



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 - October 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

October	2nd	Collingrove Vintage Hillclimb.....	08 8271 5689
October	2nd	CAMS Circuit OLT - Phillip Island.....	1300 883 559
October	15th-16th	Mt Tarengower Historic Hillclimb.....	0427 172 860
October	14th-18th	Wrest Point Historic Race Meeting Baskerville.....	0409 767 851
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
October	22nd-23rd	Vic State Circuit Racing Championships Rd 4.....	Mini Club
October	25th	MGM - Clubrooms	
November	4th-6th	Historic Sandown (CCE).....	0402 224 133
November	4th-6th	Lakes Hillclimb.....	08 8725 7003
November	12th-13th	Winton 300.....	03 5766 4235
November	12th-13th	10th Wings & Wheels.....	03 9580 0069
November	19th-20th	Grant & Brenda's Open Garden.....	03 9787 3640
November	27th	Historic & Classic HC Rob Roy.....	03 9722 9000
December	3rd	Xmas Presentation & Awards.....	03 9886 3449

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 Shaw.....0415 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

Historic Sandown 4th - 6th November Entries out now - going well Enqs Noel 0402 224 133
Historic Sandown - A request for an interested person/persons to assist Anne Arnold this year.
Give Dot Devine a call if you can help - 0409 011 842 or devine.dorothy.j@edumail.vic.gov.au

Phillip Island Classic date confirmed - 9th, 10th & 11th March 2012

Presentation Dinner - December 3rd - Manningham Please note David Palstra's new contact details - 0417 523 307 & 03 9886 3449 - 10 Consort Avenue Vermont South 3133. Give him a call if you want tickets, but also if you would like to assist.

Gasolene TV - Historic Touring Cars at Winton Festival of Speed Youtube Link
<http://www.youtube.com/watch?v=sCYxjDUbiP8>

Tenth Wings and Wheels 12th and 13th November 2011, 10.00am - 5.00pm

Airport Museum, Melway Map 87 F4

Being our tenth Anniversary, it is our intention to make this year's the best "Wings and Wheels" so far. There will be twenty cars displayed and sixteen aircraft engines, plus the usual aircraft. A cut-away Rolls V12 engine will be on static display also at the Museum.

Should you have an interesting small classic car which we have never shown, then phone me on (03) 9515 0350 and we will endeavour to fit it in. As usual the cars are loaned by members of the V.H.R.R. Light refreshments will be available. For those who require a meal you are welcome to take advantage of the Royal Victorian Aero Club, watching the aircraft movements while you eat, however it will be essential to make a booking. Bookings can be made Wednesday to Sunday by calling (03) 9580 0069 (the R.V.A.C. Bar).

Bill Prowse Convenor

Grant & Brenda's Open Garden 19th-20th November 10.00am - 4.00pm 03 9787 3640

64-66 Claremont St Mt Eliza. Part of 'Australia's Open Gardens', we would love to see all VHRR Members and their friends at our garden. Our first 'opening' last year was a big success, albeit a bit damp, but we hope for better this year. All profits go to Peter MacCallum Cancer Centre.

A good number of members and wives turned up for the last social night for the year, at the VHRR clubrooms to socialize and to hear the guest speaker Ian Meates give a very informative talk and DVD presentation about the history of the Victorian Police Wireless Patrol.

A word of thanks to John Reaburn for helping with the DVD, John put many hours into sorting out the many photos that Ian had, and collating them into order, well done John.

Ron Simmonds gave thanks to Ian, and presented a bottle of Cope-Williams wine, of which I am sure he will enjoy. The raffle was run, with prizes being donated by, Killara Estate Wines in the Yarra Valley, Wurths, Winton Festival of Speed, three copies of "Foggies Memories", thanks to David Fogg, and three copies of the Joan Richmond book, thanks to John Reaburn. Joyce Russell had been baking again, with all enjoying her delicious cake, "yummy".

A rousing happy birthday song was sung for Lorraine Townley who turned 70. For the next social night, keep a look out in your news letters.

Yours socially, Ron Simmonds.

"In praise of the Smaller Event - If you don't use it, you lose it..."

