

HISTORIC FORMULA FORD NEWS

*A newsletter for enthusiasts of Historic Formula
Ford Racing Cars*

*Prepared by Grant Burford
Edited by John Keating
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Sandown, VHRR 40th Anniversary of Formula Ford- Series Winner Jonathan Miles leads a huge field onto the back straight at Sandown.

GRANTS RANT

What a celebration our 40th anniversary year has been with the final event at the original first venue, Sandown Park now run and won, complete with yet another full grid.

There has been a great camaraderie present at the National events conducted with all competitors assisting those in need, be it with help or supplying part. Jeff Thompson, Hawke DL17 is a classical example. At Mallalla he damaged the valves in his cylinder head, SA rep Daniel Smith stepped in supplying and fitting a new unit on the Sunday morning - not a lap was lost!

At the Sandown FF Dinner held on the Saturday evening it was great to see all the supporters, many from yesteryear, discussing the good old days. Jan Bennett had arranged a fantastic photographic display as a backdrop to the room which was a talking point for the many visitors including Elwyn Bickley (Elwyn race cars) and his mate, DTE winner Bruce Connelly (Galloway). Also present was Peter Larnar (Larnar Engines), Dolce Reynolds (Wren race cars) and Brian Beasy (Beasy Race cars).

Driver to Europe Champions John Smith (P4), Paul Bernasconi (Mawer) and Bob Skelton (P4) were interviewed on the stage by FF racer Steve Moody (Totem mk1). It was so entertaining that you could hear a pin drop with stories of the racing and the associated antics that took place, all of which seemed so fresh that they could have occurred yesterday. In Bobs case it was only back in 1972, the third year of the DTE championship.

After several entertaining visits to the stage Bob recounted a race at Bathurst with John Goss in a Falcon GT. They were pulled up by a policeman for speeding at 2am on the Orange Rd whilst running in an engine for the next day. Essentially Bob then offered to drive the police Cooper S whilst the Falcon had the pursuit driver at the wheel and John as navigator - thus no infringement problems during the journey. I think this story brought the house down with its graphical presentation and description of how the S engine expired whilst pursuing the race car.

Another highlight where the videos played in the background from the glory days of the DTE series. The star being Jeff Walters as he put up a memorable fight in one particular lengthy encounter (race) where the lead changed

about 20 times. Jeff was surely one of the features having been a star in his day and like John Smith, is still a winning driver today.

This successful evening and the competition calendar for the year could not have been such a success without the help of many Historic Formula Forders and they include Nick Mc Donald, Laurie Bennett and his delightful daughter Georgie (who arranged the dinner). The FFA historic subcommittee including John Van Leeuwen (81VD) WA, Ian Mayberry (Wren) QLD, Daniel Smith (Wren) SA and Phil Marrinon (Galloway) VIC.

The VHRR has been the guiding light by organising both the Philip Island and the wonderful finale at Sandown Park. President Ian Tate and his PI organising committee need a thanks from all the competitors for the 40th anniversary shirts and the way in which FF were welcomed as a group and looked after during the weekend, despite the wet weather conditions.

Noel Robson and his Sandown organising committee need to also be applauded in the way that they (VHRR) run race meetings as they seem to be so organised and the events flow with such precision - a contrast to the unforgettable earlier Oran Park event.

I had not personally been back to Sandown since the early Tasman days and had forgotten what a terrific circuit it is. There will be plenty of other FF supporters from NSW with a similar view point.

A JOB WELL DONE VHRR...

On another note one of FFs original historic ambassadors Brian Johns one of the Bendigo connection (Goddard, Nankervis, Roe etc) had an accident at Sandown in his Royale RP24 when a suspension component possibly failed and he collided with the fence in the main straight.

Unfortunately he broke both his ankle and knee but has now been released from hospital and I am sure we all wish him a speedy recovery and a return to racing, and if you would like to make contact with best wishes please ring 0354438717 or mob 0412807311.

ENGINE LEGALITY

Formula Fords have relatively low power, so a small power increase, of even a few horsepower can make a big difference.

Realistically, a legal engine should at most produce a max dyno reading somewhere between 104 to 106 bhp, a really good one maybe 107 bhp.

