



# VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

**CLUB PATRON: Sir Jack Brabham OBE AO O.B.E.**

PO Box 3485 MELBOURNE VIC 3001 Website: [www.vhrr.com](http://www.vhrr.com) Reg. No. 57/001  
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

## NEWSLETTER - December 2013

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



Nov/Dec	30th - 1st	Geelong Revival Motoring Festival.....	03 5273 4777
December	7th	Shannon Xmas with the Clubs.....	0417 490 949
December	13th	Christmas Function - Mike Barker.....	0407 825 545
March	6th-9th	Phillip Island Classic (CCE).....	03 9877 2317
August	9th-10th	Winton Festival of Speed (CCE).....	0412 351 403
November	8th-9th	Historic Sandown (CCE).....	0402 224 133



### 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 Hellsten .....03 9878 5272

(Red Plate)

5 Handel Crt Blackburn Vic. 3130

\*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

### Sir Jack Brabham Annex Opens At VHRR Headquarters

One of Australia's greatest living treasures, Sir Jack Brabham, has been honoured in two days of celebrations by the Victorian Historic Racing Register.

The well appointed VHRR clubrooms in Lexton Road, Box Hill have been further enhanced by the addition of the Sir Jack Brabham Annex housing his world championship winning Brabham Repco V8 BT19 from 1966, his extensive trophy collection – there were 30 boxes of precious cargo to unpack, polish and display - and a wonderful selection of his books. All have come together in a brilliant display with the triple Formula One world



champion on hand for the official launch on November 24-25, 2013.

Accompanied by Lady Margaret, Sir Jack had a very busy schedule as he first unveiled a plaque at the Albert Park Grand Prix circuit, was driven across Melbourne to Box Hill to VHRR headquarters, and then attended a dinner in his honour at the RACV club on Saturday night. The Saturday function was restricted to Repco management and some key members of the host club, and was in a sense a dress rehearsal for the main event on Sunday 25. A highlight was the splendid presentation by Nigel Tait on the development of the mighty Repco V8 engine – (he was a Repco cadet engineer at the time and minder of the car since its racing days).

Jack Brabham's association with Repco goes back a long way, beginning with those heady speedway days on the cinder tracks of Sydney. Later he carried Repco sponsorship on the side of his Cooper Bristol that landed him in hot water with CAMS, the governing body of motor sport in



Australia, and it is said this conflict was a main reason why Jack packed up and went to England to try his hand on the international stage. How fortuitous this proved to be!

Two world championships followed in 1959 and 1960 driving for Cooper, but what then took place was a unique, never-to-be repeated episode in the history of Formula One. In cohort with Repco in Melbourne, Brabham and Ron Taurenac built the all-conquering

Repco V8 powered Brabham BT19 that took Jack to his third world title in 1966, the only time a car has ever won the championship bearing



the name of its driver. His number two driver, Kiwi Denny Hulme took the title the following year, also in a Repco V8 Brabham.

Described as "the most beautiful racing car in the world", Sir Jack's championship winning Brabham Repco BT19 now has centre stage under the custodianship of the VHRR, the club to which Sir Jack is patron.

Before an enthusiastic audience of VHRR members and guests, Sunday's proceedings featured a Q and A session with Sir Jack, and thanks to the efforts of MC Don Kinsey, a televised message from the Australian Prime Minister, Tony Abbott who spoke in glowing terms of Jack Brabham's achievements.

Flanked by five of the original Repco team who were instrumental in building the V8 engine, Sir Jack cut the ribbon and the display was officially opened.

VHRR president, Ian Tate was generous in his praise of all who helped bring the display to its successful conclusion, and to John Blanchard, the owner of the building for his ongoing support and interest in the club. He also singled out Bob Harborow for the role he played in developing the annex, and for supplying Maybach 1 for display on the forecourt. Maybach 1 is Australia's most famous racing 'special' and its greatest achievement was winning the 1954 New Zealand GP driven by Stan Jones. It was designed and built in the late 1940s by brilliant Repco engineer Charlie Dean. Bob Harborow then presented a framed print of an early Repco advertisement featuring the mighty Maybach to GPCA Managing Director, John Moller.

