



# 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 - February 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

February	2nd	Vic Hillclimb Championship Rd 1 Bryant Park .....	03 5174 1473
February	23rd-24th	Wakefield Park .....	02 4822 2811
February	26th	MGM Clubrooms - New CAMS CEO .....	03 9877 2317
March	7th-10th	Phillip Island Classic (CCE) .....	03 9877 2317
March	14th-17th	Australian Grand Prix .....	03 9787 3640
March	23rd	Eddington Sprints .....	03 5468 7295
March	29th-31st	Mallala SCCSA .....	08 8373 4899
April	7th	Myrning Spints .....	03 9827 8124
April	23rd	MGM Clubrooms .....	03 9877 2317
April	28th	VHRR Rob Roy .....	0413 744 337
April	27th-28th	Morgan Park HRCC .....	0412 564 706
May	25th-26th	Historic Winton (CCE) .....	03 5428 2689
June	25th	MGM Clubrooms .....	03 9877 2317
June	29th-30th	Eastern Creek .....	02 9988 4743
July	13th-14th	Morgan Park HRCC .....	0412 564 706
August	9th-11th	Winton Festival of Speed (CCE) .....	0412 351 403
August	27th	AGM Clubrooms .....	03 9877 2317
September	28th-29th	Wakefield Park (tbc) .....	02 4822 2811
October	19th-20th	Mt Tarrengower	
October	22nd	MGM Clubrooms .....	03 9877 2317
November	8th-10th	Historic Sandown (CCE) .....	0402 224 133
December	13th	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 Hellsten .....03 9878 5272

(Red Plate)

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 - see [vhrr.com](http://vhrr.com) for booking form.

**Mr Eugene Arocca, the new CEO of CAMS, has kindly accepted our invitation to attend the first General Meeting next year, to be held on February 26 2013 at 8pm. He is very much looking forward to meeting with, and talking to, our members. Please put this date in your diary now.**

	As specified in FIA Technical List 25 (see <a href="http://www.fia.com">www.fia.com</a> ):	
A	FIA 8860-2010, 8860-2004	FIA standard
	Snell SAH 2010, SA2010, SA2005	USA standard
	Snell SA2000 (to be reclassified to Level B after 31/12/2014)	USA standard
	SFI 31.1/2005, 341.1/2010, 31.1A, 31.2A	USA standard
	BS 6658-85 Type A/FR (not valid after 31/12/2013)	British standard
B	Level A	
	AS1698	Australian standard
	Snell SA95 (not valid after 31/12/2012)	USA standard
	SFI 24.1 (youth helmet standard)	USA standard
	E22 (with 03, 04 or 05 amendments)	European standard
C	BS 6658-85 Type A (including amendments)	British standard
	Full face helmet to:	
	Level A standard	
	Level B standard or	
D	Snell M2000, M2005, M2010 (valid for Superkart competition only)	USA standard
D	Not mandatory	

### Helmet Rules - Don't get caught out at Phillip Island! - see also attached or on the website

**The first round of the 2013 Trident cup** will be held at Rob Roy on Sunday the 21st of April .All enquiries to Paul Schilling - 0409 862 949 . The remaining two round will be at Haunted Hills mid year & Rob Roy in November

**Replacement Circuit Manager at the Island** following the departure of David Catchpole in November (he has gone to a post in Rally Australia).

Jos Van Den Dungen, one of a family of three generations long active in PIARC as officials and competitors, began taking up the reins in December and was formally appointed on 1 January, but has unfortunately been the victim of a series of tragedies. His mother died around Xmas, and now his wife has also died suddenly this week of an aneurism. (I trust for the poor man's sake, there is not a third shoe about to drop.) Graeme Noonan

**The Victorian Motor Race Panel** have announced the first Observed Licence Test will be held at Phillip Island on the 10th February. Ben Manning CAMS 1300 883 959

**Hi all, As you may be aware, my brother Richard Davison**, V8 driver Craig Lowndes and team principal Gary Poole are currently competing in the re-enactment of the 1953 Monte Carlo Rally, where my father Lex Davison, along with Tony Gaze and Stan Jones took a Holden FX to compete in the famous Monte Carlo Rally in 1953. What those three men achieved 60 years ago was quite outstanding, yet is virtually unknown in Australia.

