



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 - November 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

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
March	7th-10th	Phillip Island Classic (CCE)	03 9877 2317

Wednesday Members Lunch - every Wednesday except Christmas Holidays.

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

Club Permit Scheme

(Red Plate)

Gordon Hellsten03 9878 5272

5 Handel 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.



"Share the Passion"

The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

Phillip Island Date Confirmed - 7th, 8th, 9th & 10th March 2013

Feature events will be big sports cars. Looks like camping at the circuit will now be permitted & efforts are being made to hire Caravans & Camper Vans - more info soon.

Historic Sandown 9-11th November 2012 Up soon, don't miss out!

Entry Summary as at 25th October

CATEGORY	FRIDAY	SAT/SUN	GRID CAPACITY
FORMULA FORD	18	20	40
M&O&P SPORTS & RACING	11	17	40
MG/BRITISH	14	38	40
Q&R RACING & F5000	17	22	40
HIST TOUR NB 4501+/NC 2001+	29	36	40
HIST TOUR NB up to 4500/NC up to 2000	12	23	40
GROUP S	22	37	40
GROUP A&C TOURING	16	21	40
REGULARITY 1	11	36	40
REGULARITY 2	14	27	40
J, K, LB & SA	19	34	40
TOTAL	183	311	

John Elliot has taken over the merchandising and would like some helpers on Saturday and Sunday at Sandown. We will have a dedicated marquee for the purpose. Just an hour or two is all the effort needed. My contact is elliottjh@optusnet.com.au or 98906108.

The Annual VHRR Christmas and Awards Party is fast approaching so it is time to give some thought to making your booking and, of course, payment.

When: Friday the 14th of December 2012

Where: The Grand Ballroom at The Manningham, 1 Thompsons Road, Bulleen

Commencing: 7:00pm How much: \$60.00 per head including wine and beer

Mike Barker 03 9840 6155/0407 825 545 1 Cason Street, Doncaster 3108

mbar6415@bigpond.net.au

Top night last week with Larry Perkins - guest speaker at the MGM. Some say it was the best Guest Speaker we've had. Thanks Larry.

K11 - 0413 744 337 has assumed the role of State Council Rep, swapping jobs with Brian Simpson - 0419 507 535, who will now look after the Trident Cup.

Dear Victorian Clubs and OLT Participants

The Victorian Motor Race Panel would like to run a final Observed Licence Test (OLT) for 2012 at the Historic Sandown meeting. The OLT will potentially take place on Friday November 9th. The panel has decided that if they can get 10 participants by Friday November 2nd (just 2 weeks away!), they will confirm their arrangements and proceed with the OLT. If not, participants will have to wait for next year's OLT fixture. I ask all of you to pass this message on and let everyone know that this will be their last chance for the year to get their circuit licence this year in Victoria. Please tell them to contact Ben Manning via Ben.Manning@cams.com.au or on 9593 7777 to register for the OLT ASAP.

Kind regards Ben Manning

LAGUNA SECA - USA - CANADA

Left chilly Melbourne 12 degrees, arrived sunny San Francisco 38 degrees. Hosts Peter and Judy Giddings. We travelled down to Monterey, checked in at the hotel to pick up the credentials and then off to the track.

The first race with the Alfa Tipo BP3, Peter came 1st place over Geoff O'Neill's 250F. A tribute to Carol Shelby, a huge display of original Cobras, Daytonas, race Cobras on track and a static display of one hundred and sixty plus Cobras.

We went to Rosso and Steele auction at Monterey. Magnificent cars all lined up ready for the auction, I kept my hands in my pockets!

Saturday's race had a good start and Peter was leading for the first few laps but finished fourth due to

a pin hole in the carby float. After racing Peter took me around and introduced me to his many friends and competitors. All very friendly and happy to discuss the stories and history of their cars, most very much aware of the great event that the V.H.R.R. run at Phillip Island.

After Saturday's track events finished all competitors, crew and friends were invited to their "beach party" at the rear of the trade tents. Complete with dozens of palm trees, truck loads of beach sand, numerous BBQ's, hot food, salads, drinks of all descriptions and of course a beach boys tribute live band which kept hundreds of people well entertained.

