

Rob Roy saw many famous cars climb to the top of the hill, many still exist, some are here today.

Earl Davey-Milne has many fond memories of his Rob Roy days in his Hudson-Bugatti and later in the same Bugatti with The Corvette V8 motor.

"An event like this could not be allowed to go by without a display of significant Rob Roy cars" Earl said. and we agreed by requesting him to go ahead and organize the display.

We thank him for the effort he has gone to for the public to view these great Rob Roy cars.

THE BUGATTI-CORVETTE SPECIAL BUGATTIS OF ROB ROY

OWNED BY EARL DAVEY-MILNE

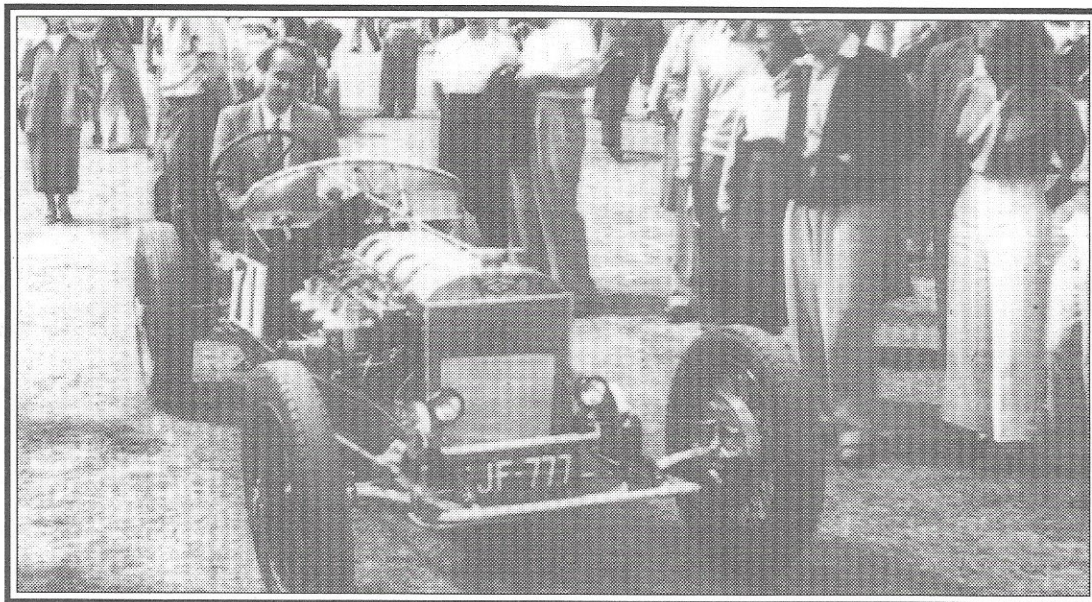
An ex-Australian Grand Prix Bugatti in the hands of J.O. McCutcheon. Its first appearance at Rob Roy was the King's birthday meeting 1938 driven by David MacMeikin and the Cup Day meeting of the same year.

It was Ron Edgerton who fitted a Hudson 8 to the Bugatti after blowing the original motor. Cec. Warren fitted a Willy's motor, but after Earl purchased the Bugatti he refitted the Hudson 8 and brought it back to

Rob Roy in this form at the Labour Day meeting 1950. (Archival film exists of this first run at Rob Roy in this form.)

Australian Motor Sports wrote-
"Davey-Milne brought the glittering Hudson-Bugatti on which he assured us he would never fit a body, to Rob Roy at last. It was the hub of a tight knob of discerning enthusiasts in the paddock all day."

Earl never did fit a body and it is in this form it is on display today, fitted with the 1958 Chevrolet Corvette motor. Its last run at Rob Roy was the Cup Day meeting 1961 taking first in the over 3000cc class for racing cars.



RIGHT:- Earl Davey-Milne the centre of attention

ANZANI BUGATTI SPECIAL

OWNED BY BOB KING

This car had a history of competition at Brooklands and Shelsley Walsh hillclimb in the UK (1925)

In 1937 Lyndon Duckett had bought the Type 35 from its then owner T.V.G. Selby. Lyndon had the Anzani engine which he had decided to fit to the Selby Bugatti and was to race it in this form during his ownership.

The Anzani Bugatti's first appearance at Rob Roy was "Rob Roy No. 11" (24/11/46) against Lex Davison (Alfa Romeo) Bill Lowe (Lombard) Herb Ford (Bugatti Type 37) and Bib Stillwell (TC) in the 1500cc Sports-Racing Class.

Lyndon's time of 36.47 secs. beat Bill Lowe by .53 secs. This was the second post-war event at Rob Roy. Lyndon was previously competing in his 1909 18 litre Mercedes.

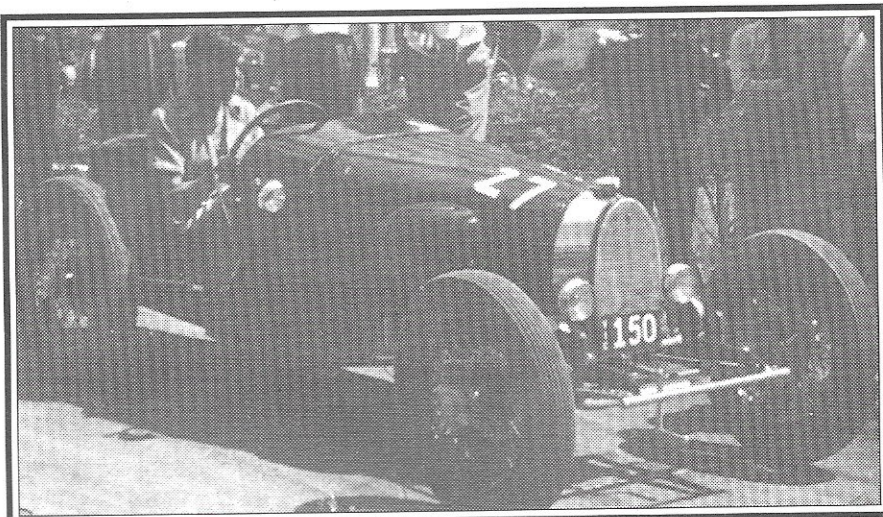
Lyndon took the Anzani Bugatti to its fastest ever Rob Roy climb at the September 1947 event in 33.52 secs.

It will be interesting to see if its present owner Bob King can improve on this time.

BUGATTI TYPE 37 (Chassis 37146)

OWNED BY TOM ROBERTS

Although raced Prewar at Phillip Island AGP and numerous hillclimbs including Belgrave and Wheelers Hill its first Rob



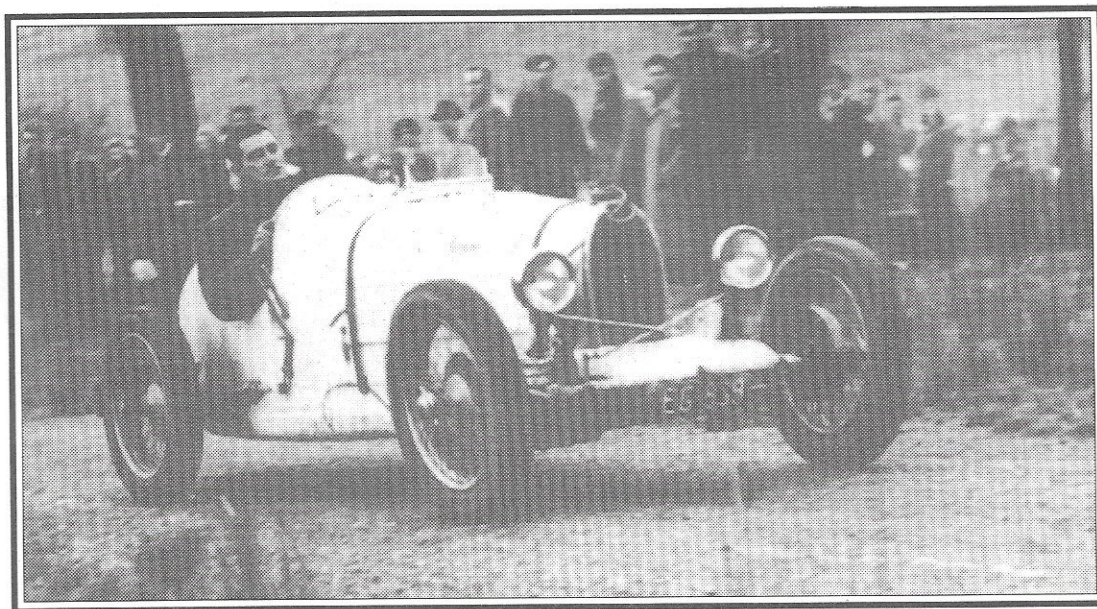
Roy appearance was at Rob Roy No.12 in the hands of Herb Ford taking third place against Reg Nutt (Innes special) and Alan Ashton's supercharged BWA.

