



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 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

November	5th	Ballarat Festival of Motoring Motor Show	0408 570 217
November	8th-10th	Historic Sandown (CCE)	0402 224 133
November	16-17th	Wings & Wheels Moorabbin - Bill Prowse	0412 926 002
November	24th	Rob Roy Historic & Classic Hillclimb	0418 311 040
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 Hellsten03 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

“Awards Night and Christmas Party - 29th November 2013??

Well no, but now that I have your attention this is the date the RSVP is required by. I need to get the final numbers to The Manningham in time for them to be able cater for our event.

Also, please don't forget to include any dietary requirements in your response (Vegetarian, Celiac etc.).

Contact:

Mike Barker 03 9840 6155
0407 825 545 mbar6415@
bigpond.net.au, 1 Cason Street
Doncaster Vic 3108

Great result for Sandown

- over 400 entries - only 9 sleeps to go - see you there!

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

The Committee wish to thank Lloyd Shaw for all his work at the clubrooms in recent weeks with new shelving in the storeroom, sorting other club property and putting in storage. Usual great job, thanks Lloyd.

Dear Vintage Collingrove supporters,

We wish to advise you of the very recent unfortunate racing accident of our friend Peter Hall. Many of you are likely to know him, and we believe that you would like to be made aware of his current life threatening predicament.

Peter, a good friend to many of us, a great friend to club level motorsport and in particular a very



much favoured and revered clerk of course for our Vintage Collingrove Hillclimb event was recently presented with an Order of Australia Medal, as was his wonderful wife Margaret.

The Sporting Car Club office is keeping in close contact with Chaplain Dave Vaughan and can also assist in providing the most current updates on Peter's condition. Peter's family are at his bedside and have also asked that we pass on their thanks for the overwhelming support, best wishes and thoughts that people have been sending through. Father Dave can be contacted via Facebook or mobile 0418 803 239 and has asked that we continue to pray for Peter and his family.

Sad to report that shortly after we received this report Peter passed away. The VHRR Committee and members offer their sincere condolences to his family.

The late Case Cohan

A lady is wishing to write an article on Case Cohan. Case had a variety of interesting machinery along with Peter. If anyone can fill in anything of her career driving race cars can they please let me know and I will pass on contact information. pat@ryansbus.com.au or 9335-4666 BH or 9397 6878 AH



Congratulations Lloyd for your award from the MGCC for 13 years service as scrutineer at Rob Roy

National Historic Car Magazine

.....It would be interesting to hear from anyone with a view on this matter via butch36@bigpond.com Regards Kelvin Prior

Response from the Editor - Oily Rag

Hello Kelvin

I have read your comments about The Oily Rag in the latest VHRR Newsletter and agree with your sentiments.

For each issue I prepare a Flat Plan that shows what is on each page and for the last 7 years have included two pages titled "VHRR News" and inevitably the issue is published without receiving anything from the VHRR. I can say with some delight that over the last couple of months I have been in touch with Brian Reed who has sent me some material.

I would value more material far in excess of 2 pages from the VHRR and any other club and perhaps you might like to assist. I cannot believe that the VHRR has its club rooms and nothing happens there that is not worth sending to me!!!! Similarly I would love to receive words on what's happening in the world of Formula Juniors to go in each issue. More inclined on who is doing what and NOT who won what race.

You may have noticed in recent issues of The Oily Rag I have included events and news for WA, SA and Tas. I would like to continue this into the future, but again it comes down to encouraging people to send material. Not always easy when it's done on a voluntary basis.

Of course one way to encourage such enthusiasts is to place The Oily Rag on a commercial footing. This would mean that people who send in articles or photos would do so on a commission basis.

You will be pleased to know that I am currently working on a proposal to make The Oily Rag available on the newsstands across Australia. However such a step is a large one that encompasses amongst other things format, content, commissions, numbers printed, distribution, advertising, periodicity etc etc.

