

HISTORIC FORMULA FORD NEWS

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

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Phillip Island 2009 – Formula Fords as far as the eye can see.....Tom Tweedie on pole alongside Greg Watson. Sadly Jon Miles is missing from third spot due to an oil line hernia on the dummy grid.

GRANTS RANT

What a magnificent photograph. The grid shot from Phillip Islands 40th anniversary race shows how much historic formula ford has grown, and what a great class it is.

And dare I mention the front row featured two Australian designed and manufactured cars. There is obviously no shortage of historic formula fords in this country, and the VHRR has shown that if you put on the right event, the people will come....in droves. My report below details some of the highlights of the weekend,

Since the opening round at PI, the second round of the 40th Anniversary series has been run at Mallala and a report is also included below.

Also the HSRCA has run it's second meeting of the year, with a good entry of 20 FF but we really would prefer a minimum of 30 entries. Of particular interest at this meeting was the scrutineering of several cars with respect to compliance with FFA rules. Many cars demonstrated rather high compression readings which hopefully indicates nothing more than a faulty burette during engine construction. Also noted were some variations from C of D specifications. All engines from the well known tuners had compression within the expected range.

Now without flogging the horse too hard and in consideration that historic is not about sheep stations, I do believe we should race in the true spirit of Formula Ford. That is a control formula based on equality of machinery. Having said that I do understand the natural desire that some may feel to make up for a lack of youth and talent and forgive them for falling victim to the evil temptation created by an historic Formula Ford trophy. -GB.

CAMS HISTORIC NEWS

Recently FFA representative John Van Leeuwen and myself were invited to a one day "**strategic workshop**" to look at the future of Historic Racing for the next 15 years or so. There were representatives from most clubs present. Generally speaking the outcome produced a framework so that further detailed discussions can take place.

It will be interesting to see the draft document when it is produced so that real competitor input can target in on what is required for the future, I will ask for your input when this occurs, but this certainly is the first time future planning has occurred and which has involved the competitors. The CAMS board should be congratulated on their foresight.

There is more good news for Historic FF in that the CAMS board have set up an **independent** (from the HC) **committee** to analyse the future of our category. It certainly appears by their actions that the new board has the right approach in that it acts in Historic members best interest, keep up the good work!! -GB

PHILIP ISLAND FF40/1 event

The 40th Anniversary celebrations of Formula Ford competing in Australia have now started with the completion of the first event at Philip Island 13-15 March with 53 cars starting from the original 68 parties that showed interest in competing, which was a great result for VHRR and Historic FF.

As I understand it there were in the order of 560 Historic cars of all types present which only shows how much Historic have grown over the years with the introduction of the many new classes. It illustrates how much pre event planning went into running an event of this magnitude. Our thanks must go out to president Ian Tait for his vision and his band of willing helpers that made this a FF event of almost the same significance as the original first Sandown event.

Victoria has been in a drought for many years and despite much praying for fine weather on the weekend by all competitors, the powers to be decided to engulf the circuit with torrential rain on the 3 days of competition. As I have said before in Australia it should be seen by all as an opportunity to master these rare slippery conditions which would be the norm on most weekends in many overseas countries.

Long time FF enthusiast and Elfin 600 owner Laurie Bennett and enthusiastic Nick Mc Donald have been planning the 40th celebrations around the country. They wisely chose to have 2 Qualifying sessions on the Friday which certainly reduced the pressure on all competitors to put in a flying lap on race day. This proved successful with the ultimate

result that all drivers were in their appropriate grid position by race start on Saturday.

And over the weekend not one accident occurred, with over 50 single seater cars racing this is certainly a FANTASTIC result that all drivers should be proud of and that many other categories should envy.

There were many cars and drivers present that had not been previously seen and they included from the UK, Johanathan Brewin-Palliser WDF2, Terry Van Der Zee- Elfin 600, Chris Lillingston-Price-MerlynMK11, Andy Newall-Palliser WDF2, From NZ, BA snow Chisholm- Johnston Hussler, Peter Grant-Elden PH25, Keith Cowan- Johnston, Phil Foulkes- Trident Palliser.

Australian cars also having their first run were made up of Jeff Thompson- Hawke DL17, John DTE Smith-Lola T440, Tim Blanchard-VD, John Turnbull- Lola T200, Tim Berryman-Reynard 83, Stan Lawrence- March 73, Allan Beats- Palliser WDF2, Steve Weller- Elfin 600.

It should be mentioned here that I know of 32 cars that are being completed to race in the remaining championship events so 100 plus cars for Sandown in November is possible. Now that will be a sight to be seen, 3 grids of cars !!!!