Places visited were:- Carmel, Big Sur, Sonoma, Napa Valley, Yosemite National Park, Las Vegas, the Grand Canyon, Houston and Space Centre, Toronto, Niagra Falls, Rocky Mountaineer Vancouver to Calgary, Prince Edward Island, Halifax, and Nova Scotia. Back to Peter and Judys for a couple of days, had a great tour of local garages, work shops and restoration shops around San Francisco Bay Area with Tom Prices collection to finish it off, just incredible. The last few days spent down and around San Diego touring with cousins and family.

A truly great six weeks adventure all around.

Ian and Dianne Anderson.

2013 Sandown 6 Hour Regularity Relay

Given the resurfacing of Sandown Motor Raceway in early 2013, the "Sandown 6 Hour Regularity Relay" is slated for mid-May 2013 (exact dates to be finalised shortly).

This is a Multi Club event and invitations are being extended to many CAMS affiliated Car Clubs in Victoria as well as Interstate. So challenge the 2012 podium of Porsches, Nissans, Triumphs and Holdens as well as all the other Petrol Heads in their Falcons, Hondas, Alfas, BMWs, Mazdas, MGs, Jaguars, etc. from 2012 and enjoy the exhilaration of a Regularity Relay. Further details will come out once we finalise the dates with Sandown. We're looking forward to seeing you all at the 2013 Sandown Regularity Relay. Jeff Thomas, Michael Chapman, Grant Stephenson, Andrew Bonwick for the Organising Committee

ROB ROY CLUB CHALLENGE FINAL ROUND (also referred to as the Interclub Challenge)

VHRR were successful in winning round three of Rob Roy Club Challenge and with it the series for 2012. We went into the final round on Sunday 14th October with a handy lead but, with a few of our drivers committed elsewhere, you can't become complacent as you never know who or how many will compete from our club or from other clubs. So a big thank you to all those who competed for VHRR on Sunday and helped win the day and also to those who competed in rounds 1, 2 or 3 helping us to win the series 2012.

POINTS TABLE/RESULTS

For a run down on the points for each round and the final total see "Results" on the VHRRs web site.

For details on competitors times see MG Car Club's Rob Roy "Results 2012 - Interclub Challenge Round 3 14-Oct" web site.

THE DAY:

What a beautiful sunny day! I decided to take a leaf out of Patrick Ryan's book and loaded the Elfin clubman up with the Gazebo, tools and race gear and drove to Rob Roy in true clubman style. I enjoyed the drive there, though a bit cold in places and foggy in the dips.

It turned out such a nice day that George Makin decided to drive the E Type, roof down, out to Rob Roy to see how the club was fairing - a perfect day for a car like the E Type.

The Rob Roy track was, unusually, in very good condition - even the start had reasonable grip. The event was well run and the only major incident was when Darren Ciantar spun the Dellara into the trees at the top of the hill on run 3. Unfortunately something had broken causing the spin. Darren was OK but the Dellara was not so. His 3rd run (through the timing beam backwards and all!!!) was a 24.48 - Good enough for 2nd in class H and 5th outright.

EXTRA STRONG ALE:

What has this to do with Rob Roy I hear you ask? Well nothing really, but I was talking to John Rowe (a regular at the Wednesday lunches) at the start of the day and he said that I was famous in the Rowe household - or was that in-famous? or did he call me something else?? To explain - I had given John the recipe for a Coopers Extra Strong Vintage Ale home brew and, as John opened a bottle ready to sit down and enjoy a glass, it erupted, it erupted, beer went everywhere!!! Sorry Christine. I believe that John has now been banished to the garage to open his brews!!

OUTRIGHT:

There is always a challenge for FTD at hillclimbs and this meeting started with David Bell and I enjoying a battle for top spot with Peter Nowlan joining the fun from run 4. David driving his road going Subaru Impreza arrived at Rob Roy with little or no turbo boost. He eventually traced this to a crack in the system and with nothing he could do to fix it he competed with basically a normally aspirated Subaru. Peter (LCC) was sharing a FF with his brother Robert (VHRR) the FF had been suffering a misfire. I believe that the FF (I don't know what make it is) has not run much (if at all) since being imported from England in, I think, 1995. So it was very much a learning curve on the day with a bit of development to happen.