On 18 September, the second round (prong??) of the VHRR's Trident Cup was held on a perfect spring day in the glorious setting of Bryant Park in the rolling hills north of Morwell in Gippsland.

For anyone who hasn't been there, the Gippsland Car Club 's Haunted Hills facility has got to be the great undiscovered gem.

True, the full track only takes the quicker cars around a minute to get around it, but what an action-packed minute! It twists, it turns, it dives up and down like a roller coaster and has a corner already christened "Oh S#4!" for obvious reasons...and it can and will bite the unwary or over-enthusiastic. Although our meeting is badged as a hillclimb, it is more like a single car/ single lap sprint event over an undulating track.

It has an unparalleled setting (well, at least this side of Philip Island) and modern club rooms with a canteen that sells... wait for it... cream lamingtons with fresh cream... lucky I did my best time before lunch.

So why so few entrants?

What is there not to love about a relaxed atmosphere, a low entry fee, a challenging track in a great setting only an hour and a half from Melbourne? It can't be your car is "unsuited" to the track. If a driver of my meagre abilities can get 1400kg of truculent Pantera around it in 62 seconds, you can go fast

enough to have fun in whatever you run!

This year, with only 29 cars, it was always going to be a matter of doing your run, turning around, catch your breath, then line up again.

Now there are considerable benefits to a meeting that has essentially completed the serious (?) bits by lunchtime. First, it leaves time for extra playtime, including things like seeing what the track is like in a different configuration e.g. a figure 8 that involves going in the opposite direction over part of the course. Answer: even spookier than in the usual direction, complete with a mini-Skyline. Second, it means you can go racing AND earn domestic brownie points on the same day by achieving that old customer service goal... "set low expectations (I will be home by about 6pm) then exceed them (arrive back at 4:30 in time to do the garden)" "A happy wife is a happy life" etc, etc is obviously assisted by this outcome. Thirdly, it leaves time for invited clubs (in this case, the VSCC) to join us and cruise around the track..

But my fear is we will lose these great smaller meetings (eg Rob Roy) unless more members enter. The club can only provide what members show they want by voting with their feet and wallets. If the numbers aren't there, the club can't be expected to subsidize events that don't generate support.

Phillip Island, Sandown and Winton are each flagship events that most members look forward to entering, and enjoy. But there is a special place for the smaller events, where you see cars that cannot/ will not enter the big events (there is something fascinating about watching the 500cc brigade try to start their cars for an hour or more. Sort of like trying to figure out the mindset of the masochist..) and drivers who wouldn't get their turn on a track if these events didn't exist. So let's value and support these lovely single day events, thank people like K11 who make them happen, and don't forget... sometimes you don't realise what you've lost until it has gone. Ross Jackson

The ex "Gelignite Jack" Murray's Allard J2 (Cadillac) has recently been purchased by Ian McDonald. Sadly there's not enough room in the garage so the AUSCA is probably going to have to go to a new "custodian".

Just a short note to let Group JKL members know that the South Eastern Automobile Club SA are having their Legend of the Lakes Hill Climb Friday 4th to Sunday 6th November. There are still some entries open for Classic vehicles BUT they must not be Formula Ford / Vee type vehicles. All cars must have a solid bulkhead forward of the driver, as there is some concern that low slung Formula Fords etc. may pass underneath the guard rail. Bob Byham (08) 8725-7003.

Hi all, well, we have the good news and the not so good news, but still t's all good news to be told! Laurie's race was Saturday and this evening as I write, it is Sunday and the end of fabulous Goodwood. Laurie's race at 2.05pm Saturday was delayed by an hour but to advantage as the track was dry. He started well and managed immediately to get a fourth place. He was very confident and drove stunningly, passing at the speed of light!!

About the fourth lap a nearby car was nudged and smashed the chicane to pieces, right in front of my seat in the Richmond Pavilion. Laurie escaped any contact and kept position. The pace car was out for maybe 10 minutes, the laps being counted as part of the race until the portable chicane was replaced. Doing this meant cars could make up lost ground and bunch up together. Not a problem.

