

HISTORIC FORMULA FORD NEWS

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

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The competition year has certainly got off to a great start and by the time this edition of FF News is released 6 rounds will have been run and won on the east coast. I have noticed a DYNAMIC enthusiasm for the category in part due to the greater exposure this year with the introduction of the Peter Lerner Festival, and with improved communication via our own Australian FF newsletter.

The standard of driving has also improved and as most would admit it is time in the seat that makes all the difference. The effects of racing at 3 events on the Oran Park GP circuit over the last 5 weeks has most certainly improved all drivers grid positions. (Equivalent to 96 laps of competition!!!),

Enthusiastic Elfin 600 owner Steve Weller, his competitive mate Cas Galjaardt in the 004 Elwyn and Norm Vesty in his Zinc Z10 have lowered their lap times on the OP GP circuit by no less than 6 seconds. As you can imagine has done wonders for the development of our historic group.



The Boys all in a row at OP.

NEW FORMULA FORDERS

I should mention here that there are a few new starters in FF at the recent HSRCA OP GP meeting. They include the experienced Ron Guppy (at 70 years young, he proves that it is not too late for the rest of you) in a beautiful blue Lola T204. Ron brought his car all the way from SA. Ron and his family have been long time Elfin exponents, his grandson Daniel Smith and wife Mandy also made the trip up with their beautiful Wren. They spent most of the weekend looking after the old guy and showing him which pedals to push. It should also be mentioned that he continued up to QLD and is scheduled to race at Morgan Park with a race at Sandown thrown in on the return trip home; now that's enthusiasm!

Another newcomer is Laurence Quilkey in the ex Frank Gardiner Hawke DL17, a car that is quite famous in Australia and one that he has certainly got moving. It's the sister car to the Davison raced car except without front rockers. Frank decided it worked better without them and removed them in the period.

Vic Andrews in the yellow ex Peter Verheyen VD81, was also getting in the groove with Quilkey and Qantas captain Cowan in the Lotus 61, all very closely grouped. Wayne Cooper has bought the Mawer DTE car from John Keating and was having his first run in FF at OP. He finished regularly in a top 8 position-a great effort! Wayne has a lot of experience in Porsche sports car racing and is a welcomed addition to our ranks. Incidentally, I noticed Dave Mawer checking out his family of cars at the meeting and giving suitable advice it might just have had some effect on the results!

Also at the HSRCA OP meeting was enthusiastic Victorian John Connelly in a Zinc Z10. This was John's first run at OP, with a great finish in the top 4 after a race long battle with Nick Bennett, 3rd driving his fathers old white and pink Wren (he has owned it since new). In my years of FF I have seen Nick grow up helping his Dad Laurie at race meetings and its great to see him now competing in the true Historic manner in his family's old but very successful car.

THE 40th ANIVERSARY 09

Another well-known competitor returning to (Historic) FF is 1977 DTE winner John Smith. John won the DTE in 1977 in the ex John Leffler Bowin P4. John has purchased a Lola T440 (and a spare) to compete in the 40th anniversary celebrations at Sandown next year.

In case you did not notice, John recently drove Don Holland's 89 Reynard at the NSW State Round, Eastern Creek. For the record, he qualified third and finished second in the first race. It would be amiss of me not to point out what an achievement this was for Don and John to mix it at the pointy end with the professional teams. Of particular note was the consistent lap times put in by John over the weekend. In the State Rounds competitors are limited to one set of tyres, which obviously deteriorate as the round proceeded. However while the other drivers times dropped with tyre wear, John was consistently within a tenth of his qualifying time.

Note to Mr Brook; you have no excuses left, there is another DTE winner with us now. How about running your DTE T440 next year with John? (At Stephens's last outing at OP 4 years ago he only broke the lap record 5 times on the weekend!!).

I have arranged a drive for Elwyn Bickley in his old Elwyn 002 (the one after Wally Stories prototype car) in next years events and a thanks must go out to Robert Tweedie for this kind gesture, incidentally Elwyn is restoring the last 004 for his entry into Historics and what many don't realise was that he quite successful in the DTE in 002 having won several races but finance, that old enemy, ended his aspirations.