An impressive line up of drivers was on hand to help celebrate this special tribute to Australia's own Sir Jack Brabham, including Gold Star champions John McCormack and Alfredo Costanzo, Reg Hunt, Murray Carter, Alan Hamilton and Fred and Christine Gibson. Ray Gibbs, who worked for Sir Jack in England was keen to re-live old memories, and Norm Beechey and Bryan Thomson sent supportive messages. The legacy of Australia's greatest Formula One Grand Prix driver, Sir Jack Brabham is very much to the fore with this latest tribute by the Victorian Historic Racing Register. Brian Reed

### **2014 Phillip Island Classic "Festival Of Motorsport" 7, 8, & 9 March**

New arrangements are in place for this event this year with respect to tickets left for collection at the main gate. Tickets for collection will no longer be accepted at any gate box under any

circumstances. They can only be left at the "Sign in Shed" which is the white transportable building in the fenced yard on the corner of Back Beach Road and the Service Road to the main public entrance. The "Sign in Shed" will be manned from 7.00am – 3.00pm Friday, Saturday & Sunday.

If you wish to leave tickets for collection by others, please ensure that they are clearly identified with the name of the person for whom they are to be collected, and please ensure that you advise them of the new pick up point, as we must eliminate all unnecessary pedestrian traffic at the entrance boxes. This is an OH&S requirement.

Your assistance in this regard is appreciated.

VHRR Phillip Island Race Committee

### **Historic Sandown 2013 Report**

Four hundred racing, sports and touring cars from the 1920s to the 1990s graced Sandown Raceway for this year's Historic meeting. They were joined by a similar number of desirable classic cars on display including 50 Ferraris – an added bonus for the fans to enjoy.

When racing got underway, several events marred by major 'offs' resulted in the races being red flagged. The Formula 5000 races were especially bruising, but it didn't stop NSW driver Tom Tweedie from dominating in his 1973 Chevron B24. The depleted fields allowed others to impress including Tony Floreani (1972 Elfin MR5), Bryan Sala (Matich A50/51) and Bill Hemming (Elfin MR8).

In a highly competitive field of Groups M and O Sports and Racing car events, another standout driver was Penrite team member Keith Simpson. He steered home his Brabham BT16 in front of some serious competition.

Spirited demonstration laps were provided by a strong field of Group C (1973-'84) and Group A (1984-'92) V8 touring cars. Quickest of all was David Holc's 1991 Holden VL Walkinshaw. Although not eligible for Historic classification, the cars ".... will be history one day".

A special medallion struck in honour of Tony Gaze was presented to all the winning drivers – veteran Hugh Gartely posed proudly with his family with FOUR prized trophies around his neck!

Not everyone came away from Historic Sandown with a Tony Gaze medallion, but everyone came away a winner.

Brian Reed

### **Alfie accident at Sandown in the M10B**

First, the good news. Alfie was completely unhurt following the high speed spin and impact with the tyre barriers on the outside of track at the end of the back straight. Sadly, the car suffered

extensive damage with almost terminal damage to the right side suspension, a severely bent steering rack and a virtual total rebuild of the chassis tub.

Then began the effort to determine what happened. It was at first suspected that the lower right rear trailing arm might have become detached from the chassis under heavy braking as Alfie had crested the top of the hill at high speed, left his braking very late in order to get a clear lead over the Indy car(?), hit the brakes very hard and almost immediately began to spin. Video of the accident, kindly supplied by an enthusiastic member of the crowd, clearly shows that this was not the case; that the car was intact when it hit the tyre barrier. Some of us felt that the car being overtaken might have touched the left rear corner of Alfie's car when Alfie appeared to dramatically tighten his line after the overtaking manoeuvre but, on freeze frame analysis of the 'action' it seems that rear end instability had exerted itself, Alfie was already struggling to control the car and the car then went into a violent spin.