I have to tell you I had my heart in my throat as in the last few laps Laurie made a slight error of judgement. He clipped the wet grass verge at the corner apex of Lavant and spun spectacularly. It sure was a crowd pleaser and he did not collect any car, barrier or fence. So he went from 3rd to 13th all in a few seconds and it was the finish of the race time allocated of 25 minutes.

Yes a disappointment but in one sense a great coverage and a hope that next year will bring another invite. I think beginners luck would maybe have gone unnoticed but believe me the other competitors and promoters now know his expertise.

Have just returned from A VERY nice dinner the Earl of March Restaurant with both Aussie and Pommie friends. Now to restock, wash and dry and head to Spa for this next weekends racing. At least Laurie has had previous races here.

Thanks for your beaut messages and I trust you find this a memory of your past or an inspiration to see all the glamour and excitement of the wonderful Goodwood Revival. The four FJ guys are likewise having a ball. Speaking of balls..... the Goodwood "party" was unbelievable and beyond description. The theme was Barbarella or Gallactic. The mind boggles at what we saw and did.

Jan Taylor Every day is a good day.

INNOCENTS ABROAD GOODWOOD 18th September 2011

The ultimate event! So good that GOD put in an extra O to make it GOOD. So good that Tony organised a lovely lady for the weekend and even arrived on time. So good that even Bill's wife "if it's got tyres or testicles, leave me out of it" Deb said she felt privileged to be there. So good that Kim's main man, Dave, made an effort and wore a tie under his overalls. (It didn't really help). And Kim's missus, Maree, had to dress down to fit in with the dress-ups. So good that even Roger looked and acted tame.

But so much has been written about the Goodwood Revival in the past, that we don't need to go into the details. Suffice to say that Kim's Lotus 20, Tony's Brabham BT6,

Roger's Koala Mk1 through to 100, and Bill's Elfin never looked better. But they were still slightly overshadowed by a couple of cars in the event.

We all arrived Wednesday night to unload and beat the rush (smartest move we made all weekend). Setting up "Camp Australia" we had a celebratory drink or two then went to scrape a bit of the froth off the top only to find the campsite showers and toilets didn't work. The girls spoke as one, with the words: "you promised us that this was the best organised event in the world and the bloody toilets don't even work!".

The boys decided there was not a lot they could do about it, so after a technical discussion on the advantages of the penis for ablution purposes, we had another drink.

Thursday was spent walking around and drooling before going to the pre-briefing cricket match, sitting in the sun, drinking Pims and people spotting. Celebs are a bit thin on the ground at Goodwood, apart from Stirling Moss, Jackie Stewart, Murray Walker, Derek Bell, Rauno Aaltonen, Brian Redman, Vern Schuppan, Jochen Mass, Tiff Needell, Jackie Oliver, Gerhard Berger, Martin Brundle etc, etc, etc, we had to settle for Ken Williams, Peter Brennan, Janis and Michael Hollaway, Bruce Richardson, John Westacott and other sundry Aussie VIPs including Bob Minogue racing a Norton Manx 500, Greg Snape in the Kieft Climax GP, Peter Harburg with his Brabham BT8 and Laurie Bennett who did Australia very proud in his McLaren M1B.

The driver's briefing was short and to the point (even shorter than Michael Hollaway's Philip Island briefings)....1: Don't bend it, 2: You're privileged to be here, 3: Don't bend it, 4: Isn't Lord March absolutely spiffing for putting this show on, 5: I'm Win Percy in charge of driver standards, so 6: Don't bend it.

Over the weekend, several people did bend it. Some quite badly.

Friday was a 20 minute qualifying session at Lunchtime. Tony, Roger and Kim had the luxury of undertaking private tuition and test sessions for this difficult and dangerous circuit the week prior. The practice showed with Tony on P21 and Roger on P22 in a 30 car grid. Bill suffered from a lack of knowledge, skill and gonads (his ex-wife has them hanging off a nail on her kitchen wall) with P27 and Kim's engine misbehaved to put him on P28. Our mediocre performances were put down to the fact that we were here for a good time and we had no interest in being competitive. Truly! In fact, our times were within 10 seconds of the leading cars which was a major improvement from previous tracks.

