



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 - September 2022

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

COMING EVENTS

September	9-10-11th	Pheasant Wood All Historic	www.pheasantwood.com.au/
October	25th	MGM	0458 882 304
October	31st	31st Historic & Classic Hillclimb	0407 825 545
November	4-5-6th	Historic Sandown	0402 224 133
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 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

Club Life Memberships

At the AGM two long standing members were honoured to receive a Life Membership: Leanne Newson and Ron Simmonds. Our President spoke about the roles played by each member. In recognising the outstanding work they undertake for the club, he noted particularly that they always volunteered to assist in any way they could. To name just a few, Leanne is the Club Secretary and current MA State Council representative. Ron co-ordinates the race meeting commentary team, manages our trophies, supports the Wednesday group and other social events. And he is a great MC at our social functions. Congratulations to Leanne and Ron.

Secretary's Report

A General Meeting and AGM for the club was held on August 23, 2022 and thanks to all members who attended. Ian Tate welcome all to the meeting, making mention of the members, friends and supporters who passed away since the last AGM: Tony Osborne, Rod Murphy, Shirley Blanchard, Reg Hunt and Mark Wells. We express our sympathies and support to these families. He made special mention of the great support given to the club by the Blanchard family.

Normal business was conducted at the meeting. Our Treasurer presented the audited reports and the club is a sound financial position. In his report, our President said it was a privilege to serve the VHRR. Ian thanked those on the General Committee and chairs, members and all involved in our race committees. He thanked many people for the ongoing work and contribution they make to the club and its events, in making them so successful. He particularly thanked our major sponsors: CoolDrive, Penrite, Bursons and Shannons.

The following appointments were confirmed by our Returning Officer:

Executive:

Ian Tate	President
Noel Robson	Vice President
Ian McLennan	Treasurer
Leanne Newson	Secretary
General Committee:	
Peter Donald	Bob Morrow
Anthony Mann	Conor Ryan
Bob Harborow	Geoff Kelly
Rohan Carrig	

(Immediate Past Vice President)
John D'Asques will continue as Membership Secretary in an ex-officio capacity.

Group representatives:

J&K, Lb	Greg Smith
Q&R sports	Derek McDougall
PQR	Rohan Carrig
F5000	Bob Harborow
M&O racing	Laurie Bennett
M&O sports	Tim Wright
FFord	Anthony Mann
FJunior	Kim Shearn
(appointed after the meeting)	
Group C	Rod Hatfield
Group A	tbc
FVee	tbc
Regularity	David Bellenger

The Returning officer confirmed the appointment of the auditor, Russell Alexander, for another twelve months.

The President thanked John D'Asques for his work as Membership Secretary and welcomed the new committee. Rohan Carrig stepped down as Vice President and Ian thanked him for his work and support. Noel Robson was welcomed back into that position. Thanks to the MGCC for the use of their clubrooms and to Jean and David Bellenger for assisting on the night.

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!

Vale: Reg Hunt

Reg Hunt (1923-2022), Maserati ace and motor industry legend

Reg Hunt was born in Manchester, England, in 1923 and lived there until 1949, when he emigrated to Australia. His grandfather was a motorcycle racer and had a car and motorcycle business. Reg's father had gone into the family business and young Reg followed. Reg's mother had also raced motorbikes and Reg followed suit, entering a race in late 1939 on the Isle of Man course, at the tender age of 16, but

the event was cancelled due to the outbreak of war.

After the war Reg competed in mud-plug trials on two and four wheels, becoming one of the UK's leading exponents in a car he developed himself. After settling in Australia Reg opened a



car yard in Melbourne and joined the Light Car Club. A fellow member suggested Reg enter his road car in a local trial and warned the new-chum not to drive too fast. Reg simply drove flat out and scored his maiden win in Australia.

