



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

NEWSLETTER - October 2022

We meet Bi-Monthly - on the Fourth Tuesday of the Month 8pm at the VHRR Club rooms

COMING EVENTS

October	25th	MGM	0458 882 304
October	31st	31st Historic & Classic Hillclimb	0407 825 545
November	4-5-6th	Historic Sandown	0402 224 133
December	10th	Annual Dinner & Awards Night - Manningham	0458 882 304
2023			
March	9-12th	Phillip Island Classic	0458 882 304

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 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

Calendar

The next General Meeting will be held on October 25 and the venue we hope will be the MGCC Clubrooms. The date for our Christmas Celebration is December 10 at the Manningham Hotel.

Leanne Newson
Secretary

Phillip Island Classic Date confirmed:

The date of the Phillip Island Classic next year has been confirmed as March 9-12 2023. Book your accommodation now!

Pheasant Wood All Historic pre 1961

There were approximately 70 entries for the inaugural Pheasant Wood All Historic pre 1961 event conducted on 9-11 September 2022.

Entries were split evenly between cars and bikes. There were 9 car entrants from Victoria with 4 hardy souls from the VSCC driving 3 x Alvis (what is the plural of Alvis, Alvii?) plus a thirsty 98 Vauxhall. I hope they experienced better weather than I did on the drive from Melbourne on the Thursday.

Pheasant Wood is 1.6K of wheel twirling constant change of direction circuit with some banked turns and a very short straight. I had entered my 1960 Lotus Holden and briefly got into 3rd gear 3 times per lap. The circuit operators are very pro-active and plan to extend the circuit in stages. The entry for the race meeting was a very reasonable \$180.00 and we had qualifying and two five lap races on the Saturday with two five lap and one eight lap race on the Sunday which included a handicap. In the Group A events I resumed hostilities with Dick O'Keefe in the Photon Lotus 11 and Ray Lewis in the Simpson Holden. Electric Dick was not happy with the Photon in the wet races but was much happier on the dry Sunday where he finished with 3rd places.

A surprise for me was Luke Crampton in the lightweight Buckle Zephyr that his late father Mick Crampton raced 1961-64. We had some very close tussles with Luke winning one wet race and I prevailed in the other races. The handicap was won by Greg Snape with Luke & I finishing 2nd & 3rd. The handicapper was Matthew Snape, but I am sure that being Greg's brother had nothing to do with the handicapping... The Cooper Norton 500 of Grant Cowie was very quick, and both the car & driver performed well at this circuit which

was perfectly suited to the 500. Brian Simpson where were you as this circuit would have suited the Cooper JAP? All the Victorians enjoyed a successful low key and stress-free race meeting with all the cars finishing with no mechanical issues.

This event will be on again in September 2023 and hopefully with more participants on this challenging short circuit. Shane Bowden

Three Years On - How Time Flies!

Whilst through that dark and dangerous place we call social media recently, a memory popped up, saying it had been three years since I posted my wrap up of my first ever time on a circuit, which was late September of 2019 at Winton Motor Raceway. I remember this clearly as it was my preparation for my first ever circuit meeting at Sandown, which that year was held on the last weekend of October.

This was one of those moments where I had to just read over that again and pinch myself. Three years since I had first been out on a circuit. Wow. I still remember vividly, the moments leading up to, during and after that day. The masses of anticipation that flooded me leading into it, the feeling of immense adrenaline and excitement when I was in the car, and the sense of "I can't believe that just happened" in the following days afterward.

And from there, the journey thus far has been beyond belief. A big year of lap after lap after lap throughout 2019/20 in Regularity to prepare for what was a huge step up to competitive racing, then the past couple of years have been such an amazing experience, taking in all the highs and lows of racing, as well as the learning curves and moments to build on that go hand in hand.

If you had've told me, as a 14 year old kid on that day in 2019, that I would be where I am today three years down the track, I simply wouldn't have believed you. With thanks to the incredible generosity of Sprintcar Extraordinaire and Bus Pilot Conor Ryan especially, none of these past three years would have been possible, so to Conor in particular, I will be forever grateful for the support and belief that you had, and continue to have in me.

Alongside Conor, there have been an endless and ever growing list of people who have contributed, who all are well aware of who they are, so to everyone behind the scenes, I thank you!

That's the real win though. The people. Despite racking up a few wins and poles over those three years, the thing I will hold of upmost value are the people I've met and had in my corner along the way. I've always said I love doing what I do, to pack up on a Thursday night after a big week at school and go away to race cars with great people is a dream come true, and as long as I can, I'll do everything I can to keep doing my bit for keeping Historic Racing alive and as popular as it is today, but if I was to be told I'd need to hang up the helmet tomorrow, sure, I'd be lost without it, but I'd walk away knowing some of the best people, if not the best people

I've ever met.