How about Richard Carter in a Lynx or a Maytec competing, now that could be interesting! Or Mike Ryves in a Hustler. Jeff Thompson (#70/36 see list below) is endeavouring to purchase an Elfin 600 (see his history in another section) the same as the one he owned so if you have one please make contact as he is desperate to mix it with the champs of yesteryear. Now what about Larry Perkins, his old 600 its on the market; that's food for thought! Lets not forget the organiser of the festival Laurie Bennett in either an Elfin 600 or Wren. It will certainly be a great reunion for all the FF clan, Put **Philip Island** and **Sandown** in your Diary for **NEXT YEAR**.

SURF REPORT

It would be worthwhile for all you web surfers to browse the VHRR forum and take in some interesting banter regarding Historic Commission processes and Pre-90 Formula Fords.

Historic Formula Ford devotee Norris Miles has launched a thread that has got the attention of many. All existing competitors should make the effort to review these proceedings and ensure that they are informed on these debates and make their opinion known. The issues discussed and various responses or lack there of should interest all historic competitors.

So who is this Norris Miles and why should his opinion have any weight?. A short resume would include NZ and British Touring Car Championships and a host of co-drivers including some guy called Jim Richards.



Norris Miles leading at Oulton Park in the ex-Mass/Lauda Capri.

If someone with the experience of Norris feels the need to question what is happening in the administration of our sport, we should all at least have the common sense to consider his commentary. See www.vhrr.com and go to forums.

HISTORIC COMMISSION ISSUES

Now there is an issue that the Historic Commission seemed to have missed and it relates to the new Group Fa that was formed last year (with no input from FF competitors?) and which has a cut-off date of Dec1977. As such it disregards the group of FF that were raced in Australia from 1969 to 1974.

These were the years when it was both uneconomical and constitutionally illegal to import cars and as a consequence all cars were produced locally, I believe that if there was a group (Fa) that worked not necessarily by technical changes as exists presently but by historical mile posts it could help to preserve this era of early FF racing cars in Australia. In the UK the cut off for early FF is 1971 which is their most popular group and when Laurie Bennett races there in his Elfin it just scrapes in by just a few days (Dec 1971), when you consider that we started racing 3 years later than the UK, a 1974 cut off should be a close equivalent.

For your interest please find below a list in order of certificate of origin distribution for the first 2 years of FF (1969-1970) in Australia and which illustrates this above issue.

69/1 Bowin P4a	Wright Ford/ Skelton Sydney
69/2 Lotus 22	John Hill Bunyip Vic
69/3 Coffey Ford	Brian Beasy Waverly Vic
69/4 Andrew	Brian Andrew Ascot Vale Vic
69/5 Wren	Geoff Hood Dingley Vic
69/6 Lynx	Neil West Abbottsford Vic
69/8 Wren	David Green Bentleigh Vic
69/9 Talisman	Richard Trevena Brighton NSW
69/10 Elfin 600	Phil Webber Noble Park Vic
69/11 Tudor	HS Aust Lockleys SA
69/12 Corsair	Graham Gilbert Burwood Vic
69/14 Bowin P4	Ian McLintock NSW
69/15 Elfin 600	Peter Edwards Pascoe Vale Vic
69/16 Elfin	Jim Barrett Waverly Vic
69/18 Aztec	J Edmonds Oakleigh Vic
70/19 Bowin P4a	Garry Rush Auburn NSW
70/20 Elfin	Paul List Bedford Park WA
70/21 Fielding	Robert Creasy Beverley WA
70/22 Garo 27b	Terry Lyons Kewdale WA
70/23 Nota	John Tuxford Epping NSW
70/24 Elfin 600	B.S. Stillwell Kew VIC
70/25 Nota	Alan Vincent Blakehurst NSW
70/26 Adams FF	Darryle Adams Asquith NSW
70/27 Hustler	Mike Ryves Hunters Hill NSW
70/28 Bowin P4a	Alan Vincent Blakehurst NSW
70/29 Nedloh	Jim Russell Braybrook VIC
70/30 Elfin 600	B.S. Stillwell Kew VIC
70/31 Chipala	John Schofield, Chipping Norton
70/32 Lynx	Richard Carter Paddington NSW
70/33 Elfin 600	Graeme Peart Brighton VIC
70/34 Aztec AR8b	Mike Hall St Kilda VIC
70/35 Elfin 1	Mike Card South Yarra VIC
70/36 Elfin 600	Jeff Thompson Alderly QLD

COSTS

In the last Oily Rag in the Presidents Message he talked about Historic races at Monaco and the \$5000 entry fee and drew a comparison between this and HSRCA events. I really don't understand the significance of these statements when it really has no relevance here in NSW. I cannot recall the last time I saw a few dozen 45' motor cruisers moored in Eastern Creek; or perhaps Prince Albert is considering turning Casino Square into a tip?

