



## The HSRCA 1960s Racing Cars Groups M and O Newsletter No.18

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Welcome to the first M and O Racing newsletter for 2012. What a year it is shaping up to be, plenty of new cars debuting, or about to, and the interest is already building for the most important M & O event every 2 years with the running of the 4<sup>th</sup> Tasman Revival in November.

In fact it looks like being a very busy end to the year with the with the 50<sup>th</sup> anniversary of the AGP at Caversham being celebrated with an Historic event at Barbagello. This weekend is also the traditional Sandown weekend and is only 2 weeks before the Tasman Revival itself. Post Tasman there is the New Zealand meetings at Hampton Downs over consecutive weekends with the theme being a tribute to Denny Hulme.

Planning for the Tasman Revival is continuing apace. The Tasman Revival committee has employed the services of an event and marketing company, Lehman and Associates, and to produce the programme to a very high standard, a graphic arts and publishing company. On the next page you will see the flyer produced by the latter company. It is nice to see Spencer Martin in Paul Moxham's Brabham Alfa BT23D selected as the subject, as Spencer is the only Australian Tasman driver to also run in the Tasman Revival. Overseas interest too is solid, and expectations are that we should have at least as many overseas cars as previously.

### **Sir Jack Brabham named as one of Australia's 100 Living Treasures.**

Sir Jack Brabham is our greatest ever driver and it was terrific to see him added to our national living treasures list. We were very fortunate to have Sir Jack as our patron for the 2010, 3<sup>rd</sup> running of the Tasman Revival.



As three times winner of the Formula One Championship, twice in a Cooper and in 1966 in his own car designed with the help of Ron Tauranac, Sir Jack is the only person in history to win an F1 Championship in his own car.

Here Sir Jack is photographed with :- .  
From left: Clive Palmer, Karl Kruszelnicki, Olivia Newton-John, Sir Jack Brabham, Dr Ian Frazer and Harry Butler. *Photo: Ben Rushton*  
*From the Canberra Times newspaper website*

## 2012 Tasman Revival – An Update

The Tasman Revival committee was recently presented with an updated list of “possibles’ and “probables” amongst the potential overseas competitors and they include some fabulous cars. It’s too early to name names but if even half of them arrive, the Tasman Revival for 2012 will be spectacular race meeting.

This will be the fourth Revival and the HSRCA has always believed it would take three meetings to reach a point where it is well-known – and more importantly, well-respected – throughout the national and international historic racing fraternity. This one will bring it all together.

One disappointment of the 2010 meeting was the feature race for F5000s. There was a small field to start with, mechanical maladies stopped others and torrential rain for the race reduced the grid to just five cars. (The drivers must have had nightmare race. I had Race Control in my headphones and I heard one of the timekeepers call out as two cars came on to the straight, “The red water spout has just passed the white water spout!”)

We can’t control the weather but we can attend to everything else and I am pleased to say that we have assurances from Australian and New Zealand F5000 owners that a good grid of the popular cars will be on the grid for the feature race on the Sunday.

One of the problems faced by most organisations like ours is the difficulty in finding good volunteers to help with the considerable amount of work required to run a big meeting. I am pleased to say we have two new members whose task it will be to liaise with Australian entrants, particularly in Groups M & O. These men are Tony Simmons, well-known ex-maker of wheels and long-time competitor in his own Hustler clubman and more recently in Formula Junior. He will be ably assisted by Noel Gibson and shown the ropes by Ed Holly. I am sure that this personal approach will reinforce the importance we place on local cars and drivers who are the backbone of all our meetings and the Tasman Revival in particular.



Tony Simmons at the recent Wakefield Park meeting – Peter Schell photo

The Tasman Revival is a showcase for 1960s single seaters and has brought out the best cars in previous years. I’m sure that will be repeated in 2012.

Stephen Knox  
Chairman, 2012 Tasman Revival.

## Tasman Flyer a hit with the general Public.

Featuring Spencer Martin in the Brabham Alfa in a photo taken by Peter Schell at the inaugural Tasman Revival in 2006, this eye catching production of a flyer was compiled by Proactive Graphics in Sydney. Proactive Graphics will also be producing a very high quality programme for the event. Spencer is the only Australian to have driven in both the original Tasman Cup series and the Revival, where he finished a very close 2<sup>nd</sup> to the Lotus 49 3 litre car driven by John Smith. **Spencer went on to be a twice Gold Star winner, CAMS highest award.** Advertising for the programme is available contact Grant Sherman at [grant@proactivegraphics.com.au](mailto:grant@proactivegraphics.com.au)

### CELEBRATING MOTOR RACING HISTORY

# TASMAN REVIVAL

A celebration of Australian Motorsport History with an emphasis on the wonderful age of the Tasman Series of the 60's and 70's.

And just like then, all the support categories such as Formula Junior, Formula Ford, Sports Racing, Touring and Production Sports Cars, including as well, the earlier and later Historic categories that now make up the worldwide phenomenon that is Historic Racing, where the cars are the stars. A total entry in excess of 450 including more than 50 internationals is expected.

**Eastern Creek International Raceway**  
Sydney, Australia  
November 23, 24, 25 November 2012



If you would like to compete at the Tasman Revival or for more information contact:  
Paul Hamilton  
E. paulhamilton@ozemail.com.au  
W. hsrca.com | E. members@hsrca.org.au  
W. tasmanrevival.com



## Eastern Creek extensions – what are they like?

I recently met Sir John and Lady Chisholm at the “Creek” who were in Sydney at the time, to show them the Tasman Revival facility as John is coming out for the event with one or possibly two cars. A lot of us have seen the planned extensions on paper and they looked interesting but not particularly “adding” to the track’s terrific nature.



Note the straightening of the right left kink is not incorporated in this diagram.

Well I have to say the 1 km extension which will add around 800metres is truly sensational. (Around 200 metres is “lost at Corporate Hill) What a diagram doesn’t show is the elevation change, and the best way to describe that is to think of Dunlop Loop at Amaroo Park; the elevation change is about the same as that, or for those that didn’t have the pleasure of running at Amaroo, about 60 feet drop in a medium downhill right-hander.

So the new track will go something like this – the turns 6/7 complex has been realigned straight but immediately instead of going around to Corporate

Hill the track goes through a quick left right S bend taking you onto the new section. Then it gets very interesting, it continues uphill for about 150 metres to a downhill left hand sweeper, reminiscent of aforementioned Dunlop Loop in reverse to a tight left hand hairpin, then a climbing right hand sweeper that fires you straight down into turn 9. Arrival speed at turn 9 is estimated to be similar to what it is now exiting Corporate Hill.

One must not forget that the main reason for doing these extensions is to allow 2 tracks to be used concurrently, in what will become the north and south circuits, and this diagram above is an early take on how the new bits all fit within the traditional layout. Of course the two combined will now form the traditional circuit, and indeed the link road around Corporate Hill would still allow the original circuit to be used too. One thing is certain it will add a huge element of challenge to what is already a very interesting track. Oh, and John Chisholm’s opinion ... can’t wait !

This series of photos will help explain.



Sir John and Lady Chisholm standing on the realigned turn 6/7 with the track flowing into the S bend.



Climbing away out of the old turn 6/7 complex out of the end of the previous S bend photo.



The downhill sweeper ends up in a tight left hand hairpin.

As you can see in the photo above there is an elevation change on the exit to the S bend taking the track above where it has been previously. It then drops down into what is a little difficult to discern in the lower photo to the hairpin. Obviously the record rains we have had in the past few months could not have come at a worse time for these trackworks to be done. As can be seen the first 50 metres of each end of the extension has been laid and sealed.



Then climbs back up to align with the run down to old turn 9



This is the point at which the new track joins on the run to turn 9 out of what used to be around Corporate Hill.

The ARDC are spending around 9 million dollars on the facility with the aid of the NSW State Government. That the circuit will be a challenging world class facility there is no doubt. It has been written elsewhere that the shorter South circuit will be of the same track length as Amaroo Park, so even as a "Club" circuit it will become a desirable place to compete at. Leo Geoghegan always says of Eastern Creek that its flow reminded him a lot of Warwick Farm, Leo did compete at Amaroo too so maybe we now have something that is a mix of these two delightful race tracks.

## M and O Racing and Friends visit to the Historic Aircraft Restoration Society.

On Wednesday 18<sup>th</sup> January, around 35 of us visited the HARS museum at Albion Park. Making odd use of a warm and dry summer's day many of us took our "classics" along for the drive. The carpark was adorned with a Ferrari 328GTS, a Dino, a very rare Jenson 541R, a Healey Silverstone, an Elan just to name a few. One well travelled young man, Brabham BT28 and Chevron B16 competitor, Jeff Brown came all the way from Melbourne for the visit. Jeff was on his way to Sydney and saw this as a great opportunity to see some wonderful old aircraft.

A novel feature of the HARS museum is that the visit is conducted as a guided tour. There were about 7 tour guides to greet us as we filed in, and one by one they took us around the 2 large hangers that contain the aircraft. There is an incredible array of aircraft, from Tiger Moth to Neptune Bomber, there are no less than 3 of them, and 2 will be flying soon. The Canberra bomber looks fantastic in a new coat of paint. The Catalina, which is a flying exhibit, is temporarily grounded as the museum has loaned a starter motor to another museum so they can fly their aircraft from one place to another. Great to see the camaraderie applies to aircraft guys just like it does with us! A lot of this information would not have been available without the tour guides imparting it to us. Within the hanger is a commercial operation restoring such aircraft for customers as Wirraways, P47 Thunderbolts and the like, and the workmanship, well from what I seen there may be equals, but none better.

There is a very nice entrance where you can buy lots of memorabilia and of course the Connie, well what a wonderful aircraft it is. 4 huge engines, one cut open one that was salvaged from Qantas, where you can see all the inner workings. All told I think most if not all the visitors from our ranks came away very impressed with what HARS is achieving with its volunteers.



How would you like this pair as Captain and Co-Pilot?

<http://www.hars.org.au/>

Another aircraft undergoing extensive repairs is a replica Southern Cross which was damaged when the undercarriage suffered a failure and the aircraft went down on its wing. The wooden wing spar and ribs are being expertly repaired by the wealth of aircraft engineers so dedicated to their chosen profession.

One of our own was there to greet us too, Reg Darwell who has owned and raced Group M cars in the past and now runs a Morgan, actually flew as operational crew on Connie's in his early days with Qantas where he went on to be a senior Check and Training pilot on 747s. Reg is now the First Officer and about to check out as Captain on the HARS Connie, sort of going full circle as a few have done with their racing cars! . Reg allowed us to sit in the pilot's seat which is normally off limits. To see all those analogue instruments and not a computer anywhere, navigation by the stars and sun is truly the most wonderful era of aircraft. Turbines and jet engines just don't have that aura, the smoky engines, noisiness, vibrations, unreliability problems make the piston engine aircraft something unique.

If you are going past the Albion Park airfield, why not call in and have a look around, the cost is a meager \$15 or less and the funds go to a terrific cause. Check out their website



The Cat, minus a starter motor  
Bob Priddle photo



View from the F/O's window  
Bob Priddle photo



A more likely pair, Ron Aggett (left) 2500 hrs  
on Bristol Freighters before an Airline career

## Wakefield Park 25/26 February

What a fabulous Club meeting this turned out to be. Probably around 180 entries, 16 M and O racing and sports-racing cars, fine weather, and comfortable temperatures. It all starts of course with scrutineering and the driver's briefing which is sensibly held before any cars take to the track officially for the weekend. And unlike other places we race, just one time for each.