QUALIFYING

As previously mentioned Qualifying took place over 2 sessions on Friday with young Tom Tweedie taking pole position in the Elwyn 002 at a 1:47.08 just in front of Greg Watson driving the green Mawer. Third position was taken by hard charging WA enthusiast Ray Stubber in the beautiful blue Royale RP31 (I must be biased?). There are so many cars that space does not allow for a full description of qualifying.

It's also quite interesting to note that the first 2 positions were held by Fa/Q cars and that the first Fb/R competitor is in third. This illustrates the fine balance at play in historic FF. This highlights my main objection to the extension of the category to include Pre90 cars. The Pre-90 cars, especially the Van Diemen's are so far more advanced that they will dominate the group and upset this balance..

Anyone Fa and Fb owners that think that Pre-90's will not change the dynamic of historic formula ford should consider that Pre-90 car's

are still capable of running at the front of the state series against current generation cars.

The other interesting point to note is that the pole position holder is 20 years of age and that second place is held by a mid 60s driver. This illustrates the level playing field that has always existed in. Historics is really about having fun with your competitor mates and going home with a straight car.

RACE 1 Saturday am Fine/overcast

Tom Tweedie in the Elwyn was the car to beat and effectively showed the field the way round with Ray Stubber 2nd and a much improved Nick Mc Donald in the Birrana 3rd, John Connelly in the US built Zinc Z10 and DTE competitor Geoff Walters had a great race for 5/6 hotly pursued by Tim Berryman and DTE winner John Smith.

By the finish we had dropped in numbers down to 42 with a few mechanical issues and by the afternoon as the weather was closing. Our second race of the day was cancelled so most competitors headed back to the pub early for some well earned refreshment.

RACE 3 Sunday am overcast

Tweedie and Stubber had the game sewn up but Tim Blanchard from a long standing FF family and after a year in UK F3 had jumped to credible 3rd position in the Penrite car along with a refreshed Tim Berryman and Andrew Mc Innes 4/5.

Returned Formula Forder Jeff Thompson who competed in 1969 with an Elfin 600 was having a go in his ex Davidson Hawke DL17 retired with mechanical troubles as his flywheel bolts had broken due to an over rev.

Jonathan Miles in the Blue 82 Reynard was having a shocking weekend after qualifying in the 2nd row and with oil leak problems and failed to finish despite removing and replacing his engine over the weekend but his day was yet to come in the last race.

**PHILLIP ISLAND
SCRAPBOOK**



DTE winner John Smith Lola T440



Tom Tweedie Elwyn



Jonathan Miles Reynard



Laurence Burford Royale RP21



Greg Watson Mawer 004

RACE 4 Sunday pm RAIN

As all drivers would be aware when it rains the playing field tilts to show up car deficiencies that dry conditions hide and race 4 was a typical example.

With all the cars on the dummy grid the heavens opened up to completely flood the area with about 25mm of rain with many of the drivers being soaked but in true FF style all present remained seated ready for this last event.

As most would be aware Tom Tweedie had won all the races so far which is certainly a fantastic result, but the dark horse was Johnathan Miles who due to his oil leak problems had to start from rear of grid as the races on Sunday were progressive. By lap3 he had overtaken 39 other drivers and was catching the leader by 4 sec/lap which is quite amazing under the conditions.

Whilst this was occurring Laurence Burford in the yellow Royale had also overtaken 20 cars to hold down 3rd position. There was much slipping and sliding taking place throughout the field and by the 2nd last lap the very experienced Brian Sampson in the Lola T644e had made it to 6th position. The finishing order was; Tweedie Fa, Burford Fa, Stubber Fb, Miles Fb and Berryman Fb, Mc Donald Fa,

It would be great if Jonathan could send us a how to do it setup data for these conditions as most readers would be very interested in his wet weather tricks!! (including myself).

Tom Tweedie was the leader on points for this first FF40 event and must be congratulated on his efforts, I will send out by email the overall championship points table for all involved as soon as they are calculated.

I would also like to thank all the competitors for their support of our celebrations particularly the overseas visitors who have made an exceptional effort to be involved, the grid shot is really quite amazing but it still only represents 20% of the Historic FFs in Australia..... We still have a long way to go!!!!