Sadly it has come to light recently that some who have purchased historic FF's have been disappointed to discover that the engine was illegal. This has left the new owner with additional unanticipated cost to restore the engine to legal status.

Formula Ford has been run for over 40 years and every trick has been tried and exposed already. There are no secrets to be discovered in building a FF engine. The onus is on you the entrant to present a chassis and engine that complies with the rule book. Once illegality is exposed there are no acceptable excuses, even if the illegality is not deliberate.

To ensure you stay within the rules you should stick to an established and reputable engine builder. Not only will your reputation as a fair sportsman remain intact you are ensured of reliability, professional after build service and a top horsepower legal engine.

If you are selling a car and you know the engine has been tweaked beyond the rules, you should honour the true spirit of historic racing and disclose this to the purchaser.

Historic racing has many competitors and enthusiasts that have been around Formula Fords long before they became historic who can pick a cheater from a mile. With the introduction of the National Historic Formula Ford Series the FFA will be taking engine compliance very seriously. This approach is in the interest of all fair competitors and will help maintain the integrity of our championship.

NEXT YEARS 41st PROGRAM of EVENTS for PRE 1984 FF

As most competitors would realise Formula Junior was the category that Formula Ford replaced. They are actually are very similar in the respect that they too are a single seater control category that many of the original FFs were developed from.

After such a great year celebrating our 40th anniversary in Australia the FFA has decided to continue this festival concept into the future, (will anyone ever forget what 52 cars on the grid looked like at Philip Island).....

It has been decided in association with the Formula Junior Association (which has a lot of parallels with us) that we conduct our annual festival at the same events as them. This may well involve in the bulk transportation or containerizing of our vehicles to long distance events i.e. SA QLD, and in the future WA TAS NZ etc with the resultant cost savings to all involved.

This concept was arrived at from an idea of Jeff Thompson (Hawke DL17) and Jeff Fry (Jolus FJ) who arranged the Tasman event shipment to NZ recently for an initial cost for material of around \$100 per car. An analysis is presently being conducted by FFA and AFJA in to the feasibility of this within Australia and if it's successful could well change the way we race in the future by opening up more Historic FF venues.

We have also been talking to a large well known food supplier in regards to sponsorship of this national series and I will advise all in the future of the outcome. It won't be easy as they need to gain value for their investment with media exposure etc but I think the category can only grow with this type of support.

The FFA has decided to now refer to the FF categories as HISTORIC (PRE 84, which after all started FF in Australia) and CLASSIC (PRE 90) cars. This aligns us with the UK in name, although it should be noted the English have a more rigorous definition of historic. In the UK Historic is for cars Pre 1972 and Classic Pre 1976.

PROPOSED HISTORIC FF NATIONAL CALENDER FOF 2010

3/4 APRIL MALLALA SA

29/30 MAY WINTON VIC

24/25 JULY MORGAN PARK QLD

14/15 AUGUST WINTON VIC

18/19 SEPTEMBER WAKEFIELD NSW

2/3 NOVEMBER SANDOWN VIC

The FFA has endeavored this year to keep the traveling to a minimum by racing at both

Winton and Wakefield and thus saving 3 hours traveling to either Melbourne or Sydney.

It should also be noted that Ian Tate from the VHRR has introduced a new AUGUST WINTON event (long circuit) that excludes CLASSIC pre90 cars from competing when and if they are introduced, this also applies to Sandown and the Austin 7 May Winton events so it's important that we reward these promoters for supporting us with full fields.

NATIONAL HISTORIC (Fa/Fb) FORMULA FORD FESTIVAL 2010

Round 1 of the National Historic (Fa/Fb) Formula Ford Festival 2010 will be held at Mallala Motorsport Park, South Australia on the Easter long weekend (2-4 April 2010)

Points for the Festival will be awarded as follows:

Class Placing

1 st	10
2 nd	8
3 rd	6
4 th	4
5 th	3
6 th	2
7 th	1

In addition to these points, further points will be awarded as follows:

Outright Placing

1 st	3
2 nd	2
3 rd	1

*Every driver is also awarded 1 point for a race start

For Further Festival Information Please Contact

Grant Burford (NSW) 0405 190 658
(aburford@exemail.com.au)