I was fortunate enough to be able to speak to Ian McNamara on ABC Radio on Sunday morning, on his well known Australia All Over program, and I thought that if you missed the story, then you might like to listen in on the internet. Find below the

internet link to Australia All Over, then click on the 7.00am -8.00am section, and the interview runs for about 8 minutes from 5.50 minutes to 13.30 minutes. I hope you enjoy the story.

Regards, Chris Davison <http://www.abc.net.au/australiaallover/>

Also from Chris....

**Red Bull Racing Australia's** Craig Lowndes has begun his journey through time, re-enacting the 1953 Monte Carlo Historic Rally. Starting in Glasgow, Scotland today, the team of Lowndes, Richard Davison (father of V8 drivers Alex and Will) and Gary Poole are out to re-create the first ever international motorsport campaign by an Australian car and team.

The trio's adventure began by replicating the photo taken of the original drivers Lex Davison, Tony Gaze and Stan Jones.

"It's great to be in Scotland and to be part of such a momentous occasion," Lowndes said. "A lot of



preparation has gone into this commemoration so it's great to get in the car and start driving, which is what I love doing." Before setting off, the sole remaining driver of the original 1953 team Tony Gaze gave project leader Poole some friendly advice. "Tony Gaze will be watching with great interest over the next week because he helped us to plan the route to Monte Carlo and has been crucial in our preparation," Poole said. Monaco's Australian Ambassador, Hon. Catherine Fautrier, will welcome the Australian team when it arrives in Monte Carlo on February 1.

### Entry list - International Sportscar Challenge - Phillip Island

1	Toluca Lake Historics	Lilo Ben Zicron	USA	Lola T160 Spyder	1968	7070cc
2	Frank Lyons Racing	Frank Lyons	UK	Lola T70 Cpe	1969	5700cc
3	Phil Verwoert	Phil Verwoert	Vic	Graduate	1972	5000cc
4	Bill Hemming	Bill Hemming	Vic	Elfin 400	1966	4400cc
5	Omnium Ventures SA	Abba Kogan	UK	Matra Simca MS 670B/C	1974	2999cc
6	Rover Coaches	Aaron Lewis	NSW	Lola T 163	1969	8000cc
7	Peter Schleifer	Peter Schleifer	De	Lola T310	1972	8413cc
8	JCB Excavators Limited	Andrew Newall	UK	McLaren M8F	1971	8800cc
9	IBC Holdings	Rob Tweedie	NSW	Elfin MS7	1974	5000cc
10	Omnium Ventures SA	Rob Hall	UK	Matra Simca MS 670B/C	1974	2999cc
11	Jay Bondini	Michael Gibson	Vic	Rennmax Repco	1972	3000cc
12	Russell Kempnich	Russell Kempnich	Qld	Porsche 956c	1984	2850ccT
16	Cowdrey Racing	Dan Cowdrey	USA	Lola T70 Spyder	1966	5702cc
17	A C D'Augustine	A C D'Augustine	USA	Genie MK10	1969	5700cc
18	Peter Harburg	Wayne Park	UK	Porsche 962	1987	2850ccT
19	Jay Bondini	Jay Bondini	Vic	ARGO JM19C Cpe	1987	3900cc
20	Scott Drnek	Greg Mitchell	USA	Lola T 163	1968	6000cc
21	Teknoauto	Steve Webb	NSW	Elfin 360 Repco	1970	3498cc
22	Scott Drnek	Scott Drnek	USA	Sting	1974	9000cc
23	Toluca Lake Historics	Bert Skidmore	USA	McLaren M6B	1968	5700cc
24	Ian Ross	Ian Ross	NSW	MRC Repco	1968	6500cc
25	Cowdrey Racing	Norm Cowdrey	USA	McKee MK10	1967	6718cc
26	Jeff Dutton	Spencer Martin	Vic	Ford GT 40	1966	5375cc
27	Frank Lyons Racing	Michael Lyons	UK	March 717	1973	8800cc
28	Harry Read	Harry Read	De	McLaren M8C	1970	8800cc
29	MacKellar Mining	Duncan MacKellar	Qld	McLaren M8E	1971	8100cc
30	Ian Clements	Ian Clements	NZ	Lola T332C	1979	5000cc
31	Max Warwick	Luke Warwick	Vic	McLaren M1A	1965	4700cc
32	Andrew Kluver	Andrew Kluver	NSW	Lola T332C	1979	5000cc
41	Toluca Lake Historics	Barry Blackmore	USA	Lola T163 Spyder	1968	7095cc
48	Andrew Boone	Andy Boone	USA	McLeagle	1968	7540cc
56	Peter Brennan	Peter Brennan	Vic	Elfin Traco Chev	1966	4998cc
65	Laurie Bennett	Laurie Bennett	Vic	McLaren M1B	1965	5727cc
79	Rusty French	Rusty French	Vic	Porsche 935	1978	3200ccT
83	Trevor Lambert	Trevor Lambert	SA	Elfin MS5	1969	5000cc
91	John Bladon	John Bladon	UK	McLaren M1B	1965	5997cc
92	Nastasi Racing	Joe Nastasi	USA	Alfa Romeo T33SC12	1975	2993cc
96	Paul Halford	Paul Halford	NZ	McLaren M1B	1965	5300cc