We had experienced this rear end instability during testing at Winton and had tried to maximise braking force to the front without success. We then found that the pads we were using were about as old as the car itself and re-equipped with the latest pads from Performance Friction. These pads greatly improved the amount of 'bite' we were getting. Perhaps this feature inadvertently contributed to the accident.....we hadn't improved the brake balance but Alfie's more 'enthusiastic' application of the brakes may have caused a rear end lock up at most inopportune moment.

However, every cloud has a silver lining and stripping of the tub revealed that it was in much worse condition than previously thought. There seemed to be some surprise that we intended to rebuild the car but it never entered our heads that not rebuilding it, was an option. It's not going to be easy but Phillip Island is the target return to the track and all of us in our small team are working as hard as we can to make it happen.

Alan Hamilton

**With the increasing number** of classes and the variance in speed of cars in these classes maybe the time has come for the grouping of cars in races to be readdressed. I aim these comments with classes M,O,P,Q & R in mind. Cars should be grouped together based on their on track performance and not according

to their years of construction. Yes a return to what I believe was referred to as 'Divisional Racing' in days gone past. This type of pairing would keep cars of a like speed together, produce more exciting racing for the drivers and spectators and give race organisers more flexibility in managing programs. Plus categories that only have a small entry for a particular meeting would be assured of a run. Sure, the new groups would produce new winners and losers but for most competitors I don't believe this would be an issue. Cars could have their class (i.e. "M", "P" etc) displayed after their number so it was quite clear who belongs in which historic class. The way it stands now we have a number of group M cars which are quicker than many group R cars and the idea of presenting these cars in races based purely on dates of construction is fine in a perfect world with lots of entrants but not so in practice where class numbers vary meeting to meeting. This grouping is already practised quite successfully in part, at meetings- combining some Sa cars with JK&Lb.

'Formula' classes such as F/Ford, 5000, and vee should be left alone. By design, they should all be of a similar performance and while they still present a viable grid of cars then all is good in their camps.

This idea has been spoken about by many over the years but I believe now is the time for a serious re-think. As each new category is allowed into our sport, it generally seems to steal drivers from other categories rather than introducing new people to our activity. As each existing category has less participants it is obviously harder for race organisers to run dedicated events for these categories. Why not mix it up?? I know I have not mentioned the issue of open wheelers running with closed body cars but if we were all driving within the spirit of historic racing then this shouldn't be such a stumbling block. Also I believe CAMS has a matrix on who can run with who but all things can be revised if solid evidence is produced to show that a change is required. What do you think?????

Regards, Geoff Kelly (Group R & V)

### **Awards Night and Christmas Party December 13th 2013**

Mike Barker 03 9840 6155

0407 825 545

mbar6415@bigpond.net.au

### **Regularity Report - Historic Sandown**

The 22nd VHRR Sandown meeting was held on 8-10 November, 2013, with another large entry



list. Two Divisions were run for Regularity cars. Practice and qualifying on Saturday morning confirmed that the wet conditions must be treated with caution. By Saturday afternoon, the track had partially dried out, so our two events were completed without any major drama.

The weather on Sunday was fine and sunny, so a happy time was enjoyed by all. As always the plan is to have a safe and enjoyable weekend driving one's car a little faster on the track than public roads, and having consideration for the other competitors and their cars.

Results for the Regularity Teams Competition:

First place:	Shane O'Brien	A/Healey 100/4
	Steve Pike	A/Healey 100/4
	Bill Vaughan	A/Healey Spr
	Points:	4333
Second:	Gary Ball	D Type R
	David Hope	MG B
	Mike Belcher	Nedloh Sp
	Points:	4087
Third:	Stewart Webster	Porsche 356
	John Hardy	Alpine Renault
	Tony Rogers	Porsche 911
	Points:	3665
Fourth:	Pete Ffrench	Elfin Clubman
	Tom Ffrench	Morgan Plus 4
	John Evans	Lotus 23B
	Points:	2802
Fifth:	Ron Townley	BWA Special
	Nigel Gray	Singer Le Mans
	Vic Spiteri	Jaguar E Type
	Points:	2785

Congratulations to TEAM HEALEY, and thanks to all teams for entering the competition.

