



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

CLUB PATRON: Sir Jack Brabham OBE AO

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 2011

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

July	10th	Interclub Challenge 2 Rob Roy	03 9722 9000
July	22nd-24th	ASSA - Sandown 2011 VSCRC Rd 3	03 9746 1452
July	27th	OLT Sandown	1300 883 959
August	6th - 8th	Victorian 6 Hour Relay PIARC	
August	12th-14th	Winton Festival of Speed (CCE).....	0412 351 403
August	21st	VSCC Vintage HC Rob Roy.....	03 9758 2643
August	23rd	AGM & Committee Elections	
August	27th-28th	Leyburn Sprints	0428 959 101
September	18th	VHRR Track Day Haunted Hills	0413 744 337
September	20th	Social Night at the Clubrooms	03 5962 2331
October	2nd	Interclub Challenge 3 Rob Roy	03 9722 9000
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
November	4th-6th	Historic Sandown (CCE)	0402 224 133
November	27th	Historic & Classic HC Rob Roy.....	03 9722 9000
December	3rd	Xmas Presentation & Awards.....	03 9877 2758

Wednesday Lunch Group - every Wednesday except Christmas Holidays.

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

Club Permit Scheme Lloyd Shaw0415 351 164

(Red Plate) 21 Myers Ave Glen Waverley 3150 ***Note new address**

*CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities
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

Queen's Birthday Honours. We are proud to announce two more of our Club Members received honours this year...Well done & great work!....

Graham Hoinville For service to motor sport through a range of technical and executive roles - Medal of the Order of Australia - OAM

Gerry Lawson For service to the rice growing industry, as a supporter of agricultural research, and to the community - Member of the Order of Australia - AM

Vale Bob Duguid passed away June 2nd. Ford V8 Spl, Formula Ford. The VHRR Committee & Members express their sincere condolences to Pat and Family.

Vale Philip Bradey Again, unfortunately, the VHRR Committee & Members extend their sincere sympathy to Philip's family - Born on 18th October 1965 to Peter and Marg, Philip passed away on June 14th after complications with pneumonia - a tragic and very sudden loss for his immediate family, much loved sons, Tom and Chris, their mother Caroline and his sisters, Bec and Kate.

Fantastic & informative talk at the MGM with Ron Tauranac. What a legend. Thanks Ron & thanks Robert Richards for bringing him down.

Entries out now for Winton Festival of Speed You will probably have one anyway, if not they are on the VHRR website. Please note that entries close 18th July, not 8th as stated in the regs. Enquiries: Ian Ross 0412 351 403

Historic Sandown 4th - 6th November Entries out soon. Enqs Noel 0402 224 133

Please check to make sure you are registered for the Club Championship: Mike 03 9775 2117

On July 10th, we will be holding an "Interclub Challenge" at our Hillclimb circuit in Christmas Hills, north-east of Melbourne. All car club members holding an L2S or better license are welcome to enter. They may compete as a group to try to win the Challenge, or as individuals just for the fun of it. Many thanks, Richard Collett, for the MG Car Club (Victoria). Entries: \$80. Close Wed 29th June. Late Entries: \$85. Close Wed 6th July. Available from www.brobroyhillclimb.com.au. or www.hillclimbvic.com NO entries on the day. Enquiries: Ken Price (03) 9397-4040.

A CAMS Bronze Scrutiny training course will be held on Saturday 9th and Sunday 10th July 2011 in Dandenong, Victoria. The course provides a fantastic opportunity for CAMS members to broaden their understanding on motor sport officiating and allows officials to get up close and personal with cars at future events! The course will be highly interactive with both theory and practical based learning, all organised and presented by the helpful and friendly members of the Victorian Scrutiny Panel.

The course will begin at 9am Saturday 9th July and will run for approximately 8 hours. The course is continued on Sunday 10th July, however the length of the day will depend on how much content is covered on Saturday.

Places for the module are strictly limited so get in fast if you wish to attend! For more information on the course, such as exact location and course requirements or if you would like to enrol please contact myself (my contact details are below) or Ben Manning -ben.manning@cams.com.au

Many thanks, Lewis White direct: +61 3 9593 7751 mobile: +61 488 081 882

Historic Sandown - A request for an interested person/persons to assist Anne Arnold this year. She is adamant that this is her final year. Give Dot Devine a call if you can help - 0409 011 842 or devine.dorothy.j@edumail.vic.gov.au

Presentation Dinner - December 3rd - Same thing... give David Palstra a call if you think you can run this in 2012. Definitely his last!

