



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 - June 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

June	29th	MGM *** Note change of plans - see inside	0458 882 304
August	6-7th	Winton Festival of Speed	0412 264 997
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 tbc	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 Nelson0439 955 562

2/1 Rushdale Street, Knoxfield 3180 BH only please.

*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

Change Of Plans (*Date And Venue*) For The June General Meeting

The next General Meeting will now be held on Wednesday 29 June at the MGCC clubrooms at 8pm.

Lexton Road is full of boxes ready for the removalists. Thanks to the Wednesday Group for all their hard work. And thanks to the MGCC for hosting our next General Meeting at Unit 53/41-49 Norcal Road Nunawading. Drive into the factory complex and the MGCC clubrooms are the last factory. Please observe the one-way system and please do not block the neighbour's roller doors. There are disabled parking spots next to the front doors and plenty of other parking in the factory complex

We will let you know who our guest speaker will be closer to the day. The meeting will start at 8pm as usual with supper provided. Given that Covid is still of concern you are encouraged to bring and wear a mask at the meeting. If you can't make it and want to Zoom in, a link will be sent to all members closer to the day. Looking forward to seeing you there.

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

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 or go to the VHRR website at 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

A day in the life.

Winton coming up, so the Cheetah MK6 was to be prepared. Got this car in the late seventies as a tub and bits. Put it together for the F2 champs Crabby style and instantly blew up the Ford from the MK4. No money for all steel bits so a BMW 1600 was installed. One year we did 64 starts and 62 finished. Running it at state rounds, got frustrated running against Repco Brabham powered sports cars, turbo Porsches, and F5000s. So a 2 litre BMW engine was put in for Formula Libre events. This is what it represents today.

Sold the tub to build the Crab car and years ago went hunting for it.

Rohan Carrig one day rang, 'I found your car' was said. It was in F3 config, so I wasted no time to get it.

Found all the Crabby bits and reconfigured it to my car again. I had my mate Bob Forbes run it in regularity a couple of times. Now it was time to race it.

Put all the Winton bits on for down force and off

we went. Wet track on Friday, so very careful practice, and it tossed out water.

Changed the head Gasket in two hours with a team effort. Thanks Bob Forbes and Paul Comans.



Image courtesy SD Pics

Qualified 9th, so a bit slow. Hmm, the engine had a miss in it. Stuffed around all weekend trying to rid it to no avail. Finished first race 6th. Still no straight line speed.

Sunday, track was better and a 4th finish. Got to 3rd, but the engine was missing again and lost position.

Last race 3rd off the start, but back to 4th and drove it around corners as if no tomorrow. So as a whole, I did well under the circumstances but pulled it out and it went into the trailer.

Enjoyed the meeting and lived for another day. Shall put it on the dyno to make this engine perform properly.

Had a great week end with friends and that's what it is all about.

David Crabtree “

Rob Roy Hillclimb

Interclub Challenge Round 2 SUNDAY 22nd May 2022

Unfortunately the day was marred by the incident where Philip Gray's Ford Special impacted the barrier at Top Gate so severely that repairs for event continuation were not possible on the day.

Consequently for the first time, an event at Rob Roy had to be “declared”.

Philip was transported to the Royal Melbourne. He has sustained damage to his lower back which will require an operation on Friday. Understandably he has very sore shoulders and neck.

The car was not too badly damaged. The front end has obvious damage, but on first inspection is certainly does not look beyond repair.

The only good thing to come out of the incident was that the barrier did everything we hoped it would do to stop a wayward vehicle without too much damage to vehicle and more importantly the driver.

Philip thankfully was not too badly injured considering the impact. Both car and barrier will be repaired and Philip given time we all hope will make a full recovery.



Image courtesy Chris Carter

Thank you all for your cooperation in clearing the Pits so quickly when requested at such very short notice.

Provisional results for this event are now available on our website at <https://robroyhillclimb.com.au/upcoming.htm>

Trophies will be presented at the next Interclub round whenever that might be.

It is scheduled for the 2nd October, but with the pending development works this might not happen.