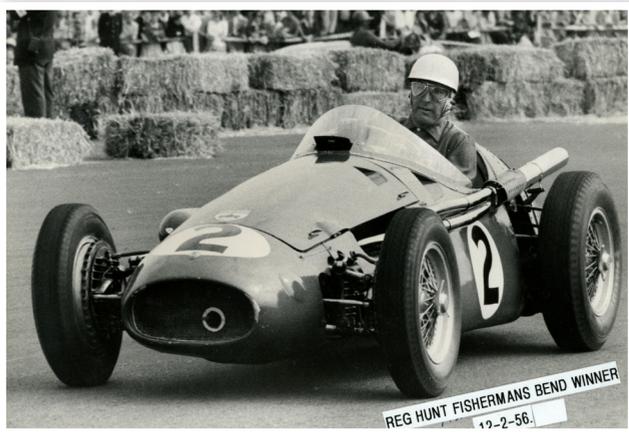
Reg turned his attention to hill climbs and circuit racing in a car he built himself, setting many class records, before acquiring an Allard J2 race car. He entered it in the 1953 Australian Grand Prix at Albert Park, finishing tenth out of 18 finishers despite gearbox problems. The following year Reg raced successfully in the UK and Continent with a F3 Cooper-Norton. He returned to Australia with a superseded Maserati A6GCM grand prix car bought from the factory in Italy, giving his new mount its debut in the 1955 New Zealand Grand

Prix. After holding third place in the opening laps Reg faded to fifth due to brake problems.

A few weeks later Reg scored two wins at the Albert Park Moomba races and set a new lap record in the Maserati, followed by a further big win at Bathurst. Reg and the A6GCM were hot favourites to win the 1955 Australian Grand Prix at Port Wakefield. Against strong opposition, and after only four laps had been run, Reg had a 23 second lead. However, a broken cam follower forced him to reduce his pace, Jack Brabham taking the win by four seconds from Reg.

Reg again visited the Maserati factory early in 1956 and returned to Australia with a 250F, arguably the first current grand prix car to be imported here. The car's initial outing was at Orange, NSW, where Reg won comfortably and was clocked at 162 mph (261 km/h) on the straight – the fastest speed ever recorded in Australia.

After dominating the Moomba race meeting at Albert Park, and lowering the lap record he set in the A6GCM by six seconds, Reg prepared the 250F for the November 1956 Australian Grand Prix at the same track, held over 402 kilometres. Here he faced strong opposition from the Maserati factory team of Stirling Moss and Jean Behra in the latest 250F racers, three very competitive Ferraris piloted by highly skilled drivers and three other Maseratis, including the latest 250F piloted by his great rival Stan Jones. After an epic battle with Jones in demanding dry-wet-dry-wet conditions Reg crossed the finish line in an excellent fourth place behind the overseas stars Moss, Behra and Peter Whitehead (Ferrari), taking the honours as first local driver.



Having raised the bar in Australia, and with nothing left to prove, Hunt retired from the tracks at age 33 to concentrate on family and business. He was already a successful car dealer and went on to become Australia's largest Holden dealer, also acquiring Rhodes Motors and establishing the President Ford dealership, in an extraordinary business career. In 1998 Reg sold out of the car business and began liquidating his collection of classic cars and motorbikes. Now he devoted his full attention to property development, a sector in which he was already highly experienced.

Reg was also the esteemed Patron of the Maserati Owners Club of Australia. He attended the club's annual Reg Hunt Dinner and was looking forward to the next edition on 29 October. He died aged 99 on 22 August, survived by his wife Julia, son Graham, daughter Cheryl, grandchildren, and great grandchildren.

Reg's passing cuts the last link with the 1950s, when grand prix cars dominated the top echelon of Australian motor sport, piloted by brave and talented men such as Hunt, Stan Jones, Lex Davison, Jack Brabham, Doug Whiteford and Bib Stillwell. Now they are all gone but their feats will live forever.

By Richard Batchelor. Richard's 2013 interview with Reg is in the Spring 2016 issue of The Oily Rag.

Images courtesy the Hunt family collection.

Two other Historic Competitors have also passed since the last issue of the



Mark Wells - Facebook pic

Newsletter, Mark Wells and Rod Murphy. The VHRR Committee and members extend their sincerest condolences to their families.