As it was our first driver's briefing at a HSRCA event since the Eastern Creek meeting November where there were a lot of red flags and one very serious injury to a Group N driver, the Driver Liaison Officers, Kevin Bartlett and John Leffler both spoke about respect, respect for one another on the track. Many drivers left the briefing feeling that they were being spoken to by 2 legends who had done the hard yards many years ago, but all those years ago THEY had respect for each other on the track and that they expected no less from any of us. It had to be one of the best driver's briefings I have ever attended. And the result was that almost exemplary behavior was displayed by those competing. Thanks KB and John, hopefully the mindset you have initiated here carries on into the future.

M and O were the youngest C of D (cars with a racing history) cars at the meeting, the Q and R brigade didn't enter in enough numbers to form a grid and so the organizers reluctantly returned their entries.

Qualifying,

A Brabham BT23 with an FVA driven by Damon Hancock seemed on paper to be the car to beat, and Damon turned it on, with a blistering last flying lap of 1:.01.4 Richard Carter with his Elfin Mono is always on the pace, always smooth



Damon Hancock on the cooldown lap seems well pleased with his practice time. Steve Oom photo.

always quick, always consistent and his clearest lap was done with a 1:2.08 secs. Even with only 16 cars, traffic will always be a problem after the tyres have warmed up. Next was the veteran amongst us, Paul Hamilton with his much

raced Elfin 600. Paul waited till the last lap to put in a 4.9; Paul's engine too is a veteran, a genuine Hart with all the Hart tricks from the early 70s, that's how long Paul has been using this bit of high HP machinery, but that is apparently about to change pretty soon. Next was Ed Holly in the Brabham BT21C, also waiting till the last lap to put in a "good one" with a 5.2 then came Peter Barclay in his Brabham BT21A just .2 adrift of Ed's time. David Kent hasn't yet realized the potential of the Brabham BT29 as it has a pretty standard twincam engine, not a steel bit to be seen, but like Paul all that is about to change as his "new" engine is almost there. My guess is the BT29 will leapfrog the 2 BT21's when this happens, anyway David managed a 6.5 which in the scheme of things is pretty good when giving away probably the best part of some 30bhp. Next was a sister car to David's, another BT29 just recently purchased by Wayne Wilson with a 7.2 (see the article Wayne has written later in the newsletter). This is a very good time for a car that has only had a few laps testing with Wayne on board. Next was one of those pesky little Formula Juniors, Kim Shearn from Victoria in his Lotus 20/22, fresh from its overseas sojourn, just sneaking into the 9's. This is a very good time for a Junior, and Kim's experiences overseas have no doubt helped. And well less than a half second behind was another pesky one, same deal fresh from overseas,



Setting the scene for the weekend | Kim Shearn and Tony Simmons – this was about as far apart they got ! Steve Oom photo

this time the BT6 Brabham and Tony Simmons. Herb Neal really enjoys his motorsport, the "Silver Fox" was totally enjoying his sharing the track with his mates. The Neal Ford Mk2 came in at a very competitive 11.2 just ahead of the first of the sports-racers, Stephen Fryer in the MRC Lotus 23 with an 11.8. Dale Harvey from the Hunter Valley is steadily improving his times and totally enjoying the Proton F2 and was down into the 14's, next was John Evans from Victoria in the 1962 Lotus Super 7 in the 15's, everyone loves Lotus 7s, and into the 16s and a little off his usual pace was Geoff Varey in the Gryphon, then another Victorian, Jim McConville in the delectable little Cooper T75. Jim doesn't get this car out much these days and it was terrific to see it at the meeting. Unfortunately Jim had to leave on the Sunday morning, so we only had it there for the one day, even so Jim got into the very low 17's. Also from Victoria it was terrific to see Tony Burrage in his Rennmax 23B, and considering this was Tony's first foray north of the border to Wakefield Park a low 19 was a pretty good time.

## Race 1

One of the advantages of a smallish number of entries is that there is plenty of track time, and our first race was just before lunch. At the flag drop, all the attention was on the BT23 and Damon Hancock, and he wasn't to disappoint, getting away to a blistering start, Damon managed a clear 2 second lead on Carter Elfin Mono on the first lap, Hamilton

in the Elfin by contrast had a terrible start and Holly in the Brabham BT21C managed to run into turn 2 with a clear lead from him. Barclay in the Brabham BT21A had a bit of a lose and dropped a couple of spots.



Peter exploring the track fringe at the end of the straight Paul Lewis photo.

Hancock getting into the very low 1's Carter was getting the Mono down there too, in fact Richard broke his Elfin 600 held lap record, no he shattered it by more than a quarter of a second to achieve a 1:01.4396, a truly amazing time for a twincam powered car he did this on lap 4 as did Damon who also shattered the under 1600ss 4 valve record lowering it to 1:01.1953. It was like Cassius Clay and Sonny Liston – the heavyweights going blow for blow. Make no mistake these are seriously quick times and those there watching were very privileged to see it. Meanwhile back in the field, a great dice had developed between Holly and Hamilton, not quite the Clay v Liston fight going on ahead, but a close tussle nevertheless. After Hamilton had got his spot back at the end of the first lap, it seemed Holly wanted it back again and had hung onto Hamilton tenaciously for the next 3 laps. Then on the run onto the back straight Hamilton used just a bit too much ripple strip at the apex and the car got a bit loose, Holly saw the opportunity and pounced returning the favour on Hamilton by passing him in the same spot Hamilton had done 3 laps earlier. So the run to the flag was only disrupted when Barclay had an off in the closing stages. For the record Wilson finished a creditable 8<sup>th</sup> in his first race in his new and already much loved BT29.

## Race 2

Non-progressive grids we all lined up as per the qualifying times again. With 10 seconds to the start Holly was

unable to get into 1<sup>st</sup> gear, and decided to start in 2<sup>nd</sup> instead, rather than cause an abort to the start. Even so the flaggies were alert enough to have a yellow out very quickly after the lights went out. Incredibly Carter led on the first lap by a half car length from Hancock, Hancock regaining the lead on the next lap. Brabham BT21C Buicks might start real well in 2<sup>nd</sup>, but a twincam Brabham BT21C is a different matter and Holly was swamped, ending up back around 10<sup>th</sup> into turn 2. Hamilton managed to stay where he was and Kent passed the post first time in 4<sup>th</sup>, with Holly 30 metres

Next was the ever consistent Kent in the BT29 then Barclay, Fryer, Shearn driving the wheels off the Lotus, half a second to Simmons, then Neal. Coming steadily through the field from the rear of the grid, was Wilson, showing great maturity by electing to start from the rear of the grid to learn the idiosyncrasies of the BT29. At the last corner of the first lap, Hamilton managed to slip through under Holly to regain his start position. So the race settled down. It was Carter who was achieving the seemingly impossible, with



"Not quite the Clay v Liston fight" Hamilton and Holly in a close scrap. Steve Oom photo.

behind. The battle of the Juniors was led by Shearn and Wilson, in the 1600 Brabham, managed to split Kim from



Carter in the Mono has a slight advantage over Hancock BT23C Steve Oom photo.

Simmons. On the 2<sup>nd</sup> lap Hancock showed the power available and led however on the 3<sup>rd</sup> lap Hancock had a huge problem at the end of the straight and dropped 5 places with a spin, lap 4 and Barclay was out whilst running 3<sup>rd</sup> - lap 5 Hancock was really moving back through the field and by race end just managed to pip Hamilton for 2<sup>nd</sup> at the post by a nose, meanwhile Carter had “shot through like a Bondi tram” and was 18 seconds in front. 4<sup>th</sup> was Holly from Kent just a couple of car lengths behind, Holly obviously having gear shift trouble. Then came Fryer and Wilson and the “Silver Fox”, Herb Neal, Kim Shearn and Tony Simmons were “at it” all race long with Kim prevailing by 5/100<sup>th</sup> sec then Harvey, Evans and Varey. McConville also a DNF with Barclay.

Stephen Fryer at the drinks and nibbles get together on Saturday afternoon, asked everyone if we would like to go to progressive grids for the Sunday – no one objected and this was put in place by race control.

### Race 3

Event 17 on the schedule, 3<sup>rd</sup> race of the Sunday morning.



Start of the ill-fated race for Hamilton - Peter Schell photo.

Investigations into the reason for Damon Hancock’s spin in the previous race had been found, a cracked front brake caliper mounting which was flexing and holding the brake on, a good find as another race and the effect of it breaking could have been very serious indeed. Damon has wonderful support from the boys at Gosford Bolts and Bearings under the very watchful eye of one Peter Molloy. So the BT23C was parked for the rest of the weekend.



Major drama too for Paul Hamilton at the conclusion of lap when the rh rear upright broke in the braking area of the last corner. Right in from of Barclay and Holly, the rear rh wheel went skyward as the car dropped onto its chassis and skated along for quite a while before coming to a halt just off the pit return road. Kim Shearn had given Paul his brand new pair of uprights from Elfin Heritage on the Friday and they were in his boot to take home and fit. The old one just could not wait 3 more races ! This is the 2<sup>nd</sup> time an Elfin 600 rear upright has broken just in front of me, the other was Ross Hodgson at the Creek last year.

This time Carter found a new playmate, Peter Barclay managed to stay with Richard, and in fact managed to squeeze past into the lead for 2 laps in the middle of the race.

Holly was holding down a solid 3<sup>rd</sup> but shot off the track at the left hander on the run up the hill, joining the race after everyone had gone past. This elevated Kent to 3<sup>rd</sup> with Fryer in the sports-racer right behind. The battle of the Juniors was intense with Shearn losing ground on the 4<sup>th</sup> lap to a very hard charging Simmons, in fact Tony managed a faster lap this time and usurped Kim by some 10 seconds with Neal in the midst of the two.

#### Race 4

With progressive grids now in place, the start grid took on a whole new look. Carter and Barclay made up the front row, with Fryer and Kent the next and Simmons and Neal the third and so forth.



The run down to turn 2 Fryer tucked in behind Carter, Kent a good start too.- Steve Oom photo.

This time it was Fryer who got away to a great start jumping into the lead from Carter with Kent next, then Holly who also had a good start from 8<sup>th</sup>. Loser in all this was Barclay, but not by much as the first 7 across the line were all within 3.5 seconds. Kent managed to hold down 3<sup>rd</sup> the entire race whilst Carter made a move on Fryer on the 2<sup>nd</sup> last lap to win the race by just over a second. Holly was out at the start of lap 3 when he lost all gears and coasted to a stop at pit road exit. Simmons got a bit of a break on Shearn and they were separated by 3 seconds at the end of the 7 lap journey. Wayne Wilson and Herb Neal both had their best finish of the weekend, a 4<sup>th</sup> and a 5<sup>th</sup>. Tony Burrage in the Rennmax twincam was enjoying his first Wakefield Park meeting and was now down into the 14's, a time he should be very happy with. John Evans too was into the 14's and too should be very happy for the Lotus 7 to be down to these times. We are all waiting for John to bring out his new acquisition, the beautiful black Lotus 23B that was so successful in the Geoghegan's hands. At race end a 60 second penalty was applied to Fryer for a jumped start and this then sent Steve from 2<sup>nd</sup> across the line to last position, something I am sure Steve would be very happy about!



