



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 2012

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

August	10th-12th	Winton Festival of Speed (CCE).....	0412 351 403
August	12th	John Pryce Memorial Trial - A7 Club	0419 874 299
August	19th	75th Birthday Rob Roy - Pat Ryan.....	03 9335 4666
August	28th	AGM - Clubrooms	03 9877 2317
September	2nd	Ballarat Festival of Motoring - John Emery	0408 570 217
September	25th	Social Night - Clubrooms - Ron Simmonds.....	0427 031 737
October	13th-14th	Gippsland Overnight	03 5988 4846
October	13th-14th	Grant & Brenda's Open Garden	03 9787 3640
October	23rd	MGM - Clubrooms.....	03 9877 2317
November	9th-11th	Historic Sandown 2012 (CCE)	0402 224 133
November	23rd-25th	Tasman Revival - HSRCA	0412 403 582
November	25th	Rob Roy Historic 75th Anniversary - Ken Price.....	0418 311 040
November	24th-28th	Great Ocean Road Celebration Tour.....	0429 186 051
December	1st-2nd	Geelong Sprints - Sarah Lyons	03 5273 4777
December	14th	Christmas Function - Mike Barker.....	0407 825 545

Wednesday Members Lunch - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS

Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

Club Permit Scheme

Gordon Hellsten03 9878 5272

(Red Plate)

5 Handell Crt Blackburn Vic. 3130 ***Note new address**

*CCE = Club Championship Event

Disclaimer: The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.



The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

Please add to your diary - the Christmas & Awards night this year is on Friday 14th of December at the Manningham Reception Centre. Previously held on the 1st Saturday of December, the new date is to avoid conflict with the Geelong Revival. Have you given thought to forming a table of 10 with some of your mates/fellow competitors? We will be having an entertainer and music, but no band. We look forward to seeing you all on Friday 14th December. For bookings please contact Mike Barker on: Phone 03 9840 6155 Mobile 0407825545 email mbar6415@bigpond.net.au

Winton Festival of Speed - August 10-12th Entries close soon - 0412 351 403

Historic Sandown 9-11th November 2012

Paul Samuels passed away on, Friday 23/6/2012. Paul was a long term member of the VSCCA and in recent times the Co-ordinator of the Southern Highlands Chapter. Paul was also the moving spirit behind the formation of the Rolls-Royce Owners' Club of Australia. He went on to found, organise and support many motoring & motor racing bodies including Wakefield Park Goulburn. Well known at local race meetings in his Lotus Paul will be sadly missed. The VHRR extends it's sincere sympathies to his family.

Vale Pam Elam. Pam was instrumental in forming what is known today as the Victorian Fire & Rescue Service. This organisation was originally named "Women for Wheels" and began its life in the late 1960's as a group of women who had connections with race drivers by way of husbands, fathers, sons and daughters. The driving force behind this organisation were the concerns with the, then, lack of fire and rescue services available at all race tracks in Victoria. This determined band of women worked tirelessly to raise awareness of the lack of safety services and to ultimately raise money to provide fire and rescue vehicles equipped with the necessary rescue equipment. The Patron of "Women for Wheels" at its inception was Diana Davison, the widow of the Late Lex Davison.

Pam's dedication to safety and the involvement of women in motor sport has left an indelible mark on the Victorian motor racing community.

Vale Judy McConville. The VHRR Committee & members extends their sincere sympathies to Jim & family on Judy's passing.

Tour 'd' Yarra Valley The "Tour" will be on Sunday the 8th July, starting at the Healesville Railway Stn (Melway map 278 A1) at 10.00am with a morning tea, followed by a special Yarra Valley train ride to Tarra Warra tunnel and back, before setting out on a tour of the valley, (about one hour), then arriving at a mystery destination for some wine tasting, and a lovely lunch.

Bring your "Special Car" or just the family hack, for a most enjoyable day out with like minded friends. There will be some simple map reading, (but no questions) to guide you to the finish at the winery. During the lunch there will be a raffle, for some of the prizes that have been donated to the VHRR for this event. Costs for the morning tea, train ride and the lunch, will be \$35.00 per head inclusive. Please make your cheque out to R and M Simmonds, and post to Ron Simmonds 24 Eleva Rd Healesville 3777, I will need to know numbers at least a week ahead of the event for catering purposes.