What is important however, is when a club asks for a \$700 entry fee/garage for a marque event like the Tasman revival, does this equate to value for money? I guess that value equation is up to the individual.

My view is all clubs need to look very closely at their performance in these areas particularly in relation to what other promoters are giving in terms of **laps per \$**. I am aware of several other race meetings in NSW that are giving competitors in the region of up to a 200% better deal.

One way that we may be able to assist members as a group and thus reduce costs is to is by investigating the possibility of hiring/purchasing our own under cover garage tent as group S do and cut out some of the direct costs, What are your views in relation to this issue, and does any competitor have any contacts in this area of on track garaging?

HISTORY OF ZINK RACE CARS-Norm Vesty

Ed Zink produced his first racecar, the Zink Petit Sports racer in 1963. Three were produced, one winning the SCCA National Championship in 1963 for the H-Modified class.



Ed Zink then produced the Zink Z-4 (4 representing the year it was created) Sports racer. The engine was placed mid-ship and sent power to the rear wheels. There were only three of these ever created with two being powered by DKW engines and one by a Coventry-Climax FWA unit. Disc brakes could be found at all four corners and the fibreglass body was suspended in place by an independent suspension.

In 1965 Ed produced his first formula Vee the Zink Z-5. The Z-5 had a semi monocoque steel chassis. These dominated formula Vee and in 1967 filled the first 5 places in the US. In response the SCCA banned stressed steel panels. Zink negotiated a cut off date to allow existing owners to comply with these requirements. The Z-5 continued to dominate; Hundreds of Z-5's were produced.

In 1968 the Z-8 Sports racer was produced using a fuel injected VW engine, VW gearbox and brakes. One complete car and one spare chassis only were produced.

The announcement of the Super Vee Series in the US led Ed Zink to create the Zink Z-9 Super Vee, of which about 10 were produced. They had rocker front suspension.



1969 Z-9

In 1974 Citation engineering was formed by Stephen Lathrope to take over the manufacture and marketing of Zink racing cars. The Zink Z-10 was the first model produced and was however still designed by Ed Zink for Citation to produce. This picture is the first car produced by Citation the Z-10 at its first race in 1974; this is the car I now own.



Zink z-10 Formula Ford

The Z10 was available as a complete turnkey car or in kit form to allow other Formula Ford owners to update. You could also build your own as the front stubs and rear axels came from the VW type 3, 90 frames were built. The 1974 Zink Z-11 Super Vee was a Z10 with wings and a modified engine compartment to allow for fitment of the flat VW engine and bodywork to allow for air-cooling the engine. Z-12 Formula Vee. The Z-12 was produced until 1982.



1976 Citation Zink Z-14 Super Vee



1977 Citation Zink Z-14 Super Vee



1977 Citation Zink Z-16 Formula Ford , This model was very successful in the US



87-90 Citation 87SF FORMULA FORD2000



1987-90 Citation 87F FORMULA FORD

The company is now known as ICP/ Citation. Since 1974 when Citation was formed these cars have taken out 12 SCCA National Championships; 5 Formula Vee, 5 Formula Ford, 2 Formula Continental and 2 Super Vee championships

WHATS ON IN FF

26th JULY the Fifth round of the Peter Lerner Festival at Oran Park

27th SEPTEMBER the Sixth round of the Peter Lerner Festival at Wakefield Park

9th AUGUST Morgan Park

8th NOVEMBER Sandown Park

27th NOVEMBER Eastern Creek TASMAN John Leffler Trophy

Please contact me regarding entry forms to any of the above events. (Note that these dates are subject to change by various Promoters, and FF entry is not yet guaranteed at some of these events). Let's KEEP ON FORMULA FORDING. GCB

ROAD FUELS, FUEL ADDITIVES AND AVGAS **-by Barry Carr**

What fuel do I use in my racecar? Can I use the same fuel in my road car? What is the difference between Av Gas 100 and RF 100 (Racing Fuel 100)? Are the latest high-octane road fuels suitable for use in my racecar? Do I need to add octane boosters to achieve the desired vehicle performance and what about problems of valve seat recession???