Halfway through the 1<sup>st</sup> lap, Fryer leads from Carter, Holly, Kent, Neal, Simmons, Barclay, Wilson – Paul Lewis photo

## Race 5

Yes, that's right 5 races for our Groups this weekend, and to think in 2 weeks time there would be zero races for M and O at Phillip Island – such a pity.

Holly traipsed around the pits and eventually found a couple of brothers Chris and Peter O'Brien (thanks guys) with GT Falcons who had some welding gear, and did a very nice job welding back together a failed gear linkage bracket for the last race. A sprinkling of rain saw a few cars on trailers early, especially the interstate ones, so there were only 7 starters for the longest race of the weekend, 8 laps. Progressive grids and Kent being elevated to 2<sup>nd</sup> in the previous race, meant that he and his beautiful yellow Brabham BT29 enjoyed a first time front row spot, alongside Carter in the Elfin Mono. Next row was Barclay in the BT21A alongside Tony Simmons in the BT6, Geoff Varey in the Gryphon alongside Holly BT21C and Wilson again electing to start from the rear made up this small grid. At flag drop it was Kent who managed to get the most grip, power in this race wasn't going to account for much, and the "cooking" engine in the BT29 had bags of torque over a wide power band which was just what you want in slippery conditions. Carter too was relishing the slippery track and was certainly looking for a way around the 29, Holly had moved to 3<sup>rd</sup> after Barclay has the slowest of spins exiting the "gurgler", slowly rotating left and slipping off the track regaining it just behind Wilson. First time down the straight, Barclay was back to 5<sup>th</sup> a mere car length behind Wilson, who was having his first drive of the car on a slippery track, although Wayne is used to big tyres with the Rennmax. Simmons in the BT6 was being very cautious, for the Formula Juniors were invited to Phillip Island and that is where Tony was headed in 10 days time. On

lap 4 Holly found a way around Carter to have the BT21C in 2<sup>nd</sup> spot, but he was really struggling with old tyres and a gearlinkage that was going sour again and was seen to wave Carter through a couple of laps later. Meanwhile Barclay



"On lap 4 Holly moved into 2<sup>nd</sup>" This Peter Schell photo captures the moment, Kent a study of concentration, Holly struggling with tyres, Carter enjoying the slippery conditions.

had the bit between the teeth, and was putting in some solid lap times and by race end was only a car length behind Holly. So after 34 laps of racing and 15 minutes of qualifying, the M and O weekend came to a close. Kent managed to hang on for his first win in M and O racing, with Carter 2<sup>nd</sup>, Holly 3<sup>rd</sup>, Barclay 4<sup>th</sup> and Geoff Varey 5<sup>th</sup> and final finisher. Wilson and Simmons leaving the fray a few laps from the end.

In summary, the weekend was one of those terrific "clubbie" weekends where everyone played by the same rules, ie look after your mates out there, don't do anything the other guy wouldn't do to you and show respect for one another – just like KB and Leffo said to do. It was great to see Kent have a win in the BT29, and it was great too to see Wayne Wilson get down into the low 6s with his bright blue new toy. Finally it was also great to see some Victorians enjoying our company, Kim Shearn Tony Burrage, John Evans and Jim McConville. And we must not forget the wonderful performance put on by Richard Carter and Damon Hancock in lowering the class records for Group O both getting into the incredible realms of 1:01 minute laps.

**Now for some terrific photos taken by our 3 photographers who have been so kind to us.**

## Firstly Peter Schell



Wayne Wilson in the Brabham BT29 – its first race meeting on Australian soil. Wayne elected to start each race from the rear of the grid and gradually worked his way through the field each race. Got down to a very healthy 1:06.0 in the first race. I suspect we will be seeing a lot more of the car and Wayne at the pointy end of the fields as he comes to grips with its very late 1960s technology.



Tony Simmons in the very beautiful Brabham BT6, fresh from an epic overseas sortie in 2011, Tony drove the car there conservatively to ensure it finished, however it was not without its dramas due to a recalcitrant front hub early in the trip. The car is immaculate in Scuderia Veloce colours, as the car was driven in period by Greg Cusack. Tony himself drove for Scuderia Veloce until a huge accident at Oran Park in the mid 60s caused him to have a considerable amount of time away from racing.

## Next Steve Oom.



David Kent must have been watching too many V8 Supercar races, here he copies their antics getting the RH front wheel off the ground on the run onto the straight. I think it is called kerb hopping! Herb Neal behind has seen it all before in his 50 years of racing.



A fine study in the use of a line, Carter, Hamilton and Barclay all using the same one. Note how neutral Richards's car is, Paul's seems to have slight oversteer, whilst Barclay is the opposite.

**Lastly, Paul Lewis.**



Herb Neal just ahead of the 2 combatants from continuing as they had done in 2011 at many venues overseas  
– Kim Shearn in his Lotus 20/22 and Tony Simmons in the Brabham BT6



And exiting the same corner ...



Jim McConville in the very pretty and desirable, Cooper Alfa. Jim has kindly supplied a story about the car elsewhere in the newsletter, it is powered unusually by a 1300cc Alfa Romeo engine.



Old mates sharing track time. For many years, Herb Neal looked after Wayne's Rennmax but as time soldiers on, Herb wanted to do a bit more work of his own, and since then the Neal Ford pictured here has come out to play. A beautiful car in every respect, it has elements of different model Brabhams incorporated into it. Designed and built by Herb in the latter 1960s after producing the Neal Ford (Mk1) it is prepared to Herb's master standard. Wayne now has his Rennmax and the new toy prepared by David Kent in the other Brabham BT29.



Dale Harvey in the Proton F2. As mentioned in a previous newsletter, this car was Paul Hamilton's first foray into single seaters. Unfortunately back in the 60s it wasn't as good as it is now and Paul had a major accident with it then. Today however it is beautifully prepared by the boys from the Hunter Valley, and recently retired from Historic motor sport Brain Lear is amongst the pit crew ensuring it stays that way. Beside Dale is the much campaigned and steadily improving Gryphon of 1968. Geoff races this car at every opportunity and enjoys it immensely.



Not a good day at the office. Why is it when something happens there is always someone there to capture it ! The author dismounting after pulling off with what was a broken gearchange rod bracket. Managed to get it back together for the next race, but the weld build up wasm causing it to move and make life a bit more difficult just what you need in damp conditions. The whole gearlinkage set-up has been revisited and hopefully will be a lot better come Winton.

## Phillip Island meeting 9-10-11 March 2012

This year the Phillip Island organizers decided that it was Groups M and O's turn to miss out on an invite and so none of our wonderful 1960s racing cars were at the meeting – that is except for some of the Formula Juniors which encompass the period 1958 to 1963. So the report on Phillip Island will be pretty much restricted to this Group with whom we usually run.

To accommodate the Juniors at the Island, the organizers combined them with the Formula Ford category, in planning not a bad thing to do, but from my observation the mix was not at all fair to the Formula Juniors for a number of reasons. Firstly the two categories are about 10 years or more in development apart in their designs, secondly the grip levels are quite different, both categories are on control tyres, but the Juniors have a lot less. Secondly, the faster Juniors were in amongst the slower Formula Fords with maybe less experienced drivers. Thirdly the value of the cars is hardly equal between Formula Ford and Formula Junior, and invariably the age of the driver reflects the age of the car. But lastly, and probably the most important from a Formula Junior competitors point of view, remembering the Juniors have been running as a Group now for many years, the competition is intense, but no one ever “steals” a corner from the other, they all play by the same rules and go out of their way to look after one another whilst on the track. I don't think the same can be said of Formula Ford as a category, I could go on to try to explain further, but don't think this is the place, I want to simply point out that the Junior guys rarely have an incident whilst they are playing together or playing within the Groups M and O ranks which is not what happened at Phillip Island.



A taste of things to come, Roger in the Koala, and Kim in the Lotus 20/22. This is about as far apart as they were all meeting. Jim Jones photo

So what did happen?

There were 13 Formula Juniors, all beautifully presented ranging from Norm Falkiner's delectable 1959 Stranguellini to the end of FJ in 1963 and as the Formula 3 cars are now under the FJ camp's wing, there were 2 of these, making for 15 cars in a grid of 43, the rest made up of Formula Fords.

There was a free practice session for the 25 overseas entrants, but the locals had to wait till the Friday to get their first look at the circuit with an eleven and a half minute timed practice session on a dampish track. The leader in practice times was Jeff Brown in the 1969 Brabham BT28, ex Tim Schenken, maybe Tim was helping Geoff come to grips with the slippery conditions! The qualifying session was held early in the afternoon and this time Kim Shearn in the Lotus 20

topped the chart with a 1:57.25. Next was Australian Formula Junior Association President, Roger Ealand, in his very interesting John Joyce built Koala. A couple of FF's separated Bill Hemming Elfin and Tony Simmons Brabham BT6, 4 FF's to Victoria Le Gallais in the Brabham BT15 F3, a couple more FF's and Graham Brown in the very much campaigned Brabham BT2 ahead of James (Mac) Hulbert from the UK in Philip Segat's Lotus 18, then Murray Bryden in his Lotus 20, James Owen also from the UK in Kim Shearn's Lotus 18 just ahead of expatriot UK driver with his Lotus 22, Johnathon Williamson. Then a few more FF's to Maurice Blackwood in James Sherringham's Lotus 20, Mike Gosbell in his also much campaigned Cooper T52, then Robert Buckley in the Golford special and bringing up the tail was Norm Falkiner in the Stanguellini.



After qualifying, the Australian Formula Junior Association held their AGM at the circuit where the perpetual trophies were awarded for 2011. The winners were, Don Thallon the Leo Geoghegan trophy for winning the pointscore over 7 rounds, The Nerio Dizane trophy went to Victoria Le Gallais for winning the F3 pointscore and Robert Buckley the Australian built trophy with his Golford. The Superbike dias seemed a fitting place to take the photos !

#### Race 1

The dnf's were Johnathon Williamson after an incident with a Formula Ford which saw both cars out on the 2<sup>nd</sup> lap. Maurice Blackwood made it to the start line where the throttle cable decided to break. In the race itself, Kim Shearn tried to get an early break on Roger Ealand, but crafty Roger would have none of it and in fact squeezed past Kim on lap 2 which he held for another lap before Kim won the No1 position back on the 4<sup>th</sup> tour and in fact passed a FF to put that between himself and Roger to the post, the 3 cars just 2/10ths sec apart. Bill Hemming and Tony Simmons were

continuing their battles from the UK and Europe too with just 2/10ths sec separating them as well. Tony was having the first of some gear selection woes. Victoria Le Gallais was the leader in the F3's. That Kim finished 17<sup>th</sup> outright in a field of 46 starters is a great effort, and he certainly led what seemed to be a 2<sup>nd</sup> division as there was a clear 30 seconds between 16<sup>th</sup> and Kim's crossing the line. Roger set fastest time however with a 1:57.10



Scene of inactivity, after race 1

## Race 2

This time Roger again set fastest lap, but managed to prevail over his nemesis, with Kim finishing the 6 lap journey just .9 sec behind. Watching the race unfold, Roger really made a master move on lap 1 when he got down the inside of Kim as they passed the line side by side. Further back still struggling with gear shift problems, Tony Simmons couldn't quite match Bill Hemming's speed and drifted off to a 3 sec gap. Victoria Le Gallais was relishing being at the Island and finished just ahead of Hemming, a magnificent 23<sup>rd</sup> outright and a lap time in the 58's was a great achievement. Next Junior was James Owen, Lotus 18, then Murray Bryden, the Lotus 20 relishing the long openness of PI. Maurice Blackwood managed to fix the cable and started from the rear of the grid but only got to lap 3 before calling it a day.