As at the end of run 4 I had the advantage at 23.92 with David at 23.94 then Peter in the FF with 24.05. The finishing order after run 5 was myself on 23.56 (a personal best), Peter 23.90 and David on 23.94.

CLASSES:

Below is a summary of how our members fared on the day. I must apologise as I did not catch up with all our members running on the day. I wasn't aware, until the end of the day, that a couple of drivers - such as Rob Sealey and Robert Nowlan - were competing for us. This is very slack of me, I have no excuse to offer.

CLASS A UP TO 1300 CC:

Paul Schilling had the Buchanan out for a run and finished 3rd in class

CLASS C 1601 - 2000 CC:

This was a well supported class with 17 cars running. Dick O'Keefe was 2nd in class in the very pretty (and quick) little Photon Special. With retirement (or is that semi retirement) perhaps Dick can get out a bit more now with the Photon.

CLASS D 2001 - 3000 CC:

Mark Wells competed in David Bell's Ford Laser for a class win. Rob Sealey drove the very interesting and potent looking Renault 5 turbo, which I believe is an ex Bob Watson rally car. Rob only completed 2 runs but finished 4th in class.

CLASS E 3001 AND OVER CC:

David Bell drove the Impreza to a class win. See outright above.

CLUBMAN SPORTS ALL CAPACITIES:

This class had 6 entries and 4 of those were VHRR! Two Caterham's, two Elfin Clubman's, a lo-cost and Leo Bates's ever reliable Lobito 7. I managed a class win, Shane Bowden in the Caterham finished 2nd, Leo finished 3rd and Robert Richards finished 5th in his immaculate Type 3 Elfin Clubman. Shane had a small off at Skyline and marked the pristine paintwork on the Caterham with stone chips - I think Shane also drove his car to Rob Roy. Robert's Elfin was the prototype for the Type 3's, as his father did the initial development work before Bill Hemming and Nick Kovatch bought the company

Club	Round 1	Round 2	Round 3	Series
	Points	Points	Points	Total
Victorian Historic Racing Register	60	76	79	215
MG Car Club	42	57	27	126
Gippsland Car Club	34	27	24	85
Renault Car Club Victoria	18	26	20	64
Lotus Car Club	16	10	30	56
Toyota Car Club Australia	7	6	20	33
Austin 7 Club		14	18	32
Austin Healey Sprite Drivers Club	18			18
Ford Four Car Club		8	8	16
Fiat Car Club Victoria		9		9
Triumph Sports Owners Association		8	1	9
Victorian Mini Club		8		8
RMIT Car Club			5	5
Alfa Romeo Owners Club	1	1	1	3
Mazda MX5 Club		1	1	2
Western District Car Club	1		1	2
Datsun Car Club		1		1
Peugeot Car Club Victoria	1			1

and completed the development and production. Leo would have run his Formula 3 Lobito and had a shot at FTD but his pit crew (Lorraine) was off with the Callisthenics group and so it was easier to run the clubman.

CLASS G - PRE 1960 RACING

John Coffin had a class win in his unique Robbins 500 Mono.

CLASS H - POST 1960 RACING

Robert Nowlan (sharing the FF with Peter) finished 3rd in class, behind Peter and Darren Ciantar in the Dellara. See also outright above.

Mike Barker

Special Note* President Ian Tate has asked me to convey how proud he is of the efforts of the members who for the second time in a row have won this championship. Well done guys! Rated a nice article in Auto Action last week.

More Rob Roy.....

The VHRR easily won the Rob Roy InterClub Hillclimb Challenge for the second year in a row from hosts the MG Car Club. With a lot of VHRR regulars away at Mt Tarrengower, the flag was ably flown by Mike Barker in his Elfin Clubman, who scored FTD. The VHRR members who participated included Paul 1/-, Dick O'Keefe, Mark Wells, Rob Sealey, Shane Bowden, Leo Bates, Robert Richards and Robert Nowlan. Congratulations to the VHRR on a well deserved win.

