

New Zealand Autogyro Association





New Zealand Autogyro
Association



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From the Office

Hello members.

Welcome to the First newsletter for the year. With a successful Dannevirke now behind us and with me being busy and not getting this newsletter out sooner, the Murchison fly in last weekend. I hope that everyone is getting in a bit of flying in when they are able.

The club email seems to be steady with enquires and information requests at the moment, thank you to those- (mainly Elton) that I reach out to for help in answering questions.

Seems a rather full newsletter this time round, thank you to those who have sent in content. We will send out the AGM minutes once these have been typed up for those that were unable to make the meeting.

The club subscription runs from the 1st of Jan to the 31st of Dec. The cost is \$40/year for a flyer or \$20/year for a non-flyer.. NZ Autogyro Association bank: Westpac 03-1552-0218467-000 For online banking please reference your 'name' & 'sub' on payment.

The club needs your help-

We ask that all our members could please send in a recent picture of your Gyro so we can compile a photo bank to add to the website, please email them through to the Club email.

For upcoming newsletters if any one has any stories or photos to share, please send them through to keep the newsletters full and interesting. We also seek Members profiles, if you have not yet done one, please do and send it through.

Until then take care and Fly safe,

Kind Regards Daniel Belton

Contents:

Checking in with the President

Dannevirke 2024 Daniel Belton

A flight down memory lane Part 2 Craig Belton

Take a kid flying Michael Norton

1st report South Island trip John Saunders

NZ.Gyro.history

Magni news

For Sale

Cover photo:



Presidents Report

Greetings all,

Another AGM and fly in is done and dusted. A slightly smaller gathering than we expected due to the weather that was due to come through later on the weekend. Still it was a good weekend, good mates and good flying. However the virus did show up again with several catching the Gyro bug.

New member Phil Bolton came along after seeing the Gyro site at the Masterton airshow. I believe he has already purchased a Gyro so he has been bitten real bad. Welcome aboard mate.

Mike Norton arrived on Saturday with family in tow. Sunday morning Neil made the mistake of leaving his gyro unattended- Mike managed to get in a BFR, followed by getting the kids up for the first time. Two more bitten by the bug. I think that might be part of a cunning plan about to unfold.

Thanks to all who took up positions on the committee this year. Without you and your contribution this thing doesn't work. If you are a member, If you are reading this newsletter, if you are a legal pilot than some one has given their time to make that happen. Thanks again guys and gal.

We need to acknowledge those who supplied and manned the BBQ's on the fly in weekend, and those who supplied food for the lunch and dinner. To Debbie Wright who made a generous donation towards the evening meal, many many thanks.

This year we accepted Lloyd Heslop as a life member, He has been a continuous member for nearly 40 years, is instructing and inspecting. A massive contribution- Good on you mate.

That's about enough from me. I'll let you get on and enjoy the rest of the newsletter

Regards Garry



Dannevirke 2024

The time of year was looming. Talking back and forward with David Stephenson to make sure the council are happy for us to hold our fly in at the airfield- good things take time when working with the council. Straight after that I turn my attention to my trusty caravan- only seems to leave the shed for the annual Dannevirke flyin the last few years. Jack it up and spin the wheels, check the lights- good to go for a Wof. With the Wof sorted Kirstin was told on Friday- don't muck around once you finished work, home by 5:35pm on the road 5:45pm. We got on the road by 6pm and made our way over the hill to Dannevirke. Pulling into the airfield Friday evening Arhhhh we are in our happy place for the weekend. Quickly set up the van then time to scout round to see who had already arrived.

John and Garry flew over earlier on Friday and were parked up in the hangar along with Donald's Lloyd Fitzy, Paul Scherrer, Paul K, Sybe and John Saunders gyros – 8 on the airfield on Friday, its going to be a good weekend. The usual Friday night tradition to shoot to town and get takeaways for tea and sit in the club rooms and catch up with those there was in order.

Saturday morning the weather was ok- definitely wasn't the raging hot sun we have been use to. The day was 4 seasons in one day. Low cloud with wind, then no wind then cross wind. Was still settled enough to get a bit of flying in when possible, a good chance for those to practise there cross wind landings. Neil Hintz and Andrew Carter arrived with their Dominators taking the tally for the weekend to 10 machines.

David Wright memory dinner.