We will keep you informed.

John Kelso Clerk Of Course

Wayne Rushton Event Co-Ordinator

Lane 88 Auto Museum

Some of you may be aware that recently we re-purposed the old blending plant and head office at 88 Lewis road Wantirna turning it into a small automotive museum.

The new Lane 88 Auto Museum collection hosts a number of Margaret and JD's private vehicles and celebrates their involvement in historic motoring. We will also be showcasing some speciality vehicles and memorabilia items kindly donated or loaned through our Penrite associations.

We are planning a VIP opening on Saturday 18th June from 11-2pm

We will have a small number of staff, long-term customers, car and bike club members who will be joining us for the day.

Going forward, Lane 88 will host Penrite club functions, meetings and various 'invite only' open days.

At this stage the museum will not be open to the general public.

Please let me know if you wish to attend along with numbers of guests you are bringing

Just as a courtesy please don't distribute the flyer/info externally as we want to keep this as a VIP function

We are also looking for a car club to host a simple BBQ on the day – please let me know if your club would be interested
Kind Regards
Jarrod Harding
0417 469 077 | jharding@penriteoil.com.au

Historic Winton was a hoot!

With a cold, foggy and wet start to each day, this didn't stop the car and motorcycle enthusiast.

With 14 categories there was never a dull moment on the track. Competing was a range of diversity with not only a large range of cars and motorcycle selections but a range of young, older and team groups even a mother and son team! What a great turn out.

I, myself got the privilege to drive an Elfin Clubman in regularity class 2, being sponsored by the Elfin Heritage Centre by Bill Hemming who let me drive his lovely car and also got to share garage with Nigel which was pretty cool. With the endless support from my mentors Nigel Tait, Bill Hemming and Dave Elliott, I got

to experience the true colours to historic motor racing.

Regularity 2 was a blast with 29 cars entered, all competing to keep the most regular time each race event. We had three races over the two days in which I came 5th in the first race event, beating both Bill and Nigel which I was pretty excited about. Bill took the win for the 3rd race in his Elfin Mallala which despite winning had issue on Saturday and had to replace his starter motor, this didn't stop motivation on having a fantastic time.

There was friendly banter between my mentors with robust discussions over the weekend about what tyre pressure the Elfin Clubman should run. Bill believes I should be running between 14 and 15psi cold whereas David believes I should be running 24psi cold. Bill still reckons he's right even though Stuckey Tyres also agrees with David. Still no conclusive result in which is the correct set up, time will only tell.

Not only was there great racing going on but a great display of Austin Seven cars on display in fact one of the cars displayed there Nigel Tait built back 1967 that he built from scratch. This car was the first and only car to be built using 2-inch square steel tubing instead of cutting



up a A7 chassis to get the mandated side rails. Nigel still currently holds the fastest lap time on short track in this category a 1.16.8.

A big thank you to all the volunteers, friendly organisers, and officials for once again putting on a spectacular event for all drivers, visitors, and businesses.

Next year Nigel and I might take a sidecar out. Nigel is very determined to beat his previous set short track time even if it is in a side car.

Abby Wingett

Historic Winton 2022

After much anticipation, a return to the track was imminent. A return to a track that has to be my favourite of all that I've competed at, Winton, short track. A track where you're always busy, and a track that was kind to us in 2021.

After making the early morning trek from South-East Melbourne to Benalla on Friday, we were geared up and ready for a big day of testing in preparation for the Historic Winton race weekend. On track action began at the usual time of around 9am, with a waterlogged track with an extra slipperiness to it, thanks to



the Supercars laying down plenty of rubber the weekend prior. Our main objective was to scrub in the new set of Hoosier fronts that we'd fired on the car for the meeting, as well as get up to speed after a bit of a break in between track time. First session went well, the fronts, after plenty of scrubbing, were beginning to come up to temperature after running at around the 80% pace mark the whole session through, so that meant for only a little bit more was needed to get the tyres up to full working order in our second session of the day. On a drying track, but still very slippery off-line, the tyres really started to come alive in the second session, meaning we could start to push. The second and third session was really a chance to replicate some qualifying runs, as well as race laps to make sure we were well prepared for the following morning. The following session was one that many elected not to participate in, as Winton delivered its usual absolutely soaking wet conditions, but for us, there was no hesitation to get out there and get some vital wet running. Being the first time since Sandown in 2019 that