Nothing insurmountable, but such a publication either pays its own way or is subsidised by the various clubs in the support of Historic Motor Sport and the encouragement of others to join in with the fun. It could even include some pages dedicated to CAMS (and AASA) and what might be happening within that organisation that impacts on Historic Motor Sport.

I would welcome your comments either by return email or please feel free to call me on (02) 4567 7380 or 0417 673 065.

Best wishes Patrick Quinn Editor, The Oily Rag

Completely agree with Patrick - content is the key and with some help from VHRR members the Oily Rag could be a much more

viable proposition than a standalone magazine. While Kelvin's comments regarding two pages for the VHRR is understandably less than ideal, for the most part 'Victorian News' occupies a good deal more space than that usually - I didn't get the Winter edition because I forgot to pay my membership, but 8 pages in the Autumn edition trumps the 4 pages agreed on. Perhaps we could entice our Group Reps to play a greater role? Grant.

Sandown Juniors - Lunch On The VHRR

As part of the continued focus on growing the interest of our junior members and VHRR members families we would like to invite all interested Children/Youths to have lunch 'on the VHRR' at Sandown on Sunday Nov 10th at 1pm in the sign on garage in pit lane - garage 34.

The VHRR is interested in promoting involvement both on and off the track from the younger generation, and the best way to have our children either coming to the events with us or being involved is for them to meet other children their own age. There will be 'special guest' to have a chat with the attendees and answer any questions they might have about motorsport. If this is successful we will repeat this at Phillip Island.

For catering purposes please email or ring Pat Ryan with and RSVP pat@ryansbus.com.au or 9335-4666 BH or 9397 6878 AH

Young Conor Ryan driving his father Patrick's 30/98 Vauxhall at the Maryborough Sprints, was the winner of the Ron Simmonds Encouragement Award for the second time, having also won the trophy at the Historic Bryant Park meeting earlier in the year driving the Daimler 250SP sports car.



Conor receiving his award from Ron at the VHRR club night.

The other winner for 2013 was young Dean Mclaughlin driving dad Derek's BMW sedan at Rob Roy.

The VHRR are trying to encourage more younger drivers to our events, at the moment there are about 3 or 4 competing mostly at hillclimbs and sprints, which is a great way to "put the toe into the water" to see how they go, of course a lot of this depends on the dads letting them use their cars in a safe environment, like the aforementioned events.

The Ron Simmonds Encouragement Award will carry on into 2014 at various events.

Mount Tarrengower Hillclimb 2013 ran again and perfect weather 27 deg. The old style of camping at track running cars up a 1.5 km hill and great camaraderie makes for a allround weekend. We've been coming for many years but this year is first for VHRR juniors. Conor Ryan MGTC and Grant Kelly F Vee. Support from Ross & Dean McLaughlan. Ray Sprague had the big rewinding/tyre smoking AMX exciting the crowd for a best time 44.3.and faithful Tonto to assist in pits Jim Russell. Patrick Ryan Vauxhall 30/98 mounted for a 66.9 with only a small time to enjoy the view over the lakes on the right. David Lowe usually on the organising side put bum in seat of Singer/Holden for a respectable 51.8. All enduring Bill Prowse 62.6. Very regular competitor at the Hill, Kevin Guihenneuc in Nota clubman had a personal best of 49.7 singing the 1200 all the way. Daryl Duff in the all sounding Camaro expired engine in practice.

Conor Ryan gave dads TC plenty for a 59.5 being under the big one/oh. Grant Kelly F Vee first time at the Mt. learnt his lines for a best of 65.1 which is always hard work for a little 40 horse veevee. Fastest time of day went to Liam Sales Group N Charger with his personal best 42.8. Second year in row and working hard to get near the hill record of 41.9 (Derek Mc-Mustang 2001).

Many usual runners approx 80 cars great weather made the weekend. Regards, Derek McLaughlan



Left to right, Grant, Conor, Ross standing and Dean to the right

Junior Profiles: Dean McLaughlan, 15

Ringwood Secondary College.