This group photo is taken after a lovely BBQ dinner was had with all the members in memory of David Wright. Debbie Wright had sent some money down with Muriel as she wanted to do something in Davids's name.

A toast was had for David and everyone grouped together for a



photo with full bellies. Thanks so much Debbie for the thoughtful gesture. David is very much missed by many, and we are all thinking of you often.

David was not only our Vice president for some years but just an all-round good bloke who had all the time in the world for everyone. He had a heart of gold and a wealth of knowledge. He was passionate about so many things, flying being high up on that list but also his kindergarten, the way he was with children was awe inspiring.

Thanks again Debbie for such a thoughtful thing, we all hope to see you soon.

Fly high David  



Sunday morning was the final preparations ahead of the AGM. It was great to see Lloyd

Heslop and Graeme Clarke who flew up in Lloyds Guimbal Cabri chopper, weather was not favorable for them to make the trip on Friday or Saturday but managed to make it up on Sunday for the day. Thank you to those that were able to make it to the meeting to get the clubs formal business out of the way. I was blown away to receive the clubs Promotions Award. This Award was Started in Memory of Charlie Natzke who was killed in a gyro accident just down the road from where we live here in Marton. It was from his crash that Instructors were introduced in NZ to try and prevent unnecessary accidents like Charlies that could have been prevented.

A special thanks to Muriel for taking the Secretary's position for another year.

With the weather ment to pack up later in the day and the meeting done and dusted it was time for those that wished to fly or drive down to Athols strip down at Woodville. With 3 gyros making the trip and a few car loads of people and a few planes from the around the district turning up for a catch up and Complimentary morning tea and Christmas cake.

Over all it was a successful flying weekend and great to catch up with those that were able to attend. Fingers crossed for better weather NZ wide to allow more to fly in from futher afield.

Daniel Belton



A Flight down memory lane
Part 2

Soaking up the relaxing vibe at the Hawera airfield on a warm sunny day. Enthusiastically welcomed by Bernise Hintz upon landing and ushered down to a hanger for a hot cup of tea and a tour of the hanger where her Husband Les is currently rebuilding a tiger moth in amongst other projects he has on the go. Admiring the artwork around the walls of the hanger, drawn and painted by Les himself and studying the photos of past projects and the current projects in the hanger it leaves a man in awe of his steady hand and attention to detail. He truly is a very talented man.



Sitting outside the hanger glistening in the sun, An Acro sport II biplane built by Les and a Bolkow bo208 originally owned by Bernise's Father Ron Hintz based out of Te Puke.

I remember as a kid going on a trip to see Ron, (another clever Man) many moons ago at his little block of land



nestled on the edge of some bush above the Waituna river

with just enough space for an airstrip for his Bolkow. He had made flying fox's and cable cars through the native bush, with walking tracks and caves, a real paradise for a young kid to explore. He had also built a hang glider attached to a long boom driven by a tractor pto which spun the boom allowing the hang glider to be flown around in circles. But the most memorable part of the visit was a flight in the Bolkow with Ron. So awesome to see it again glistening in the sun with its new paint.

Time to start heading back soon so a quick ride to town with Uncle Ian to get some fuel to ensure we have enough for the head wind home.

Fuel topped up we say our goodbyes, buckle in and taxi out under the silhouette of Mt Taranaki.

Pre rotate, hit the throttle, go!

Climbing out around the edge of Hawera township aiming slightly inland this time to Intercept our old farm, the place I was born and raised over 21 years.

Over the Patea river and scooting around Waverley where we went to school as kids.

Buzzing over a few old Neighbour's then turn over our old house and buzz down the old airstrip. Four old paddocks that Dad turned into one by pushing out boxthorn hedges and removing fences back when he bought his first gyro, a wasp kitset with one set of plans and a book on how to fly.

I remember the hours and hours of him zipping up and down the airstrip on calm evenings practicing rotor management and balancing on the main undercarriage before progressing to hops and towed flight behind the car and then into circuits.



In later years a great many others learnt to fly of that airstrip. I even had my first go at flying a Robinson R22 there and we even had a go at flying hang gliders too. People came from all over the country to stay with us and learn under Dads instruction and many became great friends and some ended up pretty much part of the family.

There were lots of early mornings for training, then Dad would go and do his days work on the farm and then more training in the evening.

