



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 - September 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

September	2nd-3rd	PIARC/GT Race Group - Phillip Island	0419 311 914
September	3rd-4th	Muscle Car Masters	02 9672 1000
September	9th-11th	Shannons Nationals - Sandown.....	1033 883 959
September	18th	VHRR Track Day Haunted Hills	0413 744 337
September	20th	Social Night at the Clubrooms	03 5962 2331
September	30th-1st Oct	Vintage Collingrove	0423 261 988
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
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	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 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

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

Groups C & A have been confirmed as a support category for next year's Formula 1 Grand Prix in Melbourne. Around 40 of the original Group C and Group A Touring Cars from the 70s, 80s and 90s will hit the track, including Holdens, Fords, Jaguars, Nissans and Volvos.

Dubbed the Touring Car Revival Series, the championship will star a number of the ATCC's 'golden era' heroes, with some driving and others officiating.

Racing legend Jim Richards has been appointed ambassador for the Touring Car Revival series, with Shannons Insurance as the main title sponsor.

Entrants will need to 'pre-qualify' for the Grand Prix support races by competing in the 2011-2012 Touring Car Revival series events at Sandown and Phillip Island.

September 20th Social Night. The guest speaker will be Ian Meats, retired ex highway police officer, and historian of all things to do with the highway patrol from the early days to the present.

Ian has a number of historic police cars, one being the only powder blue Triumph TR2 sports car, it would have been a tight fit with two burly policemen on board. It should make for an interesting night, not to be missed. The usual BYO dinner, drinks. Starting around 6.00pm at the VHRR clubrooms. There will also be some raffle prizes.

Any more info contact Ron Simmonds on 5962 2331, or 0427 031 737.

Could it be that the VHRR are starting up a sub branch in Healesville, with these members all now living in this lovely town in the Yarra Valley, Ron Simmonds, Paul Schilling, Laurie Bennett, (when not racing OS) and Bruce Reinecke.

Vale Jeff Summers A character of the Australian motor racing scene, fondly known to many of the Formula Ford competitors of the 70's and 80's, lost his battle with illness recently.

Jeff Summers, from the small Victorian town of Girgarre, near Shepparton, ran in the Formula Ford Championship through the early 70's and 80's, driving a converted Lynx FJ/FF and later successfully campaigning a 620B Elfin at the top level.

Amongst his family, driving and business achievements, Jeff became the 1982 DTE champion. Jeff dominantly took the 1982 TAA Formula Ford – "Driver to Europe" crown with 99 points, 33 points clear of second place in his Elfin 620B. We believe the car is well prepared today, in original livery, and living in Sydney. Never far from the steering wheel or workshop, Jeff and family run a successful business including interests in their Motor Workshop, Buses and Hydraulic Tooling Manufacturer – displaying diversified talents. www.fstools.com.au

Jeff will be remembered by a number to the current Historic fraternity (cars, not drivers), including John Smith, Elwyn Bickley, Dave Mawer, Geoff Walters and Laurie Bennett. Best Wishes to Marg and family. Nick Bennett, Laurie Bennett

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. The Weekend is for general competition and entries usually fill within a few hours of opening. The Club has decided to run the Friday as a Classic Competition day for vehicles manufactured up to the end of 1975. The mile long hill climb is awesome. 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. More at http://www.seacsa.com/hill_climb.htm or by telephoning Bob Byham on (08) 8725-7003.

At the recent Winton Festival of Speed 2011 event Tim Blanchard had the opportunity to jump into John Blanchard's (his father's) first Formula Ford, a 1988 Van Diemen. The car was originally purchased from Andrew Clifford for John to compete in the 1989 Driver to Europe Series after which the car was restored and put into storage in the garage at John Blanchard's (his grandfather's) home. It has sat there for the past 20 years until recently when it was announced it would now be eligible for historic events.