## Rally Diary from Barry Minster

Friday arrived in Glasgow after the aborted attempt and subsequently I lost 24 hours.

Picked up at Glasgow airport by Gary Poole and Michael, Cheryl Poole's cousin.

Dinner at Scottish Auto Club held in dining room at Blythswood hotel which was the original site of the Scottish Auto Club where 1953 rally commenced.

Local identities attended, and Gary Poole, Richard Davison and Craig Lowndes spoke.

Saturday, I slept in by 60 minutes and missed breakfast.

We all went to scrutineering in Paisley, where I also received my accreditation.

Travelled to city centre where the nine Glasgow cars were on display to the public where around 5-7000 citizens looked at our vehicles in the bright sun but freezing cold morning.

Travelled to Glasgow Green where the cars were joined by around 100 cars of the era and the rally began at 1400 with a 1928 Citroen Sarto g car and our two holders were 2 & 3

We headed south in the two support vehicles into massive heavy weather ran, sleet and high winds.

The modern holden broke a gear box selector which took Daryl Kine 45 minutes to repair, this put the 79 Holden late by 30 minutes in to Barnby Moor losing vital points.

After Barnby Moor, the stage to Dover weather deteriorated and the early Holden seized a rear wheel bearing. This took around an hour to replace.

We arrived at Dover in plenty of time to catch the 0330 ferry to Calais thus accurately duplicating the 1953 event.

Arriving at 0615 local time we booked into a cheap motel and slept until 1030.

The Local Opel dealer was the location for the stage start and after champagne and croissants car 177 old holden and car 178 newer holden began a rapid transit stage south on the freeway.

Part 2 We ate on the run and met at checkpoints long the way.

1500 Reims where another 55 cars joined the group and at 1600 were flagged away 0200 we met at Chambury??? Where both cars were running late but still running.

Here another 90 cars from joined the. Rally Copenhagen.

154 cars headed to Valence and into the cold and raining night.

Support cars went separately along freeways avoiding dangerous roads.

Support cars arrived at Valence at 0500 and waited for rally cars to turn up.

Car 177 broke another wheel bearing and lost time as support crew assisted the repair.