Phil Marrinon (Vic) 0411 650 211
(marrinph@cba.com.au)

Ian Mayberry (Qld) 0412 563 932
(ianmayberry@optusnet.com.au)

Daniel Smith (SA) 0428 250 664
(ashton@skymesh.com.au)

John van Leeuwen (WA) 0418 903 154
(john@drivesafewa.com.au)

**Quality motel accommodation (4 star rated) is available within 30 minutes easy drive of the circuit, please contact Mandy Smith (0428 130 899) for further details*

SANDOWN REPORT

The Return of the Thunder saw the 5th and final meeting in the very successful Formula Ford Forty Year Festival series which has been running this year. Coincidentally, this meeting was exactly forty years (almost to the day) from the very first Formula Ford meeting in Australia - also at Sandown. For those that don't know, the Forty Year Festival started at Philip Island back in March with a record grid of 65 cars and the Sandown grid was also at capacity with 46 cars in qualifying. Mallala, Oran Park and Morgan Park made up the rest of the series

An enormous number of Formula Fords competed in the series this year - 84 in fact, with many coming out of the woodwork especially for the event. Some people amongst us in the historic fraternity maintain that our sport isn't about racing; it's about putting our cars on show. The numbers this year seem to belie that theory, and series events or major races are undoubtedly a way to pull numbers and maintain healthy category numbers.

The racing was extremely close this year with multiple winners and the points were structured in such a way as to give the earlier Group Q cars a good chance. Coming to Sandown, Jon Miles in the Group R (now Fb) Reynard and Nick McDonald in the Birrana (Fa) were vying for the outright championship lead with Andrew McInness nipping closely at their heels. The class of John Smith was showing as he too made a late charge for the title.

Jon Miles made pole again with a blistering 1.22.02 with Tim Berryman back in the category and back on the front row alongside. Andrew McInnes and Geoff Walters made up row 2, and it's great to see Geoff back in the category after so many years, with the green Elwyn looking absolutely immaculate.

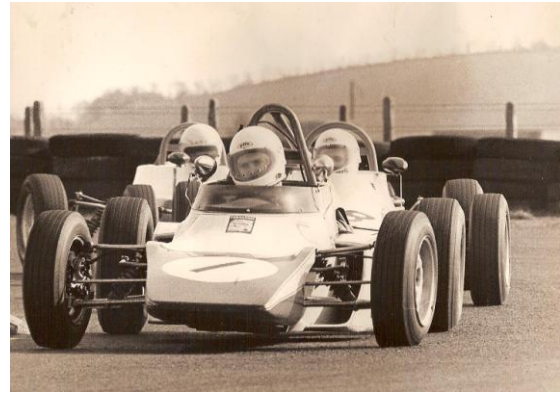
Steve Moody was also back in the saddle driving a Minda Lola, while evergreens Brian Sampson, Laurie Bennett, and John Goddard were all up near the pointy end. Group Q stalwart Peter Whelan was making his first Victorian appearance in a Formula Ford and no doubt found it tougher having less than half the horsepower under his right foot! Phil Randall's Hawke was back gleaming after a full restoration and Nick Bennett was nowhere to be seen having to attend a mate's wedding. Not a happy chappie, but mind you he felt better on Sunday starting 46th and finishing 16th having passed an amazing 30 cars! UK star and young gun Tim Blanchard was having another crack in the Penrite Van Dieman but was plagued with problems all weekend unfortunately.

The racing was too close, too fast and too furious to submit a complete report, but there were multiple lead changes in every event and the category proved once more to be sensational viewing. The series wasn't decided until the very last race and in the end Jon Miles shone through as he took the outright Series win from Andrew McInnes by just 7.5 points. Jon won the Fb title naturally and Laurie Bennett took out the Fa crown with Nick McDonald 2nd. A sensational end to a sensational series and the Saturday night dinner was a nice way to cap the year. Credit must go to the many volunteers who put in many hours of toil to make it happen, in particular Laurie & Nick Bennett, Andrew McInness, Daniel & Mandy Smith and Grant Burford. If any readers would like the complete points score sent to them, just get in contact via email to nicholasmcdonald@dodo.com.au. Meanwhile have a safe Christmas and we look forward to more action at Philip Island.