The car has been returned to its glory days in its original Leyton House inspired Turquoise paint scheme by Sonic Motorsport; and was prepared and run by Formula Ford specialists Evans Motorsport Group in Braeside Victoria. Both Evans Motorsport Group and Sonic Motorsport have done a fantastic job on this car and I welcome people to come and have a closer look at the next event.

The Festival of Speed weekend was a really enjoyable weekend, getting back to what motorsport is all about, having fun and enjoying the cars we drive! It was quite a change having no data, no angry team bosses and no sponsor commitments which are the norm in V8 Supercars these days. Being able to walk around and have a look at some of the amazing cars on display just added to the weekend said Tim Blanchard after his successful three race event.

Tim Blanchard is now focusing on the upcoming V8 Supercar Endurance races at Phillip Island and Bathurst where he will be pairing up with David Reynolds in a Kelly Racing prepared Commodore. Tim quotes "This will be my first Bathurst 1000 and I can't wait, so keep an eye out for us!"

Regards, Jordan J. Bagnoix

SILVERSTONE 24th July 2011 Innocents Abroad ROUND 4

Drug addicts needing a fix! That is what 3 weeks with no race meeting does to a man.

After Brands Hatch, everyone went their separate way to lick their wounds. There is no doubt that the top third of the Formula Junior drivers were in a different league to impoverished Aussies.

Apart from full time mechanics and "no expense spared" motor racing, the skill of the good guys was a wonder to behold. The level of professionalism sometimes was a bit over the top...some drivers even doing stretching and limbering up in the marshalling area before sliding into their cars.

But the three week break was put to constructive use with Tony rebuilding his driveline and rear chassis members, Kim had an engine rebuilt, Roger also had a new engine built and redid his suspension settings, and Bill worked on his marriage by taking his wife and two youngest daughters on a jaunt through France. Everyone's efforts were met with mixed levels of success.

Tony seemed to be best sorted and had a trouble-free practice and qualifying at Silverstone. Roger was all over the place like a mad woman's breakfast with his "new" suspension geometry AND blew an oil line off in his second lap, Kim disintegrated a piston in his new engine, and Bill's marriage suffered a serious setback when he pulled into a particularly unsavoury caravan park in Paris with his truck full of females and was frostily told by his wife..."don't ever do this to me again!" This makes 4,327 things that Deb has told him to never do to her again.

Everyone arrived at Silverstone to unload on the Wednesday night for two private practice sessions on the Thursday. 300 Pounds for two 20 minute sessions on top of the 650 Pound entry fee for the meeting.

Despite going into print in an article for the M and O Newsletter that he would be first to arrive (because he was staying close to Silverstone...and he was sick of being labelled as "always late"), Tony was the last to arrive.

Camp Australia was starting to look a bit more family oriented with Roger and Margaret being joined by their son Adam and his wife and two kids. Kim has added his missus, Marie, to his motorhome where Dave has already staked out his sleeping area. This motorhome is about to become even more interesting when they are joined next week by Marie's (single) girlfriend. Tony kept us intrigued with his tale of his night at a motorway layby with a Yugoslavian semi driver! And Bill was alone (again) after despatching his harem off to a motor racing free zone/home in Melbourne.

The Silverstone Classic meeting is anything but a motor racing free zone.

Over 900 entries! Formula Junior alone had 65 entries and was oversubscribed for a grid capacity of "only" 55 cars!

The British Grand Prix facilities and track are HUGE. Over 300 trade stands, 5000 classic cars on display, a carnival ground, and live performances from Queen (obviously without the not-quite-alive Freddy Mercury), 10 cc, Suzie Quatro and others over three nights. Plus a large classic/racing car auction. Over 1000 E Types paraded the track to celebrate 50 years since launch, and establish a Guinness Book of Records landmark.

Despite the exorbitant cost, all were glad of the private practice opportunity on the Thursday. The track is tricky. It has 3 more corners than the human brain can possibly remember, so every lap was a journey of discovery. Experience is vital here, although it appeared very safe, with large run-off

areas. Roger benefited the most from private practice, because it gave him time to reconfigure his suspension geometry ready for qualifying the next day.