I'd driven the car on a track with more than its fair share of standing water, my aim was really to take it easy and just get through the session in one piece. Although we got through it in one piece, the 'take it easy' element proved to be too tall of an order! Lap after lap, we began to push harder and harder, until I came in at session's end remarking that I knew if I had of pushed any harder, I'd have had a hot date with a fence or one of the many gravel traps at Winton. Pushing yourself and the car in the wet is unlike anything else you'll ever experience out on track, you feel not only alive, fueled on adrenaline, but it's the most at one with the car you'll feel when you get

it right. Aquaplaning in a straight line in top gear certainly raises the heartbeat, but it's all part of the insanity of driving at ten-tenths in the rain. We ended the day super happy, and confident that if it were to rain over the weekend, we'd benefit from having that track time in the final session.

With many rumors around the paddock that it wouldn't rain for qualifying, hence why many didn't run in that final Friday session, it's fair to say there were a few shocked faces come Saturday morning when we lined up on the pre grid, facing a rather wet track indeed. Knowing traffic would be

a huge issue, the objective was to essentially get one, clean, fast lap. When it became apparent that this wasn't a possibility for us, a decision was made, following a 360 degree spin on the exit of Turn 1 in a lap that would have had no traffic at all, to just make the most of any opportunity there was for a relatively uninterrupted lap. In the dying moments of the session, our only contender for a quick lap became one with the inclusion of having to stamp on the anchors in the Esses, but it would have to do, which it did, putting us comfortably on pole in Vees, and resulting in us lining up P3 outright in an M&O grid, starting behind Laurie Bennett in the Elf, and Paul Faulkner in the Brabham. Ending qualifying stoked with the result, all eyes were now on converting that pace to a class win in Race 1. Unfortunately, the win wasn't to be, despite getting a blinder of a start and comfortably leading for the first two laps, as a mechanical issue sent us straight to a DNF, which of course, was disappointing, but gave us an incentive, knowing the pace was there, to make our way through the field to the pointy end in each of Sunday's races.

After having a night to process, and take the learnings, opportunities to build, along with the positives through to Sunday, we came into Race 2 on Sunday morning motivated and excited to see what we could do from the rear of the grid. The track, boy it was foggy, on the warm-up lap as well as through the race, it was a struggle to see 50 metres ahead. It was pretty sketchy, but we knew what needed to be done. The aim was to pass a few cars and keep it on the track. Simple as that. The Australian flag dropped and the cold, rear tyres on the Vee spun into life, hence, we launched a few cars on the run into Turn 1. After an opportunistic move on a car that had proven to generate its speed in different areas to us corner reliant Vees, we got a bit of a gap, and continued to carve through the field in the 5 lap dash to the flag. We greeted the checker in P3 in class, which was a huge step from P11, as well as gaining around 12 spots outright to be starting in the back half of the ten, with P1 and P2 in class sitting only a row ahead of us.

On the warm-up lap for the final race of the weekend, we had high hopes to remain in the podium places, not fall back, and if anything, move forward a place or two. We got a cracking start off the line, only to be held up at Turn 1, meaning Max Bonney in P1 could run away. However, Dean Briggs in P2, who we'd had many a good battle with in the past, had been held up, and we played followed the leader until the end of Lap 1, where we got a strong run off the Esses and took P2 from Dean under brakes into Turn 1. The car who had prevented the both of us from moving forward, in an attempt to catch Max, was vulnerable through the slower sections of the track, so we constructed a move into the back of the circuit, but Dean couldn't follow us through, meaning for a perfect opportunity to get a bit of a cushion, as well as put in some quick laps in order to close the gap to Max. The last 5 laps of the 8 lapper were pretty lonely, other than a bit of lap traffic, but we posted our personal best around the short track layout at Winton of a mid-1:09, which we knew we were capable of at the start of the weekend, and to round out the weekend with a P2 in class alongside that PB really was the cherry on the cake for us. We walked away stoked with the results, knowing we had the pace to win all weekend, and that we'd maximized the results after the Race 1 setback. Overall, the 2022 instalment of Historic Winton was really positive

for us, taking more steps forward in the name of progress.