Looking forward to your entry,

Regards Simmo

A social night is coming up on the 25th September.

The format will be along the lines of the Goodwood Revival, which means getting out all that old clobber of the fifties and sixties i.e., flat hats, check jackets, and for the girls, furs, twin sets, and big hats etc, a visit to your local "op shop" will turn up a good array of gear. As usual it is BYO everything, i.e. food and drink, coffee and tea will be provided. There will also be some goodies to be had in the free raffle. Starting from around 6.30pm at the VHRR clubrooms 30-32 Lexton Rd Box Hill. So, put it in you diary now, and look out for more info in your newsletters. Contact Ron Simmonds if you have any queries on 59622331 or 0427031737 or email, ronmargsimmonds@tadaust.org.au

Commonwealth Games Silver Medallist Seen Lee will be one of two weightlifters to represent Australia in the London Olympics. Seen will be competing in the 58kg class. Seen is Anthony Dove's partner (Bob Harborow's mechanic). For mining engineer Seen, the selection is the culmination of a 10-year dream to compete in the green and gold at an Olympic games after securing Australia's first medal in a women's division at the 2002 Commonwealth Games. We wish her all the best for the Olympics.

Gippsland Overnight 13th-14th October

Saturday 13th October, meet 9.30 – 10.00 am Beach side Tooradin Foreshore BYO or buy morning

tea (perhaps bring a folding chair) Leave Tooradin 10.30am to visit an Asparagus Farm and Export packing shed. Lunch at Bayles, then scenic drive to an Artists Private Gallery at Arawata, then on to Leongatha Motel for 3 course dinner, Bed & Buffet breakfast. Dining room is licensed (No BYO in Dining room) elsewhere O.K. Next morning leave motel 9.45am, travel to a Snow Pea Packing shed en route to Korumburra for a train trip to Nyora and return for lunch at the Railway Dining room. \$50.00 per couple deposit when booking \$220.00 per couple balance to be paid by 21 September. All meals and train included 10 Rooms left Ron Townley 5988 4846

Any member with children especially those aged between 14 to 21 and competing please take advantage of the Committee's Initiative of a free membership. Your membership renewal has information attached. Please send completed forms back as soon as possible.

Grant & Brenda's Open Garden 13th-14th October 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. All profits to Cancer Research.

Rob Roy 75th Birthday

The Vintage Sports Car Club will be holding a 75th Birthday of Rob Roy Hillclimb and Celebration on the 19th August. Any pre-war cars wanting to enter to relive 1937 contact Patrick Ryan 9335-4666 BH. More information closer to the date.

Historic Rob Roy 75th Anniversary meeting

The MG Car Club will be celebrating the 75th anniversary of the first event held at Rob Roy in 1937 as part of the annual Classic and Historic Hillclimb.

The first meeting was run on 1st February 1937, and the track fully bitumenised in 1939. Many meetings were conducted over succeeding years by the Light Car Club, including nine Australian Hillclimb Championships, the very first of which in 1938 was won by Peter Whitehead in his ERA. In 1962 the area was ravaged by bushfires and the track unfortunately fell into disuse.

An inspection of the names of Outright and Class record holders over these years reveal that eight of these drivers have been Australian Grand Prix winners and one a triple F1 World Champion (Jack Brabham).

In 1992 the MG Car Club was successful in obtaining a ten year lease on the property, and reconstruction began, which involved re-laying the entire surface, improving access roads, and the installation of guard rails on the causeway. The result was a faithful re-creation of the original track.

During this period an immense amount of voluntary work was put in by MGCC members in all areas of its reconstruction.

In February 1993 the first "Return to Rob Roy" Historic Meeting was run with outstanding success and a huge spectator attendance. This year will be the 21st Classic and Historic Hillclimb at Rob Roy and the popularity of the event from both competitors and spectators alike has never waned.

Plans are in place to get as many of the surviving record holders to the event as possible, along with the actual cars, and also to bring back the Historic bikes and sidecars that were such a drawcard a couple of years ago.