MALLALA REPORT

After the excitement and bustle of Phillip Island, it's always nice to come to Adelaide

and experience the South Australian hospitality and congenial laid-back atmosphere. As usual, plenty of races were on offer and 3 of the 5 counted for Round 2 of the 40 Year Festival. The organisers happily worked in with us to sort progressive grids for the festival races, to stop the non-championship races affecting the points results. Even the race result sheets notified the reader whether it was a points score race or not. Better still, a couple of helpful young girls ran around delivering the sheets - and Easter eggs - all weekend. Mallala to a tee.

It was a terrific turn up of cars, with 20 on the track for qualifying. Daniel Watkins brought his beautiful Royale over from WA, joined by Allan Beats in the Palliser. Geoff McInnes was back for a second crack in FF, this time in son Andrew's Lola 640 and showed excellent improvement over the weekend. Jeff Thompson made his second appearance his very pretty Hawke DL 17 and it was great to see Laurie Bennett back behind the wheel of a Formula Ford. Mind you, young Nick Bennett did mumble something about not needing the pressure of beating an older bloke in an older car!

In beautiful, clear and warm conditions for qualifying, Jon Miles showed sensational pace, particularly since he hadn't driven there before. He posted an amazing 1.15.9, nearly a second clear of the pack with Andrew McInnes, Nick McDonald, Bruin Beasley and Laurie Bennett filling the top 5 spots.

Race 1 didn't count for points, but it didn't stop the furious dicing with Andrew McInnes hounding Jon Miles for the entire race, setting a new lap record in the process of 1:16:43. Andrew tried a desperate down-the-inside move into the last hairpin, but it failed to come off and left the two cars sitting stationary in the corner with the field bearing down. Jon got going just in time and got to the line but Andrew had stalled leaving Nick McDonald, Bruin Beasley and a bunch of others to get past before Andrew could restart. So it was Miles 1, McDonald 2, Beasley 3, with Nick Bennett home in 4th, just 6 tenths clear of his old man and suitable relieved.

Race 2 was for points and this time Jon got clear in the Reynard and was never headed, enjoying a resounding win. McInnes and McDonald locked in a duel for 2nd and 3rd, with Nick and Laurie Bennett in the hunt along with Greg Eva. McDonald just got the better of

McInnes in the finish, with Nick Bennett 4th, Laurie 5th and Greg Eva 6th.

After the race, the cars were directed into the scrutineering bay for a compulsory stop on the weighbridge. Happily all were over the minimum category weights and declared legal. Let's hope we get the same results when a series of checks will be conducted at Oran Park.

Race 3 was the first of Sunday's events and once again the day was cloudless and very warm. This race wasn't for points and started in the finish order of the previous non-points race. Are you following this? (Kudos to the organisers once again!) McInnes started 10th after finishing that way after the off in the earlier race. McDonald started at the back to bed in some new tyres and so Miles was left to make a break for it which he did, posting a sensationally quick 1:16:45 in the process. This race saw some of the best dicing with Daniel Smith making a blistering start and getting up to 4th by turn 3. Nick Bennett, Laurie and Bruin Beasley were in there too and had the crowd on their feet with some great wheel to wheel action. In the end it was Miles 1st,



Mallala Grid

Bruin Beasley returning to the podium with a classy second place while McInnes fought back to 3rd. Nick Bennett, Laurie Bennett, Greg Eva, Daniel Smith and Doug Matley rounded out the top 8 with less than 2 seconds separating 2nd through 5th.

Race 4 was the second points race and once again it was Miles into the lead. This time McInnes and McDonald were left fighting amongst themselves while Jon skipped clear.

McInnes got some space eventually and set off after Miles, but it was too little too late and Miles finished the 5 lapper a few seconds clear with McInnes ahead of McDonald by a second, hotly pursued by the Bennett clan, Greg Eva and David Watkins.



Race 5 was the 8 lap finale, and the crowd were not disappointed by the action. While Miles once again got a great start, McInnes was determined not to let this one get away and pulled a beautiful move at the end of the first lap to sneak into the lead. McDonald was metres behind chased by the Bennetts and the ever improving Eva. Suddenly as the field headed into turn 3, Miles disappeared off the track in a cloud of dust. His clutch had given up and he couldn't get second for the corner and lost it as a result.

Half the field got past Miles while McInnes enjoyed the break. Meanwhile, Laurie Bennett made his move on McDonald and the two locked horns for a great battle. At one point the two cars stayed literally side by side for half a lap with neither driver prepared to give ground. Nick Bennett had the ringside seat while the rest of the field fell away.

In the end it was McInnes with a well deserved win, McDonald sneaking past Laurie for 2nd. Jon Miles came thundering home to grab 4th just ahead of Nick Bennett and every driver was left well and truly exhausted. Sensational racing indeed.