These are some of the concerns that owners of historic vehicles are confronted with when it comes to selecting a suitable fuel for the satisfactory operation of their car/s, especially under competition conditions.

These questions and concerns seem to have increased of late, and to help answer these questions, the various fuels and the additives available will be reviewed in closer detail.

Avgas 100

Avgas 100 is a leaded petrol of 100 octane produced for use in petrol aircraft engines. These engines have a relatively "big bore", and as such can be prone to detonation which can lead to catastrophic engine failure. The lead additive/s, tetra ethyl and tetra methyl lead, in these fuels are used to boost the octane rating to 100 to achieve the desired engine performance and help prevent detonation.

Aviation gasoline (Avgas) is subject to very stringent quality control to ensure consistency of

product and hence consistency of performance regardless of source, or point of supply. As well as meeting the necessary octane rating, there are specified minimum and maximum levels of aromatics, vapour pressure, olefin content, lead levels, antioxidants and specific gravity. These closely controlled specifications result in a very consistent quality fuel from all sources.

RF 100

RF 100 is Avgas 100, which has been released from the Avgas storage and hence no longer subject to Avgas quality control specifications. Whilst it still meets all of the Avgas performance criteria it is considered to be "down graded" and cannot go back into the Avgas pool. It, therefore, is also a very consistent fuel having the same minimum and maximum levels of lead additives, aromatics and olefins, as well as containing the same levels of antioxidants.

Tetra Ethyl/Tetra Methyl Lead

In addition to their octane boosting capabilities, the lead additives in these fuels provide protection against valve seat recession in those engines that do not utilise hardened valve seat inserts. In engines where the valves seat directly into the cast iron head (or cast iron block in side valve engines) continued high speed/high load operation results in the valves being "hammered" into the seat, resulting in reduced tappet clearance and "shrouding" of the valves with resulting loss of engine performance.

Antioxidants

Aviation gasoline's are often in storage for long periods before use and to protect them against oxidation they are treated with suitable antioxidant additives. When fuels "oxidize" they lose their performance, especially suffering a reduction in octane rating. They also are prone to deposit formation within the engine.

Road Fuels

With road fuels the main consideration is the octane ratings, which currently are, 91, 95 and 98. These fuels are all un-leaded and their octane ratings are achieved through the initial processing and by blending at the refinery with various blending stocks, such as, reformat, catalytically cracked naphtha, alkylate, etc. Specific octane boosters are not used.

The main controls on road fuels are on octane ratings, distillation, aromatic and olefin content and vapour pressure.

These fuels must have a minimum RON (Research Octane Number) applicable to their advertised grade, and they are covered by national mandated standards.

The vapour pressures for road fuels are adjusted several times a year, depending upon the geographic location, to allow for changes in climate and average temperatures. Higher vapour pressures are required in areas of lower temperature to aid in "start-ability" of road cars.

High Density Fuels

Higher density road fuels have recently been introduced to provide increased performance, especially in late model performance vehicles fitted with electronic computer controlled fuel injection and ignition systems.

The density of these fuels is increased by the addition of the higher density aromatic compounds (within the statutory limits). These aromatics also increase octane rating and careful blending is needed to ensure the balance between density and volatility.

Generally road fuels are not subject the same stringent handling requirements as Avgas and their characteristics can vary depending upon geographic location, point of supply and climatic average temperatures.

Road fuels are not intended for long periods of storage, being blended for virtually "instantaneous" use. They contain less antioxidant than Avgas and should not be stored for long periods, and should be used as quickly as possible. In order to avoid possible fuel oxidation problems, these fuels should not be stored in partially filled drums nor left in fuel tanks that are near empty as the "increased" air in these containers can also contribute to any oxidation that may occur.

Fuel Additives

The two main after-market fuel additives are **Valve Seat Recession** additives and **Octane Boosting** additives.

Valve Seat Recession (VSR) Additives

These additives are required for the protection against valve seat recession in engines that have the valves seating directly into the cast iron cylinder head (or cylinder block). They are particularly necessary in these types of vehicles when they are operated at continuous high speed, such as motorway (or race track) driving; or when operated at high load, such as when towing loaded trailers or caravans. The most common VSR additives are based on Phosphorus, Potassium or Sodium technology, depending upon the particular manufacturer. These VSR additives do not have any octane boosting characteristics.