After qualifying, we raced back to the campervans to shower for the Earl's welcome cocktails at Goodwood house. Bloody showers still had no hot water. It was so cold that Bill's knackers shrank even though they were still in Australia. But the Champers was good and we got to cuddle some bunnies (see photo). All went well until Roger thought a Koala was similar to a Bunny and he tried to mate with one. The Playboy club will never be the same.

Our one and only race was on Saturday afternoon over 20 minutes and 14 laps. Kim had traced his engine miss and was expecting big things, as was Roger who was out to impress his 4 year old grandson and Tony who was probably on an incentive scheme with his blind date. Bill was depressed, unimpressed and unimpressive.

At the drop of the flag, Roger and Bill got ripper starts and picked up over 6 places. Kim got stuffed behind a stalled car and had to work hard to make up a 10 second deficit. Tony started...on time.

After 3 laps, the Elfin rediscovered its' fuel gremlin and cut out whenever the foot was lifted, which dropped Bill back most of the places he had gained from the start. But Kim had indeed got his engine right and put in some good times. He was about to overtake Bob Birrell when Bob had a massive "off" in his BT6 (see Photo). Tony and Roger had a race-long duel, swapping places with Tony eventually finishing on top with a P19, Roger in P20, Kim in P22 and Bill in a lonely and disappointing P23.

Roger's grandson remained unimpressed with anything outside of a podium finish.

Once again, the Formula Junior race was hailed as the best on the day. The front runners certainly put on a sensational display which we were privileged to witness as they lapped us. The winner, Sam Wilson in a Cooper T59, was awarded Driver of the Meeting with a gold Rolex.

After the race, we had to dress up for the black tie dinner party. A hot shower would have been nice, but they still weren't working! The evening was yet another typical Goodwood understated event, with a Barbarella/Space theme, 1500 guests, lots and lots and lots of expensive drinks served by about 300 little waiters who were meant to look like space aliens in white skin-tight outfits and silver bathing caps. Unfortunately they more resembled frantic sperm, dashing about in a haphazard fashion. But add acrobats and buskers, prawns and venison, pyrotechnics and laser lighting. Then David Bowie performed on stage! It will be interesting to see how this event will go when England gets out of its' deep recession.

Sunday was spent stall shopping, race watching and waiting for hot water in the showers. It really was like post war Britain. A real highlight was an air show by 10 Spitfires and the Memphis Belle Boeing Bomber. Absolutely surreal!

We watched Tony try to get into the pits to load up at 7.30pm. After 2 hours sitting stationary in a queue, Tony joined us with a 2 hour nap and we drove straight in at 11 pm, loaded and said goodbye to a truly wonderful experience, even with the shite shitehouses.

The quote of the weekend came from Ernie Nagamatsu, the Japanese owner/driver of the famous US Buick special "Ol Yeller". It's a beast. When asked what it's like to drive, Ernie says he considered having a "round eye operation" to appear more American, but when he drives "Ol Yeller", it has the same effect. (Ernie wants an invite to come to Phillip Island...he and his car would be an asset.)

Monday morning, we hoofed up to Milton Keynes, where Bill's Pommie mate, Martin had pulled some strings to get us into Red Bull. Tony rang at 1 o'clock to say he was late (fair dinkum) and couldn't make it because he was having a haircut, or wrapping Christmas presents, or changing a wheel bearing, or something. We had to rope in a stray wife to make up the numbers.

After a personal greeting from Christian Horner, we had the most amazing 2 and a half hour tour of the design studio (120 designers) who translated Adrian Newey's hand drawings into production CAD programs, the model makers who built the 60% scale models for wind tunnel testing, the rapid prototyping guys with the most extraordinary photo synthesising equipment to build 3D items, mould making and the climate controlled, sterile carbon fibre laying room, the race day remote control room (just like NASA), then the gearbox division for a chat with the technicians, finishing at the room where the cars were rebuilt after each race and a special pit stop practice set up. Mark Webber was having a session in the simulator and couldn't make it out in time to see us.