Reflecting on those three years, I'm so proud of what we've achieved and how far we've come, and look forward to what lies ahead, and am so appreciative of all the continued support of the VHRR, Concept Racegear and Dana Precision, who without I



would not have been prepared or able to take to the track for that first meeting at Sandown following that first day at Winton, and all of my family and friends. You're all absolute legends, and I look forward to sharing the journey that is to come with you all.

Josh Lowing

Team Australia has confirmed another driver for this year's FIA Motorsport Games, with Aaron Cameron locked in to run in the TCR competition.

A star of the Supercheap Auto TCR Australia Series, Cameron will be going for Gold against the best in the world, behind the wheel of a Peugeot 308 TCR.

Cameron is the third driver to join Team Australia for the Olympic Games for motorsport, with Brenton Grove and Stephen Grove already confirmed to compete in the GT Cup aspect of the Games in France – the latter of which will serve as the team captain.

Taking place at the famous Paul Ricard Circuit, Cameron may not have any familiarity of the French circuit, however he has plenty of experience competing at an international level.

Representing Australia in international karting competitions back in 2015, Cameron also had a stint overseas in 2019, contesting both the Dubai and Barcelona 24 Hour endurance races in an Audi RS 3 TCR.

Cameron may not be in the Audi for this year's FIA Motorsport Games, however he has plenty of experience in the Peugeot, as he drives the

HISTORIC SANDOWN WANTS YOU:

Volunteers for the Merchandise Tent

Got an hour or two to spare on November 5 or 6?

Bored by life?

Fancy yourself as a salesperson?

Wanting to see how the other half live?

We would love to welcome you to the VHRR Merchandise Tent at Historic Sandown.

Please ring/text CHERYL REID - 0419 581 815 or email - reidywithchampers@yahoo.com.au

with your contact details, preferred dates and times that you are willing to support us.

(There may not be champagne but we hope you'll have a lot of fun!)

Thanks



exact same model on home soil.

Currently placed eighth in the 2022 standings, Cameron remains in the hunt for another top three finish thanks a number of wins and podiums in the season so far

The Victorian has also been involved with the series since its inception back in 2019, having finished third in the inaugural season and second last year.

Ahead of the FIA Motorsport Games, Cameron was excited about representing his country.

"It is going to be amazing to represent Australia at the FIA Motorsport Games in France," Cameron said.

"Not very often in motorsport you get to fight for medals and I'm hoping to bring home the gold for Australia.

"I'm going to be racing a Peugeot 308 TCR over there against lots of world renowned racers, so it should be good and really tough competition and hopefully we can represent Australia in the best way possible.

"I've never been to the Paul Ricard Circuit before, but from the research I've done, the Peugeot should be well suited there. I'll be doing some sim work prior so we can hit the ground running from the opening session.

"This is actually the second time I've represented Australia in motorsport, the first time was in karting in 2015. I feel like we just missed out on some good results there, so hopefully this is a bit of redemption and we can bring

home a medal for Australia."

Motorsport Australia CEO Eugene Arocca believed Cameron was a great fit for the FIA Motorsport Games.

"Congratulations to Aaron for being selected to represent Australia in TCR at this year's FIA Motorsport Games," Arocca said.

"Aaron has enjoyed great success in the Supercheap Auto TCR Australia Series and we expect that he will certainly challenge for some form of silverware during the event.

"Like the other competitors on Team Australia, I have no doubt Aaron will do a fantastic job representing the nation and we wish him and the rest of the team great success in France."

The FIA Motorsport Games takes place at Circuit Paul Ricard in France on 28-30 October.

It is time for me to start assembling

vehicles for our next theme "Rarities and Replicas "

The theme is due to open on November 13 and run through to end of February. However we are always flexible if required

In the replica section, I am keen to get on to vehicles of previous heroes in the racing world and the movie world, and to get rarities of course.

Can you help me with suggestions and leads on possible owners prepared to loan

Thanks

Andrew Gallagher

Display Manager

Gippsland Vehicle Collection

dianaandrew@gmail.com

2 weeks to go until Formula Festival

at Winton, an event all but unique in featuring only single seater racing cars, headlined by the thundering F5000s. This will be the first time since 2011 that these attention-grabbing racing cars will be delivering their usual dramatic spectacle at this iconic track in commemoration - then as now - of the 1978 Rose City 10000, an event remembered for the unusual appearance of a current F1 racer, former F1 World Champion James Hunt, driving an unfamiliar Elfyn MR8 on his way to dominating both qualifying and the race itself, with three times Australian Drivers Champion John McCormack being the local racer most closely matched to Hunt on pace. Back in 2011, 7 entrants - a figure not untypical of the 5 to 10 entries which were the norm



back in the day - provided a thrilling spectacle, headlined by the battle between Andrew Robson (Lola T330/2) and Bryan Sala (Match A50).