The winner of the Best Regularity Driver of the meeting goes to John Hardy for another very consistent performance with two first places and a third. That's hard to beat. No pun intended.

From my observation I compliment all drivers on their standard of driving and for leaving the red mist at home. There were some very serious cars in both divisions, and I am pleased to note that the minimum lap time of 1.35 set out in the Regs, as a safety issue, was respected by all. Well done everyone.

Bob Harborow is conducting a survey for CAMS on Regularity issues in a proactive approach and spoke to a number of Regularity drivers during the meeting. He will prepare a report in the future, supporting the responsible manner that the VHRR has run Regularity events over many years. We await the outcome.

I trust all competitors in this group had a very

enjoyable weekend and look forward to their return in 2014.

Ross McKinnon

VHRR Regularity Co-ordinator.

**I attended the annual historic** meeting at Sandown as a spectator, and was pleased to meet new Brabham FJ owners Ian Henderson, and Grant Craft who had entered their Formula Juniors, and I was also pleased to meet Melinda Price who drove Kim Shearn's Lotus 20/22 very professionally. You will be pleased to note that Grant knocked over 2 seconds off the Formula Junior lap record that Don Thallon has held since 2009 with a time of 1-24.9720 which is a lot faster than previous owner Graham Brown from Qld. would have achieved. Incidentally, this is the same car that Nick McDonald restored some years ago here in Victoria, where he also set various records. Ian Henderson tells me that he is coming to grips with the ex Brian Pymble Brabham BT6, and hopes to become even more involved next year. Regards, Kelvin Prior FJ Group Rep.

### **In Praise of Baskerville**

A sublime arrival at the Port of Melbourne on Tuesday morning with the "Spirit" ghosting to her berth in the pre-dawn silence was in vast contrast to the hectic activity of the previous weeks.

It was a fitting wind down and ending to our adventure in Tasmania, and a welcome respite.

Two weeks earlier the scene had been nothing short of chaotic! We had opted to enter Baskerville Historics and set about organising the logistics as well as the normal preparations.

We had four cars between us, one trailer, and two utes. The Sharp Holden and the Brabham Formula Junior for Grant Craft, the V8 MGB-GT for Paul Trevethan and the MG-Holden for myself. Grant kindly offered me a spot in his trailer with the two blue cars and I towed Paul's MG onto the boat behind the ute with a sling to avoid the horrendous "trailer fine" for any racing car that still only takes up one spot, but has a trailer under it!!

All wheels and slicks were taken in the ute as the V8 had to be fitted with road wheels and have its air dam removed to clear the entry ramp to the ship. No fuel can be carried but if you are a camper or caravanner, your gas bottles are all commandeered, named and put in a cage for the journey to be returned to you on arrival. It certainly made sense to me to put all the gas bottles together so that if one exploded the whole lot could go up together in one controlled space!! Oh, no knives, guns, fruit, bees or foxes either!!

We could only get bookings on two different boats and one went down on a waxing gale ,the other on the waning gale ,but both got the guts of it and had long bumpy trips so arrival was most welcome.

The local MG guys kindly organised a trailer to get the V8 down South and the NASCAR jock was put to good use loading it as the ramps were only 4 foot long!! So, we all survived and made it down to the track and unloaded (this time using a lovely big culvert that just let us push the car off with the ramps horizontal) in time for Friday's FREE private practice of five sessions each (take note!!) We shouldn't really have been surprised as a note in the tower says "Private track hire for Members \$80 per day , see the caretaker in the cottage for the key"

Friday evening saw our lines tightened up, our bugs ironed out , and our thirsts slaked.Bring on the morrow!! Paperwork, think Tarrawingee Circa 1960, but all still done , present and correct , and no queues or drama. Practice was a bit different though.

The Sharp was Hors de Combat with a gearbox oil fire and a nasty squeal which augered "unwell" for its internals. She was parked. The Brabham destroyed a universal cross, the vibration from which loosened the gearbox fixings.