My name is Dean McLaughlan, son of Derek McLaughlan. I started my car-racing career at the age of 14 in March 2013. I have participated in a few events including. Eddington sprints, in a 1969 Nota Clubman, Rob Roy hill climb, Calder Park and Sandown in my fathers 1984 BMW E30, in preparation for Historic Sandown in November. I study as a student at Ringwood Secondary Collage and hope to become an Engineer. Hopefully more juniors will join the VHRR, it would be great to see more young racers out on the track.



Junior Profiles: Ross McLaughlan, 16

Ringwood Secondary College.

Having grown up around motor-racing my entire life thanks to the guidance of my father Derek McLaughlan. It was a natural feeling for me to step myself into a Nota Clubman generously provided by Kevin Guiheneuc at the Eddington Sprints in 2012.



This was only a warm up for myself as 4 weeks later I was to have my first daunting experience at Rob Roy. Being a member of the VHRR ensured that I had numerous opportunities to gain experience through sprints and hill climbs.

Then came the time I competed in my first Winton Long Track event in a BMW E30 in August this year. Along with VHRR events I have gained track experience at Calder and Sandown with the MG Car Club and the Historic Touring Car Association of Victoria. Because of these events being so affordable to juniors like myself, it's a great way to get some quality time in a passion of mine. Along with the VHRR it is up to us (the juniors) to work on obtaining some juniors and nurturing them into the club in order to build the future of the VHRR. This is a goal that we have begun to strive towards and we believe that we can achieve this if all these great opportunities are provided and promoted.

Junior Profiles: Grant Kelly, 17

Beacon Hills College.

It was only inevitable really, my Dad Geoff being a car enthusiast his entire life, that I would 'inherit the disease' - that I have certainly done. Even before I could walk or talk I was being pushed around the pits at Historic Race meetings, so you could say I was raised on the glorious smell of avgas and Castrol R. Having had a passion for cars (particularly classic and racing cars) for all my life, watching Dad eventually led to me having my introduction to the sport in 2010 through a year long series of bitumen khanacrosses in my mums MX-5 (which she was pleased about). 2011 and I finished the restoration of my Historic Formula Vee, bought in 2007 as a basket case and restored thoroughly by me with Dad. Dad on hand to guide me through all the tricky bits and teach me what I was doing and why (needless to say I learnt ALOT from this project). In 2011 I debuted my pride and joy at the Top Gear Live Historic Demonstration and have since competed in numerous Hillclimbs at Rob Roy and Haunted Hills and have competed in regularity and sprint events at Sandown, Winton and Phillip Island. I take a lot of pride in the presentation of my car and love spending nearly every one of my spare hours in the shed, tinkering and working on it to develop it into a faster and all round better car, a constant hobby and passion of mine. I am currently in the process of obtaining my CAMS circuit racing licence and getting the car it's COD, all in preparation for my first actual race in the car at this years Historic Sandown. The help and encouragement of the VHRR has been instrumental in my introduction to Historic Motorsport, via a fantastic group of people, that form a fantastic club that runs fantastic events. The VHRR is a club that I definitely want to remain

a part of for a very long time.

See you at the track! Grant Kelly

Junior Profiles: Conor Ryan, 15

St Kevins College, Toorak.

My name is Conor Ryan, I am the son of keen veteran, vintage and historic motorist and racer, Patrick. I started racing in February 2012 at the MGCC interclub challenge round 1 and have done many other hill climbs at Rob Roy, Mt. Tarrengower and Haunted Hills.



Photo taken at the end of the day's competition, Haunted Hills, with the boys and their cars. Note still foggy at 2.00pm.