Scotty Taylor guest driving the ex-Graham Hill Monaco GP winning BRM at Goodwood Sep 2011 & the Goodwood Fan Club

Just goes to show what an annual budget of over 100 million pounds will get you. Over 530 employees, and a World Championship. The enthusiasm of the entire work force was palpable.

That's it for the UK. Now off to the Circuit de Charade at Claremont Ferrand in the middle of France. Except for Roger who is going to Spa for a 6 hour sports car race with his son Adam in a TR3A Triumph. We continue to lead a charmed life..

INNOCENTS ABROAD CHARADE 25th September 2011.

After Goodwood, Kim dropped his wife off at their French villa, Bill dropped his wife off at Heathrow to return to the excitement of domesticity, Roger picked up his son Adam and Adam's TR3A to head off to Spa, and Tony sold his caravan because he reckoned it was making him late all the time. He might be right because he was the first to arrive at Charade.

Charade. The legendary Charade. What an amazing circuit! Set on top of a mountain, this is a 4 kilometre go-cart track with a couple of long downhill straights, both into 180 degree corners. It's like a Luna Park roller-coaster through beautiful country forests.

Innes Ireland won the first Grand Prix here in 1958 in a Lotus and Stirling Moss won in Formula 2 in 1959 in a Cooper Borgward. The place has history and class in spades. Unfortunately, they are facing the usual problem of encroaching housing and are fighting to remain viable.

We had a 20 minute familiarity session on Thursday which saw Kim and Tony frantically changing ratios in their Hewlands. Bill didn't know how to do this on his VW box and didn't have any other ratios anyway, so he pondered on his fuel issues instead and wondered how he was going to stop with drum brakes. Eureka!!! Stripping the rear carburetor revealed a float full of fuel through the cracked solder. The float was actually a sink. What we thought was fuel starvation over the past 4 meetings, was actually fuel flooding. A borrowed float fixed everything.

Qualifying was all good. We all came into the top 10. Kim with a fantastic 4th, Tony in 8th and Bill 9th in a field of 21 Juniors.

The driver's briefing was hilarious in half French and half broken English. The Clerk of Course addressed us with the only English he knew...."I love you".....before handing over to the race director who presented us with a powerpoint briefing in Frenchified English. The one thing we all took out of the presentation was "keep away from the vibrators!". Sure is more fun than ripple strips.

And then Bill did a very stupid thing.

Because the Elfin was finally going properly, and with prompting from Dave, he decided to fine tune things by changing the jets and repairing his carburetor float. Idiot.

Race 1 started with a rush when 5 seconds warning became 1 second. By accident, Bill got a flyer and was 5th going into the first corner. Coming out of the first corner, the repaired float ceased to float and by the 2nd corner he had dropped back to 9th. Things got worse and the Elfin didn't even complete 1 lap. Kim on the other hand was having a lovely time and got up to third in a race long dice with another Lotus 22 who pipped him on the last lap and relegated him back to a fine 4th place. Tony maintained his 8th position.

Saturday night was spent with the customary BBQ party and drinking.

Sunday was another perfect weather day and we all lined up in our qualifying positions for our second and final race. Another 25 minute race that felt like an hour on this busy, busy circuit.

Having undone the two steps too many, the Elfin behaved itself perfectly to come home 8th overall and 1st in class which meant a podium presentation and trophy from a pretty young French miss. Apparently a French congratulatory kiss does NOT involve tongue, so after a French slap and a French peck on both cheeks, Bill got off the podium a wiser but happier man.

Kim and Tony put in some good quick laps to finish 4th and 6th respectively.

A great weekend with a wonderful atmosphere. Even the French were friendly.

We've got 2 weeks to get to Imola. Tony will probably rebuild his car again. Kim is off to play happy families in France then move to a house near Florence. Bill is going up to Spa and Nurburgring to try to hire a drive to experience the two circuits. Roger is off to Lithuania to try to find a culture that appreciates his wit and wisdom. Au revoir for two weeks. Bill Hemming

Classifieds

Book Release - Fogg Memories. The Autobiography of David Fogg an inaugural and life member of the Benalla Auto Club and a life member of the Victorian Historic Racing Register. A unique opportunity to gain a special insight into the birth of the B A C and the Winton circuit. David has also been closely associated with the rapid growth and new found interest in Historic Motor Sport. Through his eyes both as an official and long time competitor you will be treated to some good old fashioned yarns introducing you to some colourful characters. 315 pages on quality stock with 61 colour plates all fully indexed. Realistically priced at \$29.95 plus postage if required.