Car 178 arrive just ahead of car 177 into control point but both were around 45 minutes late.

The rally was now joined by Monte Carlo vehicles which took the total to 305 cars.

The next stage was a regulation section and the support crews were able to seek rest and look for more rear wheel bearings.

Car 178 took off at 1100 and car 177 at 1105.

We booked into a motel at 1430 and took time to rest whilst the drivers were at work.

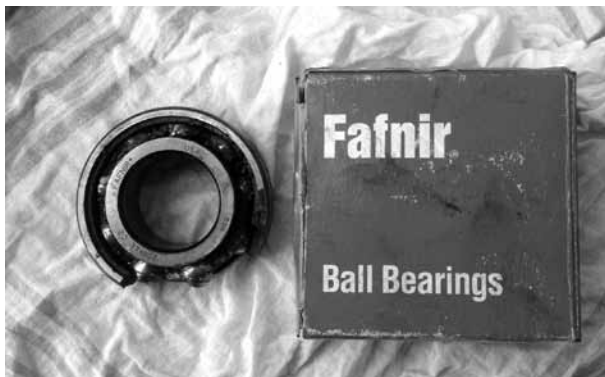
John Blanchard arrived and completed the Australian contingent.

At 1600 Darren called to say car 178 was valve bouncing, likely cause was low gearing in rear end.

I began the task of entering my memory into this report. I also took the opportunity of digitising the DVC tapes into the Mac Book computer as a safety backup. I am very pleased with pictures and extremely do with my new Canon Digital Sr camera (stills and HD video)

Part 3 Tuesday 29 January 2013

Wake at 0500 and spent two hours transferring DVC tapes to hard drive and updating Facebook with



Pic Courtesy John Blanchard

lots of photos and two videos of each car breakdowns.

Breakfast then out to Park Ferme. Very cold but no wind thus quite tolerable.

Cars began days trip at 0730 in accurate sequential order commencing with car 001.

Hence with our two cars being 177 and 178 we were not at start line until almost 1.5 hours later as cars were released in 30 second intervals

John Blanchard of Cooldrive industries joined our group today and became my personal chauffeur thus we headd off to follow car 177 into its first stage.

We caught then shortly filling up with fuel and then tailed them to the darting point of Z3. We were allowed to enter this road ahead of them and stopped around en kilometres into the 40 kilometre section. It was on a corner and I setup to record the car passing at speed sliding thru the corner. I shot several cars and got 177 clearly. We then continued to compete the stage with John Blanchard driving. He was and still is a very capable rally driver as no cars passed s and we actually caught up to a VW Golf GTI.

Later we came upon a smash between a rally car and a rally support van, no one was injured but both vehicles were extensively damaged.

The car was in fact Of danger of dropping over the side of the cliff into a deep valley. We finished the sage and returned to Valence to find food as both of us were tired and hungry. The crew were somewhere out there looking at three more competitive stages before they returned to base.

Barry Minster

### **COD Application Process**

Please note the revised cost for a Certificate of Description;

- Tier 1 Historic Certificate of Description - \$950.00 (includes logbook and GST)
- Tier 2 Historic Certificate of Description - \$800.00 (includes logbook and GST)
- Tier 3 Historic Certificate of Description - \$660.00 (includes logbook and GST)

The process for applying for a Certificate of Description and Historic logbook is as follows:

Complete a Certificate of Description application form (pdf)

Document the history of the vehicle, past ownership and competition history

Obtain photographs of the vehicle as specified on the application form

Complete the relevant Safety Cage form (if applicable)

Contact an Historic Eligibility Officer to arrange an inspection of the vehicle (pdf)

Contact an approved Scrutineer to arrange a pre-race inspection and audit (pdf)

Submit the completed application, photographs, safety cage paperwork, relevant information relating to ownership and competition history, any existing logbooks and payment to CAMS.

Please allow a minimum 6-8 weeks for your application to be processed.