Inter Club Social Night Fri 2nd September 8.30 - 11.30

The MG Car Club invites members of the VHRR and VSCC to a jazz night at their clubrooms - Unit 53 / 41-49 Norcal Road, Nunawading. The night will feature Ray Lewis' Dixie Heroes plus overseas guests and promises to be a great night. Only \$20 per head, BYOG and nibbles. Free tea and coffee. Anyone interested in going to the MG car club night should identify themselves as members of the VHRR. The MG folk have allocated 20 "spots" for VHRR members. Book early due to limited seating and send cheques made out to MG Car Club Inc. to Jenny Page at 111 Abbott Street, Sandringham 3191, phone 9598 6805. Please put email details on the back of your cheque.

Report on the Mille Miglia 2011 Mille Miglia: Brescia Crowns the Winners

Concentration, enthusiasm, and determination. This is what it took for Giordano Mozzi and Stefania

Biacca - an inseparable couple both in marriage and in racing - to drive to victory in the Mille Miglia on board a splendid 1933 Aston Martin Le Mans. They came in eleventh in 2009, and fourth in 2010, but this year they were victorious. Their success was built trial by trial, point by point, in a highly suspenseful race which saw the three top contenders battling it out kilometer after kilometer on the final leg to Brescia.

The winning car from Mantua beat another family crew, this time father and son, Bruno and Carlo Ferrari, who raced in a 1927 Bugatti Type 37 . While an Argentine duo, Claudio Scalise and Daniel Claramunt, came in third in a 1933 Alfa Romeo 6C 1500 GS.

The Mozzi-Biacca couple received a double award: the Mille Miglia Cup, which immortalizes all the past races of the "Freccia Rossa" (the Mille Miglia's red arrow road sign) and the trophy, Trofeo Ubi Banco di Brescia, which was given to them by the bank's president, Franco Polotti, at the award ceremony this morning at the theatre, Teatro Grande di Brescia. "How incredibly emotional this all has been," exclaims Mozzi, "we still can't believe it! But now seeing the theatre brimming with well-wishers, we are starting to understand that it really is true. It was quite a battle, at every trial neck to neck with the other two top-ranking competitors. The last trial was really decisive. That's what got us our victory."

At the Awards Ceremony, the Italian Minister for Education, Maria Stella Gelmini, called the Mille Miglia, "an event that breaks records in terms of participants and public". The race, in her words, "makes you relive the fascination of classic cars of past eras. But it is an event which also looks to the future with Italy always as its leading character."

Pleased with the results of the event was the President of the Organizing Committee of the Mille Miglia, Alessandro Casali, who spoke at the ceremony, stating that "this was a race worthy of the Guinness Book of World Records. The numbers of spectators and Mille Miglia appassionati along the 1,600 kilometers of the route were just amazing. It was truly moving to see the warmth of the Italians, and so many foreigners who came here expressly to see this, the world's greatest road race. It makes me ever more convinced of the value of the Mille Miglia," Casali concluded, "the race is an engine for tourism and an instrument for promoting the excellences of Made in Italy to the world."

Underlining the sports success of the historic revival, the Secretary General of the Organizing Committee of the Mille Miglia, Sandro Binelli, explained, "This year's race brought out the preparation, rigor, and the great strength in competition that the crews have from the first leg on. The three top-ranked crews kept alternating in first place. And adding to my great satisfaction with regards to the Mille Miglia 2011, "Binelli continued, "is the fact that we had the official participation of nine car-makers. The tremendous effort they made, was a major contribution to the success and prestige of the world's greatest road race."

Just as in years past, a special award was given to the highest-ranking all-ladies crew. Raising the Coppa delle Dame 2011 cup proudly up high this year were Francesca Grimaldi and Laura Confalonieri, who faced the Brescia-Roma-Brescia challenge in a 1956 Porsche 356 A Speedster 1600.