Bill Hemming with the Elfin still adorned with all the stickers from its recent overseas trip. Jim Jones photo.

## Race 3.

This race would have to go down in the Australian Formula Junior ranks as one of the worst accidents ever. 3 Formula Junior cars were severely damaged, 2 of them driven by guests to our country, James Owen and James (Mac) Hulbert, along with long time Formula Junior racer, Murray Bryden. There was also a Formula Ford with substantial damage. James Owen needed serious medical attention. I would hope that the reason for this carnage is ascertained and dealt with, as I said at the outset, the Formula Junior guys have been racing together for many years, and nothing like this has ever happened before. There is some footage on YouTube taken from the onboard camera of the damaged Formula Ford, it is very graphic, you will see James Owen in Kim Shearn's Lotus 18 land on top of the dashboard area and then continue on to roll-over. Inspection of the car later showed that not only did the roll-bar contact the ground and get abraided away like being hit with an angle grinder, but also the windscreen had scraped along the ground too.



"Best of the rest" Graham Brown in his pretty Brabham BT2

It is a very sobering bit of film, and makes one realize just how much we need the roll-over protection to work for us. Obviously the race was put under a safety car whilst the drivers were assisted and the cars removed, in fact the field

was 15 minutes behind the safety car before they were racing again, with just 2 laps left. Once again Ealand and Shearn continuing the inseparable ways with Roger in front, again the Hemming Simmons duel repeated itself, with again Hemming prevailing, this time Le Gallais lowered her best time again and Graham Brown was the best of the rest. See [http://www.youtube.com/watch?v=GWPESLsUfb8&feature=player\\_embedded#!](http://www.youtube.com/watch?v=GWPESLsUfb8&feature=player_embedded#!)



Tony Simmons pulling on his helmet, over a HANS device. Jim Jones photo.

#### Race 4

A sombre mood descended over the Junior camp after the previous race. Just 8 of their number turned up for the last race. Understandably, this time Kim Shearn was missing, leaving it to Roger Ealand to show the way on his own, Bill Hemming was next, and again Victoria eclipsed her F3 partner, Jeff Brown, Graham Brown was next, then Robert Buckley, Norm Falkiner. Tony Simmons was really struggling with the gear shifting and pulled in after 2 laps.

So ended one of the most anticipated meetings of the year. I have written something about cars starting from the rear of the grid elsewhere in the newsletter, please read it and let me know your thoughts.



Photos, clockwise from top left, Victoria Le Gallais, Jeff Brown and Mike Gosbell, Murray Bryden's nose off the Lotus 20, Robert Buckley in the Golford.

Before we leave the Phillip Island report, a couple of images from that race-cam footage mentioned above taken from the Formula Ford.



## Also seen at Phillip Island



Scotty Taylor's beautiful all alloy bodied 1958 Cooper T45. Although the car now normally lives in the UK, the bodywork was done here in Sydney by Mark Natoli. Scotty is planning on bring his Lotus 18 or another car out for the Tasman Revival.



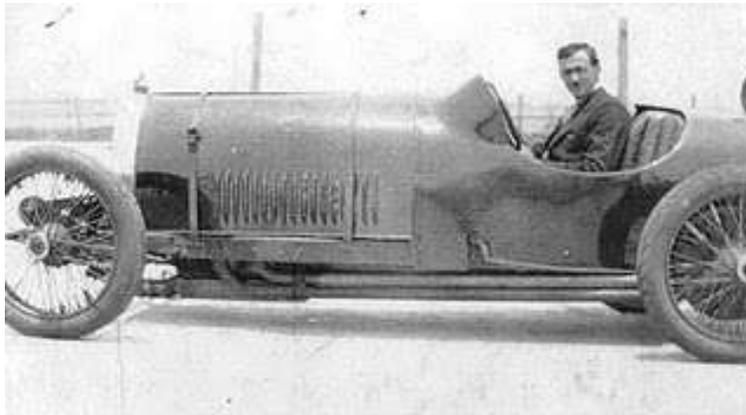
The Bob Jane Brabham BT11a used by Graham Hill, Spencer Martin and John Harvey. Not too many cars have survived into the modern era with their "period" rollbars.

## The First Australian Grand Prix – 15<sup>th</sup> January 1927-- 13-15 January 2012

The Golden Era Auto Club recently celebrated the 85<sup>th</sup> anniversary of this milestone event which was held at the Goulburn Showground in 1927. To quote one of the GEAR members, Gil Whitehouse, “First of all it seemed like a mistake. Perhaps a typesetter’s error in the yellowed pages of a NSW Country newspaper. The Australian motor car Grand Prix in a NSW country town ? In 1927 ?” *Why not! Phillip Island isn’t exactly a major city? - Ed*

According to historian and author, John Medley - But yes it was true, the first AGP was at Goulburn and was held a year before the 1928 “100 mile Road Race” – later to be called (renamed?) the first Australian Grand Prix - at Phillip Island.

So just what was the 1<sup>st</sup> AGP all about? The Golden era Auto Club Inc has produced a book and it gives many details of the event. Firstly it mentions Australia’s champion drivers who were competing, Don Harkness, supercharged Overland - Peter White, Fronty Ford - Hope Bartlett, Bugatti - Rajo Morgan, Rajo Ford - Geoff Meredith, Bugatti 8 - Jack O’Rouke, Bugatti 8. The victor and 50 pounds prize winner was Geoff Meredith in a Type 30 Bugatti. In the GEAR book it tells of Meredith being the vice President of the Goulburn Motor Club and that he raced a Brescia Bugatti as well as the Type 30. The listed drivers were the crème of motor racing at that time, and it was an open race meeting to all who had the machinery to compete.



Geoff Meredith with his Bugatti at Maroubra Speedway courtesy <http://www.strlhistorymatters.blogspot.com/>

The book goes on to tell that the AGP was made up of winners and placegetters of 2 heats; that the temperature on the day was 103 degrees, hot and dusty. The AGP event itself was over six laps, the heats were over six as well. One competitor who was the favorite to win the 1927 event was Phil Garlick, but fate intervened and he was killed at the infamous Maroubra Speedway the Saturday night before when his Alvis left the heavily banked track and hit a lamp post. If you want a copy of the book contact GEAR Club via their website <http://www.goldeneraautoracing.com/>

The GEAR Club first celebrated the 1927 event on its 75<sup>th</sup> anniversary in 2002 and the 80<sup>th</sup> 5 years ago. It has become a gala event for this wonderful NSW country town and occupied 3 days of festivities this year, both in town and at Wakefield Park with events such as the Goulburn Bowl, the Bol d’Or and long and short circuit events and a hillclimb.



Geoff Fry and Brian Lear enjoying track time together – Phil Sim photo.

Competing from our ranks were Brian Lear in his Elfin Catalina with Peugeot power. Brian hadn’t competed with this car for some years and it was complaining just a bit with an overheating problem. Immaculate as Brian’s cars always are, it looked terrific on the track. In speaking with Brian, he has decided that the time has come to hang up the helmet from mainstream Historic Racing and enjoy the company of his mates at GEAR type events. *Brian on behalf of all your M and O racing mates it has been a privilege to share the track with you at the various HSRCA and other meetings over the years, and the best of wishes for continuing to enjoy your beloved Elfins in a slightly less demanding environment.*

Also there was Geoff Fry, who finally got rid of the gremlins that have plagued the white Jolus in recent times. Buried inside the Webers, some mud building maybe by insects had blocked a passageway, so it wasn't the plugleads, the filter, the coil, the dizzy etc after all.



Doug Anderson in the Elfin Catalina – Phil Sim photo

Dick Willis who owns a variety of M & O cars was there in the 1954 Whatmore Jaguar Special. Dick was having a great time in the car till a water hose decided enough. Dick is definitely reliving his youth, having recently acquired an early Holden engine Milano GT, just like he did in the 60s. Seems when he found out this car was for sale he couldn't help himself !

Doug Anderson brought his very low blue Elfin Catalina down from Yamba and he and a mate, Geoff Wiseman were sharing it all weekend, and having a ball. It was great to see the car out again, one does wonder though how Doug chooses between the red ex-Match works car and the blue Catalina !



Dick in the Whatmore Jaguar. This car ran in the 1954 AGP.



Greg Mackie in the Cooper Porsche – Phil Sim photo

1963 after competing at Warwick Farm in December 1962 and is only now being brought back to life. Albert Bridge was a very good driver, and the Bridge Peugeot a very good car according to John Medley.

Another car that will probably only ever compete at GEAR events is Greg Mackie's very quick 1950s Cooper Porsche. As is Greg's norm, the car is wonderfully turned out and uses a frame of similar origins to the Faux Pas but with a Porsche engine as it had in period, whereas the Faux Pas has a Repco Holden engine. These are 2 of 3 Cooper-copy Lukey chassis built at that time

Another interesting car that is nearing completion, is an early 60s racer called the Bridge Special Peugeot powered, built by Albert Bridge. All these years later, the car is being restored by his brothers, Keith and Robert. Just had to take a photo of it on its trailer behind the tow car ! The car had a major accident in

To go back to the Anniversary story, it all started with a display of cars outside the Goulburn Court House, a magnificent building in the heart of the shopping area and opposite the beautiful Belmore Park. That evening there was an open air picture show in the park. During the day many were period dressed and looked very nice. Saturday proceedings commenced at Wakefield Park on the track proper and Sunday a short circuit which then allowed the hillclimb to be used at the same time. Photos of the cars in the display in town showed they were there in abundance, and also at Wakefield as well.





NZ Festival of Motor Racing celebrating Denny Hulme – January 2013



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It is timely to start planning your trip to New Zealand to be part of the **'NZ Festival of Motor Racing celebrating Denny Hulme'** to be held at Hampton Downs ([www.hamptondowns.com](http://www.hamptondowns.com)) near Auckland, NZ, over two 3-day weekends in January 2013.

Australian M & O drivers who would like to be part of the Festival could form groups with up to 6 other fellow racing car owners in order to share a shipping container and thus spread costs.



Denny about to start in his last drive in Formula Junior, Snetterton 28 Sept 1963 in the Vanwall Trophy race which he won shattering the lap record held by Arundell in a Lotus 27. Note Jack Brabham leaning over the car awaiting the start on the grid.

1950s/1960s Cooper, Brabham, Lotus, McLaren, Merlyn etc etc cars. This class is for the wide range of 1.5 litre to 2.7 litre single seater pre F5000 cars that were typical of the era.