A fee of \$115 will apply for the issue of Temporary Permits to Compete if required within 6 weeks of submitting an application for COD. Temporary Permits to Compete will be issued at the sole discretion of the HEC/HPBEC Chairman.

### **COD Upgrades**

If you wish to apply for an upgrade to an existing COD, please refer to the Graded COD Guidelines to ensure your vehicle meets the minimum requirements.

If your vehicle meets the minimum requirements, please complete a COD Upgrade form and attach any relevant information and photographs to support your application.

The fee for an upgrade is as follows:

If the vehicle has been modified from the current COD specification to obtain an upgrade and therefore may require an inspection - POA

If the vehicle has not been modified from the current COD specification to obtain an upgrade and therefore does not require an inspection - \$150 (incl GST)

Applications for COD Upgrades will only be accepted from 1st January 2010.

Please allow a minimum 6 - 8 weeks for your application to be processed. Upgrades will be issued at the sole discretion of the HEC/HPBEC Chairman.

Please note this is a shortened version. The full version is on the website forum under News

---

**Members With Grandchildren.** Following the success of the supporters packs sent to members children last year, we are extending this to members grandchildren of appropriate age (eg 3 to 12 years). The packs include a personalised VHRR club supporters card with holder and lanyard plus other items. This will be sent to members addresses for distribution to their grandchildren, so all we need is the name (first name and surname) of your grandchild.

Please email the details to [joinvhrr@netspace.net.au](mailto:joinvhrr@netspace.net.au) or mail to VHRR 3 Kristen Close, Frankston South. 3199. Details must be received by 23rd February.

**VHRR International Sports Car Challenge** (Media release)

Long before hybrid, bio-diesel and electric engines, global sports car racing meant one thing; the world's best drivers doing battle in some of its most outrageous machines.

The 1960s, '70s and '80s produced what many consider the 'golden era' of sports car racing, with North America's Cam-Am Series, the Group C period of the 24 Hours of Le Mans and World Sportscar Championship, and our very own Australian Sports Car Championship seeing now-legendary high-horsepower beasts roaming the racetracks of the world.

At the 2013 Formula 1 Australian Grand Prix, the stunning machinery will come together at Albert Park for the first time, showcasing the unique time in the sport's history through the International Sports Car Challenge, organised by the Victorian Historic Racing Register.

Having hosted Formula 5000 and classic Australian Touring Cars in recent years, the VHRR will present three decades of sports car racing in 2013. McLaren, Porsche and Lola will take on homegrown produce from the likes of Elfin in a field expected to reach 40 cars, from Australia, Germany, New Zealand, North America and the United Kingdom.

"We're thrilled with the way it's come together," enthuses Bob Harborow, VHRR committee member.

"The Victorian Historic Racing Register works to put a variety of different groups of cars in-front of



Harry Reid - USA - McLaren M8C

the public each year at Albert Park, to showcase what racing in Australia and overseas has been like. "We had a huge following with Formula 5000 and the Touring Cars, and we're hoping for the same with the International Sports Car Challenge and its very eclectic group of cars."

Cam-Am constructors enjoyed almost unprecedented freedom when producing their racecars, with engine and aerodynamic regulations largely non-existent. As a result, many of the lightweight cars produced over 1,000hp and were faster than those in Formula 1 at the time.

Motorsport heavyweights McLaren and Porsche both enjoyed periods of domination, while the likes of F1 World Champion John Surtees, Bruce McLaren, Denny Hulme and Mark Donohue all tasted success behind the wheel in the late 1960s and early 1970s.

---

Across the Atlantic, the 24 Hours of Le Mans in France was the centrepiece of Group C racing and the World Sportscar Championship during the 1980s.

Introduced in 1982 and featuring 800hp qualifying engines, Porsche dominated Group C, bringing fans the legendary 956 and 962 in the process. Jaguar and Sauber, in conjunction with Mercedes before it entered Formula 1, also conquered the class.