Octane Boosters

The two common after market Octane Booster additives are either MMT or Ferrocene.

MMT is based on manganese technology, and whilst not as effective at the same dosage rates as lead additives, it is readily available and, is a safer alternative (lead additives cannot be sold retail due to their toxicity). Used at the recommended treat rates in gasoline, MMT not only boosts the octane rating of the fuel, it also provides effective protection against valve seat recession.

When using MMT additives only the correct amount required to gain the necessary octane increase should be added to the fuel. **More is not better, but in fact can be detrimental to performance.**

Use of MMT can result in deposits in the combustion chambers; on valves and in valve ports and deposits will increase significantly if the fuel is over treated. These deposits are usually a characteristic "orange" colour and have been mistaken for surface rust. (This is somewhat similar to the "grey" deposits that were found in road vehicles operated on high lead racing fuels). MMT additives are not considered harmful to catalytic converters, however some manufacturers may have concerns about blocking of latest fine pore catalysts.

Ferrocene boosters should also only be used at recommended treat rates to avoid any deposit problems. Ferrocene is an octane booster only, and needs to be used in conjunction with a VSR additive where valve seat protection is necessary.

General

Where possible, and as covered by class regulations, it is probably best to continue to use Avgas or RF 100 in high performance historic racing cars. It has the advantage of having the necessary octane number, it provides valve seat protection, and has a reasonable shelf life. It should be handled with care and should not be siphoned by mouth.

As far as road fuels are concerned, if valve seat protection is the only concern, then the use of a VSR additive will be all that is required. If a higher-octane fuel is necessary, select the fuel with an octane number as near as possible to that required and then increase this by the addition of a selected octane-boosting additive to the desired level. Remember that the use of MMT also provides valve seat protection so an additional VSR additive will not be required.

In "older" vehicles it maybe a better option to select 95-octane petrol and add the required amount of octane booster (staying within the limits as recommended by the supplier) and avoiding the use of the "high density" higher-octane fuels.

Barry Carr

JPM PHOTOS FROM ROUND 2 - LARNER FESTIVAL

JPM Photographics is a proud supporter of Historic Formula Ford. Here are some samples of James' work from Round 2 of the Larner Festival.



Above, both John Smith and Gary Watson showed the young studs the meaning of respect.



The gorgeous looking Vesty Zink Z-10, chassis No-1.



Another complete restoration, the Keating RP-24 has been returned to its original colour.



Cas Galjaardt in his VD. Cas is one of the many historic drivers who has benefited from state championship experience.



Grahame Burton had a loan drive in one of the Burford RP-21's. Fortunately his stolen Hawke was recently found dumped and is now back in his possession.



Current Larner Festival points leader John Pymble.