In 1960, Denny Hulme raced a 2 litre Cooper T45 Climax in some of the 'pre-Tasman' International Series races held in NZ before heading to UK and Europe to start his international racing career driving his T45 and a Cooper T52 BMC FJ. Denny brought the T52 car back to NZ where it remains in modified form as a 1.5 litre Cooper T52-Ford - hopefully this car will be at the Denny Hulme Festival. Denny was back in NZ for the 1961 NZ International Series driving a 2.5 litre ex Yeoman Credit Cooper T51 Cooper to a consistent 5<sup>th</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 1<sup>st</sup> and 3<sup>rd</sup> places in the five races of the series. Back to UK he went in 1961 to drive a Cooper Ford T56 FJ in the European FJ series – the T56 is now in Canada and the owner hopes to bring it to the Denny Hulme Festival. In 1962 Denny drove his Cooper T56, a Tyrell 'works' Cooper and a 'works' Brabham BT6 in the 1962 European FJ series. In 1963 Denny drove a works Brabham BT6 in the FJ series, finishing runner up by a single point in the British FJ championship to Peter Arundell – the BT6 is now owned by Ed Holly in Sydney and Ed will bring the car to the Festival. In 1964 Denny drove the ex Jack Brabham 1963 Australian GP winning Brabham BT4 Climax chassis # IC/2/62 in the newly named Tasman Series – this car is now owned by Terry Rush in NZ and it will be at the Festival.

Denny went on to become a 'works' Brabham F1 driver in 1965-67 (winning the F1 World Championship in '67) before joining Bruce McLaren and his F1 team in 1968. He also teamed with Bruce as part of the "Bruce and Denny Show" that won the Can-Am Championships from 1967-1971. Early indications are that a number of these former Hulme cars could well be at the Festival.

If you have any questions about the Festival or would like to register your early interest in participating, please contact the Festival Chairman, Jim Barclay, [jim@nzfmr.co.nz](mailto:jim@nzfmr.co.nz)

Plan to arrive in Auckland on or before Wednesday 16<sup>th</sup> Jan 13, set up your Pits and do track famil at Hampton Downs on Thursday 17<sup>th</sup> Jan 13, do 15 minute Practice and then Qualifying sessions on Friday 18<sup>th</sup> Jan 13 before having two 8 lap races per day on Sat 19<sup>th</sup> and Sun 20<sup>th</sup> Jan 13. After the first weekend of the Festival, take a few days to go fishing, touring or just be at leisure from Monday 21<sup>st</sup> until Thursday 24<sup>th</sup> Jan then return to race again from Friday 25<sup>th</sup> until Sun 27<sup>th</sup> Jan 13. Load your cars after racing on Sunday 27<sup>th</sup> and fly back to Aus on Monday 28<sup>th</sup> – or take a holiday in NZ!!

There will be a special race class for the M & O 'Tasman' cars - the

# Western Australians to celebrate the 50<sup>th</sup> anniversary of the 1962 AGP at Barbagello.

Further info contact Malcolm Bulley WA Sporting Car Club. [malcolm@wascc.asn.au](mailto:malcolm@wascc.asn.au)



## INTERNATIONAL HISTORIC CHALLENGE

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Barbagallo Raceway  
Wanneroo, Western Australia  
9th 10th & 11th November 2012

# 50<sup>th</sup> Anniversary of the 1962 Australian GP held in Perth Western Australia

Dear Competitor,

The WA Sporting Car Club will be celebrating the 50th anniversary of the 1962 Australian Grand Prix held at Caversham in Western Australia with the inaugural running of the International Historic Challenge at Barbagallo Raceway in Western Australia from 9th - 11th November 2012. This event will coincide with the original timing of the 1962 Australian Grand Prix and will be held two weeks before the 2012 Tasman event at Eastern Creek in Sydney. By holding it at this time it will provide sufficient time for any containers to be railed to Eastern Creek.

This will be our first ever all historic event and we hope to attract a significant amount of competitors from overseas and the Eastern States. This event will also be a national round of the Australian Formula Junior series.

Over the next four months Barbagallo Raceway will be upgraded with over ten million dollars of improvements which will include new pits and a "Quarantine Un-pack Station" for overseas containers.

To assist the international entrants, the WA Sporting Car Club will organise the internal freight from the wharf to the track and then, at the conclusion of the event, to the rail freight terminal at no cost to the competitors. This will be provided by Sea Containers in Fremantle. In addition, the club will manage the quarantine aspects and provide free entry, pit garages and hospitality to overseas competitors.

Interstate competitors will receive free pit garages and hospitality.

Local entrants will receive free hospitality.



## Schedule of activities

**Wednesday 7<sup>th</sup> November**  
Promotion of cars in Perth

**Thursday 8<sup>th</sup> November**  
Barbagallo Raceway  
Documentation and familiarisation  
Social get together 4pm to 7pm

**Friday 9<sup>th</sup> November**  
Barbagallo Raceway  
Morning - Practice in the morning  
Afternoon - Qualifying  
WA Racing Museum - 5pm till 10pm  
Welcoming social function

**Saturday 10<sup>th</sup> November**  
Barbagallo Raceway  
Morning - Race 1  
Afternoon - Race 2

**Sunday 11<sup>th</sup> November**  
Barbagallo Raceway  
Morning - Race 3  
Fly over by "War Birds" at 11am  
Afternoon - Race 4 and Trophy Presentations

**Monday 12<sup>th</sup> November**  
Load containers

**Tuesday 13<sup>th</sup> November**  
Caversham Raceway  
Morning tea to commemorate 1962 AGP  
including an opportunity to drive around the  
original circuit



Morgan Park May 12<sup>th</sup> and 13<sup>th</sup>.



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# AUTUMN HISTORIC WARWICK RACE MEETING

12<sup>th</sup> & 13<sup>th</sup> May 2012

Morgan Park Raceway, Warwick



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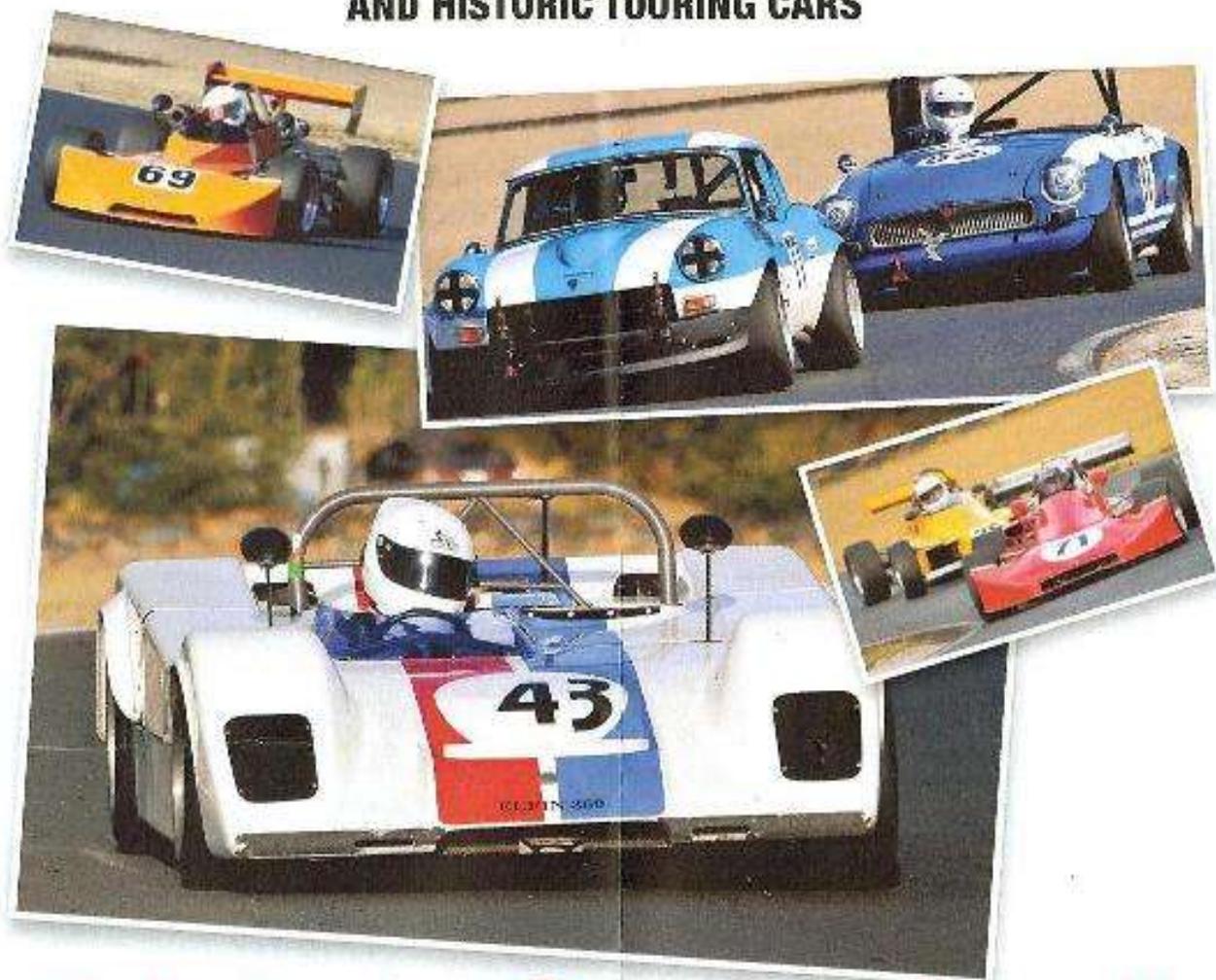
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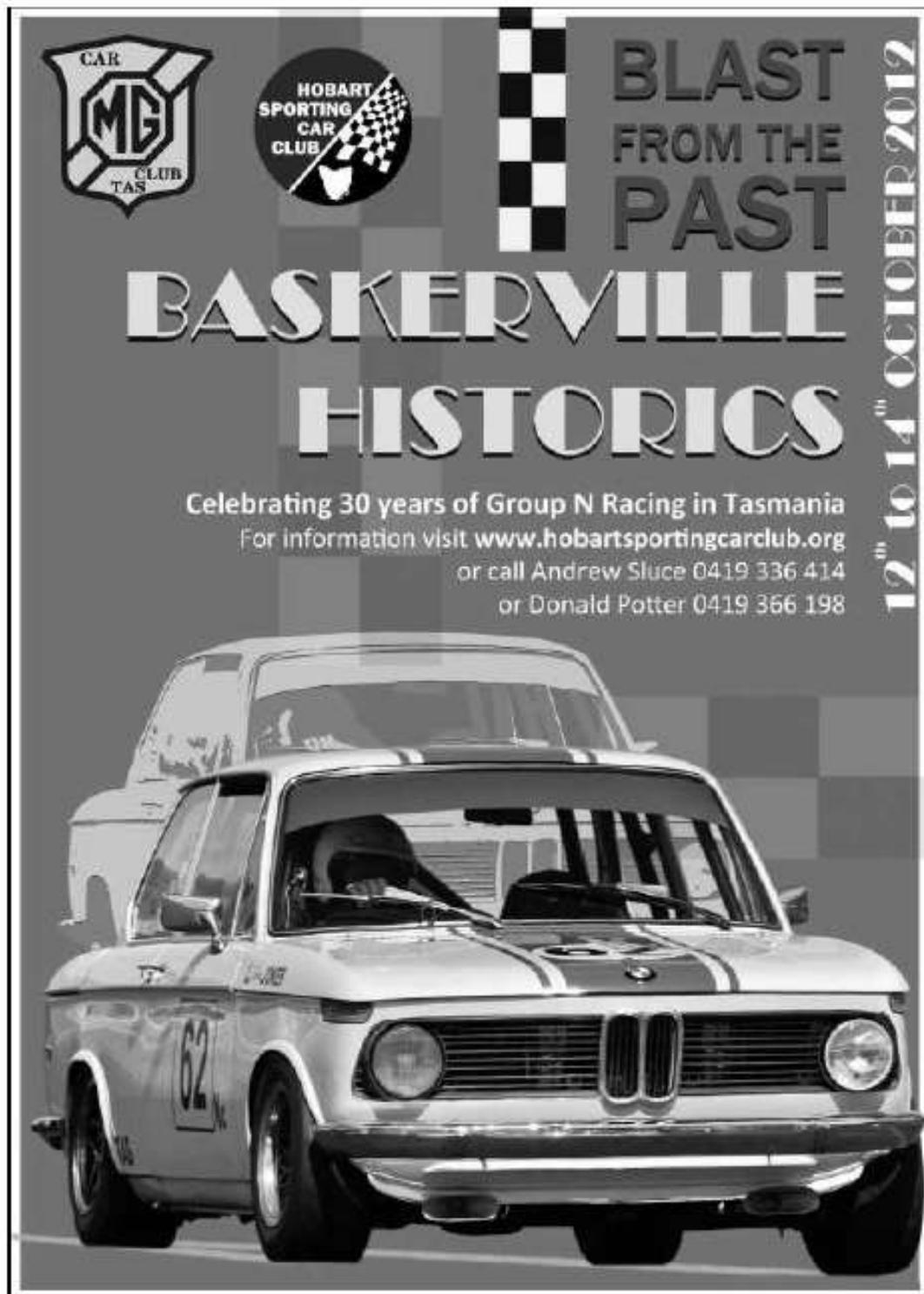
SHARE THE PASSION