Don't forget to get your entries in for the MGCC's Historic & Classic Hillclimb on 25th November, celebrating the 75th anniversary of the first event held at Rob Roy in 1937 and the 20th anniversary of the first event since this historic venue was revived by the MG Car Club. It is the oldest hillclimb in Australia and the second oldest sealed hillclimb in the world. Entries available from the Rob Roy website www.robroyhillclimb.com.au or by ringing Ken Price on 0418 311 040

NURBURGRING - The Oldtimer Grand Prix.

It seems forever since Nurburgring where both Don Thallon and I had a great weekend. Great track, save for a dodgy switchback hairpin not long after the start. Camping accommodation was satisfactory and close to the pits but hospitality was first class. Good food and drink was laid on all weekend, gratis and it was also next top our pit. The place was frantic leading up to the weekend - tight on space, big numbers of vendors and lots of people moved through the facility over the weekend as well. The good lady wasn't impressed by lack of shopping opportunities either.

Dry racing prevailed. The field was strong with about 40 FJ's and both of us started mid-field, though Don was 1.5 seconds and 2 places ahead of me. I was beside the Danish pig farmer, Lars Unpronounceable in his Lola, once again. I have now raced against him in 5 countries covering 8 races and his record reads 4 lost wheels, one start line fire, one spin, a third place and now a high speed "off" and unfortunately, he took a front engine Gemini Junior with him. His car preparation is unbelievably poor and I don't know how he has the confidence to get in his own car. Apparently, he also races a Shelby 350 and it has also caught fire - he just hosed it out and raced the next day! Don drove superbly and easily beat me, but neither of us achieved much progress from our start positions Don 13th, me 15th. - the cars ran faultlessly. Race 2 was virtually a repeat with Don climbing to 12th and I managed 14th, as usual, very humbling. Still, the pleasure of racing against a full field of similar cars can't be overstated in my view and that's why I come.

RED BULL RING (Old A1 Ring) - AUSTRIA

Well, I reckon I've seen it all now. This is a real 5 star facility. Better bathroom facilities than my humble home, upmarket restaurant and viewing area on a tiled terrace, friendly and efficient wait-staff and cheap too. Still no shopping for Her, but she did manage to watch the races - wonders will never cease! The Red Bull guy has spent over \$100 million on the place and it is a sight to see. The track is also terrific, but it too has a crappy hairpin at turn 2 that doesn't suit our cars with small engines and little torque. It rained heavily on Friday for "Free Practice" and was still wet and slippery for Saturday qualifying. This time I managed to pip Don for a grid spot to get 6th with Don a gnats whisker back in 7th. About 20 starters this time.

We hosted a dinner at the MotorHome one night in the pouring rain for 9 people on my new \$12 electric BBQ - Don cooked, the girls prepared all sorts of salads and stuff and spirits were high, lots of laughs and the usual tall stories with Don holding court and providing some wicked liqueur until all hours.

Race one and I got a terrific start - up to 3rd for the first corner in the damp conditions and 4th into the second one, only to spin coming out due to schoolboy enthusiasm. This dropped me to last but

somehow I managed to recover to finish 8th. Don meanwhile, drove really well and achieved a fourth place. Later the same day, the track dried and it was a humid 25c by the time we went out for race 2. Still, once again, I couldn't contain Don who drove a blinder to get 3rd, with me trailing a fair way back for 5th. Enough said! On to SPA (Mecca!) For his efforts, Don actually finished 2nd overall for the weekend in, what is, an FIA Championship event in the Lurani Series - very prestigious over here, I assure you.