Points Results

Just to remind you all it's 10,8,6,4,3,2,1 in finishing order for Fa (group Q) and the same for Fb (R). Plus an additional 3,2 and 1 points for the outright top 3 positions. McDonald's consistency paid off, helped by Miles and McInnes taking points off each other in Fb. But there's not much in it!



Current points leader Nick McDonald

Round 2 - Mallala

Nick McDonald	1972 Birrana F72	35
Jon Miles	1982 Reynard	34
Andrew McInnes	1983 Lola 642	32
Laurie Bennett	1971 Elfin 600	25
Nick Bennett	1981 Wren	18
Greg Eva	1975 Elfin 620B	18

Mallala Group Results

Group Fa

Nick McDonald	1972 Birrana F72	35
Laurie Bennett	1971 Elfin 600	25
Greg Eva	1975 Elfin 620B	18

Group Fb

Jon Miles	1982 Reynard	34
Andrew McInnes	1983 Lola 642	32
Nick Bennett	1981 Wren	18

Formula Ford 40 Year Festival Points Tally – Outright

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
McDonald Nick	A	18	35				53
Miles Jonathan	B	13.5	34				47.5
McInnes Andrew	B	12	32				44
Tweedie Tom	A	39					39
Stubber Ray	B	34.5					34.5
Bennett Nick	B	9	18				27
Bennett Laurie	A		25				25
Berryman Tim	B	21					21
Blanchard Tim	A	19.5					19.5
Eva Greg	A		18				18
Burford Laurence	A	16.5					16.5
Watkins David	B	3	12				15
Connelley John	A	9					9
Matley Doug	B	3	6				9
Sampson Brian	B	9					9
Guppy Ron	A	1.5	7				8.5
Smith Daniel	A	1.5	7				8.5
Beats Allan	A	3	5				8
Richards Mike	B	3	5				8

Walters	Geoff	B	7.5		7.5
Watson	Greg	A	7.5		7.5
Johns	Brian	B		6	6
Vesty	Norm	A		6	6
McInnes	Geoff	A	1.5	4	5.5
Beasley	Bruin	A		5	5
Newall	Andy	A	4.5		4.5
Smith	John	A	4.5		4.5
Koch	Jonathon	A		4	4
Thompson	Jeff	A	1.5	2	3.5
Brennan	David	B	3		3
Brewin	Jonathan	A	3		3
Chisholm	Snow	A	3		3
Cowan	Lyn	A	3		3
Cowan	Keith	B	3		3
Crozier	James	A	3		3
Dunlop	Martin	A		3	3
Edger	Ian	B	3		3
Falkner	Paul	A	3		3
Foulkes	Phil	B	3		3
Galjaardt	Cas	B	3		3
Grant	Peter	B	3		3
Lillington Price		A	3		3
Marrinon	Phil	B	3		3
McMahon	Paul	A	3		3
Nankervis	Colin	B	3		3
Pymble	John	B	3		3
Reed	Brian	A	3		3
Sanderson	Bob	A	3		3
Van Der Zee	Terry	A	3		3
Vesty	Bill	A		3	3
Walters	Cameron	B	3		3
Warrick	Luke	B	3		3
Warrick	Max	B	3		3
Williams	Doug	A	3		3
Burton	Grahame	A	1.5		1.5
Lawrence	Stan	A	1.5		1.5
Miller	Guy	B	1.5		1.5
Turnbull	John	A	1.5		1.5
Mewburn	Graham		0		0
Weller	Steve	A	0		0

Formula Ford 40 Year Festival Points Tally – By Class

Class Fa

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
McDonald Nick	A	18	35				53
Tweedie Tom	A	39					39
Bennett Laurie	A		25				25
Blanchard Tim	A	19.5					19.5
Eva Greg	A		18				18
Burford Laurence	A	16.5					16.5
Connelley John	A	9					9
Guppy Ron	A	1.5	7				8.5
Smith Daniel	A	1.5	7				8.5
Beats Allan	A	3	5				8
Watson Greg	A	7.5					7.5
Vesty Norm	A		6				6
McInnes Geoff	A	1.5	4				5.5
Beasley Bruin	A		5				5
Newall Andy	A	4.5					4.5
Smith John	A	4.5					4.5
Koch Jonathon	A		4				4
Thompson Jeff	A	1.5	2				3.5
Brewin Jonathan	A	3					3
Chisholm Snow	A	3					3
Cowan Lyn	A	3					3
Crozier James	A	3					3
Dunlop Martin	A		3				3
Falkner Paul	A	3					3
Lillington Price	A	3					3
McMahon Paul	A	3					3
Reed Brian	A	3					3
Sanderson Bob	A	3					3
Van Der Zee Terry	A	3					3
Vesty Bill	A		3				3
Williams Doug	A	3					3
Burton Grahame	A	1.5					1.5
Lawrence Stan	A	1.5					1.5
Turnbull John	A	1.5					1.5
Weller Steve	A	0					0