Herb had no use of his legs and therefore fitted a hand operated clutch to drive the Bugatti. Herb was to continue competing at Rob Roy until the early 50's despite his disability. In fact it was the disability that caused the end of Herb's competition career as CAMS refused to renew his licence in 1952.

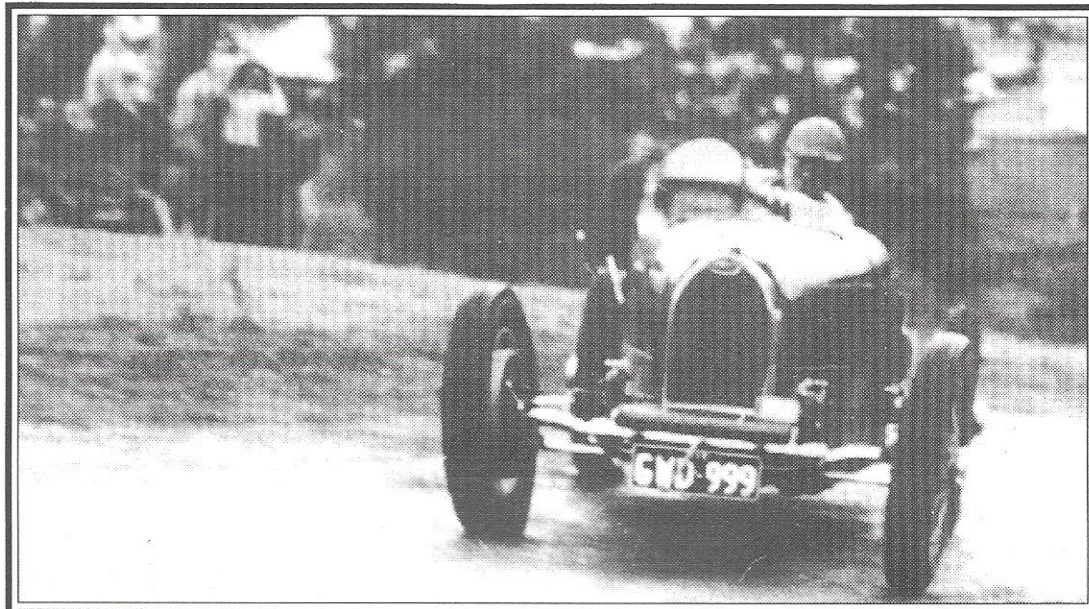
In 1958 Tom Roberts bought the Type 37 and it is Tom who has it on show today.

ABOVE:- Lyndon Duckett at Rob Roy.

BELOW:- Herb Ford and Bugatti at Rob Roy



RIGHT:- Jim Leech in a slide just before the wheel was damaged.



BUGATTI TYPE 37A

OWNED BY ADAM BERRYMAN

Both John Blanden's "Historic Racing Cars in Australia" and Bob King's "Bugattis in Australasia" claim this Bugatti to have been owned by Louis Chison. Purchased from a Belgian Bugatti dealer by Bill and Jim Leech, it was to first compete at Rob Roy No.46 (4/6/58) in the time of 41.22 driven by Bill. Their MM Special was also entered and completed the climb in 29.76 secs.

Bill's time was to improve in the Bugatti at Rob Roy No. 60 (19/4/1961) with a 34.13

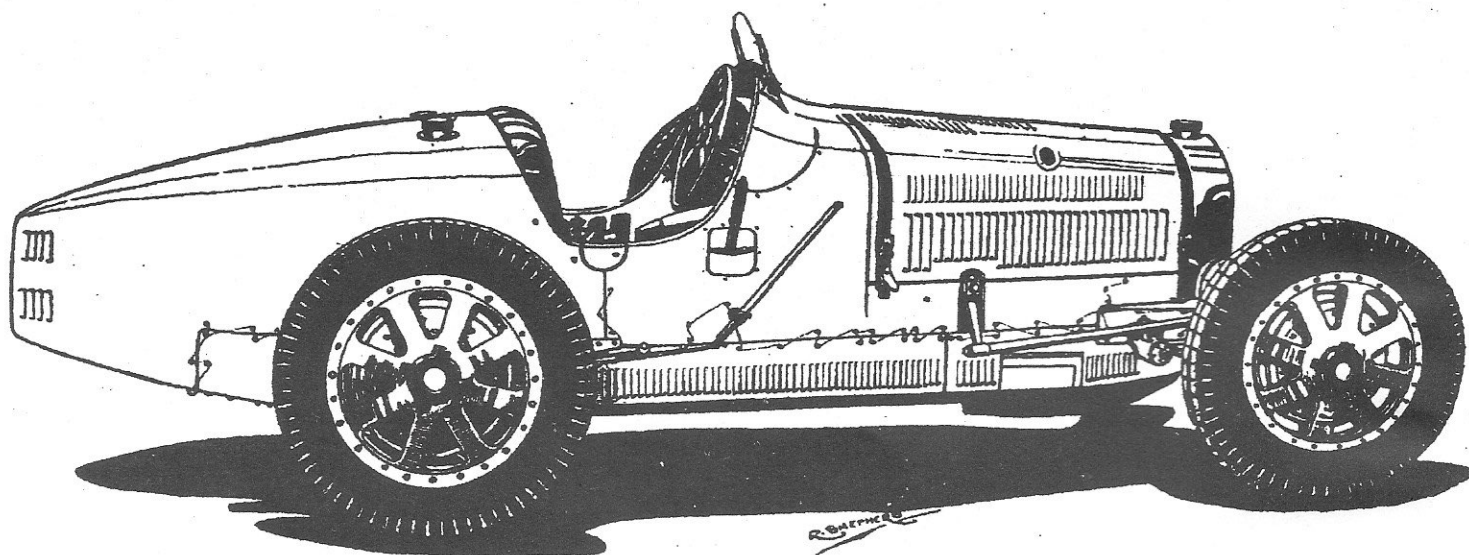
secs. against Laurie Rofe in the ex-Davison Alfa (31.88).

The wheels were replaced by Jaguar wire ones due to a mishap when one of the originals broke at Rob Roy.

LMB BUGATTI 37A

OWNED BY TOM ROBERTS

Raced extensively by Eileen Ellison and T.P Cholmondeley Tapper in England at Brooklands, Shelsley Walsh and Donnington. It was raced on the continent at Nurburgring, Lorraine and Albi in 1935.



The Type 51 Bugatti - 1931

John Cummins of Australia found and purchased the car in 1952 and brought it back home with him. To give it a truly Australian flavour a Holden engine was fitted and it was to first compete at Rob Roy in the 1957 Cup Day meeting with a time of 31.56 secs.

Len Lukey in a Cooper Bristol won the class in 26.23 breaking his own class record.