Such sprints I have done include Myrniong, Maryborough and Eddington, and I also did my first track day a couple of weekends ago at Calder Park. I have been a very keen on cars since I was born and have loved driving and working on them also. The cars that I am ALLOWED to drive are our Supercharged MG TC, Vauxhall 30/98 OE, Daimler SP250 and K11s Austin 7 Special. Because of our excellently run big race meets (especially Phillip Island) I am always trying to get mates to come down for a look to try and get more young people down to the track to try and convince them of the excellence of historic motor racing in Australia and the world. So if you know any young people that might want to give racing or even things like gymkhanas or hill climbs, give them a drive and try and get more people down, because, more people also means more competition for the four of us! Conor Ryan

VHRR Juniors Activity

Recently Conor Ryan (Daimler SP250), Ross & Dean McLaughlan (BMW) ran at the Calder sprint and regularity event organised by MG car club 22/9. A good day with 6 events each of 5 laps which gave plenty track time.

Conor spun the Daimler V8 first time out however the Mc boys each managed to stay true to the track Lap times started at Conor 1.32.14 and finished end of day best

1.28.91 Ross 1.27.55, 1.20.12. Dean 1.47.36 1.27.36. This was Dean's first track comp day other than Rob Roy hillclimb. Between the 2 of us we did 60 laps of Calder and drained a full tank of fuel. Great day out close to home, look forward to the next one.

Warning Club Permit Holders

A reminder to all Club Permit vehicle owners.

I draw your attention to rule 14: Responsibilities & Obligations – Permit Holders.

Clause 3: Maintain financial membership of the Club at all times whilst holding a Club Permit.

I can not sign off CPS renewals if your membership is not current. Your CPS renewal will be held until clearance from the Membership Officer.

If you continue to use your vehicle when your membership is not current you are in breach of the Club Permit Scheme. The Club is obliged to advise VicRoads of non-financial permit holders. Gordon Hellsten

Rob Roy is very significant in Australian motor sport history.

It is Australia's oldest purpose built hill climb dating back to the 1930's and was the venue for the first Victorian & Australian Hillclimb Championship in 1938. At last year's November meeting we celebrated RR's 75th Anniversary.

The annual event engenders a wonderful picnic atmosphere amongst all competitors and spectators who attend. For those of your members who may remember them, RR is now the home of the iconic PBR Brake Shoes that stood for many years at the start line of the old Templestowe hill climb.

We offer the opportunity to your members to include the 24th November, 22nd Historic & Classic event as part of your celebrations either as competitors or as part of a Club display. You might consider a special touring assembly to the event? Being in close proximity to the metro area, no matter which way you approach Rob Roy, either from Eltham or Yarra Glen, it is on some very scenic roads.

Traditionally the meeting has 100 competitors participating in a range of vehicles from classic to the more modern. If you wish to put on a Club display we would appreciate a bit of liaising to ensure sufficient space is allocated for you. How you promote your Club is entirely up to you. Very picturesque setting, with excellent toilet facilities. Full catering on the day is provided by the local Pantom Hill CFA who have been associated with RR for decades and will receive all proceeds from their efforts.

Wayne Rushton 0412 339 934

waynerushton@optusnet.com.au

Ken Price 0418 311 040

CompetitionDirector@mgcc.com.au

The Geelong Revival Motoring Festival (Nov 30-Dec 1) are pleased to announce that all tickets, entry forms for Racing and Motorshow, Exhibitor and Vendor applications are all open and available online or downloadable.

This year's event we are focusing on promoting motoring culture. With an open-minded approach to what's cool in the area of classic, retro, performance, prestigious or just plain odd. If it has a link to anything motoring we are interested. This focus not only applies to the racing but also the Classic Motor show, Market and Fashion. If its motoring, retro or old school the Geelong Revival Motoring Festival is the event to celebrate this.

Part of this celebration we will be featuring 'The Touring Legends' along with over 500 classic and exotic cars on show, plus up to 300 cars and bikes racing in the classic Geelong quarter mile sprints. www.geelongrevival.com.au

If you have any further questions regarding entry to the event please email our team on info@geelongrevival.com.au

Acceleration Explained Author unknown

Here we will try to put Acceleration into Perspective.