As always, a huge thank you must go to everyone involved behind the scenes, as well as those who continue to support this dream turning reality that I have the immense privilege of experiencing.

Catch you at the Festival of Speed in August!

Josh Lowing

Vale Brian Deveson

Brian Deveson 04.02.1944 - 14.05. 2022 Sadly we advise the loss of Brian, friend to fellow early members of The Morris 850 Club, also of LCCA and HTCAV, lifetime motoring enthusiast, brother-in-law to the writer.

Reference to my incomplete collection of our then publication, Mini Bulletin, does not throw up his name in 1966, suggesting that Brian joined us sometime early 1967 and soon became an active member both in pulling his weight in the club organisation and as enthusiastic participant in our various events. He quickly established his credentials with 1st at a motorkhana in April of that year, followed by 7th in July and 4th in August. But better was to follow.

In 1968, while serving behind the scenes as Membership Secretary, Brian took another 1st in a motorkhana in March, and obviously others, going on to achieve 1st in both our Motorkhana and Competition Championships, 2nd in the Trials Championship and 3rd in the overall Club Championship for the year. What a load of silverware! The Trials Championship was no doubt aided by his record as equal first driver in our Wilderness Trial in July of that year.

Meanwhile he had been dabbling in outside events, probably more extensively than conserved records can confirm, but certainly including 17th November when he ran the Cooper S at Templestowe Hill Climb. The same programme also includes another old M850C member and actor, the late Leonard Teale (Homicide) at the time driving an MG Midget but earlier a Cooper S when he joined us. A light-hearted quip in Mini-bull was to query whether he was over-burdened by the modest sponsor signage in only achieving a best of 61.1sec. However it was probably not, as they say, too shabby for his daily drive Cooper S when compared with Alan Hamilton's classwinning 54.7 in a Porsche and Ted Brewster's race-prepared Cooper S time of 54.3. Ted was never

a slouch. Brian further competed at Lakeland Hill Climb 10th December, along with many other still-familiar names. His time of 61.2 was, again, not too shabby as second to Andy McIntyre's best of 59.0. Not a bad year. Aided no doubt by his organisation (?) of an event named Deveson's Debacle, of which I had forgotten. Turned out to have been a night for all at my house billed as "Red Wine and Steak" (in that order).

Some things never change. Sometime around then we both became members of LCCA, he with his initialled pewter hanging at the ready behind the bar.

I had been M850C President in 1967-68 and Brian went on to succeed me in 1969. Alas, a rapidly developing career with DCA cut brief that plan. Brian was relocated to Mildura to look after the radar beacons and other responsibilities. As his trajectory continued



he was to progress to spending half his life in the air, becoming familiar with possibly most regional and bush airports in the country, at least where DCA/DOT had jurisdiction, and was finally in Canberra for 8 years in ministerial advisory and administrative roles. Hence, old Mini-bulls show him as President in March but the next available issue, July, shows me back in the chair for the balance of the year. Meanwhile he had discovered that I had a sister, Noelene, also an M850C member and Mini Deluxe owner. The relationship blossomed, albeit by remote control in the Mildura days, but by the Canberra days they were married and soon added two beautiful daughters to the team. Somewhere along the line he had also put himself through MU, adding a B Com to his list of achievements. Probably this was partly a result of an already

orderly mind and approach to life: the old adage - a place for everything and everything in its place - comes to mind. That was Brian. Hence some of the information for this tribute comes from an envelope of his own filed keepsakes. Sixteen numbered enclosures ranging from VSCC Templestowe Hillclimb Entry Form through CAMS Application for GC Licence and some of his competition life to a small factory publication: "The A Series Transverse Engine Range of Vehicles". Not to mention an equally small factory booklet: "BMC Special Tuning Mini Cooper S" If only it were still so simple.