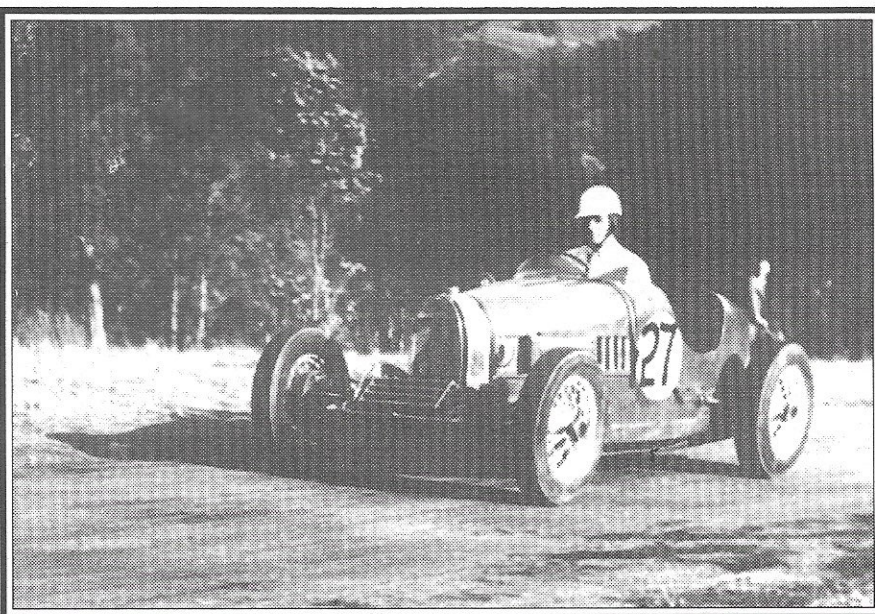
The car was bought by Tom Roberts in 1980 and mechanically restored by David Rapley with the body restored by Richard Stanley.

HOLDEN BUGATTI

OWNED BY DAVID WATSON

Although it's previous history before coming to Australia is not known, it's Australian Racing history is well documented. The owner Ernie Nichols competed at Phillip Island in 1934 and 1935. Other notable owners were Ron Edgerton and 1949 AGP winner John Crouch.

The Bugatti competed regularly in NSW until at Bathurst 1951 the motor blew and was replaced by a Holden motor.



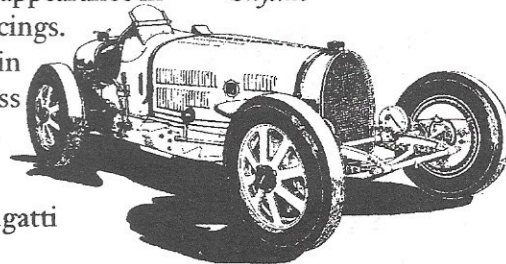
In the hands of Bob Baker it was to record 29.77 secs. at its first Rob Roy appearance in June 1958, but well out of placings. Lukey's Cooper Bristol again took fastest time for the class followed very closely by Lou Molina.

David Watson bought the Bugatti in 1963.

Sources:

Bugattis in Australasia - Bob King
Historic Racing Cars in Australia - John Blanden
Australian Motor Sports Magazine

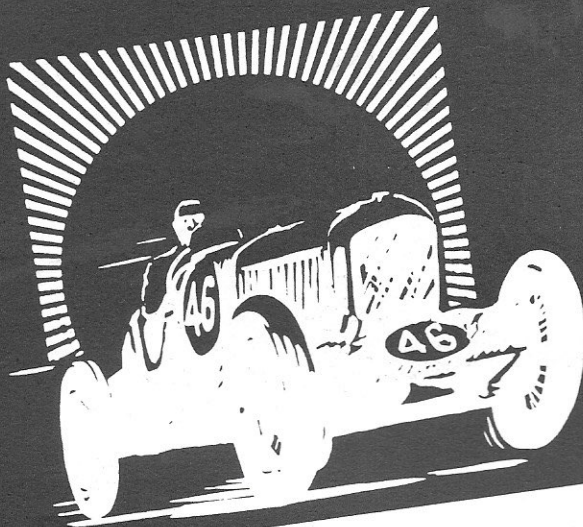
ABOVE:- Bob Baker on Skyline



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NORM BEECHEY

Norm was one of the early entries as he usually is with classic and historic events these days.

He and his wife Margaret are very active in the movement (also F.O.R.R. members) and are enjoying this area of motor sport enormously.

Norm first competed at Rob Roy in the Cup Day meeting 1956 in a big Ford Customline taking second in the class (32.72) behind Len Lukey (32.23)

Len Lukey consistently would take the Touring Car over 3000cc class and it wasn't until Norm changed mounts to his Holden PK 752 for Rob Roy No. 53 (13/9/59) that he achieved a class win beating the old fox Harry Firth, although Harry turned the tables on the following meeting.

Entered under Norm Beechey Car Sales, PK 752 was to compete regularly at Rob Roy and at the Cup Day Meeting 1960 he took a class win and lowered the class record for Touring cars over 1600cc in the time of 29.70 secs.

Although Len Lukey did not race again at Rob Roy Norm's new rival became Bob Jane.

At Rob Roy No. 61 Norm was to win his class once again (29.90) and at Rob Roy No. 62 (the last LCCA Rob Roy) he was to gain second place behind Harry Firth who again lowered the class record (29.50)

I'm sure Norm's competitive spirit will allow him to improve on his past times.



ABOVE:- Norm Beechey in PK 752 at the start line

DERRY GEORGE

Derry's Rob Roy claim to fame is that he was entered for the very first Rob Roy event in 1937.

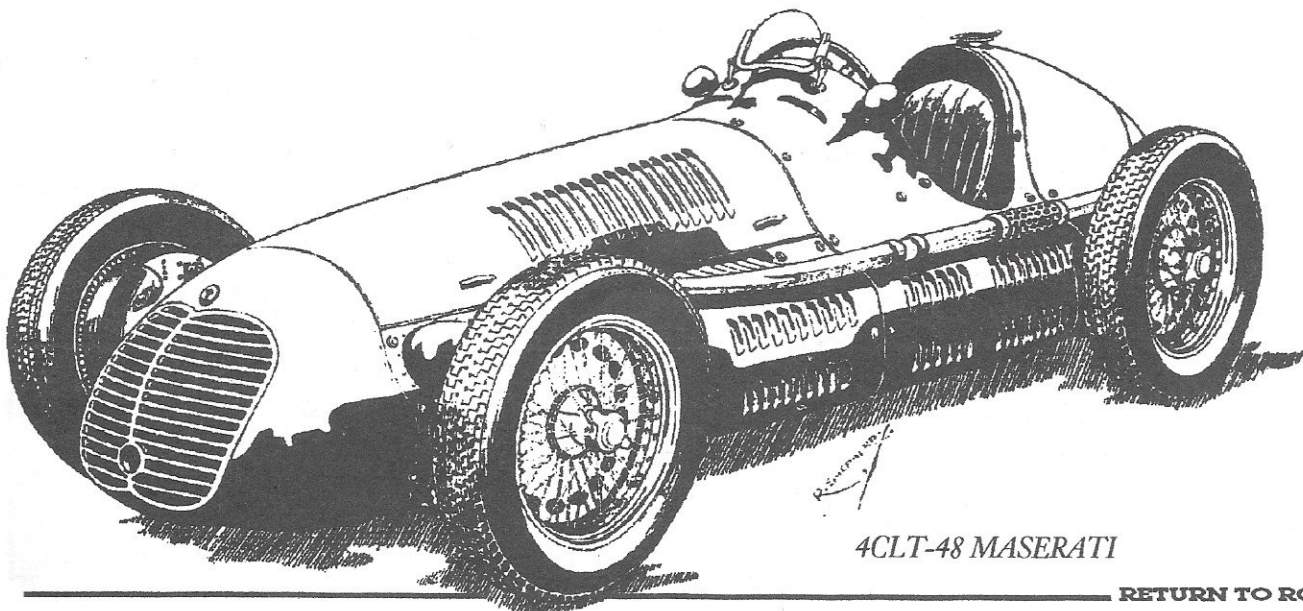
Derry drove an MG J4 which was later raced by Bill Prowse after the war.

D.D. George took the supercharged J4 from 49.73 secs. on that first meeting down to 38.74 for a class win in January 1939.

After the war the J4 was sold and Derry entered a Salmson for the March 1948 meeting.

While most past Rob Roy Competitors today are enjoying the hill as spectators, Derry George, 56 years after his first event is here again as a competitor.

ROB ROY DRIVER PROFILES



4CLT-48 MASERATI

RIGHT:- Ex Frank Gardiner Kevin Bartlett Alfa Romeo GTA.

BELOW:- Geoff Russell Rob Roy No. 33 (28/2/1954).