Available direct from David Tel: 52-822-396 Mob:0418-322-996 Email: davidfogg1@bigpond.com

Race car storage, workshop etc. small shared arrangement, excellent security, clean sealed floor, walls, shelves/racking, Hoist . Only available to VHRR members ; arrangement flexible dependant on how much space for how much cost. VERY reasonable. Don't be too frightened to inquire, cause I'm more frightened of what I might get! BAYSWATER where you don't have to go out of the area to get anything for a car. Derek McLaughlan 0403131304

WANTED: Accomodation for a 2CV Citroen. Does anyone have a spare lock-up garage or room in a secure larger shed for at least the short term?

Contact: Brian Reed ('Brique') on 0427 395 296.

R Spec Bridgestone RE55 185/60 X 14 (4 tyres) 95% tread still left \$500 Contact Michael on 0415 336 460 alpineban@gmail.com

BMW 3.0CSi historic race car. Very high spec and quick car built regardless of cost for CAMS Group Sc racing but desperately needing younger driver! Also has potential for Touring Car Masters etc. New engine fitted 2010. Never pranged, immaculate, on the button and for sale at a fraction of build cost. Car is on club plates but could be road regd. \$55k ono. For fact sheet, photos etc. phone 0417 370671 or email womble1@pacific.net.au

Formula Ford Lola T440 1977 Class Fa. \$25,000 - (note reduced price - again) 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

Wanted - The VHRR can use a couple of Golf Carts or similar (ideas welcome) for events such as Phillip Island & Sandown, and rather than hire them at great expense each time, it might be expedient to own them. If any members have any expertise, contacts or ideas on how this can be achieved - new, secondhand, etc please give Ian Tate a call - 03 9877 2317

Lola 644 Formula Ford Fb, fresh motor enough gearing for all Victorian tracks. lap record holder at Mallala ex Andrew McInnes car so it goes well was at the pointy end of the class until I got my hands on it. History, Log Book and CoD. I need to get my Streamliner going \$25,000 Colin 0419 312 299

Intercomp Lap Timer - made in USA, complete with User Manual and case. Perfect for test days, \$359.00, RRP is \$499. Schroth Recovery Strap CAMS approved \$35.00, RRP is \$65. Alloy Catch Can \$60.00. Race Suit Nomex single layer Size 42 Vintage Style Light Blue with Dark blue (Dunlop/ Stirling Moss) made by Jaybrand Racewear made in UK & sold by Demon Tweeks complies to BS6249 \$260.00. Contact Michael Ban on 0415 336460 or email alpineban@gmail.com

For Sale: Sharp Holden

Group L log book & C of D , has had no expense spared total nut & bolt restoration, has not been out of the top three placings in any event since restoration. This car is a fast reliable & immaculate Aussie special. (won best prepared race car trophy Winton 2009) comes with spares & fully enclosed custom built trailer. Owner has retired from competitive driving & wants to sell. All offers considered. contact Mick Arnold on (0418) 751585 or email mickarnold2@bigpond.com

Wanted: As I'm now the very privileged custodian of both "Monoskate" and "So-Cal" being two of the late George Reed built "Aussie Specials", I'm after any pictures / magazine articles / any race programs / any race results / any race trophies / any information at all on the late George Reed and his four "Aussie Specials" that he built and raced. Please Contact me on either 0418 999 949 or graeme@exfoliators.com.au Cheers All I'm looking forward to what maybe out there / available.

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 for home for it. All enquiries welcome. Please call Peter 0418 556 934

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 Assemblies, complete set of Instruments, Brake Calipers and the paper work from the manufacturer to originally have the car Road Registered. CH 7562

Price: Car and Spares, \$57,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

20th

Historic Sandown

Return of the Thunder
November 4th, 5th, 6th 2011



Enquiries: 0402 224 133
www.vhrr.com



20 Years of V8 Thunder