The Just Cars Geelong Revival 2012 - 1st-2nd December is a reborn Geelong Speed Trials event at the Geelong waterfront, along with a Classic Motorshow, Tour, Displays, Exhibits and (of course) lots of classic cars and motorbikes. Further information: Sarah Lyons sarah@geelongrevival.com.au 03 5273 4777 ext 410 or 0401 564 419

Fraser Ross at Watkins Glen. Driving a '67 Mustang Transam, Fraser Ross, son of VHRR member Ian Ross, in the SVRA 200 MILE HISTORIC - one and half hour - ENDURO on June 10 at the famous ex US Grand Prix track "THE GLEN" in upstate New York. Finished 9th outright, 1st in class and 1st historic car home. The event featured several Australian historic Grp S competitors. There were 2004 works Audi TDI's, Dyson Lola's, Pescarola LMP 2 cars as well as late model TransAm and Nascars in the event.....so not historic vehicles we would expect to



encounter in Australia.....but if the vehicle is not current then it's historic, according to the Americans!

The 2012 Ballarat Festival of Motoring, Celebrating Ballarat's Motoring Heritage Saturday August 25 to Sunday September 2, 2012

Last Easter the Ballarat community proved that history does live in their part of the world, when they and a significant group of motoring enthusiasts celebrated the 50th Anniversary of the last motor race that took place at the Ballarat "Aerodrome" – the 1961 Victorian Trophy "International Meeting".

Having reflected on the success of the anniversary celebrations including the fun that was enjoyed; the business opportunities that it created; and the funding that it generated for community based clubs and projects, then it made good sense to maintain the momentum with what was achieved.

Consequently, and thanks to the City of Ballarat Council, an even bigger, better and more diverse week long Ballarat Festival of Motoring will take place this August 25 to Sunday September 2, 2012.

The objective is to create a very special, good value/minimal cost and diverse community based motoring festival for fellow enthusiasts and their families, in an effort to cater for all interests.

The motor sport activities will be based on a CAMS Level 2 license in an effort to create an opportunity for our largest group of historic sports and racing car enthusiasts to drive and enjoy their treasures on Australia's most significant airfield based motor racing venue.

The motivation is to create a unique experience for historic motoring enthusiasts, where they can enjoy and identify with what was achieved in Ballarat in the past, in an old world atmosphere, at a World War II based airfield that was once an international motor racing circuit. Enthusiasts with appropriate historic racing or sports cars will also have the opportunity to participate in a variety of historic motor sport activities on Saturday September 1 and Sunday September 2 including the speed events at the airfield. It is proposed that a roast meal will also be available in the Ballarat Aero Museum Hanger for those families that would like to celebrate Fathers Day this year in a unique location surrounded by historic aircraft including the special appearance and sound of a WW2 V12 engined fighter doing demonstrations over the airfield during the lunch break.

The Ballarat Airfield's historic motor sport significance includes recognition as the venue where motor racing re-commenced after World War II; and the only airfield based motor racing circuit in Australia to host an International motor racing meeting.

See <http://www.ballaratfestivalofmotoring.com.au/> for further details or contact

John Emery on 0408 570 217 johnkemery@bigpond.com

The VSCC is organising the RACV 80 Years' Great Ocean Road Celebration Tour over 5 days this November (24-28). Entries will open on 1 August. Eligible vehicles are those built prior to WWII – 1939 or older. It is anticipated that 80-100 vehicles will be on the tour. Commencing in Melbourne, Geelong Otway Tourism and Tourism Victoria are backing the tour, which is marking the 80th anniversary since the opening of the Great Ocean Road on 26th November, 1932. Community events are being planned right throughout the tour, with a garden party in Geelong, morning festival in Torquay, re-enactment of the opening in Lorne, street parties in Port Campbell & Port Fairy, as well as a street parade in Warrnambool. The highlight of the tour is tipped for many to occur in the Otway Ranges, where Turtons Track, a 8km stretch of pure rainforest surfaced track between Forrest & Beech Forrest, a road closure will be in place to ensure a splendid driving experience. This, and many more details can be found on the tour's web site at www.80greatoceanroad.com.au, or by phone to Charles Rogers on 0429 186 051