JACK QUINN

Probably the youngest entrant today is driving his fathers ex Mildred Racing Team Alfa Romeo GTA.

The car was raced by Frank Gardiner and Kevin Bartlett with success at Warwick Farm, Longford, Surfers Paradise and Lakeside.

In October 1972 it was purchased by Brian Foley and extensively lightened as well as having a 2.1 litre, 4 valve GTAM engine fitted. In this form it developed 225BHP.

During the 70's after being repaired after a major accident it was fitted with a Mazda rotary engine. The Quinns have spent much time in getting the car back to original specifications. The Alfa is entered in the Special Invitation Class for Sports Cars.

GEOFF RUSSELL

An ex-LCCA President, Geoff has entered his Russell Morris Special today for Return to Rob Roy.

It was constructed by Geoff in the late 40's for Vintage Competition using a Morris Oxford engine and appeared in its first event at an AMSC hillclimb at Hurstbridge.

Geoff will probably experience a little de ja vu today as he competed at Rob Roy No. 33 which was also on February 28th (in 1954) his time being 34.89 secs.

It will be interesting to see on today's fast track how much he can improve on his time of 39 years ago.



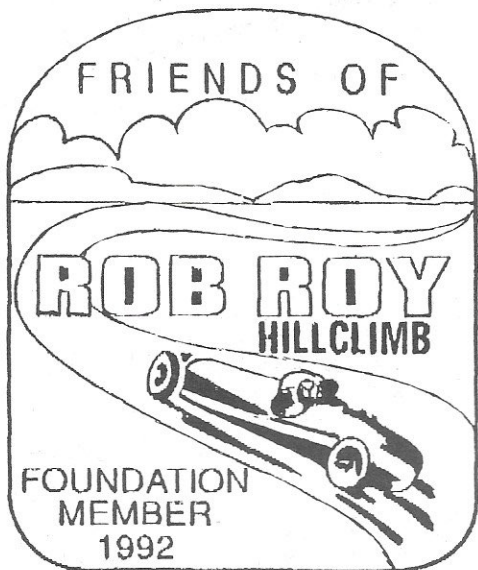
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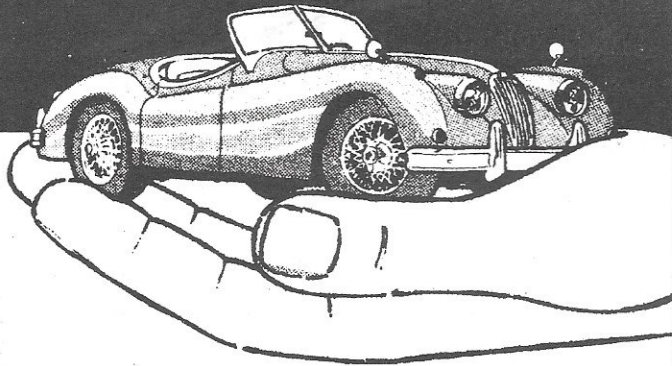
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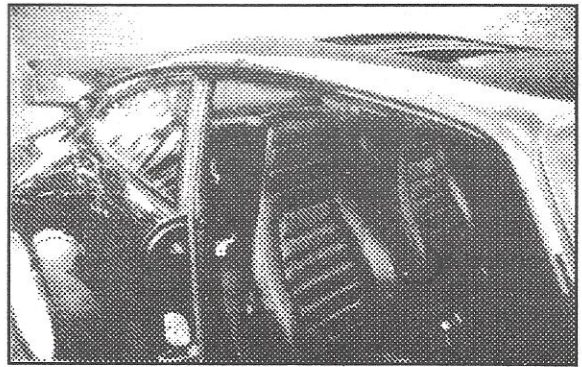
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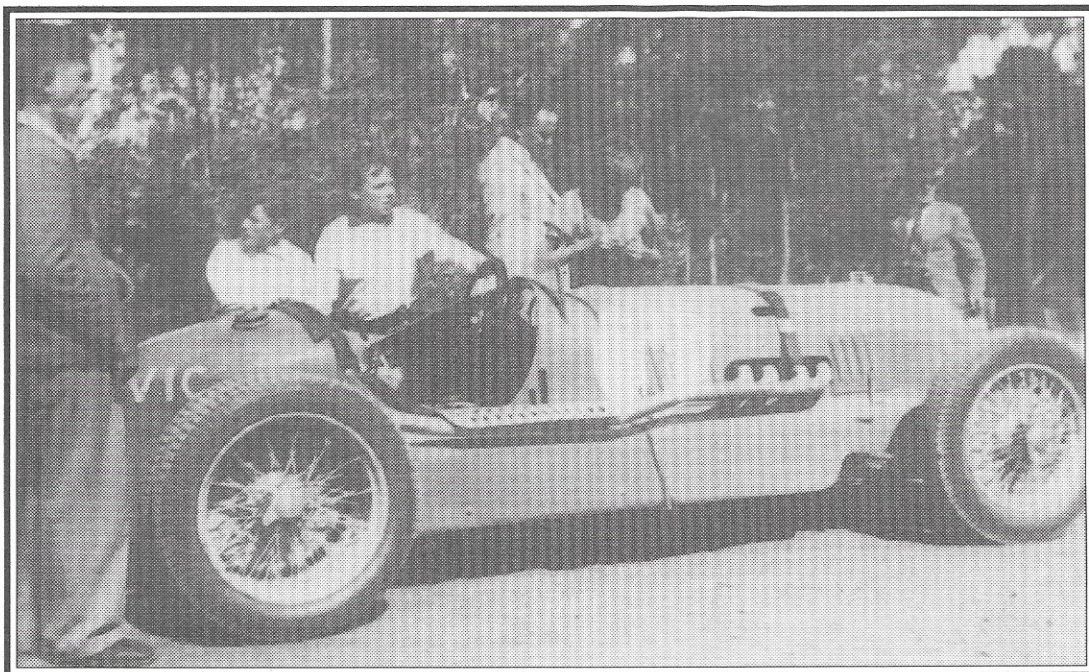
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A LOOK AT SOME OF THE FAMOUS ROB ROY CARS

ALTA RACING 2 LITRE

OWNED BY GRAEME LOWE

Originally a 1 1/2 litre motor, this car was first owned by Johnny Wakefield who ran it at Brooklands. It also ran at Shelsley Walsh driven to a ladies record by Dorothy Turner. During the war the motor was converted to 2 litre capacity and supercharged.

Tony (FOA) Gaze purchased the car while serving as a Squadron Leader with the RAF. He competed at Prescott taking 6th FTD while in the UK. The Alta was brought to Australia in 1947 and first competed at Rob Roy No.15 14/3/48 taking not only FTD but the outright record from Arthur Wylie. The time was 28.88 and Tony ran dual rear wheels making the Alta look very purposeful.

Australian Motor Sports wrote "As he only flicked the throttle about four times during each ascent, it appears that the new record of 28.88 will only stand until he has some practice."

This was not to be the case as at Rob Roy No. 16 the Alta developed a crack in the front axle and became uncontrollable. It careered down a 25ft. drop into the gully beside the spillway near the upper dam. The motor still running was stopped by the plug leads being pulled off.

Tony was to campaign his Alta Sports and HRG in the future years at Rob Roy.

The Alta is now owned by Graeme Lowe.