The best in international sports car racing visited Melbourne twice as part of the World Championship in the 1980s, for races at Sandown Raceway. In a Porsche 956, Bell and Stefan Bellof won the 1984 race, while Jochen Mass and Jean-Louis Schlesser took a Sauber Mercedes C9 to top spot in 1988.

"I was at one of those Sandown races, and while they weren't necessarily a great financial success, they were certainly exciting race meetings, to see the nature and calibre of European cars here in Australia," Harborow recalls.

At the same time, Australia had its own thriving sports car championship. Over the course of three decades, it hosted the nation's fastest racing and remarkable cars from Elfin, Match, Kaditcha and VesKanda. Some of the best drivers seen in local motorsport won titles during its time, including Ian 'Pete' Geoghegan, Allan Moffat, John Bowe, John Harvey and Frank Match, who also led the way as a constructor.

"The thing that stood out, for me, about that time, was the way Frank Match developed his sports cars with the Repco engine," Harborow says.

"The final iteration of that, the Match SR4 was built as a potential Can-Am car that blitzed Australian sports car racing. In the end CAMS had to change the rules to prevent it from running.

"It's a beautiful car. He had a history of getting it right, in those four or five years in the 1960s, in the Australian scene."

Combining the three distinct arms of sports car racing on one grid is set to result in a quality field, the type of which has been unseen in Australia since the Sandown races, and a unique spectacle for motorsport fans in general.

"It's been a fair task, because these people normally don't run together as a bunch, obviously, and we've got cars coming from around the world," Harborow admits.

"But it will be worth it, it's going to be a really exciting mix of the three groups. It will be interesting to see and make the visual comparisons between the cars as well, to find out how the lesser-handling Can-Am cars, with their huge grunt in a straight line, compare with the finesse of the Group C Le Mans cars. "We're looking at different derivations of sports cars, with unique strengths in different areas, competing in different areas, and that in itself should make a fascinating concept."

Over half of the expected 40-car field are international competitors, including 11 from North America, six from the United Kingdom and two from Germany, along with a strong contingent of New Zealand competitors.

The fleet of traveling McLaren Can-Am cars includes the distinctive M8F 'Batmobile' and the M6B 'McEagle', the latter developed by revered American racer and engineer Dan Gurney. European sports car racing will be represented by the likes of the 935, 956 and 962 Porsches, the Matra 670B/C from France and Alfa Romeo's 12-cylinder T33.

"There'll be Can-Am cars present from the first iteration right through to 1972 and 1973, which was the pinnacle of the class, along with V12 Matras from Le Mans and some Lola and March cars fitted with 900hp, 8.8-litre engines," Harborow says.

"From Australia, we'll have almost every generation of Elfin as part of the full history of Australian sports car racing from the time, while the legendary Spencer Martin will take on the internationals in a Ford GT40."

A world away from the DRS, KERS, traction control and launch control systems of Formula 1, drivers in the International Sports Car Challenge will tackle Albert Park in two races, the points combining with races at the Phillip Island Classic a week earlier.

Fans will also be able to enjoy static displays of cars from the era and meet its stars, along with the opportunity to get up-close and personal with the unique machines before they hit the track.

"These cars are unbelievably different to anything else you'll see," Harborow says.

"We encourage fans to come down and walk through the dummy grid, before they go out onto the circuit, and actually experience these amazing cars when they fire up to go onto the circuit."