She was leapt upon by well wishers and standard ,new, FJ Holden universals appeared as if by magic ,were fitted and Grant was soon circulating in the 1.02's. The big V8 just went to work like a day in the office but the MG -Holden was down 2000rpm all weekend due to a continually flattening battery so life observing from the rear of the field was most informative (not that I wouldn't have been there anyways!!) A borrowed battery and regained vigour for the last race produced a broken axle off the line so yours truly had an unbroken record of last in every race!!

"For the Casual Observer":

You might be forgiven for thinking that FX and FJ Holdens and slanty back window Anglias were current showroom models such was their proliferation in the pits! The Minis were at it hammer and tongs as usual. The V8s seemingly bore no resemblance to Historic cars apart from their silhouettes! I even spied a Roush Nascar engine with its accusump and management system and maybe 800HP lurking in an engine bay , but unashamedly running as Group N.

The vast majority of people "racing" were doing so under the umbrella of "Regularity", four groups of them.

There was, apart from the older Talbots and MG-TC type group who were seriously being "Regular" ,talk in the pits that the idea was to "race" as hard as you could and try to lose more points than your mates. Not something that will keep regularity alive if there is an incident or someone twigs to their game.

The racing car and sports car event was a true example of a racing anachronism ,the "Butcher's Picnic" with the pole sitter in a Formula 3 Dallara followed by a big Group A type sporty with a turbo Holden , then down through the field via Brabham , V8 MGB ,Datsun 240 Z (was that the one with the LS1 Chev in it ?) Lolas, Formula Fords, Vees, and then #13 ,the only car racing on wire wheels !!

So saying, the whole weekend was extremely well run and safe and I now know that it takes an F3 just 4.5 laps to pass me ,even though I was glued to the mirrors from lap 2!! , that Minis bounce off tyre walls with minimum damage and that it is possible to roll an RX2 Mazda off the starting grid before passing the start -finish line !!

The "Baskerville Foundation" worked extremely hard all weekend selling memorabilia, raffle tickets and auctioning donated items in an effort to raise money for the circuit re-surfacing and they managed to put up a good start to their goals which should see the required drainage stage started next year.

Finally, the Tassie fare of scallop pies, prawns, King Island Beef and an excellent selection of the local vintners products, the hospitality and the comradery rounded out our adventure.

I can recommend it to all who might aspire to compete in a delightful setting ,on a great track in a well run meeting. We will be back. Cheers Greg

### **Debacle at Eastern Creek!**

After being incorrectly Black Flagged (OK - mistakes do happen!), I was completely discombobulated to discover there was *No Designated Place To Stop* in pit lane. I received conflicting directions from four personnel and actually stopped in three different places along pit lane before I was advised, rather sheepishly, that I was called in due to an error by officials/ marshals.

The point is this - why is there not a "Pit Box" or at the very least, a "Line" on pit lane where cars should stop to be variously, reprimanded, inspected by scrutineers, receive a "Stop-Go Penalty" or whatever. After talking to representatives from CAMS/FIA, Clerks of Course, Marshalls, and Fire and Rescue crew, I

have discovered that officials, scrutineers and competitors alike, have no idea where they must "attend" to resolve these issues. I was advised by a CAMS Steward at the meeting that this matter is not satisfactory and should be "looked at". Other officials also welcomed the suggestion.

Let's now see how long it takes for CAMS and/or promoters to implement a simple and effective solution to this situation. Elsewhere, during driver's briefings, a slide is shown illustrating where the "Pit Box" is and they outline the appropriate procedure in detail - all of this takes about 20 seconds! Problem solved!

Cheers, Kim Shearn

**Technical News: Schedule J** – Protective Padding – you probably need it from 1 January 2014.

If your racing/sprint/regularity car requires a safety cage structure in order to compete, then from the first of January 2014, you need to have fitted protective padding in accordance with CAMS Bulletin B13/070. Unless, that is, you can convince a Chief Scrutineer that fitting the padding "unduly hampers the occupants' ability to operate the vehicle in a safe manner".

