

CHRIS GOLDSMITH 1962

LOCOST 7 REPLICA

et: 12.23sec

WE LIKE playing with metal and I wanted to build something different from all the other clubmans. I bought a broken Lotus 7 then made another chassis around bits and pieces from it. I wanted a V8 so that's why it's a lot bigger than most clubmans; it's six inches wider and four inches longer. I did everything on the car



and I reckon it owes me about \$14,000.

It's got a 5.7-litre LS1 V8 running through a Tremec T5 'box to a VS Commodore independent rear-end with a 3.45:1 LSD. It's just got normal VR/VS Commodore brakes. The engine came from a guy in Ballarat called Dave Curtis. He took me for a ride in his Commodore and I said, 'I'll have that motor, thank you'. It makes more than 300kW at the rear tyres, it's got a bit... It's very easy to drive, though, and hooks up really well, but it's scary here at Geelong. It wheel spins in most gears. I've only raced it here and at the Maryborough sprints. Normally I just drive it to 'cars and coffee' gatherings and that sort of thing.

ADRIAN MATTHEWS 1971

DATSUN 1600

et: 12.97sec

MY NEXT door neighbour had a 1600 when I was a kid and he used to take us around the back roads in it and I've loved them ever since, they are the perfect size. I'd been looking for a blue SR20 2.0-litre 1600 for two years when my son Denton found this car in Newcastle. I flew up and drove it home to Geelong. It cost me \$18,500 but the previous owner had put big money into the car. All I've done is fit the 13-inch retro hubcaps to the 16-inch Watanabe wheels. I made an adaptor plate and they're held on with crutch tips that just push over the wheel nuts.

It's got the turbocharged 1.8-litre Nissan CA18DET and five-speed gearbox out of a Nissan 180SX but the rest of the drivetrain is all 1600, which seems to be holding up to the power. It's making about 165kW at the wheels. The brakes are R31 in the rear and Mazda on the front, but they're not working well because you're limited by the size of the booster you can run. I've really got to jump on them here. What do I love about it? It handles like a dream and it goes like a train and it brings a smile to everyone, everyone loves them.



TREVOR WORTHING 1975

FORD ESCORT MK I VAN

et: 15.79sec



I DRIVE this car every day and I love how basic it is. There's no power steering, there's nothing fancy in it, you can roll it down a hill to start it if it's got a flat battery. It's customised a little bit. It originally had a 1.3-litre four, four-speed, and 4.11:1 diff and it didn't like hills. Now it's got an untouched stock 2.0-litre bottom end and a reconditioned head with twin 45 Dell'Orto side-draughts. It's been dynoed at 145-150 rear wheel horsepower which is not bad in an 850kg car.

It has all MKII running gear because the MKI stuff just wasn't available and MKII gear bolts straight in. The MKII diff has the standard 3.54:1 ratio and it's got the 2.0-litre version of the four-speed, which is slightly stronger. It has struts off a Twin Cam race car in the front end with ultra low springs, but it still has the four-leaf springs in the back with lowering blocks. It has RS2000 rear drums and MKII calipers with a spacer kit to fit Group 4 Escort rally spec vented discs. MKI vans are pretty rare now so I'm going to hang onto it.