Lloyd Shaw, Ron Townley, Peter Beasley & Rod Murphy. Pic courtesy Ron Simmonds

BTW should any member wish to share memories of Mark or Rob, we'd be happy to include them in the next VHRR Newsletter - Ed

Rob Roy Hillclimb Rescheduling Of Dates 2022

Dear Hillclimber,

As you would be aware, this year our Schedule of Events has been very tenuous as a consequence of not knowing how the Civil works might proceed as a result of the upgrade works.

Fortunately, we have managed to fit in the Victorian Hillclimb Round and two Interclub Challenges. At this time there are two events remaining

Interclub Challenge Round 3 - October 2

31st Historic & Classic October 30

As works are progressing so slowly, and in the hope we can proceed with these two outstanding events, we believe it is prudent to re-schedule them to :-

October 23 For Interclub Challenge

November 20 For 31st Historic & Classic

Entry Details:

The intention is Entry Forms and Supplementary Regulations will be issued in the normal way.

Should either event NOT proceed full refunds will be made.

The Interclub Challenge will not be the official opening of the revised venue but it will provide

an opportunity to try it out.

- The track should be re-sealed with the “dip” long hated by many at the far end of the causeway removed.
- A chicane introduced on driver’s left between turns 2 & 3. (This will add some interest to the track and hopefully reduce the terminal velocity of cars at the Finish line)
- New concrete tyre cleaning pad established before you enter the Brake Shoes start area.
- Return road sealed with a direct link back to the Pits without having to use the causeway.
- Hopefully some of the internal roads will also have been sealed.
- Additional Octundas added onto existing building.

We hope you will appreciate this update and give Rob Roy the support it so justly deserves.

2022 Mid-Season Report Card

Considering that recently I opened up the daunting piece of paper that is my Year 11 Mid Year Report, I thought it to be necessary that I had one for racing, too.

Looking back on the year so far, it’s been one of those ones where it’s certainly taught me plenty, with a large amount of steep learning curves along the way. The biggest takeaway has certainly been the fact that even on the weekends where it ends knowing I’ve been a bit off par, there’s still so much to take forward and use as momentum.

Fast forward back to March for the first event of the year, Phillip Island. Always a mid table event for us lot results wise, and remained to be this year as well. There’s no doubt my racecraft took a massive step forward, after spending the weekend really having to fight for the positions I

finished in. There was certainly a bunch of really promising race pace too, but just couldn’t quite seem to get the results to come our way. Results wise, average, but progress wise, big score. I’ll take a C+ for PI.

Then we look to May, where we found ourselves at Rob Roy, for what was a really great day out on all fronts. Perfect weather, fast car, fast times up the hill. We walked away with P1 in class after trading punches with the 4 others all day long. Despite a bit of lawn-mowing at Skyline, it really couldn’t have gone much better. I’ll take a mark off for the attempt to get a Jim’s Mowing sticker on the car, so it’ll be a straight A for Rob Roy.

Looking back to a few weeks after the Rob Roy event, we made the trek up to Regional Victoria for Historic Winton, an event that had been really kind to us the previous year, and in terms of results, this year followed suit.

Following a mega lap in the wet during qualifying, the gripped up Daveric F/Vee sat on Pole Position for the weekend’s initial race. A DNF on Saturday afternoon, however, set us back to starting out of last on the grid for Sunday’s first race, and following a few cheeky dives and being in the right place at the right

time on lap 1, we carved through the field to P3, and bettered that result by a position to finish P2, for those who don’t hold maths as a strong point, for the final race of the weekend. The results, sure, were really pleasing, but other than a rear of the grid charge through the field on Sunday morning, there really wasn’t much to walk away with in terms of really good battles with others, which is a shame, because



Pic Courtesy Roni Veronica

this is what Formula Vee is all about, however it certainly put the fact that a result isn’t anywhere near as pleasing if you don’t have to work for

it, into perspective. Solid results, mega wet weather pace, strong comeback on Sunday morning, but a lack of battles was where you truly lost the majority of the marks at Historic Winton. B, B+, somewhere there is probably where it's at.