CAR OF THE MONTH

Mal Roach hales from Newcastle is the proud owner of the only 2 VAN DIEMEN RF75 cars in Australia. He is in the process of restoring both cars.

But firstly a quick introduction to the English built Van Diemen marquee. The company was formed by Ralph Firman in 1973 with the construction of its first car the FA73 in the same year. He was the brother in law of Jim Russel, the founder of the UK FF driving school in 1969, at the Snetterton race circuit with a driving school.



Trevor Templeton in an RF75, UK circa 1975.

Firman was an experienced race engineer having run the works Lotus Components team in 1969 with Emerson Fittipaldi as his up and coming superstar. The Lotus 69 was the car to own in those days. He produced his first FF prototype in 1973. It was not so much designed but 'built' having used many of Dave Baldwin's Lotus proven ideas, (Dave was later to become VDs longest serving chief designer).

Interestingly Ross Ambrose, a F3 exponent (father of Marcos of Touring car and Nascar fame) became his partner at that time and came up with the now long standing Van Diemen company name. The brand name was inspired by his love of home land Tasmania which was named by the Dutch as Van Diemen's Land in 1642.

By the end of the first year, the pale blue FA73 had won the British Oxygen series and the FF festival, together with a second place in the STP championship. It was a great start to a company that has now been at the forefront of FF design for the best part of 36 years!

In November 1973 the updated RF74 emerged from the companies Nissen huts in Norwich but by that time 15 FA73 cars had been constructed and another 35 would roll of the line in 74. The RF75 which evolved from the previous models increased the number by another 48. Sales were assisted by a large order from Canada of 18 cars for a driving school and thus FF and VD was on the way world-wide.



Mal purchased his two cars from long standing FF supporter Brian Beasy who had raced at the first ever Australian event at Sandown Pk in a car he manufactured himself called the 'Beasy FF' or Coffey Ford. There are only 3 other early VD cars in Australia, the Sam Dymond RF73 Penrite Oil car the RF76 of long standing enthusiast Don Hume and historic supporter Doug Williams also in an RF76.



The Reason there are not more early cars is due to the fact that in this country the FFA rules stated that all cars had to be built here and there were also maximum price considerations to contend with also. All these cars discussed would have been imported much later when the rules were relaxed.



But it certainly started our own race care manufacturing industry with people like Mawer, Wren, Bowin, Elfin and Birana, making a name for them both here and overseas. The VD ERA began in mid 1985 with a young Geoff Brabham importing an RF 85. Within a year it was obvious this car was years ahead and thus began the van Diemen dominance here. Look at any DTE photos from 86 onwards and the field is VD front to back. Although those supporting Pre90 formula fords deride my opposition to their historic status it is this fact that supports my opposing argument. The period pre 83 is unique in that it is dominated by mostly Australian brands. The last thing we want is too loose all that variety and end up with a field of Van Diemens front to back in historic. Good on those promoters that have stated they will not offer entries for Pre90 FF at historic events.



**SANDOWN
SCRAPBOOK**

Photos Courtesy VHRR

What a sight FFs gridded up back around the corner onto the straight. Garry Cooper Photo, 0412 149 861



A gaggle of cars after the first lap.
Garry Cooper Photo
0412 149 861



Paul Faulkner, Elfin 600 hotly followed by Laurie Bennett in his one owner Elfin 600. Richard Heaton Photo - 03 9796 2696



John Connelly Zinc Z10 leading Nick Mc Donald & Brendan Jones. Richard Heaton Photo - 03 9796 2696



Graham Burton Hawke DL11 leading Steve Weller Elfin 600 Garry Cooper Photo 0412 149 861



McInness, Miles, Mc Donald, left to right.

