine was built and maintained, using all the good parts, by Larner Engines including a four X block, CNC machined head, new carby, oil pump and disturber.

The car has been very reliable to run and is certainly capable of running at the pointer end of the Fa field. This model Hawke won the British Formula Ford Championship in the period.

There are a number spares including a full set of body moulds and suspension jigs etc should they be required.

The car has been maintained and kept in excellent condition and while I have enjoyed owning and driving the car for the past twenty five years, it has become an old friend, hence the reason for not selling it earlier.

As I am now running in M&O I will not be driving the Hawke again. The time has come to pass it on to someone who would enjoy looking after the car and using it as it was intended.

\$29,500.00



If there are any interested VHRR members, please contact me on mobile 0400 377 500 or by email: [plrandall@bigpond.com](mailto:plrandall@bigpond.com)

Phil Randall

**I have the Gazelle Ford 10 special** for sale, a pretty car, drives well on my second outing this time at Sandown. Back there after 16 years did a 1.51 which I thought wasn't too bad for for that combination. Comes with a purpose built enclosed trailer and a lot of spares \$30,000 K11 Call 0413 744 337



**On offer Ralt RT4**

Approx 28 meeting old. Second last one built Push rod model. Too many cars. Some have to go. Some spares. Motor fresh. David Crabtree 0419 520 732

### **For Sale 1969 MGB Overdrive**

Without a RWC. An MG enthusiast valued the car at between \$20-25,000. Jenny's husband Russell recently passed away and the MG was his labour-of-love. She would now like to sell the car but preferably to someone who is an enthusiast. Jenny ~ 0439 614 009

### **1951 2.5 Litre Lea Francis roadster**

The car is available as a driving chassis, with the body partly assembled to the chassis. The engine has recently dismantled for inspection, found to be in good condition, and re-assembled. Engine runs very nicely. Brakes have been re-conditioned. The chassis & suspension are in good order. The rear axle has not been disassembled but appears to be sound. The body has been partly assembled to the chassis and prepared for painting to the undercoat stage. Front guards need to be fitted and lined up. Some re-wiring has been done. Non original bucket seats have been fitted. The original dashboard and instruments are fitted. In general, excepting the seats, the car is complete and original. Age and mediocre health have beaten the completion of the car. These cars are very rare and this is a good opportunity. Much work has been done, and it is a disappointment to not be able to complete it. Asking price \$25,000 Car can be inspected by appointment telephone David on 0411 751 811

### **Robbins special for sale.**

Ex John Coffin car c/w enclosed trailer, Complete history, CAMS logbook, also Racing suit, Helmet, Gloves etc. \$25,000.00 - all offers considered.  
janinec23@gmail.com  
Also partly restored 1926 14/40 Vauxhall 4 door \$15,000.00 ono

### **For Sale 1960 Cooper Climax F1 2.5**

Lowline T53 Colotti 5spd 58mm Weber's Restored by Ray Gibbs and re-commissioned by Keith Sparkes has f/glass nose cone and engine cover FIA removable roll bar by Borland Racing \$140k. Barrie Read Park Orchards 0400 054 358 readworks@bigpond.com

**1971 Corvette Stingray** LS6 (big block with alloy heads) - Group Sc Very fast and well developed car. Numerous lap records and race wins. Plenty of spares available. Price is negotiable at sensible levels.

Call or email for details.

Paul M: 0418319908 E: paul@profloor.com.au

**I have been given the job** to sell a Mini for an unwell friend here in Healesville.

The Mini in question is a 1978 Mini Clubman fitted with an early Mini round nose, quite a few Clubman's ended up with this modification. The car has had many modifications done to the suspension( Spax adjustable shocks) and Metro ventilated front disc brakes and Minifin rear drums (new), it is fitted with a 998 cc motor with some mods, although it won't blow your hat off, it all looks very racy under the bonnet. The 13x6 alloy wheels are fitted with as new Nangkang tyres, a Momo Leather steering wheel is fitted, the interior has been fully retrimmed in a nice velour with the Clubman instrumentation retained. There is a long list of things done to the car, so I could give more info over the phone. It is currently on Vic Club plates.

A reduction on the Mini price to \$18500 or near offer.

I also have from the same estate, a 2010 Toyota Aurion Sportivo **TOYOTA SOLD** 3.5 V6 Auto . A very well-kept example of this sportivo ZR6 V6 showing 144000 KLMs. Full service books which are up to date ,very little use over the last 12 months due to illness.

The Mini is reduced to \$18500 or near offer.