Friday qualifying saw Roger the best of the famous 4 with a P 34, then Kim in P37, Tony in P 38 and Bill (who should have spent 3 weeks curing his engine miss issues, instead of wasting time trying to make women happy) in P44. The sobering fact was that the leading cars were 20 seconds a lap quicker than the quickest colonial!

Qualifying was early so we had time to attend to our woes before Race 1. Kim (I mean, Dave) replaced a piston, Roger changed his rear suspension yet again, Bill put in a new coil and resistor and Tony met up with John Ellacott and went to the pub. John was busy handing out Tasman Revival invitations for Eastern Creek.

So far, the Innocents Abroad have been blessed with fantastic weather at every circuit, but Friday night at Silverstone, it bucketed down all night. Woke up to a fine but foggy day. Unfortunately, being first race of the day meant the track still had standing water for the 55 Formula Juniors to paddle in. But, unlike many of the Poms, the Aussies stayed on the track. Roger picked up a couple of spots to finish the 30 minute race in P 32. Despite a fluffy engine, Kim moved up to P34. Bill had a good run until the inevitable power loss in the 2nd half of the race and improved 9 places to P 35. Tony suffered from what he described as "cockpit problems" and maintained his qualifying P 38.

In preparation for race 2 the next day, Roger replaced his wheels with 4 Minilites which yet again altered his suspension geometry (he is becoming a 1 trick pony), Kim traced his fluffy bits to plug leads, and Bill still had no idea how to cure his premature end-performance, so instead fitted an on-board fire bomb to keep the FIA scrutineers happy. Tony took his car and disappeared (probably to discuss driving standards and other secret men's business with his new Yugoslavian truck driving friend).

Happily, Sunday proved fine. So 55 Juniors lined up for the last half hour race on a dry track with a rolling start, but no progressive grid.

By the first corner, poor old Kim's Lotus proved the faulty plug leads were actually a rooted cam... a technical term announced by Dave...so Kim had a DNF.

Roger and Tony had a slight coming together after good dicing until Roger's marsupial had a spin (must be the suspension settings). Bill survived a biff up the bum to finally finish a race with a strong engine.

The race was described by the commentators and several spectators who came up for a chat, as "the best race ever". The leaders but on a magnificent display of clean driving skill with over 10 changes of lead. Back in the field, we could also vouch for some exciting scraps.

Ultimately, we got to within 15 seconds of the winners best lap time. It shows just how demoralized we had become when we thought this was a great achievement! But this is a seriously tricky circuit and we all felt another meeting would cut 5 to 10 seconds a lap off our "first time" drive at Silverstone. Ultimately, apart from Kim, we had a great race, finishing:

Tony P 23 Roger P25 Bill P31 Next race is at Oulton Park, except for Bill who has to (financially) return home for 6 weeks to work before returning for Goodwood.

Innocents Abroad, Round 5...Oulton Park (28th August 2011) plus bits in between

Not so innocent and not so abroad any more. The party has now been here in Europe for nearly three months - innocence was lost on the first date at Porto when the realization struck that formula junior is one of the most competitive series in Europe,

We all feel at home here now and have fallen in step with the life. Dave Price, against all odds is loving pints of warm English beer and swears he will never let the aussie cold sparkling amber liquid pass his lips ever again!! Marie, Kims long suffering wife, who we have never seen at a race track in Aus, was heard to say as she walked to the ablutions block dodging the puddles in her sequined slippers and gold dressing gown with silver cord belt, we think she said "this is the life". We might have misheard, it could have been, 'I wish I was staying at the Savoy and shopping at Harrods'. Kim is loving the life. He used to say when looking for something "I've left that at home " now he says, "wait on I've got my home with me" Bill, who wasn't sure he could tolerate his own company for this length of time has admitted he has fallen in love with himself for the first time, and actually enjoys being with himself, which seems amazing to those of us who know him. "If I was made of chocolate, I would eat myself", he said! Roger of course is with his own kind, so is fitting in ,and seems to spend most of his time

talking to everyone and anyone even if they don't want to listen!