Heard from the boys south of Bass Strait, they are having a Historic Meeting  
12<sup>th</sup> and 13<sup>th</sup> October at Baskerville - Tasmania.

Contact Andrew [asluce@hotmail.com](mailto:asluce@hotmail.com) or Donald on the numbers on the flyer below.  
Their website is at <http://www.mgtas.org.au/index.html>

**They are very keen to see some M and O cars in attendance.**



The flyer features a grey and white checkered background. At the top left is the MG Club Tas logo, a shield with 'MG' in the center, 'CAR' above, and 'CLUB TAS' below. To its right is the Hobart Sporting Car Club logo, a circle with a checkered flag and the text 'HOBART SPORTING CAR CLUB'. A vertical checkered flag is positioned to the right of these logos. The main title 'BLAST FROM THE PAST' is in large, bold, grey letters. Below it, 'BASKERVILLE HISTORICS' is written in a larger, white, serif font. Underneath the title, the text reads: 'Celebrating 30 years of Group N Racing in Tasmania', 'For information visit [www.hobartsportingcarclub.org](http://www.hobartsportingcarclub.org)', 'or call Andrew Sluce 0419 336 414', and 'or Donald Potter 0419 366 198'. On the right side, the dates '12<sup>th</sup> to 14<sup>th</sup> OCTOBER 2012' are written vertically. At the bottom, a black and white photograph shows a BMW 1800i sedan with racing stripes and the number '62' on the side, with another car visible behind it.

## Crack testing of components.

In the last CAMS minutes the subject of crack testing was raised. The wording of the minutes seemed onerous on the basis that the cars we run are not used to the great degree. It would appear that clarification will be made which will place an emphasis on the larger capacity cars in our Groups but with a recommendation that crack testing be done at every opportunity and especially when components are apart.



Paul in a happier moment leading into the first turn in race last year.

One competitor who had a rear upright fail 2 races before it was going to be replaced was Paul Hamilton with his Elfin 600. Paul had actually been given his new uprights from Elfin Heritage in Melbourne and they were in the boot of his car when this happened in front of Peter Barclay and myself on in the braking area for the run down the straight in race 3 at the recent meeting at Wakefield Park.

The photos here by Paul Lewis shows the upright after the car was returned to the pits at race end on the “quicklift” truck. Obviously the car had skated along on its lower wishbone, and the quicklift guys did a good job in getting the car back without further damage. David Medley’s Elfin 600 suffered a similar occurrence at the November Eastern Creek meeting, same side too.



## Pit Gossip

Jim Richards, one of our (and New Zealand's) most versatile competitors in every category of racing has recently bought a Lotus 18 Formula junior. Jim says the car is in need of a full restoration after being bought in New Zealand.

Recent CAMS Minutes of Historic Commission Meeting minutes can be found at1

[http://cams.com.au/en/Sport/Minutes/~media/Files/Sport/Minutes/National/HC/AHMSC%20Minutes\\_Sept%202011.ashx](http://cams.com.au/en/Sport/Minutes/~media/Files/Sport/Minutes/National/HC/AHMSC%20Minutes_Sept%202011.ashx)

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Ctrl and left click to view them.

Whilst on the subject of CAMS, what about the almost 50% increase in the cost of a C of D. I for one won't be hurrying to logbook my Lotus Eleven anytime soon, I know I can enjoy it at events such as GEAR etc, and I suspect I am not the only one who will choose to forego the formality of a logbook when it is not needed to compete in these fun event days.. The cost of administration to produce a C of D we are told is very high, but for almost \$1000 you sure can print a lot of paper and buy a lot of stamps. Maybe CAMS should review on their member's behalf ways of streamlining the process to reduce costs rather than just whopping on a \$300+ increase.

Speaking with Rob Cracknell at Phillip Island, Rob advises that the speed disparity within some Groups is of great concern and that CAMS will be looking at how to better manage the compatibility problem. Also I got the impression that the recent price hikes for C of D's were done without consultation from the Historic Commission, which is a bit dumb on behalf of CAMS. If you have a Commission to overseas matters Historic then one would hope that it is at least consulted. Rob said that a fairer way of handling this might be to gear the cost to the value of the car as is done overseas. Maybe another way is to charge according to the complexity of a car's submission.

On the subject of speed differential in Historics, why is it that some promoters have progressive grids which puts a fast car at the rear of a field creating enormous safety problems, sure in a perfect world in modern racing not a problem, but as has been proved time and again fast cars rear of the grid ... potential accident waiting to happen. Some years ago cars were gridded by fastest lap at the meeting, in other words each grid was made up by cars with their fastest time as their position. May not suit all of us, but I'll bet there are a lot less accidents and it would get my vote.

Rumour has it that one very well known racing car constructor with the initials RT trained as a fighter pilot in Canada during WW2 and couldn't resist doing some low level aerobatics in a Harvard which might have got him into a little trouble at the time.



Young Tom Tweedie has landed himself a drive in the Porsche Cup series, but his dad, Robert is making sure Tom keeps on his toes in Historics with an addition to the beautiful Lola T60 with a 1 litre engine, of a Formula 5000 purchased from Aaron Lewis. So we shall see Tom getting out of the smallest of capacity Group M cars with very little grip into a brutal Formula 5000 often at the same meeting. Just as well Tom has the Porsche Cup drive, he will need it to keep things in perspective ! Read more details on the F5000 at <http://www.ibcholdings.com.au/cars/chevron/index.html> photo left courtesy of Peter Ellenbogen

Graham Howard would like to sell his collections of Motorsport and Autosport UK magazines. Also from the USA Road & Track, which includes almost all their re-printed very early issues, through to late 1980s. These magazines represent a tremendous opportunity to someone to purchase as a source of research for cars from Group L through to the latest Groups. It is certainly something that our Association should consider purchasing for members to do that research, but we would need a more permanent club rooms to make it viable. Maybe the HSRCA should look at having a library control this? Is there an ex-librarian out there that could advise if this is feasible? Graham meanwhile can be contacted at [grimes@ix.net.au](mailto:grimes@ix.net.au)

Some of us think that we should have a reserved number within the M and O ranks, and it certainly sounds like a good idea. It would have to be coordinated with the Sports Racers as we often race with them. It would also need to be promulgated to the other promoters so that we get the consistency being sought. Not insurmountable problems, and I am happy to try to achieve a good result. So starting with me with 17, what numbers do you want, email me with your request please and well see if there's enough interest to take it further.

New nose for Noel Bryen's Rennmax.

Roger Ealand has just made an engine cover and nose for Noel's Rennmax. This together with a new engine being built should see the ex Ken Ward BN1 finished in plenty of time for the Tasman Revival meeting. Rennmax BN1's of course are very close to being a Lotus 22. Nice photo of Roger's workshop in the background, seems to be about as tidy as most of us!



There is a site called the Roaring Season, Gary Simkin has posted some terrific photos he took as a youngster in New Zealand there. It is certainly worth a look.

Gary, do I detect a couple of photos of the Ferrari 246T in there, including this one ? The Gary Simkin collection can be view on the Roaring Season's website by going to

<http://www.theroaringseason.com/showthread.php?505-The-Garry-Simkin-Collection-Part-1>

Like so many amateur photographers from back then, Gary's photos have a wealth of background information the professional guys simply didn't think important, 45 years later there is some terrific detail in there.



Graeme Lawrence – 1970 Tasman Champion.

This year will see more Aussies heading off overseas to compete in the Formula Junior ranks. Peter Strauss and Don Thallon are both heading off to compete in the UK and Europe, and there maybe one or two more.

Norm Falkiner advises his Elfin Mono is almost ready, will very nicely complement the beautiful Stranguellini Norm has campaigned at many meeting over the last few years.

Andrew Fellowes is powering on with the newly acquired Lotus 27. The car has been stripped of everything as is normal in a restoration, and as it is a monocoque, the fine work has gone into repairing it where a different engine was installed



in its later life. Andrew is without a car at present so the incentive is definitely there to have it trackworthy asap! There are currently no Lotus 27's running in Australia, so we are all patiently waiting Andrew !

Don't forget to visit the Australian Formula Junior Website - <http://www.australianformulajunior.com/> There is a wealth of information and cars for sale for the local scene.

## Tasman Revival Raffle Tickets.



One of the successful fundraisers for the 2010 Tasman Revival was the sale of raffle tickets for a terrific prize, a trip to Goodwood with car hire, accommodation and grandstand passes. Just \$10 gets you a ticket, and John Ellacott is in charge of sales. So why not ask John for a book of them and sell them to your mates or if you just want a ticket, John can do that too, contact John at [jellacot@bigpond.net.au](mailto:jellacot@bigpond.net.au)

## TECH TIP



The photo shows a  $7/16^{th}$ ,  $1/2$  inch and a  $9/16^{th}$  in 1.5 length. The 3 on the right are normal, nylock normal and half nylock.

Did you know that in addition to ordinary nuts you can buy not only half nuts but also 1.5 nuts. The torque that can be applied to the "long" nuts far exceeds that which can be applied to ordinary thickness ones, so much so that the bolt or stud could well fail before the threads strip out as is normal with a standard thickness one.

You might like to consider adding some to your inventory, and I buy mine from Gosford Bolts and Bearings, Gary Hancock or John Wright at 02 43254216

## A note from Kim Shearn after Phillip Island.

As mentioned in the Phillip Island report, the Formula Junior brigade, who look after each other so well on the track – but - with intense and very close racing, had 2 terrible accidents occur severely injuring James Owen from the UK and substantially damaging 4 cars. Johnathon Williamson Lotus 22 in the first race on Saturday then James in Kim Shearn's Lotus 18, James Hulbert in Philip Segat's Lotus 18 and Murray Bryden in his Lotus 20 in the last race on Sunday. The car driven by James Owen had 3 corners torn off, and had skated along the ground upside down after landing on a Formula Ford's windscreen just moments before. I asked Kim for his comments on the mix of the 2 Formulae, Junior and Ford at Phillip Island -- this is Kim's reply,

Many people, some surprising I might add, have offered their support and assistance following the events on Sunday.