WYLIECAR

OWNED BY GARY GRANT

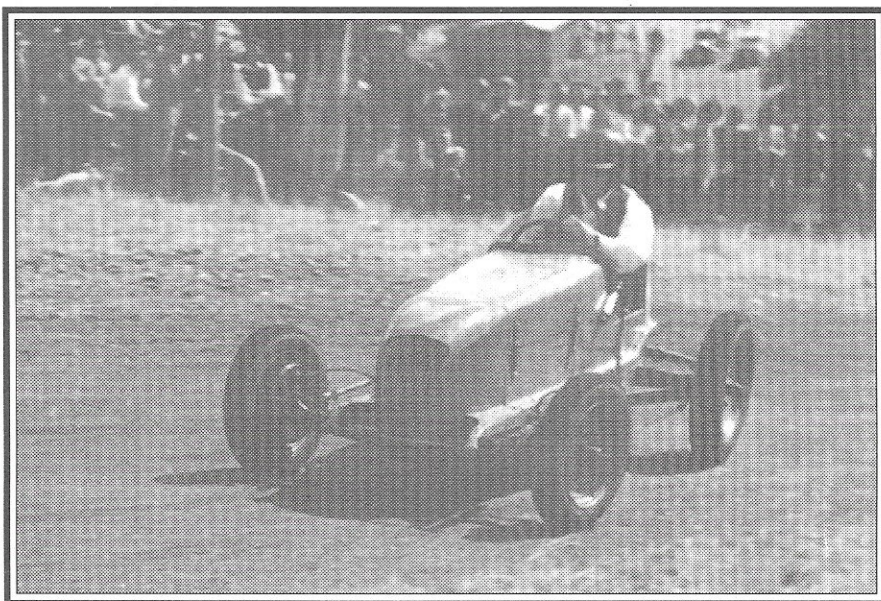
Conceived by Arthur Wylie, this car was to achieve two outright records at Rob Roy. The first in 1947, the second in 1949.

Arthur related the building of the Wyliecar at a Friends of Rob Roy night at the Anchor and Hope in '92 keeping the crowd in good humour.

The special was built specifically to break Frank Kleinig's outright record. With only three weeks before the event there was not much time to fit a body, so it ran in chassis form.

ABOVE: The Alta Racing 2 Litre.

BELOW:- The Wylie car enjoying a bit of a slide.



This was Arthur's second outright Rob Roy record, his first was in 1940.

Tony Gaze, then Frank Kleinig were to break Arthur's record before he returned to show them who was "King of the Hill".

Arthur lowered the record for his third time to 28.34 secs at Rob Roy No.18 31/1/49.

Although not Arthur's last record it was the Wyliecar's last at Rob Roy. It was then sold to Misha Ravidell.

Gary Grant of Geelong Sprints fame and restorer extraordinaire now owns the Wyliecar and has kindly put it on show today.

CHAMBERLAIN SPECIAL

OWNED BY JEFF DUTTON

Australian Grand Prix Rally Sponsor Jeff Dutton recently purchased this fascinating piece of real Australian motoring history, and has kindly allowed it to be on show as a Rob Roy car.

It first competed in 1929 and was named after its constructors Bob and Bill Chamberlain.

Reliability in long events was never its strong point, so it was decided to replace it's engine

with a Chamberlain devised watercooled, supercharged, opposed piston, Two stroke engine.

The car created a great deal of interest at it's first Rob Roy appearance (8/4/46) due to front drive Wheelspin, great clouds of blue smoke and earsplitting scream from the exhaust.

Driven by Bill Balgarney it went up the hill in the time of 41.452 secs. FTD was 36.94 by Ted Gray in an Alfa Romeo Special for this first event after the War.