I used to compete in Formula Ford in the late 1970's and early 1980's in an Elfin 620B. I purchased that car from Barry Green when he returned to the US to establish his very successful relationship with Indy Car Racing, but prior to his ownership, the car had been owned by Gary Dubois and Peter Larnar. I believe that car is now owned by Harold Roberts, who incidentally also owns my brother Richard's Elfin 600 (chassis 69001), which was Richard's first Formula Ford. For your interest, I have attached a photo of Richard and myself at Surfers Paradise in 1977, with Richard driving his newly imported Hawke DL17. In the background is Laurie Bennett in his Elfin 600, a car he still owns today. Along with my son in law and



daughter, Johnny and Claire Greig, we have recently purchased a Reynard FF84 from Peter Brennan, and we plan to compete in a number of Victorian based historic meetings each year. This car is COD # FB.262.01.13 log book # H2826. These days, we live at Freshwater Creek, south of Geelong, and another old "Formula Fordster" Steve Moody, who lives in nearby Ocean Grove, will be assisting us with the car.

We are a very close family and enjoy doing lots of things together, and we will share the driving in alternate events. We are targeting the August Winton meeting as our first event, and I will drive the car on that weekend. Following this, we are hopeful that Claire will drive the car at the August historic Rob Roy Hillclimb, and try to win the Diana Davison/Gaze trophy (for the fastest lady driver of the day) which is named after her grandmother. It is then planned that Johnny Greig will drive the car at Sandown in November. Johnny and Claire are both very keen Ducati bike riders, and also closely follow Claire's cousins Alex and Will Davison. So stepping into historic Formula Ford works for all of us.

We have recently joined the VHRP, we are looking forward to having lots of fun in the historic FF1600 ranks. Regards, Chris Davison.

Aussies Abroad Again - The Jubilee Tour

Prior to arriving at Silverstone, I thought it best to at least have a quick look at the famous Beaulieu motor museum. This, of course, would enable one to also visit Thruxton Park circuit and get in a few laps for no good reason at all! Beaulieu is in superb surroundings and is compact, though thoughtfully laid out and this provides a good experience for all manner of petrol heads - motor bikes, veteran & vintage cars, some F1 and LSR cars plus a James Bond collection.

At Thruxton, I was invited to preview the track with the circuit manager and he showed me "the way" around this super quick layout. Boy, is it fast! Interestingly, he was not the first to relate the fact of how clean our touring car racing is in Australia, unlike in the UK where they push and shove until their heart's content, apparently, without any penalty - not seen as good racing by many.

SILVERSTONE 20th MAY 2012

For your substantial entry fee, you only get one practice session and one race, each of 20 minutes duration. The Silverstone entry list for Formula Juniors was amazing - 71 cars, necessitating 2 grids. Earlier model cars numbered a mere 31 and our later model group 40! I qualified 21st - most humbling! Dry conditions prevailed and after a ratio change, I managed to finish 19th. I crossed the line in front of Alex Morton after a terrific race long dice, but official results had him ahead. We both laughed when we discovered his "dorian" was fitted well ahead of mine, so he "officially" beat me by 2 thousandths of a second!

Silverstone is a huge complex these days and almost TOO big really. It has two complete pit structures at separate ends of the track and more than one driver has turned into the wrong pit lane (yes, me too). Last year we raced on the "Classic" weekend and it was the biggest motor sport weekend I've ever seen. They only just coped then and facilities were stretched to the limit. But, this weekend was a bit more subdued and a lot easier to camp comfortably and be able to move about as well.

Before Snetterton, on the Jubilee weekend, I stayed with James Owen and family for a few days in Pirbright, near Guildford. James kindly lent me his 150 DHC Jag for a charity day car rally organised by well known and popular car preparer, Iain Rowley at Stoke Row. To my surprise, I headed off one car ahead of Ross Braun, in a Ferrari, no less! There were only 28 cars and it was great fun, made easier by the fact that I had been provided with the route creator's son as my navigator! How could we lose, I ask you. Don't worry, we found a way.

Snetterton 11th June 2012

I arrived early to be greeted by teeming rain, to which you almost become accustomed, almost. Once again this is a 1 day meeting for each category, though the entire meeting was held over two days. The main event was a three hour sports car race with two compulsory pit stops and driver changes, each stop for a mandatory 3 minutes. Roger Ealand's long time mate, Dave Methley, was co-driving a Chevron BMW and was running 3rd when a drive shaft let go and put them out after 2 hours or so. Dave purchased and rebuilt Bob Birrell's Brabham BT6 after his monumental crash at Goodwood last year. Dave is now racing it again in FJ, very successfully. He got pipped by John Milicevic (current champion) at Silverstone last meeting and hopes to reverse the trend here.