Tony, lately, has his little caravan behind his Transit and disappears off to his secret workshop at Mallory Park where he is quietly and lately developing his car and testing ceaselessly and happily.

We all went off in different directions after Silverstone. Bill has returned home, no doubt to tell his family how wonderful he has found himself to be - they will look on in disbelief! Now Bill has left the country, it will give us a chance to try and restore Australian European relations which have taken a bit of a battering with Bill's coarse and unsubtle sense of humour .

Tony was therefore the only one of the four of us to compete at the beautiful circuit of Croft. (We were not there to check on his arrival time, so simply assume he was late). It is picture postcard and the organizers go to great lengths to make it a special event. The weather was bit of a bummer unfortunately but Tony made the most of it, 15th and 10th in the two races.

Roger has been on a rally around Europe in an old MG TF, 10 days in all - you can imagine too pig headed to put the hood up even in the pouring rain so Margaret got soaked as well. Kim is swanning around in some swish hotel in the south of France, we think trying to get Marie to enjoy hot showers and civilized accommodation again - not easy we suspect as she loved the cosiness of the threesome in the tiny camper.

Now off to one of the iconic meetings Oulton Park Gold Cup, strange without Bill - quieter, calmer, gentler but never tell him, not so much fun! Tony has taken driving instructions down at Goodwood so he can put on an impressive show at the Revival, and Bill still being in Oz meant that it was only Kim and Roger waving the green and gold at Oulton Park.

England of course is not the place to be after their whitewash test cricket series with India - nauseating! The whole country is a balmy army! North west England and Oulton Park in particular is not the best place to be in mid summer, particularly if you want to keep warm and dry!

Just under 60 Formula Juniors, split into two races, faced a blustery wet practice session where Roger qualified 16th and Kim 17th. Kim slightly harassed with an engine not at it's peak performance. Rogers Koala creating a massive amount of interest and being described over the PA variously as a 'tree rat', an 'endangered bear' and 'needing a vet' etc.

Tony turned up from his driving instruction like a born again university student - ' I learnt so much you know!' He came to spectate for the Sunday race with Paul Hamilton in tow with trademark peak cap of course! The race itself was dryer than practice, both Kim and Roger mindful to keep their cars pristine for Goodwood. Beautiful, beautiful circuit.

Jonathon Palmer has made it a crowd and spectator friendly place. Wow, what he could do for Eastern Creek! Kim, not totally happy with his car, came 19th and Roger in the Koala performing better and better was 13th (amazing how you can be cocky in 13th place!)



Now two weeks to prepare for Goodwood and Bill returning with superb wife Deb and her 1960's gear. Amazingly Bill is in our good books at the moment because he has organized a private trip around the Red Bull factory for us on the Monday after Goodwood, so we can't afford to even think any bad thoughts about him in case our invitation is cancelled!

Extract from the April Historic Commission minutes: (full minutes available from the CAMS website)

Group S Electronic Ignition

Proposed Rule change to 5th Category 3.5.1 (I) General requirements, Historic Production

Sports cars

(I) Electrical equipment: All electrical equipment must be unmodified from the original specifications, and fully operative.

The dynamo/generator may not be replaced by an alternator.

Electronic ignition devices are permitted,

Electronic revolution limiters are permitted.

Electronic ignition: An ignition system relying on electronic triggering of the spark timing, which does not use mechanical contact points as the spark trigger.

Transistorised ignition: An ignition system using conventional contact breaker points but which has a transistorised spark discharge enhancement, e.g., capacitor discharge ignition.

Ignition: May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) all components, save for the coil, shall be an integral part of the distributor

(ii) a maximum of two wires shall connect the low tension side of the distributor to

the coil. These wires shall be visibly continuous connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block

(iii) Ignition advance shall be restricted to mechanical actuation within the distributor.