Class Fb

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
Miles Jonathan	B	13.5	34				47.5
McInnes Andrew	B	12	32				44

Stubber	Ray	B	34.5		34.5
Bennett	Nick	B	9	18	27
Berryman	Tim	B	21		21
Watkins	David	B	3	12	15
Matley	Doug	B	3	6	9
Sampson	Brian	B	9		9
Richards	Mike	B	3	5	8
Walters	Geoff	B	7.5		7.5
Johns	Brian	B		6	6
Brennan	David	B	3		3
Cowan	Keith	B	3		3
Edger	Ian	B	3		3
Foulkes	Phil	B	3		3
Galjaardt	Cas	B	3		3
Grant	Peter	B	3		3
Marrinon	Phil	B	3		3
Nankervis	Colin	B	3		3
Pymble	John	B	3		3
Walters	Cameron	B	3		3
Warrick	Luke	B	3		3
Warrick	Max	B	3		3
Miller	Guy	B	1.5		1.5
Mewburn	Graham		0		0

WHAT'S ON IN HISTORIC FF

30/31 May State RD3 Oran Park
LARNER-3

30/31 May Austin7 - Historic Winton

27/28 June HSRCA Oran Park
FF/40-3 & LARNER-4

4/5 July NSW State RD 4 Eastern Creek
LARNER-5

25/26 July HRCC/QLD Morgan Park
FF/40-4

12/13 September NSW State RD 5
Wakefield

19/20 September HSRCA Wakefield

31 Oct-1 Nov NSW State RD 6 Oran Park
LARNER-6

7/8 November VHRR SANDOWN
FF40-5 CELEBRATION & DINNER

28/29 November HSRCA Eastern Creek
LEFFLER TROPHY/ LARNER-7

NEW HISTORIC FF OWNER / DRIVERS

Brian Cruickshank..... Mawer FF ex Sean Wilson (long term state series supporter).
James Crosier.....Royale RP21 ex UK Martin Dunlop.....Elfin 600 ex Larry Perkins.
Jeff Thompson.....Hawke DL17 ex Jeff Senior (NSW state series organizer).
John Smith.....Lola T440 again (no 3) ex USA David Brennan.....Reynard 83.
Collin Nankervis.....VD83 ex Graham Mewburn (long time Historic FF supporter).
Tim Berryman.....Reynard 84 ex Vince Holland (Formula Atlantic).
Bob Sanderson..... Lola T440 ex John Smith.

Welcome All to the most popular single seat control category that has ever existed, and has virtually been unchanged for nearly 40 years in Australia under the CAMS / FFAs guidance.

CLASSIFIEDS

FOR SALE: 1977 PRS (Pro Racing Services) RH01 Formula Ford manufactured in the UK by ex Hawke employees who started their 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.



FOR SALE: 2 x LOLA T200 FF A very sort 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

FOR SALE: 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.

WANTED: Wheel spacers to suit FF, 25mm to 10mm. Slide on 14/36 first gear ratio for Mk9. Please email John at histff@tpg.com.au or call 0407 677 783.

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



FOR SALE: 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

FOR SALE: 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.

FOR SALE: 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. Lerner 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



FOR SALE: 1983 Reynard Formula Ford. Fast and very reliable car with a strong engine and lots of spares. Comes with enclosed trailer. Grp R lap record holding car. Selling due to lack of time! Great way to enjoy the 40th FF anniversary in 2009. Spares include body parts, moulds, 4 rims, lots of gears, sway bars, springs, etc, etc. \$32,500 firm

Contact Nick Lubransky, 0414 725 644 or Nick.Lubransky@Shell.com



FOR SALE: 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

FOR SALE: 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.

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

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.

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Ongoing preparation is available

Join the 40th year celebrations in great car, ready to win! \$33,000 Complete and race ready (also available without engine)

A Black Lola 640 also available, contact me for more information;

Contact Andrew McInnes 0414 991 777
Or email amcinnnes@pacbrands.com.au

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

TO PLACE A FREE CLASSIFIED PLEASE SEND DETAILS TO histff@tpg.com.au