A new feature this year was the first "Stefano Ricci Gentleman Drivers Trophy", which was won by the Colangelo-Palladino duo, who raced in car number 121. "I am pleased," said Stefano Ricci, as he gave out the prize on the podium at the finish line in Brescia, "that the jury awarded the crew from the Firemen of Italy. Driving their car in their historic firefighters' uniform was the perfect interpretation of the spirit in which this trophy is bestowed." Also the participating teams of the Ferrari Tribute celebrated after the chequered flag the long, thrilling and challenging race as well as the success of the Ferrari 512 TR (1992) with crew Verghini-Fuso, ahead of the 458 Italia (2010) with Danesi-Sesena and the 575M Maranello (2002) with Giuppi-Giuppi. (dozens of pics on the VHRR website) John Blanchard

Group V Report

Whilst this category is going ahead in leaps and bounds in NSW & QLD, we are slowly catching up as new cars emerge. A Mako MK1 has been purchased by Sandro Cesario and restoration is under way, hopefully to be on the track soon and a number of other cars are close to being finished. Historic Rob Roy saw three vees entered, Mike Belcher (Venom), Julian Fordham (Elfin) and Grant Kelly (Stag). Unfortunately the flu stopped Julian attending. The other two cars went well on the day and the Hillclimb overall was featured in the current edition of 'Race' Magazine. Bryant Park hillclimb on 19/6/11 had five vees entered. Three of them were historic by virtue of their construction date but were running modern spec engines. These are the cars that we seek to target to get them into the historic category. A great days competition with Max Bonney (Elfin) setting the fastest vee time of 57.74- quite a respectable time for any type of car around that track. These cars represent terrific value for money

and only those with good driving skills can get the best from them. Greg Stott (Mako Mk1) from NSW has recently set the bench mark at Eastern Creek for historic vees at 1.57.9 - not bad for 40 bhp! With another hill climb at Bryant Park in July and the Winton Long Track meeting coming up, there are plenty of places to use your car. We are hoping for 10 plus vees from NSW for Winton. If I can help with any advice or assistance in acquiring a car don't hesitate to contact me. There is no cheaper way to get into historic racing, but the current vehicle prices won't last for long.

Geoff Kelly Ph 87744154 the4kellys@dodo.com.au

Thought that I would drop you a line regarding my recent purchase of two M10B McLaren F5000's; chassis# 400-002 and chassis # 400-019.

Members may recall the tragic death of Lyndon Riethmuller who, while skiing in New Zealand a year or so ago, was swept to his death by an avalanche. Amongst his other collectables, he had acquired the two original M10B's purchased by Neil Allen and sold to Kevin Bartlett and me in 1970.

I made contact with Lyndon's daughter, Amber, last August and expressed an interest in purchasing 'my' M10B back. I had hoped to have managed the purchase and the rebuild in time for the Phillip Island and GP meetings but, for a variety of reasons, this was not to be.

Following the GP I contacted Amber again and in an effort to help her and her mother resolve the matter, I offered to purchase both cars as there was some ambiguity regarding which was which, as both were back to original McLaren specification. (Kevin's car had had development work done which to some extent mirrored modifications carried out by Frank Match to his M10B prior to the development of his own F5000's). The modifications to Kevin's car were now changed back to original so that technically, there was no difference between the chassis'. Further research by Steve Fryer, to whom I acknowledge my grateful thanks, has clarified the heritage of the cars.

Amber and her mother gracefully accepted my offer to purchase both cars and the cars arrived at their new Melbourne home around the end of May. One car is virtually complete with perhaps a week or two of full time work to see it track ready, whilst the second car is an unpainted tub with a enough bits to complete the car less a transmission.

My target at this stage is to have both cars running at Phillip Island next year with Alfie Costanzo in one and ? in the other. Hopefully we will run at 3 or more historic meetings a year with about the same number of 'private' drive days for myself and friends through the year.

I am extremely pleased to have these two well documented cars in my collection and look forward to their public track presentation. Regards, Alan Hamilton

PORTO 19th June 2011 INNOCENTS ABROAD Round 1

Well it was a good idea at the time.

Bloody Roger Ealand (current Australian Formula Junior Association President) suggested late in 2010 that 20 Aussie FJ's invade the UK and European FJ Series.

By the time it came to book, 20 had dropped to 4 cars and 6 people. There was Roger and Margaret Ealand with his one-off, John Joyce designed Koala FJ, Tony Simmons and his newly restored Brabham BT6, Bill Hemming with his well travelled (NZ, USA and Sth Africa) Elfin FJ and Kim Shearn, along with his long suffering "man", David Price with Kim's freshly acquired Lotus 20/22.