Classifieds

Wanted - The VHRR can use a couple of Golf Carts 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 Tweaks complies to BS6249 \$260.00. Contact Michael Ban on 0415 336 460 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 home for it. All enquiries welcome. Please call Peter 0418 556 934

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

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: Warren & Brown valve spring tester Model 360000. Good condition \$200

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

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 Felica 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

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)

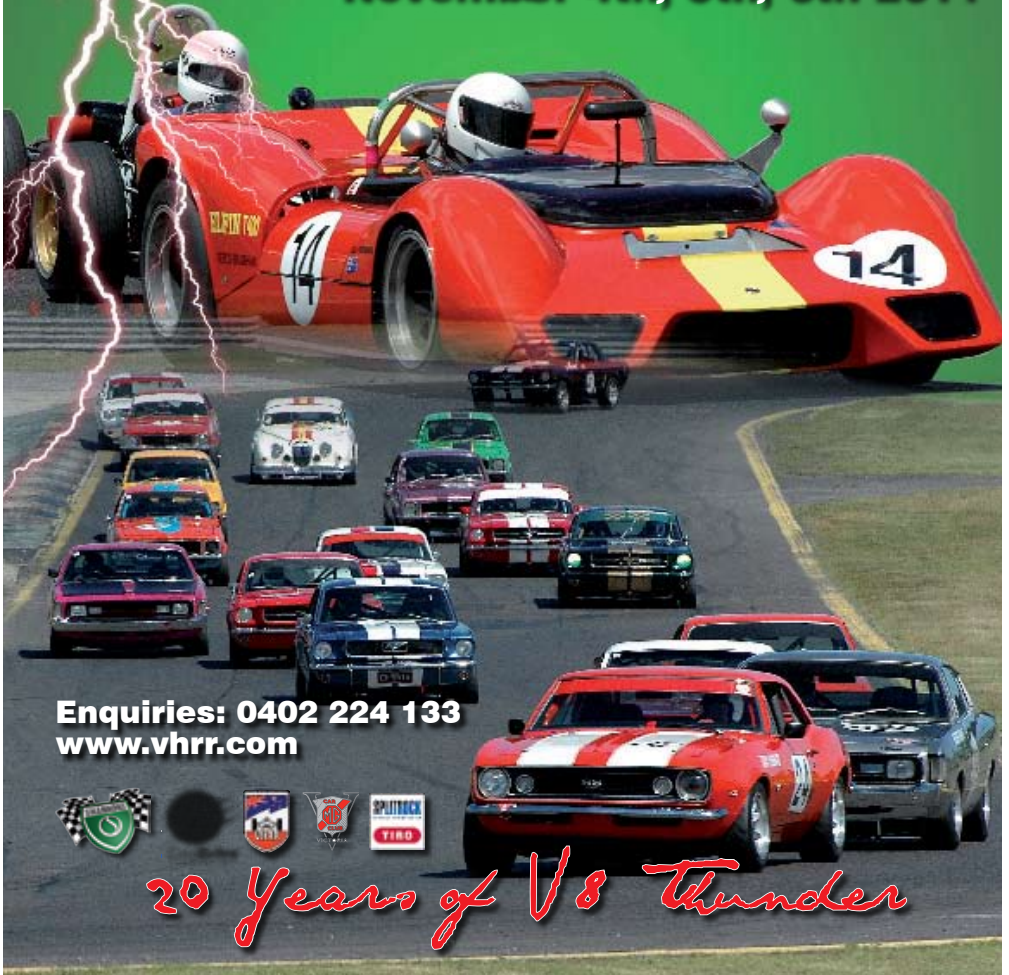
For Sale: Alfa Romeo 2007 J.T.S. sedan, silver with red interior, 26,500 Km. One fastidious owner, serviced since new by Alfa Dealers, 12 months registration. Reason for Sale: New Alfa Giulietta on order Price: \$26,500 Phone: (03) 9515 0350 (H) or 0412 926 002 (M)

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

20th

Historic Sandown

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



Enquiries: 0402 224 133
www.vhrr.com



20 Years of V8 Thunder