Friday is "Free Practice" - only AU\$450 for 4 x 30 minute sessions. I was prevented from participating in the afternoon session (only \$275) due to noise (only allowed 108 Db's and I was 111) and couldn't

fix things in time, so I had to cool my heels until Sunday when I got a full 15 minutes to practice and learn the track! Fortunately, the rain cleared and Sunday was fine and dry. Excellent, smooth track surface- it mostly flows, but with 2 hairpins and a tight right-hander, it takes a bit of the fun away. Still, a terrific track to race on. Only had 36 starters this time and we managed to qualify 16th. First race got up to 11th and lowered our time by 4 seconds a lap, but, like a true over-enthusiastic novice, spun on the second last lap and dropped 5 places, of which I only gained one back to finish 15th. Second race, yes, this weekend we got 2 races - that's one x qualifying session, 2 x races each of 15 minutes duration, for only AU\$450 approx. Anyway, we got away well in the next and got up to 11th again, matching my previous quickest time on the 2nd lap, then lost rear brakes with a blown wheel cylinder, so I remained cautious for the rest of the race and again only finished 15th!

Dave Methley got beaten again by John Milicevic, but Dave took the lap record and the difference in race one was 1.9 seconds and, from memory, .08 secs in the second - these guys are going to dice like this all season and they both love it! Fairdinkum, FJ over here is just the very best category of racing you can imagine. The guys and gals, yes girls too, are so friendly and terrific competitors, it just makes it all worthwhile. Duncan Rabagliati has done an amazing job pulling it all together along with his daughter Sarah, the club Secretary; so inclusive and well organised that it is easy to get anywhere and get things done without much fuss at all. Next stop Dijon-Prenois in a couple of weeks, so I think it's time to savour some French cuisine and sunshine and also catch up with Don Thallon and Jeanette at their "Chateau".
Kim Shearn 13th June 2012

Aussies Abroad Again Round 4 - Sunshine at Last.

Took the opportunity to drive Joyce, you remember, the Motorhome (?), to Amsterdam and Brugge in Belgium along the way. Met an Irishman, married to a Japanese girl and they live half the time in Holland and half in Thailand - how's that for a mixed bag? The tourist brochure for Brugge explains how "we know you think we live in a shit hole etc..." Honest injun, that's what it said! Anyway, it worked, because tourist numbers are way up and it is well worth a visit- it makes Switzerland look messy and dirty.

Dijon-Prenois, the site of the best ever (in my opinion) few laps of F1 racing between Arnoux and Villeneuve - side by side, wheel banging, fairdinkum trying to win!

Well, whilst not quite in the same class, the FJ racing was fast and eventful here last weekend too. A strong field of 35 entered with 32 making the first grid on Saturday. Thursday night, after "free" practice, a few of us dined at a superb local degustation restaurant and were well pleased with the local fare, I can assure you. Friday night was the usual BBQ for all FJ participants including partners and engineers etc, all in all, around 100 people I reckon. This is a real highlight of the weekend. Don Thallon, Jeanette and I were the only buggers without a funny accent! Later that night D & J, along with their friends Tim and Anne-Marie, retired to "Camp Thallon", hoping the wind would be kind and not demolish their canvas kitchen!

Don had arrived with a freshly rebuilt engine since the debacle at Pau and only did a few laps in Qualy here to then blow a head gasket. It got repaired overnight by the engine builder while D & J were enjoying the French cuisine somewhere, or other. Saturday, he took up his 22nd spot on the starting grid. The low position was obviously only due to lack of laps on a circuit Don hadn't driven on for 6 years.

Race 1- Saturday

Pierre Tonetti, the quick Italian, was on pole and took the lead. He spun then recovered on about lap 4 to have a drive shaft break and throw him into the tyre wall on the fastest corner of the track - destroyed one BT6, driver battered and bruised, but declared he will be at Brands next weekend in his brother's car. Rossi unpronounceable won from John Fyda and yours truly managed to squeeze in at 9th after qualifying 10th. The fun didn't stop there. Don also had a failed starter motor and had to re-start after the safety car from pit lane so his race was ruined. He was also still running hot and concerns were growing about his "new" engine.