Unless there is a genuine problem fitting the padding, you are far safer putting it on those areas of your safety cage that may be hit by your helmeted head in the event of an accident. The old "pool noodle" padding might feel softer, even look better, but when your head hits a steel bar at a G or two, pool noodle is about as effective as 2- Minute Noodle.

CAMS has provided some more information and assistance with fitting the proper padding. If you haven't already seen it, open the November edition of CAMS "Speed Read" and go to page 18. As a CAMS member, you probably got your copy in an email. Otherwise, just go to the CAMS website [www.cams.com.au](http://www.cams.com.au), click on "Media", then "Speed Read" and open "Speed Read – November 2013". If the information there doesn't meet your need, CAMS invites you to contact their Technical Team on 03 9593 7777, or alternatively you can email images of your safety cage to them at [technical@cams.com.au](mailto:technical@cams.com.au) for guidance. In case you're not sure of the requirements of Bulletin B13/070, go into the CAMS website, select "Motor Sport" then "Bulletins and Regulations" and "Bulletins", and scroll down to B13/070.

### **Meander To Marysville**

Australia Day Celebrations Marysville 26/1/14  
Historic and vintage cars and motorbikes are

invited to meander their way to Marysville over the wonderful Black Spur (B360) or Reefton Spur roads (C511 & 513) and then to take part in the show 'n shine on the oval. No entry fee, no prizes, no special categories, no stress. As long as your vehicle 25 years or older it will be welcomed.

Marysville Lions invite you to come and enjoy the day commencing at 11 am – arrive 10-30am Australia day parade through the main street of Marysville. Flag raising ceremony in Lions' Park, followed by music, and activities. Bring your lunch, bbq etc., and friends, to celebrate in true aussie style. Free sausage sizzle

Interested in coming for the long weekend – visit <http://www.Marysvilletourism.com>

Any queries contact graham alman ph 9563 3293 or galman1@bigpond.Com

### **Classifieds**

#### **Bill Pile 1956 TC Special For Sale**

This car has a fantastic continuous documented racing history from March 1956 to date. It is probably the prettiest TC on the track in part due to the body work by Garry Cooper in SA. It has a current CAMS Lb Logbook and COD. It has been kept in top mechanical condition and raced extensively over the last 10 years by me. Recently it was race prepared and has not raced since.

The car is logbooked to run with 13 or 15 inch wheels and comes with both. An extensive documented history is available from original build in 1955-6. This is an opportunity to own an ex Grand Prix car with a superb history. A fully enclosed registered trailer is included. Price \$60,000 If you are interested or for more information please ring Adrian Brooks on Mobile 0438 383 941

**Grantinni 3B For Sale** Originally built 1969, completely rebuilt 1996 Brand new Holden Red, Slicks, fully reconditioned VW transaxle. COD, log books, trailer, spares. Ideal entry to motorsport. \$15,000.00 Peter 0429 914 234

**Wanted** - original spun aluminium Raydyot rear vision mirror, single or pair. Contact Hugh Morrison - hmorrison45@gmail.com

**Brabham set front and rear discs** (9 ¾ and 9 ½ inch) Brabham front hubs. All suit BT6 or later. Camshafts pair Cosworth L1-grind suit Lotus-Ford twin-cam. Pistons set 4x suit 1498 cc capacity engine. Cosworth (3x) T1 Oil filter elements (long cylinder) new. Prefer sell as one lot. Offers. Also exhaust system suit twin-cam Seven etc. 4 into 2 into 1 w/Magnaflow muffler side-exit. Good condition. Phillip Is. 03 5952 6490 Mob. 0412 999 808

**Classic & Sports Car** For sale is my collection of these excellent UK magazines dating from the first issue (April, 1982) to March, 2012. I'd like a grand for these - less than \$3 a copy - but will only sell the complete set, which is swamping my study, not individual issues. Back up yer ute! Richard Batchelor 0417 370671 (P.S. My Automobile Year collection has now been sold).