In the true spirit of teamwork, it took 6 months to decide on a program which optimistically incorporated Porto in Portugal, then Dijon in France, Brands Hatch, Silverstone and Oulton Park in the UK, Charade at Claremont Ferrand, Imola in Italy, finishing at Algarve in Southern Portugal in mid October. Then 2 weeks before we flew out (and 4 weeks after the cars had sailed), we all received an invitation to the Goodwood Revival. After 2 seconds of discussion, we reluctantly decided to add Goodwood to our list, just to give the event the shot in the arm and a touch of class it so obviously needs.

The team continued to plan in a well co-ordinated fashion, by choosing 4 very different modes of getting around. Roger inevitably created the most headaches by taking his car in his van and converting the left over space (bugger all) to hold a bed, dunny, kitchen bits and tools. Margaret is truly an inspiration to all our wives to go along with this gypsy outfit.

Bill bought (off the internet) a larger version in the form of a 7.5 ton truck, complete with a power tail gate lift for the car and still 3 metres of campervan space in front of the car.

Kim opted for a swish camper van and even swisher trailer for the car. This outfit has previously been owned by Peter Strauss and Richard Longes. It just gets passed on to more Australians because the Poms can't cop the now ingrained odours.

Tony had a late model Transit van beautifully converted with ramps and winches to hold his car and then attached a caravan.

Time will tell which outfit performs the task the best. It may form a template for future long-term overseas, car carrying madmen.

After 6 weeks on the water, the container was met by Bill, Kim and Dave just north of London. Tony got lost and was late, but at least he got there. Roger had not even left Australia, knowing how difficult it was to get his "home" out of the container with 1 inch on either side and over the roof, disconnected battery and a crawl under the back axle to disconnect the straps...before we could get to the other 3 cars. Bastard!

Bill took off the next day to the Le Mans 24 hour race. Unbelievable with over 300,000 paying spectators, including 90,000 English soccer hooligans. It was like the good old days at the top of Mount Panorama. After 2 very long days, Bill drove down to Porto, very tired and very emotional.

The others swanned round England for a few days before catching a ferry from Portsmouth to Santander in Spain, then driving down to Porto. Kim and Dave both managed to side swipe 2 cars with their 40 ft long rig. Dave got a stationary MGB whose driver instantly claimed a sore neck, and Kim was seen handing over cash to a very large black man in his damaged Toyota.

At Porto, Tony got lost and was late again.

What a circuit! Very fast and very dangerous with a lot of expensive carnage over the weekend. Ran into Laurie Bennett who came a magnificent 3rd in his brutish McLaren M1B. He had to lock up his diff to get around a couple of the hairpins and chicanes.

Ian Tait and Peter Addison could take a few pointers on how to treat competitors.

We each got 500 Euros starting money, 3 free nights accommodation in a 5 star Sheraton, a fleet of new Mercedes to take us to and from the track, meals at the track, free drinks, podium presentations with trophies, anthems and champagne, and best of all... GRID GIRLS! (Unfortunately, they didn't come with an instruction manual, and none of us could remember what we were supposed to do with them). But we were there to race! For practice, Tony slept in and was late again.

In qualifying, Kim did a head gasket after a few laps and Tony lost a brake caliper before he could set a time.

With no progressive grids, positions for the 2 (half hour each) races, were (24 starters) :

Roger P11, Kim P14, Bill P15, Tony Rear of grid (late again)

Race 1 on Saturday was over 11 laps (race time 29 mins) with an average lap time of about 2 min 40 secs. Roger ran out of clutch on lap 3 (bleeder pipe wore through) and Kim came to a steaming, smoking halt on lap 6 (blew holes in 2 pistons). Placings were: Bill P12, Tony P14, Kim P18, Roger P22. Pity there was no progressive grid system.

Overnight, Kim and David frantically changed engines, Roger frantically pulled his engine out to repair his clutch line in the bell housing. Bill and Tony frantically wine and dine. Race 2 on Sunday was a ripper, except for Roger who didn't get off the line with electrical and mental issues.

Kim drove a blinder with his USA engine of unknown quality and came in a sensational 4th. Tony also went very well to finish 7th and Bill came in 11th.

The prize giving was based on aggregate results so unfortunately Roger didn't even get a trophy for something obscure, like Furthest Travelled, or Index Of Performance. Bill came in 8th and got a 3rd in (drum braked) class trophy. Tony came 9th and also got a 3rd (disc braked) class trophy. Kim finished 16th with only 1 race result. By the end of the weekend, we'd almost learnt the circuit.

Now off to Dijon for next weekend. This is quite good fun.