Scotty Taylor had two of his Coopers here and was having a ball, though he suffered various small maladies in qualifying, just to keep his feet on the ground. He is a real character and well known over here. He often gets "guest" drives in various cars so enjoys his time immensely.

Race 2 - Sunday

Sunday was also weather friendly and we were off at 0900. Well what a race! A front engined Junior

exploded it's engine on the top of a blind crest going down to the off-camber left-hander; not the best place and he laid down a huge oil trail, along with assorted engine parts, con-rods, sundry pieces of metal etc! John Dowson, with whom I was dicing, had an enormous lose at the end of the main straight and rotated several times - how he didn't hit anything is beyond me (and him). Anyway, due to the safety car intervention, he caught up and the bugger well passed me on the last lap to leave me in 8th, but with a smile all over my dial. Don's worst nightmares came a bit closer when the temp gauge reached 230 and he couldn't Rev over 8000 (Remember when that was a lot?). They all Rev to at least 9000 over here; many say 10,000 and the front runners are credited with producing 130+ HP - even allowing for differing dyno's, that is a fair bit, when all is said and done. Glad I'm not picking up the (regular) rebuild bills.

Most of these guys (and girls) will race the next 2 weekends at Brands Hatch GP circuit, then the Silverstone Classic later in July. These meetings will have in excess of 50 FJ's and Silverstone should attract 80+ FJ's as it is the biggest event of the year, if not the best. Goodwood takes that prize for sure. For what it is worth, Peter Denty, the best and best known preparer over here, has a superb Lotus 20, drum brake car for sale. It is his own car and in as close to brand new condition as one could imagine. The engine is fresh, but only about 110 HP. If someone wanted to, he would replace it with a new Geoff Richardson engine with top HP. As is, he wants 45,000 quid, or, with the new engine installed, add 10,000 quid. In its present form, that is less than AUD\$70,000 - a really good car you could truly hop in race without a worry - Anyone thinking about next season over here??? Then bring it home too!

All in all, a fantastic weekend and now back to 'Ol Blighty to store things until I return for the Nurburgring in August, then Red Bull Ring, Spa and Mugello.....If only the wife will let me do Thruxton, Croft, Mallory etc - Oh, well, you can only hope.

Cheers, Kim Shearn

Classifieds

Sell your car at Historic Sandown - Richard Williams has a place for you to sell your car at Sandown this year, so, while a little way off now, keep this in mind as it will be an ideal venue to put your competition car on show to a whole lot of enthusiasts. Call Richard for more info - 0413 247 817

Ford 1600cc all steel Twin Cam.

Comes complete with "L" Block, Sump, Pump, New Ignition, DCOE 45's, Front Belt, Tacho Drive, New Flywheel and Clutch. Built by Peter Larnar for my 2010 European trip. This engine has never been run in a car. Has been back on dyno and checked in 2011 prior to sealing and storage. \$26,000 ono Hewland Mk9 5 Spd. Transmission. New Hewland case, Cam and Paul LSD, set up for Doenuts (4.4" pcd). This unit has had a recent extensive overhaul. Comes with one set of ratios. \$6,500 1970 XW Falcon Body on wheels. Very straight and rust free. Would be a good base for a GT Replica. \$7,500 Ford Twin Cam Exhaust (4 into 1) low, suit Elfin 600, Brabham, Cortina etc. \$250 Ford 351 Cleveland year?, Comes with 4 barrel, electronic ignition and headers. Negotiable

Laurie Bennett 0409 162160 laurieb@virtual.net.au

I'm trying to establish whether my Elfin Formula Junior is the "most travelled" racing car in Australia! Brief history summary:

Built 1961 and 1962 and delivered by air freight (Bristol Freighter) in January 1962 from Adelaide to Brisbane to Roy Morris, fitted with an 1100cc Coventry Climax engine.