James was a lucky boy and it was shame he had to return home with such dismal memories - he was completely blameless and is a great guy - he exemplifies the real historic FJ movement spirit too. A mark of the man is that on Monday he emailed the organizers and apologized if he contributed to holding up the progress of the meeting!

The car is a bit shabby, to say the least, but it will come back better than ever - and James is welcome to drive it again - if he wants to, that is.

### *My thoughts on these particular mixed fields:*

RE: Mixed Grids , FF's & FJ's

I have always held misgivings about being in a field with FF's, but, I was not strong enough to stand on my own, probably weakly held, views. The drivers of these more modern cars seem to have, well, different aspirations, to those of us who hold historic racing very dear. Speed and performance differential is not the issue here, but rather, most likely, the attitude to racing. The FF drivers (I know this is a generalisation, but it is the view I hold) are not wrong in their intentions at all, they just don't don't make good bedfellows with Juniors I'm afraid.

Further, the average FJ is worth double, triple, or even more, than the value of any FF in Australia and that too gives a hint to the problem. Lower barriers to entry often cause unintended consequences that can't be covered by legislation or attempts to regulate behavior. I also believe this exacerbates the problem.

One obvious answer is for the FJ community to take charge of its own destiny and try even harder to encourage the "dormant" FJ's to come out and play so we can have our own fields, meanwhile, give me M & O any day!

Cheers, Kim R Shearn

Photo's of Kim's Lotus 18 in the Scrutineering Bay



## The humble peddler's beaut new Brabham BT29-45

A great story by Wayne Wilson.

Last June at Eastern Creek Bruce Richardson kindly presented me with the Handicap Trophy for the John Dawson- Damer Memorial Race, he thought that my Rennmax had put on a good show trying to keep up with Twin Cams and the like. I said then how much I had enjoyed racing Bob Britton's great little pushrod over the past 15 years, and that when I grew up I might buy a Twin-Cam. Having passed a certain significant age, I got to thinking of Herb Neal's refrain that we are not here for a long time, but a good time, I put aside my usual accountant's conservative resolve to provide for my children, and started thinking of what quicker gadget I could procure to run in Group M&O (such nice people).

David Kent informed me of the attractions of a BT-29, so the internet was scoured for these cars which were made by Sir Jack and Ron, and all went to USA for their Formula B series, and they have twin-cams. I made proper enquiries with Mr Miller, had all the specs checked out and bought some cheap US Dollars. So last October I slipped over to San Francisco one weekend and inspected what I now call the beaut blue Brabham, fastidiously restored and maintained by the 77 year old gentleman in California . Was it love at first sight, or did I really need the oddest excuse to loose ten kgs to fit into it?



A Richard Taylor photo shows Wayne on to the ripples by just an inch or two.

The history is a typical club car, although it ran in the Bogota (Columbia) Grand Prix meeting in the early 1970s, with attempts at wings and slicks as the 70s evolved and a number of engine changes and accidents, at least it was well used. It seems to be the last BT-29 made, number 45. I have found a few of the former owners and they all are fascinated at its (last) journey Down Under— I just say it's found it's spiritual home.

After the usual shipping and Customs dramas (they wanted registration proof that it was 42 years old and those spares are not 40 year old spares, so you must pay Duty!) and the steam cleaning of the trailer that came with it, in November it was here and mine, and direct to David's shed at Faulconbridge did it go. Good thing they did not notice the 2 inches of fuel in

the translucent bag tanks that had sloshed across the Pacific Ocean! But even I could not get out of the GST...

Did I mention that there was a teenager from Parramatta who went on the train to see the AGP at Warwick Farm in the 1960s, and now he owns one of them, indeed a fortunate life. And what a great investment for the future of my children.

We did a shakedown day in January, when the brakes were found to be seized, replaced a few non-period bits to prevent it being labeled a Hot-Rod, and took it out for the first time at Wakefield in February. And yes I chose to start from the rear of the grid-- ever since Amaroo Park in 1998, I have held the view that new drivers and new cars should go to rear of grid. So I worked out how to start it and it sure gets away very quickly. On Saturday it was 4<sup>th</sup> fastest on track behind three guys who I know will always be faster than me, and I notice that the corners arrive much earlier than in the Rennmax! The starter motor gave out on Saturday so my wife is now expert at towing me around.

So after I figure out the 5 speed box (yes an FT-200 is very nice), how to breath and steer in that tight cockpit, and remembering to keep it on the Cam, it should be lots of fun. It really is a pretty device, beautifully presented thanks to my California friend, and an honour to become the custodian, the words of encouragement from guys who used to lap me are very appreciated, and I hope that it adds to the history and colour of the Group M&O Racing cars for many years to come. Thanks also to Bryan Miller for doing the CAMS inspection at Wakefield , we are now hopefully only a few adjustments and photos away from the C of D. And yes it is already faster around Wakefield than the trusty Rennmax, form a queue to the right to bid for Bob's best jigger, maybe the fastest pushrod in the country (or anywhere), but you will have to argue with my son....

## Jim McConville's Cooper

*I asked Jim at he recent Wakefield Park meeting if he could supply us with a few details about his very interesting Cooper – here is Jim's reply ...*

Cooper T75 F2-2-65 and it's sister car F2-2-75 were configured by Alf Francis, Moss's legendary mechanic. Francis went to Italy to work with Colotti, designing the Colotti Francis sequential gearboxes. These lighter gearboxes were fitted to the two Coopers and were powered by the prototype Typo 1 Alfa Romeo engines. These engines were designed to be fitted to an Alfa which was to compete with the British mini. It appears that the car never eventuated and the engines were loaned to Francis who prepared them for the 1965 F2 round in Europe. Since their original capacity was 600 cc Francis bored or stroked them to 998 cc.

The cars were spectacularly unsuccessful with the Alfa engines fitted even though they had top class drivers like Innes Ireland, Jo Siffert and Bernie Plaisance behind the wheel. In February 1966 the cars were advertised as rollers and shipped from England to USA where Tom Clark fitted a 1100 cc MAE to compete in the 1966 SCCA championship in FC.

I bought the car from Scott Liptac of Minnasota in 1984. He had partially restored it and I finished the job. I wanted it to be a 1965 configuration so was permitted to fit a 1300 cc Alfa engine.

Some years ago the original engines surfaced. It appears that Jo Siffert had them in the back of his vehicle when crossing to his home country, Switzerland, The customs suggested he pay duty on them so, since he didn't own them he left them at the border. About eight years ago the Swiss auctioned off their junk and someone in America bought them. One of the engines may be with the sister car in Japan.

I have enjoyed driving my Cooper over the years. It is a beautiful handling car as well as being very good looking.

Jim McConville



## As Frank Match is Patron of the Tasman Revival this year, it is opportune that Charlie Mitchell's ex Match works Elfin to be ready the event.

This car is arguably the one Elfin that put them on the world stage very early in their career. It was the Formula Junior that beat the rest of the world at Catalina on the 28<sup>th</sup> October 1962 for the Australian Formula Junior Championship. Why the rest of the world? – simply that Brabham's had sent a BT2 for Gavin youl to drive which came 2<sup>nd</sup> and Leo Geoghegan had his Lotus 22 there which was 3<sup>rd</sup>. Along the way Match set a new lap record for the class. Match that day also had wins in his works Elfin 1500 and Lotus 19 and in fact won 6 out of the 9 races contested. The 1500 from that day now belongs to Doug Anderson, and it will also be at the meeting.



Moments before the start, the red Elfin Formula Junior with Frank Match waits the flag drop.

The car as it is presently just awaiting its new engine .



The

Formula Junior becomes the giant killing 1500 as shown here on the cover of Sports Car world.

See also the article at the end of the newsletter.

*Full Details:* **TWO NEW LOW-COST SPORTS CARS**

**2/6**

# **SPORTS CAR WORLD**

Registered at the G.P.O., Sydney, for transmission by post as a periodical.

**JUNE, 1963**



**Top Local Driver Frank  
Matich and his 1.5-litre Elfin**

**HOT 110mph T V R SPORTS COUPE COMING HERE SOON  
AUSTRALIAN RACING DRIVERS AS WORLD CHALLENGERS**

This is an article from Modern Motor written about the exploits of our 2012 Patron, Frank Match. It highlights Frank's commitment to motor racing in the early 1960s and arguably is the meeting where Elfin was put on the map.

**Adelaide's Elfin and Sydney's Frank Match trounced latest imported cars in the first national FJ championship. Story, photos by Ray Simpson**

**S**YDNEY driver Frank Match completely dominated the first Australian Formula Junior Championship meeting at Katoomba's Catalina Park on October 28.

There was no stopping Frank, who:

- Won the title, driving an Australian-designed and built Elfin FJ, which triumphed over specially-imported overseas cars and became the first local racer other than a "one-off" special to take national honors;

- Competed in nine events with four different cars — the Elfin FJ, Elfin 1500, Elfin Clubman sports car, and a Lotus 19;

- Won six of the races, gained two seconds and one third;

- Lowered his own outright lap record for the 1.3-mile circuit to 59.2sec.;

- Set new records for the FJ, under-1500c.c. and production sports-car categories.

Tasmanian Gavin Youl, who had flown out specially from England with the new Repco-Brabham FJ, was runner-up to Match for the title, losing out by 4sec.

Third, another 8.3sec. away, was Leo Geoghegan in the latest Lotus 22 — also rushed from England specially for the race.

It was a triumph not only for Match but also for the South Australian Elfin factory, whose new FJ car was having its maiden race.



## AUSSIE JUNIOR

**THE MAN:** Match gets ride back from third placegetter Leo Geoghegan after coasting to victory with dry fuel tank.

To cap it all, Match had never competed in Formula Junior before, most of his previous experience being with sports cars — though he recently made an impressive showing with a 1½-litre Elfin at Warwick Farm.

Practice showed that the three toplineers were evenly matched, circulating within 0.3sec. of each other; Match was fastest with 61.7sec. — then Youl, then Geoghegan.

Gavin spun during practice and damaged the Brabham's front suspension, but everything except a battered nose was quickly repaired.

### Duel for Lead

Race-day weather was perfect, and a record crowd thronged Catalina Park to see a crowded programme of 14 races for all categories.

These included two four-lap preliminaries for the FJs. The first drew four entries and saw Geoghegan's new Lotus beat Glyn Scott's Lotus 20 by 7sec.; in the second, with only three starters, Youl's Brabham nosed out Match's Elfin by 0.4sec.

The same seven cars contested the 30-lap title race. Youl leapt ahead at flagfall, closely followed by Match and Geoghegan, and kept drawing away for the first two laps.

Then Match pulled all stops out and started to catch up, while Geoghegan seemed content to sit back and watch the duel.

On lap 3 the Elfin drew level with the leader, and Match gave an exhibition of spirited driving at Dunlop Corner, leaving his braking to the last moment—but the Brabham's Holbay-Ford engine had a bit more urge, and Youl shook off the challenge as they left the bend.

Match kept attacking again and again; finally, on lap 8, he snatched the lead and began to draw away from Youl, setting the new FJ record of 61.1sec. two laps later.