DIJON 26th June, 2011 INNOCENTS ABROAD Round 2

Leaving beautiful Porto, we all took off on separate routes through Portugal, Spain and France to the Dijon ex French Grand Prix track in the pretty little village of Prenois. Everyone arrived Wednesday night, even Tony, who was trying to shake his "late" tag by being first in and staking out our Aussie 4 spot camp. To say he screwed up would be kind...he put his caravan 100 metres from his own car, upset the neighbouring transporters, and had us backing onto that oh-so-French icon, the drop toilet block, which stank to an increasingly high level over the weekend.

Otherwise, all was well. A grid of 40 Formula Juniors was oversubscribed. There were 12 nationalities and 27 different marques represented in our race alone. The paddock was unbelievable with Ferraris, from Dino prototypes, to GTO's, 375 GTB's, 312 Le Mans sports cars etc, Astons, Jags (XK's, C Types,

D Types, E Types, 220's), Kurtis, Sadler, Porsche (incl a 917), Bugattis, Lolas, Chevrons, Corvettes, and about 100 Loti. Big, big money items. And THEN there were the transporters and motorhomes! Our first private practice was a revelation. Beautifully smooth and flowing, with half the corners off camber made for some spectacular drifting. On the down side, our first qualifying session showed up our inexperience at this daunting circuit with all of us in the last 1/2 of the grid: Tony P21, Kim P25 Roger P29, Bill P31. Again, the races were over 25 minutes. This time, the temperature on both days was 40 degrees plus!

Race 1 saw a bit of improvement, except for Roger, whose back rear rim parted with the wheel centre. Has asked everyone in the entire paddock, but no-one had a spare Koala wheel. Aside from his DNF, we had: Tony P19, Kim P20, Bill P24.

Roger patched his wheel together for Race 2 on the Sunday, a race which proved much more eventful. Tony was late away after stuffing the start, but drove very well through the field. Bill retired after 11 minutes from P22 with a strange loss of any pulling power in his usually reliable Elfin. Roger spun from over exuberance and lost a few places before recovering.

Kim tried to put his Lotus in a gap 3 inches too small on the last lap and ripped a front lower wishbone pick-up off the chassis. He was hauled up to a dressing down by the stewards, which was a bit bizarre given the very aggressive driving by half the field. Needless to say, the rest of the team stuck up for Kim and told the Stewards his driving standards were now much better after his 2 year ban in Australia, and anyway, it was probably the alcohol that was to blame. Despite our laughter, Kim was excluded from results.

Race 2 results were: Tony P16 Roger P21 Bill P29

Unfortunately, Tony as best finishing Australian, was again late for the prize giving which was based on the aggregate of the 2 races with: Tony P16, Bill P26, Roger P29, Kim P32.

We all had a celebratory drink and feast at the circuit, except Kim and David who had the merde's and departed in a dash to the UK to find a welder and a kind word.

Well, that was Dijon. It was absolutely everything and more of what we had been looking forward to and an absolute pleasure to have had the privilege of driving there.

The caravan, truck, van and motorhome are now off to Brands Hatch for next weekend.

Will Tony arrive on time? Will Roger realize his limitations? Will Kim be contrite and courteous? (Yeah, sure!) And will the Elfin behave itself if Bill stops gloating all the time about it's reliability.

Stay tuned.

Holden to 2013 Monte Carlo Rally update. 24/06/2011

The project to compete in the Monte Carlo Rally (Historic) in 2013 in our replica of the 1953 Holden 48-215 is well under way.

Earlier this year, we attended the Glasgow start for the 2011 Historic Rally. The whole town was abuzz with excitement with Gala dinners and street parades. Other 2011 starting towns were Barcelona, Reims, Marrakech and Warsaw. A total of 330 cars headed to the warmth of Monaco.

Joan Richmond and her team of Riley's in 1931 and the 1953 Gaze/Davison/Jones Holden are the only two Aussie cars to tackle the Monte Challenge in 100 years.

These days, the Historic Rally is for models of cars that competed in the Monte, 1955-1980. The route to Monte-Carlo is on same type of roads, encountering same weather and still featuring entrants from all over the World. The streets were lined with people watching the cars depart despite the sub zero temperatures in Glasgow, and I noticed the same attraction for locals cheering on the cars in the French Alps as we passed.