Formula Ford 40th Year Festival Results

	Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan Pk	Sandown	Total	
1	Miles	Jonathan	B	13.5	34	27	33	107.5	
2	McInnes	Andrew	B	12	32	20	33	97	
3	Bennett	Laurie	A		25	19	18	80	
4	Berryman	Tim	B	21		31	24	76	
5	McDonald	Nick	A	18	35	6	15	74	
6	Smith	John	A	4.5		20	39	69.5	
7	Connelley	John	A	9		9	30	48	
8	Walters	Geoff	B	7.5		2	36	46.5	
9	Bennett	Nick	B	9	18	12	4	43	
10	Tweedie	Tom	A	39				39	
11	Burford	Laurence	A	16.5		16	2	34.5	
12	Stubber	Ray	B	34.5				34.5	
13	Vesty	Norm	A		6	3	16	28	
14	Pymble	John	B	3		7	14	27	
15	Waston	Garry	A			26		26	
16	Walters	Cameron	B	3		8	10	24	
17	Blanchard	Tim	A	19.5			1	20.5	
18	Galjaardt	Cas	B	3		3	13	19	
19	Vesty	Bill	A		3	3	10	19	
20	Smith	Daniel	A	1.5	7	7	3	18.5	
21	Eva	Greg	A		18			18	
22	Sampson	Brian	B	9			8	17	
23	Guppy	Ron	A	1.5	7		6	16.5	
24	Watkins	David	B	3	12			15	
25	Fry	Robert	A				14	14	
26	Richards	Mike	B	3	5	3	3	14	
27	Beasley	Bruin	A		5	8		13	
28	Crozier	James	A	3			9	12	
29	Jones	Brendan	B				12	12	
30	Moody	Steve	A				11	11	
31	Dunlop	Martin	A		3	3	3	9	
32	Falkner	Paul	A	3			6	9	
33	Matley	Doug	B	3	6			9	
34	Randall	Phil	A			3	6	9	
35	Williams	Doug	A	3		3	3	9	
36	McInnes	Geoff	A	1.5	4		3	8.5	
37	Beats	Allan	A	3	5			8	
38	Fry	Chris	B				5	3	8
39	Johns	Brian	B		6		2	8	
40	Burton	Grahame	A	1.5		3	3	7.5	

41	Watson	Greg	A	7.5					7.5
42	Edger	Ian	B	3				4	7
43	Marrinon	Phil	B	3		2		2	7
44	Nankervis	Colin	B	3				4	7
45	Thompson	Jeff	A	1.5	2			3	6.5
46	Cowan	Lyn	A	3				3	6
47	Goddard	John	A					6	6
48	Holland	Don	B				6		6
49	Tarran	John	A			5			5
50	Weller	Steve	A	0		3		2	5
51	Newall	Andy	A	4.5					4.5
52	Turnbull	John	A	1.5				3	4.5
53	Koch	Jonathon	A		4				4
54	Miller	Guy	B	1.5				2	3.5
55	Brennan	David	B	3					3
56	Brewin	Jonathan	A	3					3
57	Chisholm	Snow	A	3					3
58	Cowan	Keith	B	3					3
59	Degotardi	Craig	A			3			3
60	Degotardi	Graeme	A			1		2	3
61	Foulkes	Phil	B	3					3
62	Grant	Peter	B	3					3
63	Hemming	Bill	A					3	3
64	Keating	John	A			3			3
65	Lillington Price		A	3					3
66	McMahon	Paul	A	3					3
67	Quilkey	Lawrence	A			3			3
68	Reed	Brian	A	3					3
69	Richardson	Neil	B					3	3
70	Roberts	Harold	A					3	3
71	Sanderson	Bob	A	3					3
72	Sullivan	Colin	A					3	3
73	Van Der Zee	Terry	A	3					3
74	Vrecv	Tom	B					3	3
75	Warrick	Luke	B	3					3
76	Warrick	Max	B	3					3
77	Wheeler	Gary	A					3	3
78	Whelan	Peter	B					3	3
79	Andrews	Vic	B			2			2
80	King	Oliver	B			2			2
81	Landen	Peter	A			2			2
82	Lawrence	Stan	A	1.5					1.5
83	Saunders	Bob	B			1			1
84	King	Chris	B						0