Subsequent owners, including engine changes to Ford 1100cc and Ford 1500cc were: 1963 Tony Reynolds (Vic); 1964 Jack Gates (NSW); 1965 Tom Pengelley (NSW); 1969 Ted Dowd (NSW); 1977 Matt Carroll (SA); 1983 Bob Barnard (SA); 1987 Paul Flavel (SA); 1987 Derry Greeneklee (SA); 2007 Bill Hemming. Since I have owned the car, it has been restored to it's 1963 Formula Junior specification and has competed in Australia, New Zealand, South Africa, USA, UK and Europe. The car came 3rd in the 2008 Formula Junior 50th Anniversary World Series.

I'd appreciate any further history and throw down the challenge to find an Australian car that has been to more circuits! Thanks, Bill Hemming. bill@elfinheritage.com.au 0408 059 002

Shelby GT350-R-Model Replica "R-Code" 1965 fastback, using genuine/replica Shelby R-Model parts. This is a nut & bolt copy. Post plated by Cobra Automotive(USA) 5R568. Car used only

for Historic sprints/regularity since built date: Wimbledon White/Guardsman Blue. Lightweight doors. R Model aluminium window frames. Fibreglass hood, trunk and nose cone. Restored back-to-bare metal including nos floors replacement. Engine: Mexican block, Dart heads externally finished to replicate 289hp heads, roller rockers, Aviad R-Model oil pantry-Model valve covers, Cobra intake manifold, tri y headers, fully balanced. 450HP. Close-ratio T10. R-Model correct interior. Full Spec sheet available. Price: \$75,000 Contact Ian: 0412 351 403

Lola 644 Formula Ford 1983 Fb, Please help, my owner is an idiot, apart from the fact he can't drive me properly he now has a fat sports car that he's dribbling over and I don't rate a mention, wait until he tries to get under two minutes at Phillip Island in that ugly old fat thing. All he wants is twenty two thousand clams, my mechanicals are very new, I'm Log Booked and CoD'd and very very neglected, I'm ready to race you could slip into me at Sandown, come on call me now! 0419 312 299.

Hoist, two poster 2.5 ton 3 phase power. Make: Ravaglioli. Price \$1250 see at Bay Garage 550 Williamstown Rd Port Melbourne. Phone Noel Robson 0402 224 133

Large selection of New and Used Lotus parts to suit most models from 1962-1988. Too many to mention here. Contact me on (m) 0400 173 365 with your request and I will reply ASAP. These parts must be sold!

Garage Sale - Relocating my garage and need to sell off ALL my Mustang Group N parts. There is in excess of \$ 50,000 in parts accumulated since 1993. Would prefer to sell as one "lot" at well below half value. Most parts are for Group Nc Mustangs - Suspension, Minilites, Gearbox, Boss heads, Diffs, Webers, Engine parts, etc enough to build a 1969 Boss Race Car - Almost all you need except body and short motor. For a comprehensive list please email me at ross@jollyroger.com.au or call Ross Donnelley on 0409 666 302.

Set of four Performance Superlite alloy wheels 15x6 with four stud pattern(4x425 fitment) - very good condition Best offer - call Peter 0412 264 997

Wanted. Good, non-porous Lotus-Ford twin-cam head to suit race dedicated bottom end. Graeme Noonan, Phillip Island 5952 6490

Bill Cutler offers for sale his well known, fast, ultra reliable BMW 2002.

Comprehensive information gladly given to any interested party, but this should start you off: Phillip Island 1:55 Sandown 1:28 Eastern Creek 1:53. Race winner, Class winner, Lap record holder.

Been to all the big events over the years including AGP, Clipsal, Bathurst, MCM, etc etc Great Group N race car, rally car, or indeed awesome road car!! Not a cent to spend (well maybe on fuel), assistance given to a newbie purchaser if required...Contact Bill on 0407337600 or bcutler@bigpond.

I have for sale 2 pair of Lockheed 2340 4 spot calipers closed back. BRAND NEW. Never fitted. I pair has 1 5/8" pistons and the other pair are bare, also 1 5/8" There are no end plates. Serious offers considered. These were spares from Andrew Miedickes Ralt. Also suit a number of Group C cars.

Marc 0411 212 444

WIN TON FESTIVAL OF SPEED

AUGUST 11, 12, 2012

RETRO TOURING CAR RACING

The Road City touring car Race 25 laps and has 14 minutes
Watch touring car trophy race game C.A.B.
Sports car tourist trophy race
Grandstands seating and access car display
Collector and automotive trade stands

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