### **Expressions Of Interest:**

David Haydon's collection of Lotus and other cars will soon be available for sale.

It is envisaged that viewing will commence in late October and continue through November, with expressions of interest for all items closing Monday 2 December 2013. List of Items

LOTUS ELITE (car number 1141, white, the Ex Geoghegan Australian GT Championship winning car)

LOTUS ESPRIT SE (dark blue)

LOTUS ELISE S1 (c1997, green, with engine removed)

LOTUS EUROPA (c1970, stripped for painting)

LOTUS ELAN S3 (c1960, white)

LOTUS ELAN S3 (c1960, stripped for painting)

LOTUS Type 61 (Formula Ford)

LOTUS SEVEN (replica by Leitch of NZ, silver & blue)

PORSCHE 930 Turbo (c1979, white, rare car)

MERCEDES 280SL (68B, auto, white)

FORD Transit van

HARLEY DAVIDSON extended length golf cart

If you would like further information regarding these items and details of the viewing dates emailed to you, please email Maurice Blackwood on mozzieb@ispdr.net.au.

### **1972 Lola T342 Formula Ford**

This early Lola FF shares many curves and lines to its big-brother F5000 cars of the time.

Extremely realistically priced to sell at AUD \$15,000 Car is based is currently based in Melbourne, Australia. Contact Ken en on +61 3 97290488 (AEST – BH)

### **1973 Van Diemen Formula Ford**

Chassis No. rf 73 ab 8 comes complete with CAMS C.O.D, and a Motor Sport New Zealand log book. The engine, prepared by renowned FF engine builder, Peter Larnar Engines is currently developing 105BHP @ 6,800 RPM following a recent re-build. The car is in as new condition having recently undergone a full restoration during 2013,. Spares include; 2 wheels, 2 radiators, Mk8 gear ratios, front nose mould,

This is your chance to become the new custodian

of this early race ready Van Diemen. Priced to sell at AUD \$18,500 Car is based is currently based in Melbourne, Australia. Contact Ken on +61 3 97290488 (AEST – BH)

**Cortina MK1** - 2 Door fully set up for Historic Rallying with log book etc. mild engine - electronic ign. – extractors with 2 inch exhaust - Twin Helda & Terraphone - Up graded brakes - Fjord Ford modified Gear box c/w remote shifter - 4.4:1 diff c/w Freame center - All new hydraulics' - Period Mags - Yokohama tyres - Etc. Etc. Fully sorted, in good condition & ready to go rallying or modify to a Targa / Track car - view @ Moorabbin any time, Best Offer. Tel. Gavan Dearie 0409166557

### **1974 Detomaso Pantera GTS**

The Euro-spec GTS is the rarest of Detomaso Panteras produced. This is a unique car and appreciating asset and could make an awesome Group Sc race car.

Call Carey McMahon on 0418 995 996 or cmcmahon@bigpond.com

### **RepcO Brabham Engine Parts**

- Two 6 series 85mm bore Cylinder blocks and steel stiffener plates (numbered E13A and E11B)
- 72mm stroke Laystall crank to suit above (crack tested OK)
- New fully machined 620 timing chest
- Re-conditioned oil pump
- Used oil pump (body only)
- Nine new ARGO conrods to suit 800 series short block
- Assorted un-machined castings
- Lucas camshaft driven/electric fuel injection pump with clutch drive
- Bosch ZV8 twin point racing distributor with h/t leads
- One pair of steel camshaft blanks \$16K o.n.o. the lot (will not separate)

Contact John Sheppard on 61 3 9379 7898 or john.shp@bigpond.com

**1963 Group Sb MGB Roadster.** (NSW No 20) Bob Rowntree engine and development with all the best equipment. Front running car at every circuit. Open trailer and lots of parts, bargain at \$20,000 firm. Call Bret 0421 858 157

**Sunbeam Alpine, Hillman Hunter Overdrive Gearbox** complete with new g/box mount, cross member, prop shaft and all wiring - bolt straight in. \$2200 contact Michael Ban 0415336460 or alpineban@gmail.com