LARNER FESTIVAL FOR HISTORIC FORMULA FORD

NUMBER DRIVER	ENTRANT	YEAR CAR	CLASS	RND1	RND2	RND3	TOTAL
82 John Pymble (RFF)	John Pymble	1982 Van Diemen Form	FB	59	82	80	221
78 Doug Matley (RFF)	Doug Matley	1983 Reynard Formula	FB	69	65	76	210
19 Tom Tweedie (QFF)	Tom Tweedie	1977 Elwyn 002 Formu	FA	81	0	108	189
22 Norm Vesty (QFF)	Norm Vesty	1974 Zink Z-10 Formu	FA	54	75	52	181
27 Greg Watson (QFF)	Greg Watson	1974 Mawer 004 Formu	FA	56	91	0	147
7 Cas Galjaardt (RFF)	Cas Galjaardt	1983 Elwyn 004 Formu	FB	35	69	40	144
6 Ed King (RFF)	Ed King	1984 Reynard Formula	FB	66	0	68	134
11 Grahame Burton (QFF)	Grahame Burton	1973 Hawke DL11 Form	FA	53	69	0	122
77 John Keating (QFF)	John Keating	1978 Royale RP 24 Fr	FA	45	77	0	122
29 Nick Harding (RFF)	Nick Harding	1982 Elwyn 003 Formu	FB	45	0	72	117
6 John Smith	John Smith	1989 Reynard FF89	Pre90	0	108	0	108
5 Oliver King (RFF)	Oliver King	1983 Reynard Formula	FB	50	0	56	106
9 Bob Saunders (RFF)	Bob Saunders	1982 Wren Formula Fo	FB	43	0	60	103
27 Garry Watson (QFF)	Garry Watson	1973 Mawer Formula F	QFF	0	0	92	92
40 Nick Bennett (RFF)	Nick Bennett	1981 Wren Formula Fo	RFF	0	0	88	88
13 Graham Mewburn (RFF)	Graham Mewburn	1983 Van Diemen RF 8	FB	37	0	48	85
54 Steve Weller (QFF)	Steve Weller	1971 Elfin 600 Formu	FA	49	0	36	85
99 John Connelly (QFF)	John Connelly	1975 Zinc Z10 Formul	QFF	0	0	84	84
48 Bill Vesty (QFF)	Bill Vesty	1973 Merlyn Mk 24 Fo	FA	46	0	28	74
121 Laurence Burford (QFF)	Laurence Burford	1975 Royale RP21 For	FA	72	0	0	72
42 Wayne Cooper (QFF)	Wayne Cooper	1973 Mawer 004Formul	QFF	0	0	64	64
81 Vic Andrews (RFF)	Vic Andrews	1981 Van Diemen RF81	FB	32	0	20	52
13 Daniel Smith (QFF)	Daniel Smith	1971 Wren Formula Fo	QFF	0	0	48	48
14 Kendal Barry-Cotter RFF	Kendal Barry-Cotter	1982 PRS 82F Formula	FB	46	0	0	46
75 Greg Eva (QFF)	Greg Eva	1975 Elfin 620B Form	QFF	0	0	44	44
117 Craig Degotardi (QFF)	Craig Degotardi	1971 Elfin 600 Formu	FA	42	0	0	42
61 Lynn Cowan (QFF)	Lynn Cowan	1969 Lotus 61 Formul	FA	29	0	12	41
16 Steve James (QFF)	Steve James	1972 Valour Formula	FA	37	0	0	37
51 Tony Cavanagh (QFF)	Tony Cavanagh	1973 Bowin P6F	QFF	0	0	32	32
4 Peter Addison (RFF)	Peter Addison	1983 Van Diemen RF83	FB	31	0	0	31
73 Graeme Degotardi (QFF)	Graeme Degotardi	1973 Bowin P6F	FA	31	0	0	31
111 Ron Guppy (QFF)	Ron Guppy	1971 Lola T204	QFF	0	0	24	24
71 Lawrence Quilkey (QFF)	Lawrence Quilkey	1977 Hawke DL17 Form	QFF	0	0	16	16

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CLASSIFIEDS

Open to offers: Mawer 004B FF Group R. The log booked continuation of the original 'Green Car' constructed by Dave Mawer. Rebuilt by Mawer/Bickley in 84/85. Previous owners include Bernasconi-1975 DTE winner, Norden-1979 DTE winner, Besnard, Rooklyn, Kane, Finlay-NSW Hillclimb Championship. A genuine piece of Aust. motorsport history. Historic log book and C of D.



Further significant restoration has been undertaken since purchase from Peter Finlay. Rose joints, CV's, gearbox seals, all new plumbing, new Smiths Instruments, belts, Minister Engine and so on. This car has real significant Australian history, and is subject to offers, as I need to make room for my group Q project. This car is a genuine potential front runner as proven by it's sister car raced by the Watson family. Please submit reasonable offers to survcad@tpg.com.au or call John on 0407 677 783.

For sale: Fully restored FORMULA FORD in excellent condition, includes C of D, spares, and Tilt trailer, nothing to spend. A piece of NZ motor sport heritage \$30,000 or best offer. Contact Steve James on Daytime: 0414 779 620



For sale: 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 to make space for our Tasman Revival project that needs to be finished by Dec 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 hstff@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: Elfin 600 FF#70006 ex Larry Perkins car restored and ready to race. The car that started the legend with LP winning the 1971 "FF DRIVER TO EUROPE Series" - catapulting him into F1 Fully restored & re-upholstered with original Larry Perkins seat etc. New tyres, fresh engine, resprayed to 70's colour & livery. Genuine offers to Peter Turnbull I 03 6442 3459.



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. 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