For more details on these cars please contact Ron Simmonds on 0427 031 737

**2007 NC MX5 2Ltr.** 4Cyl. Electric roof Convertible in black 155,800Km Gearbox is sequential floor shifter, Flappy Paddles or Auto. The best and modern way for all driving scenarios. Floor sequential or flappy paddle is in every way superior to manual for quick effective shifting. Never miss a gear again. A great car to drive and very much a modern driver's car. ABS, Air Bags, Cruise Control, Electric Windows, Central Locking and electric convertible steel roof.



Leather seats, shifter knob and door cars. Steel pedal plates.  
In very good condition and regularly serviced

with the Mazda dealer.  
 Books and invoices have been retained.  
 Car has always been garaged.  
 6 months registration current.  
 Asking \$16,500 ONO. John d'Asques  
 abc43734@netspace.net.au 0448 147 427

**Alvis Mercury V8 Special**

Originally 1928 Alvis Silver Eagle (or 14.75) 2.2 litres 6 cylinders, Chassis Number 7222 Engine Number 7817 (engine now in UK, with Allan Griffin). 9 feet 4 1/2 inch wheelbase, with 4 seat touring body. Left Alvis factory 15th November 1928, with two similar, all bound for Australia. Allegedly the first three Silver Eagles off the production line.

In 1929, twenty first birthday present for Jim Gosse, of Adelaide's wealthy and well known family. Jim Gosse toured eastern Australia, to the snowfields, to Melbourne, to Canberra, and



to Sydney even before the Sydney Harbour Bridge was completed (his photo album survives, in the hands of the Shearer family).

In 1936, chassis inverted, shortened (to 8 feet 6 inches), and Frazer Nash style tubular front axle on semi elliptic springs added, by two brothers from Glenelg, surname Sauers (or Sawers). Hillman gearbox used behind Alvis engine until engine destroyed and car dismantled immediately post war.

- Owners:
- 1929 Jim Gosse
  - 1936 Sauers(Sawers) brothers
  - 1945?-1965 Glen Jamieson, Roly Poland, Kevin Shearer; "boxes of rusty bits"
  - 1968 John Hebron
  - 1969 Bill Potts/Doug Potts: concern re poor engineering of front axle (replaced with proper chrome molybdenum by John Medley 2004)
  - 1970 Neville Webb (all above in South Australia)
  - 1977 Allan Griffin, Sydney
  - 1982 Robert Alcock: inserted Ford V8 engine,

after Allan Griffin took the Alvis engine to UK 1996 John Medley. Rebuild completed 1999, first race 2000 (ran again for the first time in 50+ years)

Raced by John Medley and others 2000 - 2012 at Eastern Creek, Catalina Park, Oran Park, Winton, Phillip Island, Cootamundra Sprint. \$30,000. John Medley 0401 739 594

**For Sale 1965 Elfin Catalina** Chassis 626 1100cc Downdraught Howard Head 40DCM2 Webers  
 Group M John Medley 0401 739 594



**Wanted - Hollinger VW gearbox**

Looking for a 60/70's VW Hollinger gearbox. There were a small number of Hollinger built VW transaxles in the 60's that went into mostly Australian built specials, and I'm looking for one of these in any condition. Please contact Soren Luckins 0412 778 140 or soren@buronorth.com

Plan your entry now!

**WINTON FESTIVAL OF SPEED**  
 5, 6, 7 AUGUST 2022

**HISTORIC LONG TRACK RACING, CLASSIC CAR SHOW, PARADE & MOTORKHANA**

Over 500 cars racing and on show over 3 days, featuring 500+ Historic Touring Car race, Classic Sports Car feature race and Super Sprints for Group C Tribute cars and Historic Sports Sedans.

Invited Categories: Group N, Group S, PQBR, MBD, JKBL, Grp CBA, Formula Vee, HQ Racing, MG Racing, Regularity, CBA Tribute Sprint, Historic Sports Sedans, Alfa Racing, Formula Ford.

Entries from May, 2022. For more information and entry, visit [www.vhrr.com](http://www.vhrr.com)



**For Sale  
Lucky Strike**

Chassis 1: Runs a BDG but the car originally had a BMW. Most of them did but they were expensive to run so a lot went to Cosworth BDG. Lerner has maintained the engine! Last raced 2018 Rolex Laguna Seca, 2016 Circuit of the Americas!  
Lucky Strike Car US \$220k



**For Sale  
Antar**

Chassis 17  
Purchased it in the US August 2018, raced it in the Rolex Laguna Seca and recently at Wakefield Park. Has BMW engine, lightly raced only twice.  
Antar BMW US \$260k

Both the above have current FIA HTP Papers 'til 2030



**Finally a fresh spare**

BMW M12 engine, very rare.  
US \$100k

Joe Calleja  
03 9768 4700  
jcallega@apexsteel.com.au