---

## Classifieds

---

**Six spots left in the Expo Centre** Phillip Island for race cars For Sale. Richard 0413 247 817  
**Ex JPS Team BMW M3** The car was raced Tony Longhurst in the first 4 rounds of the ATCC that year with a highest place finish of 3rd place at Lakeside. Also driven by JPS Team BMW engine builder and part time driver Ludwig Finauer (Goofy) in round 8 of the 1987 ATCC at Amaroo Park where he out-qualified both Richards and Longhurst to take 4th place on the grid and finished a creditable 6th in his first outing in the car. In round 9 at Oran Park Finauer finished 9th. Sold to John Sax Racing who ran the car at Bathurst in 88, 89, 90 and 91 Crashed into the wall at Forrest's Elbow in 1989 (right front corner damage) as car number 57. Extensive NZ Touring Car Championship history. Returned to Australia in 2001. Several race wins and podiums in Historic Group A/C Touring car races. Winner of the Murray Carter Cup 2010 at Phillip Island Classic. Car Specs:- 4 cylinder, 2300 cc, twin cam. Normally aspirated, 300 hp. 5 speed Getrag gearbox. Left hand drive, 17 inch wheels. 4 spot AP Racing brakes all round. Fresh engine being built by Pip Barker (ex JPS Team). Weight 1017kg. Small spares package of used parts (drive shafts, brake rotors) \$160,000 David Towe 0412 209 719 djtowe2@bigpond.com  
**For Sale x4 New R1 Dunlop Racing Tyres** 4 x 18" x 5.50 x 6.00 Diamond Pattern 204 Compound \$1,600.00

Please contact: Dominique Chaleyner info@historicvintagerestorations.com 9877 0666

**1999 Dastle Race Box Trailer** Aluminium – rigged to take 2 open wheeler race cars or can take 1 large car. Electric winch - remote control. 12 months registration. Parts lockers, work bench and ramps. \$15,000 Contact : Peter Strauss | 03 9822 0422 | 0418 322 082 | rfsproperties@bigpond.com

**Lola 644 Formula Ford 1983 Fb**, I have a new home after being for sale for a year and a half, away from that fat Streamliner, I have an owner who really likes me and wants to drive me at Phillip Island and Sandown and will do decent lap times like I was built for. I keep singing.... Her name is Lola she was a show girl..... Everything eventually filters down to their rightful owner. It's a great life, I hope my new owner keeps away from those 5000s.

### **Two Door 240 Deluxe 1966 Mk 1 Cortina.**

CG74GD (body) Serial No: 48931 227751 Model: 12414 240 Deluxe Engine 1200cc 4 speed  
Last registered 1983 The Cortina has an exceptionally good straight body with surface rust only and is a rolling chassis. Engine parts and gear box are available, including spare doors and many other parts. Two Door 1963 Consul Cortina 1500 Deluxe Model 28132 Serial No 133343 Sido #: 316011 CBRID  
TWO DOOR 1963 Deluxe Consul Cortina. Deep Blue colour, Good motor travelled 28,000 on a new engine. 2 litre weber carb, front disc brakes. Set of rally race tyres, Bos race steering, New windscreen, alloy rims. Back seats, NO FRONT seats. Work done on head. Some rust. Log book and recent history available. Truck load of spare parts included for list please contact Bob Cost \$7,500.00 includes the two vehicles and spare parts Pick up Kilmore Victoria Telephone Bob 0438 464 758 (03) 5782 0307

**I will be having my first ever stock reduction sale** this year at Phillip Island. I will need all the help I can get to clear the excess stock from 25 years of book selling. This includes all new and second books DVD,s as well as my remaining stock of Nic Watts prints. Many thanks Tony Johns  
**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. Was on view at Sandown Historics but a prospective buyer couldn't raise the money, so it's still on the market. \$12,000.

Contact Ken Price 0418311040

**For Sale Austin 7 1927-1930** Parts, 3 Cylinder Blocks, 2 Heads, 2 x 19inch Wheels, 2 5.50x19 inch tyres, 1 front axle assy,1 front axle beam, 2 crankcases, 1sump, 1 crankshaft and rods, 1 mid 30's Engine with head & sump fitted.2 wheel hubs. Misc other bits. Austin Seven 1929 Roadster pointed tail uncompleted project most mechanical bits there. Further Details \$4300 Realistic prices.

Alex Reid 0414 462 826

**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.\$95k Please call Daniel on 0488 294 966 or email dbc@grapevine.com.au

---