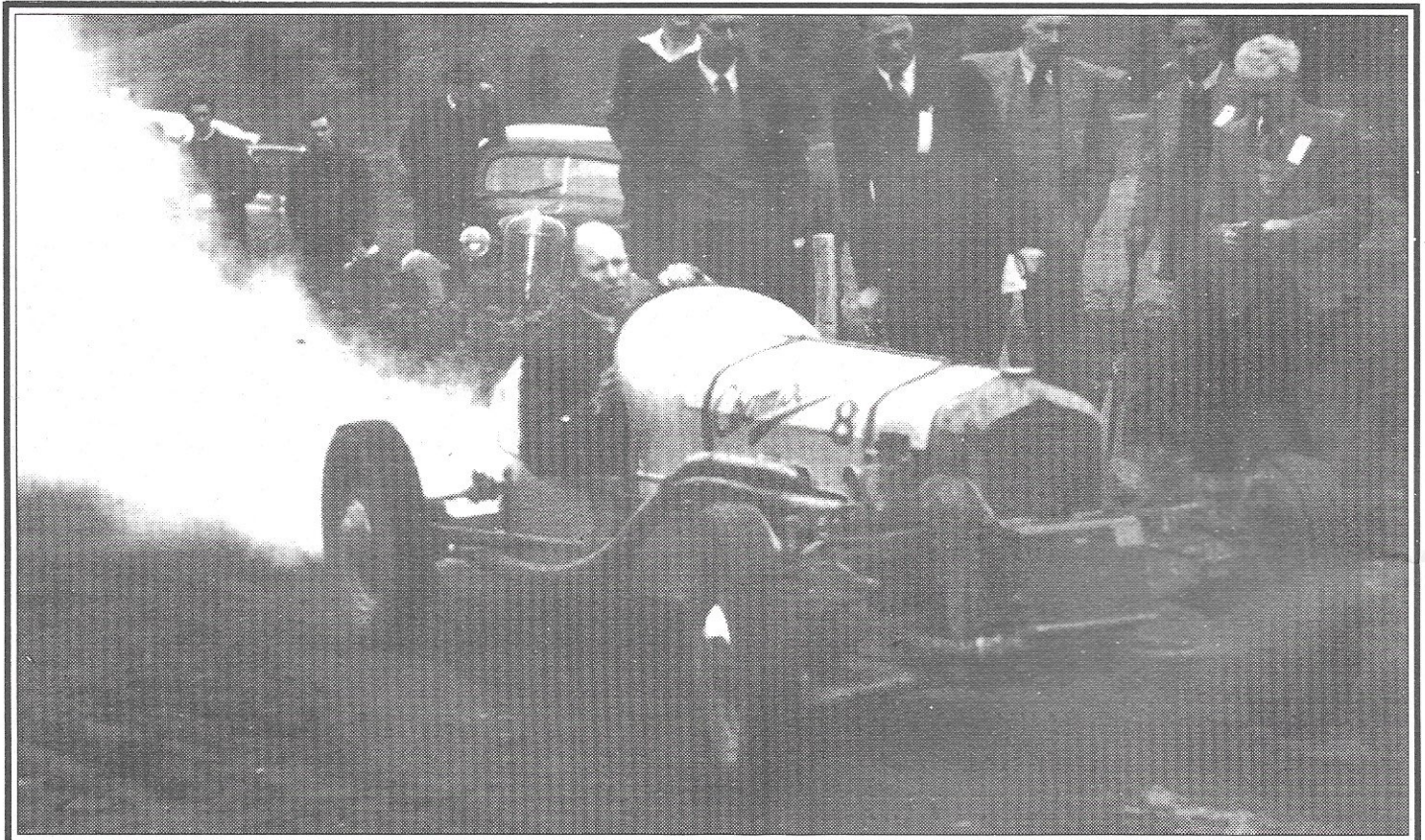
BALLOT OLDSMOBILE

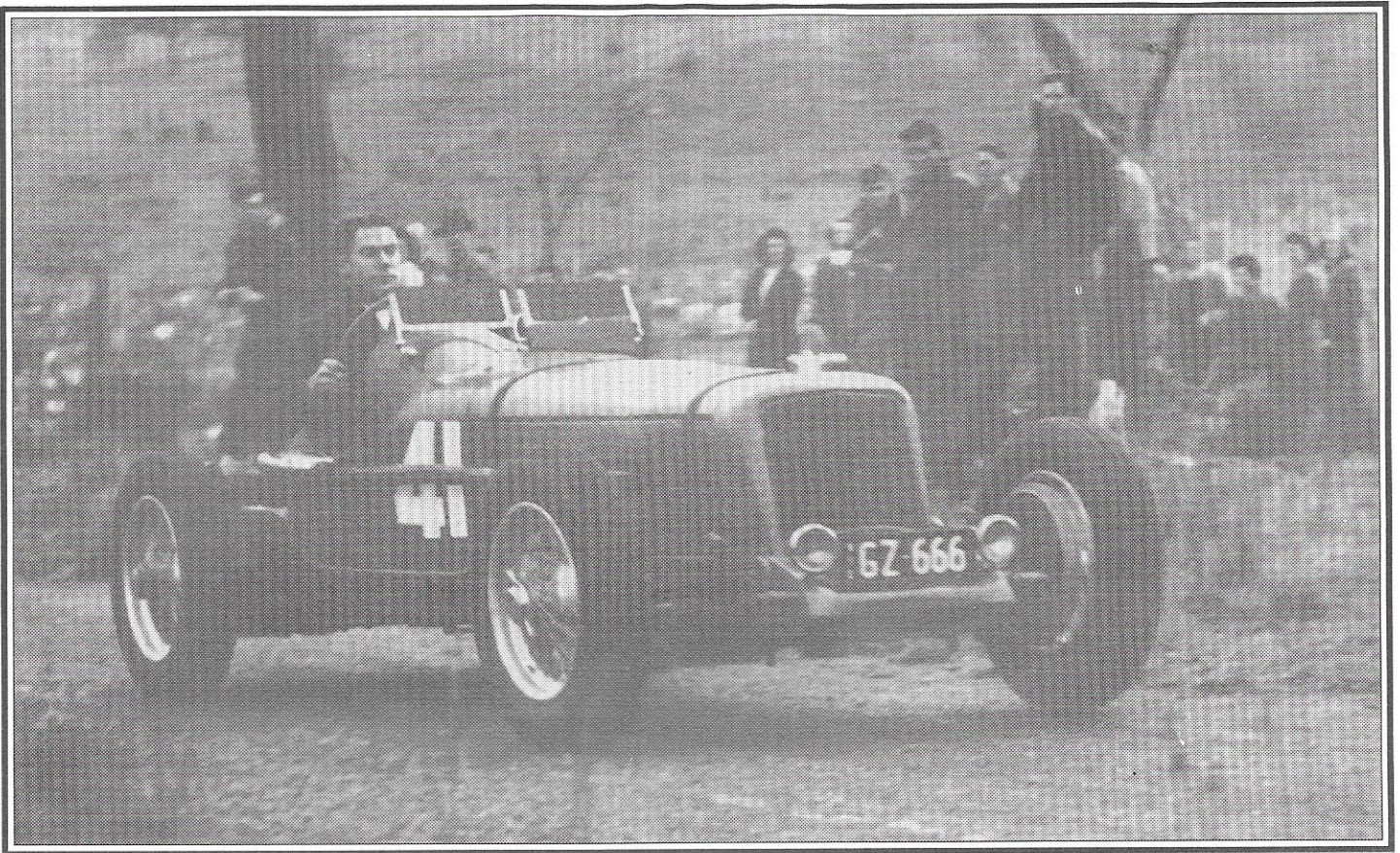
OWNED BY AUSTIN TOPE

Jim Gullan's first Ballot-Oldsmobile appearance was described as "*The best groomed and most reliable racing car in Australia*" The Ballot Special was built by Jim Gullan in 1945 and first raced at Rob Roy No. 10, King's Birthday meeting 17/6/46 where he achieved a time of 38 secs. on a very rough track for the first Post-war meeting. FTD was Eddie Thomas also in a Ballot (V8).

Missing Rob Roy No.11, Jim had entered for Rob Roy No.12 (20/4/47), taking just

BELOW:- The Chamberlain Special. Note in the background, a tall Arthur Wylie and white haired Bill Lowe





under 5 secs. off his previous time but still not fast enough to beat class winner Reg Nutt in the Innes Special.

At Rob Roy No. 16 (2/5/48) he again lowered his best time to 31.49 secs giving him fourth in the class against Doug Whiteford who achieved FTD in the Kaye Special.

Jim Gullan sold the car in 1950 and it was then to have many owners until present owner Austin Tope purchased the special from his son in law Richard Creed in 1976.

COOPER MKIV VINCENT/IRVING

OWNED BY IAN McDONALD

This Cooper was famous at Rob Roy in the hands of Lex Davison. It was brought into Australia by John Snow without an engine.

While trying to sell it for Snow, the Cooper distributor John Crouch raced it successfully with a Vincent 1000 engine fitted.

It passed through the hands of Mischa Ravidell before Lex Davison purchased it with the aim of attacking hillclimb competition. Most of Davison's competition at Hillclimbs had been in Vintage cars such as Bentley, Alfa Romeo and Mercedes followed by Diana's TC.

The Cooper Vincent's first outing at Rob Roy was May 17, 1952 with Ravidell driving in the time of 30.84 secs., almost 2 secs slower than Stan Jones' Coopers.

Next outing was at the Australian Championships Cup Day meeting, which John Crouch won. Ravidell was only 6/10 sec. faster on this occasion.

Lex Davison's first outing at Rob Roy in the Cooper was Rob Roy No.33 (28/2/54) when Stan Jones established a new outright record.

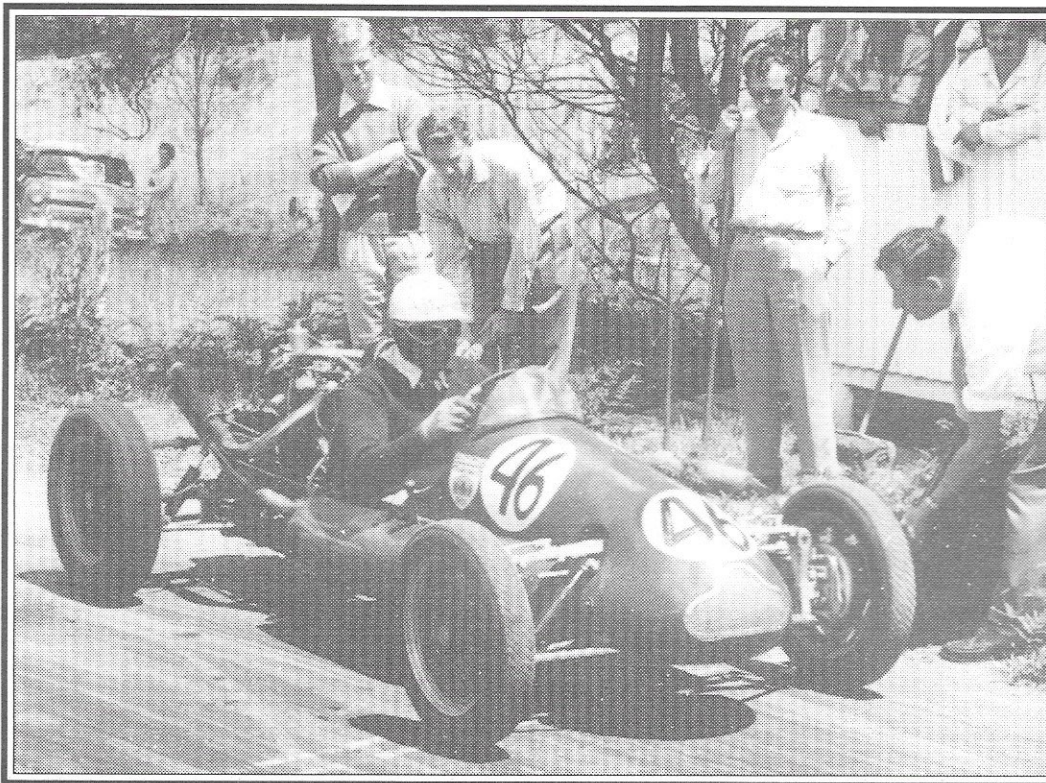
AMS wrote "Davison now owns the Ravidell Cooper Vincent, but is finding it a little different to the big Alfa he usually drives." Lex's time was 27.69 secs., compared with Jones' new record of 25.86 secs.

During 1955 Lex continually won his class (1101cc to 1500cc) in the Cooper but it wasn't till Rob Roy No. 39 (29.4.56) that he achieved his first FTD (25.96) with Bruce Walton 2nd.

It was during 1956 that Lex requested that a supercharged Vincent HRD Black Lightning engine be fitted to the Cooper.

It was then named the Cooper/Irving in acknowledgment of Phil Irving's

ABOVE:- Jim Gullan with the Ballot/Olds on Skyline.



ABOVE:- The Cooper Vincent/Irving on the start line at Rob Roy

contribution to the cars development.

At the Cup Day meeting that year Lex achieved his aim of making the Rob Roy outright record his own by lowering it to 25.77 secs.

This win gave Lex the valuable extra points over Bruce Walton for the Victorian

Hillelimb Championship when combined with his Templestowe FTD.

In May 1957 Bruce turned the tables on Lex with FTD and broke Lex's outright Rob Roy record in 25.23 secs.