- One Top Fuel dragster 500 cubic-inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.
- Under full throttle, a dragster engine consumes 11.2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
- A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.
- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.
- Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

- Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

- Dragsters reach over 300 MPH before you have completed reading this sentence.

- In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.

- Top Fuel engines turn approximately 540 revolutions from light to light!

- Including the burnout, the engine must only survive 900 revolutions under load.

- The redline is actually quite high at 9500 RPM.

THE BOTTOM LINE: Assuming all the equipment is paid off, the crew worked for free, & for once, NOTHING BLOWS UP, each run costs an estimated \$1,000 per second.

The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter-mile (10/05/03, Tony Schumacher). The top speed record is 333.00 MPH (533 km/h) as measured over the last 66' of the run (09/28/03, Doug Kalitta).

Putting all this into perspective:

You are driving the average \$140,000 Lingenfelter twin-turbo powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter-mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 MPH. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race! That, is acceleration!

Classifieds

Automobile Year. I have all 59 volumes up to 2011/12, including those very rare editions from

the 1950s. I'm told by a dealer in auto books that the last complete Automobile Year set sold three years ago for \$3,500. Current editions of this tome, covering motor sport, new cars and automobile history, retail for around \$120, whilst on eBay UK somebody is asking GBP295 for vol. 1 (1953/54) and another seller has vol. 2 for 400 quid. I would part with the complete set for \$2400, an average price of about 40 bucks per edition, but will not sell individual copies. Classic & Sports Car. These UK magazines, probably the best available on these topics, are also taking up a lot of space as I have every copy since the magazine was launched in April 1982, and another arrives each month. Sensible offers considered. Richard Batchelor (member VHRR) 0417 370671

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. This car has a thorough racing history in the United Kingdom and New Zealand, including a Motor Sports New Zealand Log book and C.O.D. The car changed hands to its current owner in 2004 and shortly after made its way to Australia, where it has laid dormant since.

This car comes with a spare nose, and has only

seen 8 weeks of service in its current condition (NZ 2005).

Extremely realistically priced to sell at AUD \$15,000 Car is based is currently based in Melbourne, Australia. Contact Ken 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. Period racing history in New Zealand, before landing in the current owners hands in 1990 where it came to Melbourne, Australia in 1997. Being a regular front-runner at various tracks in Australia in recent years in historic racing. The engine, prepared by renowned FF engine builder, Peter Lerner 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. They were fitted with flares to the guards to accommodate the larger 10" magnesium rear wheels and 8" magnesium front wheels. They were also fitted with modified steering racks, larger ventilated disc brakes and calipers front and rear, a high performance inlet manifold and Holley carburetor and a tuned exhaust header.

The interior features a single pod dash (non GTS cars have a twin pod dash). The Euro-spec GTS is the XU1 or A9X of Toranas, the GTHO of Falcons, the Shelby of Mustangs...it is the rarest and most valuable model offered. This car is not to be confused with the USA-spec GTS cars which have the letters "GT" in their VIN numbers. These USA-spec GTS cars had the wheels and

flares but none of the performance upgrades.

There is no other Euro-spec GTS for sale anywhere in the world that I can find at the moment. This is a special car and a classic investment. And it is a whole lot of fun to drive with that 351 Cleveland engine sitting behind you. It is legal to drive in Australia with left hand drive as it is more than 30 years old. I have the Import Approval certificate for this car which means it can be registered in any State. 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

Repro 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

For Sale 5 speed close ratio gearbox. Originally from an Austin Champ, it was fitted to the MacHealey by Roger Wells but was removed by Alex Reid in the interests of originality. It has a mixture of helical and straight cut gears with no reverse.. The Champ had reverse gear built into the Diff.

It appears to be in good condition and is a substantial unit. Price is \$600-00 negotiable.

Jim Reddy. 9775 6728