SPA 6 Hour Meeting 20th September

I had left my car and trailer here for a couple of weeks while Marie and I went to Budapest to meet up with some CrowEater friends for a week or so. Joyce, the motorhome was running really well, so even the journey was enjoyable, cruising along at 115/120 K's without the trailer. Great place, cheap too. Also it has shops - boy does it have shops - she went to the bloody lot of them! Back to Spa..... Free practice Thursday and I took advantage of it doing 3 sessions of 50 minutes each. Only paid for 2 after I explained I only held fuel for 35 minutes and they agreed and made a concession - common sense and well appreciated by me at \$200 a session! What a track. The first time down to Eau Rouge I had goose bumps and absolutely reckon it's the best bit of tarmac I've seen - fast, flowing, elevation - its got the lot, and the history too. Don arrive late and set up "Camp Thallon" quite casually as he has raced here on 4 previous occasions in different cars over the years. Laurie Bennett was also there but didn't hold much hope of a repeat win due to the strength of his race with lots of T70's etc. Qualifying Friday was fine and dry; Don was 14th of 39 and I was 18th. Maybe I was a bit slow because when I fitted new rear tyres I neglected to re-pressure them (yes, I know!) so driving with 35lbs, instead of the usual 15/16/ 18 was a bit tricky. Race 1 was wet and a 9:00 AM start so to say I was circumspect is a fairly conservative way of putting it. Don improved to, I think 11th and I got to 15th. Race 2 was dry (Thank you God). Did a bit better and finished 11th. Don drove away from me once again and I think he finished 7th - another good effort by him.

The atmosphere at Spa is amazing. Combine that with a super group of guys and gals in Formula Junior and it is a recipe for a fantastic time, and that it was. Duncan Rabagliat, the Godfather of the FJ world, organised a dinner on Saturday night and about 60 "Juniors" turned up. The name Junior always has me smiling as when the helmets come off, there is only grey hair, no hair or bum-fluff on the few young ones who race with us. Surprisingly, not so much stuff for sale at the track, clothing or memorabilia or anything else. She was happy as the place is called SPA for a reason other than racing and somehow Marie managed to find several of them. Her face looks much the same to me, but after 40 odd years and I do mean odd.....

Dave Methley, Roger Ealand's mate from way back, has set the class on its heels this year with his entry in the ex Bob Birrell BT6. He, along with the John Milicevic, the current champion, are unreachable and head and shoulders above most other competitors in the class. They race super close, fairly, never touching each other and have become great mates, swapping victories, with, I think, Dave coming out a shade ahead this year. He unfortunately blew an engine at Spa going over the top after Eau Rouge. Car got very light and when he gunned it the oil light did its thing - race over. Congratulations to John, he is a terrific guy, like most of the group - Go Formula Junior!

So now its on towards Mugello. Mrie and I have rented a small apartment near Florence in between race meetings, while Don and Jeanette luxuriate back at their Chateau West of Paris. I only hope he doesn't find more horsepower or skill in between events, or I'm toast. Laurie Bennett has been back and forwards to Australia and has been racing really well too. Many class victories and is driving in his normal competitive, fast and smooth style. Jan has been with him enjoying the fun as well. Tony Simmons, John Elicott, Phil Kendall (Randall?- apologies), Steve Moody and Ken Williams have all been about this year and providing a helping hand when ever it was needed - thanks guys.

I guess the next missive will be a wrap up, but I would be happy to answer questions from anyone considering making the journey - you won't be disappointed and it can be achieved on a moderate budget if necessary, as it usually needs to be, meanwhile, Cheers, Kim Shearn Lotus FJ 20/22

Eleventh "Wings and Wheels" November 17th - 18th 2012

Each year it is getting harder to come up with a date for the annual Wings and Wheels as we need sunshine if possible. After a lot of thought we decided on the weekend of November 17th and 18th which is the weekend after Sandown. If you can help with an exhibit please call me (Bill Prowse) on 9515 0350, or if I am not answering Roger Griffin on 0408 006 818 and we will be only too pleased to

discuss Wings and Wheels and accept your entry. For those who have not been to the Aircraft Museum previously, please refer to Melways Map 87 E4. Light refreshments will be available at the Museum over the weekend. Bill Prowse

Classifieds

If you are back from church in time on Sunday 16th December at 6pm, tune into Channel 2 (ABC) for "Auction House" where the team traces the history of the Elfin 300 which was offered (thankfully unsuccessfully) at the recent Motorclassica Auction.

Sell your car at Historic Sandown - An ideal venue to put your competition car on show to a whole lot of enthusiasts. Call Richard for more info - 0413 247 817

Hewland FT-200 parts FOR SALE!