When Grant Simpson (yet another clever man!) came to live with us he built a boom also, inspired by Ron Hintz with the glider concept but made a helicopter out of a Honda three wheel motor bike on the end instead of a glider. So while Dad was training I could fly around and around in circles and not feel so left out.



It ended up becoming quite an attraction in the district. We always had groups of planes or helicopters passing by stopping in to have a go on it. That little boom helicopter also inspired others to get into aviation and some even went on to become Ag pilots.

So many memories, too many to tell here. We head on through to Wanganui and buzz a few more people on the way and then watch John break formation to descend and land back at his home strip.

Final stretch towards the home strip now, pop the Magni over the macrocarpa trees and settle her onto the ground. Shut her down and tuck her back into the hanger untill next time.

Craig Belton

Club Awards 2024



Left: Best Annual Progress
Andrew Carter



Right: Man and Machine
Paul Kuchenbecker



Left: Promotions Award
Daniel Belton



Right: Hard luck trophy
John Sanders

Not Pictured: Furthest flown
Elton Haakma



Take a Kid flying



REG on approach to Runway 26 at the Dannevirke Flyin – just like the sign says.

Back in November, as has been the case for 24 years now, I started to make a plan for the Dannevirke Fly-in. I didn't go last year due terrible weather and the 2022 event was cancelled due difficulties with Council and Covid. I couldn't miss catching up with friends for three years in a row, so arrangements needed to be made.

It was well past time to take the kids for their first gyro flight – Annah is 13 and Finlay is 11 now, but I'd kind of always wanted that to be in a Dominator and there was of course a risk of freaking them out with the whole flying chair aspect of it, so it had seemed wise to wait until they were old enough to hopefully overcome any fear and enjoy it. Might this be the year...

My own Dominator still sits in the shed at home waiting for me to magic up the time needed to get it back into the air. If the kids enjoyed a ride in someone else's then maybe that would be just the motivation I need to find that time and make it happen.

Hmmm, "Neil, what's your plans for Dannevirke," I asked one day, hoping that he might be intending to go and take REG with him. I was very happy to hear his answer in the affirmative which was also the reply when I suggested I was wondering if I might use it to get a BFR and then take the kids for a ride. Thanks Neil.

Shamefully, the logbook says I've flown zero gyro hours in the last four years and only 5.4 hours in the last twelve. But hey, as I said to my wife, it's like falling off a bike, no wait I mean it's like getting on a bike, don't worry, we'll be fine... It's a seven hour drive so I bribed the family with two nights in



Napier on the way (Splash Planet, the Aquarium, and a Prison Tour), then we would spend Saturday night in Dannevirke, hopefully fly in the evening or morning, and head north on Sunday afternoon for a night at Taupo. Home on Monday ready for school to start on Wednesday.

Sunday morning dawned with ideal weather and Elton declared he was brave enough to ride in the back for a BFR, even after realising Neil had taken the stick out and we didn't know where it was. He asked if I was okay with that to which I suggested surely the question is whether he was okay with it. Apparently yes, so off we went. Thanks Elton. The take-off roll was a tad long but I was conscious of getting the feel and balance again and being sure the rotors were accelerating. Circuits and landings were acceptable enough and we dropped to idle on the last downwind leg for a 180 degree glide in. I had forgotten quite how badly Dominators glide and was mentally calculating in the last 40 feet that I could just (like only just) clear the fence, when the thought also occurred to consider what am I trying to prove by doing that – what if we hit some sink at exactly the wrong moment – so I gritted my teeth and added a touch of throttle which always feels like cheating but never mind, and we touched down for a full stop and taxi back to the clubrooms.

After three landings and take-offs during that flight I was legally current again. The weather was due to pack up in the afternoon so as soon as the AGM was over it was time to round up the children to draw straws and decide who was coming first. I'm not sure whether either thought they were winning or losing, but Annah was first. Annah was possibly also the first person to ever describe a Dominator as a "skinless helicopter", but it's not hard to see why she might think that. At least Neil's has a pod and windscreen. Wait until I'm teaching her to fly mine from the front seat someday...

On with the helmet and various instructions including for loss of comms. "If you want to go down and we can't talk to each other, whack me on the head." "What if she whacks you too hard, shouldn't she whack you on the shoulder," said my thoughtful wife Tatiana – who I must say was doing an outstanding job of suppressing her own reluctance to be anywhere near things that fly, never mind strapping one of her children aboard something like REG.