**THE CAR:** Latest Elfin FJ, with Match at wheel, became first locally-designed and built production racer to win a national title.

# CAR WON TITLE

Meanwhile Youl was having trouble: smoke started pouring from the Brabham's cockpit, and Gavin's speed slacked off slightly. He explained later that the smoke was due to a leak from the dry-sump oil system on to the exhaust manifold, and that at one stage the fumes had begun to affect him.

The leak took up after a while, and Youl tried to make up lost ground—but Matich had nearly 20sec. in hand by then.

Well behind the leaders, Bill Mitchell's MRD had retired on lap 14, after a slight shunt. This was the car with which Youl won the N.S.W. FJ title earlier in the year, but now it was completely outclassed.

## Drama Near Finish

Youl's renewed attack came close to winning the race for him, as Matich, forced to keep circulating at top speed, was rapidly running out of petrol, though no one suspected it at the time.

With seven laps to go, he realised the danger and began to ease off.

Then, three laps later, the Elfin began to sound rough on the climb to Craven A Corner, and Matich was seen bobbing about in the cockpit and making mysterious signals which no one understood.

To save weight, only  $\frac{1}{2}$  gallons of petrol had been put into the car; this should have been enough under normal circumstances, but at that speed consumption had increased considerably, and the Elfin was down to the dregs.

Final lap was one of the most exciting ever seen at Catalina.

The Elfin spluttered to the top of Craven A and started down towards Energol Bend—but halfway down the last drop of petrol was used up, the engine cut out, and Matich had to coast to the line, glancing back over his shoulder to watch a rapidly approaching Brabham.

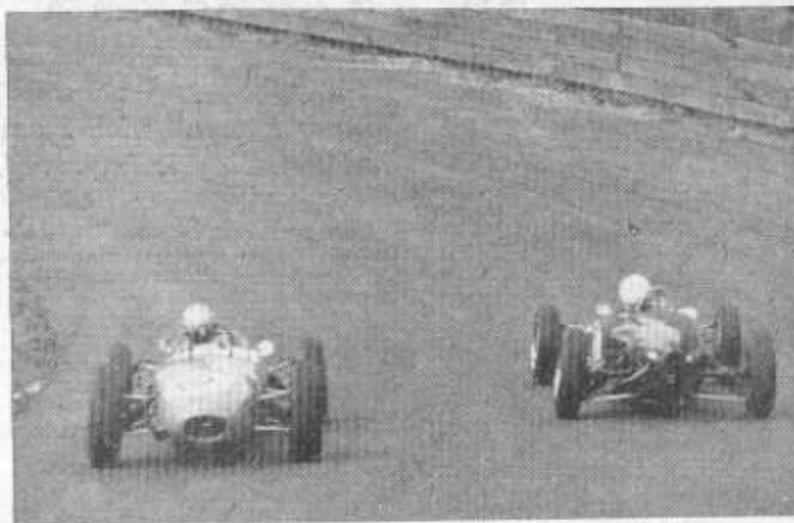
Luck stayed with Frank, and he glided over the line 4sec. ahead of Youl before coming to a halt a little further down the circuit. Leo Geoghegan, after finishing third, stopped to pick up Matich and brought him to the pits astride the Lotus, grinning from ear to ear, and being cheered by the crowd every inch of the way.

**RESULTS:** 1. F. Matich (Elfin) 31m. 18.7s.; 2. G. Youl (Repc-Brabham) 31-22.7; 3. L. Geoghegan (Lotus 22) 31-31.6; 4. G. Scott (Lotus 20) 31-39.6; 5. C. Nolan (Lotus 20) 29 laps; 6. L. Ayers (Lotus 20) 27 laps.

MODERN MOTOR — January 1963



**THE START:** Gavin Youl, who flew from England with latest Brabham FJ, gets jump on Matich's Elfin (right) and Geoghegan's just-landed Lotus 22.



**THE TAKEOVER:** Matich pips Youl at Dunlop Corner on eighth lap to grab the lead and keep it to the end. It was his first try at Formula Junior! **BELOW:** Youl's Brabham, seen from same angle as the Elfin on opposite page, shows big difference between the cars' suspensions.



# An interesting contract from 1961 – supplied by Indy Car enthusiast – Aaron Lewis.

Ed, another example of the simplicity of racing in the 1960s. Given the Indy 500 was worth 10 times the entire F1 season back then it is interesting to see how basic some of the contracting was at that time.

## BOWES "SEAL FAST" CORPORATION

5902 East Thirty-Fourth Street, Indianapolis 18, Indiana

LIBERTY 7-8246

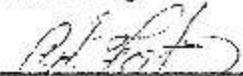


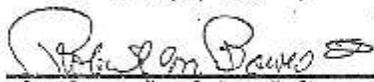
3-28-61

### AGREEMENT

It is hereby agreed between A. J. Foyt, Jr. and Bowes "Seal Fast" Corporation of Indianapolis, Indiana, that A. J. Foyt, Jr. will drive the car, or cars, owned by Rignotti-Bowes Racing Associates and sponsored by Bowes "Seal Fast" Corporation in all championship races in 1961 for the following consideration:

1. Bowes "Seal Fast" Corporation agrees to pay A. J. Foyt, Jr. the sum of \$6500.00. A. J. Foyt, Jr. will then purchase a 220 Offy for this sum and it will run under Bowes "Seal Fast" colors.
2. A. J. Foyt, Jr. agrees that 50% of all 220 prize money be delivered to Rignotti-Bowes Racing Associates; Rignotti-Bowes in turn promises to keep the car in good racing condition during the season and guarantees that after the season the car will be in the same condition as at the start of the season.
3. In case of any accident involving injury or permanent disability or death, Rignotti-Bowes Racing Associates and Bowes "Seal Fast" Corporation agree to purchase 220 Offy for \$6500.00, payable to A. J. Foyt, Jr., or his estate.
4. A \$10,000 life insurance policy on A. J. Foyt, Jr.
5. A. J. Foyt, Jr. agrees in consideration for the above mentioned \$6500.00 to allow Bowes "Seal Fast" Corporation to use his name and picture in promoting their products during the year 1961.
6. Bowes "Seal Fast" Corporation agrees to furnish A. J. Foyt, Jr. with gasoline credit cards for use in his traveling in connection with the 220 Offy, and to furnish him uniforms and other necessary accessories used in connection with racing.

  
A. J. Foyt, Jr.

  
for Bowes "Seal Fast" Corporation

Witnesses:



## Also - an update on Aaron Lewis's Brabham BT25 Indy car as reported on in Newsletter 12

As usual, Aaron is a man of few words – so he will let the photos tell the story of how it is coming along – aiming to have it at the Tasman Revival this year. Photo top left as Aaron found it in the Donington Park Grand Prix museum.



## A couple of things to ponder and feedback please.

### Firstly - Cars starting from the rear of the grid.

Historic Racing is unlike modern racing, the cars we compete in cannot be modified outside the way they were in the period and so we are stuck with the potential they had back then. This means that no matter how good a driver you are, if your car was not a front running car in the period, then it is unlikely to be a front running car now. Most of us compete for the enjoyment it gives us, the camaraderie we generate between each other, the battles we have on the track but in the knowledge that the cars we race were dangerous in the period and are not much less so now. So anything that can be done to eliminate as much risk as possible should be done.

In the past I have taken steps as the HSRCA Group registrar to have a fast car moved from the rear of the field to where it should be given lap times, this involves getting the approval of all who are "disadvantaged". That is how important I believe in my mind this is, there is no reason to put a fast car back where the slower cars are at the mercy of the faster driver, and in some cases this ends up with an incident. **In fact at the last 2 major Historic meetings, our HSRCA Eastern Creek in November and now the VHRR Phillip Island one this month, at both events there has been a multicar major accident when a fast car has been placed down the grid from where their lap time would normally have them. I am not saying that the car that was out of place caused the accident, I am simply saying that when a car is placed there it increases the risk of an accident that can otherwise easily be avoided by having that car where it's lap time indicates it should be.** Sure in modern racing where a 7 % limit is invoked for fastest to slowest it is fine, and these cars are built to exacting specifications where the driver's safety is paramount, however in M and O racing we race the cars essentially as they were. We run under a 130% ruling not 7% and a lot of time we are allowed a concession to extend the 130% rule. I agree wholeheartedly with this, as the lead cars will take 3 to 4 laps to catch the cars at the rear, by which time safe passing is not a problem. And I would hate to see anyone dropped off because of an arbitrary ruling like that, 129% safe, 131% unsafe? Yes a Nanny State tries to eliminate all risk, but the risks here aren't exactly a bit of water on the shop floor, they are real risks that can be minimized. **I would like to hear from you as other M and O competitors and that presently includes Formula Junior as to how you feel about this.** There are various ways of penalizing someone for not finishing a prior race, maybe a 30 second penalty at the end of it for example, post applied, and there are other ways. One great innovation we had some years ago entailed moving the cars on the grid according to their fastest achieved time during the weekend.

No matter what is decided though, it must be consistently applied through the various race promoters, and CAMS taking it onboard would be a great start.

As I have said before, if you want to make a name for yourself, Historic Racing is not the place to be noticed, most of us are there to share track time with our mates, try to keep the playing field level by not doing anything that "robs" the other guy. Take the Tweedie family for instance, Tom and Robert have enormous fun in Historics, but get down to the serious business with Tom driving in modern racing as well, now in the Porsche Carrera Cup series, and that is where starting from the rear of the grid has its place.



Modern racing is different to what we do - Tom Tweedie in the Carrara Cup Porsche at the Clipsal 500.

## Secondly- Formula Junior as a Group



The start of a Formula Junior / Formula 3 race 2010 Tasman revival. Steve Koen photo.

Formula Ford and Formula Vee were and are Groups that race within a prescribed Formula. Formula junior are no different except that they are not a current Group. There is a move within the Formula Junior ranks that is lobbying to have these cars re-logbooked out of Group L and Group M and into their own Group. As a Group M competitor, I would not like to see them go, however if I put my impartiality hat on then I think that they have every right to expect that they have a strong case to put to CAMS to be considered this way. As an Association they have done wonders in building up their numbers where there are currently around 30 cars competing. The fact that some cars are from the Group L period and others Group M helps support the idea that there should be a dedicated Group, just as there is an Fa, Fb and Fc subcategory with the Formula Ford ranks.



Peter Strauss leads Kim Shearn at the 2010 Tasman Revival – the last race for the Juniors of the weekend. Steve Koen photo.

## As always that parting shot ...

### This time to remind the Northern Hemisphere guys of how good is Sydney in late November

This photo was taken by an professional photographer with a waterproof camera lurking in the surf taking shots of surf-board riders at North Cronulla. As usual I was in the surf around 0715 one morning last year and he got this shot just as I was on that elusive shoulder of the wave. We all look a bit different without our racing suits on! As a body surfer, to get onto the shoulder of a wave is about as good as winning a race. Bondi, Cronulla, any Sydney beach, they all have great waves this time of the year, just the place to cool off after a race weekend. The wave from memory was about a 2metre one, just perfect.



*Finally I would like to thank all those who have contributed to make this our biggest newsletter so far. The photographers who so kindly allow us to see the stories come alive, the guys who have written articles for us all to read, those that have helped correct my many spelling and grammar mistakes and those I bounce ideas off. It is quite a production these days, about an hour of time for every page, so I make no apology if it takes you a bit of time to go through it!*

*Ed*