Closer to home, Bob Watson (project Rally consultant) and I called in to visit our official Patrons, Diana and Tony Gaze. With amazing clarity, they both recalled the preparation and then competition of the 1953 Monte run. The modern digital age has helped the sourcing of many previously unseen 1953 Rally photographs scanned from original negatives. Two sites that may interest members are:

<http://www.klemcoll.com> and <http://www.revsinstitute.org>

As per 1953, support from selected Australian Companies for the project is continuing and we hope to have the replica of the Australia's Own car on the road complete with QD7721 rego by end of 2011.

Gary Poole

Email Newsletters - sometimes I have email addresses that bounce so if you aren't getting them, please let me and the Membership Secretary know - grant@thecampbells.net.au

Classifieds

Brabham BT11A - Alec Mildren 1964 Tasman Team Car

1964 BT11A Repco Brabham Climax, Fitted with a 2.5 Litre Short Stroke Coventry Climax Motor and Hewland HD5 Gearbox A unique piece of Australian Motor Racing History
Alec Mildren Racing Team

- Tasman car for 1965 – Driven by Frank Gardner
- Tasman car for 1966 – Driven by Frank Gardner
- Gold Star car for 1966 – Driven by Kevin Bartlett
- Tasman and Gold Star car for 1967 – Driven by Kevin Bartlett
- Tasman car for 1968 – Driven by Kevin Bartlett

PG Wong (Singapore) car driven by Alan Grice in the Singapore and Malaysian GP's. First car to break the 100MPH lap at Bathurst - Easter 1967 meeting driven by Kevin Bartlett. Race by race history available. Group "M" log book for Historic Racing in Australia Fastest Group "M" car in Australia - many lap records

Photo set available for interested purchasers. Contact the owner – Mike Ryves on 0407 226 753

Formula Ford - Hustler SC2

Wonderful opportunity to purchase in a piece of Australian motor racing history.

This is a very early Formula Ford in the history of this class in Australia.

The car was designed by Tony Simmons, and build by Mike Ryves. It was first raced at Warwick Farm in July 1970. It was one of only two FF racing at that time. It was then purchased, and raced, by Richard Carter, then passed to Andrew Miedecke, who raced it in the TAA series in 1972.

It is currently disassembled and waiting restoration - perfect for somebody who is looking for a very historic Formula Ford. The car is complete with an Mk8 Hewland (no gears), all suspension, pedals, brakes and a number of sets of body panels etc. The components to build a very good engine are included. A spare 711M engine and Hewland VW case are in the package. The chassis is sand blasted, and is sitting on a specially made chassis table for restoration – this table will be sold with the car. The original main and working drawings by Tony Simmons are also available. Tony and Mike will offer assistance to a restorer, as we would both like to see the car back on the track.

The package is available to view in Canberra, an/or photos can be emailed to a prospective purchaser.

Price: \$12,500 Mike Ryves 0407 226 753

For Sale: Historic 1962 Lotus Super Seven This car is the only Lotus Seven to have competed in an Australian Grand Prix. It placed ninth to Bruce McLaren's Cooper Climax in 1962. A full documented racing history is available, together with a Current CAMS Group O Logbook and Certificate of Description. Full chassis up restoration 2006/7. New steel engine (6 race meetings)

Spares include: full width roll bar, windscreen, clam shell front guard, spare wheels and tyres, nose cones and rear guards. Price \$42000 Custom drive on tilt trailer available. Warren & Brown valve spring tester Model 360000. Good condition \$200

Mike Devine: 0407 946 699 03 9466 9412 mdevine@kangan.edu.au

Lurg District Food & Wine Night - to coincide with the Winton Festival of Speed

Do you want to excite your palate with a variety of tantalising foods and wines? Then come along to the Lurg District Food & Wine Night! Held annually, the evening is an opportunity to sample and purchase local wines and produce in a relaxed and friendly atmosphere. There will be raffles, a door prize and cheese and nibbles will be served. In 2011 the event will be held at 7:30pm on Saturday 13th August at the Lurg District Hall (Winton-Lurg Rd). The event is organised by the Lurg Hall & Reserves Committee and all funds raised go towards renovating the Old Lurg School.

For information call Deb on (03) 5766 6476.