Off we taxied, then lined up, pre-rotated, rolled, and flew. About the same time we broke ground the noise from the back seat started coming through the intercom. I could probably have heard it without the intercom. By 500 feet Annah had gathered her senses enough to form words again and declared that it was way too scary and she wanted to go back – or words I interpreted to that effect and dare not repeat for the trouble she would surely get into with her mother.



*Annah is either delighted with her flight or relieved to be back
Either way there's a big smile.*

However, with Dad's calming influence, by the time we were descending for a landing, she had agreed to another circuit, and then after that just one more (I thought I'd better not push my luck). We landed and taxied back and Tatiana took a lovely photo of Annah in the back seat with a beaming smile. I'm not sure if that was from relief or delight, but Annah said that she would like to go again. Success!



Now it was time for Finlay's turn. We repeated the briefing process and headed off. It was only seconds after breaking ground that Finlay declared "I love it". I thought to myself well that's great, but I'd better not celebrate yet until he's tried looking down from 1000 feet up. Finlay turned out to be more interested in marvelling at how small the cows and cars were and how organised the paddocks looked, than thinking about how there were no doors, and so we came back in for a low level pass and another circuit. "This is epic," said

Finlay had a great time. Dad's pretty happy too.

Finlay as we climbed out again. We flew another circuit and landed and Tatiana proved herself with the camera again by getting another great photo, this time of Finlay in the back wearing a big smile.

Fair to say that Dad couldn't have been happier with that result and now has no excuse not to get RAQ back up and running this year. Watch this space.

Annah is either delighted with her flight or relieved to be back. Either way there's a big smile.

Michael Norton

NZAA fly-ins and Event organizers

Dannevirke Fly-in.

David Stephenson 027 626 2237

davidstevo@xtra.co.nz

Wanganui Fly-in.

John Oleary 0274 937 895

olearyjohnd@gmail.com

Murchison Fly-in.

Lloyd Heslop 0274 424 500

lloydheslop54@gmail.com

Galatea Fly-in.

Andrew Carter 0274 821 515

Cartertornado@outlook.com

If you would like to organize a gyro get together get in touch.



Turangi Fly In

On Sunday 18 February 31 aircraft attended the Fly In at Turangi. There was quite a bit of interest in the three gyros. Flying in from Tauranga, ZK-RJW MTO sport, Phil Bolton (new owner, Upper Hutt) and Elton Haakma. From Whakatane, ZK-TCG MT03 Eagle, Peter Blaymires, and from Whanganui, ZK-YGG Calidus, John O'Leary and friend. Nice weather and great hospitality from the team at Turangi Aeroclub with a Bar-B-Q lunch.



Rusty checking in

We are blessed with 60 miles of runway to use.

Rusty





1st Report South Island Trip

John Saunders

One weekend just before Christmas 2013 while I was away down at Tongaporutu Christine was playing around with her computer and listed the house on Trade me rental site. I had been told we would have trouble renting it out being 26 kilometres out of Rotorua and fuel so expensive, she didn't think it would be very easy to let. One hour after listing the first potential tenant was around checking it out and there were a couple of potential back up deals in the wind. I got home to the good news bad news scenario. We had talked about a extended holiday in the south island for several years, a five week stint over Christmas 2012-2013 made us even more keen. Over the 5 weeks we only covered the Nelson, Tasman Bay area. The other reason for this trip was flying lessons with Lloyd Heslop even though this is a crazy busy time of the year. Lloyd somehow squeezed in 10 + hours of instruction while working. He gives busy a whole new meaning. The idea firmed up we would be at Dannevirke for the annual Fly in, return to Rotorua to finish of the last of the round to it jobs, hook the Suzuki on the back of the motor home, gyro on the back of that and head south for the Murchison fly in. On studying up the land transport website there is no legal issue with doing this as long as the whole unit is under 20 metres and the trailers or towed vehicles are braked in order to comply with the towed mass certification of the motor home.