Was he still in Mildura in 1969? Probably. But around this time our club provided much of the manpower and nous to run the popular Autocross at Calder Raceway, as a result of which we gained free use of the facility twice a year. The records show that on one such, 25th April 1969 (Anzac Day), Brian served as Clerk of Course, typically putting in. The day consisted of a variety of events - racing, sprints, motorkhana on the infield. Even discovered from his saved papers that I fared reasonably well on the day with an equal 2nd in the Sprite. Thanks for the memory.

As for so many, Brian had to put motorsport on hold for a number of years - work, life, family, house, etc - but the embers never died. Meanwhile he kept himself amused with a couple of impressive road cars - a well-worked XW 351 Falcon comes to mind (so well that I will not commit the tale of my sample drive to print), as does a bright red XJ12 Jaguar replete with its pepper-pot wheels, which was also a great tow car when he steadily slipped back into motorsport. But, leaving his Cooper S days behind, he turned his hand to historic racing in Cortina GT's, becoming a member of VHRA. The first Cortina was a reasonably handy little beast but he jumped when the opportunity came to upgrade to a yet better version. Members who, over the years, have worked at the VMCI rounds of the State Series might remember the car - campaigned for a number of years by Chris Ralph before he upgraded to a Mustang. That car, maintained by the late Paul Trevethan, was, may we surmise, further upgraded and gave Brian much pleasurable competition. It was sold eight years ago as his health, unfortunately, began to fail.

Over the years he had competed at most Australian circuits including Sandown Park, Phillip Island, Winton, Calder Park, Albert Park, Mallala and Bathurst. An experience he always treasured from somewhere in those years arose when he accompanied Paul and a number of others as pit crew when they took two MGB V8 GT's to Spa to compete in a 6-hour race for the marquee. He was totally chuffed when, the next day, they gave him the drive in a sprint race. Eau Rouge! C'est la vie.

A man who both put in and took out with equal fervour. We shared so many good times beyond the scope of this tribute.

Thanks, Mate. Bob Anderson #25



The BP Rally Honors Board being presented by VHRR member Ron Simmonds to Bob Watson of the Historic Rally Association. The honor board will be put on display at the VHRA meetings and other events.

Cheers Simmo

Not sure if appropriate for your newsletter, but your members may be interested in knowing that a lot of my fathers (John Blanden) motoring memorabilia is to be auctioned through Donningtons from next week. As a very active historic racing member he will have been personally known to many of your members and in conjunction with his documenting historic motorsport he built a terrific motoring library as well as collected memorabilia that was displayed in his garage. Some of these items may be suited to like minded enthusiasts of VHRR

This is the link to Donnington Auctions web site:
<https://online.doningtonauctions.com.au/m/view-auctions/catalog/id/90>

Regards, Richard Blanden

I am aware of the club through my brother Michael Barker (ex W.H. Lowe, Ferrari/Lancia and MV Agusta concessionaires) and for over 40 years at Hamilton Porsche/Porsche Australia.

Mike (and I) attended so many events over the years and his encyclopaedic knowledge of the historic cars was truly extraordinary.

Mike sadly passed away mid-June last year following years of care after a severe fall.

He left behind a vast collection of (mainly limited edition/signed/autographed) motoring books/artworks/posters and memorabilia that I held at my place for more than six years, not knowing what to do with it all.

By chance I learned of Donnington Auctions after the funeral through one of Mike's customers - who was emphatic that it was the 'collection to end collections' and encouraged me to make contact with them.

I'm glad I did because my goal was to get his collection into the hands of those who would truly want and enjoy the items rather than them just sitting in boxes.

And so I thought it would be a good idea if you were to notify all members who might be interested in rare and unique items from the motoring past through the auction now on with Donningtons.