The excitement must have been electric at the June Rob Roy meeting that year as the outright record was broken five time between Lex and Bruce with Lex in the Cooper being the first driver to break 25 secs.

Bruce was to regain the record at the next meeting, but there was very little time separating him and Lex.

Lex had won to win the Hillelimb Championship in

1955/56/57 before retiring the Cooper in 1958 and it was not heard of again until the Mid 60's.

It is with the kind permission of Ian McDonald that the Davison Cooper Vincent is on display here today. May be it will run in anger at Rob Roy for the next Historic Meeting.

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8.00 Scrutineering
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9.30 Start practise
12.30-1.00 Lunch
1.00-5.00 Practise

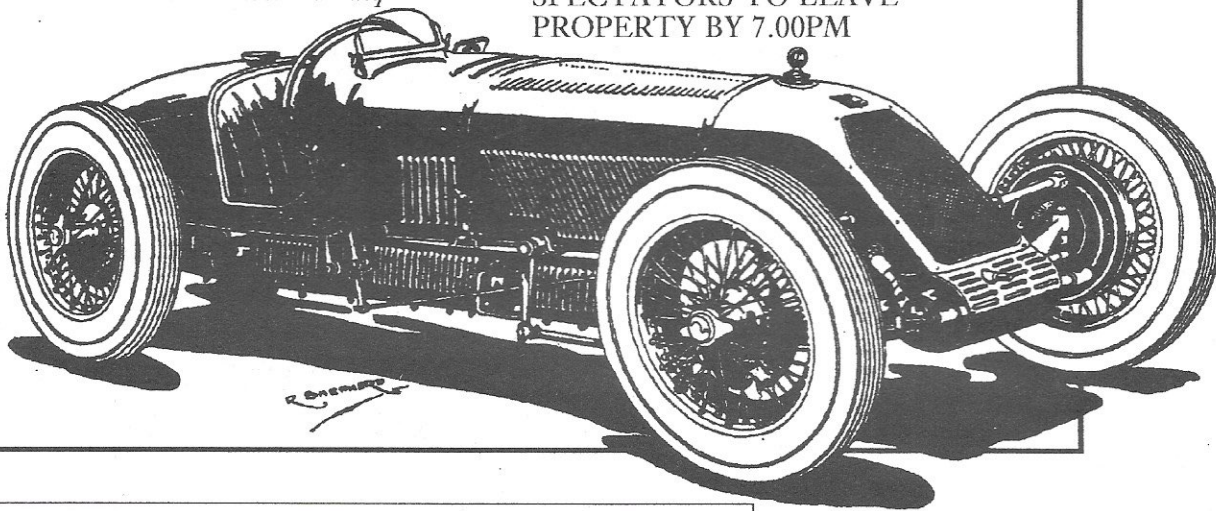
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9.30 Start competition
12.30 Official Opening
12.40 Parade of past competitors
1.00 Resume competition
5.00 End of competition
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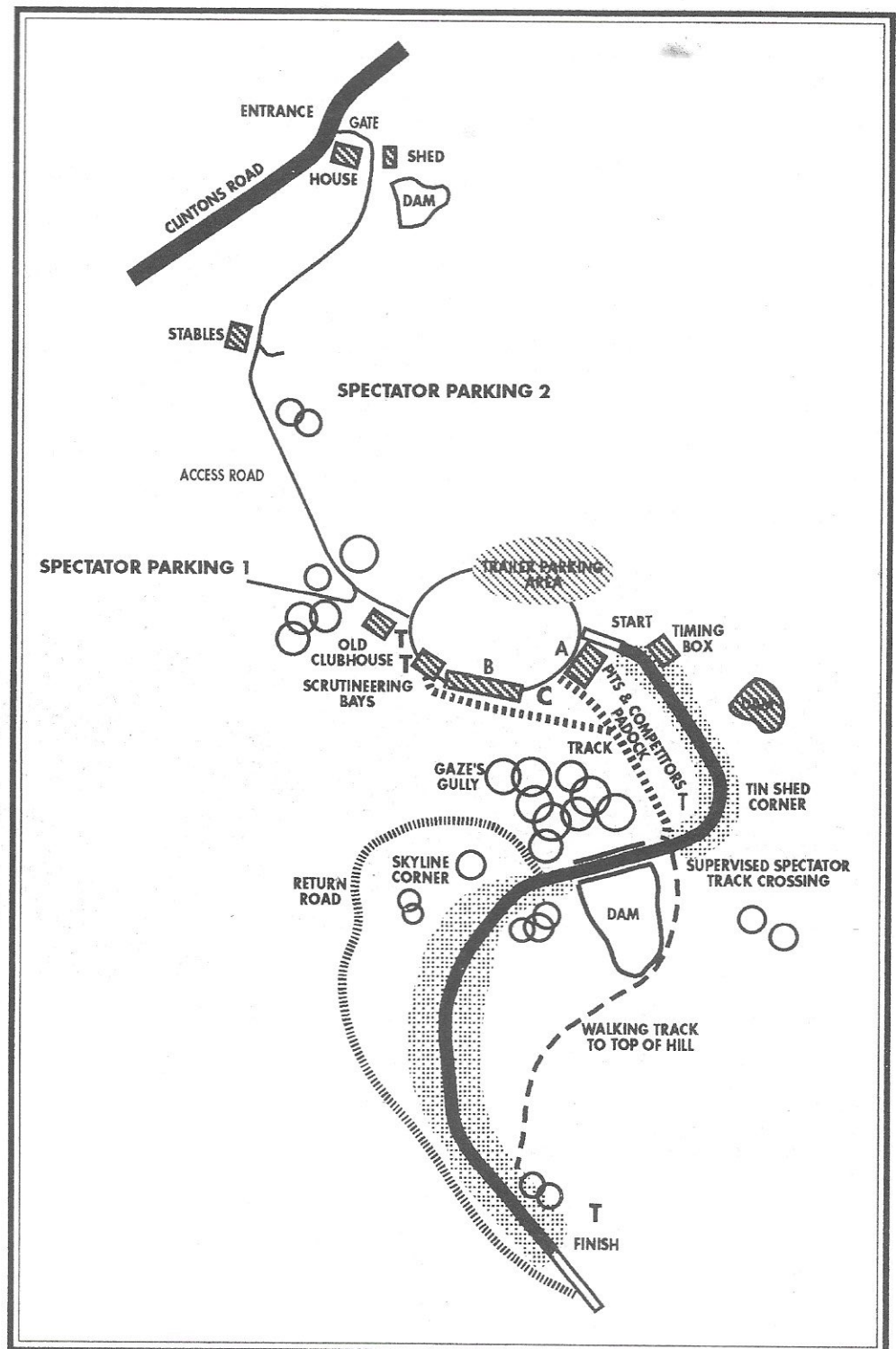
Patrons who smoke are requested to use extreme caution to ensure matches and cigarettes are totally extinguished.

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OPEN HISTORIC MEETING ENTRANTS

CLASS J

NUMBER	ENTRANT	DRIVER	CAR	YEAR	CAPACITY	COLOUR	RUN 1	RUN 2	RUN 3
11	Allan Tyrrell	Allan	Austin 7 Ulster	1930	750	Blue			
23	Geoff Hood	Geoff	12/50 Alvis	1923	1496	Red			
24	Richard Stanley	Richard	Amilcar	1926	1991 S/C	Black			
26	Michael Hipkins	Michael	30/98 Vauxhall	1926	4224	Black			
37	Tom Roberts	Tom	Bugatti Type 37	1926	1496	Blue			
77	Max Foster	Max	Austin 7	1930	803S/C	Blue			
79	Charles Dentry	Charles	Riley 9 Special	1929	1087	Aluminium			
82	Lloyd Nelson	Lloyd	GN Special	1921	1400	Black			
89	Ted Hider-Smith	Ted	BG Morris Vitesse	1926	1486				
95	Tony Johns	Tony	Austin 7 Racing	1930	803S/C	Green			
103	Adam Berryman	Adam	Bugatti	1928	1500S/C	Blue			
121	Geoff Russell	Geoff	Russel Morris Mk 1	1928	1936 S/C	Red			
128	Ross Stewart	Ross	Austin 7 Racecar	1928	803 S/C	Siver			
181	Peter Weinstock	Peter	Amilcar C.S.	1923	-	Brown/Cream			