The 19th of February 2014, road train all hooked up, most of the round to it jobs delt to, Christines car up on blocks in the shed, time to see how this is going to work. 6:30pm out the gate first stop to be motor home park up Taupo airport. The towing of the two vehicles turns out to be no big deal, Trucks do it all the time, the second vehicle doesn't cut in to much in the turns, less in fact than a lot of the trucks on the road but backing up is not an option- the Suzuki on the A frame just goes to full lock although splitting it behind the motorhome is not to difficult. At Taupo I met Syd Lane and we talked Gyros and systems for some time. He was very interested I had heard his name but had never met him before and it was great to put a name to the face. Day to Marton our destination and over night with Garry & Gay Belton, Syd had asked me to say good day to them for him as he had not seen them in a while. They were pleased to hear he was well and cursing around in a huge Volvo motor home. Had dinner with Garry and Gay a big possum was dining out also in his apple tree, Garry shot it so I plucked it and he added the fur to his stockpile. At this stage of the trip, I am still having major problems with ZK RAZ. The 3rd motor was test flown at Waharoa the week after the Dannevirke fly in and giving me grief. On installation the week before Dannevirke to was getting water in the oil. A bit of luck not ripping in to tearing it apart in a panic to take it to Dannevirke as the fault was only a frost plug in behind the tappet covers. A passing mechanic came into the workshop as I was getting it on the trailer suggested I should check the frost plugs as he had this happen to him more than once with these motors. I don't rurally have this sort of luck. To prove the point number 2 motor was a fully reconditioned unit but it died as the clown who assembled it hadn't torqued down one head you shouldn't have to check a rebuilt motor for that sort of fault. It had laid round for a few years between being done and me installing it so I had no come back. On discussing the issue of the number 3 motor with Garry who had run it on his gyro for around 50 hours he could not throw any light on why it should be pressurising the sump.

So night Number 3 was spent with Paul Scherrer in Upper Hut. It was great catching up with him and checking out Pauls latest project. *We will have to get him to put pen to paper to tell us about it.* His green machine is pretty impressive so I for one cant wait to see where he goes with his second project.



Saturday saw us heading for the interislander, turned out I hadn't done too much damage to my head with the bottle of Christines rum so all was well. We took the Suzuki out of the middle of our road train as it would have the potential to create a problem on the boat not being able to back up. A pretty rough crossing and

Christine never even looked like getting sick. Down to Blenheim for the night at a park over properly we had stayed at on our previous trip. From Blenheim over to Nelson where hopefully Lloyd Heslop could throw some light on why my gyro has too much blow by and throwing oil out of the breathers. Turns out an oil change with Hi detergent oil freed up the oil rings and now I don't have oil every where after 10 minutes of flight. The next stop was Murchison for the annual 3-day fly in. It was really well organized and a great crowd. These fly ins remind me of the old days when I was into hot rodding, there was around a dozen different types of gyros and several microlights. The trip up from Nelson had been interesting as I had never been through this part of our country before.

John Saunders

Wanganui Aero Club open day for Whanganui Vintage weekend



 NZ Gyro History



Gyrocopter Demonstrated

Alan Mahoney, Melbourne, was recently in Wanganui to demonstrate his little Bee gyroplane...an aircraft similar in principal to that flown recently in Wanganui by the late Trevor Laugeson. The Bee is propelled by a modified McCulloch flat four, two stroke engine and the lift is provided by a free-rotating, 20-foot, over-head rotor. Mr Mahoney gave a masterful display of the handling capabilities of his little aircraft. Price in New Zealand..£985.

Above: Alan straps himself into the fibre-glass cockpit.

Below: Up, up, and away....the Bee made an almost vertical take-off in the 30-knot wind that was blowing.



A neat little aircraft

Miss Beverley Cook, a teller at the Otahuhu A.N.Z. Bank, poses ... in an Australian built Bee gyroplane which was on display at the bank last week. The craft, the only one of its kind in New Zealand, was loaned to the bank by Mr C.B. Malloy of Auckland in conjunction with the Bee Aircraft Sales (New Zealand) Limited ... It is possible for a person with suitable aptitude to learn to fly the Bee gyroplane in six hours having no previous flight experience. The plane is capable of a conservative maximum speed of 75 m.p.h. Its normal cruising speed is 50 m.p.h. Minimum level flight speed is 10 m.p.h. and land speed only seven m.p.h. The machine is capable of landing in a distance of seven yards. Its normal take-off is a run of about 100 yards, but it is capable of taking off in a distance of 30 yards with the rotor spin up. The gyroplane has a range of about 150 miles and empty weighs 225 pounds ... It is capable of climbing at 950 feet a minute. The petrol tank holds 13 gallons. The propulsion is provided by a modified

McCulloch flat four two-stroke engine of 72 b.h.p. driving a fixed pitch propellor ... " (South Auckland Courier, 23 September 1964, p. 30)."