For Sale 1962 Nota Din Group M Racing Car Full ground up restoration 8 years ago raced only 4 times a year and ready to race, great racing history lap record holder at many circuits at its time, fun reliable and quick car, Holden grey motor, currently has 5 speed Celica gearbox, but original Peugeot gearbox is with the car comes with enclosed trailer and log book, \$85,000.00 Call Greg Harris 0417 265 996 or email greg@empireair.com.au

Dear Historic Formula Forders

There may be a strongly held view by the CAMS Historic lads that when compared with group M&O single seaters Formula Ford is only another category that makes up the numbers at meetings, but I

am sure all involved know that we have as much Historical justification for being part of racing as any other category.

Listed below is a car that is a great example of just how rich our history is and what makes our cars collectable, the manufacturer was well known UK designer Lola which was then owned by Eric Broadly and the model the popular T-640 designed by Andrew Thorsby in 1980,

In those days a lot of the production run headed to the expanding US FF market and this car was one of them, Chicago based Carl Haas had been the Lola importer since around 1960, and delivered it new to Michael Andretti in 1980.

As most would be aware he is the eldest son of well known US and F1 (1978 F1 world champion) racer Mario Andretti so the finance to run this car was not of any concern and it became extremely successful as a result.

Indeed this car won the 1981 SCCA Northern Division FF Championship with 6 National victories and the first race win world wide for a T640, before he moved on to Super Vee in 1982, Atlantic, and ultimately CART with Newman Haas in 1983 as well as Formula 1 with the McLaren team in 1984 it was certainly a very quick elevation from the FF ranks to F1 in just over 3years.

The present Australian FFA owner has put this car on the market totally rebuilt in original livery and with all documentation including confirmation from Lola importer Carl Haas as to the history of the car, it comes complete with the original log book and spares.

If you are seriously looking for one of the most significant cars in Historic Formula Ford to collect and race this is it, and its offered at a great price, please make contact on 0405190658 or 0295204935 or email aburford@exemail.com.au and I will put you in contact with the owner.

And Remember ToKeep on Formula Forging

Reluctantly I offer for sale my Ricciardi which I purchased from Australian Technologies (S.A.). They built the car as their demonstrator with the Donor Car being a 1968 Alfa Series 105 Berlina. Vin Sharp overhauled the engine in February 1996 and the compressions are the same today as when I got the engine from Vin. It has been successful at Sandown, Phillip Island, Mangalore Sprints, also being awarded best presented sports car at Mangalore. The chassis is tubular and the car weighs 780 Kg. Its best standing quarter is 14 seconds. The spares package includes: 1 x set Mag Wheels, spare Engine & Clutch, Generator, Starter Motor, Gear Box, 2 x complete Rear Axle Assembly, complete set of Instruments, Brake Calipers and the paper work from the manufacturer to originally have the car Road Registered. Reason for Sale: Been competing since November 1946 - turning 87 July 2011, and family reasons Car Registration: CH 7562 Price: Car and Spares, \$57,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

For Sale: Alfa Romeo 2007 J.T.S. sedan, silver with red interior, 26,500 Km. One fastidious owner, serviced since new by Alfa Dealers, 12 months registration. Reason for Sale: New Alfa Giulietta on order Price: \$26,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

Reynard 84 FB Historic Formula Ford. Fresh professional restoration, raced at recent Winton by rock star driver (Andrew McInnes). Would like to find a new home for it. All enquiries welcome. Please call Peter 0418 556 934

Formula Ford Lola T440 1977 Class Fa. \$28,500 - (note reduced price) Fresh Lerner engine, fantastic car handles well and extremely well presented. some spare parts and ratios. Also available is a fully enclosed trailer for sale. Contact John 0418 568 974

For Sale Take advantage of the confusion surrounding the Elfin brand after Tom Walkinshaw's demise. There are 2 new vehicles for sale at huge savings: Elfin MS8 Streamliner, only \$72,500 (over \$30,000 off!). Brand new with only 300 kms delivery mileage. Ducati yellow monster. Elfin T5 Clubman, only \$69,990 (over \$15,000 off!). Factory demonstrator with less than 1000kms. Both cars can be viewed at The Elfin Heritage Centre in Moorabbin, call Bill 0408 059 002

Open practice days give motoring enthusiasts the opportunity to test their vehicles under the supervision of event medical staff and qualified safety officers. Open Practice still operates even in wet weather conditions providing proper requirements are met i.e.: wet weather tyres, windscreen wipers operational etc. Helmets and Racing suits can be hired from Calder Park simply by calling Reception on 8679 9800 at least one week before the day. All drivers are to have a AASA licence which can be purchased from Reception on the day for just \$50. For more information & set requirements for safety please log on to: www.calderpark.com.au