Those wanting more information on championship results please contact Grant

2010 Provisional Calendar for NSW Circuit Races

Date Produced: August 14, 2009

Jan 31 – MRA	WP (AASA)
Feb 12-14 – 12 Hour	Mt Panorama
Feb 20-21 – HSRCA	WP
March 6-7 CAMS National Racing Championship	WP
March 13-14 – NSWMRC RND 1	EC
April 2-4 – FOSC	Mt Panorama
April 10-11 – NSWMRC RND 2	WP
April 24 – MRA	WP (AASA)
May 1-2 – HSRCA	EC
May 29-30 – Sports Car Carnival	EC
June 19-20 – NSWMRC RND 3	EC
June 26 – MRA	WP (AASA)
July 10-11 – Regularity Enduro	WP (AASA)
July 16-18 – CAMS National Racing Championship	EC
Aug 14-15 - FOSC	WP
Aug 28-29 – NSWMRC RND 4	WP
Sep 4-5 – Muscle Car Masters	EC
Sep 10-12 - CAMS National Racing Championship (tbc)	EC
Sept 18-19 – HSRCA	WP
Oct 9-10 – Bathurst 1000	Mt Panorama
Oct – FOSC date tbc	WP
Oct 23-24 – NSWMRC RND 5	EC
Oct 31 – MRA	WP (AASA)
Nov 20-21 – 6 hour race	EC
Nov 27-28 – HSRCA (tbc)	EC
Nov 27 – Wakefield 300	WP (AASA)

Suggested Formula Ford ratios for Hewland MK8/9 and 9:31 Diff.

	Eastern Creek	Mallalla	Oran Park	Phillip Island	Sandown	Wakefield	Winton
1	14:36	14:36	14.36	14:36	14.36	14:36	14:36
2	19:31	19:33	20.31	20:30	19.32	19:32	18:32
3	22:28	21:30	22.29	22:28	22.30	21:30	20:31
4	25:27	24:27	25.27	25:26	24.27	23:28	22:29



Formula Ford & Competition Engine Specialist.

With over 30 years experience building Ford based racing engines, we offer a service second to none. We specialize in Formula Ford Kent, Formula Ford 2000 and Sports 2000 engines, Lotus Twin Cam, Cosworth BDD and BDG, Formula Junior and Pushrod 1500 Engines.

We have a fully computerized in house engine dyno facility which all engines we build and rebuild are tested on prior to delivery. We can also race prepare or setup your chassis or fully restore your historic racing/sports car.

Peter or Jamie Larner Tel:3 9439 8986
 Mobile: 0419 379 024
 email: info@larnerengines.com.au

LETTERS TO THE EDITOR

Hi All,

WINTON ROUND 1, VICTORIAN FORMULA FORD STATE CHAMPIONSHIP 2010 is the first race for a 6 round championship. There is a grid limit to the first 40 cars, please enter ASAP to avoid being disappointed,

The cost is only \$220 per entry and we should get plenty of track time,

Points will allocated the same as last year and if we can secure more than 5 cars in each class we will run the following separate point scores,

Open class, Pre 96, Classic, (pre 90) and Historic and Feista,

I have requested the issues raised at last year's meeting and the officials will advise me in due course,

If you know of someone who may be interested please forward them this message,

All Feista drivers please note All fiesta cars to have a 150mm X 40mm Day-Glo orange strip on the front (facing forward) of the roll hoop or highest part of the car if that is the part of the body, the nose should also be the same colour approx 150mm from the front,

I hope you all enjoy the coming season,

Regards

Phil Marrinon,
PH 03 9675 6979 bh

CLASSIFIEDS

1977 PRS (Pro Racing Services) RH01 Formula Ford manufactured in the UK by ex Hawke employees who started there own company and were very successful in the German series winning it for two years. There were about 8 cars imported in to Aus over the 4 models produced and were quite modern in their day.

This car has had a powder coated chassis new aluminium panels, new body (moulds supplied), gearbox re build with new crown wheel, motor re built and assembled as a rolling chassis stage with new wiring brake lines and instruments fitted. It really only needs painting and some final commissioning.

I really would like to sell this car so I am putting it on the market at \$20,000. A price that it could not be built for-please phone 02 95204935 or 0405190658 if you are interested, please find below photo of similar RH01 model.



2 x LOLA T200 FF A very sought after car (there are only 3 in Aus) particularly in the UK early pre 76 group. Essentially in pieces with new body and moulds, and both need total restoration Best offer over \$19k each. Grant Burford on behalf of owner 02 9520 4935 or 0405 190 658

Van Diemen post 1980 rear cast uprights. The last available from the VD company and available here cost plus delivery \$300 each, you could not even machine one for that. Contact Brian Beasy with your needs on 0397355090.