Auckland Libraries Heritage Collections Footprints 06727

ZK-HAS (c/n 0001) was the second gyroplane to be registered in New Zealand, after Trevor Laugeson's ill fated Benson-Laugeson 7MC Gyro ZK-HAM which crashed at Paraparaumu in April 1963 killing him.

Later the Department of Civil Aviation created the ZK-R block of registrations that was to be reserved for rotorcraft and ZK-HAS was re-registered as **ZK-RAA** in August 1974. ZK-RAA was cancelled as Withdrawn From Use in April 1995 but was re-registered in December 1995 and remarkably it is still current, registered to Ken Olsen of Papakura.

Story credit. NZ Civair blog www.nzcivair.blogspot.com



Magni News



So a few weeks ago we had a few extra gyros show up at Magni Gyros South Island base south of Haast on the banks of the Arawhata River.

Resident there are three of the Magnis & one Sportcopter. Another Magni flew in from Tekapo & the other Sportcopter was trailered over from Alexandra where it had sat for 4 years after being imported from Texas. We then assembled and got it flying.

The Magni's are a mix of M22's with the luggage lockers & M16's with duals. ZK RPA you can see is the M16 we have fitted with hand controls. The owners flying is going very well in that. Was a great day & enjoyed by all.

Cheers Peter Avery





For Sale

BENSON GYRO.

This was one of the original Gyro built in the late 1970 's

90 HP McCulloch Engine (Dismantled).
 48 inch Wooden Propeller
 22ft Rota Blades
 Plastic Fuel Seat Tank

Have lot of used McCulloch Engine parts that go with it.

Damaged 2 seat DOMINATOR

Built 2008
 SUBARU EJ 20 Engine (Late Model)
 230 Hours on clock
 Auto Flight Gear Box
 V.D.O Engine Gages
 MGL Rotor Rev Counter
 70 Litre Fuel Seat Tank
 Miro Air Radio

Can help with Aluminium Tubing supply's
 All enquires contact Lloyd Fitzsimons

Phone 0274947526

For sale



AMAX reduction drive for EA 81 Subaru with starter motor.

Open to offers

Andrew 027 4821515

ZK RIT \$45 000

Auto Flight Dominator for sale

39 hrs, 28" Rotor flight, 72" Warp drive

Contact Donald, 0272240533

donaldfranklin101@hotmail.com





With the passing of one of our South Island club members Derek Zandbergen, the family are needing to clear out Dereks shed of all the Gyro parts he has accumulated over the years. For a full list and photos please email nzautogyroassociation@gmail.com or any questions please call Rod Zandbergen 0274814039. Many thanks.

Photo: Radiator E-949 V.W Golf 1500 Diesel (New)

Radiator (Used)

Gyro seat/fuel tank

Photo: Seatbelt

Photo: Instrument panel

Photo: Instrument panel shell

Photo: Gyro tail and tail planes.

Gyro wheels plus spare inner tube.

N.B broken fuel cap on the gyro seat

Rotor head gear (RAF)

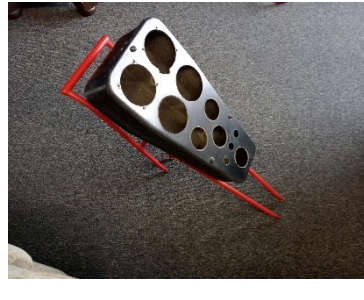
Smaller radiator

2x black Exhaust pipes

Grey exhaust pipe

Photo: Miscellaneous lengths of aluminium rods and other things.

2x white Wheel guards



Subaru Engine No.1:EJ22

Engine No.2: EJ18

Engine No.3: HIRTH G40.264 1993 (270 horsepower?)

Engine No.4: EA81

Engine No.5: EA81

This is not everything but it's a start.



For Sale

Complete Link Engine Management kit

Brand new never been used

Freight included \$750

Contact Darrell Jones Darrell-Jones@bigpond.com