<https://online.doningtonauctions.com.au/m/?page=1&status=2>

I hope this is of real interest to the members and enthusiasts who knew Mike.

David Barker: david1026@bigpond.com

0408 323 440

The Richard Blanden Collection, including the Late John Blanden Collection:

<https://online.doningtonauctions.com.au/m/view-auctions/catalog/id/87>

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

Phil Randall



Marcos 1800 GT, 1965, Chassis 4026, FIA and CAMs log booked

A rare and special car, designed in 1963 by Frank Costin, Chief Aerodynamicist for De Haviland aircraft, who famously produced the Mosquito aircraft in WWII.

Chassis 4026 is #26 of only 100 1800 GT's ever made. Marcos 1800GT's were hand built with a wooden chassis and fibreglass body, using the cast-iron four-cylinder Volvo1778 cc B18 unit

with Volvo M40 gearbox. This car underwent a meticulous restoration from 2008 to 2017 and is immaculate.

This car is extremely competitive in its class, being Group Sb under 2 litre, as it weighs only 730kg and produces 175HP - compared to say an MGB which typically weighs around 930kg and produces around 150HP.

There is an extensive history file including its original green cardboard log book issued in England in 1965, photocopies of its original bill of sale and other documents issued by Marcos Heritage of England, original FIA log book issued in England in 2000, original CAMS log book issued in Australia in 2004, many receipts going back years, many photos of its restoration, and several magazine articles featuring the car.

Specialist spare parts are easily obtained from Marcos Heritage Spares in England, however spares for all mechanicals are easily obtained in Australia.

Engine:

The 1.8 ltr Volvo B18 race engine was built by renowned Kim Baker and includes;

- Balanced, lightened and strengthened steel crank shaft
- Forged pistons
- Competition bearings
- Full race profile cam shaft
- Roller Rockers
- Strengthened and lightened push rods
- Double valve springs
- Fully ported and polished cylinder head
- Twin Weber 45DCOE carburetors
- Extractor exhaust manifold
- Oil cooler and large oil warning light
- Oil and coolant catch tanks

Transmission:

- Volvo M40 gearbox with genuine Volvo close ratio gears
- 4.3 ratio Crown Wheel and Pinion LSD
- Competition clutch assembly
- Clutch pedal stop

Brakes and Suspension:

- Competition struts and springs
- Competition brake pads

Interior/Safety:

- Roll cage to comply with CAMS standards
- Six point racing harness
- Rev counter, Oil pressure, water temperature and battery charge gauges
- Fuel lines and wiring run inside the body

- Fire extinguisher
- Battery cut off and fuel cut off switches
- Push button starter

The car is situated in Sydney, and we are happy to schedule inspections almost any day, or video calls for anybody outside Sydney.

Asking price is \$100,000 AUD.

Cheers

Darren Freeman +61414857777

Peninsula Sports Car Services

www.peninsulasportscars.com

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 Nankang 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 ZR6 3.5 L V6 Auto . A very well-kept example of this Sportivo ZR6 V6 showing 144000 KLMs, good service books which are up to date ,very little use over the last 12 months due to illness,(the dust on the car comes free) but it will be detailed by me (Simmo), good tyres, finished in a Metalica Alcantara (a bronze light brown) with leather trim. The rego has just been paid for 12 months.

This Toyota Sportivo has the 3.5 Lt Lexus motor, and are quite quick, 0 to 100 in 7 secs ,which is not too shabby..

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

The Toyota is priced at \$10.500.00

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
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. Larner 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

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Marg & Norm Beechey

22 March 2022

Mr Ian Tabe

President, V.H.R.R.

97 Bonds Road, Lower Plenty

Victoria 3093 Australia

Tel: (03) 9439 6454

Fax: (03) 9439 1526

Dear Ian,

Just a note to thank you and your committee for once again being our hosts at the Phillip Island meeting. We had a fine time catching up with old friends and a surprising number of old fans. It was certainly a great weekend of historic racing and the venue looked immaculate.

Please thank your enthusiastic club members as well.

Kindest wishes

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