CLASS K

NUMBER	ENTRANT	DRIVER	CAR	YEAR	CAPACITY	COLOUR	RUN 1	RUN 2	RUN 3
1	Lou Molina	Lou	MBTB	1938	1298	Green			
6	Bob King	Bob	Anzani Bugatti	1925/35	1496	Black			
8	Trevor Leech	Trevor	Singer Le Mans	1935	972	Red/White			
14	Craig Perry	Craig	Triumph Dolomite Spec.	1937	1767	Aluminium			
25	Robert Hood	Robert	SS Jaguar Replica	1938	3486	Dk Blue			
34	Graeme Jackson	Timothy	Austin 7	1932	-	Red			
35	Ian Mawson	Ian	MG	1935	938 S/C	Blue			
36	Graeme Jackson	Graeme	MG TB	1939	1250	Blue			
39	Austin Tope	Austin	Ballot Olds Spec.	1944	4100	Blue			
58	Anthony Sloan	Anthony	MG PA	1934	847	Cream/Brown			
64	Richard Jackson	Richard	Austin 7	1937	750 S/C	Green			
72	Donald Smith	Don	Austin 7	1929	747	Black/Alum			
75	Norman Webster	Norman	Spikins Bantam	1935	1074S/C	Cream			
84	Graeme Steinfort	Graeme	MG "P"	1934	847	Green			
94	Gary Grant	Gary	Wyliecar	1946	3700	Blue			
96	Glen Bishop	Glen	Austin 7 Monoposto	1927	803	Vermillion			
99	Bernie Jacobsen	Bernie	SS Jaguar	1938/47	3485	BRG			
114	Graeme Lowe	Graeme	Alta	1936	1995	Green			
164	Richard Jackson	Leon	Austin 7	1937	750S/C	Green			

CLASS L

NUMBER	ENTRANT	DRIVER	CAR	YEAR	CAPACITY	COLOUR	RUN 1	RUN 2	RUN 3
3	Anthony Molina	Anthony	MG TC	1948	1798	White			
9	Murray Richards	Murray	MG TC	1949	-	Red			
12	Barry Brickland	Barry	MG TC	1949	1380	Cream			
18	Rudi Tonronyi	Rudi	Elford Special	1957	1198	Red			

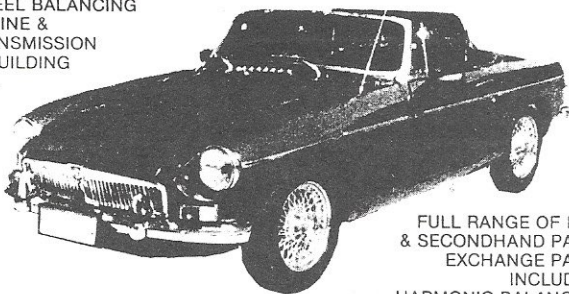


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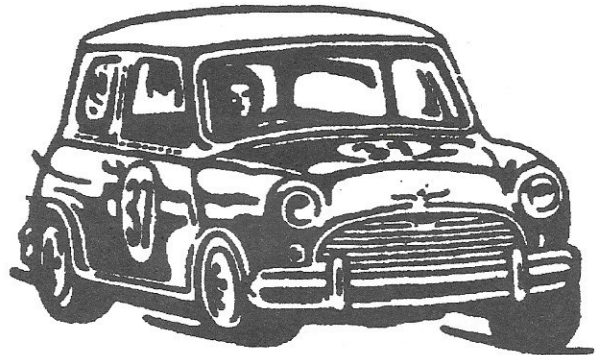
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(Melway Map 19 J9)

						RUN 1	RUN 2	RUN 3
20	Peter Howard	Peter	MG TC	1948	1350			Cream
21	Max Ritter	Max	MG TC	1948	1380S/C			Black
28	G Marriner	G. Marriner	MG	1956	1250			Blue
38	Tamas Hume	Tamas	Austin 7	1954	750			Alloy
42	Robert Harboron	Bob	Maybach Mk1	1946	3800S/C			Blue
56	Tony Osborne	Tony	CWM Special	1949/56	4446			Blue
59	John Pitman	John	MG TC	1949	1340S/C			Green
71	Jim Hammond	Jim	MG TC	1949	1466			Red
73	Rod Robertson	Rod	MG TC	1946	1466			Blue
74	Bruce Martin	Bruce	MGA	1960	1588			Red
80	Glenn Renshaw	Glenn	MGA	1960	1990			L.Green
81	Ron Townley	Ron	MG TB	1938	1380			Red
93	Trevor Cole	Trevor	Austin 7	1937	803			Green
110	Fritz Norden	Fritz	MG TC	1948	1500			Red
149	John Gillet	Geoff	MG TC Special	1949	1380			Red
151	Peter Thomas	Julie	MG Alfa	1948	1598			Black
157	Bill Fleming	Bill	MG TC	1949	1800S/C			Silver
171	Derek McLaughlin	Derek	MG TC Special	1957	1330S/C			Red
212	Peter Matthews	Peter	D Special	1960	1500			Red
-	Todd Miller	Todd	Cooper Bristol	1952	1971			Green

CLASS M

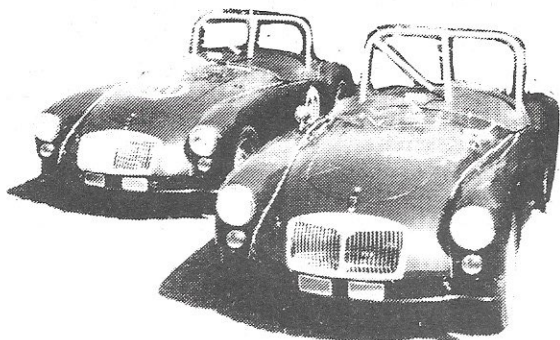
NUMBER	ENTRANT	DRIVER	CAR	YEAR	CAPACITY	COLOUR	RUN 1	RUN 2	RUN 3
2	Jim Russell	Jim	Nedloh Mk11	1964	2440	Silver			
7	David Tootell	David	Lotus Super 7	1964	1599	BRG/Silver			
27	Mathew Philip	Mathew	Minda	1962	1550	Silver			
30	Graham Hoinville	Graham	Elfin Mono	1964	1498	Red			
51	Bob Morrow	Bob	Minda Clubman	1964	1498	White			
53	Fastman	Peter	Elfin	1963	1498S/C	Red			
63	Andrew Robson	Andrew	Brabham BT14	1964	1598	Green/Yellow			
87	Alan Green	Alan	Chimaera	1965	1490	Silver			
177	Derry George	Derry	Lotus 7	1964	1498	Red			

CLASS N

NUMBER	ENTRANT	DRIVER	CAR	YEAR	CAPACITY	COLOUR	RUN 1	RUN 2	RUN 3
5	Len Read	Len	Morris Cooper S	1964	1293	White/Burg			
16	Rob Jamieson	Rob	Holden FX	1952	2596	White			
22	Colin Gleeson	Colin	Mini	1964	1299	Red			
29	Gary Poole	Gary	Holden FX	1953	2590	Red			
41	Stephen Schmidt	Stephen	Morris Cooper S	1964	1293	Blue/White			
46	Bibby Rusden Thomp	Wayne	Morris Cooper S	1963	1293	Blue/White			
48	Kevin Brown	Kevin	Mini Cooper	1963	1293	White/Black			
50	Marketing Pool	Bill	Morris Cooper S	1964	1275	Green White			
76	Dukes Bodyworks	Trevor	Mini Cooper S	1964	1293	White/Grey			
118	Jon Hope	Darrin	GT Cortina	1964	1550	White/Burg			

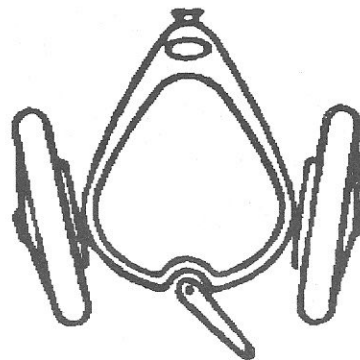
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