- 1 x clutch / Quillshaft 10 X 1/8" (clutch end) spline / 20 spline gearbox end. Overall length 12 5/8" Brand new! Never used. Hewland Part # FT239/3. \$495.00.
- 1 x 14 – 32 1st gear. Brand new! Never used. \$120.00.
- 1 x Laygear to suit above. Used condition. \$350.00.
- 1 x 13 – 35 gear only. Hardly used – as new. \$70.00
- 3 x Dog Rings. Require refurbishing. \$30 the lot or \$10 each.

Sundries FOR SALE!

- 1 x 14" dia. "Speco" 3 spoke alloy and leather-rimmed steering wheel. Brand new! Never used. \$80.00.
- 3 x Lotus / Lotus Cortina Twin Cam Escort, Capri etc. "Girling" genuine brake boosters. These are no longer made so to keep your classic pride and joy original, these are what you want! Complete with original mounting brackets. \$300.00 each or 3 for \$750.00

Also large stock of Lotus parts to suit most models. From the 60's to the 90's to the 2000's. For Elan, Europa, Elite, Eclat, Excel and M-100 Elan, Esprit All Models including V8. All at give-away prices - even some FREEBIES!! Let me know your request and I will endeavour to reply ASAP either on email: colliver@myone.com.au or phone Rex on: 0400 173 365.

I am very keen to sell these brand new, reco, and used parts and open to sensible offers.

For Sale Genuine, original road going LJ GTR XU-1. This Glacier White car was built in May 1973. It is complete, has matching numbers and is in very, very good original condition. It has done 68, 855 miles and drives like new. Being sold to pay, and make room, for a race car. \$95k Please call Daniel on 0488 294 966 or email dbc@grapevine.com.au

Looking for an innovative transporter for your historic car? Consider this 1973 Leyland bus, converted to hold the car in the back, and with a full lounge and kitchen up front. 240v generator, A/C, huge underfloor locker space, electric winch, tyre racks, rear view camera etc. Bus has a 6V53 Detroit 2 stroke diesel, Eaton 6 speed gearbox and an Eaton 2 speed diff. Easy 100 kph cruiser. Historic reg and insurance makes for cheap ownership. Can be seen at Sandown Historics just opposite garages at rear of paddock. \$12,000. Contact Ken Price 0418311040

Mallock 20B 1979 Group R Competitive Historic clubman sports race car. Factory made and recently serviced by Mallock Sports in UK with spec sheet. Refreshed and dynoed 1700 Ford Kent engine, brand new quaffle c/r bullet gearbox and BMC/Ford diff centre. First competition car in UK for Will Hoy (BTCC 1991) who won huge number of races along with 3 British Clubmans Championships. Car is full raceworthy with Log Book and C of D. Realistically economic and competitive factory style race car for todays historics. (nothing is exotic or expensive). Further details Derek McLaughlan 0403 131 304 \$ 32,000

I have 4 Genuine Minilites made by Tech-del in the UK, size 13 X 6. Offset is 15 (PCD 425) 4 bolt pattern \$220.00ea Yokohama A048's size 175/60 X 13 only used once \$140.00 ea Contact Michael Ban on 0415336460 or alpineban@gmail.com

1974 Minda Clubman Rolling Car build no.14 of 24 built Price \$6000 Contact Darryll Combridge for more information Phone 0419 952 098

Lola 644 Formula Ford 1983 Fb, I'm still here, twenty two thousand bucks, mechanicals are very new, spare wheels, gearing for Victorian tracks, I'm Log Booked including old log books and CoD'd. Pour in petrol compete at Sandown, entries are still open and you haven't lived until you drive a Formula Ford at Phillip Island ring my owner 0419 312 299

21st
big bad
historiC
sandown
return of the thunder

9th-11th November 2012

21st annual historic sandown

50th anniversary sandown raceway

Enquiries: 0402 224 133

www.vhrr.com



First Lap of the 37th AGP - Sandown 1972 - Match in the Repco Match A50 Leads Gardner's Lola T300 and McRae's Leda GM1

Image Courtesy Autopics.com.au Poster Design Teraglyph 03 9787 3640