This time you can expect to see an entry list of at least double that tally, based on entries confirmed as of today! It is very likely going to be the largest single event turnout of Australian-domiciled F5000 cars in the modern era, in itself a reason not to miss being there! Over the next few weeks leading up to the event, we will update you with more information regarding the cars and drivers who will be in action on 15-16 October (with Friday 14th being all day practice for all competing categories.) A word of advice for anyone intending on spending the weekend nearby - Benalla is already filling up quickly insofar as accommodation is concerned, so consider extending your search to places such as Glenrowan, which is no more than 20 minutes away by road. - Peter Ellenbogen on behalf of Formula Australia Association

My name is Claude and I'm hosting a Classic Car Show at Pantry Fresh in Clayton South and I'd like to extend an invitation to your members to display their cars.

This event will have woodfired pizza, BBQ, coffee and much more!

All car makes and models are welcome!

There will be a gold coin donation for the Cancer Council upon arrival for all participants.

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

Trailer: Ideal Formula Ford/Clubman. Internal 3900 x 1780mm. Tailgate ramps. Tows well (just done 2 interstate trips). Good electrics. Some rust in chequerplate floor and frame top. Very easy to repair and add top bows and tonneau.



Surplus to requirements. Cash for this cheap price. Bill Hemming 0408 059 002 bill@elfinheritage.com.au

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

Enclosed trailer with tonneau, used to carry my small Mallock. Suit Austin 7 or similar small car. Internal fit 3100 L x 1550 W Drop down tail gate. Going cheap \$1000.

Derek McLaughlan 0403 131 304



CLASSIC CARS @



SUNDAY 23RD OCTOBER 10AM - 4PM



WOODFIRE PIZZA



BBQ



COFFEE

GOLD COIN DONATION FOR  Cancer Council

693 CLAYTON ROAD, CLAYTON SOUTH 3169

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



ALL MAKES AND MODELS WELCOME

Tilta Trailer Excellent condition, 2 tonne capacity, very easy loading/unloading/towing - has had little use \$5,750

Call Peter 0412 264 997

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 \$130k. Barrie Read Park Orchards 0400 054 358 readworks@bigpond.com



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



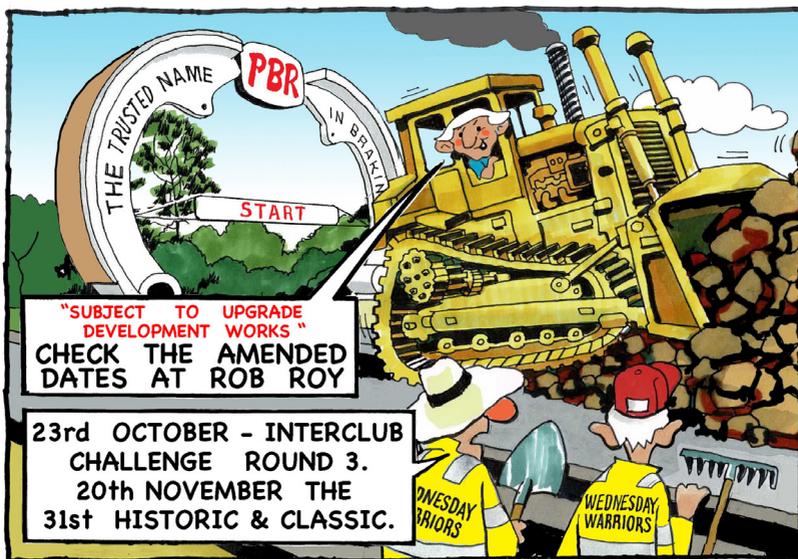
For sale: Water pump drive pulleys

for Ford Kent and Lotus Twin Cam engines. The crankshaft pulleys are 30 Tooth and CNC machined steel and plated for corrosion protection. The water pump pulleys are 44 Tooth and CNC machined from 7075 T6, with either a 5/8" or 1/2" bore. A lead in taper have been machined into the bore to allow for easy starting during the press fitment. Prices:- Water pump pulleys \$90.00, crankshaft pulleys \$175.00, 180XL x 1/2" drive belts \$13.00. Wayne Groeger 0419 545 339



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





Historic

30 Years of Thunder

Shannons



November 4-5-6th 2022
Enquiries: 0402 224 133
www.vhrr.com



Image courtesy Chris Carter