Wren FF for sale completely restored. Phone Ray De Costa 03 5940 1647.



1973 ROYALE RP16 FORMULA FORD. Full CAMS documentation Certificate of Description and Log Book. Documented history of the car since sold new in USA and imported in 1996. Larner engine and spare set of wheels and tyres. The car has not been raced since 2003 (Phillip Island Classic Motor Races) and is in excellent condition. Vehicle is located in Melbourne. Ideal for someone who wishes to compete in Formula Ford at the Historic FF level-\$22,500 ONO. Contact: Gary Parnaby AH: (03) 9752 1690 Mobile: 0407 83657

Email: gary.parnaby@bigpond.com

1983 Lola 644 Formula Ford Chassis Number HU01. This model FF is the last Lola produced before focusing on higher classes. The 640/642/644 series was very successful throughout the world.

This car was restored in 2007 by MINDA Motorsport, running for the first time at Sandown Historic in November 07. It has only run at 5 meetings since this restoration, and has not missed being on the podium.

There is nothing to spend, and includes a hand over day with the new owner. Ongoing preparation is available. Join the 40th year celebrations in a great car, ready to win!



\$35,000 Complete and race ready (also available without engine). Contact Andrew McInnes 0414 991 777 Or email amcinnnes@pacbrands.com.au

Rebel FF wheels available for the first time in many years from the original manufacturer. Only one batch is in production essentially to service historic FF needs and may never be produced again. Contact Jeff Walters/Rebel Wheels 02 4272 5529.



ELWYNN FF Highly competitive car restored by Elwyn Bickley, extensive spares including full set of gear ratios, 4 spare wheels, suspension set up jigs etc. More info and photos on request.



Les Wright
02 9997 3610

1970 Bowin P4A Ford Motor Company Display Car Comes with Historic Certificate of Description and Race History Spare ratios, Alloy Wheels Fully enclosed trailer, NSW Registration.

For more details please ring Stuart on 0418972635
~~\$35,000.00 O.N.O.~~
\$25,000

1975 LOLA T342 FORMULA FORD. Eligible for Group Q Historic racing. Certificate of Description and logbook included. Your chance to own the most distinctive looking Formula Ford in Historic racing. Price: \$23,000.



Contact: **BRIAN REED** (0427 395 296) email: brianr@cams.com.au or **ROB NETHERCOTE** (0439 870 070) email: rnethercote@hotmail.com

1982 VAN DIEMEN FORMULA FORD

winner of the larner engine series trophy for 2008. Larner engine with one meeting since freshen up by Don Holland racing. New body and paint in 2008. All rod ends, bearings, bolts, uprights, wishbones, brakes etc replaced where necessary. Two sets of wheels, panasport and compomotive. C of D and log book. Taller drivers can be accommodated. Asking \$30,000



Contact John Pymble m 0419232616 h 0298175528 W 0297406011

Lola T 540 - Basically 2 complete cars, with one apart.

The quick details:

1 new frame built by Pat Prince
New bodywork in white gelcoat
New rear suspension
New/repaired/refreshed rear uprights
Checked front suspension/uprights
Fresh Hewland from Taylor Race Engineering
Charlie Williams engine (apart) probably a 104hp engine assembled
New floor/side panels/sheer plate

This car is 75% new. It was crashed hard in 1994, stripped and sent out to be repaired. Parts are all there, but it never got done

The guy bought a 2nd 540 so he could keep racing while the other was apart. It's a roller. Pretty standard stuff save for driver adjustable rear sway bar and front droop limiters. No engine. Has not been raced in a good 10 years, maybe longer.

There must be 2-3 sets of Revolutions, a set or 2 of Centerlines, one set of Minilite look-a-likes, spares galore.

It's stored with a close friend in St. Louis. The new car and its parts look and feel new. One could build a brand new 1979 Lola T540 and be the envy of the paddock. The one that finished 4th out of 112 starters at the 40th was sold for US\$10,000.

US\$7500 could buy the lot. I can get an inventory list if you know someone interested. Help with shipping available.

Bryan Cohn Racing, CONTACT via John Keating jbk@tpg.com.au



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