Now to our most recent test, the Winton Festival of Speed. A weekend that really demonstrated that there's never too much to learn. FoS was one of those character building weekends where, in truth, not a lot goes to plan, but boy do you learn from it!

Saturday morning, results wise at least, was about as good as the weekend got. P2 in qualifying, considering we didn't do any Friday practice, which was a change for us, that was a really pleasing outcome. How the tables turned on Saturday afternoon! We really struggled on the first lap of the race, lost plenty of ground leading into turn 1, the little Daveric just struggling for grunt in a straight line, and then was overly cautious through the first few corners and dropped, well, a fair old way back. After clawing back a few places, it all went wrong at the end of the Sweeper, where some more lawn-mowing took place after taking precautionary measures to avoid a fairly ugly accident. 9th place was the best we could salvage at the drop of the checkered flag. Sunday morning I'm afraid, wasn't any better. The mighty little Vee was fantastic through the twisty bits, but got absolutely hosed in a straight line, meaning another P9 was, genuinely, a pretty big fight. Now for the most action packed race of the weekend, Race 3 in the pouring, no, trust me, POURING, rain on Sunday. I can't begin to express how keen I was to blast around Winton in the rain, because in our car, that is the best combination for a bucket load of fun. From the get go, it all looked very promising. A huge launch off the line, where the yellow and red rocket hooked up big time, meant we were into 4th place by Turn 2, and 2nd place by the first run through the Cleavage. With first place well within reach, it was just a matter of staying cool, calm and collected until the time was right to make a move.

Knowing we're quicker than the car in P1 in the wet, it was just a case of that old virtue.... patience. The one thing I needed, the one thing I just didn't have. On the exit onto the "new" section of the track, it was a simple case of operator error. I got way too excited on the loud pedal and round she went, into one of about a

million Lake Benalla's that littered the track on Sunday afternoon. After nearly bogging the Vee, I jumped back on track with some clear air to clear my mind and get the game face back on. A few massive sends around the outside at the Sweeper and into Turn 1 got us from dead last back to third, right on the tail of P2 with a fastest lap in hand.

After playing follow the leader for a while, learning from the first mistake, it started to get serious on the third lap from the end, until a puddle mid corner leading into Tank saw any hopes of a podium slip away, as soon as the right front hit, it was a case of hold on passenger! From there, the car developed what seemed to be a pretty terminal issue where it just wouldn't rev out, to the point where the whole track was being run in a gear lower than it was beforehand. This meant we really needed to make up the ground we were losing on the straights through the corners, and salvage a P4, even then, with everything thrown at it, we crossed the line having just held on for fourth.

In terms of results, it really was an up and down affair for us at the Festival of Speed, but honestly, overall, I reckoned we'd have just passed that one. However, if we're talking how much was learnt, and the amount of those steep learnings that have been taken in my stride leading into Sandown in November, we'd have to be talking a comfortable A+.

That's the really cool aspect of motorsport that's often ignored, the fact that any weekend can end up positive if you want it to be! All our race weekends this year have been, as always, a bucket load of fun with great people helping and guiding you through the ups and downs of it all. A huge thank you must go to all our officials and hard workers behind the scenes, who without, these events would not be possible.

Unlike the school report card, there's no comments on this one saying that I need to stay on task and avoid losing interest!

See you at Sandown!

Josh Lowing

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



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



Tilta Trailer Excellent condition, 2 tonne capacity, very easy loading/unloading/towing - has had little use \$5,750
Call Peter 0412 264 997



I'm sure the Gazelle is sold ~ K11

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

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
Inspect by appointment - David 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

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

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

jcalleja@apexsteel.com.au



The VHRR's newest Life Members

Leanne Newson and Ron Simmonds receiving their awards the the last MGM. Well done!

Pics courtesy Ron Simmonds



Entries Now Open



Historic

30 Years of Thunder

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



Open

